

CONDITIONS OF APPROVAL:

Open Issues: 28

Addressing

General Issues

54. Subdivision and Street Name Approval

lori.jarosz@franklintn.gov	Please submit street names and subdivision names for approval to lori.jarosz@franklintn.gov
sbernick@ragansmith.com	Understood. Public and private Street names and subdivision name will be coordinated with Lori Jarosz prior to Site Plans/Final Plat approval. We anticipate the public roadway proposed internally to the site running east/west and connecting to Carothers Parkway will be an extension of Ovation Parkway and named as such. We anticipate the public roadway proposed internally to the site running north/south and connecting to E. McEwen Drive will be an extension of Edward Curd Lane and/or Tower Circle and named as such.
lori.jarosz@franklintn.gov	This comment to remain open until subdivision names and street names have been approved.
sbernick@ragansmith.com	<p>The requested subdivision name is "Aureum". Although the development team would like the ability to update the street names if necessary, names for the public ROW's have been identified on the PUD plan. We're requesting the following: Tower Circle (north/south drive between the existing E. McEwen Drive and Tower Circle intersection to the proposed signalized intersection within the development), Ovation Parkway (east/west drive between the existing Carothers Parkway and Ovation Parkway intersection to the proposed signalized intersection within the development), Edward Curd Lane (Southern extension drive between the proposed signalized intersection of Tower Circle and Ovation Parkway heading south to the southern property line.</p> <p>We're requesting the following for the private drives: Aureum Trail (drive running north/south) and Golden Way (drive running east/west from proposed right-in/right-out entrance from Carothers Parkway heading west to the Franklin Summit property).</p> <p>[Edited By Scotty Bernick]</p>
lori.jarosz@franklintn.gov	<p>The use of Tower Circle and Edward Curd will need to be changed to a new street name. Ovation can cross over since the length is short. I have sent the other names over to E-911 center to be approved. Street names and subdivision names shall be approved and on the plans before resubmittal and there will not be an ability to update the street names once they have been approved.</p> <p>[Edited By Lori Jarosz]</p>
sbernick@ragansmith.com	<p>The development team discussed the proposed road names of "Edward Curd Lane" and "Tower Circle" with City staff at an April 2nd 2019 meeting. Per that correspondence and meeting, these proposed names are still being requested.</p> <p>[Edited By Scotty Bernick]</p>

mollyp@franklintn.gov

The use of Tower Circle and Edward Curd will need to be changed to a new street name. Ovation can cross over since the length is short. I have sent the other names over to E-911 center to be approved. Street names and subdivision names shall be approved and on the plans before resubmittal and there will not be an ability to update the street names once they have been approved.

Engineering - PUD Plan Checklist

General Issues

17. F. Development Plan

kevin.long@franklintn.gov

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.

sbernick@ragansmith.com

Agree, off-site and on-site roadway improvements have been labeled/dimensioned on the PUD enlarged development plan sheet C2.1. It is understood that further refinement is required for the road improvements, review by Volkert, and approval by the City for the finalized TIS document. Once this is complete sheet C2.1 will be updated to reflect these agreed upon improvements.

[Edited By Scotty Bernick]

kevin.long@franklintn.gov

Applicant shall show all proposed IGP improvements on the proposed development plan sheets as existing, as it is anticipated that that IGP improvements will be substantially completed prior to full build-out of this development. Specifically, include all improvements on McEwen between the I-65 ramps and the Carothers Parkway intersection, the dual right-turn lanes from McEwen onto southbound Carothers, and the third southbound lane on Carothers Parkway. These can be labeled "future", "by others", etc., as needed.

sbernick@ragansmith.com

Agree, the actual existing lane conditions have been removed and updated with the future IGP plans as requested. RSA is showing all of the IGP linework received from the City previously and requested the additional line work cad files from the City. RSA will block in the additional line work (once received) specifically from tower Circle west to the I-65 ramps and can address this comment in its entirety at resubmittal. Please advise on the status of this request.

kevin.long@franklin.tn.gov To clarify, IGP improvements are to be shown only on proposed development plan sheets. Please remove IGP improvements from the Existing Conditions Sheet (C1.0). This sheet is to show what is existing today.

A conceptual exhibit is attached and the exhibit and CAD file were provided via email. The McEwen Drive improvements include an additional right-turn lane on the I-65 northbound ramp, a through-lane adjacent to the two existing through-lanes on eastbound McEwen Drive, and two right-turn lanes onto southbound Carothers Parkway. This shall include signal modifications at the Tower Circle / McEwen Drive and Carothers Parkway McEwen Drive intersections to accommodate the new lane configurations.



[Edited By Kevin Long]

sbernick@ragansmith.com Understood. Future IGP improvements have been removed from the existing conditions plans. Furthermore, future IGP improvements including the specific IGP improvements proposed to be completed with the Aureum development are shown on all other sheets within the PUD set. This does not include off ramp improvements as discussed with staff on 4/2 this will be handled by others. Per coordination with the city staff, Volkert, and Ragan-Smith the Traffic Impact Study is being updated to correlate with this plans set update and resubmitted concurrently. Notes have been added accordingly to ensure that specific details will be handled during the site plan process.
[Edited By Scotty Bernick]

kevin.long@franklin.tn.gov Applicant shall provide adequate pedestrian facilities including crosswalks and signals as deemed necessary and appropriate by City staff with all roadway improvements. (At the one-stop review of this PUD, applicant shall show conceptual crosswalk locations for the intersection of McEwen and Carothers.) Applicant shall provide final design of pedestrian facilities with the plans for modifying the traffic signal at McEwen and Carothers, and the final layout will be determined at that time.
[Edited By Kevin Long]

52. B. General Information

lance.fittro@franklin.tn.gov MOS 4 - Where are there larger balconies proposed? Are there areas where the balconies will extend over the ROW, and to what extent is this proposed?

<p>sbernick@ragansmith.com</p>	<p>We're requesting a Modification of Standard from Section 5.3.6(d)(viii) Facade Variation (Balconies) of the Zoning Ordinance to eliminate a minimum of 6' width and depth to allow 4' minimum depth. 4'-0" is a usable depth that allows room for a small chair and table. The balconies are intended to partially or fully cantilever over the ROW line or the minimum building setback line at the street emphasizing and urban feel to the streetscape. This requires cantilever construction rather than a post mounted/suburban look. 4'-0" is approaching the limit to cantilever a balcony in a structurally efficient manner; 6'- 0" is prohibitive in typical Type III or Type V construction. Based on the PUD layout, we potentially foresee balconies overhanging future public R.O.W. internally to the site along ST-1, ST-2, ST-4, and ST-5 from the Multi-Family and Hotel Uses (others may apply since this is mixed use). Additionally, we foresee the possibility of balconies (regardless of use) to overhang into the minimum building setback areas between the R.O.W. and buildings. Balconies will be coordinated with the utility providers/fire services with site plans to verify minimum clearance requirements are being met.</p> <p>[Edited By Scotty Bernick]</p>
<p>lance.fittro@franklntn.gov</p>	<p>4. MOS 5.3.6(6)(d)(viii) Facade Variation (Balconies)- Eliminate minimum of 6' width and depth to allow 4' minimum depth for all non-residential uses. This modification shall also eliminate the minimum 6' width and depth on multi-family structures with Type III or Type V construction. This requires cantilever construction rather than a post mounted/suburban look. 4'-0" is approaching the limit to cantilever in a structurally efficient manner; 6'- 0" is prohibitive in typical Type III or Type V construction. 4'-0" is a usable depth that allows room for small chair and table. Regardless of use, the balconies shall be allowed to partially or fully cantilever over the ROW line or the minimum building setback line at the street emphasizing and urban feel to the streetscape.</p> <p>As currently depicted on the plan view of the development, this MOS is not needed (i.e. building footprints are depicted with sufficient set back from ROW that balconies will not overhang). In order to consider any MOS for the development, the plans must be presented with the MOS incorporated into the plans so that the impact to the proposed development may be verified.</p> <p>[Edited By Lance Fittro]</p>
<p>sbernick@ragansmith.com</p>	<p>This MOS request was removed from the PUD application. Based on the work-session meeting it's out understanding that staff will require and allow a minimum of 6' depth on the balconies. It was noted that a 2' inset could be provided to meet this requirement. Balconies are intended and shall be allowed to be over the sidewalk/planted areas within the R.O.W. as approved by the Fire Marshal and utility providers at the Site Plan stage. The development/design team understands that clearance requirements shall be met and may limit balconies in all locations.</p>
<p>jimmy.wiseman@franklntn.gov</p>	<p>Further discussion is needed at the Site Plan stage. Any aerial encroachment into the right of way shall be shown on the final plat as an easement if approved by the DRT. The aerial encroachment must be submitted as a cross-section at the site plan stage, detailing any features in the right-of-way, including, but not limited to utilities, street trees, and sidewalks.</p>
<p>sbernick@ragansmith.com</p>	<p>Agree. Any requested aerial encroachment will be further defined at Site Plan level. It's understood that (if approved by the DRT) an easement will be expected to be recorded by a process determined by the DRT at that time (which could be a final plat). Details specific to this request will be included with the Site Plans for DRT review.</p> <p>[Edited By Scotty Bernick]</p>

lance.fittro@franklintn.gov

This is an advisory comment to be addressed on the Site Plan(s), and **should not hinder approval of the Development Plan:**

At the Site Plan stage, any proposed aerial encroachment must be submitted as a cross-section detailing any features in the right-of-way, including, but not limited to utilities, street trees, and sidewalks. Aerial encroachments over the roadway shall not be approved. If approved by the DRT, the aerial encroachment(s) into the right of way shall be shown on the final plat.

[Edited By Lance Fittro]

56. F. Development Plan

jimmy.wiseman@franklintn.gov

The applicant shall show the full build out of Carothers Parkway and McEwen Drive, including all of the intersection improvements identified in the Integrated Growth Plan. The City of Franklin will send the applicant the appropriate design files as a guide.

sbernick@ragansmith.com

Agree, the future full build out of the IGP along Carothers Parkway and East McEwen Drive has been added to the PUD as a supplemental sheet. In efforts to provide more clarity with layer management, we've shown the proposed off-site improvements (to be built as part of this development) overlaid with the existing surveyed roadway line work and aerial. Furthermore, the supplemental plan provides the same info noted above along with the future full build out of the IGP (by others). The design team feels separating these illustrations will provide clarity for the reviewers, PC, and BOMA members as to what's specifically being proposed with this development. It is understood that further refinement is required for the road improvements, review by Volkert, and approval by the City for the finalized TIS document.

[Edited By Scotty Bernick]

jimmy.wiseman@franklintn.gov

Comment not adequately addressed.

The applicant shall show the full build out of Carothers Parkway and McEwen Drive, including all of the intersection improvements identified in the Integrated Growth Plan on all sheets.

sbernick@ragansmith.com

Agree, the PUD plans have been updated to show the proposed off-site roadway improvements consistent with the TIS recommendation and meetings with staff. Additionally, the full IGP build out is being shown as an existing conditions per a previous comment request from the City.

jimmy.wiseman@franklintn.gov

Additional offsite improvements include the following:

- **Prior to the certificate of occupancy** for the first phase office building the developer shall widen the I-65 northbound exit ramp to provide two (2) right turn lanes from I-65 North to East McEwen Drive. This includes any signal modifications necessary to accommodate the additional turn lane.
- **Prior to 50% build out** of the Aureum development, the construction of the East McEwen Drive IGP improvements shall be completed to the Carothers Parkway intersection.
 - Widen East McEwen Drive to provide three (3) travel lanes for eastbound through movements.
 - Widen the eastbound approach of East McEwen Drive to provide two (2) right turn lanes from eastbound East McEwen Drive to southbound Carothers Parkway.

The applicant shall meet with Staff to discuss what may qualify for an Impact Fee Offset Agreement. It is recommended that the applicant produce higher level drawings for estimating purposes as soon as possible in order to reduce delays.

sbernick@ragansmith.com

Per recent conversations with City and TDOT staff, it's understood that the I-65 ramp improvements will not be required with the Aureum development. Detailed Impact Fee Offset charts are being included within the PUD to identify full cost breakdown for the road improvements, an itemized breakdown of impact fees collected for each phase, and a conceptual schedule anticipated for each development phase with a conceptual schedule for each Road Impact Fee Offset project and completion. A summary of milestone requirements for completion of roadway improvements is also provided.

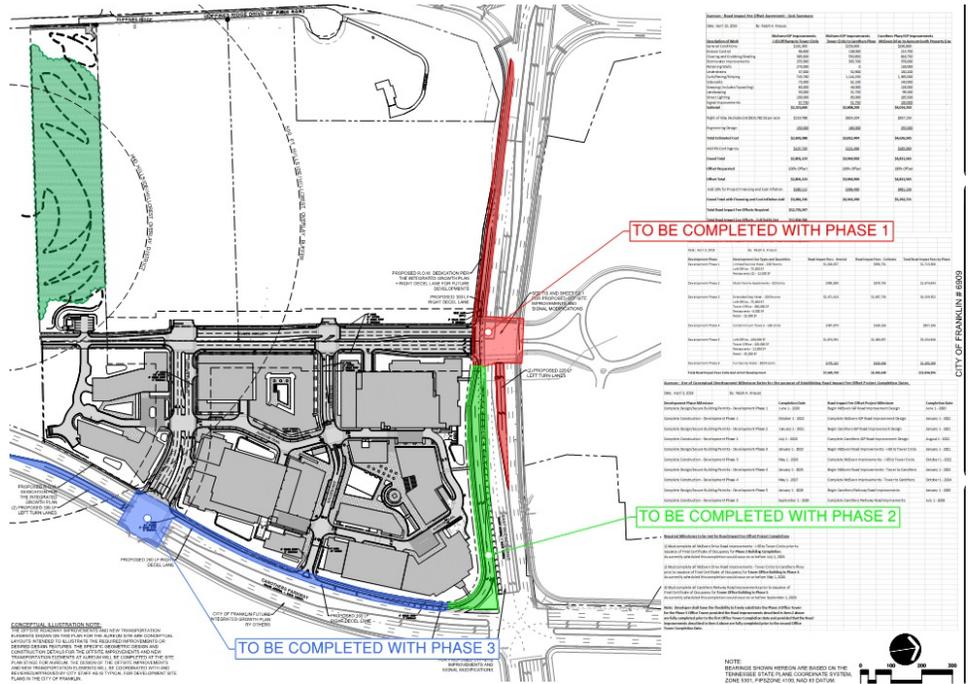
jimmy.wiseman@franklin.tn.gov

Offsite improvements include the following (exhibit below):

- With the development of **Phase 1**, all of the offsite improvement plans shall be completed and all of the necessary right-of-way shall be dedicated by plat.
- With the development of **Phase 1**, the developer shall provide one additional travel lane on McEwen Drive from I-65 North to Tower Circle, an eastbound right turn lane at the Tower Circle intersection and the westbound double left turn lanes at the Tower Circle intersection. This includes any signal modifications necessary to accommodate the additional turn lane.
- With the development of **Phase 2**, the construction of the East McEwen Drive IGP improvements shall be completed from Tower Circle to the Carothers Parkway intersection.
 - Widen East McEwen Drive to provide three (3) travel lanes for eastbound through movements.
 - Widen the eastbound approach of East McEwen Drive to provide two (2) right turn lanes from eastbound East McEwen Drive to southbound Carothers Parkway.
- With the development of **Phase 3**, the construction of the Carothers Parkway IGP improvements shall be completed along the frontage of the Aureum Development.
 - Widen Carothers Parkway to provide three (3) travel lanes for southbound through movements.
- With the development of **Phase 3**, the construction of the northbound left turn lanes at the Carothers Parkway and Ovation Parkway intersection shall be completed. This includes any signal modifications necessary to accommodate the additional turn lane.

The applicant shall meet with Staff to discuss what may qualify for an Impact Fee Offset Agreement. It is recommended that the applicant produce higher level drawings for estimating purposes as soon as possible in order to reduce delays.

Additionally, the City Engineer reserves the right to adjust the phasing of roadway improvements as market conditions change the development phases.



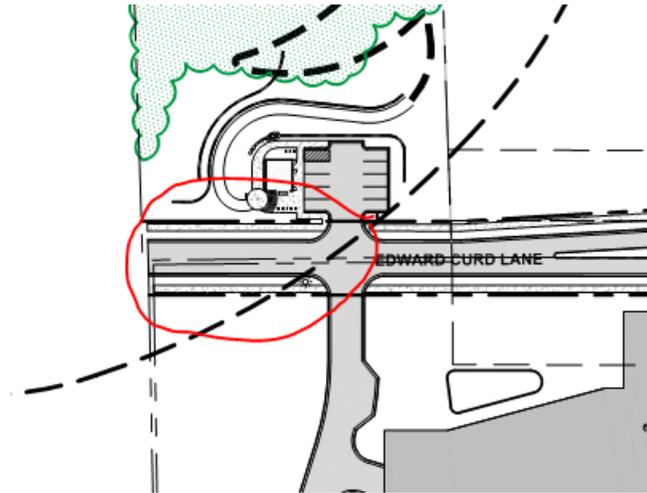
110. F. Development Plan

jimmy.wiseman@franklinton.gov At resubmittal, the applicant shall provide the plan and profile for "New" Edward Curd Lane including the Huffines PUD portion of the roadway as well as the portion on the Aureum PUD.

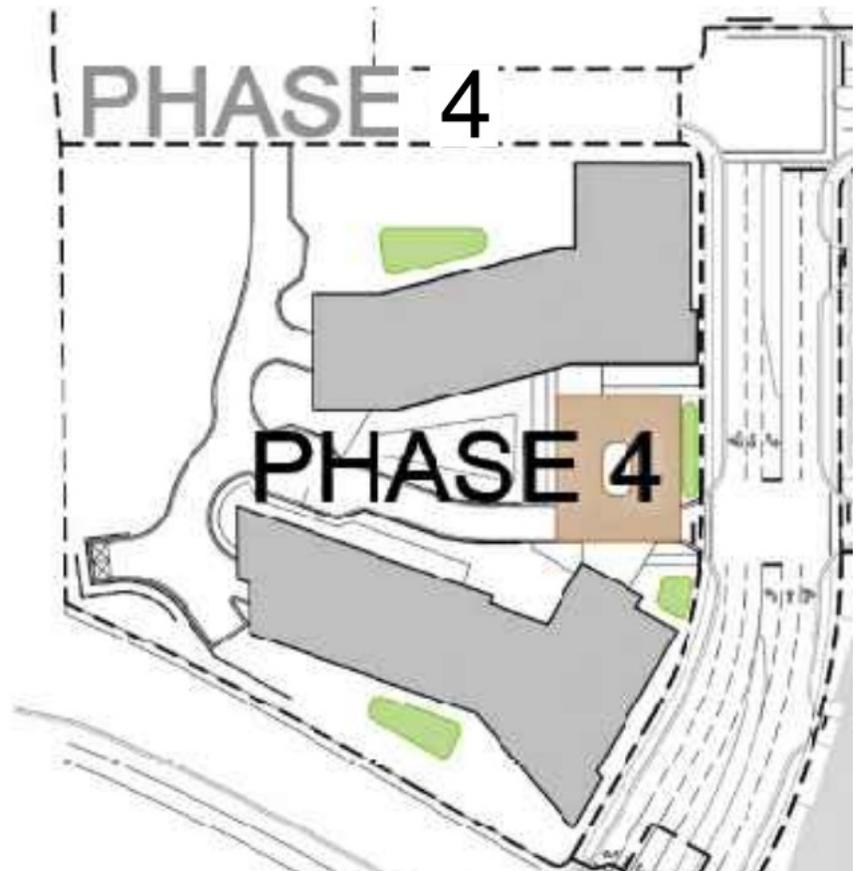
sbernick@ragansmith.com A preliminary profile exhibit is included with the submittal documents showing proposed grades and alignment up to the southern property line. RSA contacted and received correspondence from Mary McGowan on March 15, 2019 stating Kimley Horn was reviewing the proposed alignment and grades provided by the Aureum development team. We're still awaiting their adjusted design and confirmation, however, agree to coordinate this effort as discussed with the City. Based on discussions with City staff, this item shall be tied to Site Plans for both developments.
[Edited By Scotty Bernick]

jimmy.wiseman@franklinton.gov *This comment was partially addressed.*

Design teams from the Huffines PUD and Aureum PUD shall meet with City Staff on Wednesday 4-17-19 to coordinate the finalized location of the southern roadway connection.



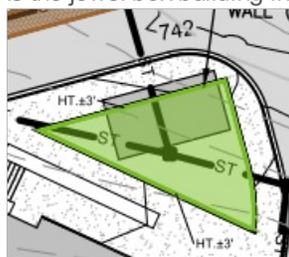
The development plan currently shows this as part of Phase 6. This connection shall be made with the development of the adjacent parcel identified as Phase 4.



119. Water Quality

joe.marlo@franklintn.gov

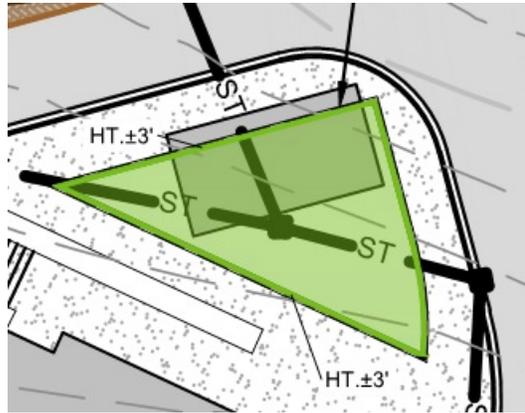
Is the jewel box building intended to be within (above?) the water quality area shown?



sbernick@ragansmith.com At this time, we are expecting the jewel box to be elevated above a portion of the water quality area as a design feature to engage and activate the space while not being adhered by the water quality feature. We understand that this is currently not a common practice in the city of Franklin, but do look forward to discussing the details for the proposed improvements with staff during the site plan stage.

[Edited By Scotty Bernick]

lance.fitto@franklinton.gov Applicant shall indicate the footprints of the water quality area and the jewel box building as separate on the development plan. The location of green infrastructure practices beneath structures is not an approved practice per the BMP manual. At Site Plan stage, it shall be demonstrated that all portions of the proposed water quality area are accessible with equipment as may be necessary for both installation and long term maintenance. Encroachment of structures over GIP's to the degree presented is not acceptable. Location of any portion of proposed structures over GIP's will be examined critically at Site Plan stage and any permitted encroachments shall be seen as exceptions to the non-encroaching scenario presented on the Development Plan, not vice versa.



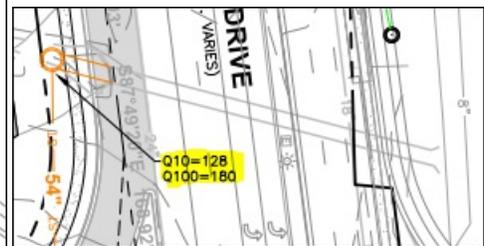
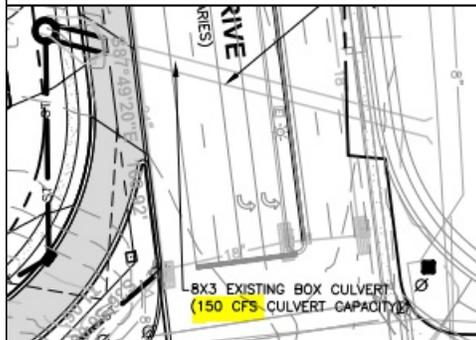
127. Offsite Stormwater Improvements

The following is an Advisory Comment, and **does not hinder approval of the Development Plan.**

Advisory Comment: During detailed engineering design at the Site Plan Stage, the Applicant will be required to provide analysis for the next two off-site downstream structures, including for the existing culvert below East McEwen Drive. Should the analysis indicate that the existing storm structure(s) do not have capacity to handle flow from the site, the Applicant will be required to replace the structure(s) with appropriately sized infrastructure.

Drainage requirements from the City of Franklin Street Specifications Table 11.1 are copied below, along with screenshots of the latest PUD submittal. It is unclear if the Q10 and Q100 values shown below include flow from East McEwen Drive.

	Interstate and Limited Access Roadways	Arterials
Inlet Design Frequency	50-yr	10-yr
Storm Sewer Design Frequency	50-yr	10-yr
Culvert Design Frequency	50-yr Check for 100-yr	50-yr Check for 100-yr
Roadway Freeboard	50-yr	50-yr
Ditch Design Frequency	50-yr	10-yr



It is the intent of this development to maintain existing stormwater flow paths and outfall locations while providing stormwater detention onsite so that no additional burdens are placed on downstream structures. The development team also is anticipating that due to the fairly new construction of this box culvert, there should not be an expectation of it needing to be modified for existing conditions.

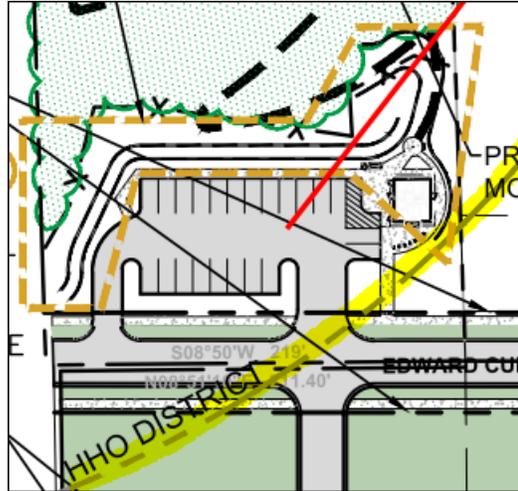
It is understood that additional calculations and analysis will be required at site plan submittals to ensure our proposed improvements can coexist with these existing conditions.

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

Advisory Comment: During detailed engineering design at the Site Plan Stage, the Applicant will be required to provide analysis for the next two off-site downstream structures, including for the existing culvert below East McEwen Drive. Should the analysis indicate that the existing storm structure(s) do not have capacity to handle flow from the site, the Applicant will be required to replace the structure(s) with appropriately sized infrastructure.

131. HHO

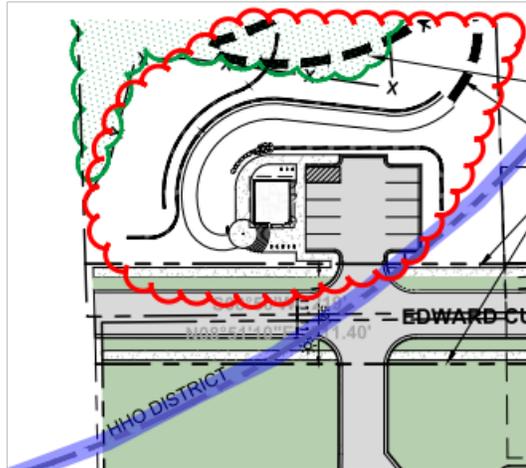
joe.marlo@franklinton.gov No parking, except on-street parking associated with street infrastructure, is permitted within the HHO.



sbernick@ragansmith.com Per clarification noted on staff comment 121, the parking proposed in this area is for the parkland dedication. Parking shown in this area is not being utilized to meet parking requirements for the Aureum development and is only being provided for public use to serve the mountain bike trail head. We also understand through discussions with staff that layouts for this area may desire to be modified to limit disturbance. We expect these details to be finalized during the site plan stages and final improvements to the southern connection to Huffines Ridge.
[Edited By Scotty Bernick]

joe.marlo@franklintn.gov Comment not adequately addressed.

Grading activities shown in the HHO are not permitted. Applicant to remove walls and associated elements requiring grading from within the HHO.



137. 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.

sbernick@ragansmith.com Understood. It is also understood that any adjustments which do not meet these requirements will be required to be approved by a letter from the director.
[Edited By Scotty Bernick]

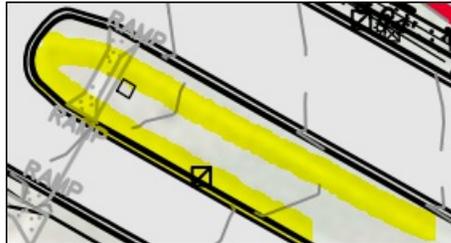
kevin.long@franklin.tn.gov *This is an advisory comment and does not hinder the approval of this development plan.*

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.

138. Existing Conditions

joe.marlo@franklin.tn.gov *The following is a newcomment based on newinformation shown, as discussed with Ragan-Smith on 4/5/19.*

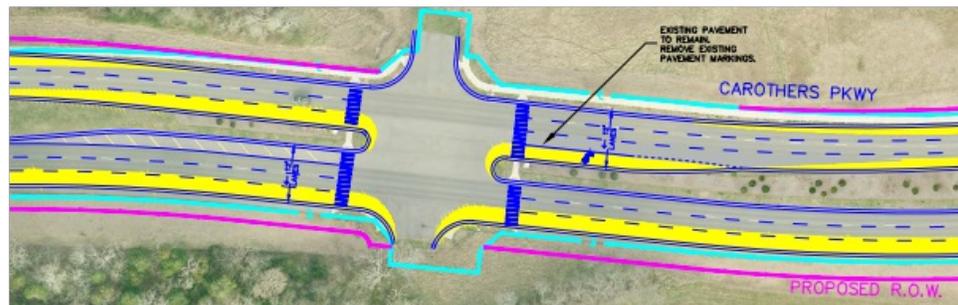
Applicant to revise existing curb/gutter linework to reflect existing conditions in Carothers Parkway. (C1.0)



139. Carothers Parkway IGP

joe.marlo@franklin.tn.gov *The following is a newcomment based on newinformation shown, as discussed with Ragan-Smith on 4/5/19.*

Applicant to revise ROW Dedication along Carothers Parkway to reflect the IGP. At the Carothers Parkway/Ovation Parkway intersection, Applicant to revise median / pavement / striping to accept SB through traffic.



142. Meeting Required Prior to One Stop

joe.marlo@franklin.tn.gov **Prior to submitting for One Stop**, the Applicant is to schedule a meeting with Engineering, Stormwater, and Water Management 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@franklin.tn.gov) at the City of Franklin to arrange a meeting at City Hall.

143. B. General Information

jimmy.wiseman@franklintn.gov At One Stop, the right-of-way dedication shall match what is shown in the Offset Agreement exhibits.

Fire-Planning

General Issues

25. Building Code Issues

andyk@franklintn.gov More information is needed about the types of construction proposed for the apartments and the hotel(s).

Without building elevation views, emergency vehicle access requirements cannot be determined.

Parking structures wrapped with buildings generally require fire sprinklers.
Parking structure under any occupied building generally requires fire sprinklers.

[Edited By Andy King]

sbernick@ragansmith.com Anticipated construction types have been added to the plan on Sheet A1.0. Per our pre-application meeting it was noted that construction types may benefit the development and allow some flexibility on ways to address fire-safety concerns in an urban setting. Supplemental documents within the pattern booklet were identified at the Pre-Application meeting. It's the design/development teams understanding that some of the fire safety comments were issued prior to seeing the supplemental documents. Per the pre-application meeting the design/development team has consolidated the info the PUD plan sheets. Fire access via auto-turn has been provided in the set. Parking structures will comply with fire-safety requirements.

andyk@franklintn.gov The construction types on this page are typical IBC and should not be assumed to be acceptable. Specifically, the southern residential component is not clear how access is achieved especially from arterial roads, grade challenges, and retaining walls. Therefore, it is not approved in any form of combustible construction without further discussion.

The second large apartment building has steep grades on two sides, wraps a parking garage, and has limited access from the entrance side. Please prepare to provide fire sprinklers in the garage as it does not meet the intent of being open for emergency access. Additionally, it poses challenges for egress since the stairwells are likely shared.

The garage (serving the hotel) on the SE side of the property will likely need fire sprinklers due to lack of access.

[Edited By Andy King]

sbernick@ragansmith.com Understood. Based on our work-session, the design/development team has included a chart showing anticipated building types based on our opinion at this time. Although, we all understand a need for flexibility at this stage until site/building plans are designed/reviewed, we also understand additional fire comments may be forthcoming when additional information is provided.

andyk@franklintn.gov

The applicant shall modify the table on page A1.2 so that any constructed IBC Residential occupancy is Type III or non-combustible, regardless of the number of stories, podiums, and building height and areas based upon grade and access considerations. All IBC residential building shall provide full NFPA 13 systems. All structured parking requires fire sprinklers throughout based upon limited access and proximity to the buildings.

34. Access

andyk@franklintn.gov

There does not appear to be adequate emergency access to the southernmost apartments.

Please provide a description and measurements indicating that all points of the building are within 150' of the fire apparatus access road (drive lane/parking lot). - IFC 503.1.1

sbernick@ragansmith.com

Understood. Sheet C4.0 shows how anticipated access around the multi-family structures will be provided. Additionally, 150' hose pull radii are graphically shown in that area. It should also be noted that a southern road connection must be extended for the development. This residential pad will be further analyzed to provide a more composite access/connections that incorporate this required extension.
[Edited By Scotty Bernick]

andyk@franklintn.gov

see note on the previous comment that disagrees with combustible construction.

sbernick@ragansmith.com

Access around the southern multi-family block has been updated per revisions to the layout and incorporation of comments discussed. Hose pull dimensions are labeled on the plans. Circulation for emergency services is being shown in the service area to illustrate turning movements. Additionally, anticipated building types are being provided with this application.
[Edited By Scotty Bernick]

andyk@franklintn.gov

The applicant shall construct Edward Curd Lane and the rear access to the apartments prior to occupancy of the apartments.

144. Access

andyk@franklintn.gov

The applicant shall remove the hardscape raised median on Golden Way as an emergency vehicle cannot pass other vehicles.

145. Addressing

andyk@franklintn.gov

The applicant shall remove any reference to Tower Circle south of McEwen Drive as Edward Curd lane appears to be a more logical continuation for addressing purposes.

Parks

General Issues

4. Parkland information

kevinl@franklintn.gov

Parks-

This development will be under the new 2016-25 Ordinance. You may find the new code at:

https://library.municode.com/tn/franklin/codes/code_of_ordinances

Applicant shall inform staff how they plan to meet Parkland ordinance requirements and show on plan set.

The applicant shall adjust figures in the site data chart referring to parkland. This would be the number of dwellings times \$4,304. In this case you have 480 units or dwellings x \$4,304=\$2,065,920. Fees in Lieu due at final plat

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.

Please contact Kevin Lindsey at:

615-794-2103 ext 6948 or at KevinL@franklintn.gov

sbernick@ragansmith.com

Understood. The development team is pursuing the purchase of an adjacent parcel in efforts to dedicate that land towards meeting the parkland dedication requirements. The development team will be updating the City on the status of this possible dedication prior to Planning Commission.

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

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 FPMC 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

kevinl@franklintn.gov	Parks-The price for land in the take down chart on C2.2 list the property value at 1,300,000. According to the ordinance the price of land is set at \$62,121 per acre as listed in the ordinance on page 13 of 20. Please adjust the price of land to \$319,923.15.
sbernick@ragansmith.com	Parkland calculations and fees have been revised accordingly.
kevinl@franklintn.gov	<p>Parks- 4-5-19</p> <p>A Parks Narrative is needed for explaining the path this dedication process will follow. Land Dedication, Construction of Public Park Improvements in Lieu of Parkland Impact Fee Off-sets and Private Park and Recreation Amenities Off-sets.</p> <p>For Private Park Amenities-</p> <p>Include verbiage in the narrative on private amenities total cost of the amenity then include break down of the 25% which will be eligible for impacts so that is clear on total price of the amenity for off-set.</p> <p>The applicant shall start the Parkland Contract in a draft form including all exhibits needed to inform staff of details. This contract will be due at the site plan stage and if not completed by the 2nd DRT it will be held in that stage until approved by Law.</p> <p>4-10-19</p> <p>Ralph submitted a draft version of the contract with a narrative and exhibits on 4-9-19. This will be submitted to law as soon as Parks has looked over it.</p> <p>-Calculation sheet on C2.2 shall be updated to show new additions.</p> <p>-Include Narrative in IDT for further reference.</p> <p>4-11-19</p> <p>Josh updated sheet C2.2 in IDT</p> <p>The Narrative has been uploaded in IDT</p> <p>The Draft Contract has been submitted to Risk and Law</p> <p>[Edited By Kevin Lindsey]</p>

Planning

General Issues

122. Trailhead

josh.king@franklintn.gov	Trailhead and restroom facilities. Staff is not supportive of the MOS request for the retaining wall on the eastside of Edward Curd Lane. Parking, restroom, and trailhead are acceptable, but we need to work collaboratively on a solution that does not involve 30 foot retaining walls.
sbernick@ragansmith.com	<p>The parkland area has been adjusted to minimize the previous retaining wall heights and eliminate the MOS request. There are several control points that will dictate the design of the parkland area including wall location, height, slope grades on the southern access, coordination with the neighboring development to the south, and others.</p> <p>We understand there may need to be a different approach to this parkland trailhead and the development team will work with city staff to determine the best application for the city during site plan stages.</p> <p>[Edited By Scotty Bernick]</p>

josh.king@franklintn.gov Applicant shall remove parking lot area for the trailhead area. Grading is not permitted in the HHO and this supportive parking will be included in any parkland agreement/improvements.

135. Dumpster Enclosures

josh.king@franklintn.gov Applicant shall, at site plan, provide plans that show how the dumpster enclosures:
1. Are not visible from McEwen or Carothers Parkway (topo, Vegetative buffer, etc.)
2. Meet the standards for a building elevation (i.e. roof form)

sbernick@ragansmith.com Agree.

josh.king@franklintn.gov Applicant shall, at site plan, provide plans that show how the dumpster enclosures:
1. Are not visible from McEwen or Carothers Parkway (topo, Vegetative buffer, etc.)
2. Meet the standards for a building elevation (i.e. roof form)

140. Modification of Standards

amy.diaz-
barriga@franklintn.gov Per conversations on 4/5, applicant is no longer requesting MOS#3. Applicant shall remove the request from the cover sheet, and staff will process this application, and all associated documents, without this request.

146. Modification of Standards

amy.diaz-
barriga@franklintn.gov Applicant has withdrawn their MOS #2 request as of 4.22/2019 via email from Scotty Bernick. As such, the applicant shall remove the MOS request from the cover sheet.

2018.12.31_Aureum Pattern Booklet.pdf

26. Parking Garages

josh.king@franklintn.gov Parking garages must meet the same building façade requirements as other buildings per the Zoning Ordinance. The first three images meet the intent of the ordinance but the remainder of the concept images do not. Please remove the images or the sheet. Staff is not comfortable with these images remaining in the development plan set if they do not meet the ordinance.

sbernick@ragansmith.com Understood, parking structure images have been modified and/or removed based on our pre-application meeting.

josh.king@franklintn.gov Comment to stay open as a Condition of Approval-
Applicant shall ensure all visible sides (at time of construction) of the parking garage meet the COF ZO regulations pertaining to building design.

sbernick@ragansmith.com Understood.

josh.king@franklintn.gov Applicant shall, at site plan, ensure all visible sides of the parking structure (at time of construction) meet the COF Zoning Ordinance building requirements.

sbernick@ragansmith.com Agree.

josh.king@franklintn.gov Applicant shall ensure all visible sides (at time of construction) of the parking garage meet the COF ZO regulations pertaining to building design.

28. Building Heights

josh.king@franklintn.gov What are the intended building heights (min/max) and construction type? Several of the planned rooftop amenity spaces could be disapproved at site plan depending on the construction type.

sbernick@ragansmith.com	Understood. Intended building heights allow a maximum of 12 stories. Per our pre-application meeting, it's understood that certain rooftop elements with roofs and/or other structures may be restricted on top of the 12th story and may require certain rooftop elements to be placed on top of the 11th story. [Edited By Scotty Bernick]
josh.king@franklintn.gov	Comment to remain open until site plan stage. Final building heights and rooftop amenities will be approved at individual site plans. Permanent or semi permanent structures above the 12th floor will not be permitted or approved.
sbernick@ragansmith.com	Understood.
josh.king@franklintn.gov	Comment to remain open until site plan stage. Final building heights and rooftop amenities will be approved at individual site plans. Permanent or semi permanent structures above the 12th floor will not be permitted or approved.
sbernick@ragansmith.com	Understood.
josh.king@franklintn.gov	At Site Plan, building heights and rooftop amenities shall not exceed 12 stories in height

2018.12.31_Aureum PUD Plans.pdf

31. Shared Parking

josh.king@franklintn.gov	Submit a shared parking analysis with Initial Submittal. Staff will not permit a blanket 30% reduction without adequate documentation and justification. Parking will still be subject to take down charts evaluated at the site plan process. [Edited By Amy Diaz-Barriga]
sbernick@ragansmith.com	Agree, a shared parking analysis based on ULI recommend parking calculations is being included with the initial submittal. Detailed parking calculations will be verified at the site plan process as requested.
josh.king@franklintn.gov	Staff concurs with the approach and methodology to determine appropriate parking ratios and sharing. Final parking counts will be evaluated on a site plan by site plan basis. It will be based on: Parking analysis provided at time of submittal Parking demand for existing uses (if Any) Construction timing of the parking garage(s) Availability of any surface lot parking provided [Edited By Joshua King]
sbernick@ragansmith.com	Agree.
josh.king@franklintn.gov	Comment to remain as a condition of approval: Staff concurs with the approach and methodology to determine appropriate parking ratios and sharing. Final parking counts will be evaluated on a site plan by site plan basis. It will be based on: Parking analysis provided at time of submittal Parking demand for existing uses (if Any) Construction timing of the parking garage(s) Availability of any surface lot parking provided
sbernick@ragansmith.com	Agree.

josh.king@franklintn.gov	Staff concurs with the approach and methodology to determine appropriate parking ratios and sharing. Final parking counts will be evaluated on a site plan by site plan basis. It will be based on: Parking analysis provided at time of submittal Parking demand for existing uses (if Any) Construction timing of the parking garage(s) Availability of any surface lot parking provided
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37. Service doors/Loading Zones

josh.king@franklintn.gov	I see one potential service area for the full service hotel. How will deliveries be handed for the other two? Show loading zones or a cross section showing adequate garage height if these are to be located internal to the garages.
sbernick@ragansmith.com	Agree, supplemental exhibits have been included with the initial submittal to show conceptual loading/unloading and circulation. These are being provided to show design intent at a conceptual level. The design/development team will verify that loading/unloading is being provided consistent with the enclosed concepts at the site plan phase.
josh.king@franklintn.gov	This can be continued through the site plan stage. Comment to remain as a condition of approval
sbernick@ragansmith.com	Understood.
josh.king@franklintn.gov	Applicant shall, at individual site plans, illustrate loading zones and appropriate service areas to support the overall development of each 'block.' These shall include autoturn templates, appropriate screening, and other illustrative details as required.
sbernick@ragansmith.com	Agree.
josh.king@franklintn.gov	Applicant shall, at site plan illustrate how all of the service areas work with appropriate autoturn templates and are an appropriate size based on the intended users

Stormwater

General Issues

121. ARAP Permit Required

jeff.willoughby@franklintn.gov	Advisory comment: An Aquatic Resource Alteration Permit (ARAP) is required to alter the pond/wetland/stream onsite. A notice of coverage (NOC) will be required before site permits are issued at the site plan stage.
sbernick@ragansmith.com	Understood.

Water/Sewer

General Issues

10. Sanitary sewer

ben.mcneil@franklintn.gov The sanitary sewer availability that has been submitted has some miscalculations shown on the office numbers. The GPD was not figured with the correct SFU and it appears that the SFU equivalents are more than what was originally shown. The current South Prong Interceptor line is at or near capacity and the numbers shown with this development will trigger additional upgrades to this infrastructure. The applicant shall be aware that at this stage, the upgrades have **not** been identified and are expected to be significant.

Franklin Water, Engineering and Admin staff are investigating requirements and options to keep the development plan moving forward. Prior to any approvals of the development plan, all development agreements and offsite infrastructure requirements must be identified and agreed upon. The development agreements shall be approved by BOMA and recorded prior to final approvals.

Once the improvements have been identified, Franklin Water will schedule a meeting with applicant to review the findings.

For Questions, please contact Ben McNeil or Scott Andrews at (615)794-4554.

lhorn@ragansmith.com Per sanitary sewer treatment and conveyance availability received on January 11, 2019, this site has been approved for 1440 SFUE. Based on receipt of availability, we feel this comment no longer applies.

ben.mcneil@franklintn.gov The sanitary sewer availability issued January 11, 2019 states, "The development is responsible for any extensions required for connection to the city's systems as well as any condition of approvals related to the submitted and approved Sanitary sewer drainage basin plans. In addition, the city of Franklin has determined that improvements to South Prong interceptor will be required in order to accommodate proposed sanitary sewer flows from this project and other projects leading to the aforementioned interceptor. As such, the developer and/or owner will be responsible for their respective and yet to be determined proportionate share of the cost of said infrastructure improvements as approved by the City of Franklin Board of Mayor and Alderman."

The developer is responsible for all costs associated with the studying, design, and construction to improve and extend the sanitary sewer conveyance system for the proposed project and shall dedicate all easements associated with the upgrades.

The developer must provide a phasing plan for approval concurrent with the development plan. It shall include anticipated construction dates, sequencing and anticipated dates for occupancy.

To date, the requirements for the sanitary sewer upgrades have not been identified. The applicant shall be aware of the unknown factors that relate to the sanitary sewer and be prepared to discuss at a later date.

This development plan cannot be approved until the upgrades required have been identified. A development agreement relating to the developer's and/or owner's financial contribution to the infrastructure upgrade must accompany the development plan for approval. For questions, please contact Scott Andrews or Ben McNeil with Franklin water management. 615-794-4554.

sbernick@ragansmith.com Understood. A proposed phasing plan is provided within the PUD plans. It is expected that Phase 1 will begin construction in 2020 with occupancy in 2021. The development team will work closely with the City of Franklin Sewer Department to determine what upgrades will be needed and what financial contribution will be provided.

ben.mcneil@franklintn.gov The sanitary sewer availability issued January 11, 2019 states, "The development is responsible for any extensions required for connection to the city's systems as well as any condition of approvals related to the submitted and approved Sanitary sewer drainage basin plans. In addition, the city of Franklin has determined that improvements to South Prong interceptor will be required in order to accommodate proposed sanitary sewer flows from this project and other projects leading to the aforementioned interceptor. As such, the developer and/or owner will be responsible for their respective and yet to be determined proportionate share of the cost of said infrastructure improvements as approved by the City of Franklin Board of Mayor and Alderman."

The developer is responsible for all costs associated with the studying, design, and construction to improve and extend the sanitary sewer conveyance system for the proposed project and shall dedicate all easements associated with the upgrades.

The developer must provide a phasing plan for approval concurrent with the development plan. It shall include anticipated construction dates, sequencing and anticipated dates for occupancy.

- **The applicant has added a proposed phasing plan for the sanitary sewer service. The applicant shall provide an estimated GPD/SFU required for each phase to better understand the overall build out and schedule.**

To date, the requirements for the sanitary sewer upgrades have not been identified. The applicant shall be aware of the unknown factors that relate to the sanitary sewer and be prepared to discuss at a later date.

This development plan cannot be approved until the upgrades required have been identified. A development agreement relating to the developer's and/or owner's financial contribution to the infrastructure upgrade must accompany the development plan for approval. For questions, please contact Scott Andrews or Ben McNeil with Franklin water management. 615-794-4554.

sbernick@ragansmith.com As discussed with staff, it is understood that this comment is the city's responsibility to finalize agreements needed. It is also understood from all discussions with staff that this comment will not stop this approval process for the development plan. Similar to other developments that have been approved in this sewer basin. If this comment is being misunderstood by the development team, we request staff contact Ralph Knauss at 615-472-8916 (southstar representative) to explain the details.

ben.mcneil@franklintn.gov The sanitary sewer availability issued January 11, 2019 states, "The development is responsible for any extensions required for connection to the city's systems as well as any condition of approvals related to the submitted and approved Sanitary sewer drainage basin plans. In addition, the city of Franklin has determined that improvements to South Prong interceptor will be required in order to accommodate proposed sanitary sewer flows from this project and other projects leading to the aforementioned interceptor. As such, the developer and/or owner will be responsible for their respective and yet to be determined proportionate share of the cost of said infrastructure improvements as approved by the City of Franklin Board of Mayor and Alderman."

The developer is responsible for all costs associated with the studying, design, and construction to improve and extend the sanitary sewer conveyance system for the proposed project and shall dedicate all easements associated with the upgrades.

The developer must provide a phasing plan for approval concurrent with the development plan. It shall include anticipated construction dates, sequencing and anticipated dates for occupancy.

- **The applicant has added a proposed phasing plan for the sanitary sewer service. The applicant shall provide an estimated GPD/SFU required for each phase to better understand the overall build out and schedule.**

To date, the requirements for the sanitary sewer upgrades have not been fully identified but WMD is actively working on finalizing the recommendations. The applicant shall be aware of the unknown factors that relate to the sanitary sewer and be prepared to discuss at a later date. The development plan can be approved under these conditions, but the site plan cannot be submitted until WMD has received and approved a detailed phasing plan for the project. The phasing plan shall include expected construction start dates for each phase, expected sanitary sewer flows for each phase, and anticipated date of application for certificate of occupancy for each phase.

To date no other developments have been approved in this basin. All developments are in progress and have same condition awaiting finalization. Vernon Gerth is aware of the conditions and is currently working through the issue with Franklin Water Management.

[Edited By Scott Andrews]