

Attachment B

SIMMONS RIDGE
ADDITIONAL INFORMATION
FROM APPLICANT

11/13/2012



November 8, 2012

City of Franklin
Board of Mayor and Aldermen
Franklin, Tennessee

Re: Simmons Ridge
COF# 2500

Dear Mayor and Aldermen,

Please find attached to this letter Exhibit A and a letter from Gillian Fischbach dated November 7, 2012. The first item, Exhibit A, is submitted in response to Alderman Martin's comments at the October 9th work session regarding homes that are shown backing up to South Carothers Road. We are proposing an amendment to the Development Plan as reflected in the Exhibit, where the homes are either rotated to face the entry drive into Simmons Ridge, or they are redistributed within the overall plan. This change to the plan will not increase or decrease the proposed total number of homes within the overall Development Plan.

The second item included with this letter as mentioned is a letter from Gillian Fischbach. This letter has been reviewed by Engineering and Planning Staff, and is constant with the letter included in your packet. The letter is a simplified explanation of the process and options for the development of the off-site roadway improvements. The letter addressing the improvements is in response to Alderman Skinner's request to plan ahead as BOMA determines the status of the new South Carothers Parkway.

Third, the developer is requesting a Modification of Standards for the single family homes planned within Simmons Ridge. This request states:

SECTION 5.3.5 (2)(d)(iii) - GARAGE LOCATION OF A DETACHED HOME

Request to permit a three foot setback from the front elevation for a street facing garage for single family detached homes. A maximum of 20% of the homes within the Simmons Ridge PUD shall be single family detached homes with front facing garages. All single family with a street facing garage shall have a maximum garage door width of 9 feet and shall only have one garage door per home.

The design intent for this Modification is to permit the same floor plan as the attached town home in a detached option. The development plan for Simmons Ridge permits attached homes combined in 2 to 6 unit combinations, all with street facing garages and all with a minimum 0' setback for garages from the front elevation. To add flexibility and buyer choice within the development plan, the developer requests that a single family detached home have the same design standards as the attached homes.

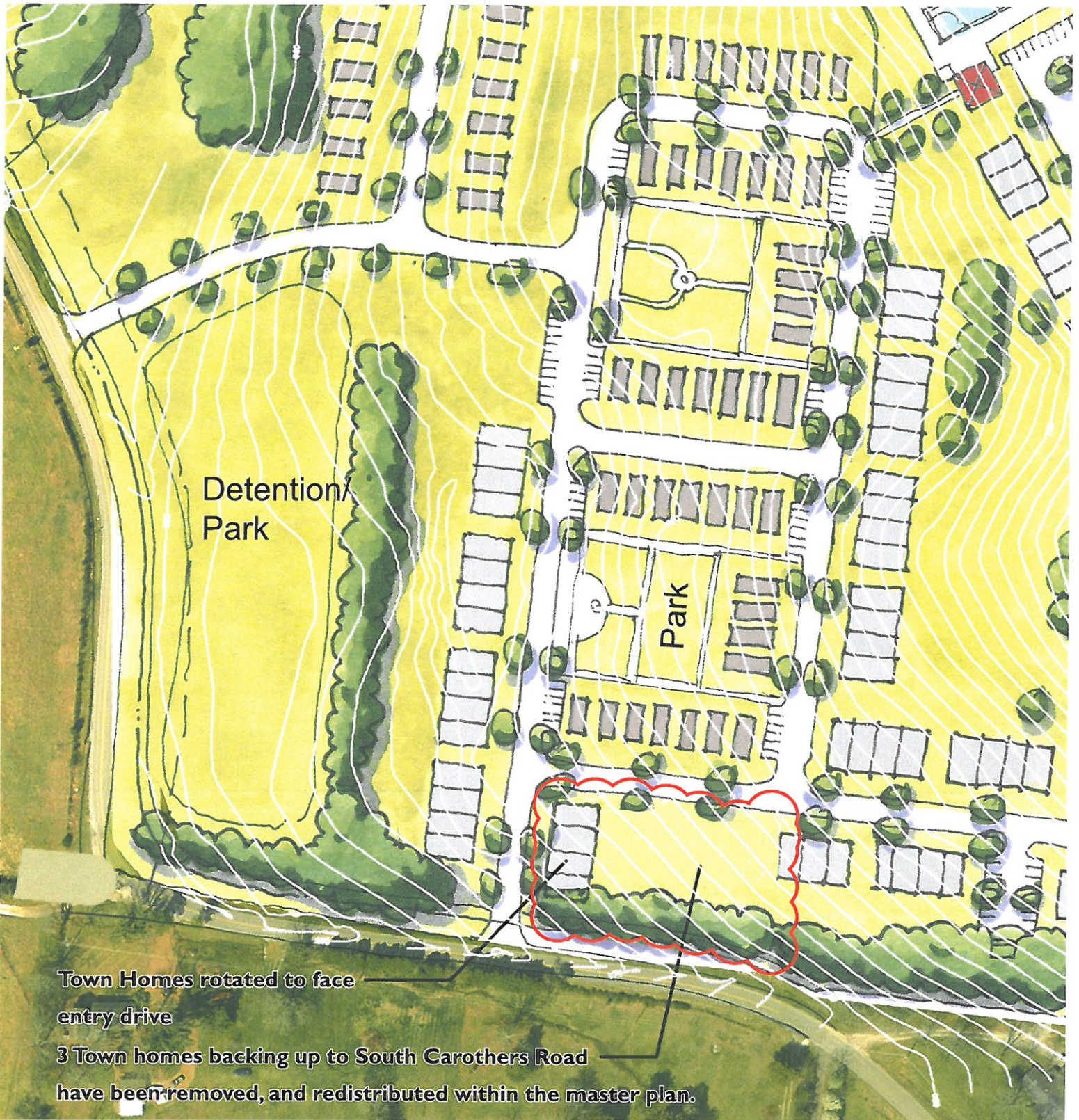
This Modification of Standards request was the only MOS not supported by the Planning Commission, however it is very important to the overall master plan concept for the homes planned at Simmons Ridge. The single family homes planned are at most 30 feet wide. The garage portion is typically 11' wide for a one-car garage. Pushing the garage back 10' from the front elevation will leave an area 19' wide and 32' long for the resident at the front of the home. This is not practical, and significantly compromises the livability of the home. The home elevations submitted with the initial submittal show that we are not lowering the quality of the design and are not planning to provide a sub-standard home in Franklin.

We greatly appreciate your consideration of these items and are available to answer any questions that you may have regarding the proposed plan. Please do not hesitate to contact me or Doug Hale if you need any additional clarification.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Gamble", written in a cursive style.

Greg Gamble
615.975.5765



Detention
Park

Park

Town Homes rotated to face
entry drive

3 Town homes backing up to South Carothers Road
have been removed, and redistributed within the master plan.

Simmon's Ridge

Exhibit A

SIMMON'S RIDGE, LLC

November 7, 2012

F i s c h b a c h
Transportation Group, Inc.

Traffic Engineering and Planning

Ms. Gillian L. Fischbach, P.E., PTOE, President

Date: November 7, 2012

To: Mr. Greg Gamble
Gamble Design Collaborative

From: Ms. Gillian L. Fischbach, PE, PTOE
Fischbach Transportation Group (FTG, LLC)

RE: Simmon's Ridge Residential Development
S. Carothers Road

The applicant of the Simmon's Ridge residential project on S. Carothers Road has requested approval by the City of Franklin Engineering Department of the following phased approach for completing the required off-site roadway improvements required in conjunction with the development.

The proposed approach includes two options for completion of the infrastructure based on the progress achieved by the City of Franklin for the construction of Carothers Parkway. All off-site roadway improvements shall be bonded prior to the recording of the first final plat.

In both options the following will be constructed before the first building permit is issued:

Project Accesses

The developer shall construct the main project access on the north-south segment of S. Carothers Road, and will construct a construction access on the east-west portion of S. Carothers Road.

T-Intersection at the Existing 90-Degree Curve

The developer shall reconstruct the existing 90-degree curve in the southwest corner of the project site. Specifically, the developer will reconstruct this curve as a T-intersection with curb and gutter drainage and all-way stop traffic control. This T-intersection will be integrated by the City into the future connector to the future Carothers Parkway.

With the completion of these items, the developer of the Simmon's Ridge project will be issued up to 250 building permits. Before the 251st building permit is issued, either Carothers Parkway will have commenced and the developer will implement Option 1 OR Carothers Parkway will NOT have commenced and the developer shall implement Option 2.

OPTION 1

If the construction of Carothers Parkway HAS commenced before the 251st building permit is issued, Option 1 permits the developer of the Simmon's Ridge project to incrementally install the required off-site road improvements.

1. If the construction of Carothers Parkway HAS begun before the 251st building permit is issued, the developer shall construct a southbound left turn lane on S. Carothers Road at the main project access before the 301st building permit is issued.
2. If the construction of Carothers Parkway HAS begun before the 251st building permit is issued, the developer shall construct a curb and gutter drainage system on S. Carothers Road along the entire roadway frontage of the project site before the 351st building permit is issued.

OPTION 2

If the construction of Carothers Parkway HAS NOT commenced before the 251st building permit is issued, Option 2 requires the developer of the Simmon's Ridge project to complete the off-site roadway improvements in full or stop work and wait for the commencement of Carothers Parkway.

1. If the construction of Carothers Parkway HAS NOT begun before the 251st building permit is issued, the developer shall construct a southbound left turn lane on S. Carothers Road at the main project access AND construct a curb and gutter drainage system on S. Carothers Road along the entire roadway frontage of the project site before the 251st building permit is issued.

OR

2. The developer shall stop work with the 250th building permit and wait for the construction of Carothers Parkway to begin, at which point Option 1 shall be implemented.

Also, please note that the Master Plan that has been approved for this site includes 240 single-family homes. In order to identify the daily and peak hour trips that would be generated at the proposed threshold of 250 homes (150 townhomes and 100 single-family homes), the following trip generation comparison was completed. As shown, 150 townhomes and 100 single-family homes can be expected to generate fewer daily and peak hour trips than the 240 single-family homes that have been approved for this project site.

Land Use:	This is the data for the approved plan.	This is my analysis of a 50/50 split of townhomes/single-family that would best match the approved trip generation.		
	LUC 210	LUC 230	LUC 210	TOTAL
	Single-Family	Townhomes	Single-Family	
Size:	240	150	100	250
Average Daily Traffic	2,326	915	1,040	1,955
Daily Enter	1,163	458	520	978
Daily Exit	1,163	458	520	978
AM Peak Hour Total	178	71	80	151
AM Peak Hour Enter	45	12	20	32
AM Peak Hour Exit	133	59	60	119
PM Peak Hour Total	231	84	105	189
PM Peak Hour Enter	146	56	66	122
PM Peak Hour Exit	85	28	39	67

Note: The only off-site roadway improvement that is required of the approved plan with 240 single-family homes is the southbound left turn lane at the project's main access.



Town Home Elevation



Single Family Home Elevation