

**RESOLUTION 2016-28**

**TO BE ENTITLED: “A RESOLUTION APPROVING A REVISED DEVELOPMENT PLAN FOR LOCKWOOD GLEN PUD SUBDIVISION, FOR THE PROPERTY LOCATED ALONG CAROTHERS PARKWAY, EAST OF INTERSTATE 65, AND SOUTH OF SOUTH CAROTHERS ROAD.”**

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

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

**WHEREAS**, the PUD process requires the approval of a Development Plan that is reviewed and approved by the Board of Mayor and Aldermen (BOMA), after a public hearing and a recommendation by the Franklin Municipal Planning Commission (FMPC).

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE, AS FOLLOWS:**

**SECTION I.** That the legal description of the property included in the Development Plan, as amended, is as follows:

**Property Description**

Land situated in the 9th Civil District and the 14th Civil District of Williamson County, Tennessee, being a portion of the properties conveyed to Lockwood Family L.P. by Dorris R. Lockwood, of record in Deed book 1777, Page 759, and Deed book 1777, Page 761, and a portion of the property conveyed to Lockwood Construction Company by Anthony B. Jamison, of record in Deed book 656, Page 650, in the Register's Office of Williamson County, Tennessee (R.O.W.C., TN.), and being more particularly described as follows:

**Beginning** at a concrete Right of Way monument in the easterly margin of Interstate 65, being the northwest corner of the Crescent Lockwood, L.L.C. property of record in Book 6362, Page 691, R.O.W.C.; thence leaving said Interstate 65 margin, S 81°25'13" E, for a distance of 577.00' to an iron rod (old); thence, N 07°13'56" E, for a distance of 31.70' to an iron rod in the southwest margin of Carothers Road; thence, with a curve to the left, with an arc length of 192.68', a radius of 202.54', with a chord bearing of S 55°05'41" E, and a chord length of 185.50' to an iron rod (old); thence, S 82°20'54" E, for a distance of 582.26' to an iron rod (old); thence, leaving said margin, along the west property line of Alligood, Deed Book 1202, Page 845 (R.O.W.C., TN.) S 07°57'01" W, for a distance of 1007.65' to an iron rod (old); thence, S 07°26'55" W, for a distance of 387.69' to an iron rod (old); thence, along the south property lines of above mentioned Alligood, and Davis property of record in Deed Book 435, Page 126 (R.O.W.C., TN.) S 80°41'16" E, for a distance of 824.24' to an iron rod (old); thence, along east property line of said Davis property, N 08°26'26" E, for a distance of 343.04' to an iron rod (old); thence, along east property line of the Strain property of record in Record Book 5632, Page 184 (R.O.W.C., TN.) N 08°01'21" E, for a distance of 462.57' to an iron rod (old) in the center of an old road bed; thence, along said center of old road, S 82°24'09" E, for a distance of 586.85' to an iron rod (old) in the southerly margin of Carothers Road; thence, along said margin for the next seven (7) calls, with a curve to the left, with an arc length of 66.85', with a radius of 432.00', with a chord bearing of S 76°30'31" E, and chord length of 66.78' to an iron rod (old); thence, S 80°56'29" E, for a distance of 304.54' to an iron rod (old); thence, with a curve to the right, with an arc length of 178.08', a radius of 195.00', with a chord bearing of S 54°46'48" E, and chord length of 171.95' to an iron rod (old); thence, S 28°37'07" E, for a distance of 33.26' to an iron rod (old); thence, with a curve to the right, with an arc length of 191.97', a radius of 325.00', with a chord bearing of S 11°41'48" E, and chord length of 189.19'; thence, S 05°13'31" W, for a distance of 132.33'; thence, S 05°50'37" W, passing an iron rod (old) at a distance of 409.91' for a total distance of 586.18' to an iron rod (set); thence, S 05°50'37" W, for a distance of 409.91' to an iron rod (old); thence, S 83°46'25" E, for a distance of 24.60' to a point in the centerline of said Carothers Road; thence, along said centerline for the next six (6) calls, S 06°04'28" W, for a distance of 110.27' to a point; thence, with a curve to the left, with an arc length of 249.92', a radius of 3953.11', a chord bearing of S 04°15'48" W, and chord length of 249.88' to a point; thence, S 02°27'07" W, for a distance of 542.39' to a point; thence, S 01°41'23" W, for a distance of 295.29' to a point; thence, with a curve to the left with an arc length of 278.90', with a radius of 700.00', with a chord bearing of S 09°43'29" E, and chord length of 277.10' to a point; thence, leaving said centerline, S 47°37'03" W, passing an iron rod (old) at 125.09', an iron rod (old) at additional 249.50', for a total distance of 418.85'; thence, S 49°03'53" W, a distance of 196.32' to an iron rod (old); thence, S 48°22'44" W, passing an iron rod (old) at a distance of 93.57', for a total distance of 166.16' to an iron rod (old); thence, with a curve to the right, with an arc length of 237.93', a radius of 2,929.79', with a chord bearing of S 24°23'35" E, and chord length of 237.87' to an iron rod (old); thence, N 84°15'00" W, for a distance of 725.92' to a point in the center of the Harpeth River, passing a witness rod at top of bank at a distance of 665.34'; thence, along said centerline of river for the next twenty-five (25) calls, N 05°38'57" E, a distance of 59.34' to a point; thence, N 40°39'23" W, for a distance of 23.93' to a point; thence, N 17°52'55" W, for a distance of 262.02' to a point; thence, N 20°52'26" W, for a distance of 265.99' to a point; thence, N 24°21'08" W, for a distance of 71.18' to a point; thence, N 39°51'01" W, for a distance of 128.68' to a point; thence, N 57°12'14" W, for a distance of 364.80' to a point; thence, N 43°47'46" W, for a distance of 85.11' to a point; thence, N 52°31'09" W, for a distance of 76.98' to a point; thence, N 78°58'32" W, for a distance of 178.83' to a point; thence, S 86°16'14" W, for a distance of 55.76' to a point; thence, S 56°53'55" W, for a distance of 301.01' to a point; thence, S 51°26'40" W, for a distance of 222.92' to a point; thence, S 44°27'33" W, for a distance of 132.82' to a point; thence, S 68°36'30" W, for a distance of 150.64' to a point; thence, N 57°18'02" W, for a distance of 145.06' to a point; thence, N 21°35'43" W, for a distance of 322.19' to a point; thence, N 16°53'34" W, for a distance of 134.89' to a point; thence, N 20°29'42" W, for a distance of 215.41' to a point; thence, N 14°21'46" W, for a distance of 168.55' to a point; thence, N 07°58'30" W, for a distance of 81.95' to a point; thence, N 13°40'44" W, for a distance of 188.71' to a point; thence, N 16°24'09" W, for a distance of 101.14' to a point; thence, N 23°36'56" W, for a distance of 150.61' to a point; thence, N 57°04'03" W, for a distance of 133.54' to a point; thence, along above mentioned east margin of Interstate 65, N 06°49'36" E, passing a witness rod (old) at a distance of 200.00', for a total distance of 808.40' to an iron rod (old); thence, with a curve to the right, with an arc length of 1418.60', a radius of 11309.16', with a chord bearing of N 10°25'13" E, and chord length of 1417.67' to the **Point of Beginning**. Containing 9,464,484.9 Sq. Ft. or 217.27 Acres. According to a survey made by Fisher Arnold, dated June, 2009.

**SECTION II:** That the attached Location Map and Development Plan, as amended, shall serve the purpose of further delimiting the geographical boundaries as described by this Resolution.

**SECTION III:** That the overall entitlements, as amended, for the LOCKWOOD GLEN PUD SUBDIVISION are as follows:

<b>Entitlements</b>	<b>Lockwood Glen</b>
Base Zone District	Specific Development Residential- 2.92
Character Area Overlay	MECO-6
Other Zoning Overlays	FWO, FFO
Development Standard	Conventional
Number of Dwelling Units	638
Open Space Requirements	20.53 acres
Original Concept Plan Approval	Ordinance No. 2008-02 Date of approval: 5/27/2008
Revision Number	1

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

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

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**ERIC S. STUCKEY**  
 City Administrator

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**DR. KEN MOORE**  
 Mayor

Approved as to form by:

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**Kristen L. Corn**  
 Assistant City Attorney

PREAPPLICATION CONFERENCE: \_\_\_\_\_

BOMA/FMPC JOINT CONCEPTUAL WORKSHOP: \_\_\_\_\_

NEIGHBORHOOD MEETING: \_\_\_\_\_

PLANNING COMMISSION RECOMMENDED APPROVAL: \_\_\_\_\_

PUBLIC HEARING AND BOMA APPROVAL: \_\_\_\_\_