

CONDITIONS OF APPROVAL:

Open Issues: 18 These issues are currently being filtered

Engineering - PUD Plan Checklist

General Issues

3. F. Development Plan

kevin.long@franklintn.gov Applicant shall design cul-de-sacs to meet minimum standards as set forth by City of Franklin street standards, specifically (but not limited to) standard drawing SD-1. Cul-de-sacs shall not exceed 5% slope in any direction.

7. F. Development Plan

jimmy.wiseman@franklintn.gov The applicant shall be required to make improvements along South Carothers Road as recommended by the traffic impact analysis and as deemed necessary to bring South Carothers Road up to the necessary standards for public safety, including but not limited to the addition of curb and gutter along with a multi-use trail. The required improvements are to be identified on the development plan, with full design to be addressed at the site plan stage.

The applicant may apply for a Roadway Impact Fee Offset Agreement for improvements to South Carothers Road that improve the capacity of the roadway. Any agreement must be approved by the Board of Mayor and Alderman prior to the approval of the site plan. Additional discussions with the applicant on specific roadway improvements shall occur based on the Board of Mayor and Alderman's decision on the connectivity to Highway 96.

[Edited By Jimmy Wiseman]

10. F. Development Plan

kevin.long@franklintn.gov The comment to remain open as a reminder to staff but **DOES NOT HINDER APPROVAL OF THIS PUD.**

COF comment: "Without roadway profiles and more detailed grading it's difficult to ascertain exactly how the road network will be built, however, be aware that due to the existing and proposed topography several of the roads will be at or beyond the maximum vertical grades allowed by the street standards. Also be aware the standards for fire access are more restrictive than street standards and limit maximum grade to 10%."

Applicant response: "All alleys restricted to maximum centerline grade of 8% and all local roads restricted to maximum centerline grade of 10%."

TABLE 3.3B STREET STANDARDS – TECHNICAL DESIGN CRITERIA _{a,b}								
Design Element	Arterial		Collector		Local			Alley
	Major	Minor	Major	Minor	High Volume	Intermediate Volume	Low Volume	
Overall Design Parameters								
Design Speed/Posted Speed	50 / 40-45	45 / 35-40	40 / 30-35	35 / 25-30	30 / 25	25 / 25	20 / 20	15 / 15
Stopping Sight Distance	425	360	305	250	200	155	115	80
Passing Sight Distance	1,835	1,625	1,470	1,280	n/a	n/a	n/a	n/a
Horizontal Alignment _a								
Minimum centerline radius: with no super-elevation	1,039	1,039	762	510	300	150	70 _f	55
with 0.02 super-elevation	794	794	593	n/a	n/a	n/a	n/a	n/a
with 0.04 super-elevation	711	711	533	n/a	n/a	n/a	n/a	n/a
Maximum super-elevation	0.04 ft/ft	0.04 ft/ft	0.04 ft/ft	n/a	n/a	n/a	n/a	n/a
Minimum tangent between curves or at intersections	200	150	150	100	100	0	0	0
Vertical Alignment								
Maximum Centerline Grade %	6	7	8 _c	10	8	14 _a	14 _a	8
Minimum Gutter Flow-line Grade %	0.5	0.5	0.5	0.5	0.5	0.5-1.0	0.5-1.0	1.0
Minimum K-values for	Crest	84	61	44	29	19	12	7
Vertical Curves		Sag	96	79	64	49	37	26

58. D. Statement of Impacts

carlb@franklintn.gov Per the TIA and 3rd party review as uploaded, off-site improvements are recommended as follows:

1. At South Carothers Pkwy & South Carothers Road, add an NBR lane. (Signalization of this intersection is to be a City of Franklin project based on overall development in this area of Franklin.)
2. On South Carothers Road west of and through the curve at the Colletta Park access, construct a 3-lane section as a safety improvement through this restricted sight distance area.
3. At Ridgeway Drive & SR96, add an EBR lane and widen Ridgeway Drive to provide separate NBL and NBR lanes.

For the first two improvements, the applicant may apply for a roadway impact fee offset, to be approved by BOMA prior to the approval of the site plan. Bonds for all improvements will be established at site plan stage. All off-site improvement plans are to be prepared and approved prior to the issuance of the first grading permit; all off-site construction of the improvements is to be completed and accepted prior to the issuance of the first certificate of occupancy.

be completed and accepted prior to the issuance of the first certificate of occupancy.

On-site improvements on Ridgeway Drive consist of Speed Limit revision, adding speed humps, adding street lighting, and adding striping for lane width modifications. Bonds for all improvements will be established at site plan stage; all on-site construction of the improvements is to be completed and accepted prior to the issuance of the first certificate of occupancy. Applicant shall hold up on striping the proposed pedestrian crossing across Ridgeway Drive at Stanford Drive until demonstrating that vehicle and pedestrian criteria for striping are satisfied based on field data.

This issue will remain open as a reminder to staff, but will not hinder development plan approval.

[Edited By Carl Baughman]

59. Work in Gas Easement

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

Prior to Site Plan Approval, the Applicant shall provide documentation from the gas company indicating that they have no exceptions to the work proposed in the gas easement. The Applicant shall be aware that, in the event that the gas company will not allow the work shown in their easement, the resulting change to the street network and external connectivity is a trigger that will require resubmittal of the Development Plan.

[Edited By Lance Fittro]

61. B. General Information

kevin.long@franklin.tn.gov The comment to remain open as a reminder to staff but **DOES NOT HINDER APPROVAL OF THIS PUD.**

At resubmittal, please include a CAD file (DWG, DGN, or DXF) showing

- any proposed public or private streets (include sidewalks/trails if possible)
- the outermost boundary of the proposed development (property limits)

The City of Franklin Engineering Department maintains a GIS layer of future public roadway improvements. The provided CAD file will assist Engineering staff in preparing these functional layouts and help ensure that street connections for proposed developments are accommodated.

[Edited By Kevin Long]

64. B. General Information

lance.fittro@franklin.tn.gov Due to the potential of the requested Modifications of Standards to have significant impacts to the layout of the development if not granted by the BOMA, applicant shall provide City staff with any resulting revisions to the Development Plan in advance of submitting for One Stop to allow sufficient time for review.

66. F. Development Plan

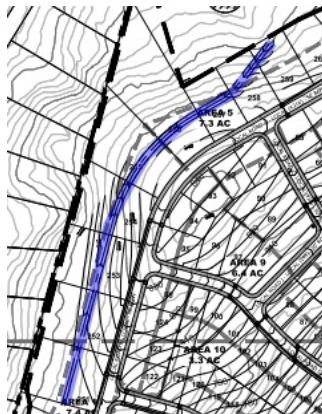
jimmy.wiseman@franklin.tn.gov Applicant shall ensure the right of way for Highway 96 is 52.5' minimum from the centerline of the roadway per the approved TDOT typical section. Additional dedication may be required along site frontage.

[Edited By Jimmy Wiseman]

70. G. Grading Plan

joe.marlo@franklin.tn.gov *The following is a newcomment based on newinformation on the drawings.*

Applicant shall designate the drainage area highlighted below as in a Drainage Easement.



74. Steep Slopes

joe.marlo@franklin.tn.gov *This following is a newcomment.*

Applicant to indicate slopes 14%-19% and 20% and greater on the Existing Conditions Plans C1.2 and C1.3. Lots in steep slopes (exceeding 14%) are to be designated as Critical Lots on the Development Plan.

With the building permit submittal, these lots will require submittal of a Critical Lot Site Plan. The Critical Lot Site Plan is to be sealed, signed and dated by a professionally licensed engineer in the State of Tennessee in accordance with state law and City of Franklin requirements. All information listed on the Critical Lot Site Plan Checklist shall be included on the plan sheet(s). The checklist and additional required documentation for the Critical Lot Site Plan submittal can be found on the Engineering Development Services website at:

<http://www.franklin-gov.com/government/engineering/development>

75. Steep Slopes

joe.marlo@franklintn.gov The following is an Advisory Warning and **does not hinder the approval of the Development Plan**.

The field-run topographical survey required at Site Plan stage will better define existing site grades, however based on the GIS data indicated on the Development Plan, there appear to be several lots that will likely have steep slopes exceeding 14%.

The Applicant is to be aware that in the review of Critical Lot plans, the City of Franklin will not waive any City requirements for construction proposed on steep slope lots, including requirements limiting maximum driveway grades to 8%, maximum site slopes to 3H:1V, maximum retaining wall heights to 6 feet, etc.

76. F. Development Plan

lance.fittro@franklintn.gov This is a new comment due to the provided autoturn exhibit not addressing turning movements in the tee-alleys.

Wherever tee-alley intersections are proposed, applicant shall provide a layout that satisfactorily accommodates fire apparatus and/or sanitation vehicle turning movements. Provide autoturn exhibit demonstrating maneuverability for fire, sanitation, or any other service vehicles expected to utilize the alleys, including the full out-to-out vehicle-swept path in addition to the wheel tracks.

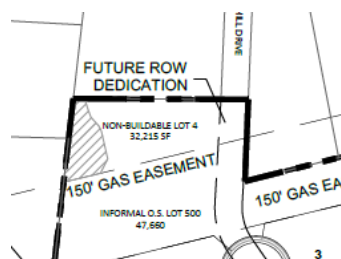




77. B. General Information

lance.fittro@franklin.tn.gov This is a new comment that was overlooked on the previous submittal:

Remove the word "Future" from the ROW dedication note for the connection to Beacon Hill Drive.



Fire-Planning

General Issues

71. Fire Protection

geoffw@franklintn.gov The applicant shall continue working with Milcrofton Utility and City Staff to provide water modeling and applicable details for off-site and on-site water system improvements no later than site plan review.

At present, full information is not available to determine future fire protection (water supply) needs.

Parks

General Issues

69. Parkland information

kevinl@franklintn.gov Parks-The parkland dedication information does not match from the last submittal.

Density at 269 units
35u x 1200sf=42,000sf
234u x 600sf=140,400sf
42,000sf + 140,400sf=182,400sf

Please correct to show correct info for Parkland information.

[Edited By Kevin Lindsey]

Sanitation and Environmental Services

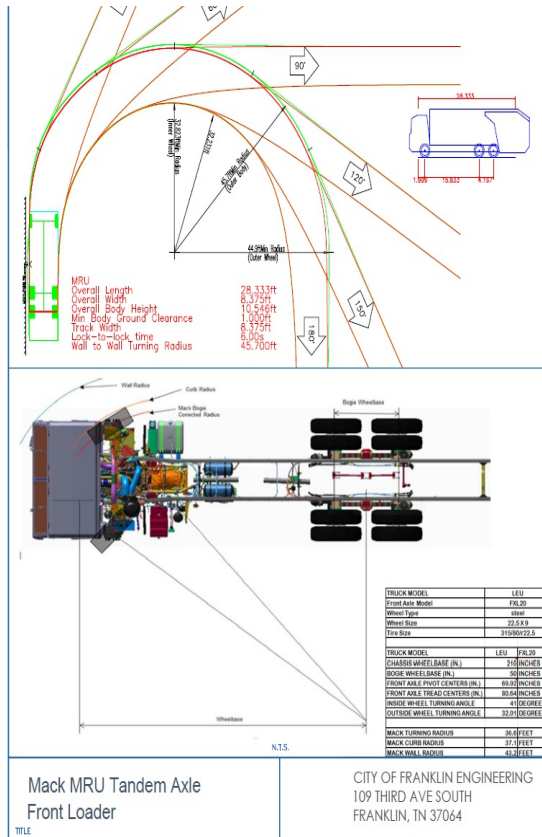
Colletta Park Development Plan Resubmittal Set 8.3.2017.pdf

67. Solid Waste Service

bryan.brown@franklintn.gov Please provide a side-loader auto-turn to service the refuse collection points in the plan. The collection points are most likely going to be in the alleys. The refuse truck will need to be shown entering and exiting all alleys.

Below are the standard specifications for this type collection truck.





Stormwater

General Issues

72. Stream Buffer

jeff.willoughby@franklinton.gov Include approved buffer management plan with next submittal

Water/Sewer

General Issues

60. Sanitary sewer

jimmy.wiseman@franklinton.gov This is an advisory comment and does not hinder Development Plan approval.

The sewer routing is schematically shown. The final design and layout is subject to change based on field run survey information. The applicant shall work with Staff at Site Plan to establish the most efficient path in order to serve the basin and reduce the need for parallel infrastructure.