

ORDINANCE 2011-06

TO BE ENTITLED: "AN ORDINANCE TO AMEND ORDINANCE 2006-18 BY DELETING CONDITION OF APPROVAL 14 RELATING TO CONTRIBUTIONS FOR FRANKLIN ROAD IMPROVEMENTS FOR DWELLING UNITS WITHIN THE JAMISON STATION PUD SUBDIVISION, LOCATED EAST OF THE FACTORY AND BISECTED BY LIBERTY PIKE."

SECTION I: BE IT ORDAINED by the Board of Mayor and Aldermen of the City of Franklin, Tennessee, that the following Condition of Approval 14 for Ordinance 2006-18 shall be deleted:

- 14. The applicant shall be required to contribute the sum of \$1800.00 per residential unit to the city for construction of road improvements to Franklin Road, including but not limited to sidewalks as part of the Franklin Corridor and Connector Streets and Economic Development project. Each such payment to be due prior to issuance of certificate of occupancy for each unit and a separate document memorializing this understanding be drafted by the City and returned to this Board for approval (amended at 5/9/06 BOMA).

SECTION II: BE IT FINALLY ORDAINED by the Board of Mayor and Aldermen of the City of Franklin, Tennessee, that this Ordinance shall take effect from and after its passage on third and final reading, the health, safety, and welfare of the citizens requiring it.

ATTEST:

By: _____
ERIC S. STUCKEY
City Administrator

By: _____
Dr. Ken Moore
Mayor

PLANNING COMMISSION RECOMMENDED: _____

PASSED FIRST READING: _____

PUBLIC HEARING HELD: _____

PASSED SECOND READING: _____

PASSED THIRD READING: _____




HISTORIC
FRANKLIN
TENNESSEE

MEMORANDUM

February 1, 2011

TO: Board of Mayor and Aldermen

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

SUBJECT: Ordinance 2011-06, an ordinance to amend ordinance 2006-18 by deleting condition of approval 14 relating to contributions for Franklin Road Improvements for dwelling units within the Jamison Station PUD Subdivision

Purpose

The purpose of this memorandum is to provide the Board of Mayor and Aldermen (BOMA) with information regarding an ordinance to amend ordinance 2006-18 by deleting condition of approval 14 relating to contributions for Franklin Road Improvements for dwelling units within the Jamison Station PUD Subdivision (Ordinance 2011-06).

Background

At the May 9, 2006 Board of Mayor and Alderman Meeting, condition of approval number 14 for the Jamison Station PUD Concept Plan was amended to be approved, as follows:

The applicant shall be required to contribute the sum of \$1800.00 per residential unit to the city for construction of road improvements to Franklin Road, including but not limited to sidewalks as part of the Franklin Corridor and Connector Streets and Economic Development project. Each such payment to be due prior to issuance of certificate of occupancy for each unit and a separate document memorializing this understanding be drafted by the City and returned to this Board for approval.

The final Conditions of Approval and the minutes from BOMA are included as Exhibit 1. The request of the applicant is included as Exhibit 2. The e-mail correspondence between the original developer and the former City Administrator are included as Exhibit 3.

To date, permits have been issued for 40 of the residential dwelling units. The streetscape fee has been paid and Certificates of Occupancy issued for 38 of the units. A total of \$68,400.00 has been collected.

This ordinance was given an unfavorable recommendation (7-0 vote) by the Planning Commission at the January 27, 2011 FMPC meeting.

Financial Impact

Not applicable to this item.

Options

Not applicable to this item.

Recommendation

The BOMA may either remove the condition by approval of the ordinance or leave the condition by disapproval of the ordinance.

FINAL CONDITIONS OF APPROVAL

ORDINANCE 2006-18, TO BE ENTITLED: “AN ORDINANCE TO REZONE 23.40 ACRES FROM PLANNED COMMERCIAL (0.1 AND 4.93) TO PLANNED COMMERCIAL (PC 11.54) AND APPROVE THE CONCEPT PLAN (JAMISON STATION), LOCATED EAST OF THE FACTORY AND BISECTED BY LIBERTY PIKE.”

RECOMMENDATION

On May 19, 2006, BOMA passed Ordinance 2006-18 on third and final reading with the following conditions:

1. Twenty-eight copies of the corrected Concept Plan and pattern book shall be submitted to the Planning Department for distribution to the Board of Mayor and Aldermen. (Plan)
2. A statement from the Williamson County School District shall be submitted to verify facilities availability. (Plan)
3. Pages in the pattern book shall be numbered. (Plan)
4. In conjunction with the first Site Plan submitted for any part of this development, the applicant shall provide written documentation that CSX Railroad consents to the use of the charter right of way for the location of streets, utilities and drainage improvements. The documentation shall include acknowledgement from the railroad company that the community infrastructure will remain on a long term basis. (Eng/Fire)
5. Provide information regarding the probable location of a regional transit line and that the location of the transit line will not require the relocation of the streets, utilities and drainage improvements. (Eng)
6. The applicant is responsible for the relocation of the entrance to The Factory which will include the abandonment of the existing entrance. The abandoned entrance shall be removed and replaced with sidewalk, curb, street striping and other appropriate improvements. (Eng)
7. All buildings except the town houses in Section A and Building C1 shall be protected with automatic fire sprinklers. (Fire)
8. A separate emergency access point for Area C shall be provided behind Bldg C1 and the divided entrance to Section C shall be removed. (Fire)
9. A two-way alley, 18 feet wide, shall be provided in Section C. (Fire)
10. Ten additional permeable-paver guest parking spaces shall be added behind Building C6. (Fire)
11. Applicant shall provide major water supply improvements to serve the site, including fire hydrants along Liberty Pike. (Fire)
12. The city's project identification number shall be added to the site data chart and title block of all sheets. The project number shall also be included on all subsequent correspondence regarding this item. (Plan)
13. With the Site Plan preparation, the applicant shall dedicate the area for a Civil War monument and a small park and coordinate with the Historic Preservation Planner. (Plan Comm)
14. ~~Applicant shall fund the construction of sidewalks from Liberty Pike to the river (on both sides) and reimburse the city for right of way acquisition and its cost (add at 4/11/06 BOMA).~~ The applicant shall be required to contribute the sum of \$1800.00 per residential

unit to the city for construction of road improvements to Franklin Road, including but not limited to sidewalks as part of the Franklin Corridor and Connector Streets and Economic Development project. Each such payment to be due prior to issuance of certificate of occupancy for each unit and a separate document memorializing this understanding be drafted by the City and returned to this Board for approval (amended at 5/9/06 BOMA).

**STAFF REPORT
FEBRUARY 23, 2006**

PLANNING DEPARTMENT COMMENTS

Overview

The location of this project surrounds the intersection of the CSX Railroad and Liberty Pike and is adjacent to The Factory. The southwest area of the project is actually part of The Factory parcel and was rezoned with The Factory to a Planned Commercial (PC) District in 1997. The northeast and southeast areas of the project are also zoned PC. This parcel constituted the Webster Place concept plan that was approved in 2003 but never developed. This concept plan and rezoning request will increase the total number of dwelling units and change building layouts and types proposed in the concept plans for The Factory and Webster Place.

As stated in the Land Use Plan, the proximity of the site to the downtown core and adjacent commercial uses makes it ideal for attached single-family or multifamily uses. The diversity of the uses surrounding the site makes it an ideal location for a mixed-use infill development.

The Factory at Franklin (Dortch Stove Works) is listed on the National Register of Historic Places. As a result, it is protected by Section 4.10 of the Zoning Ordinance, Development on, contiguous to, or across the street from National Register Properties. Section 4.10 outlines two primary options for protecting the integrity of a historic building and its setting: buffering and integration. According to the ordinance, "successful integration is accomplished when nearby new development appears to have naturally evolved over time in a manner that is respectful of the historic building and maintains the historic building's prominence." Integration is appropriate when new development is compatible in terms of site planning, design and architecture. Architecture should be "sympathetic to the historic building with respect to scale, roof forms and pitch, architectural style, materials and colors."

The architectural information provided in the pattern book indicates that Jamison Station will comply with Section 4.10, but this will continue to be monitored as detailed architecture is prepared with each site plan for the development. The architecture will be expected to reflect the industrial design of The Factory using its forms, shapes and materials (primarily brick, wood and metal). Prominent features such as industrial casement windows should be reflected in the new construction. In order to successfully integrate, the design of the new structures should be consistent with the early 20th century industrial character of The Factory.

The plan should fit well between the various commercial and industrial uses and the single-family neighborhood to the south. Overall, this proposal should be an excellent mixed-use infill project for the urban area.

Schools

A statement from the Williamson County School System has not been submitted to verify facilities availability.

Modification of Standards

1. Residential Street Design Standards

The applicant requests approval of the street cross sections shown in the Pattern Book instead of the standard City cross sections. The Engineering, Streets, and/or Fire Departments should comment on this request.

2. Maximum Building Height

Per Table 5 of the Zoning Ordinance, the maximum height permitted for residential buildings in the PC Districts is 35 feet. The applicant requests that a maximum height of 55 feet be allowed. The request is primarily relative to the buildings along Liberty Pike and adjacent to The Factory. These are buildings A-1, A-2, B-1, C-2, and C-3. The location of these buildings along Liberty Pike and adjacent to The Factory makes it appropriate for these buildings to have the increased height and scale. The buildings around the other perimeters of the site will be reduced in height and scale to transition to the surrounding residential neighborhoods. The changes in height and other architectural elements of the various buildings will create effective transitions between The Factory and the other commercial and industrial uses and the established neighborhoods surrounding the site.

Approval of MOS 2 is recommended.

3. Formal Open Space Standards

The applicant requests that rooftop gardens, counted toward the formal open space requirement, be allowed to exceed the impervious surface maximum. Open space standards are met without this modification, which is not needed.

4. Building setback along Liberty Pike

The applicant requests that the minimum required setback along Liberty Pike be modified to 12 feet in lieu of the 100 feet required by Table 5, Site Development Requirements, of the Zoning Ordinance. As stated above, in order to successfully integrate, the design of the new structures should be consistent with the early 20th century character of The Factory. If these buildings along Liberty Pike were developed contemporaneously with The Factory in the early 20th century, they would probably have been constructed close to the street as the applicant suggests.

Approval of MOS 4 is recommended.

Existing Land Uses and Zoning

Vacant and television satellite dish station; Planned Commercial (PC).

Surrounding Land Uses and Zoning

North: Commercial and single family residential; Planned Commercial (PC) and High Residential (HR).

South: Industrial and single-family residential; Light Industrial (LI) and HR.

East: Mini-warehouse storage, single-family and multifamily residential; Neighborhood Commercial (NC), Planned Residential (PR), and HR.

West: Commercial, industrial, and single-family residential; PC, LI, and Medium Residential (MR).

Character Area and Special Area

Central Franklin

Franklin Land Use Plan Recommendations

The site is located in the Central Franklin Character Area, next to The Factory. Half of this site is identified as an area of change and a part shows a residential opportunity site. The other half is shown as a stable area, but is undeveloped. This site's proximity to the downtown core and adjacent commercial uses make it ideal for attached single-family or multifamily uses. The key success factor stated in the Plan is that design and intensity of infill development must be compatible with existing single-family homes to the south (p. 61).

The Plan states the following about residential opportunity sites: Infill opportunity sites are intended to allow for the diversification of Central Franklin's housing supply through the incorporation of additional residential development within or adjacent to established neighborhoods (p. 58, 66-67). The use of residential infill as a means of broadening the range of housing types available in the traditionally single-family-dominated downtown core is also acknowledged as an important factor in creating additional market support for existing and future businesses (p. 15).

While acknowledging that residential infill is desirable for several reasons, the Plan cautions that poorly designed residential infill can detract from a neighborhood and potentially damage the very qualities that make it attractive for new residents. Negative impacts can include visual and aesthetic factors, such as architectural design, materials, scale, setback and size. The Central Franklin Area Plan identifies the following actions in order to ensure appropriate infill development:

1. Infill development is acknowledged as an effective means of increasing the variety of housing types and price ranges available within Central Franklin, but it is encouraged on "targeted sites".
2. In acknowledging the potential advantages of infill development, the need to ensure its compatibility with the surrounding context must be addressed. Compatibility with the surrounding context can be achieved by ensuring that the overall scale and design of infill development does not overwhelm or otherwise detract from the established character of the neighborhood. Design issues related specifically to infill development include the following:

scale, neighborhood character, lot coverage, setbacks, relationship to surrounding development, neighborhood-specific design characteristics and relationship to historic landmarks.

3. Infill development that is compatible with and builds upon the best characteristics of Central Franklin's established neighborhoods will be encouraged. Infill development will be focused on opportunity sites identified as part of the Central Franklin planning effort and will be expected to address each of the issues, or "critical success factors", identified on a site-by-site basis to ensure that new development is compatible with the surrounding context of the neighborhood.
4. Infill development should be integrated with Central Franklin's fabric and not designed as isolated islands of development. As detailed plans are prepared for each infill development site, pedestrian and vehicular circulation routes that link the new development to the established neighborhood must be defined.
5. To encourage quality infill development, the City will develop an infill development handbook, or "pattern book", that illustrates appropriate infill development scenarios for a variety of types and sites. The handbook will illustrate how the design standards could be applied within a variety of neighborhood contexts. The intent of the handbook would be to provide guidance for developers on the types of projects that would be embraced by the City and residents, thereby increasing the predictability of infill development and reducing the need for extensive negotiations and community outreach.
6. Without effective community involvement, infill development can often become controversial. In order to be most effective, the development of tools such as an infill development handbook will need to involve a broad cross-section of the community. Taking a cooperative approach and involving a variety of participants would help to ensure that ideas endorsed by the group adequately address issues of compatibility, yet are not so restrictive that they serve as a disincentive to developers and property owners.
7. The City will undertake targeted revisions to existing development regulations that focus on removing potential barriers to infill development, while minimizing adverse impacts on existing neighborhoods (pp. 24-26)

PLANNING COMMISSION MINUTES, FEBRUARY 23, 2006, ITEM 11

Mr. Dwight Kiser, of Land Design, represented the item, stated that they were in agreement with all of the condition and asked for approval.

Mrs. Petersen asked for citizen comments. There were none.

Mrs. McLemore moved to recommend approval of Ordinance 2006-18 to the Board of Mayor and Aldermen, and it was seconded.

Mr. Phillips stated that there had been discussion about having some historic overtones to this. There was a marker that was going to go up. He asked if discussions had been held with either the Historic Preservation Planner or the Historic Zoning Commission.

Mr. Kiser stated that impromptu discussions had been held with various aldermen and planning commissioners as well as input from Mr. Lehew. Near the existing cul-de-sac of Liberty Pike, at

the railroad track, there might have been some vestiges of an old camp from the Civil War days. If that were true, during the Site Plan preparation, the applicant would propose a monument marker and small park in that vicinity. They would be happy to include this as a condition of approval if it were so moved by the Planning Commission. Mr. Calvin Lehew, owner of the Factory, stated that it was told to him that the Cavalry had had a skirmish at the underpass, and he would dedicate an area for a park and a monument at this place.

Mr. Phillips moved to add Condition 13, that, with the Site Plan preparation, the applicant shall dedicate the area for a Civil War monument and a small park and coordinate with the Historic Preservation Planner, the motion was seconded, and it passed unanimously.

Mrs. McLemore applauded the applicant and stated that they had had several meetings with the citizens in the area who had been able to give their input. She thought this was a great infill development and asked the Planning Department if the infill development handbook had been established. It had not been.

Mr. Ude moved to amend Condition 10 to say that the parking spaces would be permeable pavers, the motion was seconded, and it passed unanimously.

With the amended motion to recommend approval of Ordinance 2006-18 to the Board of Mayor and Aldermen having been made and seconded, it passed unanimously with the following conditions (see page 1).

BOMA MINUTES, MARCH 14, 2006, FIRST READING, ITEM 29

Alderman Phillips moved to approve Ordinance 2006-18 and Alderman Lewis seconded the motion. The motion passed unanimously on First Reading.

BOMA MINUTES, APRIL 11, 2006, SECOND READING/PUBLIC HEARING, ITEM 27

There being no comments, Mayor Miller declared the Public Hearing closed.

Alderman Dennis Phillips moved to approve.

Alderman Dan Klatt seconded the motion.

Alderman Ernie Bacon stated that this project represents considerable additional households to the community and that this body should expect developers should contribute to the community. He then moved to add a 14th condition: "Applicant shall fund the construction of sidewalks from Liberty Pike to the river and reimburse the city for right of way acquisition and its costs."

Alderman Dana McLendon seconded the amendment.

Alderman Dan Klatt, while in agreement with Alderman Bacon, stated he "doesn't think the addition of sidewalks is enough." He went on to say all other improvement requirements need to be addressed (pavement, stormwater drainage, streetlights, underground utilities, etc.) He stated he is in favor of the project, but agrees they need to contribute to connectivity to downtown. He continued that he will support this condition, but may change condition at next reading.

Jay Johnson suggested the condition reference the sidewalks should be consistent with the streetscape plans and asked Alderman Bacon if his motion included sidewalks on one or both sides. Alderman Bacon replied "one side".

Alderwoman Pam Lewis agrees with Aldermen Bacon and Klatt and said she believes the developer is open to the idea.

Alderman Dennis Phillips proposed an amendment that Streetscape requirements be followed with sidewalks on both sides; Alderman Ernie Bacon seconded the amendment.

A vote was taken on the second amendment of requiring sidewalks on both sides, and it passed unanimously.

A vote was taken on the first amendment Adding Condition number 14 requiring the developer to construct sidewalks on Franklin Road from Liberty Pike to the river to also include right of way acquisition and reimbursement to the City for any of its costs. The motion passed unanimously.

Alderman Robert Kriebel stated he cannot support this due to traffic and height concerns. Alderwoman Beverly Burger has concerns that improvements were to be made and wants to know if these conditions were included. Jay Johnson asked if a traffic study was required for this project to which Planning Director Bob Martin stated the traffic study was included.

A vote was taken on the main motion and was approved 7 to 1 with Alderman Kriebel voting no.

BOMA MINUTES, MAY 9, 2006, SECOND READING/PUBLIC HEARING, ITEM 20

Alderman Phillips moved for approval with second from Alderman Klatt. There was discussion on height of buildings, density, and modification of standards. Mr. Martin reported two modifications were referred to Fire Department and Planning Commission.

Alderman Klatt moved to delete the second modification of standards with a second by Alderman Randolph. Motion to amend carried unanimously.

To address sidewalk issues as discussed at the previous meeting, Alderman Klatt moved to amend #14 as follows: **The applicant shall be required to contribute the sum of \$1800.00 per residential unit to the city for construction of road improvements to Franklin Road, including but not limited to sidewalks as part of the Franklin Corridor and Connector Streets and Economic Development project. Each such payment to be due prior to issuance of certificate of occupancy for each unit and a separate document memorializing this understanding be drafted by the City and returned to this Board for approval.** Alderman McLendon seconded the motion. Motion carried unanimously.

Alderman Bacon moved to defer any further action on this project for 60 days and to refer it to the Historic Zoning Commission. Alderman Lewis seconded this. Vote on motion to defer and refer tied, with Aldermen Bacon, Lewis, Kriebel, and Phillips voting aye; Aldermen Randolph, Klatt, Burger, and McLendon voting nay. The Mayor's tiebreaker vote defeated the motion.

Main motion, as amended, was approved 5 to 3, with Aldermen Lewis, Bacon and Kriebel voting no.

CONTACTS

	Owner	Applicant (Owner's Representative)	Planning Department Contact
Contact:	Roger Brown	Greg Gamble	Tom Marsh
Organization:	SSI – Jamison Station, LLC	Land Design, Inc.	City of Franklin Planning Department
Address:	213 ward Circle, suite 200 Brentwood, TN 37027	135 Second Avenue North Franklin, TN 37064	109 Third Avenue South Franklin, TN 37064
Phone:		615-591-7164	615-791-3212
Fax:			615-791-3257



424 CHURCH STREET, SUITE 1401
NASHVILLE, TN 37219-2392
TELEPHONE: (615) 244-6538
FACSIMILE: (615) 256-8386
<http://www.dickinsonwright.com>

J. BRYAN ECHOLS
BEchols@dickinsonwright.com
(615) 620-1751

January 12, 2011

VIA EMAIL: catherine.powers@franklintrn.gov & HAND DELIVERY

Ms. Catherine Powers
Director of Planning & Sustainability, City of Franklin
City Hall
109 Third Avenue South
Franklin, Tennessee 37064

Re: Removal of Condition of Approval Number 14, Jamison Station

Dear Ms. Powers:

This letter supplements the application delivered herewith as you requested in our meeting of January 11, 2011. The applicant, Pinnacle National Bank (“Applicant”), gained title to the Jamison Station development property (the “Project”) by Successor Trustee’s Deed on October 1, 2010, pursuant to a foreclosure. The Applicant is now working with a development company to revise the Regulating Plan for the Project in a manner that will make the Project financially viable in the current economic environment.

An obstacle to a successful revival of this Project is one of the conditions of approval under Ordinance 2006-18. Condition 14 of that Ordinance provided that:

“The applicant shall be required to contribute the sum of \$1800.00 per residential unit to the city for construction of road improvements to Franklin Road, including but not limited to sidewalks as part of the Franklin Corridor and Connector Streets and Economic Development project. Each such payment to be due prior to issuance of certificate of occupancy for each unit and a separate document memorializing this understanding be drafted by the City and returned to this Board for approval.”

Pursuant to this condition, the previous developer has paid to the City of Franklin nearly \$70,000 toward Franklin Road improvements. I do not know whether the “document memorializing the understanding” was ever drafted or executed.

C O U N S E L O R S A T L A W

DETROIT NASHVILLE WASHINGTON, D.C. TORONTO PHOENIX LAS VEGAS
BLOOMFIELD HILLS ANN ARBOR LANSING GRAND RAPIDS

Ms. Catherine Powers
January 12, 2011
Page 2

This condition represents a nearly \$400,000 burden to the Project moving forward. As the remaining units for the Project are contemplated as rental rather than "for purchase" condominium units, the economic feasibility is seriously compromised. In addition, my understanding is that since the time this condition was imposed, the City of Franklin has determined that it would not require contributions or assessments from property owners for "Streetscape" improvements, and that general funds would be used.

Improvements to Franklin Road are particularly appropriate for general fund support, as this is truly an entranceway into Main Street Franklin, and the sidewalks would provide enhanced access between downtown and the Park at Harlinsdale Farm, and the amenities at the Factory. The payments that have been made to date from the Project are, however, a significant contribution to the City's capital programs.

Removing this impediment to the completion of the Project would have tangible and significant benefits for the City of Franklin and the current residents of the Project. The current residents' property interests would be enhanced by a completed project. The over two hundred new units proposed under the revised Regulating Plan would generate well over \$300,000 in road impact fees, almost \$200,000 in adequate facility taxes, as well as other fees, property taxes, and additional sales tax revenue. Allowing the Project to stagnate in its current state is contrary to the interests of the City of Franklin and its residents.

Accordingly, the applicant requests that Ordinance 2006-18 be amended to remove Condition 14. I understand that this action requires Franklin Municipal Planning Commission review and recommendation, and a three reading affirmative vote of the Board of Mayor and Alderman.

I appreciate your assistance in this matter. Please feel free to contact me with any questions or additional information.

Sincerely,

DICKINSON WRIGHT PLLC


Bryan Echols

JBE:mag

C O U N S E L O R S A T L A W

DETROIT NASHVILLE WASHINGTON, D.C. TORONTO PHOENIX LAS VEGAS
BLOOMFIELD HILLS ANN ARBOR LANSING GRAND RAPIDS

FMPC/Administrative Project Application

 <p>HISTORIC FRANKLIN TENNESSEE</p>	<h2 style="margin: 0;">FMPC / Administrative Project Application</h2> <p style="margin: 0;"><i>Department of Planning and Sustainability</i></p>
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Applicant Information:

This is the individual who has the responsibility of becoming familiar with the regulations, policies, and procedures of the city. This individual shall represent the applicant at all public meetings and this shall be the person responsible for the quality and accuracy of the submitted plans.

Contact Information:

The applicant shall designate one contact person to work with the Department of Planning and Sustainability for the duration of the project including after Planning Commission/Administrative approval. This shall be the person responsible for meeting any conditions of planning commission approval.

Name:	William L. Fuson	J. Bryan Echols	
	<input type="checkbox"/> On File	<input type="checkbox"/> On File	<input type="checkbox"/> Same as Applicant
Title:	Senior Vice President	Attorney	
Organization:	Pinnacle National Bank		Dickinson Wright PLLC
Phone:	(615) 743-8411	Fax: (615) 743-8598	(615) 620-1751 Fax: (615) 256-8386
Email:	bill.fuson@pnfp.com		bechols@dickinsonwright.com
Street:	150 Third Avenue North, Nashville		424 Church Street, Suite 1401, Nashville
State:	Tennessee	ZIP: 37201	Tennessee ZIP: 37219

PROJECT INFORMATION:

Applicant's Proposed Name of Project:	Jamison Station Phase 2 & 3	Address of Property:	Liberty Pike Franklin, Tennessee	
Subdivision:		Section:	Revision:	Lot (s):
Site Acreage:	+/- 15.11	Site Square Footage:	658,192	Map, Group, and Parcel: Map 63M-A, Parcels 03900 & 03900 S1001
Current Base Zoning District Classification:	PC (11.54)	Existing Nonresidential Building Square Footage:	None	Total Requested Dwelling Units: 218
Proposed Base Zoning Classification (if applicable):	N/A	Total Requested Nonresidential Building Square Footage:	None	Total Number of Lots (including open space): None
Project Type:	Proposed Use(s) (check all that apply):		Development Standard:	
<input type="checkbox"/> Final Subdivision Plat <input type="checkbox"/> Preliminary Subdivision Plat <input type="checkbox"/> Site Plan: <input type="checkbox"/> Nonresidential <input type="checkbox"/> Residential <input type="checkbox"/> Mixed-Use <input checked="" type="checkbox"/> Rezoning Request Condition Only <input type="checkbox"/> PUD Concept Plan <input type="checkbox"/> PUD Regulating Plan <input type="checkbox"/> Land Use Plan Amendment Request	<input type="checkbox"/> Attached Dwelling <input type="checkbox"/> Detached Dwelling <input type="checkbox"/> Group Homes <input type="checkbox"/> Nonresidential: <input type="checkbox"/> Retail <input type="checkbox"/> Office <input type="checkbox"/> Institutional (church, school) <input type="checkbox"/> Industrial <input type="checkbox"/> Other: _____		<input type="checkbox"/> Conventional <input type="checkbox"/> Traditional Character Area Overlay: CFCO-3 Other Applicable Overlays: None	

Last Revised 11/24/09

Source: Franklin Dept. of Planning and Sustainability

Contact the Department of Planning and Sustainability to ensure you obtain the latest version of the Project Application prior to submittal.

Jay Johnson

From: Roger Brown [Roger@centrum-ssi.com]
Sent: Tuesday, May 09, 2006 1:12 PM
To: Jay Johnson
Subject: FW: Jamison Station

FYI

Roger Brown
Centrum-SSI
213 Ward Circle
Suite 200
Brentwood, TN 37027

615-221-1122 Office 615-221-1199 Fax
Roger@centrum-ssi.com

From: Roger Brown
Sent: Friday, May 05, 2006 9:38 AM
To: 'dberry@hubbardberry.com'
Cc: bdenney@progress3.com
Subject: Jamison Station

Mr. Berry, thank you for taking the time to speak with me regarding Jamison Station LLC agreement to contribute to the city of Franklin for the purpose of the Franklin Streetscape Plan, it is the intention of Jamison Station LLC to support the city in its endeavor to make the city of Franklin a world class city and therefore would propose the following:

Jamison Station LLC will contribute \$1,750.00 (One Thousand, Seven Hundred Fifty Dollars and No. Cents) to the City of Franklin for the use of accomplishing the City of Franklin Streetscape Plan. The payment will be earned and due payable at the issues of the Certificate of Occupancy for each unit.

Based on the current proposal of 268 units the contribution would total \$469,000 dollars if all units are delivered. As we have discussed Jamison Station LLC is not in a financial situation to provide funds upfront and by allowing the payment in the above fashion then we can accomplish the city leaders' goals.

Thanks and I look forward to your reply.

Roger Brown
Centrum-SSI
213 Ward Circle
Suite 200
Brentwood, TN 37027

615-221-1122 Office 615-221-1199 Fax
Roger@centrum-ssi.com

5/9/2006

on Liberty Pike needs extending and of course the signalization addressed. Oh yes, and when this gets addressed I think it will cut down on the cut through on Old Liberty Pike. Besides that light at Old Liberty Pike and Franklin Road takes f o r e v e r!!

The last concern, and I heard this again last night at City Hall, is the height is getting out of control. Someone said, "Well we just might as well become NY City." I laughed and then they glared at me and said, "You think I jest? The height is way out of character for Franklin and when it over towers the Factory then it will really look out of place."

Are you really satisfied with this design? Would you be willing to go back and make some re-adjustments? What are your thoughts on this?

On another note:

Regardless of the above issues, I would just like to ask, as I am going to ask each developer from here out) to make a sizable contribution towards Streetscape. The Franklin streetscape project needs to be done for many reasons and one being to bring the infrastructure up to date and in compliance with the State and two, to be more enticing to getting people (including visitors and residents) into the area.

On Sunday after church Ken and I were driving into Franklin on Hillsboro road when I saw someone just go right off the road and almost into a business before they got their car stopped. There are no **curbs** just a straight shot into the cars and businesses along the road. There are no sidewalks and I know the pipes and sewer, etc. is sorely out moded and causing a multitude of problems. Getting these areas fixed and renewed will only heighten visits to downtown Franklin and the Factory and Jamison Station.

When I drove into Franklin in the late 80's I saw a historic town that was full of wonderful history and buildings and potential, but in need of much work. When I drove into town a few years later in the early 90's I couldn't believe my eyes. Now that I am living here I can see why this town is what it is today. The next streetscape will do the same again (and much, much more) for Franklin, it's businesses, it people and the community at large.

I attended the Civil War Preservation Trust Award's dinner in Memphis last month and accepted an award for the city Aldermen. While there I spoke with two travel / tour companies that currently bring visitors to Franklin on occasion. They both said that once the Battle Field Reclamation is complete (and even a few stages completed) that they intend on bringing many more visitors to our city. I learned much about Civil War sites, the revenue they produce and the potential we now have for Franklin. I know that all of Franklin will greatly benefit including downtown, the Factory and Jamison Station. The sooner we get these things in the works, i.e. the construction of the battlefield; the streetscape, with infrastructure; and the addition of Jamison and a few other efforts we will all benefit in a multitude of ways.

Any thought you would like to share before tonight please do so.

Thanks,

Bev

599-1041

----- Original Message -----

From: Dwight Kiser

To: Beverly Burger

5/9/2006

Sent: Monday, May 08, 2006 1:31 PM

Subject: RE: Question from Bev

Bev:

I have spoken with Ron about this issue on more than one occasion. I have "run this by" the planning staff and engineering (I bivalve) and they do not think there are any issues regarding Old Liberty Pike. If I recall correctly, Ron's issues with Old Liberty are the following: 1) Motorist sometime tend to use Old Liberty Pike as a "cut thru" to avoid the light at new Liberty Pike. Whether or not this project is approved, this "cut thru" issue will most likely always be the norm. Only by "dead ending" Old Liberty Pike and eliminating the connectivity via Daniels Drive could this issue be resolved. Essentially, as I see it the residents of Old Liberty Pike see this street as "private" for their exclusive use. However, it is a public street. Could you imagine the traffic flow if new Liberty had never been built? The width of the street section has also been raised in the past. However, when I spoke of potentially increasing the pavement section the general opinion was it would increase traffic speed (which I agree with) and would make it more desirable for "cut thru" traffic. There was also a discussion regarding adding side walks to one side of the street which seems to be a plausible thought. However, given the amount of trees and hedges growing close to the existing pavement, installation of a walk would most likely result in the necessity for additional right-of-way and the removal of the trees and hedges that contribute to the charm of this street. I would suggest careful deliberation and input by all residences of this street to measure support for this idea (e.g.; walks) before we go about the process of land acquisition and construction. These are my thoughts anyway. Thanks for your email!

Dwight E. Kiser, ASLA
Partner

LandDesign | Nashville TN

From: Beverly Burger [mailto:burgergp@comcast.net]

Sent: Friday, May 05, 2006 7:51 PM

To: DKiser@landdesign.com

Subject: Question from Bev

Dwight,

I just received this from Mr. Shuff,

This is certainly something we need to think about especially if the people are asking us to consider it.

What do you think about this?

Email me or call me

Thanks,

Bev Burger

599-1041 (H)
498-4794 (C)

Re: Jamison Station

As you may know, I attended all the meetings regarding the development of Jamison Station. In every meeting, I brought up the question of the impact on Old Liberty Pike (traffic, drainage, sidewalks, etc). I missed the public hearing (second reading) and did not realize the impact on this street is being ignored.

Also, in regard to the developer paying for sidewalks along Franklin Road; this is something the city should have done years ago. My taxes are over fifty times higher than when I purchased my house some 26 years ago. My drainage ditch has been cleaned out once by the government in 26 years, and numerous times by me personally. Old Liberty Pike and Franklin Road have been ignored too long and conditions need to be addressed before you move forward with this development.

Don't get me wrong, I think the planned development is a good plan. However, those issues need to be settled before the development goes forward; not in hindsight.

Thank you for your consideration.

Ron Shuff
Ron@shuffsmusic.com

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5/9/2006