

CONDITIONS OF APPROVAL:

Open Issues: 23 These issues are currently being filtered

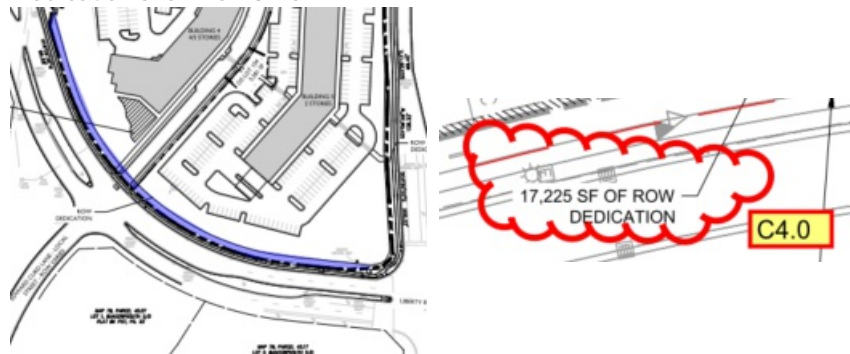
Engineering - PUD Plan Checklist

General Issues

19. B. General Information

joe.marlo@franklin.tn.gov Comment not adequately addressed, as more ROW dedication is now shown than requested in the comment.

Applicant to remove the ROW Dedication now shown along Liberty Pike on all sheets. The only ROW Dedication required is along Carothers Parkway up to the intersection of Liberty Pike, as indicated in previous comments. Revise the square feet of ROW Dedication shown on C4.0.



40. Stormwater Outfalls

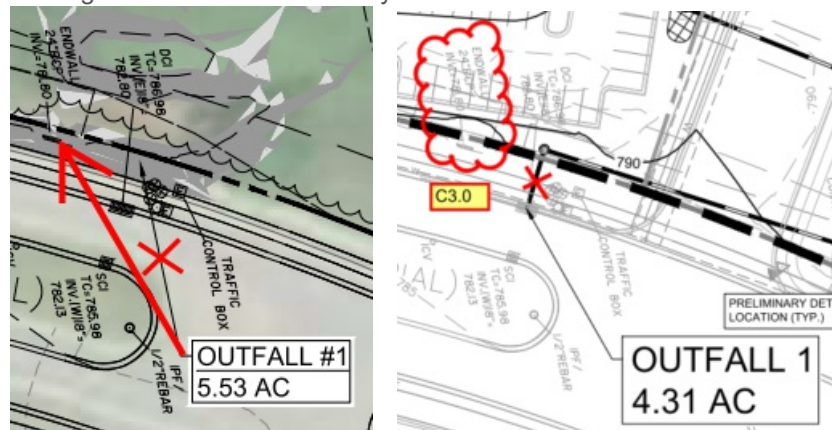
Southeast:

Applicant to revise drawings to reflect the existing outfall along Carothers Parkway clouded below, and modify the area draining to Outfall #2 accordingly.



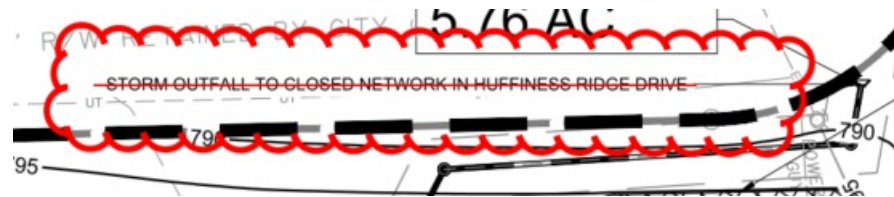
Northeast:

Applicant to revise the outfall to reference the existing endwall noted below, and not the existing inlet in Carothers Parkway.



41. Stormwater Outfall

joe.marlo@franklintn.gov Applicant to remove the note clouded below from C3.0. Huffiness Ridge Drive utilizes a ditch section for drainage.



42. Storm Outfalls

joe.marlo@franklintn.gov Comment not adequately addressed. While the outfall in the southwest has now been shown, the two outfalls along Carothers Parkway are still incorrect (Comment #40).

*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 off-site downstream structures receiving flow from stormwater outfalls #1 and #2. Should the analysis indicate that the existing storm structures do not have capacity to handle flow from the site, the Applicant will be required to replace the structures with appropriately sized infrastructure.

48. F. Development Plan

kevin.long@franklintn.gov Applicant shall design street entrance/exits with full width travel lanes, with the number of lanes as required by the Traffic Impact Study:

- If sight distance is determined to be adequate, the driveway shall be designed with three (3) lanes for vehicular movement: one (1) lane for vehicle ingress and two (2) southbound approach lanes for vehicle egress: one (1) left turn lane and one (1) shared through / right-turn lane.
- If sight distance is insufficient looking to the west along Liberty Pike, the driveway shall be constructed with two (2) lanes for vehicular movement: one (1) lane for vehicle ingress and one (1) southbound approach lane for vehicle egress: one (1) right-turn lane, with left and through movements prohibited.

[Edited By Kevin Long]

51. F. Development Plan

kevin.long@franklintn.gov Comment not adequately addressed.

With this development plan, Applicant shall show conceptual design for roadway improvements, including graphically showing proposed auxiliary lanes (including proposed median modifications, revised sidewalk layout, etc.), revised entrance/exit configurations (such as to permit R-Out only), etc.

At the site plan stage, Applicant shall provide final design for roadway improvements that meets applicable standards as reflected in the Franklin Transportation Street Technical Standards and the AASHTO Policy on Geometric Design of Highways and Streets. This applies to all requirements identified in the finalized Traffic Impact Study, as well as the geometric design of private streets within the development.

[Edited By Joe Marlo]

52. Exhibit

joe.marlo@franklin.tn.gov *Comment not adequately addressed. A separate exhibit has not been provided as requested, and information shown on Sheet C4.0 does not accurately reflect future considerations.*

Applicant to provide a separate exhibit that shows the future widened Carothers Parkway in relation to the proposed development. Exhibit to include the following:

1. Future extents of additional drive lane, grass strip, and sidewalk. Future extents are to be based on an additional 12-foot drive lane, not 11-foot as shown on C4.0.
2. Site triangles based on future stop conditions (i.e. based on driver location at stop behind future sidewalk) showing adequate site distances, including at proposed retaining wall locations.

55. Drive Connection

joe.marlo@franklin.tn.gov *Comment partially addressed, as lanes have been widened and Sheet C2.0 shows sidewalk on one side, however no sidewalk at this location is shown on C3.0, C4.0, and C5.0.*

Applicant to provide sidewalk on both sides of RI/RO connection to Carothers Parkway, and show sidewalks on all applicable sheets.

60. F. Development Plan

lance.fittro@franklin.tn.gov The provided typical section for Cushing Street does not accurately reflect the layout shown on the plans. Applicant shall correct the typical section as needed, including the arrangement of the grass strip and sidewalk on the east side of the street, which do not match that shown on the plans.

61. F. Development Plan

lance.fittro@franklin.tn.gov The provided typical section for the extension of Southstar Drive into the development does not accurately reflect the layout shown on the plans. Applicant shall indicate the appropriate striping on the layout view so that it is clear which are turn lanes vs through lanes, and correct the typical section as needed, including the arrangement of the grass strip and sidewalk which do not match that shown on the plans.

70. G. Grading Plan

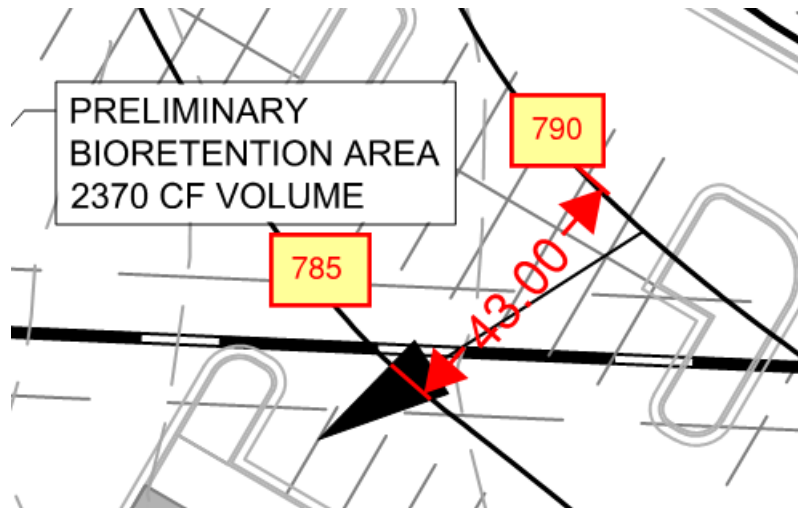
lance.fittro@franklin.tn.gov Applicant shall show all off-street parking areas in compliance with section 5.9.3(10) of the Off-Street Parking Standards of the Franklin Zoning Ordinance:

(10) Maximum Slope

(a) Paved off-street parking areas shall not exceed a six percent slope.

(b) Within off-street parking areas on sloping sites (four percent or greater), parking bays shall run parallel to elevation contours.

The proposed grading plan appears to indicate slopes in excess of 10% in some of the parking areas.



This shall be addressed in detail at the Site Plan stage, but the conceptual grading shown on the Development Plan shall generally comply with these requirements. Failure to address site grading constraints in sufficient detail at Development Plan stage shall not dictate acceptance of slopes or retaining wall heights in excess of those allowed by the Zoning Ordinance at Site Plan stage.

[Edited By Lance Fittro]

71. D. Statement of Impacts

carb@franklin.tn.gov Applicant has provided a statement describing the anticipated impact on streets as shown in the Major Thoroughfare Plan. Applicant shall revise and update the submitted TIA based on the comments provided in the 3rd-party review as uploaded to IDT.

Applicant is strongly encouraged to apply for a roadway offset agreement for the extension of the eastbound left turn storage lane on Liberty Pike at Carothers Parkway. Such agreement shall be submitted and approved by BOMA no later than their approval of this development plan.

Fire-Planning

General Issues

15. Access

andyk@franklinton.gov Parking lots and private drive lanes cannot have 10% grades.

General Issue

Carothers Crossing West PUD Development Plan Initial Submittal 08.13.2018.pdf

39. MVUD Application

bnutt@mvud.org

Water line design shown does not follow or reflect MVUD specifications or design criteria.

Parks

General Issues

10. Parkland information

kevinl@franklinn.gov

email from Greg after a meeting 8-29-18

Kevin,

I have begun an evaluation of the Parkland Dedication Ordinance and its application for the Carothers Crossing West development with Embrey and Southstar. Thank you for meeting with me to review the technical aspects of the Ordinance. In this situation, we are pursuing a Development Plan approval for a multifamily/mixed use development. We are proposing 332 apartments.

The Parkland Dedication fee for 332 apartments x \$4,304 is \$1,428,928.

In Section 25-406, The Developer shall enter into a Contract with the City that states the fees required and the off-sets for Parkland Dedication. The Contract shall be finalized concurrently with the approval of a Development Plan, and shall be approved by BOMA. At this time, it is not possible for us to estimate or evaluate the budgets for the private areas that would be calculated as off-sets. All amenities are only schematic on the Development Plan. Once we are proceeding with Site Plan Documents we would be able to calculate the costs associated with the amenities of the site.

I would recommend a process where BOMA approves a Memorandum of Understanding stating the total fee as listed above, and that the Developer intends to provide certain on-site amenities for the residents. These items can be listed, ie pool, linear park area, dog park, etc. At Site Plan, BOMA can finalize the actual Contract that address the qualifying off-sets and final total fee.

The Fee could be paid up front, and reimbursed by the City. This is a bit more difficult for Single Family Home builders than it is for Apartment Developers, but I think it is still possible.

Another minor issue is that Apartment Developments do not have an HOA. They have an ownership. I'm not sure how this affects the language of the ordinance or if it is relevant.

Sincerely,

Greg Gamble

9-12-18

Greg we did meet internally about the issues you presented to Lisa, Mark and myself. In attendance were City Administration, Law, Planning and Parks to weigh in. The decision was made to keep the ordinance as approved by the board with no further recommendation to amend at this time. This means that if a development wants to gain offsets from the new ordinance they will need to have a contract and show on the development plan where these offsets are planned and show what the amenities or improvements will be. Reminder, that for this to be approved for offsets the space has to be meaningful to the development, a true place of attraction for owners/tenants. Example, a bench outside by a bicycle station will not be accepted but a pergola with two or more benches with a water feature or a fire pit would be considered. The contact must be sent to BOMA for approval and all fees will be received before the final plat can be recorded. Once the offsets are approved and construction takes place then it will be up the developer to submit invoices back to City for reimbursement after inspections have been completed.

[Edited By Kevin Lindsey]

Planning

General Issues

36. Cross Sections

josh.king@franklintn.gov Applicant shall at site plan, provide detail breakouts of the plaza space between the multi family and retail buildings as how the space is activated.

66. Architecture

josh.king@franklintn.gov Draft elevations are not being approved with the development plan. Detailed elevations must be provided at site plan stage and will be reviewed for consistency with Zoning Ordinance as part of site plan review process. Elevations are expected to remain consistent throughout the permitting process.

67. Post PC Development Plans

josh.king@franklintn.gov The Post PC Development Plan shall be submitted and approved prior to approval of site plans. A copy of the Development Plan Sheet shall be included with the site plan submittal.

Planning (Landscape)

General Issues

4. Tree Canopy Retention

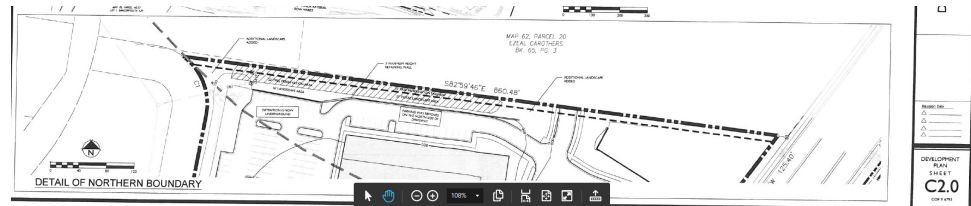
jason.arnold@franklintn.gov In order for DRT to support the applicant's request for payment in-lieu of tree canopy retention, the applicant shall maintain 50% of the required (15%) tree canopy retention.

Preservation/HZC

General Issues

50. Proposed Historic Preservation Buffer Reduction

amanda.rose@franklin.tn.gov The Historic Zoning Commission approved the request based on the Exhibit C2.0 that was presented directly to it at its September 10, 2018 meeting. The exhibit, below, indicates a 10' naturalistic historic preservation buffer along the entirety of the northern property line, along with additional landscape easements areas along the western side of the northern property line. A mixture of evergreen and deciduous trees are required to be placed within the buffer to create a year-long visual screen, as indicated by Section 5.7 of the Zoning Ordinance. The entire area indicated for landscaping along the property line will be required to be placed within an easement.

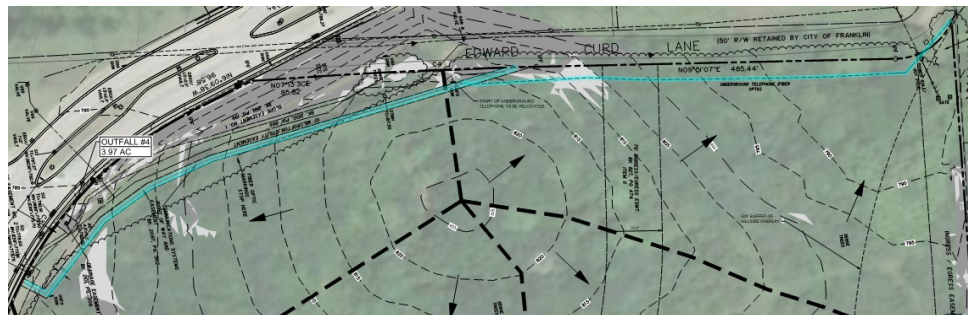


Stormwater

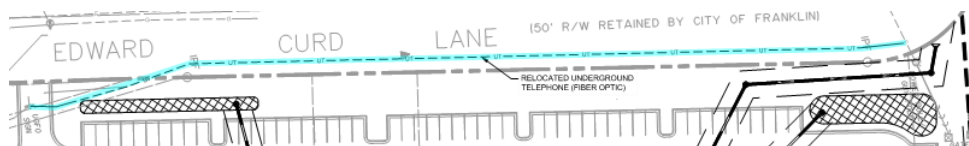
General Issues

8. Bioretention

lance.fittro@franklin.tn.gov The existing "underground telephone line" crossing the site that is shown to be relocated appears to be THE critical fiber optic infrastructure owned by AT&T which has been avoided at all costs by previous projects in the vicinity. Applicant shall provide verification that the line will be permitted to be relocated by the utility provider.



Pending this verification, show the line on all plan sheets so that it is clear what the impact to the development will be if it is not permissible to relocate the line as shown on the plans. If it is permissible to relocate the line, it should be relocated such that it does not interfere with the development of the neighboring properties or the roadway that will need to be installed to serve them. **The line shall not be relocated into public ROW as depicted on the current submittal.** Should an inability to relocate the line as shown on the plans necessitate significant changes to the layout of the development, including the external access to the old Edward Curd Lane ROW shown on the plans, the Development Plan must be revised accordingly.



68. Drainage

ellen.moore@franklin.tn.gov Applicant shall show the conceptual storm infrastructure layout for the entire site. No storm infrastructure is shown on roads and parking lots onsite.

69. Drainage

ellen.moore@franklin.tn.gov Applicant shall show the where double inlet on Liberty will be replaced.