

CONDITIONS OF APPROVAL:

Open Issues: 36 These issues are currently being filtered

Addressing

General Issues

182. Subdivision and Street Name Approval

lori.jarosz@franklintn.gov Applicant shall have all street names approved before site plan submittal. Submit to lori.jarosz@franklintn.gov

Engineering - PUD Plan Checklist

General Issues

40. F. Development Plan

jimmy.wiseman@franklintn.gov Improvements to the southern leg of the round-a-bout have been added to the scope of the City project. The development plan shall reflect the needed ROW of for these improvements.

85. F. Development Plan

jimmy.wiseman@franklintn.gov The applicant has requested the following improvements. Beside each improvement, a note has been added in this comment recognizing whether the request qualifies or is does not qualify for an offset agreement. All offset agreements must be approved by the Board of Mayor and Alderman in conjunction with the development plan. Estimates and itemized bid tabs shall be submitted to Engineering with the next submittal to proceed with the request.

1. Developer plans to appeal staff's decision that the traffic signal at Cool Springs Boulevard and Road of the Roundtable is not available for an offset agreement. Please see the attached Decel Lane and Median Exhibit and the Traffic Signal Estimate. **Does Not Qualify (Not on the Signal Master Plan)**
2. Developer plans to appeal staff's decision that the traffic signal on East McEwen Drive and the main entrance to Avalon Franklin is not available for an offset agreement. Please see the attached Decel Lane and Median Exhibit and the Traffic Signal Estimate. **Does Not Qualify (Not on the Signal Master Plan)**
3. Developer plans to appeal staff's decision that the 4 deceleration lanes to be constructed on Cool Springs Boulevard are not available for an offset agreement. 3 deceleration lanes are to be constructed. The 4th is already constructed at Cool Springs Boulevard and Highbury Rise (Provide 125 of storage per Traffic Impact Analysis). Please see the attached Decel Lane and Median Exhibit and the Decel Lanes Cool Springs Boulevard (Lanes #5, #6, and #9) itemized estimates. **Does Not Qualify (Only benefits the development and required by Traffic Impact Analysis)**
4. Developer plans to appeal staff's decision that the 6 deceleration lanes to be constructed on East McEwen Drive are not available for an offset agreement. Please see the attached Decel Lane and Median Exhibit and

the Decel Lanes East McEwen (Lanes #1, #2, #3, #4, #7, & #8) itemized estimates. **Does Not Qualify (Only benefits the development and required by Traffic Impact Analysis)**

5. Developer requests offsets for required turn lane and median modification on Cool Springs Boulevard. See attached Decel Lane and Median Exhibit and the Median Cool Springs Boulevard estimate (Median #10). **Does Not Qualify (Only benefits the development and required by Traffic Impact Analysis)**
6. Median Closure on East McEwen Drive. Please see attached Exhibit and the Medians East McEwen Drive (Median #12) itemized estimate. **Qualifies**
7. Developer requests offsets for median modification on East McEwen Drive. See attached Decel Lane and Median Exhibit and the Medians East McEwen estimate (Median #13). **Qualifies**
8. Developer requests offsets for required turn lane. See attached Decel Lane and Median Exhibit and the Median Oxford Glen Drive estimate (Median #11). **Does Not Qualify (Only benefits the development and required by Traffic Impact Analysis)**
9. Developer requests offsets for median modification on Oxford Glen Drive. See attached Decel Lane and Median Exhibit and the Median Oxford Glen Drive estimate (Median #11). **Qualifies**

City Staff will prepare a memo to the Board of Mayor and Alderman reflecting the applicant's request and Staff's position.

86. F. Development Plan

jimmy.wiseman@franklin.tn.gov **This is an advisory comment.** All City of Franklin specifications, guidelines and ordinances must be adhered to at the site plan stage. No exceptions will be allowed based on entitlements if our regulations cannot be met in the construction plan set. No additional modification of standards shall be granted during site plan. The applicant must come back to the Board of Mayor and Alderman in order to request any additional modification of standards.
[Edited By Jimmy Wiseman]

89. ROW Dedication

joe.marlo@franklin.tn.gov After further discussion with City of Franklin Engineering Staff, Applicant to revise drawings as follows:

1. Replace "ROW Dedication" labels on the drawings with "Future ROW"
2. Add the following note to the drawings:

"Future ROW shown on drawings shall be dedicated or reserved as follows:

1. *Future ROW required for the development of Avalon Square, along Garden Club Court, and improvements required by the Traffic Impact Study shall be dedicated to the City of Franklin at the time of construction of the improvements by final plat.*
2. *Future ROW required for City Capital Improvement Projects (East McEwen Drive Phase 4 Improvements and East McEwen Drive Roundabout) shall be reserved."*

96. Work within TVA Easement

joe.marlo@franklin.tn.gov *The following comment is a Reminder to COF Staff, but does not hinder approval of the Development Plan.*

Advisory Comment: With the Site Plan submittal, Applicant will be required to provide documentation from Ashton Park HOA and TVA showing they have no exceptions to the work proposed within their open space / easement.

112. F. Development Plan

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

All streets, both public and private, shall be evaluated at the site plan stage against the City of Franklin Street Standards and the typical sections approved in this development plan. Dimensions shown on the horizontal plan view are considered conceptual in nature and are not to be considered approved. At the site plan stage, all streets not meeting City of Franklin dimensional standards shall require an exception to the Street Standards to be approved by the Engineering Department.
[Edited By Kevin Long]

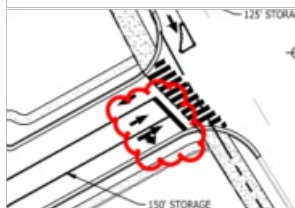
132. Traffic Impact Analysis

joe.marlo@franklin.tn.gov *Comment partially addressed.*

Applicant to modify the intersection of Cool Springs Boulevard and Road of the Round Table (C2.18) to incorporate the results of the TIA, including the following:

1. Correct lane markings, including left turn lane arrow. Stop bar to be perpendicular to curb/gutter.

1. The project access should be constructed to include one entering lane and two exiting lanes, striped as a separate left turn lane and a shared through/right turn lane. Each of these turn lanes should include at least 150 feet of storage.



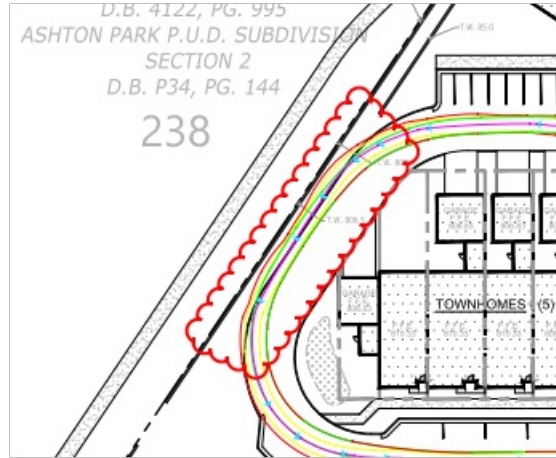
carlb@franklin.tn.gov

The applicant is hereby notified that according to the TIA, that build-out of the development as proposed is projected to create **failure of traffic flow** at the McEwen Drive roundabout during both the AM and PM peak hours, even with the COF proposed improvements to the roundabout. COF Engineering staff expects to bring this issue to the attention of the FMPC for their consideration.

136. Autoturn

joe.marlo@franklin.tn.gov

Applicant to correct the Autoturn on C4.17 such that the apparatus wheels are always on pavement.

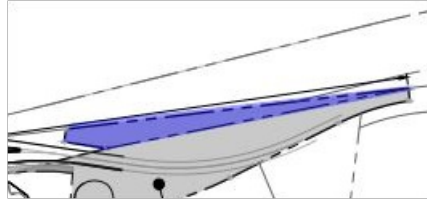


139. ROW Dedication

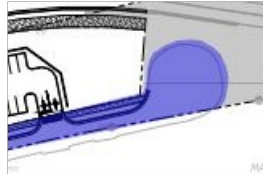
joe.marlo@franklin.tn.gov

Applicant to revise the areas of Future ROW in the southeast quadrant as indicated below.

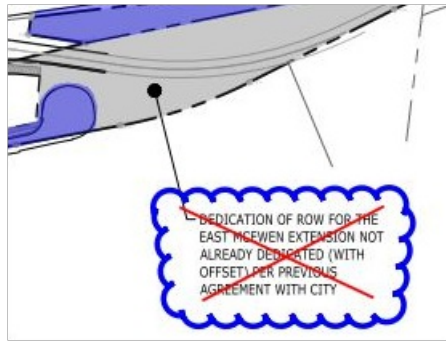
1. Show 'Future ROW' for the McEwen Extension. (C4.0, 4.15)



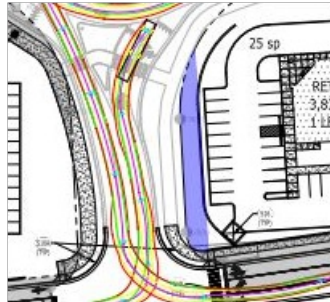
2. Show 'Future ROW' extending 2 feet beyond back of curb at the existing cul-de-sac in Garden Club Court. (C4.0, 4.15)



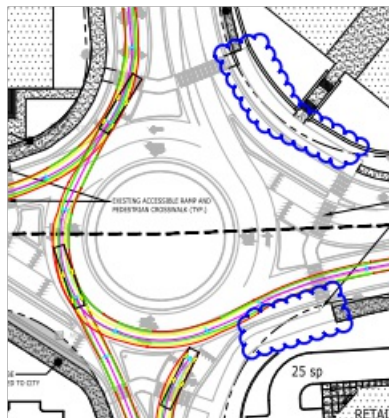
3. Remove note clouded below, and remove dedicated ROW between the cul-de-sac and that needed for the McEwen Extension. (C4.0, 4.14)



4. Show 'Future ROW' for the 12 feet needed for the additional lane at the south leg of the roundabout, per the TIA review. (C4.0, 4.14)



5. Show "Future ROW" for the sidewalks clouded below at the E. McEwen Drive / Cool Springs Blvd Intersection. (C4.14)



140. Gas Line Easement

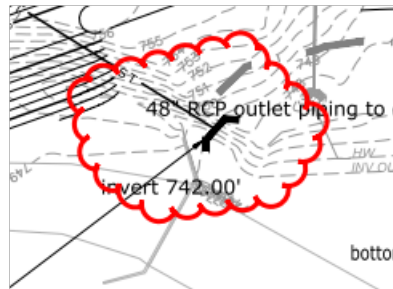
joe.marlo@franklinton.gov The gas line has been shown to be relocated to be within Garden Club Court. The following is an Advisory Comment, **but does not hinder approval of the Development Plan.**

Advisory Comment: At Site Plan, the Applicant will be required to show the full width of Garden Club Court milled and overlaid along the length of the relocated gas line.

147. Stream Buffer

joe.marlo@franklin.tn.gov *The top of bank and stream buffer have been revised (thank you).*

Applicant to remove 48" RCP outlet from stream buffer. (C3.12)



149. Storm Infrastructure

joe.marlo@franklin.tn.gov *Comment to remain open as a reminder to COF Staff, but **does not hinder approval of the Development Plan.***

At the Site Plan stage, Applicant to shift the proposed junction box clouded below to be out of the turn lane. (C3.13). Additionally, the 54" RCP should be directed to discharge more parallel to the retaining walls adjacent to the bioretention areas instead of perpendicular, as schematically shown in the sketch above.

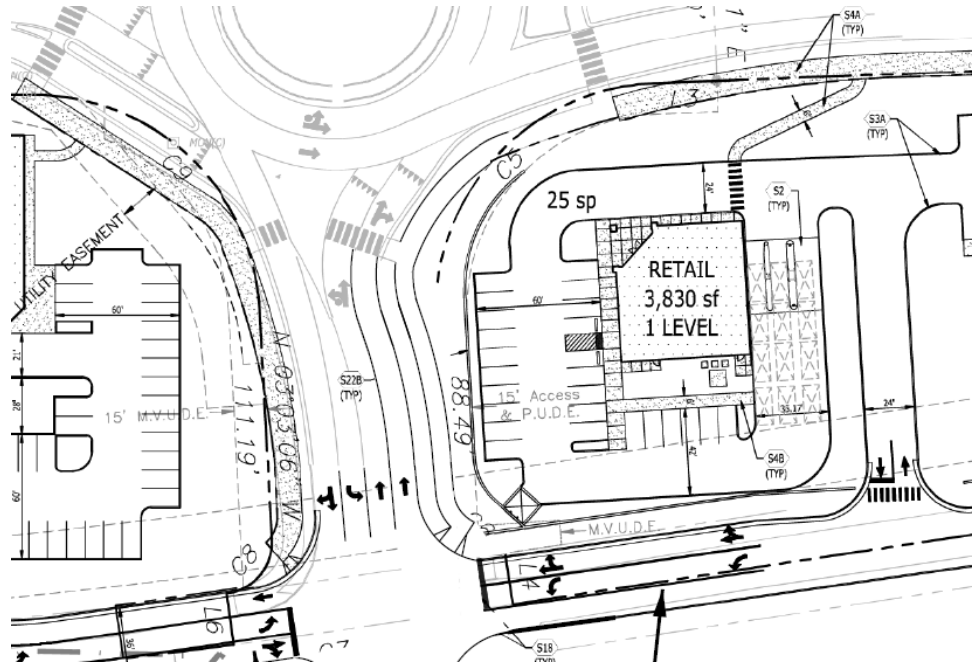
150. Sight Distance

joe.marlo@franklin.tn.gov *The following is an Advisory Comment, **but does not hinder approval of the Development Plan.***

Advisory Comment: Several walls adjacent to intersections are shown on the Development Plan. At Site Plan, the Applicant will be required to show sight triangles showing that the walls do not interfere with intersection sight distance.

154. F. Development Plan

Per the third-party review of 12-11-18 as uploaded into IDT, the development impacts on the south leg of the roundabout (northbound Oxford Glen Drive) extend to approximately 500 feet south of Garden Club Court. This result indicates a recommended second northbound through lane from that point into the slip lane just south of the roundabout. Due to the constraints of making this improvement in the off-site portion of Oxford Glen Drive to the south of Garden Club Court, the applicant shall provide future ROW for adding the second lane widening of Oxford Glen Drive only between Garden Club Court and the slip lane just south of the roundabout. The applicant shall redesign the development layout on this frontage of Oxford Glen Drive accordingly to accommodate this widening, similar to that shown below.



[Edited By Carl Baughman]

155. F. Development Plan

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.

159. Street Sections

joe.marlo@franklintn.gov Comment not adequately addressed. TND-1 section added does not appear applicable. No sections have been provided for private streets and alleys. Plan layouts do not appear to match the street sections provided.

Applicant to supplement the street section on Sheet C2.12 to include all street sections proposed in the development, including alley sections and street sections with and without on-street parking. Provide street names associated with each section. Revise streets / alleys shown on plan such that they match the street sections provided.

170. H. Stormwater Management Plan

lance.fittro@franklintn.gov The previous comment has largely been addressed (thank you), but the box shown below which persists on sheet C3.18 shall be removed:

BIOFILTRATION AREA
3' BOTTOM WIDTH
3:1 SIDESLOPES
1.5% SLOPE
(80% TSS REMOVAL)
FLOW CAPACITY:
Q actual = 13.3 cfs
Q capacity = 27.1 cfs

and another reference to TSS removal requirements remains in the narrative on sheet C3.01:

NORTHWEST RESIDENTIAL BLOCK

THE NORTHWEST RESIDENTIAL BLOCK OF THE DEVELOPMENT INCLUDES THOSE PORTIONS NORTH OF MCEWEN AND WEST OF COOL SPRINGS AND NORTH OF THE PRIVATE DRIVE. THE NORTHWEST RESIDENTIAL BLOCK CONSISTS OF A LARGE PORTION OF THE OVERALL DEVELOPMENT AND WILL UTILIZE SEVERAL GREEN INFRASTRUCTURE PRACTICES (GIP)S, INCLUDING BUT NOT LIMITED TO THOSE LISTED, TO ACHIEVE THE REQUIRED ~~82% TSS REMOVAL~~ BY COF. GENERALLY, SEVERAL DISTINCT BIORETENTION AREAS WILL BE STRATEGICALLY LOCATED TO BREAK THE SITE INTO SMALLER WATER QUALITY BASINS, AS WELL AS AREAS OF

Applicant shall revise the narrative for the Northwest Residential Block to read "0.18 Effective Rv" rather than "82% TSS Removal".

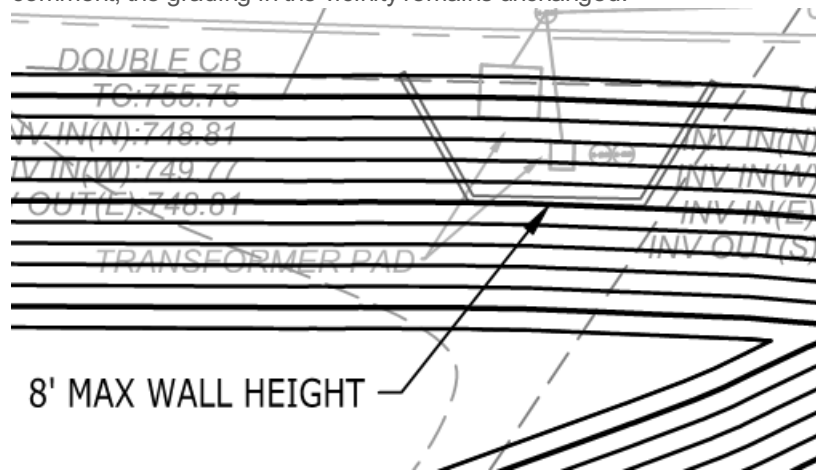
[Edited By Lance Fittro]

172. I. Utility Plan

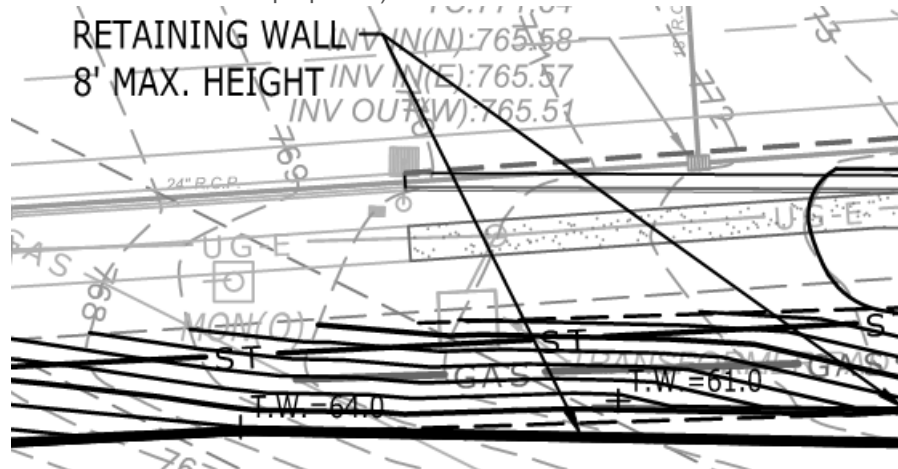
lance.fittro@franklintn.gov Applicant shall coordinate all necessary utility relocations and easement encroachments with the utility providers and reflect the necessary details on the construction plans submitted at Site Plan. All utilities, including those of non-City entities (including TVA, Mallory Valley Utility District, Atmos Gas, Middle Tennessee Electric Membership Corporation) shall be shown on the submitted Site Plan, and any necessary revisions or relocations required reflected on the plans. It should be understood that substantial revisions to the layout of the development to accommodate utility impacts at the Site Plan stage may necessitate a revision to the Development Plan.

173. G. Grading Plan

lance.fittro@franklintn.gov While a wall has been added around the transformer pad to address the previous comment, the grading in the vicinity remains unchanged:



A similar issue persists with the next transformer pad to the east (adjacent to the large bioretention installation proposed):



These issues can be addressed in detail at Site Plan stage, but applicant shall be aware that any existing City infrastructure shall be protected from impacts by the proposed grading and development. Any proposed relocation or modification of public infrastructure shall require approval of the City Engineer.

175. Easements

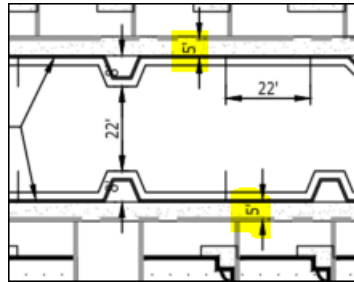
joe.marlo@franklintn.gov The following is a new comment due to new information shown.

Applicant to show the easements immediately to the west of the development, including the TVA easement, on Sheets C2.0 and C2.17, similar to that shown on the previous submittal.

176. Sidewalk Width

joe.marlo@franklntn.gov *The following is an Advisory Comment, but does not hinder approval of the Development Plan.*

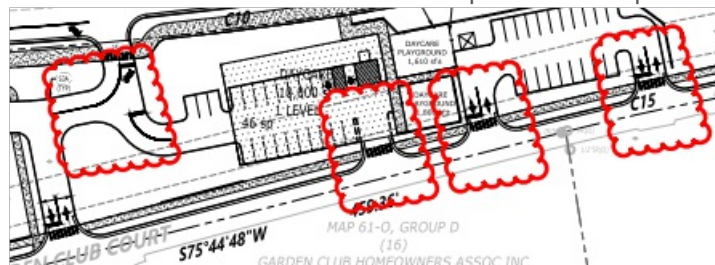
Advisory Comment: At Site Plan, the Applicant will be required to revise sidewalks immediately adjacent to on-street parking spaces to have a minimum width of 7 feet. (C2.17, C2.18)



179. Site Plan

joe.marlo@franklntn.gov *The following is an Advisory Comment, but does not hinder approval of the Development Plan.*

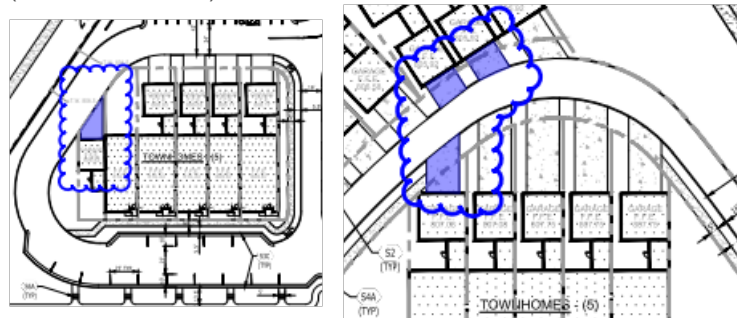
Advisory Comment: At Site Plan, the Applicant will be required to revise the drives and accesses clouded below to meet Street Specification requirements. (C2.15)



180. Driveway Length

joe.marlo@franklntn.gov *The following is an Advisory Comment, but does not hinder approval of the Development Plan.*

Advisory Comment: At Site Plan, the Applicant will be required to revise driveways such that all portions of driveway lengths are either 5 feet or less, or 20 feet or more, from the edge of pavement to the face of garage, including those highlighted below. (C2.17 and C2.18)



Fire-Planning

General Issues

101. Connectivity

josh.king@franklintn.gov The applicant is providing a connection to the edge of the property for an extension of Highbury Rise as a pedestrian, emergency gate, or full vehicular connection should the residents of Ashton Park or the BOMA desire to make this connection.

107. Fire Protection

andyk@franklintn.gov Thank you. This is much clearer. I met with MVUD and our concept for this site differs greatly from what you have shown. Please expect more public mains, connectivity to Frenchtown Lane, public hydrants, and fire meters to serve such a large project. Additionally, any private fire line will need to meet the requirements of NFPA 24 and have indicating valves (PIVs) where appropriate.

165. On-Street Parking

andyk@franklintn.gov Thank you. We will confirm the 6.5' parking lane(s) is acceptable with engineering.

General Issue

20171000_2018-03-08_AVALON FRANKLIN SUBMITTAL.pdf

74. MVUD Application

bnutt@mvud.org MVUD understands the desire to wait until the approval for the development plan. MVUD cautions that the current plan does not reflect the water layout that will be required by MVUD. The current plan shown does not reflect the correct pipe sizing and easement locations onsite and offsite that will be required to serve this property. Developer will be required to follow MVUD design specifications including the requirement of Exclusive easements.

Parks

General Issues

20. Parkland information

kevinl@franklintn.gov The attachment was presented by email to Josh King from Craig Baucom referring to the 172 units previously approved.

Proposed Zoning Avalon Square Site Statistics

Gross Density

	Total Acres	Residential		Commercial		
		Total Units	Units/Acre	Total SF Bldg	Actual FAR	Allow FAR
Lot 1 - Townhome Section (PC)	16.55	106				
Lot 2 - NW Corner (PC) (169,500 sf Retail / 85,350 sf Office)	19.86	66		254,850	0.348	
Lot 3 - NE Corner (PC)	7.58			37,000	0.116	
Lot 5 - SW Corner (PC)	8.54			50,000	0.139	
Lot 4 - Dedicated Fire Hall	1.76					
Lot 7 - Dedicated Police Station - Dedicated Roads	0.74 10.97					
Totals	66	172	2.61	341,850	0.119	0.6
Lot 6 - SE Corner (NC)	3.54			23,300	0.15	0.3
Lot 8 - SE (NC)	1.83			0	0.000	0.3

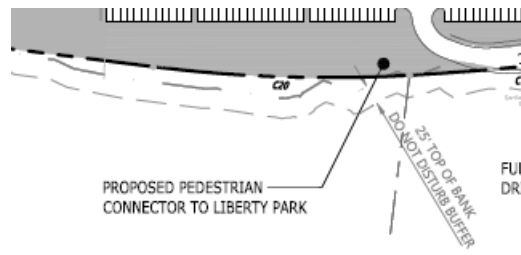
Residential Net Density

Proposed Net Density for the residential portion of the project is calculated by subtracting proposed Open space and ROW from the total development.

131. Parkland information

kevinl@franklintn.gov

There is still a reference to the connection on page C2.0. Please remove the comment.



Parks-The connection point at which you are wanting to enter the Liberty Park property will not work for Parks. The design of hole 3 of the disk golf course will be impacted with this access . To make a connection to this park would take a large bridge and would be intrusive to the park currently. At this time, Parks will not support the MOS for the connection as you have sidewalk connection to the park currently. Fees shall be required for the total amount. When the next phase of Liberty is being considered, a connection point can be discussed and incorporated with this phase of construction.

[Edited By Kevin Lindsey]

Planning

General Issues

178. Architecture

amy.diaz-
barriga@franklintn.gov

It is our understanding that the refuse center at the southwest corner of the development is to be a fully enclosed building, and not merely a screen wall as depicted in the plans. As such, the applicant shall change this label to reflect their design intent.

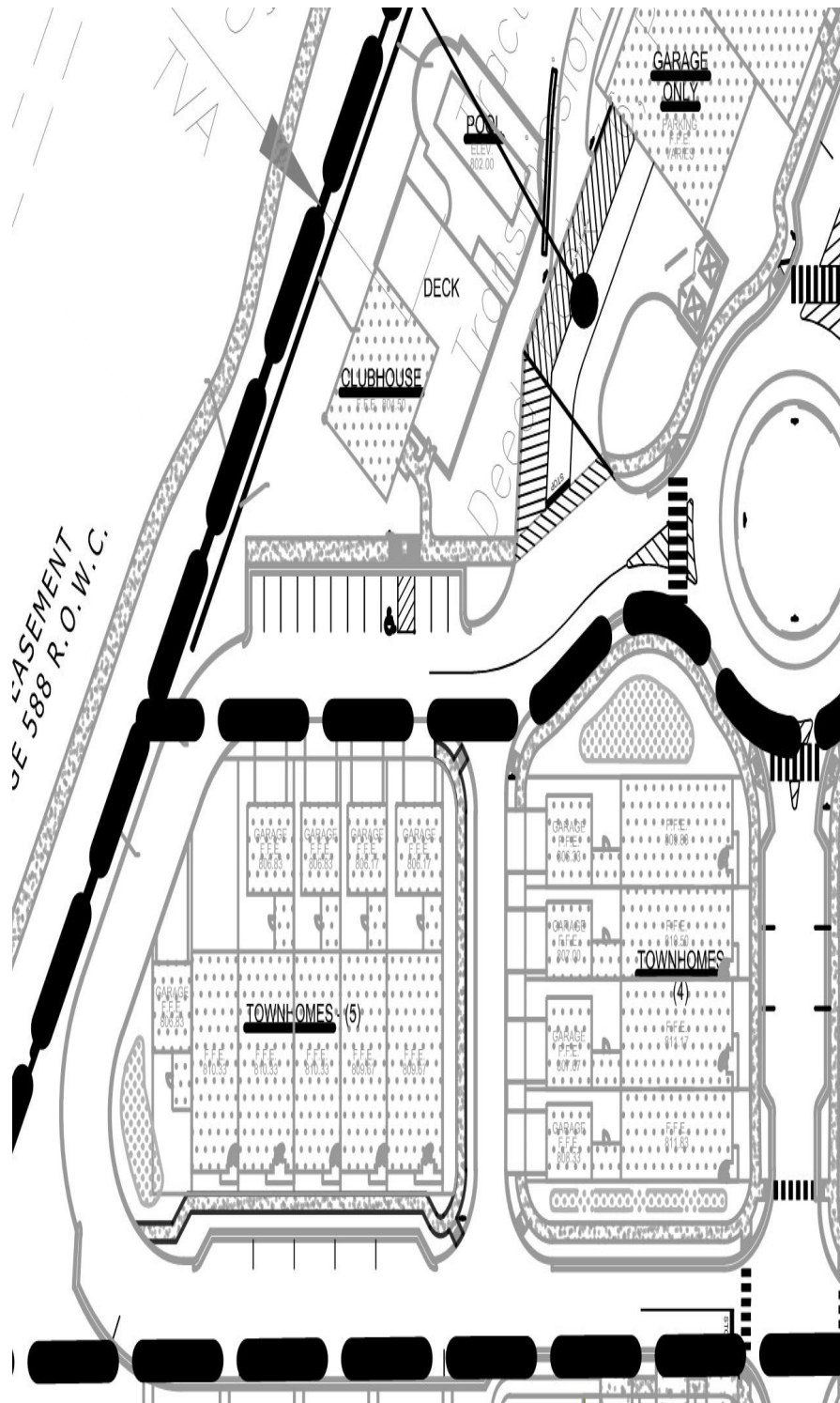
The applicant shall also be aware that this building will require elevations at site plan, meeting the standards of section 5.3.6 of the Zoning Ordinance.

183. Townhome Section

josh.king@franklintn.gov

To be addressed at site plan

This section of townhomes is not approvable as designed. Applicant shall provide an alley type cross section for the area behind the townhomes and the future pool complex or redesign this area to meet COF standards for multifamily.



Stormwater

General Issues

158. Installation

ellen.moore@franklintn.gov *This comment is an advisory comment and does not hinder PUD approval.*

Stormwater Management features that serve multiple phases shall be installed within the infrastructure site plan or with the first site plan within the contributing drainage area of the stormwater management features. Sureties pertaining to the stormwater features shall not be released until all contributing drainage area is built out and stabilized.

[Edited By Ellen Moore]

160. Riparian Buffer

jeff.willoughby@franklintn.gov As explained both in a meeting with City staff, and an email sent to the applicant on November 19, 2018, a stream buffer variance submittal will be required due to the turn lanes encroaching into the 25' stream buffer. This shall be submitted and approved prior to development plan approval.

181. Permits

Doug.Noonan@franklintn.gov Advisory comment: All TDEC permits appear to be expired/inactive. All construction activity shall be covered under an active CGP NOC and any stream alterations shall covered under an active ARAP NOC

Water/Sewer

General Issues

83. Sanitary sewer Availability

ben.mcneil@franklintn.gov *****This comment is to remain open until the issue with the offsite sanitary sewer solution has been agreed upon and a plan in place.*****

The City of Franklin Water Management department is currently finalizing the extent of offsite requirements for approvals of the development plan. There will be sanitary sewer upgrades required and identifying the proportionate share for the applicant is a priority. The applicant will be required to meet with Franklin Water Management to review the findings as soon as they have been completed. The development plan cannot move forward to one stop until all offsite agreements have gone to BOMA and approved. The applicant shall contact Ben McNeil or Scott Andrews for questions. (615) 794-4554