

**RESOLUTION 2012-52**

**RESOLUTION 2012-52, A RESOLUTION APPROVING A REVISION TO THE DEVELOPMENT PLAN FOR SIMMONS RIDGE PUD SUBDIVISION, LOCATED AT 4408 SOUTH CAROTHERS ROAD, BY THE CITY OF FRANKLIN, TENNESSEE.**

**WHEREAS,** The 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.

**WHEREAS,** The PUD review process consists of a Development Plan that is reviewed and approved by the BOMA, after a recommendation from the FMPC.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Mayor and Aldermen of the City of Franklin, Tennessee, meeting in regular session this \_\_\_\_\_ day of \_\_\_\_\_, 2013:

1. That the legal description of the property is as follows:

Map--Parcel	Acres
89-037.00	±88.67
<b>TOTAL</b>	<b>±88.67</b>

Commencing at the east right-of-way line of South Carothers Road and the northwest corner of Parcel 37, Map 89, all parcels being referenced to Tennessee State Board of Equalization Maps, as may be revised, which is also the point of beginning.

Thence east, along a north line of Parcel 37, 571 feet; thence south 5 degrees west 87 degrees east 238 feet; thence east, along a north line of Parcel 37, 1,430 feet, to the northeast corner of Parcel 37; southeast corner of Parcel 37; thence west, along a south line of Parcel 37, 1,394 feet to the north right-of-way line of South Carothers Road; thence generally west along a south line of Parcel 37 and north along the west line of Parcel 37 and along the north and east right-of-way line of South Carothers Road, 2,160 feet; to the northwest corner of Parcel 37, which is also the point of beginning, and containing 88.67 acres, more or less.

2. That the overall entitlements for the Simmons Ridge PUD are as follows:

<b>Entitlements</b>	<b>Simmons Ridge PUD (Overall)</b>
Base Zone	Residential Variety (RX)
Character Area Overlay	McEwen Character Area 6
Other Zoning Overlays	N/A
Number of Dwelling Units	408
Number of Nonresidential Square Footage	N/A
Connectivity Index	1.39
Development Standard	Conventional
Open Space Requirements	Formal: 4.43 acres Informal: 8.87 acres Total: 13.30 acres

3. 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 Department.
4. 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.

**ATTEST:**

**CITY OF FRANKLIN, TENNESSEE**

**BY:** \_\_\_\_\_

**ERIC STUCKEY  
CITY ADMINISTRATOR**

**BY:** \_\_\_\_\_

**DR. KEN MOORE  
MAYOR**

PRELIMINARY CONCEPT MEETING:	<u>6/20/12</u>
PREAPPLICATION CONFERENCE:	<u>6/26/12</u>
CONCEPTUAL PROJECT WORKSHOP:	<u>6/28/12</u>
REQUIRED NEIGHBORHOOD MEETING:	<u>7/11/12</u>
PLANNING COMMISSION RECOMMENDED DISAPPROVAL:	<u>9/27/12</u>
BOMA PASSED/PUBLIC HEARING HELD:	_____



September 28, 2012

**TO:** Board of Mayor and Aldermen

**FROM:** Eric Stuckey, City Administrator *Eric*  
 Vernon Gerth, Assistant City Administrator for Community and Economic Development  
 Catherine Powers, Planning and Sustainability Director

**SUBJECT:** Resolution 2012-52, A Resolution To Approve The PUD Development Plan For Simmons Ridge On ± 88.67 Acres For 408 Attached And Detached Units On The Property Located At 4408 South Carothers Road

**Purpose**

The purpose of this memorandum is to provide the Board of Mayor and Aldermen (BOMA) with information regarding a resolution to approve the PUD Development Plan for Simmons Ridge on ± 88.67 acres for 408 attached and detached units on the property located at 4408 South Carothers Road.

**Background**

This ordinance was unfavorably recommended to the BOMA by the Planning Commission with a 4-3 vote at the September 27, 2012, FMPC Meeting. The project information and comments from the FMPC staff report are included below.

**PROJECT INFORMATION**

**Existing Land Use:** Vacant

**Proposed Land Use:** Residential Attached

**Existing Zoning:** RX Residential Variety District

**Proposed Zoning:** RX Residential Variety District

**Acreage:** 88.67

**Proposed Number of Lots:** 422

**Proposed Dwelling Units:** 408

**Proposed Nonresidential**

**Square Footage:** 0

**Proposed Open Space:** Formal Open Space: 5.3 acres

Informal Open Space: 40.44 acres

Total Open Space: 45.74 acres

**Physical Characteristics:** The site is a vacant property, once used for agriculture. Several deteriorated agricultural structures exist on the property. The site is partially forested with hardwoods and cedars. Cedar Creek crosses the property in the northwest corner.

**Character Area Overlay/Development Standard:** MECO-6/Conventional

**Other Applicable Overlays:** N/A

**Proposed Building Height:** 2

**Minimum Landscape Surface Ratio:** 0.1



**SURROUNDING ZONING AND LAND USE**

<b>Location</b>	<b>Land Use</b>	<b>Zoning</b>
<b>North</b>	Vacant/Agriculture	Williamson County
<b>South</b>	Agriculture/Residential	Williamson County
<b>East</b>	Residential	Williamson County
<b>West</b>	Vacant/Residential	Residential Variety

**INFRASTRUCTURE AVAILABILITY**

**WATER:** Milcrofton Utility District  
**SEWER:** Available from City of Franklin  
**RECLAIMED WATER:** Not Available

**TRANSPORTATION**

**Site Access:** South Carothers Road  
**Trip Generation:** LUC 230  
Land Use: Sin Condos  
Size: 417  
Average Daily Traffic 2,246  
Daily Enter 1,123  
Daily Exit 1 1,123  
AM Peak Hour Total 163  
AM Peak Hour Enter 28  
AM Peak Hour Exit 135  
Mid Peak Hour Total (7%) 157  
Mid Peak Hour Enter 79  
Mid Peak Hour Exit 79  
PM Peak Hour Total 195  
PM Peak Hour Enter 131  
PM Peak Hour Exit 64

**PROJECT MEETS FRANKLIN'S LAND USE PLAN: YES**  
**GREENWAY/OPEN SPACE PLAN: YES**  
**HISTORIC DISTRICT GUIDELINES: N/A**

**PROJECT BACKGROUND:**

This is the second revision to a Concept Plan that was originally approved in 2003. The property had originally been zoned Estate Residential (ER) prior to the approval of the Simmons Ridge PUD. The original concept plan for this property was approved for 156 detached units. A Land-use Plan Amendment was approved at the June 24, 2010 FMPC meeting to move this property from the Seward Hall Character Area 3 to the McEwen Character Area 6. The property was then rezoned from R-2 to RX and from SWCO-3 to MECO-6 at the December 14, 2010 BOMA meeting. The revised concept plan for this development was approved for 240 detached units by BOMA on November 23, 2010. Due to compliance with Zoning Ordinance requirements, the applicant reduced the number of units with the approved Regulating Plan to 222 units. The applicant is now requesting approval of a development plan that includes a mix of detached and attached residential units (90 single family detached and



318 attached townhomes for a total of 408 units). These types of residential units are allowed uses under the RX Zoning District.

#### PROJECT REVIEW

**COMMENTS:** The applicant is requesting one special condition that may be granted by the Planning Commission and four modifications of standards from the Zoning Ordinance. Section 5.3.5(3)(g)(ii) allows the Planning Commission to approve garage doors facing primary streets on attached residential structures when it is necessary to retain existing trees or address difficult topography. The applicant contends that the steep topography of the site and the tree canopy retention required by the Zoning Ordinance make it difficult to provide garages for the attached units in any configuration, other than facing the street. While staff discourages street-loaded garages, staff agrees that the terrain and existing vegetation make it difficult to fit 318 attached structures with garages on the site while being sensitive to the natural characteristics of the site. Therefore, staff recommends approval of this request. The applicant is also requesting a modification of standards (MOS1) from Section 5.3.5(2)(d)(iii), which requires that street-facing garages be a minimum of ten (10) feet behind the front facade of the dwelling they serve. The applicant is asking to modify the standard from 10 feet behind the front facade (not including porches) to 3 feet behind the front facade (including porches). Staff recommends that the Planning Commission deny the applicant's request for this modification of standards. This zoning requirement was recently revised down to ten (10) feet from twenty (20) feet, after the Planning Commission requested that staff study this issue and bring forth a revised requirement. The applicant has also failed to demonstrate that the conditions upon which this request is based are unique to the design intent of this development and are not applicable generally to other property. The topography of this site is not unlike many other undeveloped properties in Franklin and should not be considered as a sole reason to exempt a development from a City-wide standard. The Franklin Land Use Plan recommends that new development within this McEwen Character Area reflect the existing character of the area and that high-quality design be utilized. One of the reasons this design standard was originally adopted was to prevent development that does not meet the high design criteria desired by the Franklin community.

The applicant is requesting a second modification of standards (MOS2) from Section 5.3.5(1)(e)(i), which requires that the finished floor elevation be a minimum of 18 inches above grade for residential units with front yard setbacks of ten feet or more. The applicant is requesting that a maximum of 25% of the units in the subdivision be allowed to reduce the foundation from 18" above grade to 8" above grade in order to provide a 0" entry from the garage to the living level. Staff recommends approval of this modification of standards with the condition that the applicant designate these particular lots as critical lots. By designating the lots as critical lots, the Engineering Department will have an opportunity to review the drainage conditions on the property prior to issuance of building permits.

Lastly, the applicant is requesting modifications of standards (MOS 3 & 4) from Sections 5.9.3(4)(a)(iv) and 5.9.3(4)(b), which prohibit backing onto public streets from off-street parking areas or maneuvering incidental to parking within a public right-of-way. Staff recommends approval of these modifications of standards, with the condition that the parking spaces delineated on the attached exhibit, labeled MOS 3 & 4 Staff Exhibit, are removed. Staff recommends that these parking spaces be removed from the development due to insufficient sight lines and the safety issues that would result. This requirement shall not exempt the applicant from the minimum parking requirements set forth by the Franklin Zoning Ordinance. The applicant shall update the



parking calculations to reflect the eliminated spaces, and if necessary, provide additional parking to meet the minimum requirements.

**STAFF RECOMMENDATION:** Favorable Recommendation to BOMA

**FMPC RECOMMENDATION:** Unfavorable Recommendation to BOMA

**CONDITIONS OF APPROVAL:**

**1. Affordable Housing**

Affordable housing units are required to be provided in this development. With the submittal to BOMA, the on site location of these units shall be indicated for approval. For additional information and guidance on satisfying this condition contact Interim Housing Development Coordinator, Kathleen Sauseda at 615-550-6608.

**2. Traffic/Transportation**

The applicant shall be required to improve South Carothers Road to current City standards by rebuilding the roadway along the frontage of their property. In particular, care needs to be given to redesigning the horizontal and vertical deficiencies in the redesign. The new section will be per TS-9 from the City of Franklin Street Standards, except that no bike lane or sidewalk will be required due to the dedication of the multi-use path along the frontage of the development. Depending on the timing of who starts construction first (City or Developer), improvements will need to be made to accommodate the City's connector road design for the New South Carothers Parkway project.

**3. Traffic/Transportation**

The modification of standards request is approved as follows: Paired driveways for town homes serving no more than 2 garage bays shall be permitted. These paired driveways shall maintain a minimum separation of 20 feet.

**4. Traffic/Transportation**

For MOS request to permit parking directly from the public street right-of-way, all such parking is to be located only outside of the Intersection Sight Triangle according to Section 5.10.9 of the Zoning Ordinance. All such parking shall also be located outside of sight obstruction and stopping sight distance limitations on horizontal curves.

**5. Traffic/Transportation**

At the right-angle bend of South Carothers Road, modify the intersection so as to turn it into a 3-way stop with the Carothers Connector right-of-way, per item #2 of the traffic study addendum of 8/1/12. This improvement is to be completed and accepted prior to the issuance of the second 50% of the Certificates of Occupancy.

**6. Traffic/Transportation**

For the southbound left turn roadway improvement at the main Simmons Ridge project access, coordinate this improvement with the Nichols Bend development construction as needed. This improvement is to be completed and accepted prior to the opening of the main Simmons Ridge project access.

**7. Traffic/Transportation**

Regarding modification of standards to section 5.9.3(4)(b), the off-street parking areas shall be set off from the traveled way by a rolled curb, shall be pervious pavers, and shall be maintained by the Homeowners Association.



#### **8. Residential Fire Sprinkler System**

Note 4 of Infrastructure shall be removed or modified as the statement that residential fire sprinklers are not required is not valid. The requirement lies with available water supply, flow testing, and/or modeling to determine if 1,500 gpm at 20 psi is available. If this minimum fire flow is not available, residential fire sprinklers may be required.

#### **9. Connectivity**

The roadway appearing to be Robin Drive is not shown extended to the property line as required for future connectivity. Only Sheet C2.2 shows the full extension. All pages shall show the roadway/roadway easement to the property line.

#### **10. Development within the Incompatible Use Buffer**

The applicant shall remove all development shown inside the incompatible use buffer. It appears that there is a dumpster or turnaround proposed adjacent to the parking lots on the southern edge of the property. These shall be removed from the buffer.

#### **11. Connectivity**

The applicant shall update the development plan to show the R.O.W. connection to the northeastern corner of the site.

#### **12. Lighting**

The applicant shall note the height of the typical light pole shown on the Utility Sheet.

#### **13. Special Condition Request**

Special Condition Request, Garage Orientation for Attached Units: Approve the special condition request regarding front-facing garage doors for the attached homes, based on the proposed elevations and the site's topography.

#### **14. Modification of Standards-Foundations**

MOS2 Foundations: Approve the applicant's request for a modification of standards (MOS2) to decrease the minimum FFE from 18" above grade to 8" above grade for a maximum of 25% of the attached units. The applicant shall designate these particular lots as critical lots so that the Engineering Department can review the lots for drainage concerns prior to issuance of building permits.

#### **15. Modification of Standards-Parking**

MOS 3/4 Backing onto a public street: Approve the applicant's modification of standards requests (MOS3/4) from Sections 5.9.3(4)(a)(iv) and 5.9.3(4)(b) to allow maneuvering incidental to parking in the public Right-of-Way and to allow backing from off-street parking onto public streets, with the exception of the parking spaces highlighted on the attached exhibit (MOS 3 & 4). The applicant shall update the parking calculations to account for the removal of these spaces. The plan shall meet the City's minimum parking requirement.

#### **16. Architecture**

The applicant shall provide a rear elevation for the single family units that do not front formal open space areas.





**17. Modification of Standards-Single Family Garages**

MOS1 Garage Location for Detached Residential Units: Disapprove the applicant's modification of standards request (MOS 1) to locate the garages for detached residential units 3 feet behind the front facade (including porches) rather than 10 feet behind the front facade (not including porches), as the Zoning Ordinance requires.

**18. Attached Dwelling Facing Parking Lot**

The Development Plan layout shall be revised so that no residential structures are oriented towards off-street parking lots (specifically lots 190-193).

**19. Amenity Center**

A note shall be added to the plan to state that the amenity center shall be approved and constructed no later than the time at which 50% of the units are constructed.

**20. Stormwater Management Plan**

The applicant shall submit a revised Stormwater Management Plan narrative that correctly identifies the "Blue Line Stream" as "Carothers Branch".

**21. Stream Buffer**

No grading, or disturbance of any kind shall be allowed in stream buffers, this includes the 30' stream buffer applied to the spring.

**PROCEDURAL REQUIREMENTS:**

1. If the plan receives BOMA approval, the applicant shall upload the corrected plan to the online plan review website (<https://franklin.contractorsplanroom.com/secure/>) and submit one (1) complete and folded set and a .pdf file of corrected development plan to the Department of Building and Neighborhood Services (Suite 110, Franklin City Hall). All revisions to the approved plans shall be "clouded." A response letter addressing each condition of approval shall be included with the .pdf upload and the set of corrected plans.
2. The city's project identification number shall be included on all correspondence with any city department relative to this project.

**Financial Impact**

Not applicable to this item.

**Options**

Not applicable to this item.

**Recommendation**

FMPC provided an unfavorable recommendation at the 9/27/12 FMPC Meeting (4-3 vote).



Attachment A

**SIMMONS RIDGE**  
**ADDITIONAL INFORMATION**  
**FROM STAFF**

11/13/2012





November 1, 2012

**TO:** Board of Mayor and Aldermen

**FROM:** Eric Stuckey, City Administrator  
Paul Holzen, Director of Engineering  
Dan Allen, Assistant Director of Engineering

**SUBJECT:** **Consideration of Proposed Infrastructure Phasing for Improvements Associated with the Simmons Ridge Project**

**Purpose**

The purpose of this memorandum is to provide information to the City of Franklin Board of Mayor and Alderman (BOMA) for consideration of the proposed phasing of infrastructure associated with the Simmons Ridge development.

**Background**

In previous discussions regarding the Simmons Ridge development, the Board requested that the applicant work with the Engineering Department staff to further define the phasing of the infrastructure improvements that were outlined as part of the Conditions of Approval. These infrastructure improvements were presented to the Franklin Planning Commission at the September 27, 2012 meeting and were all included in the conditions of approval.

On Tuesday, October 16, 2012, City staff met with the applicant and their consultant to discuss a phasing approach to complete the roadway improvements required in conjunction with the project. On October 23, 2012 Fischbach Transportation Group, Inc. submitted additional information and a proposed phasing approach for staff consideration. The phased approach is based on maintaining a level of service C for the project access points on existing South Carothers. Detailed information can be found in the letter dated October 23, 2012 from Fischbach Transportation Group, Inc.

**Options**

The Board is being requested to consider the following options based on the requesting clarifications of phasing contained in the FMPC revised staff report:

- Option 1: **Disapprove** Resolution 2012-52, a resolution to approve the PUD Development Plan for Simmons Ridge on  $\pm$  88.67 acres for 408 attached and detached units on the property located at 4408 South Carothers Road
  
- Option 2: **Approve** Resolution 2012-52, a resolution to approve the PUD Development Plan for Simmons Ridge on  $\pm$  88.67 acres for 408 attached and detached units on the property located at 4408 South Carothers Road
  
- Option 3: **Approve** Resolution 2012-52, a resolution to approve the PUD Development Plan for Simmons Ridge on  $\pm$  88.67 acres for 408 attached and detached units on the property



HISTORIC  
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TENNESSEE

## MEMORANDUM

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located at 4408 South Carothers Road **with an amendment to revise the conditions and restrictions placed upon the Development Plan as outlined in the *Clarification of Franklin Municipal Planning Commission Report (Revised 11/7/2012)***

### **Recommendation**

Staff recommends approval of Option 3. **Approval** of Resolution 2012-52, a resolution to approve the PUD Development Plan for Simmons Ridge on  $\pm$  88.67 acres for 408 attached and detached units on the property located at 4408 South Carothers Road **with an amendment to revise the conditions and restrictions placed upon the Development Plan as outlined in the *Clarification of Franklin Municipal Planning Commission Report (Revised 11/7/2012)***



**CLARIFICATION OF  
FRANKLIN MUNICIPAL PLANNING COMMISSION REPORT  
(Revised 11/7/2012)**

**NAME OF PROJECT:** Simmons Ridge PUD Subdivision, Development Plan, Revision 2

**LOCATION:** 4408 South Carothers Road

**PROJECT DESCRIPTION:** 318 attached townhomes and 90 detached homes on 88.67 acres.

**APPLICATN:** Doug Hale, DHale@haleandhale.com

**OWNER:** Jay Franks, jfranks130@msn.com

**PROJECT STAFF:** ~~Emily Hunter~~ Paul Holzen

**TYPE OF REVIEW:** Development Plan

**RECOMMENDATION:** **Favorable Recommendation to BOMA**

**PROJECT INFORMATION**

**Existing Land Use:** Vacant

**Proposed Land Use:** Residential Attached

**Existing Zoning:** RX Residential Variety District

**Proposed Zoning:** RX Residential Variety District

**Acreage:** 88.67

**Proposed Number of Lots:** 422

**Proposed Dwelling Units:** 408

**Proposed Nonresidential**

**Square Footage:** 0

**Proposed Open Space:** Formal Open Space: 5.3 acres

Informal Open Space: 40.44 acres

Total Open Space: 45.74 acres

**Physical Characteristics:** The site is a vacant property, once used for agriculture. Several deteriorated agricultural structures exist on the property. The site is partially forested with hardwoods and cedars. Cedar Creek crosses the property in the northwest corner.

**Character Area Overlay/Development Standard:** MECO-6/Conventional

**Other Applicable Overlays:** N/A

**Proposed Building Height:** 2

**Minimum Landscape Surface Ratio:** 0.1

**SURROUNDING ZONING AND LAND USE**

Location	Land Use	Zoning
North	Vacant/Agriculture	Williamson County
South	Agriculture/Residential	Williamson County
East	Residential	Williamson County
West	Vacant/Residential	Residential Variety

**INFRASTRUCTURE AVAILABILITY**

**WATER:** Milcrofton Utility District

**SEWER:** Available from City of Franklin

**RECLAIMED WATER:** Not Available

## TRANSPORTATION

**Site Access:** South Carothers Road  
**Trip Generation:** LUC 230  
**Land Use:** Sin Condos  
**Size:** 417  
**Average Daily Traffic** 2,246  
**Daily Enter** 1,123  
**Daily Exit** 1,123  
**AM Peak Hour Total** 163  
**AM Peak Hour Enter** 28  
**AM Peak Hour Exit** 135  
**Mid Peak Hour Total (7%)** 157  
**Mid Peak Hour Enter** 79  
**Mid Peak Hour Exit** 79  
**PM Peak Hour Total** 195  
**PM Peak Hour Enter** 131  
**PM Peak Hour Exit** 64

**PROJECT MEETS FRANKLIN'S LAND USE PLAN:** YES  
**GREENWAY/OPEN SPACE PLAN:** YES  
**HISTORIC DISTRICT GUIDELINES:** N/A

### PROJECT BACKGROUND:

This is the second revision to a Concept Plan that was originally approved in 2003. The property had originally been zoned Estate Residential (ER) prior to the approval of the Simmons Ridge PUD. The original concept plan for this property was approved for 156 detached units. A Land-use Plan Amendment was approved at the June 24, 2010 FMPC meeting to move this property from the Seward Hall Character Area 3 to the McEwen Character Area 6. The property was then rezoned from R-2 to RX and from SWCO-3 to MECO-6 at the December 14, 2010 BOMA meeting. The revised concept plan for this development was approved for 240 detached units by BOMA on November 23, 2010. Due to compliance with Zoning Ordinance requirements, the applicant reduced the number of units with the approved Regulating Plan to 222 units. The applicant is now requesting approval of a development plan that includes a mix of detached and attached residential units (90 single family detached and 318 attached townhomes for a total of 408 units). These types of residential units are allowed uses under the RX Zoning District.

## PROJECT REVIEW

**COMMENTS:** The applicant is requesting one special condition that may be granted by the Planning Commission and four modifications of standards from the Zoning Ordinance. Section 5.3.5(3)(g)(ii) allows the Planning Commission to approve garage doors facing primary streets on attached residential structures when it is necessary to retain existing trees or address difficult topography. The applicant contends that the steep topography of the site and the tree canopy retention required by the Zoning Ordinance make it difficult to provide garages for the attached units in any configuration, other than facing the street. While staff discourages street-loaded garages, staff agrees that the terrain and existing vegetation make it difficult to fit 318 attached structures with garages on the site while being sensitive to the natural characteristics of the site. Therefore, staff recommends approval of this request. The applicant is also requesting a modification of standards (MOS1) from Section 5.3.5(2)(d)(iii), which requires that street-facing garages be a minimum of ten (10) feet behind the front facade of the dwelling they serve. The applicant is asking to modify the standard from 10 feet behind the front facade (not

including porches) to 3 feet behind the front facade (including porches). Staff recommends that the Planning Commission deny the applicant's request for this modification of standards. This zoning requirement was recently revised down to ten (10) feet from twenty (20) feet, after the Planning Commission requested that staff study this issue and bring forth a revised requirement. The applicant has also failed to demonstrate that the conditions upon which this request is based are unique to the design intent of this development and are not applicable generally to other property. The topography of this site is not unlike many other undeveloped properties in Franklin and should not be considered as a sole reason to exempt a development from a City-wide standard. The Franklin Land Use Plan recommends that new development within this McEwen Character Area reflect the existing character of the area and that high-quality design be utilized. One of the reasons this design standard was originally adopted was to prevent development that does not meet the high design criteria desired by the Franklin community.

The applicant is requesting a second modification of standards (MOS2) from Section 5.3.5(1)(e)(i), which requires that the finished floor elevation be a minimum of 18 inches above grade for residential units with front yard setbacks of ten feet or more. The applicant is requesting that a maximum of 25% of the units in the subdivision be allowed to reduce the foundation from 18" above grade to 8" above grade in order to provide a 0" entry from the garage to the living level. Staff recommends approval of this modification of standards with the condition that the applicant designate these particular lots as critical lots. By designating the lots as critical lots, the Engineering Department will have an opportunity to review the drainage conditions on the property prior to issuance of building permits.

Lastly, the applicant is requesting modifications of standards (MOS 3 & 4) from Sections 5.9.3(4)(a)(iv) and 5.9.3(4)(b), which prohibit backing onto public streets from off-street parking areas or maneuvering incidental to parking within a public right-of-way. Staff recommends approval of these modifications of standards, with the condition that the parking spaces delineated on the attached exhibit, labeled MOS 3 & 4 Staff Exhibit, are removed. Staff recommends that these parking spaces be removed from the development due to insufficient sight lines and the safety issues that would result. This requirement shall not exempt the applicant from the minimum parking requirements set forth by the Franklin Zoning Ordinance. The applicant shall update the parking calculations to reflect the eliminated spaces, and if necessary, provide additional parking to meet the minimum requirements.

**STAFF RECOMMENDATION:** Favorable Recommendation to BOMA  
**FMPC RECOMMENDATION:** Unfavorable Recommendation to BOMA

**CONDITIONS OF APPROVAL:**

**1. Affordable Housing**

Affordable housing units are required to be provided in this development. With the submittal to BOMA, the on site location of these units shall be indicated for approval. For additional information and guidance on satisfying this condition contact Interim Housing Development Coordinator, Kathleen Sauseda at 615-550-6608.

**2. Traffic/Transportation**

The applicant shall be required to improve South Carothers Road to current City standards by rebuilding the roadway along the frontage of their property. In particular, care needs to be given to redesigning the horizontal and vertical deficiencies in the redesign. The new section will be per TS-9 from the City of Franklin Street Standards, except that no bike lane or sidewalk will be required due to the dedication of the multi-use path along the frontage of the development. Depending on the timing of who starts construction first (City or Developer), improvements will need to be made to accommodate the City's connector road design for the New South Carothers Parkway project. The timing and phasing of these improvements shall be completed as outlined in the letter from Fischbach Transportation Group, Inc Dated October 23, 2012 to Paul Holzen, Director of Engineering.

**3. Traffic/Transportation**



The modification of standards request is approved as follows: Paired driveways for town homes serving no more than 2 garage bays shall be permitted. These paired driveways shall maintain a minimum separation of 20 feet.

#### 4. Traffic/Transportation

For MOS request to permit parking directly from the public street right-of-way, all such parking is to be located only outside of the Intersection Sight Triangle according to Section 5.10.9 of the Zoning Ordinance. All such parking shall also be located outside of sight obstruction and stopping sight distance limitations on horizontal curves.

#### 5. Traffic/Transportation

~~At the right angle bend of South Carothers Road, modify the intersection so as to turn it into a 3-way stop with the Carothers Connector right of way, per item #2 of the traffic study addendum of 8/1/12. This improvement is to be completed and accepted prior to the issuance of the second 50% of the Certificates of Occupancy. Before the First Building Permit is issued the applicant shall reconstruct the existing 90-degree curve in the southwest corner of the project site. Specifically, the applicant 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. In addition the applicant shall construct the main project access on the north-south segment of S. Carothers Road. Also, the applicant will construct a construction access on the east-west portion of S. Carothers Road.~~

#### 6. Traffic/Transportation

For the southbound left turn roadway improvement at the main Simmons Ridge project access, coordinate this improvement with the Nichols Bend development construction as needed. ~~This improvement is to be completed and accepted prior to the opening of the main Simmons Ridge project access.~~

#### 7. Traffic/Transportation

Regarding modification of standards to section 5.9.3(4)(b), the off-street parking areas shall be set off from the traveled way by a rolled curb, shall be pervious pavers, and shall be maintained by the Homeowners Association.

#### 8. Residential Fire Sprinkler System

Note 4 of Infrastructure shall be removed or modified as the statement that residential fire sprinklers are not required is not valid. The requirement lies with available water supply, flow testing, and/or modeling to determine if 1,500 gpm at 20 psi is available. If this minimum fire flow is not available, residential fire sprinklers may be required.

#### 9. Connectivity

The roadway appearing to be Robin Drive is not shown extended to the property line as required for future connectivity. Only Sheet C2.2 shows the full extension. All pages shall show the roadway/roadway easement to the property line.

#### 10. Development within the Incompatible Use Buffer

The applicant shall remove all development shown inside the incompatible use buffer. It appears that there is a dumpster or turnaround proposed adjacent to the parking lots on the southern edge of the property. These shall be removed from the buffer.

#### 11. Connectivity

The applicant shall update the development plan to show the R.O.W. connection to the northeastern corner of the site.

#### 12. Lighting

The applicant shall note the height of the typical light pole shown on the Utility Sheet.

#### 13. Special Condition Request

Special Condition Request, Garage Orientation for Attached Units: Approve the special condition request regarding front-facing garage doors for the attached homes, based on the proposed elevations and the site's topography.

#### 14. Modification of Standards-Foundations

MOS2 Foundations: Approve the applicant's request for a modification of standards (MOS2) to decrease the minimum FFE from 18" above grade to 8" above grade for a maximum of 25% of the attached units. The applicant shall designate these particular lots as critical lots so that the Engineering Department can review the lots for drainage concerns prior to issuance of building permits.

#### 15. Modification of Standards-Parking

MOS 3/4 Backing onto a public street: Approve the applicant's modification of standards requests (MOS3/4) from Sections 5.9.3(4)(a)(iv) and 5.9.3(4)(b) to allow maneuvering incidental to parking in the public Right-of-Way and to allow backing from off-street parking onto public streets, with the exception of the parking spaces highlighted on the attached exhibit (MOS 3 & 4). The applicant shall update the parking calculations to account for the removal of these spaces. The plan shall meet the City's minimum parking requirement.



**16. Architecture**

The applicant shall provide a rear elevation for the single family units that do not front formal open space areas.

**17. Modification of Standards-Single Family Garages**

MOS1 Garage Location for Detached Residential Units: Disapprove the applicant's modification of standards request (MOS 1) to locate the garages for detached residential units 3 feet behind the front facade (including porches) rather than 10 feet behind the front facade (not including porches), as the Zoning Ordinance requires.

**18. Attached Dwelling Facing Parking Lot**

The Development Plan layout shall be revised so that no residential structures are oriented towards off-street parking lots (specifically lots 190-193).

**19. Amenity Center**

A note shall be added to the plan to state that the amenity center shall be approved and constructed no later than the time at which 50% of the units are constructed.

**20. Stormwater Management Plan**

The applicant shall submit a revised Stormwater Management Plan narrative that correctly identifies the "Blue Line Stream" as "Carothers Branch".

**21. Stream Buffer**

No grading, or disturbance of any kind shall be allowed in stream buffers, this includes the 30' stream buffer applied to the spring.

**PROCEDURAL REQUIREMENTS:**

1. If the plan receives BOMA approval, the applicant shall upload the corrected plan to the online plan review website (<https://franklin.contractorsplanroom.com/secure/>) and submit one (1) complete and folded set and a .pdf file of corrected development plan to the Department of Building and Neighborhood Services (Suite 110, Franklin City Hall). All revisions to the approved plans shall be "clouded." A response letter addressing each condition of approval shall be included with the .pdf upload and the set of corrected plans.
2. The city's project identification number shall be included on all correspondence with any city department relative to this project.

**Financial Impact**

Not applicable to this item.

**Options**

Not applicable to this item.

**Recommendation**

FMPC provided an unfavorable recommendation at the 9/27/12 FMPC Meeting.



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

Traffic Engineering and Planning

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

October 23, 2012

Mr. Paul Holzen, PE  
Director of Engineering  
City of Franklin  
109 3<sup>rd</sup> Avenue, S.  
Franklin, TN 37064

RE: Simmon's Ridge  
S. Carothers Road

Dear Paul:

Based on our discussion on Tuesday, October 16, 2012, the applicant of the Simmon's Ridge residential project on S. Carothers Road requests approval by City Engineering Department of the following phased approach to completing the roadway improvements required in conjunction with the project:

**Before the First Building Permit is Issued:**

1. The applicant shall reconstruct the existing 90-degree curve in the southwest corner of the project site. Specifically, the applicant 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.
2. The applicant shall construct the main project access on the north-south segment of S. Carothers Road. Also, the applicant will construct a construction access on the east-west portion of S. Carothers Road.

**If the Construction of Carothers Parkway is Funded**

1. The 251<sup>st</sup> building permit will not be issued until the construction of Carothers Parkway has commenced. At this point, the project accesses will operate at the following Levels of Service:

LOCATION	TURNING MOVEMENT	AM PEAK HOUR		MID PEAK HOUR		PM PEAK HOUR	
		LOS	QUEUE	LOS	QUEUE	LOS	QUEUE
S. Carothers Road and Southern Shared Nichols Bend / Simmon's Ridge Access	Northbound Lefts / Thrus / Rights	LOS A	1 veh	LOS A	1 veh	LOS A	1 veh
	Southbound Lefts / Thrus / Rights	LOS A	1 veh	LOS A	1 veh	LOS A	1 veh
	Eastbound Lefts / Thrus / Rights	LOS A	1 veh	LOS A	1 veh	LOS A	1 veh
	Westbound Lefts / Thrus / Rights	LOS C	1 veh	LOS B	1 veh	LOS C	1 veh
S. Carothers Road (east-west portion) and Project Access	Eastbound Left Turns and Thrus	LOS A	1 veh	LOS A	1 veh	LOS A	1 veh
	Southbound Left and Right Turns	LOS C	1 veh	LOS B	1 veh	LOS C	1 veh

2. Upon commencement of the construction of Carothers Parkway, the 301<sup>st</sup> building permit will not be issued until the required southbound left turn lane is constructed on S. Carothers Road at the main project access.
3. Upon commencement of the construction of Carothers Parkway, the 351<sup>st</sup> building permit will not be issued until a curb and gutter drainage system is constructed on S. Carothers Road along the entire roadway frontage of the project site.

With Carothers Parkway completed, the project accesses will operate at the following Levels of Service with the above development milestones.

LOCATION	TURNING MOVEMENT	AM PEAK HOUR		MID PEAK HOUR		PM PEAK HOUR	
		LOS	QUEUE	LOS	QUEUE	LOS	QUEUE
S. Carothers Road and Nichols Bend Access / Main Simmon's Ridge Access	Northbound Lefts / Thrus / Rights	LOS A	1 veh	LOS A	1 veh	LOS A	1 veh
	Southbound Lefts / Thrus / Rights	LOS A	1 veh	LOS A	1 veh	LOS A	1 veh
	Eastbound Lefts / Thrus / Rights	LOS A	1 veh	LOS A	1 veh	LOS A	1 veh
	Westbound Lefts / Thrus / Rights	LOS A	1 veh	LOS A	1 veh	LOS A	1 veh
S. Carothers Road (east-west portion) and Project Access	Eastbound Left Turns and Thrus	LOS A	1 veh	LOS A	1 veh	LOS A	1 veh
	Southbound Left and Right Turns	LOS B	1 veh	LOS B	1 veh	LOS B	1 veh



**If the Construction of Carothers Parkway is Not Funded**

1. If the construction of Carothers Parkway has not been funded upon issuance of the 250<sup>th</sup> building permit, the 251<sup>st</sup> building permit will not be issued until the required southbound left turn lane is constructed on S. Carothers Road at the northern access and a curb and gutter drainage system is constructed on S. Carothers Road along the entire roadway frontage.

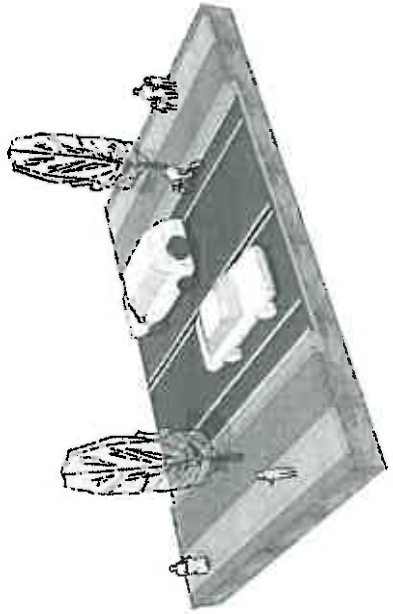
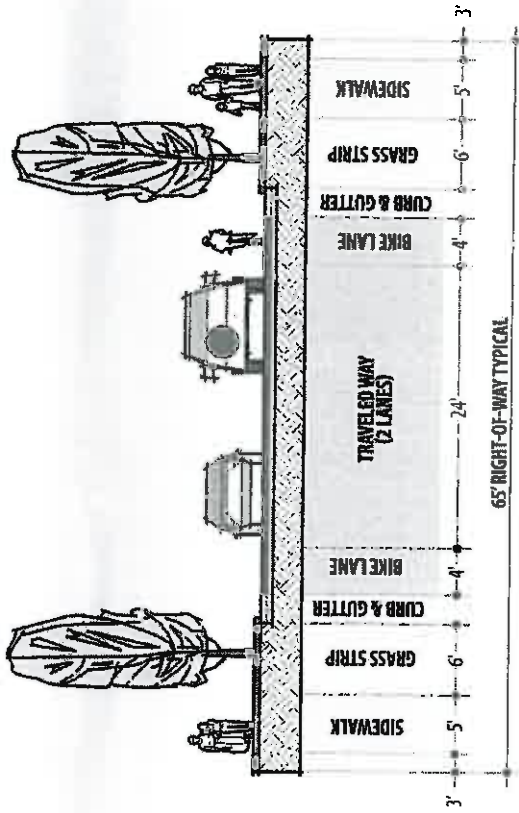
LOCATION	TURNING MOVEMENT	AM PEAK HOUR		MID PEAK HOUR		PM PEAK HOUR	
		LOS	QUEUE	LOS	QUEUE	LOS	QUEUE
S. Carothers Road and Southern Shared Nichols Bend / Simmon's Ridge Access	Northbound Lefts / Thrus / Rights	LOS A	1 veh	LOS A	1 veh	LOS A	1 veh
	Southbound Lefts / Thrus / Rights	LOS A	1 veh	LOS A	1 veh	LOS A	1 veh
	Eastbound Lefts / Thrus / Rights	LOS A	1 veh	LOS A	1 veh	LOS A	1 veh
	Westbound Lefts / Thrus / Rights	LOS C	1 veh	LOS B	1 veh	LOS C	1 veh
S. Carothers Road (east-west portion) and Project Access	Eastbound Left Turns and Thrus	LOS A	1 veh	LOS A	1 veh	LOS A	1 veh
	Southbound Left and Right Turns	LOS C	1 veh	LOS B	1 veh	LOS C	1 veh

The applicant of the Simmon's Ridge project requests approval by City Engineering Department of this phased approach to completing the roadway improvements required in conjunction with the project. Please contact me if you have any questions or need any additional information.

Sincerely,

*Gillian L. Fischbach, P.E., PTOE*

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



Isometric View

**Minor Collector  
65' Right-of-Way  
Conventional Areas**

City of Franklin  
Engineering Department

Date: 5/27/11  
NTS

Std Dwg No:  
**TS-9**

**Notes:**

Additional right-of-way may be required near intersections.  
Elements of this typical section may be revised if approved by the City Engineer in dense commercial areas.





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 9<sup>th</sup> 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 over a faint circular stamp or watermark.

Greg Gamble  
615.975.5765



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 9<sup>th</sup> 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.

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Development planning, design, and management.

greggamble209@gmail.com  
615.975.5765 cell  
615.224.8378 office  
144 Southeast Parkway, Suite 230  
Franklin, Tennessee 37064

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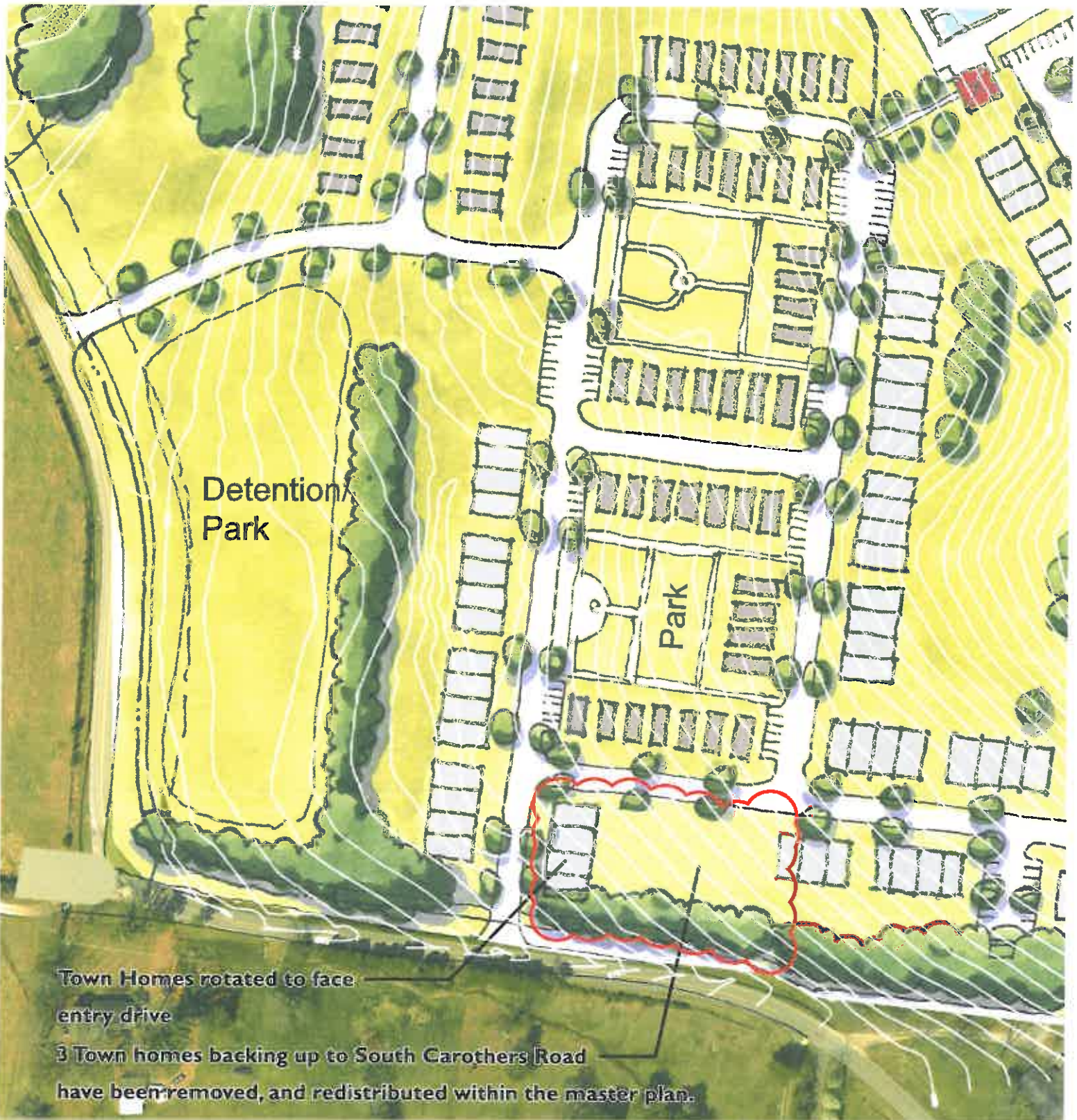
We greatly appreciate your consideration of these items and are available to answer any questions that you may have regarding the proposed plan. Please do not hesitate to contact me or Doug Hale if you need any additional clarification.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Gamble", written over a light blue horizontal line.

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.**



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	
<b>Size:</b>	<b>240</b>	<b>150</b>	<b>100</b>	<b>250</b>
<b>Average Daily Traffic</b>	<b>2,326</b>	915	1,040	<b>1,955</b>
Daily Enter	<b>1,163</b>	458	520	<b>978</b>
Daily Exit	<b>1,163</b>	458	520	<b>978</b>
<b>AM Peak Hour Total</b>	<b>178</b>	71	80	<b>151</b>
AM Peak Hour Enter	<b>45</b>	12	20	<b>32</b>
AM Peak Hour Exit	<b>133</b>	59	60	<b>119</b>
<b>PM Peak Hour Total</b>	<b>231</b>	84	105	<b>189</b>
PM Peak Hour Enter	<b>146</b>	56	66	<b>122</b>
PM Peak Hour Exit	<b>85</b>	28	39	<b>67</b>

**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