

Planned Development Standards

Date:

Property Owner:

Property Address:

The burden of providing evidence and persuasion that any Planned Development is necessary and desirable shall rest with the applicant (Unified Development Ordinance UDO [§15-10-02.E](#)).

Section § 15-10-04 Modification Standards

An applicant seeking a site development allowance shall be required to justify each request through the provision of tangible benefits to the City of Franklin by meeting a minimum of one (1) of the modification standards detailed in UDO [§15-10-04](#).

Describe the modification standards proposed for this development.

Response:

Section § 15-10-05 Standards of Review

The following standards for review shall be utilized in the review of a Planned Development application as a whole, including any requested site development allowances and the modification standards proposed to justify those requests. No application for a Planned Development shall be approved unless the Common Council finds that the application meets all of the following standards (UDO [§15-10-05](#)):

- A. Plan and Policy Alignment. The Planned Development is consistent with the goals, objectives, and policies set forth in the Comprehensive Master Plan and other adopted plans and policy documents of the City.

Response:

- B. Placemaking. The Planned Development has a distinctive identity and brand that is carried through the sign designs, unique streetscape features, architecture, public gathering spaces, open spaces, etc.

Response:

- C. Integrated Design with Identifiable Centers and Edges. The Planned Development shall be laid out and developed as a unit in accordance with an integrated overall design, in which the various land uses included function as a cohesive whole and support one another. The design shall provide identifiable centers, which form focus areas of activity in the development, and edges, which define the outer borders of the development, through the harmonious grouping of buildings, uses, facilities, public gathering spaces, and open space.

Response:

- D. Public Welfare. The Planned Development is designed, located, and proposed to be operated and maintained so that it will not impair an adequate supply of light and air to adjacent property, will not generate undue off-site impacts such as noise on adjacent properties, and will not substantially increase the danger of fire or otherwise endanger the public health, safety, and welfare.

Response:

- E. Compatibility with Adjacent Land Uses. The Planned Development includes uses which are generally compatible and consistent with the uses of adjacent parcels. If the uses are not generally compatible, all adverse impacts have been mitigated through screening, landscaping, public open space, and other buffering features that protect uses within the development and surrounding properties.

Response:

- F. Impact on Public Facilities and Resources. The Planned Development is designed so that adequate utilities, road access, drainage, and other necessary facilities will be provided to serve it.

Response:

- G. Archaeological, Historical or Cultural Impact. The Planned Development does not substantially adversely impact an archaeological, historical, or cultural resource, included on the local, state, or federal register, located on or off the parcel(s) proposed for development.

Response:

- H. Fiscal Impact. The Planned Development will generate revenue and require costs in terms of public services in a way that contributes to the long-term fiscal sustainability of the City of Franklin.

Response:

- I. Drives, Parking and Circulation. The Planned Development makes adequate provision to provide necessary parking. Principal vehicular access is from dedicated public streets, and access points shall be designed to encourage smooth traffic flow with controlled turning movements and minimum hazards to vehicular or pedestrian traffic. With respect to vehicular and pedestrian circulation (including walkways, interior drives, and parking), special attention has been given to the location and number of access points to public streets, the width of interior drives and access points, general interior circulation, separation of pedestrian and vehicular traffic, adequate provision for service by emergency vehicles, and arrangement of parking areas that are safe, convenient, and do not detract from the design of proposed buildings and structures and the neighboring properties. Access points are limited through the use of cross-access connections.

Response: