



City of Franklin

109 3rd Ave S
Franklin, TN 37064
(615)791-3217

Meeting Agenda

Board of Mayor & Aldermen and Franklin Municipal Planning Commission

Thursday, December 15, 2016

5:30 PM

City Hall Training Room

Notice is hereby given that a joint, non-voting workshop of the Board of Mayor and Aldermen and the Franklin Municipal Planning Commission will be held on Thursday, December 15, 2016 at 5:30 pm in the City Hall Training Room. Additional information can be found at www.franklin.tn.gov/planning. For accommodations due to disabilities, contact the Human Resources Department at 791-3216, at least 24 hours prior to the meeting.

The typical process for discussing an item in this workshop setting is as follows:

- 1. Applicant/staff presentation, and*
- 2. BOMA and FMPC comments.*

CALL TO ORDER

NEW BUSINESS

- [16-1065](#) (5:30 - 5:50 pm) Envision Franklin Final Draft

Attachments: [12.15.2016 Envision Franklin Final Draft JCW](#)
[2016-12-08 Final Draft Envision Franklin-small](#)
[DesignConcepts Map 8x11 12 06 2016](#)
[Revisions List for 12 2016 Final Draft](#)
- [16-1064](#) (5:50 - 6:10 pm) Simmons Ridge PUD Subdivision, Development Plan, Revision 4, relocating an external access point, revising the internal layout of the subdivision, and introducing a new lot type, located along South Carothers Road.

Attachments: [DRAFT Simmons JCW Presentation 12 15 2016](#)
- [16-1063](#) (6:10 - 6:30 pm) Zoning Ordinance Text Amendment to allow elevated parking structures within the Floodway Fringe Overlay (FFO) Zoning District (Continued from November 17, 2016).

Attachments: [Elevated Parking Structures in FFO 12-15-16 JCWS](#)
[ORD 2016-45 Amend FFO Parking Structures Law Approved \(3\)](#)

OTHER BUSINESS

ENVISION



FRANKLIN

PRESERVING THE PAST, PLANNING THE FUTURE

DECEMBER 2016



Schedule



Envision Franklin Open Houses

September 26-27/Gather public feedback

October Joint Conceptual Workshop

Development Reserve design concept and suitability analysis
Summary of public feedback

December Joint Conceptual Workshop

Release Final Draft

January Franklin Municipal Planning Commission

(Goal) Formal vote on Envision Franklin

Major Objectives



"THE PLAN PROVIDES POLICIES THAT REINFORCE THIS COLLECTIVE VISION BY DIRECTING FUTURE DEVELOPMENT IN A WAY THAT STRENGTHENS THE CITY AND CREATES EXCEPTIONAL PLACES FOR PEOPLE."

ROLE OF THE PLAN

Envision Franklin articulates the long-term vision of the kind of places that Franklin's residents, businesses, and institutions want for their future. The Plan provides policies that reinforce this collective vision by directing future development in a way that strengthens the City and creates exceptional places for people.

The Plan sets forth a framework that provides support in making land-use decisions, managing the quality of development, determining the timing and location of future growth, and directing investment and development activity. It is meant to be a dynamic tool that responds to changes and is updated periodically.

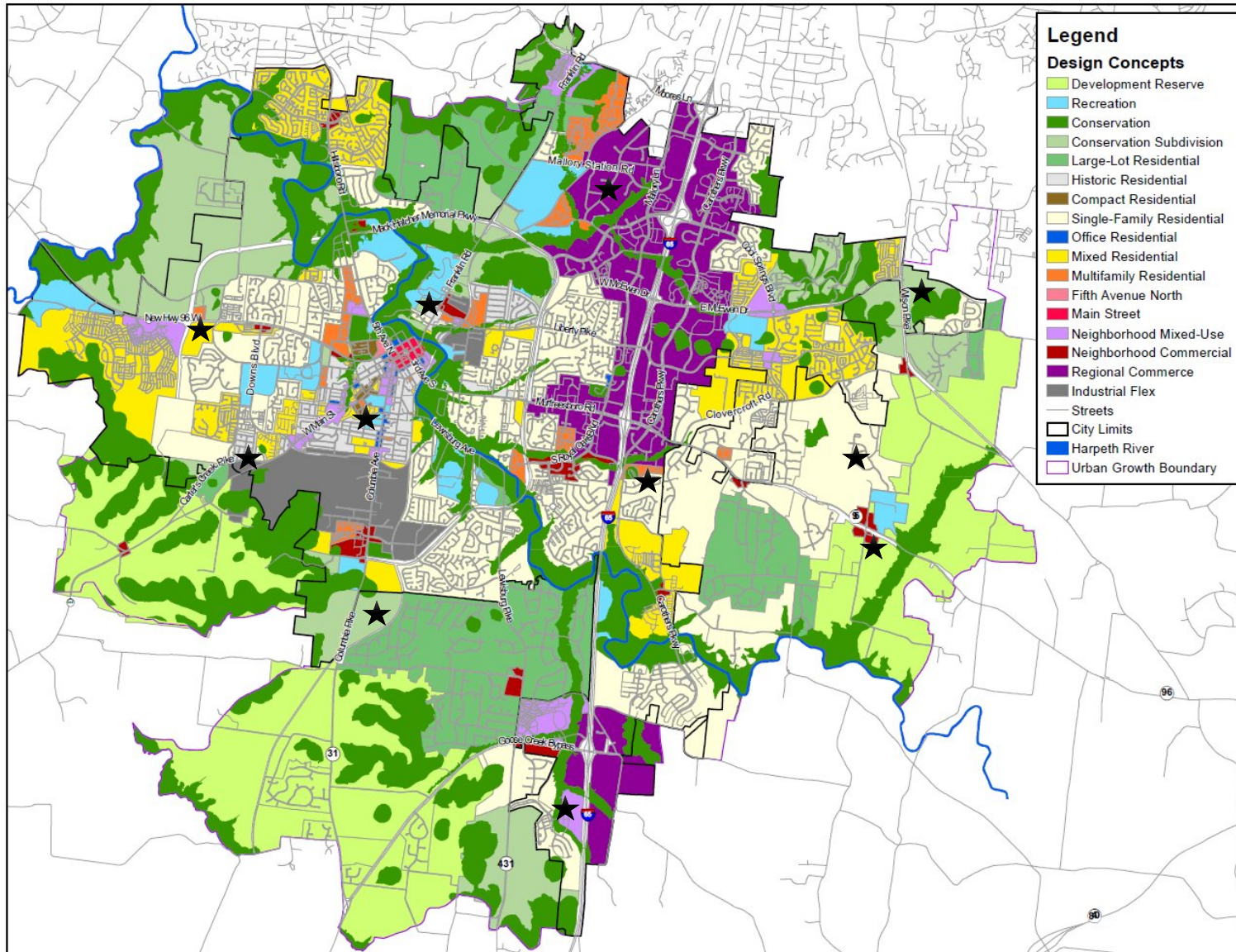
The Tennessee Code Annotated Section 13-4-201 allows the City to create a general plan for physical development. According to law, the general plan must contain the following elements: (1) recommendations for the physical development of the area of the municipal planning jurisdictions; and (2) Identification of areas where there are inadequate or nonexistent publicly or privately owned and maintained services and facilities when the Planning Commission has determined the services are necessary in order for development to occur.

The Plan should work in partnership with the Connect Franklin, the Parks Master Plan, the Capital Improvements Plan, the Integrated Water Resources Plan, and other City planning documents. Each are components of an interconnected, comprehensive approach to guiding the future of the City.

MAJOR OBJECTIVES

- Create exceptional places for people through design of new development, building form, uses, setbacks, activated streets, and pedestrian focus.
- Direct higher intensity and taller buildings toward I-65 where infrastructure can support a thriving regional economy comprised of a balanced mix of regional office, commercial, and multifamily residential uses.
- While intensity is promoted in areas with supportive infrastructure, the emphasis in historic areas is to preserve the established character and ensure contextually compatible infill development.
- Strategically locate neighborhood commercial and mixed use nodes to serve surrounding residential neighborhoods and help reduce traffic and trip length.
- Emphasize active transportation for both destinations and recreation by connecting land uses through multi-use paths, sidewalks, and trails.
- Protect Franklin's natural beauty along its edges by preserving scenic corridors and viewsheds.

Overview of Map Revisions



Black stars indicate changes that reflect:

Existing conditions, entitlements, and latest data; and

Community, FMPC, and BOMA feedback.

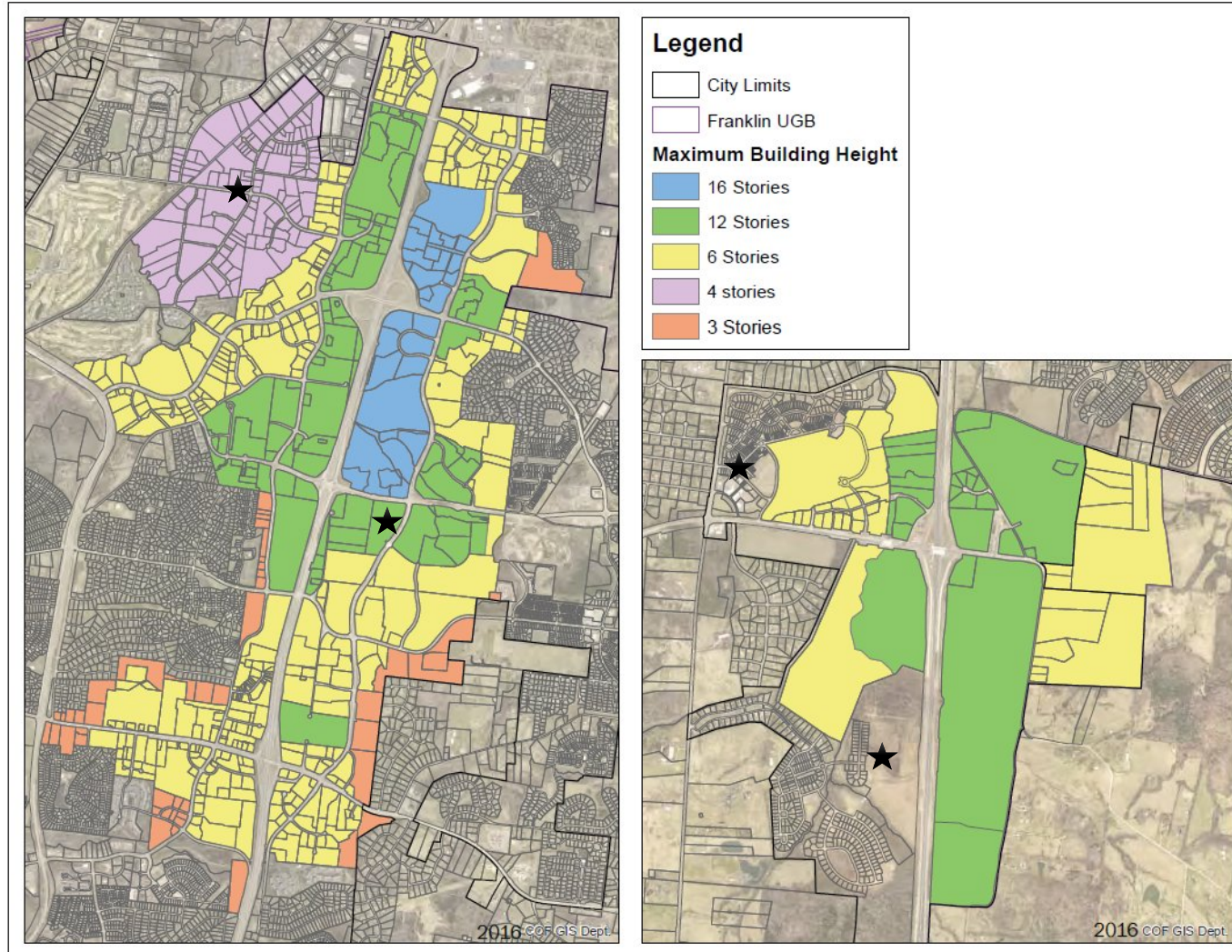
Overview of Map Revisions



APPENDIX G

INTERSTATE CORRIDOR BUILDING HEIGHTS

FIGURE G.1: INTERSTATE CORRIDOR BUILDING HEIGHT MAP



Overview of Text Revisions



- Lot sizes variety and proximity to open spaces
- Sidewalks and multiuse path emphasis
- Removed the 950' building height maximum (only affecting one property that already has height entitlements)
- Design consideration detail and flexibility
- *Full list is in your packet and on the website*



Process to Adopt Envision Franklin



- January 26 FMPC Formal Voting Meeting and Public Hearing
- Contact us in the meantime with questions/concerns



ENVISION



FRANKLIN

PRESERVING THE PAST, PLANNING THE FUTURE

RECORD OF AMENDMENTS

THIS PAGE IS RESERVED FOR DATES OF AMENDMENTS.

PLAN ADOPTION DATE

AMENDMENTS AND DATES OF AMENDMENTS

ACKNOWLEDGMENTS

Envision Franklin, The City of Franklin's Land Use Plan, would not have been possible without the contributions, feedback, and expertise of the City of Franklin leadership and staff. A special thank you also goes to the many residents who generously devoted their time and thoughts to the planning process in the hopes of building a stronger and more vibrant Franklin.

BOARD OF MAYOR AND ALDERMEN

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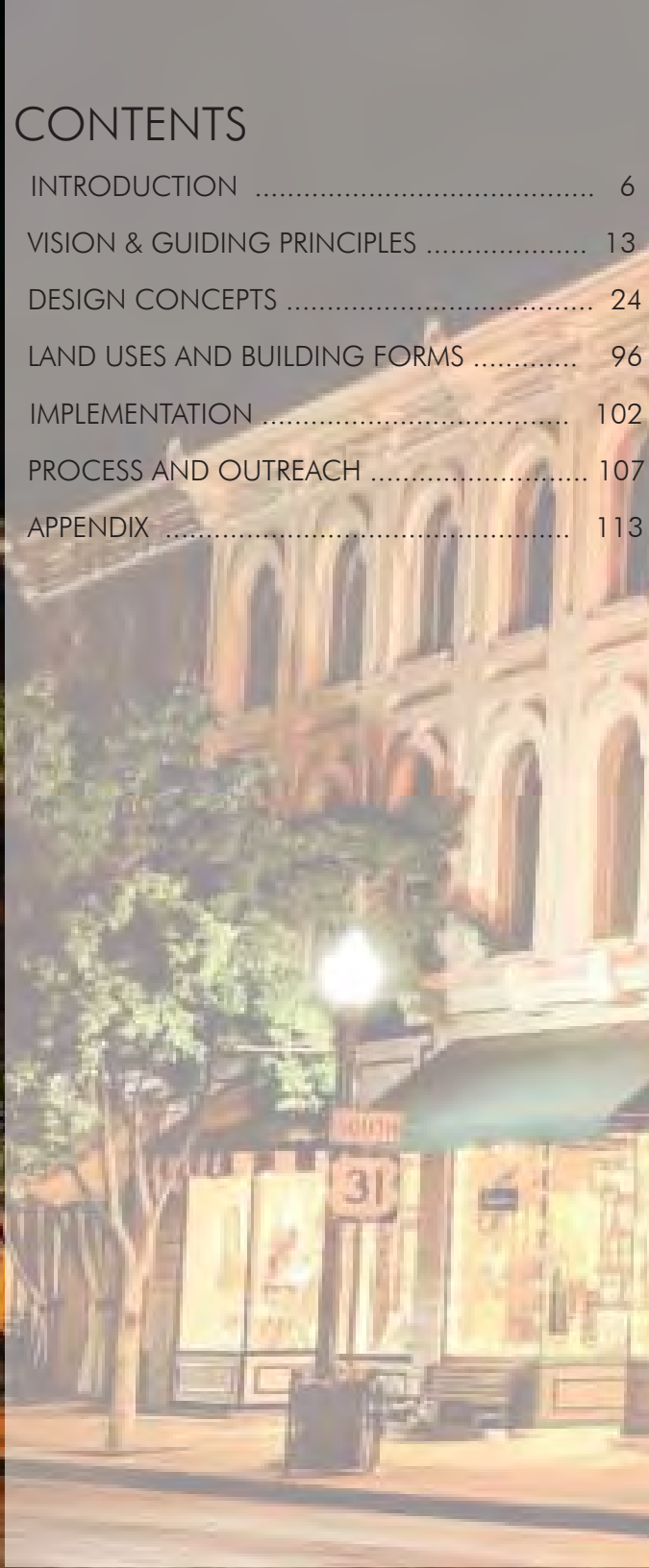
Brenda Woods

PREPARED BY



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“THE PLAN PROVIDES POLICIES THAT REINFORCE THIS COLLECTIVE VISION BY DIRECTING FUTURE DEVELOPMENT IN A WAY THAT STRENGTHENS THE CITY AND CREATES EXCEPTIONAL PLACES FOR PEOPLE.”

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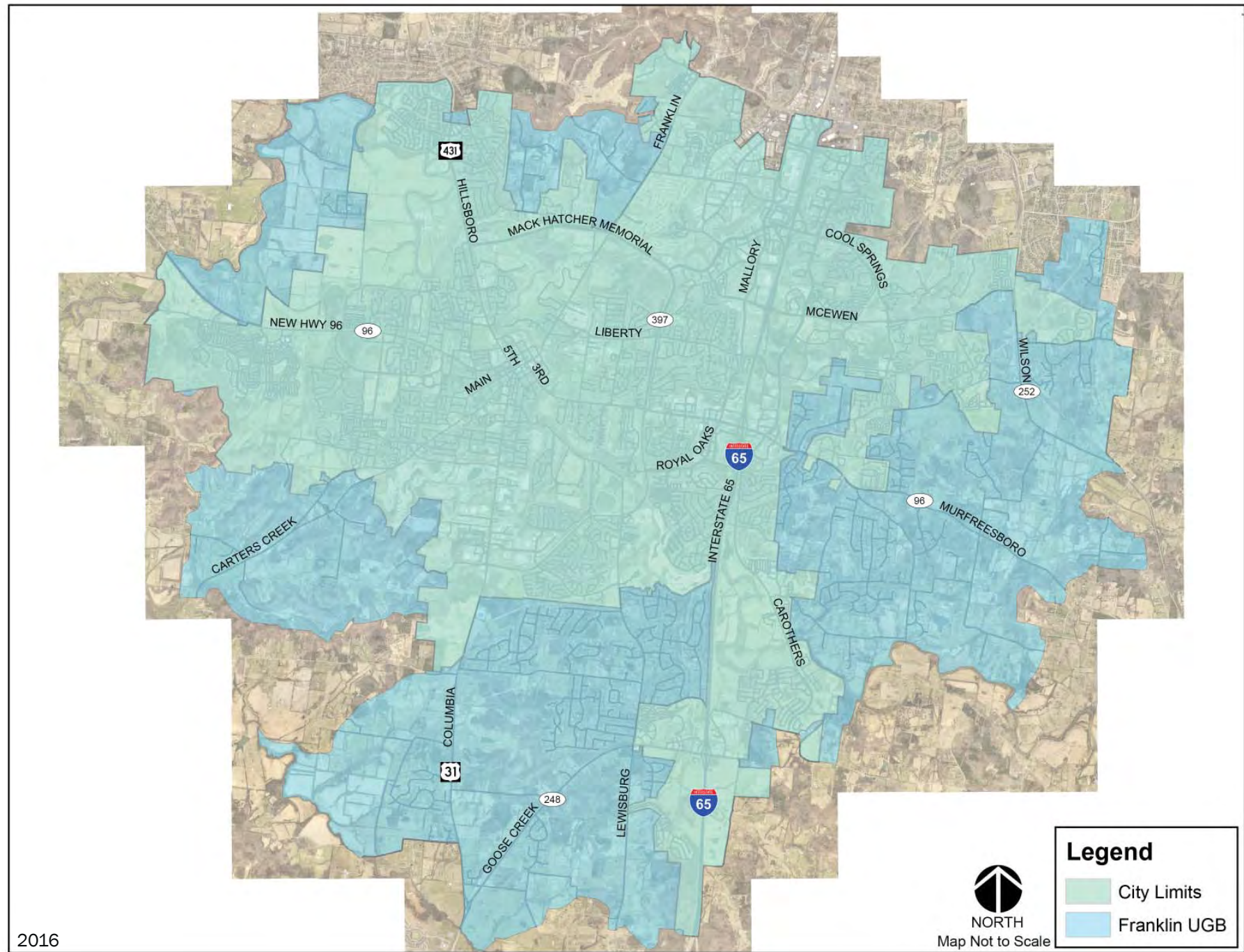
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FIGURE 1.1: CITY AND URBAN GROWTH BOUNDARY



2016

*“BETWEEN 1980
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POPULATION
OF FRANKLIN
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62,487.”*

PLANNING AREA

The City of Franklin municipal limits encompass an area of approximately 41 square miles, with an estimated population in 2015 of 73,000 (City of Franklin Planning & Sustainability Department). The planning area for this Plan includes the State-mandated Urban Growth Boundary (UGB), which includes an additional 34 square miles of land area surrounding the City. See Figure 1.1. Franklin is part of the Nashville-Davidson-Murfreesboro-Franklin, TN Metropolitan Statistical Area.

HISTORIC TRENDS

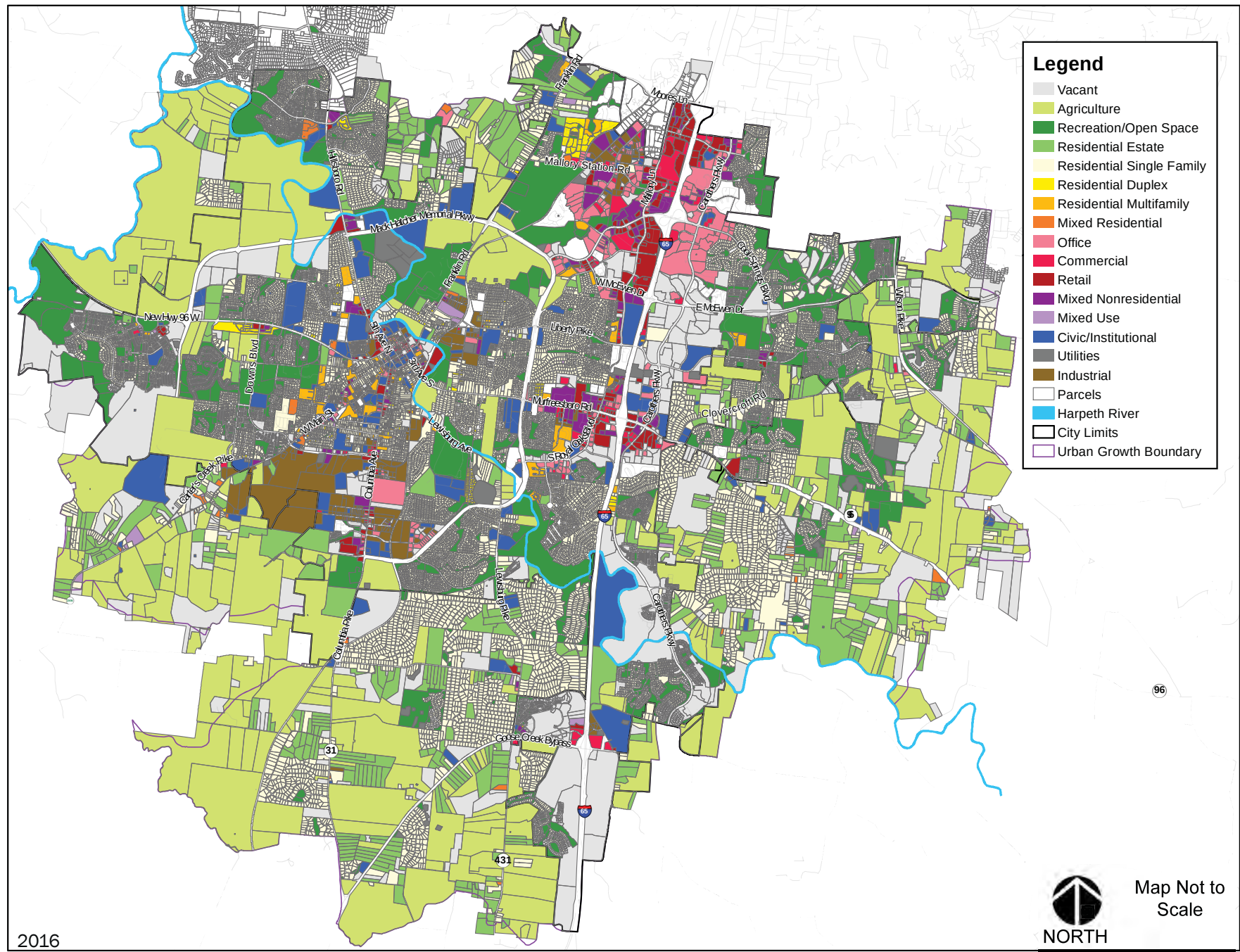
Founded in 1799 as the seat of Williamson County, the City of Franklin existed as a distinct community connected to, but separate from, the rest of Tennessee. It was a small city surrounded by agricultural land and rolling hills, connected to surrounding regions by a transportation and communication network.

Franklin has a long and proud history with deeply rooted cultural, educational, governmental, and social institutions that have evolved over time. The City understands the critical importance of a strong community and its dedicated people, which have helped Franklin survive and prosper through many challenges and opportunities during its history.

The City was a stable community that prospered but did not grow much for the first 150 years. Then, as national trends toward suburbanization began in the mid-20th Century, Franklin began to experience change in both population and land area. See Figure 1.3. In 1950, the population was 5,475 and by 1980 the population had grown to 12,407 (U.S. Census). While the growth more than doubled over those 30 years, it was only a preview to the explosive change that would occur in the next 30 years. Between 1980 and 2010, the population of Franklin more than quadrupled, to 62,487 (U.S. Census). Similarly, Franklin grew from two square miles in the early 1960s to 41 square miles by 2010.



FIGURE 1.2: EXISTING LAND USE MAP



*“FRANKLIN
CONTINUES TO
BE AN AUTHENTIC,
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COMBINATION OF
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NATURAL AMENITIES
AND OPEN
SPACES.”*

Franklin has become the seventh largest city in Tennessee and a key residential and economic generator for the Nashville region. This rapid growth has had significant impacts on land uses and the transportation system. See Figure 1.2. Growth brings positive impacts such as economic opportunity and prosperity; it can also impact quality of life due to increased traffic and loss of natural amenities and open spaces. While opinions are mixed on the rate of growth, major change is expected to continue. Projections indicate, that by 2040, approximately 133,650 people will live in the Franklin UGB, with employment at 126,700 jobs, which would be about a 50-percent increase from 2015. See Figure 1.4 and Appendix A.

It is a central community value that Franklin continues to be an authentic, thriving city with a combination of neighborhoods, commerce and employment centers, and natural amenities and open spaces. Franklin values its cherished historic resources and its flourishing economic growth. Both support each other and are vital to the overall health of the city. The Plan illustrates the vision for the community as it makes a myriad of decisions to guide the future of the City.

FIGURE 1.3: CITY OF FRANKLIN HISTORIC POPULATION CHART

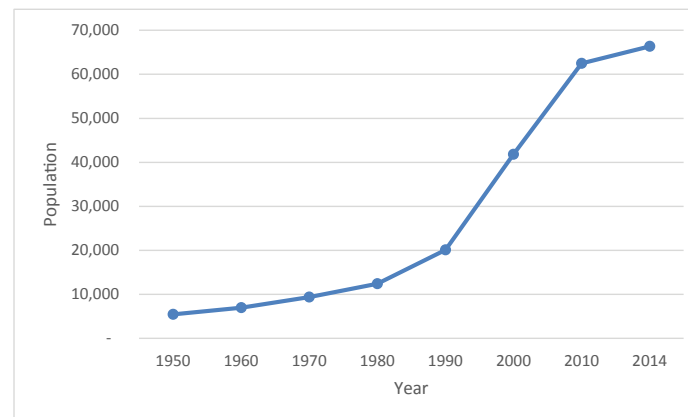


FIGURE 1.4: POPULATION AND EMPLOYMENT PROJECTION SUMMARY

Year	Population	Employment
2013	84,263	81,661
2015	87,921	84,995
2020	97,066	93,329
2030	115,357	109,998
2040	133,647	126,667

Note: Figures represent City of Franklin and UGB area.

*“THE VISION
DEFINES THE
INSPIRATIONAL
LONG-TERM
GOALS THAT
WILL SERVE AS A
CLEAR GUIDE FOR
FUTURE DECISION
MAKING.”*

PLAN ELEMENTS

Each part of this Plan has a role to play. Some parts are broad and visionary, while others are specific and detailed. Each part of the plan can only be understood when working together with the rest of the Plan.

Vision and Guiding Principles

The guiding principles define the inspirational long-term goals for creating exceptional places for citizens while preserving the City’s unique identity and character. The principles will serve as a clear guide for future decision making and they are organized around eight topics: Managed Growth, Economic Vitality, Vibrant Neighborhoods, Historic Preservation, Natural Beauty, Exceptional Design, Connected Community, and Context-Responsive Infill.

Design Concepts

The design concepts are the keystones to this Plan and promote high-quality design while allowing land-use flexibility. Each design concept is mapped with desired land uses, building form, site design, transportation, and special considerations (related to a particular location). Along with the Guiding Principles, the design concepts provide general guidelines to be followed in the development design and review process.

Land Uses and Building Forms

Ranges of land uses and building forms are identified within each design concept.

Implementation

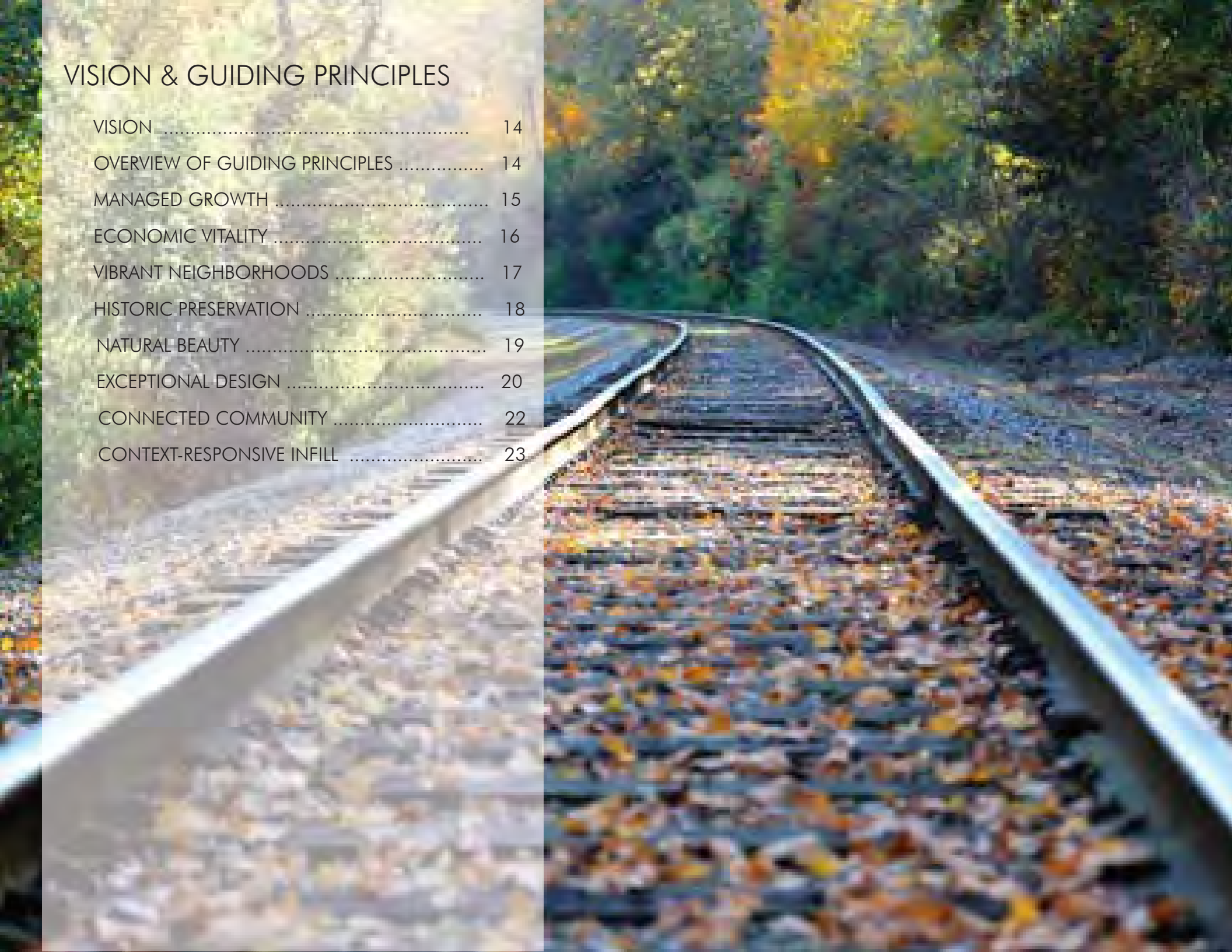
This section provides direction on turning the vision into reality through development decisions, policy-based decisions, land regulation tools, and coordination and partnerships. The process and considerations for Plan updates and amendments are outlined.

Process and Outreach

This section summarizes the overall planning process, including the development suitability analysis, infill study, and identification of key issues facing the City. A significant component of the process was community engagement, which was undertaken through stakeholder interviews, a public workshop series, an infill working group, and social media.

VISION & GUIDING PRINCIPLES

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*“THESE PRINCIPLES
FURTHER DEFINE
THE VISION AND
REFLECT THE DESIRED
PLANNING PRACTICES
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VISION

Franklin will be a connected community of vibrant neighborhoods anchored by its historic downtown. The City seeks to strategically manage growth while preserving historic resources and natural beauty. Exceptionally designed places will enhance Franklin’s distinctive character and foster continued economic vitality.

OVERVIEW OF GUIDING PRINCIPLES

The guiding principles are long-term statements of direction for the City to advance the quality of development. The principles further define the vision and reflect the desired planning practices and respectful use of land and resources. The guiding principles are organized around eight themes:

1. Managed Growth
2. Economic Vitality
3. Vibrant Neighborhoods
4. Historic Preservation
5. Natural Beauty
6. Exceptional Design
7. Connected Community
8. Context-Responsive Infill

MANAGED GROWTH

THE CITY SEEKS RESPONSIBLE AND PURPOSEFUL GROWTH THAT ENHANCES QUALITY OF LIFE, PROVIDES A DYNAMIC MIX OF LAND USES, AND PRESERVES ITS SCENIC BEAUTY.

- A.** Strategic growth is encouraged in locations supported by existing City infrastructure and services or where they are planned to be provided in an efficient and orderly manner. The extension of infrastructure and public services should be used as a tool that strategically directs where growth should take place, not as a reactive response to development.
- B.** Regional commercial and employment centers should be focused along regional transportation facilities and at intersections of arterial streets. These areas should have a more compact land-use pattern to support the efficient use of resources and alternative transportation.
- C.** Land-use policies, infrastructure improvements, and community facility investments should be coordinated to maximize efficiency and public benefit while minimizing negative impacts of growth.
- D.** Annexation within the UGB should be approached in a comprehensive manner that promotes contiguity and orderly growth, efficient delivery of municipal services, and proactive planning for future development.
- E.** Franklin should coordinate with Brentwood, Thompson's Station, Spring Hill, Williamson County, and the Nashville Area MPO to manage the quality and density of growth along the City/UGB boundaries.



ECONOMIC VITALITY

FRANKLIN AIMS TO RETAIN AND SUPPORT THE GROWTH OF EXISTING BUSINESSES, TO ATTRACT NEW BUSINESSES, AND TO STIMULATE A CLIMATE FOR ENTREPRENEURIAL VENTURES AND INVESTMENT.

- A.** The City will foster technology-related businesses, corporate offices, and other businesses with low environmental impacts. Small businesses and incubator spaces are also encouraged to strengthen overall economic health.
- B.** Franklin should advance its diverse employment base through exceptional public-school and higher education opportunities for continued success as a healthy, prosperous city.
- C.** Tourism is a growing part of the economy, and the City's historic identity should be promoted as an economic asset for businesses, residents, and visitors.
- D.** Workforce housing fosters a diverse employment base necessary for continued economic vitality. A range of housing options and price points are encouraged to support both employees and the local economy.



VIBRANT NEIGHBORHOODS

THE CITY STRIVES TO CREATE INVITING NEIGHBORHOODS WITH MEMORABLE CHARACTER THROUGH A BALANCED MIX OF DWELLINGS, PARKS AND OPEN SPACES, CIVIC BUILDINGS, SHOPS, AND WORKPLACES.

- A.** Neighborhoods should have a strong identity with intentional design and architectural features that are visually interesting. They will be beautiful places for multiple generations to enjoy, fostering community involvement and social activities, while maintaining a secure environment.
- B.** Vibrant neighborhoods are essential to the overall health of the community and should include a range of housing options and price points (both for rent and for sale) interspersed within neighborhoods across the City. A variety of lot sizes is encouraged. While larger lots provide individual back yard open space, smaller lots should be within walking distance to neighborhood pocket parks and tot lots.
- C.** Neighborhoods should have a pedestrian-friendly design that makes walking and biking pleasurable along streets and open spaces. Sidewalks, multi-use paths, and street trees will continue to be a cornerstone of neighborhoods and should be increased at every opportunity.
- D.** Neighborhoods should be connected to convenient amenities and services, including neighborhood gathering places with commercial services, restaurants, outdoor dining, coffee shops, and corner stores. Integrating and mixing land uses with pedestrian-oriented, traditional building form is encouraged, while conventional strip centers are discouraged.
- E.** Intensification and retrofitting of existing commercial areas and their surface parking lots with pedestrian-oriented retail and residential infill is encouraged. This will create more vibrant and inviting mixed-use centers, reduce auto dependence, and boost long-term economic health.
- F.** Infill development should be used to re-establish the pedestrian scale and activity along automobile-oriented corridors. This includes moving parking areas to the side or rear of buildings, shallow setbacks, incorporating pedestrian-scale signage and lighting, orienting the main building entrances to the street-side sidewalk, and designing buildings with windows that allow for views into the business.
- G.** The redevelopment of properties is encouraged on vacant lots that create “gaps” in the urban fabric and detract from the character of the street. Adaptive reuse of older, interesting buildings is encouraged to maintain the authenticity of Franklin and to tell its story over time.
- H.** Civic, institutional, and community facilities should be located in prominent locations that are well designed, compatible with the surroundings, accessible to all citizens, and meet the needs of each neighborhood.



HISTORIC PRESERVATION

HISTORIC FRANKLIN IS THE CHERISHED CENTER OF THE CITY AND WILL CONTINUE TO BE PROTECTED USING HISTORIC PRESERVATION TOOLS AND ENHANCED THROUGH TRADITIONAL DEVELOPMENT AND CONTEXTUAL ARCHITECTURE.

- A.** The preservation of historic resources is of paramount importance to protecting Franklin's heritage and cultural identity. Historic resources and cultural amenities, including structures, neighborhoods, districts, landmarks, landscapes, cemeteries, streetscapes, and archaeological sites, should be identified, preserved, and protected. Preservation of these buildings and resources is environmentally responsible, further develops an economy for heritage tourism, creates jobs, and boosts property values.
- B.** The scale and character of historic neighborhoods must be protected through context-sensitive infill development. New buildings should relate to and strengthen the core characteristics of the neighborhood while mitigating adverse impacts on adjacent properties through thoughtful site design.
- C.** The preservation and rehabilitation of structures is generally encouraged, favoring building additions or adaptive re-use over demolition and replacement in historic areas.
- D.** Historic estates contribute greatly to Franklin's community character. The integrity of these historic properties, with their distinctive homes, outbuildings, and general aspects of their settings, should be preserved. Large front yards reinforce the prominence of these estates and should be preserved to respect their viewsheds.



NATURAL BEAUTY

FRANKLIN'S NATURAL FEATURES ARE IRREPLACEABLE ASSETS OF GREAT VALUE, AND THEY WILL BE PROTECTED WITH PLANNING AND CONSERVATION TOOLS AND CELEBRATED THROUGH CAREFUL SITE DESIGN.

- A.** Scenic viewsheds and vistas should be preserved as amenities. These scenic resources include rolling hills, rural landscapes, Century Farms, rural corridors, floodplain, and forested areas.
- B.** Every opportunity should be taken to expand the public space along the Harpeth River, tributaries and streams through community open spaces, trails, viewing points, and canoe accesses.
- C.** The Harpeth River and its tributaries should be protected through significant riparian buffers. Streambank restoration is encouraged to provide wildlife habitat, slow stormwater runoff, improve air quality, reduce soil erosion, and reduce flooding.
- D.** Development should be restricted on hilltops, hillsides, and steep slopes. Mass grading is discouraged, and site disturbance should be minimized so that natural topography and landforms are incorporated into site design.
- E.** Established forested areas, existing tree canopies, specimen trees, and riparian buffers help to absorb air pollution, reduce glare, heat, and noise, and enhance the quality of life through health and recreational benefits. These resources should be preserved through careful site design. Clear cutting is discouraged.



EXCEPTIONAL DESIGN

HIGH-QUALITY DESIGN OF BUILDINGS, PUBLIC SPACES, STREETS, PEDESTRIAN FACILITIES, AND LANDSCAPING WILL WORK TOGETHER TO ENHANCE THE PUBLIC REALM AND CREATE EXCEPTIONAL PLACES FOR PEOPLE.

BUILDINGS

- A.** Buildings contribute to the fabric of the City, and they should reflect distinctive architectural style and high-quality materials that are unique to Franklin. Anywhere-architecture is not acceptable.
- B.** The front building facade of principal buildings should be oriented toward the street. Buildings should activate the street by creating an inviting pedestrian experience. Architectural elements should add visual interest at a human scale. Long, blank walls are discouraged.
- C.** Buildings at intersections should have a similar level of architectural detail for the side elevation as the front elevation. Distinctive architectural features that define the corner are encouraged. Buildings at the end of a street should be a visual terminus; architectural features should reflect the prominence of their location.
- D.** Parking should be secondary to the building and its relationship to the street. Generally, parking should be located behind the building, under the building, or in parking structures behind active ground-floor uses that activate the street. On-street parking should be encouraged. Views from the street should not be of parking lots.

- E.** Sustainable building practices and site design should be encouraged in new development and redevelopment by building up and not out. Energy-efficiency strategies, on-site renewable-energy generation, green infrastructure, and low-impact development techniques should be encouraged.

PUBLIC REALM

- F.** Franklin should have great streets that create a vibrant public realm by using pedestrian-friendly design, street furnishings, lighting, street trees, and other plantings. Street-facing retail, outdoor dining areas, public art, and other elements are encouraged to further enhance the attractiveness and energy of the street.
- G.** Squares, plazas, and formal open spaces should be prominent and engaging public gathering spaces. These spaces should be well-defined focal points, visible from streets, and framed by buildings, not parking lots, to create points of interest that are compelling places for citizens. Public art, water features, or other points of interest are encouraged.
- H.** Passive open spaces should be thoughtfully designed around natural features, to highlight these amenities, while providing convenient public access for use and enjoyment, as well as connectivity to other open spaces.



EXCEPTIONAL DESIGN

SITE DESIGN

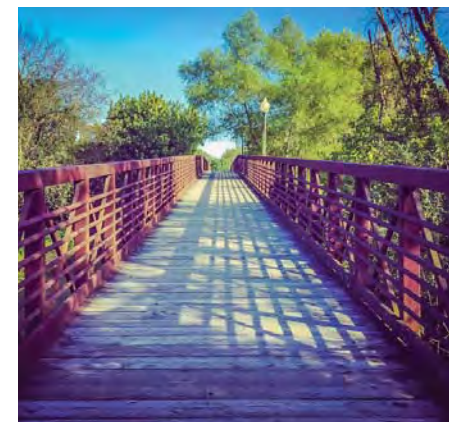
- I.** Development and redevelopment should be master planned, meaning the site should be planned for the long-range development of larger areas surrounding the individual site as a coordinated unit. Compatibility with surrounding areas, design, infrastructure and service delivery, access and circulation for vehicles and pedestrians, buildable areas and buildings, and transitions between incompatible uses should all be considered in the design process.
- J.** Site design should be centered on solid design principles, the creative articulation of space, and close attention to detail. Coordinated connectivity, building design and orientation, architecture, parking placement, and landscaping should all contribute to the creation of exceptional places.
- K.** Integrating and mixing land uses with pedestrian-scale building forms and community gathering spaces are encouraged. Wide, tree-lined sidewalks and well-designed street network should provide the foundation for connectivity between these uses.
- L.** Context-sensitive design and architecture are important elements that vary throughout the city. Size, scale, setbacks, materials, the rhythm of the street, and context should be considered as part of the design process.
- M.** Project design should carefully address the potential undesirable impacts on existing uses, including traffic, parking, circulation, safety issues, light and glare, noise, and other environmental concerns.



CONNECTED COMMUNITY

FRANKLIN VALUES A WELL-DESIGNED, EFFECTIVE, CONVENIENT, AND ACTIVE TRANSPORTATION NETWORK THAT CONNECTS RESIDENTIAL NEIGHBORHOODS, PARKS, SCHOOLS, EMPLOYMENT CENTERS, SHOPPING AREA, AND DOWNTOWN. THIS WILL BE ACHIEVED THROUGH A COMPLETE SYSTEM OF STREETS, BICYCLE AND PEDESTRIAN ROUTES, AND TRANSIT, NOT ONLY WITHIN THE CITY, BUT ALSO TO THE GREATER METROPOLITAN REGION.

- A.** New development and redevelopment should contribute to a convenient and functional multi-modal transportation system by providing accessible street and pedestrian connections on all sides, integrating bicycle or multi-use paths, and incorporating transit provisions.
- B.** When a new development is proposed adjacent to an existing street stub, the new development must connect to it to improve the overall street network connectivity.
- C.** Key destinations, such as shopping areas, employment centers, and schools, should be located and planned in such a way that walking, bicycling, and riding public transit to these destinations are viable options.
- D.** Greenway corridors and interconnected open-space networks, especially along the Harpeth River, should be expanded and enhanced as vital community amenities. Sidewalks and multi-use paths connecting neighborhoods, open spaces, parks, and greenways are encouraged to provide access to passive and active recreation and to support healthy and active lifestyles.
- E.** Key routes into Franklin should use public improvements, such as signage, lighting, and decorative structures and landscapes, to create gateway entrances into the City to showcase community character and quality design.
- F.** The character of new streets and their associated elements should reflect the desired character and design of the development and contribute to its sense of place.



CONTEXT-RESPONSIVE INFILL

INFILL DEVELOPMENT SHOULD COMPLEMENT ITS SURROUNDINGS, BE SUSTAINABLE AND RESPECTFUL OF THE ENVIRONMENT, AND ENHANCE THE QUALITY OF LIFE AND THE ECONOMIC HEALTH OF THE COMMUNITY.

- A.** Infill development in established areas should be compatible with the surrounding context and respect the City's unique historic character. This will be achieved by design that complements the fundamental neighborhood patterns and does not overwhelm or detract from existing buildings. See Appendix E.
- B.** Infill design should respect the block's existing lot widths, building forms and orientation, height and scale, siting, the rhythm of development along the street, front setbacks, and backyard patterns. The edges of an infill development should blend into adjacent neighborhoods or downtown without buffers.
- C.** Residential teardowns, especially when combining two or more lots, for the purpose of infill development of a different scale is discouraged because it can erode the character of established neighborhoods.
- D.** The trend is rising for tearing down smaller single-family dwellings within established neighborhoods and rebuilding larger, modern-scale dwellings on the same lot. These new structures should relate to and strengthen the core characteristics of the neighborhood, while mitigating adverse impacts on adjacent dwellings. Retaining the existing front facade and adding onto the dwelling in the rear are encouraged over complete tear-downs.
- E.** In certain areas, infill should foster transition in neighborhood form where change is expected or where enhancement of community character is desired. See Appendix E.



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“THE DESIGN CONCEPTS ARE FOUNDED ON THE PRINCIPLE THAT WELL-DESIGNED PLACES ARE ESSENTIAL TO PROTECTING AND ENHANCING COMMUNITY CHARACTER AND IMPROVING THE OVERALL LIVABILITY OF THE CITY OF FRANKLIN.”

OVERVIEW

The vision and guiding principles establish the overall direction and principal themes of this Plan. The framework established to implement the vision and guiding principles are the design concepts. The design concepts are founded on the principle that well-designed places are essential to protecting and enhancing community character and improving overall livability.

The design concepts establish a series of design templates based on location that set forth the way different land uses can be developed and mixed relative to each other. Each concept lists primary land uses or building forms, and, in many cases, these are encouraged to be mixed. Secondary uses or building forms are also identified, but these should be in a supporting or limited capacity. The design concepts include recommendations on building form (height, placement, and character), site design (landscape, amenities, access, and parking), and transportation (vehicular, bicycle and pedestrian, and transit). Finally, each design concept includes a set of precedent images that graphically describe the intent of the concept.

Many of the design concepts include an additional set of recommendations under the heading “Special Considerations.” These recommendations relate to specific neighborhoods, segments of key corridors, design at prominent intersections, or certain uses within the context of the design concept. In some instances, these special considerations are supported with additional character imagery and sub-area plans that depict preservation and infill development.

The design concept recommendations reference the Connect Franklin and Parks Master Plan and are intended to work in partnership with these plans. Together, they provide guidance for the development design and review process. A Corridor Character Matrix that identifies appropriate elements of street design based on a design concept’s character or context has been included in Appendix F and is intended to link the policies of Connect Franklin, the Franklin Transportation and Street Technical Standards, and this Plan.

FIGURE 4.1: DESIGN CONCEPTS MAP

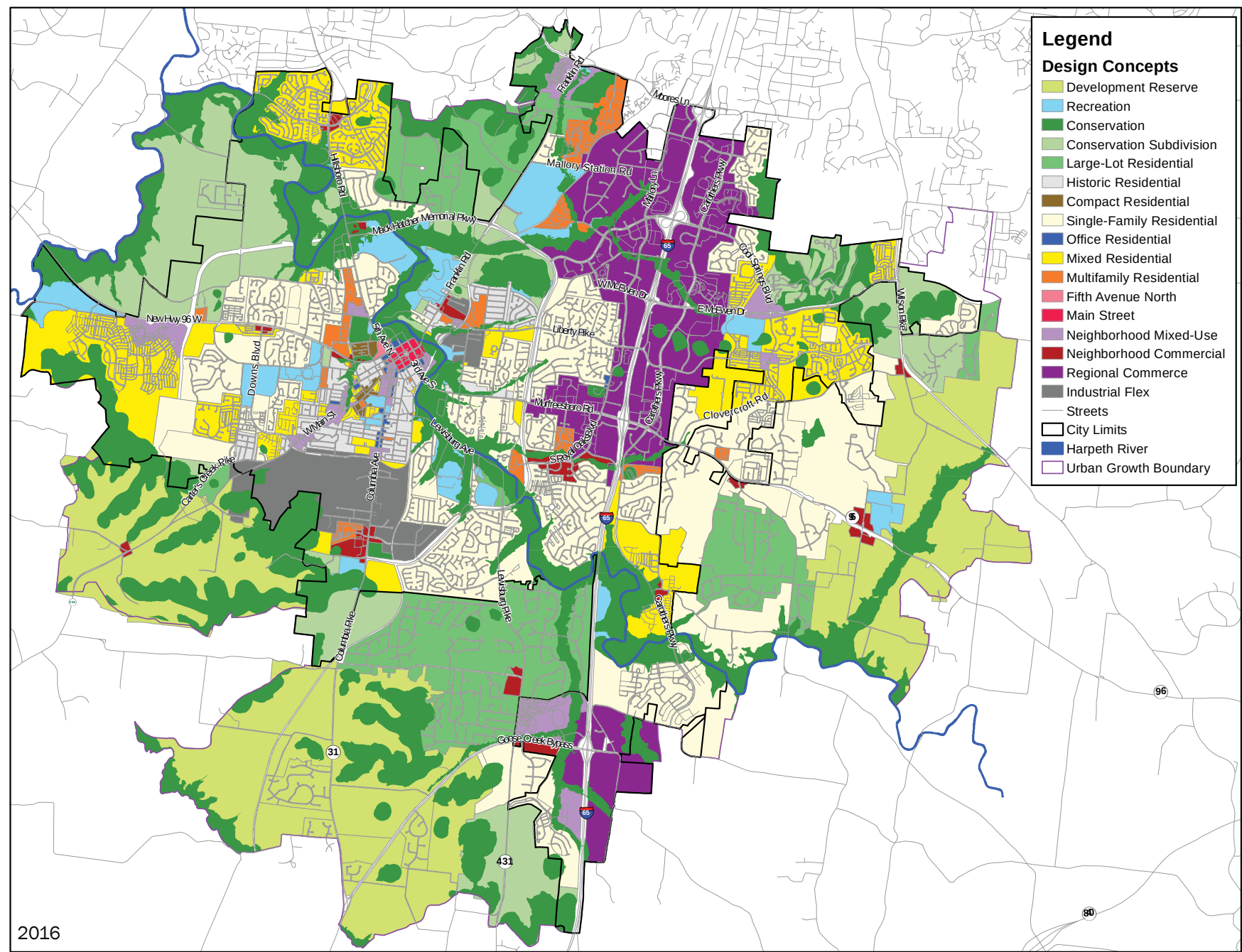
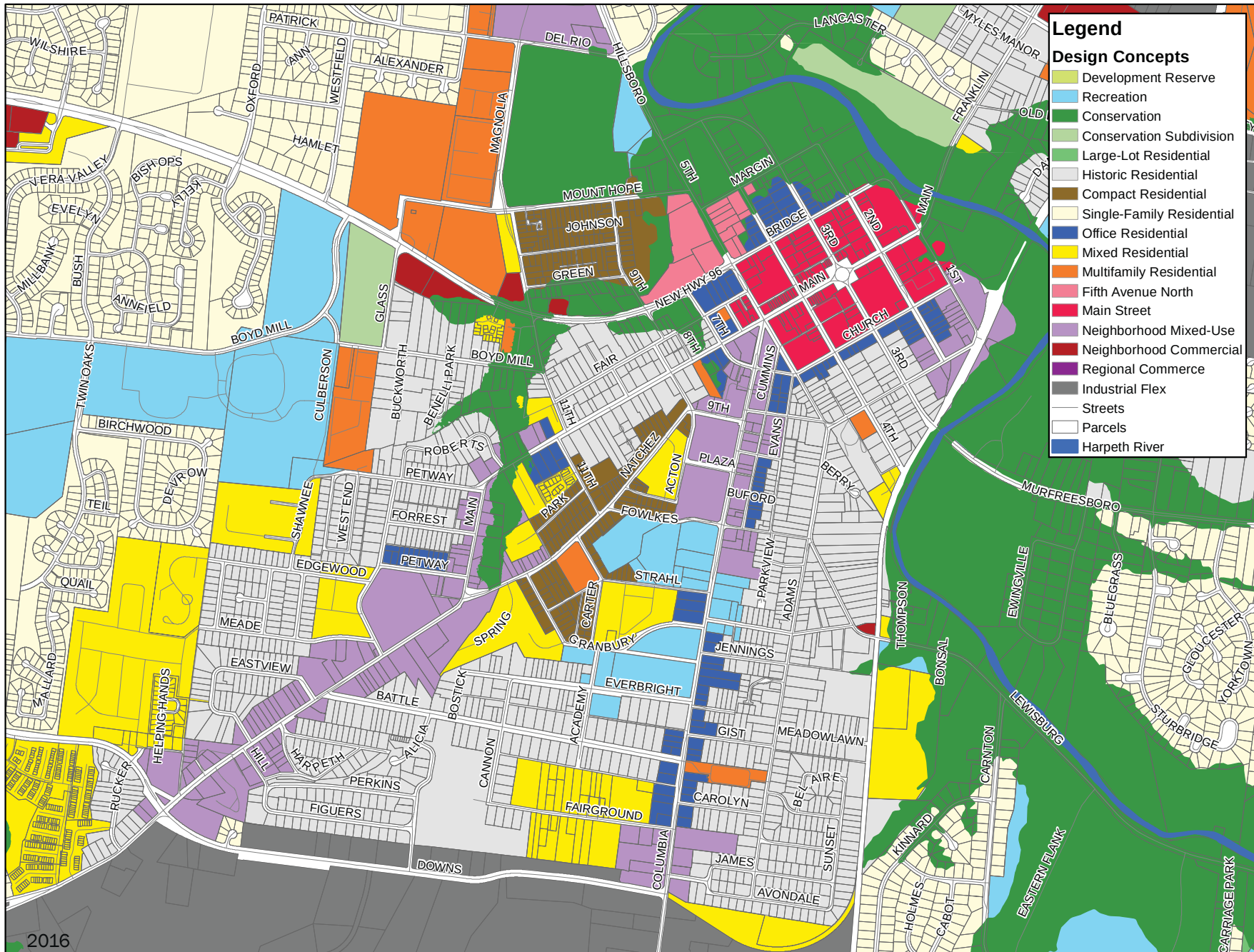


FIGURE 4.2: DESIGN CONCEPTS MAP - DOWNTOWN DETAIL



COMPACT RESIDENTIAL

The Compact Residential design concept contains only the Hard Bargain and Natchez Street historic neighborhoods. These walkable neighborhoods typically consist of low-scale cottages, small building footprints, small lots, and shallow setbacks. These established characteristics of the historically significant neighborhoods should be preserved.

Infill and redevelopment should be contextually compatible and composed of primarily single-family cottages, with limited new duplexes, live-work units, and accessory dwellings. Local commercial may be appropriate at some intersections to serve the residents in the area. Adaptive reuse of historic structures is recommended over tear-downs for new construction.

“INFILL AND REDEVELOPMENT SHOULD BE CONTEXTUALLY COMPATIBLE AND COMPOSED OF PRIMARILY SINGLE-FAMILY COTTAGES.”



COMPACT RESIDENTIAL

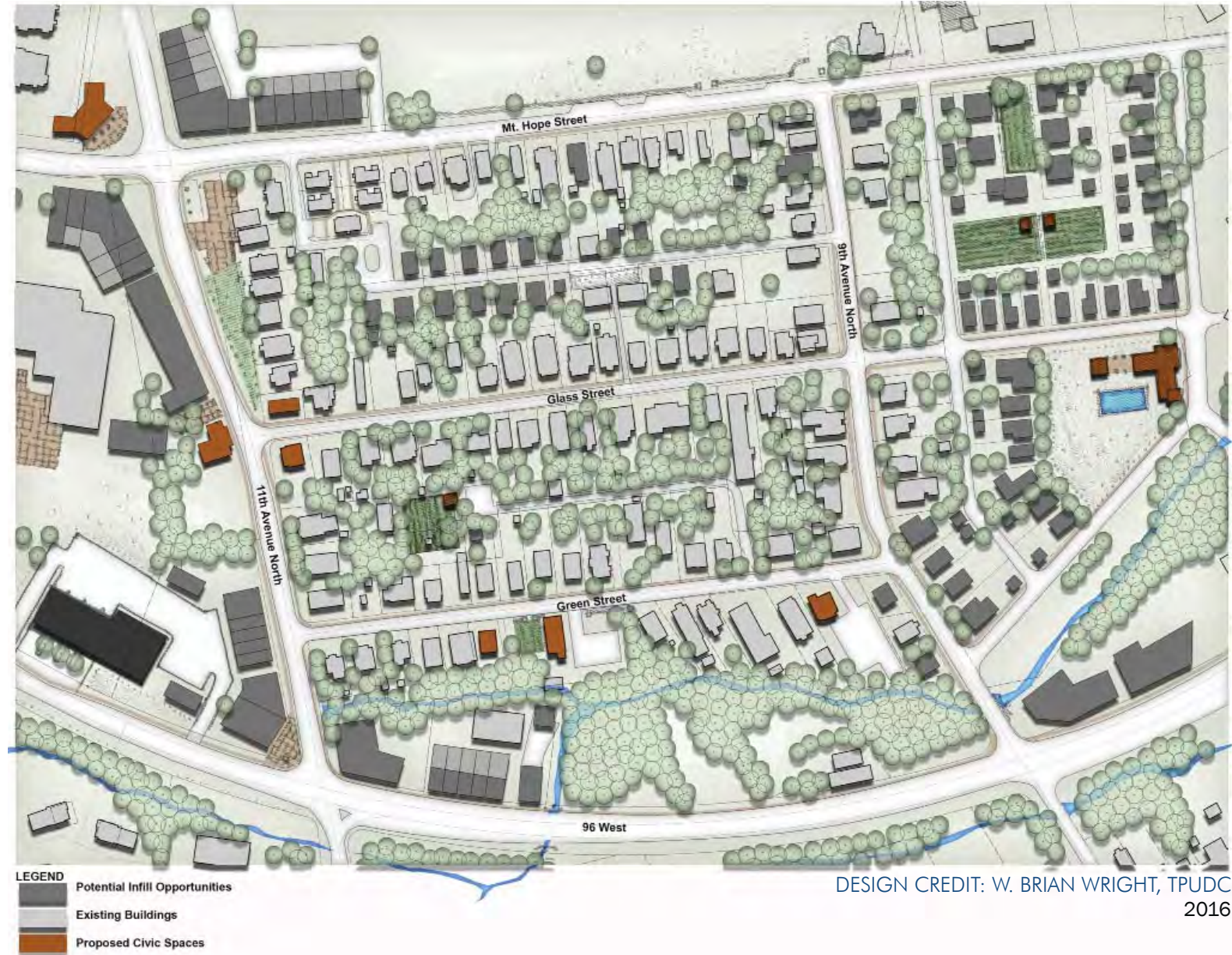
USES	Primary	Single-Family Residential
	Secondary	Accessory Dwellings, Duplexes, Institutional, Live-Work Units, Local Commercial at intersections, and Recreation
FORM	Building Placement	Buildings and their main entrances should be oriented toward the street, and buildings should have shallow front, side, and rear-yard setbacks. Double frontage, reverse frontage, and flag lots are discouraged. Bungalow-court designs, where several cottages front a common open space, are also appropriate.
	Building Character	The historic identity of the area should be preserved through special attention to massing and scale of new development. New buildings should have a cottage building form designed to be compatible with the predominant character along the street and should be sensitive to nearby buildings. Accessory dwellings should fit in contextually to the principal dwelling.
	Building Height	New buildings should appear to be within one-half story of the average building height of existing structures along the same block face. In no case should the building height exceed two stories. New two-story dwellings should not detract or overwhelm the existing historic structures.
	Lot Size	Lot depths, sizes, and widths vary between streets, as well as along individual streets, and should be designed to ensure that new lots are appropriately sized for each street and to promote contextual compatibility. Minimum of 4,000 square feet
SITE DESIGN	Landscape	Infill developments should have landscaping and street trees.
	Amenities	Institutional uses and public parks serve as active and passive recreation and meet the open-space needs in this area. Bicycle and pedestrian connections to these locations should be enhanced and improved.
	Access	Lots should be accessed from alleys or by driveways from the street. Streets should have multiple connections that allow for opportunities to walk to local destinations by a variety of routes. Streets should be designed for slower speeds to allow for mixing pedestrian and vehicular traffic. If there are existing street connections or stubouts adjacent to proposed developments, then those in the proposed developments should connect to the existing street network. If there are no existing street or stubout connections, then other locations should be identified in order to increase connectivity between developments.
	Parking	On-street and off-street

COMPACT RESIDENTIAL

TRANSPORTATION	Vehicular	Vehicular connections should be provided through adjacent developments and connect to the existing street network. Infill development should provide an interconnected street and sidewalk network in a grid or modified grid pattern. New streets should be designed per the Corridor Character Matrix and Connect Franklin.
	Bicycle and Pedestrian	New development should provide sidewalks, multi-use paths, and trails throughout its open spaces. They should connect to other conservation areas, paths, adjacent uses, and streets. These bicycle, pedestrian, and multi-use path connections should be designed and provided per the Corridor Character Matrix, Connect Franklin, Parks Master Plan, and this Plan.
	Transit	Transit stops and/or stations should be provided along existing or planned routes.
SPECIAL CONSIDERATIONS	Hard Bargain Neighborhood	The building footprints shown in Figure 4.3, in light gray, are existing dwellings that are expected to remain, some possibly benefiting from rehabilitation. The building footprints shown in dark gray are proposed new buildings, some being townhouses, others being mixed-use or live-work units, but most being single-family dwellings. The orange building footprints depict civic uses, such as churches, community centers, and museums; some are existing, and some are proposed. The extension of Johnson Alley continues the existing, organic pattern by which some dwellings already face the alley. Homeowners along Glass and Mt. Hope Streets will have the opportunity to build accessory dwellings with access from the extended alley (which would become a front lane), or perhaps some lots could be subdivided so that new dwellings could front on the alley-turned front lane. Lots smaller than 4,000 square feet may be appropriate. The basketball court, community gardens, opportunities for residents to operate neighborhood businesses, and the overall compatibility with existing dwellings contribute to the small-town character of the City. The plan improves efficiency of land use, reinforces the grid street network already established in the neighborhood, and adds a mix of uses within and adjacent to the original development of Hard Bargain. The plan foresees the future elimination of existing incompatible uses adjacent to Hard Bargain and establishes neighborhood retail and other compatible uses that will make it a more walkable community.
	11th Avenue & Natchez Street	A potential infill parcel is east of 11th Avenue, north of Natchez Street (see Appendix E). A single-family residential use is appropriate, such as with a bungalow-court design. Duplexes designed as single-family dwellings may also be appropriate.
	Institutional Uses	Institutional uses may be appropriate if their locations do not negatively impact access, scale, and traffic of the surrounding area. These uses are encouraged to be located at major intersections of arterial and collector streets. The conversion of dwellings in existing residential areas for institutional uses is not appropriate.

COMPACT RESIDENTIAL

FIGURE 4.3: CONCEPTUAL PLAN - HARD BARGAIN MASTER PLAN



CONSERVATION

The Conservation design concept contemplates as little development as possible in order to protect sensitive land and environmental features. These Conservation areas include cemeteries, floodplains, hillsides with steep slopes, hilltops, and some existing public-park properties. Conservation of floodplains, hillsides, and hilltops has an inherent long-term value. The preservation of floodplains has a direct public-safety purpose and helps to minimize property damage during periods of flooding. Disruption in any Conservation area should be limited to preserve the function, form, and character of the area.

Because the Conservation design concept follows environmental features, the boundaries do not always align with parcel lines. Therefore, some properties may have the Conservation design concept and another design concept. It is intended that the majority of new development occur in the area where the second design concept applies.

New development should be designed around conservation areas to highlight them as community amenities with pedestrian and bike systems that will connect the entire conservation design concept throughout the city. Pedestrian connections and trails are highly encouraged along the river, along stream corridors, and through scenic areas. Expanded connections to downtown and historic parks from surrounding residential areas are desired.

*“CONSERVATION
OF FLOODPLAINS,
HILLSIDES, AND
HILLTOPS HAS AN
INHERENT LONG-
TERM VALUE.”*



CONSERVATION

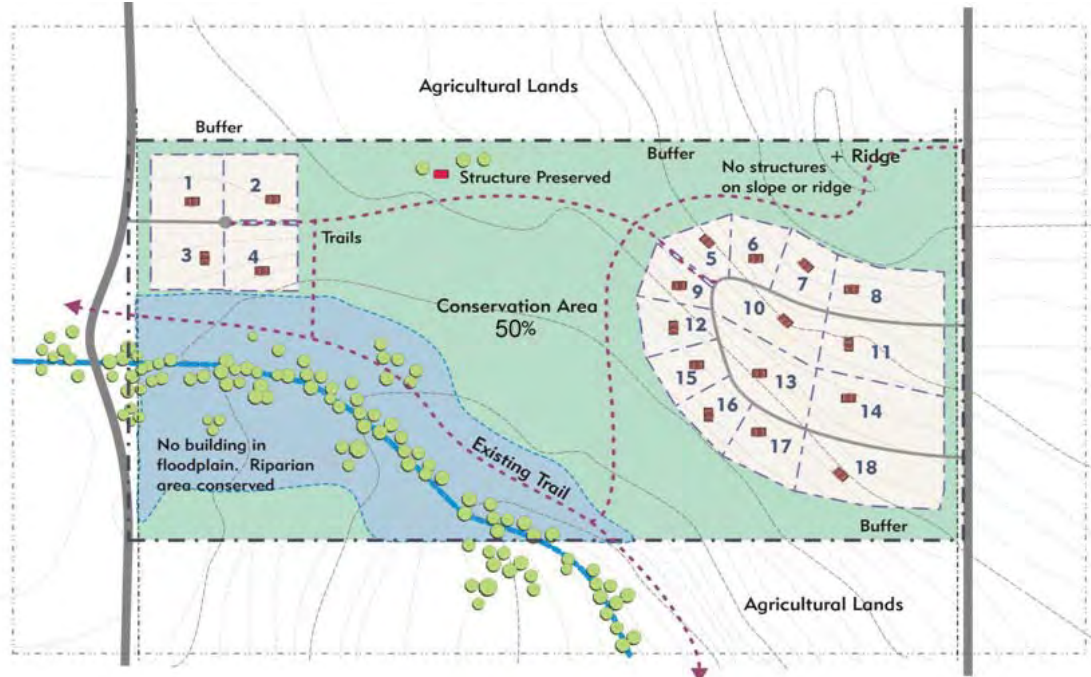
USES	Primary	Recreation
	Secondary	N/A
FORM	Building Placement	Development is limited to non-intrusive enhancements designed to provide public access. These are limited to access drives, parking areas, parks, shelters, trails or related uses upon a determination that the environmental integrity of the area can be protected.
	Building Character	N/A
	Building Height	N/A
SITE DESIGN	Landscape	Preservation of existing features, including hilltops, hillsides, steep slopes, stream banks, riparian corridors, tree rows, forested areas, and specimen trees.
	Amenities	Canoe launches, trails, shelters, etc. The Harpeth River is intended to have a public edge that is physically and visually accessible to the public through a greenway network that extends north to south along the river. The purpose is to provide environmental educational opportunities, points for passive recreation, small informal gatherings and scenic vistas. Selective clearing may be allowed to provide for these amenities.
	Access	Internal streets should be designed and limited to minimize the impact on existing environmental features.
	Parking	Parking may be provided, with limited impact to the conservation areas.
	Vehicular	New streets should be limited to essential connections and should be designed per the Corridor Character Matrix and Connect Franklin.
TRANSPORTATION	Bicycle and Pedestrian	A coordinated pedestrian system should be provided that will connect the entire conservation design concept throughout the city. New development should provide pedestrian connections and trails throughout its conservation areas. These trails should provide connections to other conservation areas and trails, adjacent uses/properties, and streets. Bicycle, multi-use path, and pedestrian connections should be designed and provided per the Corridor Character Matrix, Connect Franklin, the Parks Master Plan, and this Plan.
	Transit	N/A

CONSERVATION SUBDIVISION

The Conservation Subdivision design concept supports primarily single-family residential development that clusters lots and infrastructure and sets aside a substantial amount of property as permanently protected open space in its natural state. New development should preserve a minimum of 50 percent open space, strategically targeted toward scenic vistas, greenways, pastures, trails, woodlands, or other uses that maintain scenic character, protect habitat value, and contribute to the quality of life for residents.

These areas generally have higher quantities of environmental resources in rural areas or along the periphery of the City that are desired to be preserved. Less dense development, planned with large, contiguous tracts of open space to be retained in perpetuity, is expected in these locations.

*"...OPEN SPACE
SHOULD BE MASTER
PLANNED IN LARGE,
CONTIGUOUS TRACTS
AND RETAINED IN
PERPETUITY AS SCENIC
VISTAS, GREENWAYS,
PASTURES, TRAILS,
WOODLANDS...."*



CONSERVATION SUBDIVISION

USES	Primary	Single-Family Residential
	Secondary	Big Houses, Duplexes, Farmstead Compound, Institutional, and Recreation
FORM	Building Placement	Residential lots and infrastructure should be located to respect natural features and to maximize the proximity of lots to open space. Residential lots should be clustered to preserve a minimum of 50 percent of natural open space. Grading techniques that dramatically alter site vegetation and topography should be prohibited. Developments should use the natural, existing topography and minimize grading to the maximum extent practicable. Buildings and their main entrances should be oriented toward the street. Double frontage, reverse frontage, and flag lots are discouraged. Front-yard setbacks should be consistent along each block, but may vary between neighborhoods or between sections of neighborhoods. Side- and rear-yard setbacks of new buildings should be designed to maintain privacy for both new and existing neighboring properties.
	Building Character	Architectural sensitivity for new developments should be observed. The style and architecture should draw from the character of the surrounding area and historically significant buildings. Detached garages and attached garages that face the side or rear are encouraged over attached, front-facing garages for single-family residential development. If attached, front-facing garages are proposed, the garage should be recessed from the front facade of the dwelling. Other dwelling types, such as big houses and duplexes, should have rear-entry garages.
	Building Height	Maximum of two and one-half stories
	Lot Size	Lots on the periphery of developments should be sized to be consistent with the existing lots of adjacent neighborhoods. Single-family lots with dwellings having attached garages that face the front, side, or rear should have a minimum width of 65 feet and a minimum lot size of 7,150 square feet. Single-family lots with dwellings having front-facing detached garages should have a minimum width of 50 feet and a minimum lot size of 5,500 square feet. Single-family lots with dwellings accessed by an alley should have a minimum lot width of 45 feet and a minimum lot size of 4,950 square feet.

CONSERVATION SUBDIVISION

SITE DESIGN	Landscape	Fifty percent or more of developments should be preserved as permanent open space designed around existing natural features, such as hillsides and hilltops, riparian corridors, and tree rows. If the farmstead compound is used, a higher percentage of open space should be dedicated to offset the intensity of this use. Generally, 70% open space should be preserved. Common design elements, such as fieldstone walls and wood plank fencing, should be preserved and used along major thoroughfares to reflect Franklin's community identity. Historic site features such as cemeteries, barns, accessory structures, and agriculturally related features should be preserved in their locations and context with careful site design around them to preserve the character of Franklin.
	Amenities	Amenities, including multi-use paths, should be provided within the open space.
	Access	Lots should be accessed from alleys or by driveways from the street. Streets should have multiple connections in order to provide a variety of routes. If there are existing street connections or stubouts adjacent to proposed developments, then those in the proposed developments should connect to the existing street network. If there are no existing street or stubout connections, then other locations should be identified in order to increase connectivity between developments.
	Parking	Parking should be to the side and rear of buildings or on-street.
TRANSPORTATION	Vehicular	Vehicular connections should be provided through adjacent developments and connect to the existing street network. New streets should be designed per the Corridor Character Matrix and Connect Franklin.
	Bicycle and Pedestrian	New development should provide sidewalks, multi-use paths, and trails throughout its open spaces. They should connect to other conservation areas, paths, adjacent uses, and streets. These bicycle, pedestrian, and multi-use path connections should be designed and provided per the Corridor Character Matrix, Connect Franklin, Parks Master Plan, and this Plan.
	Transit	Transit stops should be provided along existing or planned routes.
SPECIAL CONSID.	Boyd Mill Avenue, Magnolia Hall Historic Estate	The historic home and its setting and viewsheds should be preserved. Limited clustered single-family infill, not exceeding five new dwellings, in order to preserve the historic estate and its setting, may be appropriate on the perimeter of the historic site.
	New Hwy 96 West, Centennial Hall Historic Estate	The historic home and its prominent front yard should be preserved. Limited clustered infill may be appropriate if designed to minimize obstruction of its viewshed.
	Columbia Pike, South of Mack Hatcher Parkway	This scenic corridor should have deep setbacks of at least 250 feet for new development. Informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings, should be utilized to sustain the scenic and rural quality of the area.

CONSERVATION SUBDIVISION

SPECIAL CONSIDERATIONS	Franklin Road, Jasmine Grove Historic Estate in Myles Manor	Limited clustered single-family infill, not exceeding four new dwellings, to preserve the historic estate and its setting, may be appropriate on the south side of Jasmine Grove, adjacent to Lancaster Drive. Infill development should reflect the form and character within Myles Manor Subdivision.
	Franklin Road and Mack Hatcher Parkway	Franklin Road is the last rural gateway into Downtown Franklin. Setbacks should be at least 150 feet along Franklin Road and Mack Hatcher Parkway in order to preserve the scenic viewshed, and parallel drives should not be located within the setback. The orientation of structures should address Mack Hatcher Parkway and Franklin Road. Commercial uses are not appropriate within this rural corridor. The Big House and Farmstead Compound concepts may be appropriate in addition to single-family residential. Under these concepts, three-story primary structures may be appropriate outside of Mack Hatcher Parkway with Development Plan approval by BOMA. The form, architecture and style of new buildings should draw from the surrounding area and from historically significant buildings. Some of the historic dwellings in the area were built in the early nineteenth century and have Federal and/or Greek Revival architecture. The height of new buildings should be no taller than those nearby historic resources. Street infrastructure improvements to Franklin Road should be context sensitive in coordination with TDOT and City Streetscape Plans. Alternative options should be taken to avoid widening Franklin Road. Streetscape improvements to Franklin Road should be rural in nature, including informal, natural landscaping and traditional rural elements. New local streets should be rural in character, with swales instead of curbs, informal street-tree plantings, and traditional rural elements, such as stone walls and wood-plank fencing. Daniel McMahon Lane should be the closest access on Franklin Road from Mack Hatcher Parkway in the southwest quadrant. Future development in the northwest quadrant of Franklin Road and Mack Hatcher Parkway Intersection should have a street network that connects to Ernest Rice Lane. Legends Club Lane should be the primary vehicular access on Franklin Road for future development in the northeast quadrant of the intersection and improvements should include a left turn lane. If the northwest quadrant develops, then access shall be coordinated to create a four way intersection with signalization, subject to TDOT approval. Access in the southeast quadrant is limited and should be further studied. Trail interconnectivity should be promoted by using current and future planned trails, together with trails along Spencer Creek and the Harpeth River. Grading that dramatically alters site vegetation and topography should be prohibited. Development should use the existing, natural topography and minimize grading to the maximum extent practicable.

CONSERVATION SUBDIVISION

SPECIAL CONSIDERATIONS	Franklin Road, Riverview Historic Estate	The rural viewshed along Franklin Road should be preserved, with infill to be located behind the historic home and its accessory structures. Infill could be either all single-family residential or a mixture of dwelling types. Some townhomes may be appropriate. Building heights should transition from one to two stories along Lancaster Drive to three stories along the Harpeth River, as long as the perceived height from Franklin Road is less than the historic home.
	Lewisburg Pike	New development should have deep setbacks to respect the existing character and should be sensitively designed around historic structures. Informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings, should be utilized to sustain the scenic and rural quality of the area.
	Lynwood Way	New development should be set back from Lynwood Way in order to preserve the scenic beauty of the area. A viewshed study should be provided during the review process to ensure the preservation of natural view corridors.
	Mack Hatcher Parkway/Cool Springs Boulevard Intersection	Small-scale institutional uses and public recreational uses are the only appropriate nonresidential uses in this location. The floodplain, hillsides and hilltops, scenic viewshed, and steep slopes are to be preserved, and a 150-foot corridor setback from Mack Hatcher Parkway should be provided. Parking should be provided for the Roper's Knob public park.
	Morningside Drive	Infill or redevelopment along Morningside Drive or on the adjacent parcel to the north (hill across from Harlinsdale Park) should respect the rural character of Franklin Road and Harlinsdale Park. Infill must be nestled behind the hill (across from Harlinsdale Park) to maintain the rural viewshed. See Appendix E.
	New Highway 96 West	This scenic corridor should have deep setbacks of at least 300 feet for new development. Informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings, should be utilized to sustain the scenic and rural quality of the area. Commercial and office uses should not front along New Highway 96 West.
	Northwest Quadrant of Mack Hatcher Parkway, between Hillsboro Road and New Highway 96 West to the edges of the UGB	Duplexes and townhouses, in addition to the residential land uses supported in this design concept, are appropriate in this area as a continuation of the traditional residential development pattern found at Westhaven on the south side of New Highway 96 West. Future uses at the intersection of Del Rio Pike and Mack Hatcher Parkway may include limited local commercial and transitional office uses to support the surrounding residential neighborhoods. Development should be master planned and integrated into the design of the entire area. Transportation infrastructure is limited in this area. New development shall enhance and improve the street network. Large residential developments may not be appropriate until Mack Hatcher Parkway is constructed in this area.
	Institutional Uses	Institutional uses may be appropriate if their locations do not negatively impact access, scale, and traffic of the surrounding area. These uses should be located at major intersections of arterial and collector streets or designed within master-planned developments so that increased traffic is handled internally. Additional stories may be appropriate for institutional uses. The conversion of dwellings in existing residential areas for institutional uses is not appropriate.

DEVELOPMENT RESERVE

The Development Reserve includes areas along the fringes of the Franklin UGB and is characterized by agricultural uses and single-family residential uses on significant acreage. Public sewer access is unavailable in these areas. Rural road widths are not capable of handling high traffic volumes. New growth should only be encouraged in areas where adequate public water, sewer, and streets are available or are planned.

A suitability analysis was performed to help determine where development reserve areas are located. These areas should be subject to further planning in coordination with planned infrastructure improvements and public-service delivery. Until adequate infrastructure is available, the land-use recommendation is single-family residential on lots of two acres or more. New buildings should be designed around natural features to protect forested areas, hillsides and hilltops, streams, and tree rows.

Historic site features such as cemeteries, barns, accessory structures, and agriculturally related features should be preserved in their locations and context with careful site design around them to preserve the character of Franklin.

*“NEW BUILDINGS
SHOULD BE DESIGNED
AROUND NATURAL
FEATURES TO
PROTECT FORESTED
AREA, HILLSIDES AND
HILLTOPS, STREAMS,
AND TREE ROWS.”*



FIFTH AVENUE NORTH

The Fifth Avenue North design concept represents an important commercial corridor leading into the historic downtown, through the Harpeth River and Sharps Branch floodplain. The intent is to improve upon the area and to transform the character of the built environment in order to extend the vibrant downtown core.

While the City generally requires locating new development outside of floodplain limits, redevelopment of this portion of the corridor (developed prior to Federal or local floodplain regulations) is appropriate to support the historic resources and viability of the downtown area. Land aggregation and redevelopment of properties of a half-block size or greater is highly encouraged in order to achieve cohesive design and land-use efficiency.

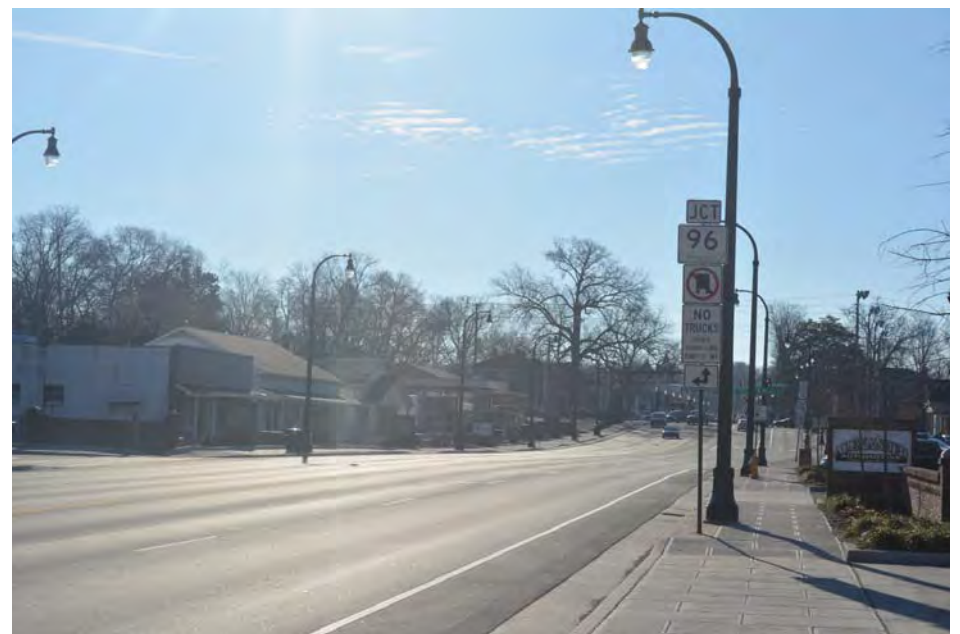
*“THE INTENT IS TO
IMPROVE UPON
THE AREA AND TO
TRANSFORM THE
CHARACTER OF THE
BUILT ENVIRONMENT
IN ORDER TO
PROMOTE A VIBRANT
DOWNTOWN CORE.”*

FIFTH AVENUE NORTH - CONCEPTUAL EXAMPLE



DESIGN CREDIT: BEN JOHNSON

FIFTH AVENUE NORTH - EXISTING PHOTO



FIFTH AVENUE NORTH

USES	Primary	Institutional, Local Commercial, and Professional and Transitional Office
	Secondary	Parking and Recreation
FORM	Building Placement	Along Fifth Avenue North, buildings should have shallow front-yard setbacks and may have zero side-yard setbacks.
		Along Fourth Avenue North, building setbacks should be consistent with adjacent residential buildings so as to maintain the residential character of the block.
	Building Character	Along Fifth Avenue North, flat roofs with parapet walls are appropriate with the intent to deemphasize the overall building height. A corner architectural treatment should be designed for buildings at the intersection of Bridge Street and New Highway 96 West. Architectural features, such as an arcade, are appropriate to span mid-block driveway entrances.
		Along Fourth Avenue North, redevelopment should consist of a series of smaller buildings with traditional residential character so as to continue the established rhythm and scale of the street. The design of buildings adjacent to the National Register historic cemeteries should be contextually sensitive.
SITE DESIGN	Building Height	The maximum building height should be two stories above the Base Flood Elevation (BFE.) The first usable floor must be located above the BFE in accordance with floodplain protection standards.
		Along the northern half of the Fifth Avenue North block, the second floor should be stepped back 20 feet from the front facade so as to reduce the overall appearance of height in relation to the National Register cemeteries.
	Landscape	Passive open space should be provided along Sharps Branch, associated with stream restoration and enhancement, while maintaining 100-year floodplain storage capacity. Additional capacity can be provided through stream restoration as a series of meanders and wetland overflow areas, which may help to reduce the horizontal distance of the BFE. Sites nearby may provide additional opportunities to pick up capacity if integrated into the design.
	Amenities	Due to the proximity of Bicentennial Park, formal open spaces will be limited to small greens or outdoor plaza spaces, highly accessible and visible and in a prominent location that encourages continued active use.
	Access	The number of driveway cuts onto Fifth Avenue North should be limited to one mid-block driveway with shared internal access across the block.
	Parking	Parking should be located to the rear of buildings and screened from view. Shared-parking site design and shared-parking agreements are encouraged. On-street parking is encouraged along Fourth Avenue North.
		Along the northern half of Fifth Avenue North, structured parking may be located under the buildings, and below the BFE, due to the depth of the floodplain. Structured parking should appear to be part of the building facade by using architectural features and landscaping. An internal vestibule is appropriate for the staircase/elevator to connect the parking with the functional stories above the BFE.

FIFTH AVENUE NORTH

TRANSPORTATION	Vehicular	New streets should be limited to essential connections and should be designed per the Corridor Character Matrix and Connect Franklin.
	Bicycle and Pedestrian	Additional internal pedestrian connectivity is needed to better integrate the site with the existing network. Connections between uses on the site and between the site and adjacent properties and rights-of-way should be provided. Improved crosswalks and sidewalk connections are desired in order to provide pedestrian linkages from Main Street to Bicentennial Park. Bicycle, multi-use path, and pedestrian connections should be designed and provided per the Corridor Character Matrix, Connect Franklin, and the Parks Master Plan.
	Transit	Transit stops and/or stations should be provided along existing or planned routes.

FIFTH AVENUE NORTH - CONCEPTUAL EXAMPLE OF REDEVELOPMENT



DESIGN CREDIT:
 DWIGHT KISER
 ROGER LINDSEY
 KATE REYNOLDS
 GARY VOGRIN
 BEN JOHNSON

HISTORIC RESIDENTIAL

The Historic Residential design concept includes established, single-family neighborhoods in and around Downtown Franklin. Many of these are historically significant, including the Adams Street, Boyd Mill, Everbright, Franklin Road, Hincheyville, and Lewisburg Avenue Local Historic Districts. Neighborhoods in this design concept are generally over 50 years old and include properties both inside and outside of the Historic Preservation Overlay (HPO). Their development patterns are important to the downtown character and should be protected from commercial and office-use encroachment. Secondary institutional and recreational uses may be appropriate in limited locations.

Infill developments should maintain the established, traditional residential character and reflect the scale of the surrounding neighborhood. Context sensitivity is a key component, including compatible building form, lot widths, and setbacks. A gridded street network, sidewalks, and street trees should be used to support connectivity and the pedestrian-scale environment.

In some neighborhoods, teardowns are occurring. Historic buildings that contribute to the street are encouraged to be rehabilitated. When teardowns do occur, new buildings should relate to and strengthen the core characteristics of the neighborhood while mitigating adverse impacts on adjacent properties through thoughtful site design.

*“...DEVELOPMENT
PATTERNS ARE
IMPORTANT TO
THE DOWNTOWN
CHARACTER
AND SHOULD BE
PROTECTED...”*



HISTORIC RESIDENTIAL

USES	Primary	Single-Family Residential
	Secondary	Accessory Dwellings, Institutional, and Recreation
FORM	Building Placement	Buildings and their main entrances should be oriented toward the street. Double frontage, reverse frontage, and flag lots are discouraged. The front setback for infill buildings should be within a range determined by the existing historic structures on the same block face. New buildings should not be closer to the street than any historic structure nor further from the street than any historic structure. As long as it is within this range, the new building will not be out of character with the rest of the block. If the same block face does not have any historic structures, then the established setback range should be maintained. Side-yard setbacks of new buildings should be consistent with existing buildings along the block so that the established contextual rhythm and spacing is not disrupted. Rear-yard setbacks of new buildings should be designed to maintain privacy for both new and existing neighboring properties.
	Building Character	The small-town identity of downtown should be preserved through special attention to massing and scale of new development. Historic buildings should be protected and enhanced. Compatible infill development is encouraged when it is designed with context sensitivity, particularly with respect to existing residential uses and structures. Downtown neighborhoods should be protected through consistent appearance and quality within and outside of the Historic Preservation Overlay. New buildings should be designed to be compatible with the established character along the street and should be sensitive to nearby buildings. Some of these established characteristics include detached, deeply recessed garages, and front porches. Accessory dwellings should fit in contextually to the principal dwelling.
	Building Height	New buildings should appear to be within one-half story of the average building height of existing structures along the same block face. In no case should the building height exceed two and one-half stories.
	Lot Size	Lot depths, sizes, and widths vary between blocks and on individual blocks and should be designed so that new lots are appropriately sized for each block to ensure contextual compatibility. In no case should lots be less than 6,500 square feet.
SITE DESIGN	Landscape	Infill developments should have landscaping and street trees consistent with surrounding established lots.
	Amenities	Institutional uses and public parks serve as active and passive recreation and meet the open-space needs in this area. Bicycle and pedestrian connections to these locations should be enhanced and improved.

HISTORIC RESIDENTIAL

SITE DESIGN	Access	Lots should be accessed from alleys or by driveways from the street. Streets should have multiple connections that allow for opportunities to walk to local destinations by a variety of routes. Streets should be designed for slower speeds to allow for mixing pedestrian and vehicular traffic. If there are existing street connections or stubouts adjacent to proposed developments, then those in the proposed developments should connect to the existing street network. If there are no existing street or stubout connections, then other locations should be identified in order to increase connectivity between developments.
	Parking	Off- and on-street. Off-street parking should be provided to the rear of buildings.
TRANSPORTATION	Vehicular	Vehicular connections should be provided to adjacent developments and connect to the existing street network. New developments should provide an interconnected sidewalk and street network in a grid or modified grid pattern. New streets should be designed per the Corridor Character Matrix and Connect Franklin.
	Bicycle and Pedestrian	A coordinated pedestrian system should be provided throughout the area and in infill developments. Infill developments should provide connections between uses on the site and between the site and adjacent properties and rights-of-way. Bicycle, pedestrian, and multi-use path connections should be designed and provided per the Corridor Character Matrix, Connect Franklin, Parks Master Plan, and this Plan.
	Transit	Transit stops should be provided along existing or planned routes.
SPECIAL CONSIDERATIONS	Hooper Lane	New developments or redevelopments should respect the rural character of Franklin Road and Harlinsdale Park. New or resubdivided lots should be a minimum of 4,000 square feet, and new dwellings should be single-family. Low-scale cottage redevelopment is encouraged, and new dwellings should not exceed one and one-half stories.
	Murfreesboro Road and Rebecca Court	The rear of the properties along Murfreesboro Road, with frontage on Rebecca Court, may develop with a row of single-family dwellings with lot sizes reflecting those on the north side of Rebecca Court in order to complete the street.
	Institutional Uses	Institutional uses may be appropriate if their locations do not negatively impact access, scale, and traffic of the surrounding area. These uses should be located at major intersections of arterial and collector streets. The conversion of dwellings in existing residential areas for institutional uses is not appropriate. Institutional uses should maintain the residential scale of its surroundings. O'More College of Design contains a stately historic home as its campus' focal point. Any expansion of the campus or further development within the campus should be sensitively designed to preserve the historic structure and its setting. Further infill or expansion should be master planned.

INDUSTRIAL FLEX

The Industrial Flex design concept provides locations for institutional, light industry, office, and research and development uses, with supporting local commercial uses. Industrial Flex development is characterized by low-scale buildings, some of which may have large footprints. Some of these areas generate less vehicular traffic than regional commerce areas and may be found along more minor thoroughfares. Conversely, some of these uses involve extensive exterior movement of goods and trucks that require measures to control adverse environmental and visual impacts.

The areas and uses within this design concept should be protected to support a diversified economy. However, heavy industrial uses are not encouraged.

*"...PROVIDES
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AND RESEARCH AND
DEVELOPMENT USES,
WITH SUPPORTING
LOCAL COMMERCIAL
USES."*



INDUSTRIAL FLEX

USES	Primary	Institutional, Light Industry, Professional Office, and Research and Development
	Secondary	Local Commercial and Recreation
FORM	Building Placement	Buildings and their main entrances should be oriented toward the street. Buildings should have moderate front-, side-, and rear-yard setbacks.
	Building Character	New buildings should have a clearly defined top, middle, and base and avoid monotonous facades. All sides of a building open to view by the public should display a similar level of architectural quality.
	Building Height	Maximum of three stories. Where a new building will be adjacent to existing residential dwellings, the building height should step down near the residential area in order to ensure contextual compatibility.
SITE DESIGN	Landscape	Landscaped yards between the building and the street and between incompatible uses; parking and service-area screening.
	Amenities	Open space will be minimal, given the character of this area.
	Access	Primary access should be from the street. Common or shared access points are encouraged so as to limit curb cuts along the street.
	Parking	Surface parking should be located to the sides or rear of buildings that address the street. Surface parking areas should be lined with buildings so as to diminish the appearance of parking from public view. Limited parking between the building and the street may be appropriate. Structured parking should be screened from view and should not have a presence along the street, unless it has active ground-floor uses. Landscape and/or architectural features should diminish the appearance of parking from public view.

INDUSTRIAL FLEX

TRANSPORTATION	Vehicular	New streets should be designed per the Corridor Character Matrix and Connect Franklin.
	Bicycle and Pedestrian	Bicycle, multi-use path, and pedestrian connections should be designed and provided per the Corridor Character Matrix, Connect Franklin, Parks Master Plan, and this Plan.
	Transit	Transit stops should be provided along existing or planned routes.
SPECIAL CONSIDERATIONS	Liberty Pike/Eddy Lane	The area east of Franklin Road along Liberty Pike and Eddy Lane has an established industrial character. Architectural design should retain or provide elements of the established industrial character. Multifamily residential uses may be appropriate for properties adjacent to existing residential uses. This provision allows the area to gradually transition to multifamily residential uses, starting from the edges. Connectivity should be improved by providing sidewalks, trails, and a connection to Fort Granger.
	Harpeth Industrial Court	Future redevelopment should reflect the traditional low-scale character along Franklin Road.

LARGE-LOT RESIDENTIAL

The Large-Lot Residential design concept reflects the established character of existing neighborhoods and often provides a transition between City and County subdivisions. New development should have a minimum lot size of one acre or more to fit contextually with surrounding neighborhoods. Neighborhoods should be designed around natural features to highlight forested areas, hillsides and hilltops, streams, and tree rows.

*“NEIGHBORHOODS
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HIGHLIGHT FORESTED
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AND TREE ROWS.”*



LARGE-LOT RESIDENTIAL

USES	Primary	Single-Family Residential
	Secondary	Institutional and Recreation
FORM	Building Placement	The Development Suitability Map (See Appendix C) should be reviewed to ensure that developments in these areas are appropriate. Buildings and their main entrances should be oriented toward the street and should generally have deep front-, side-, and rear-yard setbacks. Double frontage, reverse frontage, and flag lots are discouraged.
	Building Character	New buildings along established streets should be designed to be compatible with the established character along the street and should be sensitive to nearby buildings. Front-loaded garages should be detached or recessed.
	Building Height	Maximum of two and one-half stories
	Lot Size	Minimum of one acre
SITE DESIGN	Landscape	Existing natural features, such as hillsides, hilltops, and tree rows, enhance the area and should be preserved. Historic site features such as cemeteries, barns, accessory structures, and agriculturally related features should be preserved in their locations and context with careful site design around them to preserve the character of Franklin. Common design elements, such as fieldstone walls and wood plank fencing, should be preserved and used along major thoroughfares to reflect Franklin's community identity.
	Amenities	Amenities should include subdivision entrance features and signage. Outside of floodplain and hill open space requirements, additional open space should not be required with new development due to large lot sizes that provide private open space.
	Access	Individual lots should be accessed by driveways from the street. Streets should have multiple connections in order to provide for a variety of routes. If there are existing street connections or stubouts adjacent to proposed developments, then those in the proposed developments should connect to the existing street network. If there are no existing street or stubout connections, then other locations should be identified in order to increase connectivity between developments.
	Parking	Off-street

LARGE-LOT RESIDENTIAL

TRANSPORTATION	Vehicular	Streets should be designed per the Corridor Character Matrix and Connect Franklin.
	Bicycle and Pedestrian	New development should provide sidewalks, multi-use paths, and trails throughout its open spaces. They should connect to other conservation areas, paths, adjacent uses, and streets. These bicycle, pedestrian, and multi-use path connections should be designed and provided per the Corridor Character Matrix, Connect Franklin, Parks Master Plan, and this Plan.
	Transit	N/A
SPECIAL CONSIDERATIONS	Berrys Chapel Road	Development fronting on Berrys Chapel Road should be on lot sizes comparable to those that currently exist along the road.
	Franklin Road, North of Mack Hatcher Parkway	This scenic corridor should have deep setbacks of at least 150 feet for new development. Informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings, should be utilized to sustain the scenic and rural quality of the area. Development fronting on Franklin Road should be on lot sizes comparable to those that currently exist along the road.
	Goose Creek Bypass	This scenic corridor should have deep setbacks of at least 250 feet for new development. Informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings, should be utilized to sustain the scenic and rural quality of the area.

LARGE-LOT RESIDENTIAL

SPECIAL CONSIDERATIONS	Lewisburg Pike, between Mack Hatcher Parkway and Carriage Park	Development fronting on Lewisburg Pike should be on lot sizes comparable to those that currently exist along the pike. This scenic corridor should have informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings, to sustain the scenic and rural quality of the area.
	Inside Mack Hatcher Parkway	Front-yard setbacks of new buildings should be consistent with the established front-yard setbacks of existing buildings along the street. Side-yard setbacks of new buildings should be consistent with other buildings along the street such that the established rhythm is not disrupted. Rear-yard setbacks of new buildings should be designed to maintain privacy for both new and existing neighboring properties.
	Institutional Uses	Institutional uses may be appropriate if their locations do not negatively impact access, scale, and traffic of the surrounding area. These uses should be located at major intersections of arterial and collector streets or designed within master-planned developments so that increased traffic is handled internally. Additional stories may be appropriate for institutional uses. The conversion of dwellings in existing residential areas for institutional uses is not appropriate.

MAIN STREET

The Main Street design concept encompasses the historic heart of Downtown Franklin, which has unique qualities that capitalize on the history of the area and the diversity of land uses. It encompasses the blocks surrounding the historic square on Main Street, extending from the Harpeth River to beyond Five Points.

The small-town identity of the area should be preserved by a combination of continual historic preservation efforts and context-responsive infill development. Commercial and mixed uses should be concentrated in this area in order to promote a vibrant downtown core, while protecting the residential character of the surrounding area. Significant civic institutions, such as City Hall, should continue to be located here. Main Street is characterized by its pedestrian scale with human-scaled architecture, active ground-floor uses, continuous sidewalks, and pedestrian amenities.



“MAIN STREET IS CHARACTERIZED BY ITS PEDESTRIAN SCALE WITH HUMAN-SCALED ARCHITECTURE, ACTIVE GROUND-FLOOR USES, CONTINUOUS SIDEWALKS, AND PEDESTRIAN AMENITIES.”

MAIN STREET

USES	Primary	Hotel, Institutional, Live-Work Units, Local Commercial, Multifamily Residential, and Professional and Transitional Office Existing institutional uses are encouraged to remain, and future institutional uses are encouraged. Significant civic institutions, such as City Hall, should be located in the area.
	Secondary	Assisted Living, Big Houses, Duplexes, Recreation, Single-Family Residential, and Townhouses
FORM	Building Placement	Buildings have a strong relationship to the street frontage. The predominant setback along Main Street should be maintained. The front setback for infill buildings should be within a range determined by the existing historic structures on the same block face. New buildings should not be closer to the street than any historic structure nor further from the street than any historic structure. As long as it is within this range, the new building will not be out of character with the rest of the block. If the same block face does not have any historic structures, then historic structures on the opposite block face should set the setback range.
	Building Character	The area has a historic commercial storefront character with office or residential on the upper floors of multi-story buildings. Commercial, institutional, and residential structures, at a scale of two to three stories, are appropriate in order to maintain the pedestrian scale of the area. Buildings fronting a street should have active uses on the ground floor for the length of the frontage they occupy. Examples of active uses are microbreweries, coffee shops, cultural facilities, entrance lobbies, institutions, restaurants, and retail shops. Historic buildings should be protected and enhanced. Compatible infill development is encouraged when it is designed with contextual sensitivity, particularly with respect to existing residential uses and structures. A mix of land uses in larger buildings is encouraged.
	Building Height	New buildings should be pedestrian-scale and contextually compatible. The height should meet the Historic District Design Guidelines, where applicable. No building or portion of a building should exceed three stories at the street. In instances where a fourth story is appropriate internal to the block, building step-backs and transitional features should be used to minimize massing and scale.

MAIN STREET

SITE DESIGN	Landscape	New landscaping will be minimal, with the exception of planters. Urban open space should continue to consist of existing and future publicly accessible parks and open spaces, such as Bicentennial Park and the Harpeth River.
	Amenities	Courtyards, outdoor dining areas, outdoor plazas, etc. The Harpeth River is intended to have a public edge that is physically and visually accessible to the public through a greenway network that extends north to south along the river. The purpose is to provide environmental educational opportunities, points for passive recreation, small informal gatherings and scenic vistas. Buildings should not turn their backs on the river, and sites should be designed to incorporate the river and access to it as an amenity.
	Access	The existing interconnected sidewalk and street network will remain and should be enhanced. Pedestrian access is provided along the street. Vehicular access should be provided from secondary streets. Common or shared vehicular-access points are encouraged to limit curb cuts along the street.
	Parking	On-street parking is encouraged. Off street and structured parking should be located to the rear of buildings. Large expanses of pavement should be avoided. Structured parking along the streets may be considered if it maintains active ground-floor uses along the entire street frontage. Landscape and/or architectural features should be used to diminish the appearance of parking from public view. Adequate parking for infill and adaptive reuse should be provided so as to support existing and future development and to minimize impacts to established neighborhoods. Shared parking is encouraged for synergistic uses that capitalize on varying peak times of parking demand.

MAIN STREET

TRANSPORTATION	Vehicular	Additional street interconnectivity is needed so as to provide a linkage extending First Avenue North to connect with North Margin Street. New streets should be designed per the Corridor Character Matrix and Connect Franklin.
	Bicycle and Pedestrian	Additional pedestrian interconnectivity is needed to provide a trail along the Harpeth River. Improved crosswalks and sidewalk connections are desired so as to provide pedestrian linkages from Main Street to Bicentennial Park. The pedestrian system should continue to be enhanced. Wider sidewalks that allow for outdoor seating and comfortable pedestrian movement are encouraged for infill development. Connections between uses on and between the site and adjacent properties and rights-of-way should be provided. Bicycle, multi-use path, and pedestrian connections should be designed and provided per the Corridor Character Matrix, Connect Franklin, Parks Master Plan, and this Plan.
	Transit	Transit stops and/or stations should be provided along existing or planned routes.
SPECIAL CONSID.	First Avenue South and East Main Street	See Special Consideration in Neighborhood Mixed-Use and Figure 4.4
	Public Parking	Supporting and enhancing the established business district along Main Street is a priority. Continuity of active storefront businesses is necessary in order to keep downtown vibrant. Extending commercial and mixed uses down side streets with well-connected pedestrian loops and strategically placed parking structures is encouraged. Two supported locations for structured parking are on the east side of Fifth Avenue North and along the west side of Fourth Avenue South/Church Street.



MIXED RESIDENTIAL

The Mixed Residential design concept contains residential neighborhoods with a combination of single-family dwellings, big houses, duplexes, and townhouses. The defined character across this design concept may vary by neighborhood, but new development should transition from existing development patterns in adjacent neighborhoods.

New neighborhoods should have walkable, well-connected street systems that connect to surrounding neighborhoods and nearby destinations. They should be designed around natural features to highlight forested areas, hillsides and hilltops, streams, and tree rows as accessible amenities.

Infill and redevelopment near Downtown Franklin should maintain the traditional residential character and reflect the scale of the area. Architecture, building setbacks, housing choices, scale, and walkability are important components of this design concept.

*“NEW
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TO SURROUNDING
NEIGHBORHOODS
AND NEARBY
DESTINATIONS.”*



MIXED RESIDENTIAL

USES	Primary	Big Houses, Duplexes, Single-Family Residential, and Townhouses
	Secondary	Accessory Dwellings, Institutional, and Recreation
FORM	Building Placement	Buildings and their main entrances should be oriented toward the street. Double frontage, reverse frontage, and flag lots are discouraged. Front-yard setbacks should be consistent along each block, but may vary between neighborhoods or between sections of neighborhoods. Side- and rear-yard setbacks of new buildings should be designed to maintain privacy for both new and existing neighboring properties. Building setbacks internal to a development may differ from the established setbacks in the area.
	Building Character	New buildings along established streets should be designed to be compatible with the existing character along the street. A diverse mix of housing types and sizes are encouraged for new and infill developments. Dwellings within new developments should provide a mix of architectural styles and building materials that enhance the City's character. Architecture should contain a rich blending of designs that complement each other yet not be overly repetitive. Accessory dwellings should fit in contextually to the principal dwelling. Townhouses should be designed so that each dwelling has a different appearance through varying architectural elements, building materials, or front-facade setbacks to break up long, flat facades.



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MIXED RESIDENTIAL

FORM	Building Character (continued)	If designed with garages, big houses, duplexes, and townhouses should have rear-loaded garages accessed by alleys. Detached garages and attached garages that face the side or rear are encouraged over attached, front-facing garages for single-family residential development. If attached, front-facing garages are proposed, the garage should be recessed from the front facade of the dwelling. Development inside Mack Hatcher Parkway: The small-town identity of the area should be preserved through special attention to massing and scale of new developments. Infill developments should be designed so that duplexes resembling single-family dwellings are located on the periphery in order to transition to existing single-family neighborhoods.
	Building Height	Maximum of three stories. New buildings on the periphery of developments should appear to be within one-half story of surrounding building heights in order to ensure compatibility.
	Lot Size	Development should be designed so that single-family dwellings, or, in some cases, duplexes, are located on the periphery in order to transition to existing single-family neighborhoods. The lot and yard sizes along the periphery of the development should be consistent with those of existing adjacent lots. Smaller, single-family lots, big houses, duplexes, and townhouses may be located internally within new developments and should be served by active park amenities within walking distance. For new development outside of Mack Hatcher Parkway, single-family lots should include a range of lot sizes. The following are recommended minimums, but lot sizes should vary to provide more diverse housing options. Larger developments are expected to have a wide range of sizes: Lots with dwellings having attached garages that face the front, side, or rear should have a minimum width of 65 feet and a minimum lot size of 7,150 square feet. Lots with dwellings having front-facing detached garages should have a minimum width of 50 feet and a minimum lot size of 5,500 square feet. Lots with dwellings accessed by an alley should have a minimum lot width of 45 feet and a minimum lot size of 4,950 square feet. For redevelopment and infill development inside of Mack Hatcher Parkway, duplex or single-family lots located on the exterior of a development should be a minimum of 6,500 square feet.

MIXED RESIDENTIAL

SITE DESIGN	Landscape	Existing features, such as hillsides and hilltops, stone walls, tree rows, and wood-plank fencing are enhancing features and should be preserved. New landscaping should be provided at neighborhood entrances and in common open spaces. Historic site features such as cemeteries, barns, accessory structures, and agriculturally related features should be preserved in their locations and context with careful site design around them to preserve the character of Franklin. Development inside Mack Hatcher Parkway: New development should have landscaping and street trees consistent with surrounding established lots.
	Amenities	New developments should provide high-quality, shared, usable, and formal open space areas. Neighborhood amenities include common, usable open spaces, such as clubhouses, multi-use paths, playgrounds, and pools. Emphasis should be placed on quality open space as part of new developments. Residential developments should be designed around open spaces, which, in turn, should connect to adjacent open spaces or regional systems. Open space should not be designed as an afterthought based simply on land that is left over. Development inside Mack Hatcher Parkway: Institutional uses and public parks serve as active and passive recreation and meet the open-space needs in this area. Bicycle and pedestrian connections to these locations should be enhanced and improved.
	Access	Lots should be accessed from alleys or by driveways from the street. Streets should have multiple connections in order to provide for a variety of routes. Streets should be designed for slower speeds to allow for mixing pedestrian and vehicular traffic. If there are existing street connections or stubouts adjacent to proposed developments, then those in the proposed developments should connect to the existing street network. If there are no existing street or stubout connections, then other locations should be identified in order to increase connectivity between developments.
	Parking	Off- and on-street. Off-street parking should be limited between the buildings and the street.

MIXED RESIDENTIAL

TRANSPORTATION	Vehicular	Vehicular connections should be provided through adjacent developments and connect to the existing street network. New development should provide an interconnected street and sidewalk network in a grid or modified grid pattern, where appropriate. New streets should be designed per the Corridor Character Matrix and Connect Franklin.
	Bicycle and Pedestrian	New development should provide sidewalks, multi-use paths, and trails throughout its open spaces. They should connect to other conservation areas, paths, adjacent uses, and streets. These bicycle, pedestrian, and multi-use path connections should be designed and provided per the Corridor Character Matrix, Connect Franklin, Parks Master Plan, and this Plan.
	Transit	Transit stops and/or stations should be provided along existing or planned routes.
	Franklin Housing Authority	Franklin Housing Authority properties may include a limited number of multifamily residential in accordance with their master plans.
SPECIAL CONSIDERATIONS	Murfreesboro Road, Inside of Mack Hatcher Parkway	The historic dwelling at the southwest corner of the intersection should be preserved and restored. The front yard should remain open space, continuing the deep setback along Murfreesboro Road. Infill development should be located behind the dwelling and its associated accessory structures.
	New Highway 96 West	This scenic corridor should have deep setbacks of at least 300 feet for new development. Informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings, should be utilized to sustain the scenic and rural quality of the area. Commercial and office uses should not front along New Highway 96 West.
	Seward Hall	This historic home and its setting should be preserved. Infill should be single-family residential, which should be sensitively sited to preserve the viewshed.
	Columbia Pike and Mack Hatcher Parkway, Southeast Quadrant	New development should be designed to preserve the viewshed of Winstead Hill and should be set back 250' along Columbia Pike. Assisted Living facilities may be appropriate at this location with the appearance of a Farmstead Compound. Building height should not exceed two stories to protect the viewshed of the historic Winstead Hill.
	Institutional Uses	Institutional uses may be appropriate if their locations do not negatively impact access, scale, and traffic of the surrounding area. These uses should be located at major intersections of arterial and collector streets or designed within master-planned developments so that increased traffic is handled internally. An additional story may be appropriate for institutional uses. The conversion of dwellings in existing residential areas for institutional uses is not appropriate.

MULTIFAMILY RESIDENTIAL

The Multifamily Residential design concept provides for a range of housing types that offer both for sale and for rent options across a range of price points. Multifamily residential includes apartments, condominiums, stacked flats, assisted living facilities, and is encouraged to be mixed with big houses, duplexes, townhouses, and other housing types. This allows for greater flexibility in form and scale to achieve active, cohesive, and vibrant neighborhoods.

*"IT ALLOWS FOR
GREATER FLEXIBILITY
IN FORM AND
SCALE TO ACHIEVE
ACTIVE, COHESIVE,
AND VIBRANT
NEIGHBORHOODS."*



MULTIFAMILY RESIDENTIAL

USES	Primary	Assisted Living and Multifamily Residential
	Secondary	Accessory Dwellings, Big Houses, Duplexes, Institutional, Recreation, Single-Family Residential, and Townhouses
FORM	Building Placement	New development is encouraged to be master planned to achieve a cohesive design for the entire site. New and infill development is encouraged to provide a variety of housing types and should be designed so that duplexes, single-family dwellings, and townhouses are located on the periphery in order to transition to existing single-family neighborhoods. Building setbacks adjacent to streets should be minimal to create an active street environment that encourages pedestrian activity. Where internal drives are used to organize buildings and pedestrian movement, setbacks to internal drives should be minimized wherever possible. Buildings, where feasible, should be sited or designed to create public spaces, such as a formal open space, pedestrian plaza, courtyard, outdoor seating area, etc., that are easily accessible from adjacent streets or sidewalks. Within Mack Hatcher Parkway, building setbacks should be consistent with those of the established neighborhood; however, building setbacks internal to a development may differ from the established setbacks in the area.
	Building Character	Buildings should engage and define the street edge with landscaping, pedestrian walkways, and street furnishings to allow for safe and comfortable movement of pedestrians. Buildings should have a primary entry identity that defines the visual character of the building, and it should be oriented toward the primary street. Buildings may have additional primary entrances, which should be oriented to a secondary street, internal drive that resembles a street, or prominent public space. First floors should have active community spaces, including leasing offices, workout facilities, and other amenities, that are individually accessible from the street. When sited near nonresidential uses within walking distance, multifamily units should provide individual ground floor entrances, stoops or front porches, and pedestrian connections to the street or to a drive resembling a street. Dwellings within new developments should provide an appropriate mix of cohesive architectural styles and building materials that enhance the City's character. Architecture should contain a rich blending of designs that complement each other yet not be overly repetitive. If designed with garages, dwellings should have rear-loaded garages accessed by alleys.

MULTIFAMILY RESIDENTIAL

FORM	Building Character (continued)	Development inside Mack Hatcher Parkway: The small-town identity of the area should be preserved through special attention to massing and scale of new development. New buildings should be designed to be compatible with the predominant character along the street and should be sensitive to nearby buildings.
	Building Height	Maximum of three stories inside and four stories outside of Mack Hatcher Parkway. Within Mack Hatcher Parkway, buildings on the periphery of a development should appear to be within one-half story of the predominant building height of adjacent buildings in order to ensure a compatible transition.
	Lot Size	Where single-family residential or duplex lots are located on the periphery of a development, lot sizes should be designed to be appropriately sized for each street and to promote contextual compatibility.
SITE DESIGN	Landscape	New development should have landscaping and street trees. Landscaping should be provided at neighborhood entrances and in common open spaces.
	Amenities	Common amenities include clubhouses, fitness centers, multi-use paths, playgrounds, and pools. Emphasis should be placed on quality open space as part of new development. Multifamily developments should be designed around open spaces, which, in turn, should connect to adjacent open spaces or regional systems. Open space should not be designated as an afterthought based simply on land that is left over.
	Access	Internal drives should resemble streets rather than parking lot drive aisles. Streets should have multiple connections that allow for opportunities to walk to local destinations by a variety of routes. Streets should be designed for slower speeds to allow for mixing pedestrian and vehicular traffic. If there are existing street connections or stubouts adjacent to proposed developments, then those in the proposed developments should connect to the existing street network. If there are no existing street or stubout connections, then other locations should be identified in order to increase connectivity between developments.
	Parking	Off- and on-street. Off-street parking should be provided to the rear or side of buildings. Structured parking is encouraged.

MULTIFAMILY RESIDENTIAL

TRANSPORTATION	Vehicular	Vehicular connections should be provided through adjacent developments, connect to the existing street network, and provide an interconnected sidewalk and street network in a grid or modified grid pattern. New streets should be designed per the Corridor Character Matrix and Connect Franklin.
	Bicycle and Pedestrian	New development should provide sidewalks, multi-use paths, and trails throughout its open spaces. They should connect to other conservation areas, paths, adjacent uses, and streets. These bicycle, pedestrian, and multi-use path connections should be designed and provided per the Corridor Character Matrix, Connect Franklin, Parks Master Plan, and this Plan.
	Transit	Transit stops and/or stations should be provided along existing or planned routes.
SPECIAL CONSIDERATIONS	Fourth Avenue South, West Main Street	The maximum building height should be two stories.
	Inside Mack Hatcher Parkway	Assisted living facilities should have traditional multifamily building form with shallow setbacks and parking located behind the building.
	Institutional Uses	Institutional uses may be appropriate if the location does not negatively impact access, scale, and traffic of the surrounding area and should be located at major intersections of arterial and collector streets. The conversion of dwellings in existing residential areas for institutional uses is not appropriate.

NEIGHBORHOOD COMMERCIAL

The Neighborhood Commercial design concept contains a mix of active uses at key intersections that serve surrounding residential concentrations. These centers must be compatible with and contribute to neighborhood character and livability. These centers should be defined by building frontages and an activated street, and not by parking lots. They should be pedestrian-friendly places with high-quality architecture, plazas, outdoor dining, sidewalks, and other pedestrian and bicycle amenities that create active, connected gathering places.

*“THESE CENTERS MUST
BE COMPATIBLE WITH
AND CONTRIBUTE
TO NEIGHBORHOOD
CHARACTER AND
LIVABILITY.”*



NEIGHBORHOOD COMMERCIAL

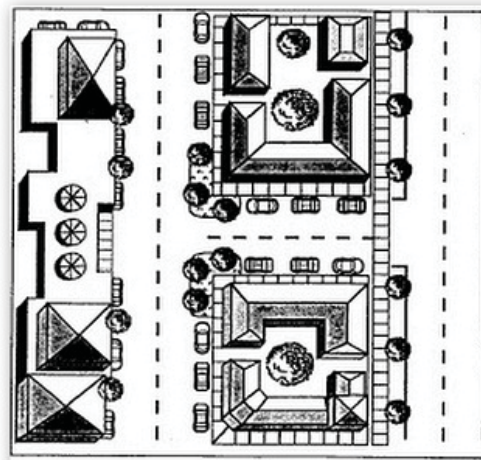
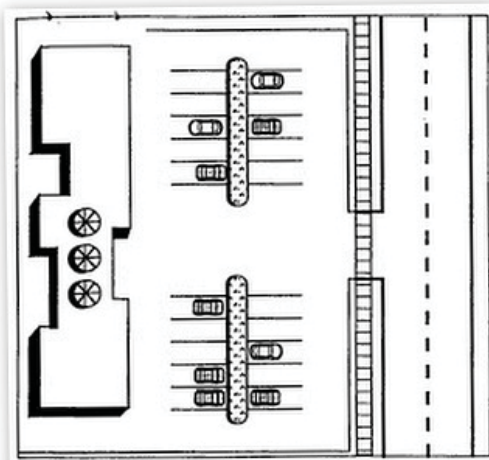
USES	Primary	Institutional, Local Commercial, and Professional and Transitional Office
	Secondary	Recreation
FORM	Building Placement	Building setbacks adjacent to streets should be minimal to create an active street environment that encourages pedestrian activity. Where internal drives are used to organize buildings and pedestrian movement, setbacks to internal drives should be minimized wherever possible. Buildings, where feasible, should be sited or designed to create public spaces, such as a formal open space, pedestrian plaza, courtyard, outdoor seating area, etc., that are easily accessible from adjacent streets or sidewalks.
	Building Character	Buildings should engage and define the street edge with landscaping, pedestrian walkways, and street furnishings to allow for safe and comfortable movement of pedestrians. Street furnishings may include a combination of pedestrian seating, movable tables, planters, pedestrian-scaled light fixtures, artwork or decorative paving, waste receptacles, bike racks, and other street furnishings. Buildings should have a primary entry identity that defines the visual character of the building, and it should be oriented toward the primary street. Buildings may have additional primary entrances, which should be oriented to a secondary street, internal drive that resembles a street, or prominent public space. Building design should have pedestrian-scaled architectural details that enhance the appearance of the building at the street level. Architectural styles may vary, but features should include storefront windows, awnings, distinctive roof forms, and outdoor lighting. All building walls should employ massing variation, modulation, horizontal and vertical articulation, and architectural detailing to break down the overall scale of a building. Each wall should include materials and design characteristics consistent with those on the front. The effect of a single, long, or massive wall with no relation to human scale is not acceptable. The choice of materials and texture has great visual significance and can affect the long-term appearance and maintenance of the built environment. High-quality and long-lasting materials that offer texture and avoid monotonous surfaces are encouraged, and the look and dimension of these material elements should relate to human scale. Delivery and service areas should be to the side or rear of the building. Conventional drive-through window uses are discouraged. Drive-through window uses may be appropriate if integrated into the side or rear of multi-tenant buildings without the need for a front drive aisle between the primary structure and the street it faces.

NEIGHBORHOOD COMMERCIAL

FORM	Building Height	Building height is encouraged to be two stories at the street and may include a recessed third story. Buildings on the periphery should transition in height to nearby dwellings so as to ensure compatibility.
	Landscape	Ornamental plantings, parking-lot islands, street trees, and landscape buffers, where adjacent to residential development.
SITE DESIGN	Amenities	Formal, usable open spaces, such as plazas, courtyards, and outdoor seating areas, that serve as gathering areas. These open spaces should be highly accessible and in a prominent location that encourages continued active use.
	Access	Primary access should be from the street; however, common or shared access points are encouraged to limit curb cuts along the street. Internal drives should resemble streets rather than parking lot drive aisles. Parking and services should be accessed through internal and secondary streets. Streets should be designed for slower speeds in order to allow for mixing pedestrian and vehicular traffic. Strong pedestrian connections should be provided externally and internally in order to connect to adjacent neighborhoods.
	Parking	On-street parking is encouraged along internal and low-volume streets. Off-street and structured parking should be located to the side or rear of buildings, away from streets. Structured parking along the streets may be considered if it maintains active ground-floor uses along the entire street frontage. Landscape and/or architectural features should be used to diminish the appearance of parking from public view.
	Vehicular	New streets should be designed per the Corridor Character Matrix and Connect Franklin.
TRANSPORTATION	Bicycle and Pedestrian	A coordinated pedestrian system should be provided throughout the area and in new developments. New development should provide connections between uses on and between the site and adjacent properties and rights-of-way. Wider sidewalks that allow for outdoor seating, comfortable pedestrian movement, and active storefronts are encouraged. Bicycle, multi-use path, and pedestrian connections should be designed and provided per the Corridor Character Matrix, Connect Franklin, Parks Master Plan, and this Plan.
	Transit	Transit stops and/or stations should be provided along existing or planned routes.

NEIGHBORHOOD COMMERCIAL

SPECIAL CONSIDERATIONS	Hillview Lane and Columbia Pike, Southwest Quadrant	Building height should not exceed one story to protect the viewshed of the historic Winstead Hill.
	Murfreesboro Road at North Chapel Road	The commercial node recommended for this intersection is currently constrained by sewer availability. This site should be considered for development only when adequate infrastructure is available.
	Residential Uses	Live-Work Units and Multifamily Residential may be appropriate as part of a master plan if located on upper stories of nonresidential buildings.
	South Royal Oaks Blvd	In addition to the primary and secondary uses, assisted living is an appropriate land use along this corridor.
	Future Neighborhood Commercial Nodes	As the city grows, there may be a need for additional neighborhood commercial nodes that are not yet mapped. These potential nodes should be evaluated on a case-by-case basis using the following criteria: • Located at intersections of two arterial streets or of a collector and arterial street; • Located at least one mile from an existing or planned node since these centers generally serve neighborhoods within a one and one-half mile radius; • Generally characterized by gross leasable areas of less than 100,000 square feet on sites of three to twenty acres; and • Commercial nodes should not encroach down neighborhood or scenic corridors, rather, they should be strategically located at nodes meeting the above criteria.



NEIGHBORHOOD MIXED-USE

The Neighborhood Mixed-Use design concept provides a diverse mix of high-activity uses with a connected and walkable block layout. These centers and corridors should have coordinated development patterns at a pedestrian scale, with high-quality architecture, plazas, sidewalks, and pedestrian and bicycle amenities to activate the street and connect these gathering places to the residential neighborhoods they support.

*"...A DIVERSE MIX OF
HIGH-ACTIVITY USES
WITH A CONNECTED
AND WALKABLE BLOCK
LAYOUT."*



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NEIGHBORHOOD MIXED-USE

USES	Primary	Institutional, Local Commercial, Multifamily Residential, Professional Office, Townhouses, and Transitional Office
	Secondary	Big Houses, Duplexes, Live-Work, Assisted Living, Single-Family Residential, and Recreation
FORM	Building Placement	Large developments should be master planned in order to achieve a cohesive design for the entire site. Building setbacks adjacent to streets should be minimal to create an active street environment with wide tree-lined sidewalks that encourages pedestrian activity. Where internal drives are used to organize buildings and pedestrian movement, setbacks to internal drives should be minimized wherever possible. Buildings and their main entrances should be oriented toward the street. Double frontage, reverse frontage, and flag lots are discouraged. Buildings, where feasible, should be sited or designed to create public spaces, such as a formal open space, pedestrian plaza, courtyard, outdoor seating area, etc., that are easily accessible from adjacent streets or sidewalks. New and infill development is encouraged to provide a variety of housing types and should be designed so that duplexes, single-family dwellings, and townhouses are located on the periphery in order to transition to existing single-family neighborhoods.
	Building Height	Maximum of two stories inside Mack Hatcher Parkway; Max of three stories outside of Mack Hatcher Parkway. More specific, location-based height recommendations are within the special considerations. Larger scale, master planned developments may be considered for additional height with appropriate transitions. Buildings on the periphery should transition in height to nearby dwellings so as to ensure compatibility.



NEIGHBORHOOD MIXED-USE

FORM	Building Character	Buildings generally should have a primary entry identity that defines the visual character of the building, and it should be oriented toward the primary street. Buildings may have additional primary entrances, which should be oriented to a secondary street, internal drive that resembles a street, or prominent public space. Building design should have pedestrian-scaled architectural details that enhance the appearance of the building at the street level. Architectural styles may vary, but features should include storefront windows, awnings, distinctive roof forms, and outdoor lighting. Buildings should engage and define the street edge with landscaping, pedestrian walkways, and street furnishings to allow for safe and comfortable movement of pedestrians. Street furnishings may include a combination of pedestrian seating, movable tables, planters, pedestrian-scaled light fixtures, artwork or decorative paving, waste receptacles, bike racks, and other street furnishings. All building walls should employ massing variation, modulation, horizontal and vertical articulation, and architectural detailing to break down the overall scale of a building. Each wall should include materials and design characteristics consistent with those on the front. The effect of a single, long, or massive wall with no relation to human scale is not acceptable. The choice of materials and texture has great visual significance and can affect the long-term appearance and maintenance of the built environment. High-quality and long-lasting materials that offer texture and avoid monotonous surfaces are encouraged, and the look and dimension of these material elements should relate to human scale. Delivery and service areas should be to the side or rear of the building. Conventional drive-through window uses are discouraged. Drive-through window uses may be appropriate if integrated into the side or rear of buildings without the need for a front drive aisle between the primary structure and the street it faces. If designed with garages, dwellings should have rear-loaded garages accessed by alleys. New multifamily residential is encouraged to create lively, walkable neighborhoods near restaurants, shops, grocery stores, and workplaces. First floors are encouraged to have active commercial spaces, including retail, restaurants, leasing offices, and other amenities, which should be individually accessible from the street. In locations where commercial use on the first floor is not viable, multifamily units should provide individual ground floor entrances, stoops or front porches, and pedestrian connections to the street or to a drive resembling a street. Multifamily and mixed use site design should integrate seamless pedestrian connectivity across the site and to other uses. For properties inside Mack Hatcher Parkway: The small-town identity of the area should be preserved through special attention to massing and scale of new development. Historic structures are important community resources and should be preserved and protected. New buildings should be designed to be compatible with the predominant character along the street and should be sensitive to nearby buildings.
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NEIGHBORHOOD MIXED-USE

SITE DESIGN	Landscape	Landscape buffers where nonresidential uses abut existing residential development; ornamental plantings; parking-lot islands; street trees. Historic site features such as cemeteries, barns, accessory structures, and agriculturally related features should be preserved in their locations and context with careful site design around them to preserve the character of Franklin.
	Amenities	Formal, usable open spaces, such as plazas, courtyards, and outdoor seating areas, that serve as gathering areas. These open spaces should be highly accessible and in a prominent location that encourages continued active use.
	Access	Primary vehicular access should be from the street. Common or shared access points are encouraged to limit curb cuts along the street. Internal drives should resemble streets rather than parking lot drive aisles. Parking and services should be accessed through internal and secondary streets. Streets should be designed for slower speeds to allow for mixing pedestrian and vehicular traffic. Strong pedestrian connections should be provided externally and internally so as to connect to adjacent neighborhoods.
	Parking	On-street parking is encouraged along internal and low-volume streets. Off-street and structured parking should be located to the side or rear of buildings, away from streets. Structured parking along the streets may be considered if it maintains active ground-floor uses along the street frontage. Landscape and/or architectural features should be used to diminish the appearance of parking from public view.
TRANSPORTATION	Vehicular	New streets should be designed per the Corridor Character Matrix and Connect Franklin.
	Bicycle and Pedestrian	A coordinated pedestrian system should be provided throughout the area and in new developments. New developments shall provide connections between uses on the site and between the site and adjacent properties and rights-of-way. Wider sidewalks that allow for outdoor seating, comfortable pedestrian movement, and active storefronts are encouraged. Bicycle, multi-use path, and pedestrian connections should be designed and provided per the Corridor Character Matrix, Comprehensive Network Transportation Plan, Parks Master Plan, and this Plan.
	Transit	Transit stops and/or stations should be provided along existing or planned routes.
SPECIAL CON.	Future Neighborhood Mixed-Use	As the city grows, there may be a need for additional neighborhood mixed-use nodes that are not yet mapped. These potential nodes should be evaluated on a case-by-case basis. A wider range of compatible uses may be considered for larger, master-planned developments.

NEIGHBORHOOD MIXED-USE

SPECIAL CONSIDERATIONS	Columbia Avenue between Five Points to Fowlkes Street	The potential redevelopment site at the northwest corner of Columbia Avenue and Fowlkes Street, known as the HG Hill property, should orient future buildings toward a street/internal driveway designed to include elements of, and resemble, a street. New development on this site should be two stories in height along Columbia Avenue, but three stories in height is appropriate internal to the site and may be achieved through step-backs in height. This corridor should include an overall mix of uses, but each parcel is not expected to have a mix of uses. Commercial nodes within these corridors are encouraged at intersections. Transition should be addressed between commercial buildings and their parking areas and adjacent residential uses. A consideration for future infill along the corridor is preserving existing buildings, shown in light gray, because many are historically significant buildings that contribute to the overall character of the corridor. The existing, established grid network of streets in the area along Columbia Avenue should be preserved to support infill and redevelopment. See Figure 4.3.
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NEIGHBORHOOD MIXED-USE

FIGURE 4.3: CONCEPTUAL PLAN - COLUMBIA AVENUE BETWEEN FIVE POINTS TO FOWLKES STREET



NEIGHBORHOOD MIXED-USE

SPECIAL CONSIDERATIONS	First Avenue South between East Main and South Margin Streets	This corridor has infill potential that can complete the block face on the east side of First Avenue South. The proposed buildings are shown in dark grey and existing buildings are shown in light grey. This conceptual plan is based upon the assumption that the floodplain line is modified through compensatory cut and fill. • The historic buildings on the west side of First Avenue South should be preserved. • New buildings fronting the east side of First Avenue South, between Church Street and South Margin Street, should maintain the established single-family building character and rhythm of the opposing historic block face. Height should be sensitive to these historic buildings; therefore, a mix of predominantly one and one-half story and scattered two-story buildings is appropriate with approximately 15-foot front-yard setbacks. New buildings internal to the site may be up to three stories with transitional features. • New buildings up to three stories are appropriate north of Church Street. • A distinctive and unique feature of the skyline in this area is the grain silos of the historic Lillie Belle Flour Company. Efforts should be made to repurpose this structure instead of removing it. These structures offer potential for truly scenic views of Central Franklin from what could become multifamily residential, offices, or even a specialty hotel, such as Quaker Square in Akron, Ohio. New-building architecture between Church and East Main Streets should pay homage to the industrial/agricultural history of the area. Church Street should extend east into the site, connecting to an internal street/driveway network providing a system of north-south access parallel to First Avenue South. On-site open space will be limited to small greens or outdoor plaza spaces, highly accessible and visible and in a prominent location that encourages continued active use. The site provides a unique opportunity to enhance the role of the Harpeth River in Central Franklin. The Plan promotes open space along the Harpeth River that is integrated into the downtown core, while also defining an on-site edge of the downtown core. The area within the 100-year floodplain between First Avenue South and the Harpeth River should be preserved as open space and should be enhanced with a system of greenways and public trails that provide connections to Bicentennial and Pinkerton Parks. See Figure 4.4.
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NEIGHBORHOOD MIXED-USE

FIGURE 4.4: CONCEPTUAL PLAN - FIRST AVENUE SOUTH BETWEEN EAST MAIN AND SOUTH MARGIN STREETS



NEIGHBORHOOD MIXED-USE

SPECIAL CONSIDERATIONS	Goose Creek Bypass between I-65 and Lewisburg Pike (Berry Farms Town Center)	Building heights may be up to six stories (see Appendix G), particularly in the area closest to I-65. Land uses and building heights should decrease in intensity near existing residential neighborhoods.
	New Highway 96 West	This scenic corridor should have deep setbacks of at least 300 feet for new development. Informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings, should be utilized to sustain the scenic and rural quality of the area. Commercial and office uses should not front along New Highway 96 West.
	Northwest corner of Hillsboro Road and Del Rio Pike (Independence Square)	Infill and redevelopment within this shopping center are encouraged. The proposed buildings, shown in dark grey, should maintain a continuous edge along the block face. The buildings should be oriented toward Hillsboro Road and toward streets and internal driveways designed to include elements of, and resemble, streets. The buildings should have a storefront character at a scale of two to three stories with vertical mixed uses. Multifamily residential buildings are appropriate along the periphery to transition to existing multifamily residential. A system of blocks should be the organizing element. Blocks ensure a walkable and connected street network and will facilitate orderly phasing of redevelopment and infill due to multiple ownership. A north-south internal street/driveway should bisect the site and provide important connectivity to the existing street network. Connections to Alexander Drive and Brink Place will provide additional connectivity. See Figure 4.5.
	West Main Street Area	West Main Street consists of a unique mix of land uses that provides important services to surrounding neighborhoods. The area has institutional uses, such as the Williamson County Administration offices. Future development should respect the surrounding historic neighborhoods. West Main Street will remain an important gateway into Downtown Franklin. This corridor should include an overall mix of uses, but each parcel is not expected to have a mix of uses. Commercial nodes within these corridors are encouraged at intersections. The eclectic mix of land uses, such as neighborhood retail and restaurants, should remain, since they make this area unique. New infill buildings should maintain the established block face. Building height is encouraged to be two stories at the street and may include a recessed 3rd story. Commercial and mixed-use buildings south of Petway Street should have a storefront character along West Main Street. An extension of Forrest Street, across West Main Street, should be provided as redevelopment occurs. Improvements to the intersection of Petway and West Main Streets are desired to resolve the existing layout for traffic movements. Improvements should include enhanced pedestrian crossings.

NEIGHBORHOOD MIXED-USE

FIGURE 4.5: CONCEPTUAL PLAN - NORTHWEST CORNER OF HILLSBORO ROAD AND DEL RIO PIKE (INDEPENDENCE SQUARE AREA)



OFFICE RESIDENTIAL

The Office Residential design concept primarily consists of established, historic, single-family residential structures with a traditional development pattern. Over time, many of these residential structures have been converted to office and personal-service uses.

This design concept designates the transition area between more intensive commercial areas and the surrounding residential areas. Buildings, regardless of use, should maintain a single-family residential character.

*“BUILDINGS,
REGARDLESS OF
USE, SHOULD
MAINTAIN A SINGLE-
FAMILY RESIDENTIAL
CHARACTER.”*



OFFICE RESIDENTIAL

USES	Primary	Live-Work Units, Single-Family Residential, and Transitional Office. Individual buildings may include a mix of residential and transitional-office components.
	Secondary	Accessory Dwellings and Recreation
FORM	Building Placement	Buildings and their main entrances should be oriented toward the street. Double frontage, reverse frontage, and flag lots are discouraged. The front setback for infill buildings should be within a range determined by the existing historic structures on the same block face. New buildings should not be closer to the street than any historic structure nor further from the street than any historic structure. As long as it is within this range, the new building will not be out of character with the rest of the block. If the same block face does not have any historic structures, then the established setback should be maintained. Side-yard setbacks of new buildings should be consistent with other buildings along the street so that the established rhythm is not disrupted. Rear-yard setbacks of new buildings should be designed to maintain privacy for both new and existing neighboring properties.
	Building Character	New building forms should have single-family-style architecture, pitched roof lines, and similar facade and scale widths in order to be compatible with the predominant character along the street.
	Building Height	New buildings should have a maximum of two stories and should appear to be within one-half story of the established building height along the street in order to ensure compatibility.
	Lot Size	Lot depths, sizes, and widths vary along and between individual streets, and new developments should be designed to ensure that lots are appropriately sized for each street and to promote contextual compatibility. Minimum of 6,500 square feet.
SITE DESIGN	Landscape	Infill developments should have landscaping and street trees consistent with surrounding established lots.
	Amenities	Institutional uses and public parks serve as active and passive recreation and meet the open-space needs in this area. Bicycle and pedestrian connections to these locations should be improved.

OFFICE RESIDENTIAL

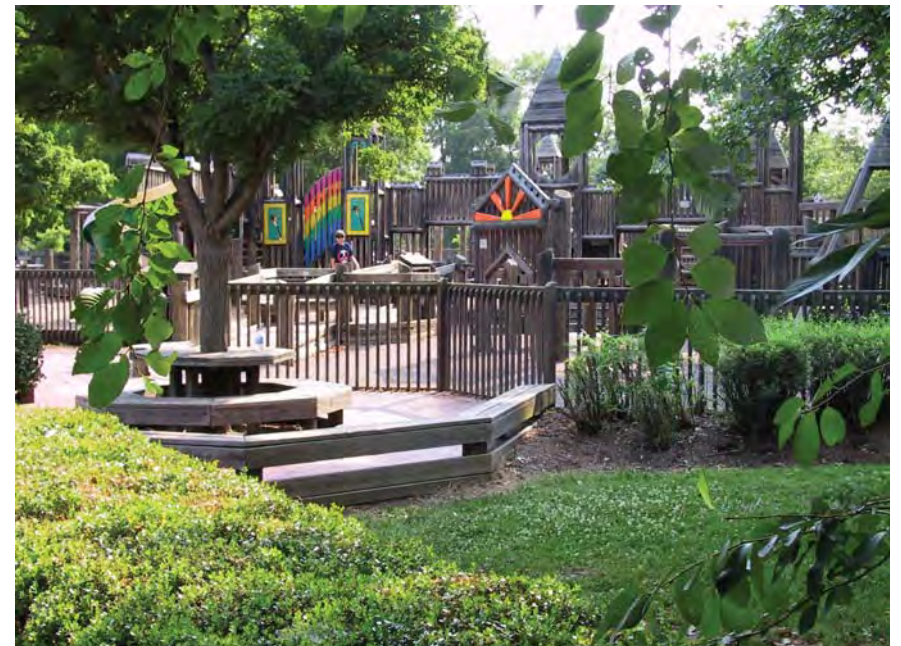
SITE DESIGN	Access	Lots should be accessed from alleys or by driveways from the street. Streets should have multiple connections that allow for opportunities to walk to local destinations by a variety of routes. Streets should be designed for slower speeds to allow for mixing pedestrian and vehicular traffic. If there are existing street connections or stubouts adjacent to proposed developments, then those in the proposed developments should connect to the existing street network. If there are no existing street or stubout connections, then other locations should be identified in order to increase connectivity between developments.
	Parking	Off- and on-street. Off-street parking should be provided to the rear of buildings. Minimal parking to the side of buildings may be appropriate. Parking structures are discouraged due to the single-family residential character.
TRANSPORTATION	Vehicular	Vehicular connections should be provided through adjacent developments and connect to the existing street network. Infill developments should provide an interconnected sidewalk and street network in a grid or modified grid pattern. New streets should be designed per the Corridor Character Matrix and Connect Franklin.
	Bicycle and Pedestrian	A coordinated pedestrian system should be provided throughout the area and in infill developments. Infill developments should provide connections between uses on the site and between the site and adjacent properties and rights-of-way. Bicycle, pedestrian, and multi-use path connections should be designed and provided per the Corridor Character Matrix, Connect Franklin, Parks Master Plan, and this Plan.
	Transit	Transit stops and/or stations should be provided along existing or planned routes.
SPECIAL CONSIDERATIONS	Between North Margin and Bridge Streets	Floodplain regulations represent a constraint to be considered for future developments in this area. Due to the depth of the floodplain, parking lots are appropriate uses for the existing vacant parcels fronting the south side of North Margin Street. These lots could be used by businesses, by activities at Bicentennial Park, by the cemeteries, and for special-event overflow for downtown. Historic structures within the floodplain should be maintained and protected in order to enhance the existing neighborhood pattern and character. A street connection should be provided by extending First Avenue North to connect with North Margin Street. Improvements to the sidewalk system and pedestrian crossings need to be made, including along Bridge and North Margin Streets and their cross streets.

RECREATION

The Recreation design concept comprises areas of public and private recreational opportunities. These areas include active and passive open spaces, as well as City parks, and should be interconnected through bike lanes, multi-use paths, and sidewalks.

Institutional facilities, such as the water treatment and wastewater treatment plants, are also assigned to this design concept and fulfill significant municipal functions.

*“...INTERCONNECTED
THROUGH BIKE LANES,
MULTI-USE PATHS, AND
SIDEWALKS.”*

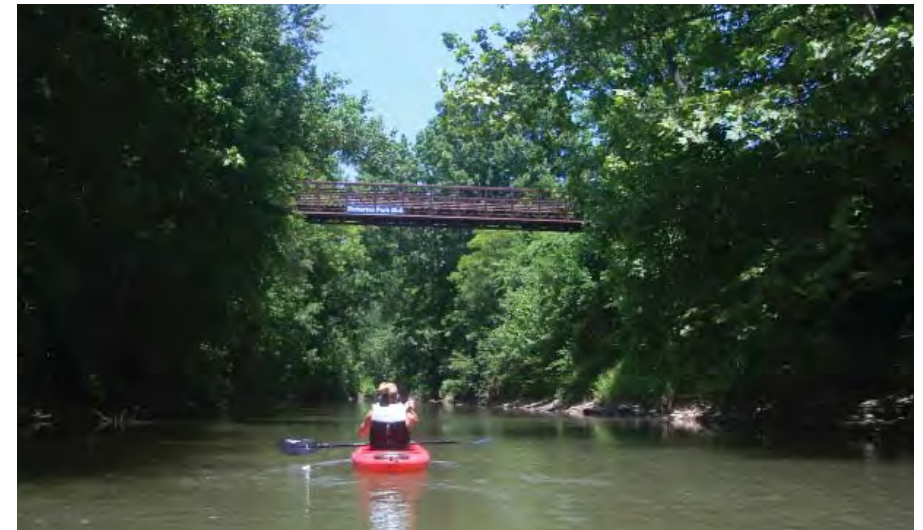


RECREATION

USES	Primary	Institutional and Recreation
	Secondary	N/A
FORM	Building Placement	Varied, based on location
	Building Character	Varied, based on location
	Building Height	Maximum of two stories
SITE DESIGN	Landscape	Preservation of existing natural features
	Amenities	Significant open space and active and passive recreational opportunities The Harpeth River is intended to have a public edge that is physically and visually accessible to the public through a greenway network that extends north to south along the river. The purpose is to provide environmental educational opportunities, points for passive recreation, small informal gatherings and scenic vistas.
	Access	Primary access should be from the street. Parking and services should be accessed through internal and secondary streets. Streets should be designed for slower speeds to allow for a mix of pedestrian and vehicular traffic. Strong pedestrian connections should be provided externally and internally so as to connect to adjacent neighborhoods.
	Parking	Generally off-street. On-street parking may be provided along internal or low-volume streets.

RECREATION

TRANSPORTATION	Vehicular	New streets should be designed per the Corridor Character Matrix and Connect Franklin.
	Bicycle and Pedestrian	A coordinated pedestrian system should be provided throughout the area. Connections between uses on the site and between the site and adjacent properties and rights-of-way should be provided. Bicycle, multi-use path, and pedestrian connections should be designed and provided per the Corridor Character Matrix, Connect Franklin, Parks Master Plan, and this Plan.
	Transit	Transit stops and/or stations should be provided along existing or planned routes.
SPECIAL CONSIDERATIONS	Fifth Avenue North, "Hill Property"	New development should be low-scale, low-impact, public uses that respect and complement the adjacent historic cemeteries. If this property is declared surplus, then low-scale commercial and institutional uses would be appropriate.
	New Highway 96 West	This scenic corridor should have deep setbacks of at least 300 feet for new development. Informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings, should be utilized to sustain the scenic and rural quality of the area. Commercial and office uses should not front along New Highway 96 West.



REGIONAL COMMERCE

The Regional Commerce design concept contains high-intensity activity centers that attract large numbers of people and employers from both within and outside the City. These areas include major employment and revenue generators that are valuable community resources.

Interchange locations are limited in number and should be efficiently planned to capitalize on economic development and revenue-producing potential. Infill buildings and parking structures are encouraged to replace existing surface parking lots. Sufficient transportation and transit infrastructure is needed to accommodate the increasing travel demands created by these land uses.

Regional Commerce should transition in intensity and scale across this design concept. Higher-intensity uses should be located closer to the I-65 interchanges and major thoroughfares, with less-intensive uses transitioning to established residential areas.

Regional Commerce areas have a high level of visibility along I-65 and primary arterial streets and are important gateways into Franklin. New developments should have integrated designs with coordinated access, amenities, and cohesive architecture that fits within the context of the corridor.

“NEW DEVELOPMENTS SHOULD HAVE INTEGRATED DESIGNS WITH COORDINATED ACCESS, AMENITIES, AND COHESIVE ARCHITECTURE THAT FITS WITHIN THE CONTEXT OF THE CORRIDOR.”



REGIONAL COMMERCE

USES	Primary	Regional Commercial, Regional Office, and Research and Development
	Secondary	Assisted Living, Hotels, Institutional, Local Commercial, Multifamily Residential, Professional Office, and Recreation
FORM	Building Placement	Higher-intensity uses should be located closer to major thoroughfares, with less-intensive uses transitioning to established residential areas. Buildings should be arranged on sites so that they help to frame and define the streets, giving deliberate form to streets and sidewalk areas. Building setbacks should be minimal to create an active street environment that encourages pedestrian activity. Where internal drives are used to organize buildings and pedestrian movement, setbacks to internal drives should be minimized wherever possible. Along high-volume streets, buildings may be set back from the street, provided they are sited to be consistent with the predominant line of building massing (setback) along the street in order to create a defined streetscape and sense of place. When larger setbacks are used, plazas and formal open spaces that serve as pedestrian-friendly gathering places should be located between the building and the street, rather than parking, to activate the street frontage. Building design should provide contextual references to its surrounding built and natural environment. Design context could include natural features, such as a river, lake, park, open space, or hillside; historic and cultural contexts; and existing architecture. Examples of contextual references could include maximizing visual access to scenic views, streets, pedestrian corridors, plazas, public art, and prominent buildings; incorporating distinctive architectural details, materials, and styles from nearby buildings where an established character exists; and siting buildings in a manner that uses the natural topography and minimizes grading. Large expanses of surface-parking areas should be avoided. Infill buildings and associated parking structures are expected and encouraged to replace large, surface-parking lots. Buildings, where feasible, should be sited or designed to create public spaces, such as a formal open space, pedestrian plaza, courtyard, outdoor seating area, etc., that are easily accessible from adjacent streets or sidewalks. Drive-through windows and delivery or service areas should be to the side or rear of building.

REGIONAL COMMERCE

Building Character	High-activity uses, such as retail, are encouraged on the first floor, with uses such as offices and residential encouraged on second floors. Site design should integrate seamless pedestrian connectivity across the site and to other uses. New multifamily residential is encouraged within Regional Commerce to create lively, walkable neighborhoods near restaurants, shops, grocery stores, and workplaces. First floors are encouraged to have active commercial spaces, including retail, restaurants, leasing offices, and other amenities, which should be individually accessible from the street. In locations where commercial use on the first floor is not viable, multifamily units should provide individual ground floor entrances, stoops or front porches, and pedestrian connections to the street or to a drive resembling a street. Multifamily buildings are encouraged to have urban form and be part of a connected and master-planned site. Conventional garden-style apartments are not supported in this location. Buildings should engage and define the street edge with landscaping, wide sidewalks, and street furnishings to allow for safe and comfortable movement of pedestrians. Street furnishings may include a combination of pedestrian seating, movable tables, planters, pedestrian-scaled light fixtures, artwork or decorative paving, waste receptacles, bike racks, and other street furnishings. Generally, buildings should have a primary entry identity that defines the visual character of the building, and it should be oriented toward the primary street. Buildings may have additional primary entrances, which should be oriented to a secondary street, internal drive that resembles a street, or prominent public space. Buildings should possess a tangible and distinct design quality not only at a distance but also up close. All building walls should employ massing variation, modulation, horizontal and vertical articulation, and architectural detailing to break down the overall scale of a building. Each wall should include materials and design characteristics consistent with those on the front. The effect of a single, long, or massive wall with no relation to human scale is not acceptable. The choice of materials and texture has great visual significance and can affect the long-term appearance and maintenance of the built environment. High-quality and long-lasting materials that offer texture and avoid monotonous surfaces are encouraged, and the look and dimension of these material elements should relate to human scale.
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REGIONAL COMMERCE

FORM	Building Height	Taller structures are encouraged around the I-65 interchanges and along Carothers Parkway, north of Liberty Pike, where higher travel demands can be supported, to create an attractive urban viewshed and promote economic development. Where transportation infrastructure is sufficient and where contextually-appropriate, new building heights should maximize the efficient use of land. New one-story structures are not generally encouraged in this area. Building height should not exceed three stories on properties adjacent to single-family neighborhoods. Appearance and functionality of development at intersections is important for creating a strong sense of place. Development should be coordinated across the four corners of an intersection so that building height, massing, and form is balanced on each corner to create a cohesive sense of place. Maximum building heights near the I-65 corridor are based on proximity to the interstate, ground elevations, and distance from residential neighborhoods. See Appendix G for maximum building heights within this design concept. New development should be designed to maintain scenic views of the surrounding hills, and buildings should be subordinate to nearby hillsides and hillcrests.
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REGIONAL COMMERCE

SITE DESIGN	Landscape	Landscape buffers adjacent to single-family residential areas; street trees; parking-area screening; service-area screening.
	Amenities	Formal, usable open spaces, such as plazas, courtyards, and outdoor seating areas, that serve as gathering areas. These open spaces should be highly accessible and in a prominent location that encourages continued active use.
	Access	Primary access should be from the street. However, common or shared access points are encouraged in order to limit curb cuts along the street. Access should be designed to maximize efficiency and to minimize the negative impacts on levels of service on adjacent streets. Internal drives should resemble streets rather than parking lot drive aisles. Parking and services should be accessed through internal and secondary streets.
	Parking	Off-street parking should be provided, and parking structures are encouraged. Streets internal to a development may have on-street parking. The majority of off-street and structured parking should be located to the side or rear of buildings. Large expanses of pavement, particularly between a building and a street, should be avoided. Architectural and/or landscape features should be used so as to diminish the appearance of parking from public view. New developments should be encouraged to capitalize on shared parking efficiency with synergistic uses that have varying peak parking demands.
TRANSPORTATION	Vehicular	Vehicular connections should be provided through adjacent developments and should connect to the existing street network. New streets should be designed per the Corridor Character Matrix and Connect Franklin.
	Bicycle and Pedestrian	New development should provide sidewalks, multi-use paths, and trails throughout its open spaces. New development should provide connections between uses on the site and between the site and adjacent properties and rights-of-way. Internal pedestrian systems should provide direct access from sheltered transit stops to buildings. These bicycle, pedestrian, and multi-use path connections should be designed and provided per the Corridor Character Matrix, Connect Franklin, Parks Master Plan, and this Plan.
	Transit	Transit should be enhanced in this area to serve and support existing and future businesses, residents, and visitors. Sheltered transit stations should be provided along existing or planned routes. Employer-transportation programs are encouraged in order to reduce the percentage of trips made by single-occupant vehicles and to encourage transportation by alternate modes. Large developments should consider using internal shuttle systems to provide for efficient vehicular transportation patterns.

SPECIAL CONSIDERATIONS	Big Box Retail	Big-box retail, where a single business encompasses more than 50,000 square feet in a single story, is limited to the west side of I-65 between Moores Lane and Oak Meadow Drive.
	Carothers Parkway between Liberty Pike and Murfreesboro Road	Medical uses and supporting businesses are encouraged to remain and expand in this area.
	Murfreesboro Road between Mack Hatcher Parkway and Quail Hollow Circle/Rosa Helm Way	This corridor includes an I-65 interchange and is an important gateway into the City. Redevelopment is anticipated and encouraged to create economically productive development while establishing a more people-friendly environment. This corridor should be further studied for future redevelopment, with an emphasis on cohesive design and access management.
	Seaboard Lane, Duke Drive, Mallory Station Drive, General George Patton, Nichol Mill Lane, Crossroads Blvd and connecting side streets	This Plan acknowledges that the Seaboard Lane area is evolving from light industrial to a broader mix of commercial uses. While some light industrial uses are appropriate, this location has the capacity to serve the Regional Commercial, Regional Office, and surrounding residential uses. Additional multifamily housing, a mix of businesses and showrooms, and other commercial uses are encouraged. Parking may be limited on former warehouse sites and standards should be flexible to allow for adaptive reuse of buildings and new uses.

SINGLE FAMILY RESIDENTIAL

The Single-Family Residential design concept consists of single-family residential neighborhoods, which provide a range of single-family dwelling and lot sizes. The defined character may vary by neighborhood, but new developments should transition from the existing development patterns in adjacent neighborhoods. New neighborhoods should have walkable, well-connected street systems that connect to surrounding neighborhoods and nearby destinations. They should be designed around natural features to highlight forested areas, hillsides and hilltops, streams, and tree rows as accessible community amenities.

*"NEW
NEIGHBORHOODS
SHOULD HAVE
WALKABLE, WELL-
CONNECTED
STREET SYSTEMS
THAT CONNECT
TO SURROUNDING
NEIGHBORHOODS AND
NEARBY DESTINATIONS."*



SINGLE FAMILY RESIDENTIAL

USES	Primary	Single-Family Residential
	Secondary	Institutional and Recreation
FORM	Building Placement	Buildings and their main entrances should address the street. Double frontage, reverse frontage, and flag lots are discouraged. Front-yard setbacks should be consistent along each block, but may vary between neighborhoods or between sections of neighborhoods. Side- and rear-yard setbacks of new buildings should be designed so as to maintain privacy for both new and existing neighboring properties.
	Building Character	New buildings along established streets should be designed to be compatible with the predominant character along the street. The integrity of existing neighborhoods and subdivisions should be preserved. Dwellings within new developments should provide a mix of architectural styles and building materials that enhance the City's character. Architecture should contain a rich blending of designs that complement each other yet not be overly repetitive. Proportion, design, and facade width of dwelling should not be dominated by garages. Rear and side facing garages are encouraged, as well as front-facing garages that are substantially recessed from the front facade of the dwelling.
	Building Height	Maximum of two and one-half stories
	Lot Size	New development should include a range of lot sizes, the following are recommended minimums, but lot sizes should vary to provide more diverse housing options. Larger developments are expected to have a wide range of sizes. • Lots with dwellings having attached garages that are front, side, or rear facing should have minimum widths of 65 feet and minimum sizes of 7,150 square feet. • Lots with dwellings having front-facing detached garages should have minimum widths of 50 feet and minimum sizes of 5,500 square feet. • Lots with dwellings accessed by alleys should have minimum widths of 45 feet and minimum sizes of 4,950 square feet. Lots on the periphery of new developments should be sized to be consistent with the existing lots of adjacent neighborhoods. Smaller lots may be located internally within new developments and should be served by active park amenities within walking distance.

SINGLE FAMILY RESIDENTIAL

SITE DESIGN	Landscape	Existing features, such as hillsides and hilltops, stone walls, tree rows, and wood-plank fencing, enhance the area and should be preserved. New landscaping should be provided at neighborhood entrances and in common open spaces. Common design elements, such as fieldstone walls and wood plank fencing, should be used along major thoroughfares to reflect Franklin's community identity.
	Amenities	Neighborhood amenities include common, usable open spaces, such as clubhouses, multi-use paths, playgrounds, and pools. Emphasis should be placed on quality open space as part of new developments. Residential developments should be designed around open spaces, which, in turn, should connect to adjacent open spaces and regional systems. Open space should not be designated as an afterthought based simply on land that is left over.
	Access	Lots should be accessed from alleys or by driveways from the street. Streets should have multiple connections in order to provide a variety of routes. Streets should be designed for slower speeds to allow for mixing pedestrian and vehicular traffic. If there are existing street connections or stubouts adjacent to proposed developments, then those in the proposed developments should connect to the existing street network. If there are no existing street or stubout connections, then other locations should be identified in order to increase connectivity between developments.
	Parking	Off- and on-street for residential uses. Parking for institutional uses should be to the side and rear of buildings.
TRANSPORTATION	Vehicular	Vehicular connections should be provided through adjacent developments, connect to the existing street network, and provide an interconnected sidewalk and street network in a grid or modified grid pattern, where appropriate. New streets should be designed per the Corridor Character Matrix and Connect Franklin.
	Bicycle and Pedestrian	New development should provide sidewalks, multi-use paths, and trails throughout its open spaces. They should connect to other conservation areas, paths, adjacent uses, and streets. These bicycle, pedestrian, and multi-use path connections should be designed and provided per the Corridor Character Matrix, Connect Franklin, Parks Master Plan, and this Plan.
	Transit	Transit stops should be provided along existing or planned routes.

SINGLE FAMILY RESIDENTIAL

SPECIAL CONSIDERATIONS	Columbia Pike, South of Mack Hatcher Parkway	This scenic corridor should have deep setbacks of at least 250 feet for new development. Informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings, should be utilized to sustain the scenic and rural quality of the area.
	Murfreesboro Road Inside of Mack Hatcher Parkway	This corridor is an important gateway into Downtown Franklin. The presence of open space, in the form of larger lots and building setbacks, contributes to its character. Infill development that occurs along the corridor should reflect the existing character and setbacks. If development occurs on the Green Farm on the south side of Murfreesboro Road, then Ralston and Welsh Lanes should be extended. Welsh Lane should be a single-loaded street with dwellings facing Murfreesboro Road with primary access to the extension of Ralston Lane. Murfreesboro Road should have 150-foot open-space setbacks to maintain the viewshed into Downtown Franklin. Charlton Green should be used as an example for desirable site design and usable open space.
	Hillsboro Road, Inside of Mack Hatcher Parkway	This area is an important gateway and corridor into Downtown Franklin. The presence of open space, in the form of larger lots and building setbacks, contributes to the character of this area. Any infill that occurs along the corridor should reflect the existing character and setbacks. Established single-family residential uses should be preserved, and commercial intrusion is discouraged.
	Institutional Uses	Institutional uses may be appropriate if the location does not negatively impact access, scale, and traffic of the surrounding area. These uses are encouraged to be located at major intersections of arterial and collector streets. Additional stories may be appropriate for institutional uses. The conversion of dwellings in existing residential areas for institutional uses is not appropriate.



LAND USES AND BUILDING FORMS

LAND USES 97



LAND USES AND BUILDING FORMS

Each design concept identifies appropriate primary and secondary land uses. The primary land uses should widely shape the area, with secondary uses mixed in to complement the primary uses and to provide variety. In many cases, building form and the design of the development are equally as important as the uses in creating well-designed places and enhancing community character. The following are descriptions of the land uses and building forms that are referenced in the design concepts.

AGRICULTURAL	Agriculture	An agricultural or farming use, including facilities for processing and selling agricultural products grown on the premises, and nurseries.	
	Hobby Farm	A small farm for recreational use generally maintained without expectation of being a primary source of income.	
RESIDENTIAL	Single-Family Residential	A type of dwelling that is a stand-alone structure on its own lot and intended for occupancy by a single family.	
	Cottage	A single-family dwelling that is typically one story or one-and-one-half stories, with simple architectural features, often with a hipped or low-pitched gabled roof and window dormers. Architectural styles commonly associated with cottages include the bungalow, Craftsman, and Cape Cod.	

RESIDENTIAL	Accessory Dwelling	A detached, self-contained, small dwelling located on the same lot as a larger, single-family dwelling that may be a stand-alone structure or located above a detached garage.	
	Duplex	A single building that contains two dwelling units, each of which has direct access to the outside or a common hallway leading outside.	 © OPTICOS DESIGN, INC
	Big House	A two-story residential building, with four or less dwelling units, that has the appearance of a single-family dwelling from the street.	 © OPTICOS DESIGN, INC
	Farmstead Compound	A type of residential development with one main structure that resembles a large, detached single family dwelling, a barn, and associated outbuildings, designed around significant open spaces and viewsheds. While maintaining the architecture, form, and scale of a farmstead, each building may contain multiple dwelling units. This type of housing arrangement is best suited for areas where rural character is desired to remain and may either be new construction or an adaptive reuse of an existing farmstead.	
	Townhouse	An individual dwelling where one or two walls are shared between adjacent dwellings and is generally narrower than traditional, single-family dwellings. They are located on separate lots with independent access to the exterior and generally have small yards.	

RESIDENTIAL	Multifamily Residential	A residential building containing five or more individual dwelling units, with the units often stacked one above the other, sharing common walls and/or horizontal floors and ceilings, often called apartments, lofts, condominiums, or stacked flats, and includes both for sale and rent.	
	Assisted Living	A combination of housing, healthcare, personalized assistance, and supportive services designed to respond to the individual needs of those who need help with activities of daily living.	
INSTITUTIONAL	Institutional	Land used for civic purposes, such as a cemetery, church, community center, fire station, government office, hospital, library, police station, post office, school, or other institution of public and semi-public gathering and to support the common good.	
	Recreation	Land used for public or private parks and recreational uses, or that are to be preserved in a natural state, and includes both active and passive open space.	
COMMERCIAL	Live-Work Unit	A single unit consisting of both an office and a residential component.	

COMMERCIAL	Transitional Office	A low-intensity office or personal service use that transitions between a higher-intensity commercial area and surrounding residential neighborhoods and is typically located in a single-family structure that has been converted to an office use or is located in a stand-alone building that has residential architectural features. Uses may include personal service or an office for an attorney, doctor, family dentist, real estate agent, or insurance company and typically have limited building size, parking-lot size, and hours of operation.
	Professional Office	An office use primarily to conduct business or to provide services. No goods or merchandise are sold or exchanged, and uses such as an attorneys' office, daycare center, medical group practice, office suite for individual businesses, real estate office, sales office, and telemarketing center may be included.
	Regional Office	An office that accommodates corporate employers with broad regional influence, corporate headquarters, and professional or service office suites, and whose buildings are generally large in height and scale and accommodate large numbers of employees.
	Hotel	A commercial establishment providing temporary sleeping accommodations, meals, and other guest services, but not bed-and-breakfast establishments or rooming houses.
	Local Commercial	A commercial retail or personal service use that is generally located in a stand-alone building or in a small commercial center that serves surrounding neighborhoods. Examples include a beauty salon, drug store, restaurant, micro-brewery, small clothing store, small grocery store, day care center, gas station, or other specialty shop.
	Regional Commercial	Large commercial retail uses that serve a larger regional market and may include department stores, grocery superstores, large discount stores, large specialty retailers, general retail, automotive uses, and restaurants.

INDUSTRIAL	Research and Development	Investigative business activity directed toward the improvement, innovation, and introduction of products and processes aimed at discovering solutions to problems or creating new goods and knowledge.
	Light Industry	Assembly, fabrication, processing, research and development, or warehousing of goods and materials using processes that ordinarily do not create fumes, glare, noise, odors, smoke, or health or safety hazards outside of the structure in which the process takes place. Light Industry includes auto-oriented uses, self-storage facilities, breweries, and veterinarians with outdoor kennels.
	Heavy Industry	A use characterized by a manufacturing or compounding process of raw materials that often involves outdoor operations as part of the process.

IMPLEMENTATION

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UPDATES AND AMENDMENTS 105



*“MOVING THE PLAN
FROM ITS LONG-TERM
VISION TO REALITY IS
CRITICAL.”*

IMPLEMENTATION

The adoption of this Plan is the first step in the implementation process. It is the product of considerable effort on the part of City elected and appointed officials, the Planning Commission, the Planning and Sustainability Department, community leaders, and involved citizens.

Moving the Plan from its long-term vision to reality is critical. It is a deliberate process accomplished through sound development decisions, policy-based decisions, land-regulation tools, coordination and partnerships, and special projects and studies.

DEVELOPMENT DECISIONS

Effective implementation involves a public-private partnership between developers and the City. It is the responsibility of developers to design development proposals around the tenets of the Plan, while it is the City’s responsibility to consider the Plan in each decision and find ways to give life to the vision and maintain its integrity.

As authorized by the Tennessee Code Annotated, the Planning Commission will use the Plan to make decisions and recommendations about the physical development of the City. The Planning and Sustainability Department will provide support by evaluating proposed development and the degree to which it conforms to the Plan. Conformance with the Plan should be determined as follows:

1. Review the Guiding Principles to see if the proposed development or redevelopment actively supports the principles and the vision;
2. Determine the Design Concept that applies to the property using the Design Concepts map;
3. Review the applicable Design Concept section for appropriate land uses, building form (placement, character, height, and lot size), site design (landscape, amenities, access, and parking), and transportation recommendations (vehicular, bicycle and pedestrian, and transit);
4. Check to see if any special considerations apply to the property (located at the end of each Design Concept). If there is a conflict between the special considerations and the general Design Concept, the special considerations should apply; and
5. Determine whether the proposed building forms and uses conform to the Land Uses and Building Forms section.

*“ALL OF THESE
GUIDING
DOCUMENTS ARE
INTERCONNECTED
AND SHOULD BE
USED TO MAKE
DECISIONS...”*

POLICY-BASED DECISIONS

The Plan should work in coordination with the Connect Franklin, the Parks Master Plan, the Capital Improvements Plan, the Integrated Water Resources Plan, and other City planning documents. All of these guiding documents are interconnected and should be used to make decisions about managing growth, infrastructure investment, planning community amenities, preserving historic and natural resources, and designing development that enhances Franklin’s unique identity and character.

LAND REGULATION TOOLS

Effective implementation requires consistency between the Plan and the City’s regulatory documents. The Zoning Ordinance, Subdivision Regulations, Street Specifications, and Stormwater Ordinance should be reviewed and updated, as needed, to minimize conflicts and to ensure consistent implementation of the Plan. The Zoning Ordinance is the regulatory tool most associated with land use planning, and its requirements should make it easy for developers to do what the community wants for its future.

COORDINATION AND PARTNERSHIPS

Various planning elements are interconnected between many City initiatives, non-profit-based community projects, private development, and regional plans. The City should assume a leadership role in promoting strong partnerships between city, regional, and state public agencies; community groups and non-profit organizations; the local business community; neighborhoods; and the private sector. The City should conduct outreach and continuing education on the Plan’s vision and principles by encouraging developers, builders, and the business community to help implement the Plan.

*“MAJOR PLAN
UPDATES SHOULD
OCCUR EVERY
FIVE YEARS TO
GIVE THE CITY AN
OPPORTUNITY TO
REAFFIRM THE VALIDITY
OF THE VISION...”*

UPDATES AND AMENDMENTS

STATE LAW REQUIREMENTS

State law defines the manner in which the Plan may be adopted or amended. Prior to the adoption of the Plan or any parts of the Plan, the Planning Commission shall hold a public hearing thereon, published in a newspaper at least 30 days prior to the meeting. The adoption of the Plan or any part, amendment, or addition shall be by resolution carried by the affirmative votes of not less than a majority of all the members of the Commission. The resolution shall refer expressly to the maps, descriptive matter and other matters intended by the Planning Commission to form the whole or part of the Plan, and the action taken shall be recorded on the adopted Plan or part thereof and descriptive matter by the identifying signature of the secretary of the Planning Commission (the Planning & Sustainability Department Director), and a copy of the Plan or part thereof shall be certified to the Board of Mayor and Aldermen.

MAJOR UPDATES

Planning is an ongoing process that responds to new information and changing conditions, challenges, and opportunities that may arise. Major Plan updates should occur every five years to give the City an opportunity to reaffirm the validity of the vision, revise the Plan to be relevant to today’s world, and draft new strategies for consideration. These updates will be a significant undertaking involving public officials, City staff, citizens, and consultant services as needed. Updates should include an evaluation of areas where the Plan has been successful and where there may be a need for refinement, based on the following:

1. Identification of changing conditions, trends, or new approaches;
2. Evaluation of policies to determine their effectiveness and relevance to current conditions and trends;
3. Necessary adjustments due to changes in State law; and
4. Assessment of Plan amendments and/or any other deviations from the Plan to determine if there is a pattern of emerging changes.

PLAN AMENDMENTS

Amendments to the Plan may be reviewed by the Planning Commission on a quarterly basis. Since the Plan is the City's collective vision, ample opportunity will be provided for citizen input when amendments are proposed.

City-sponsored Plan amendments may include revisions to one or more sections of the Plan. These amendments will generally result from special projects or studies or as a result of changes within the market, infrastructure, a specific issue/policy change, changes in State law, or a substantial change in situation or public sentiment. These amendments may include changes to any portion of the Plan, including the text, maps, or other corrections.

Applicant-requested Plan amendments to accommodate specific developments may be considered only for the design concept map and/or special considerations. The Guiding Principles and Design Concepts are the long-term vision for the future and are not appropriate to be considered for amendment as part of a development request. An applicant requesting a Plan amendment must demonstrate its need and justification, as follows:

1. Significant changes have occurred since the adoption of the Plan and necessitate the proposed amendment;
2. The proposal is consistent with the overall intent of the Plan, its guiding principles, desired land-use patterns, the development suitability analysis, and infill maps as applicable;
3. The design is compatible with the design concept of the surrounding area and does not cause an abrupt change in massing, form, or architecture;
4. The proposal does not adversely affect the health and safety of residents, or damage the natural environment or scenic quality in contradiction to the Plan; and
5. Substantial improvements in the quality of life for City residents will be achieved.

An applicant requesting a Plan amendment must complete the following steps prior to the Planning Commission meeting where the request is to be considered:

1. Meet with Planning and Sustainability Department regarding the intent of the amendment request and demonstrate its need and justification.
2. Conduct a site visit with members of the Departmental Review Team (DRT).
3. Submit a conceptual sketch of the proposed development and hold a preliminary design meeting with the DRT.
4. Conduct a neighborhood meeting where information should be presented regarding the nature of the Plan amendment request and the proposed site design. Notice of the neighborhood meeting should be provided, at a minimum, to property owners within 500 feet of the property by first class mail at least one week prior to the meeting date. A report of comments from the neighbors should be included with the Plan amendment request submittal.
5. Submit a formal Plan amendment request for review by the Planning Commission, as outlined in the FMPC Bylaws.

PROCESS AND OUTREACH

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“THIS PLAN GUIDES PUBLIC POLICY IN A MANNER THAT ENSURES THE CITY OF FRANKLIN CONTINUES TO BE THE COMMUNITY THAT ITS CITIZENS DESIRE IT TO BE.”

OVERVIEW OF PROCESS

The vision, elements, and policies of the Plan are rooted in the information that was initially gathered through the following practices:

- Review, analyze, and understand the history of growth, existing conditions, and recent trends in land-use and development decisions.
- Conduct a development suitability analysis to highlight optimal locations for new and infill development and to identify areas with considerable constraints.
- Engage the public in an effort to produce a collective vision and identify key issues with new and future development.

EVALUATION OF EXISTING CONDITIONS AND TRENDS

The first phase of the Plan involved reviewing and understanding the existing land-use conditions and how they have changed over time. The growth history and trends were assessed by reviewing the Franklin Development Reports from 2005 to 2013. Recent development approvals were also reviewed, and maps were created to track the number of developments and their build out. Other existing conditions, including wetlands, steep slopes, utility expansion, and transportation improvements, were reviewed to determine the impact on physical growth and potential changes in land use. In reviewing this information, several meetings between the Planning and Sustainability Department staff and the consultant were held to identify, document, and understand the changes in the land-use patterns in each area of the City. Existing policies were evaluated to determine their effectiveness and relevance to current trends, and past plan amendments were assessed to determine patterns of change. The information from this evaluation of existing conditions and trends can be found in Appendices A and B.

DEVELOPMENT SUITABILITY ANALYSIS

The second phase of the Plan involved conducting a development suitability analysis to aid the Board of Mayor and Aldermen, Planning Commission, and the City staff in making decisions regarding future growth. This analysis tool demonstrates how suitable land is for development based on a number of factor and development constraints including hilltops, hillsides, rivers, streams, floodplain, and stream buffers and proximity to City sewer, primary and secondary thoroughfares, employment and commercial centers, and fire stations. The higher the number of constraints, the less appropriate the land is to handle development. The suitability maps directly influenced the Design Concept Map and may be found in Appendix C.

COMMUNITY ENGAGEMENT

The most critical part of the process was engaging the community to participate by identifying current land-use and development issues and by providing guidance on how they would like to see Franklin evolve in the coming years. The best planning efforts are those that have life long after the plan has been adopted, and that cannot happen without strong community endorsement. To ensure that the Plan considers and addresses issues important to City residents, businesses, and institutions, various public-involvement opportunities and methods were employed.

STAKEHOLDER INTERVIEWS

One-on-one interviews were conducted with the Mayor, Aldermen, and Planning Commissioners to gather information on land use, growth, development preferences, infrastructure expansion, and transportation, including streets, transit, and bicycle and pedestrian amenities. Interviews were held May 4-6, 2015, and were conducted in a conversational format to identify the key planning issues that should be addressed in the Plan.

PUBLIC WORKSHOP SERIES

A three-night series of public workshops was held May 4-6, 2015, to discuss current land-use, development, and design issues and to identify objectives for future growth and development. The findings from the workshop series influenced the direction and shape of the Plan's vision, guiding principles, and design concepts. The workshops began with a brief presentation of the existing vision, planning principles, and growth trends. Participants were then divided into small groups to discuss concerns regarding growth and land use, to identify a vision for future growth, and to suggest preferences on types and design of new development. Over 100 participants attended the meetings over three nights. Maps summarizing the comments and ideas from the workshop series are located in Appendix D.



2015 LAND USE PLAN UPDATE PUBLIC WORKSHOP

EASTERN FLANK BATTLEFIELD EVENT FACILITY
1368 EASTERN FLANK CIRCLE | 6:00pm to 8:00pm
Monday, May 4
Tuesday, May 5
Wednesday, May 6

Please help us plan the future growth of our city.
Come share your vision and take part in a fun discussion
on how we can continue to grow and prosper as a
community.

WORKSHOP DISCUSSION
WILL INCLUDE:

- How much growth should we anticipate?
- Where should growth occur?
- What kind of growth is desired?
- Where are utilities and adequate transportation routes available?
- What actions should the City take to accommodate new growth?

<http://www.franklin.tn.gov/government/planning-and-sustainability/2015-land-use-plan-update>  
Emily.Hunter@franklin.gov



ONLINE FORUM AND SOCIAL MEDIA

Citizens who do not typically attend or voice opinions at traditional public meetings were able to provide input on planning issues at various times during the development of the Plan. This ongoing dialogue helped guide specific recommendations found in the plan.

In conjunction with the community engagement component of Connect Franklin, the City hosted an online discussion forum using the MindMixer platform to identify transportation issues, as well as growth and development concerns.

As the draft Plan was developed, Facebook was used to solicit input regarding specific development and design recommendations. Using Facebook as a public participation outlet, approximately 45,000 people and businesses were reached.

Facebook Post: Hey Franklin, Do you like this place? Why or Why Not? #EnvisionFranklin



FACEBOOK RESPONSE:

“BEAUTIFUL! LOOKS LIKE A COMMUNITY-ORIENTED, FAMILY-FRIENDLY DESIGN. WOULD LOVE TO SEE A NEIGHBORHOOD LIKE THIS WALKING DISTANCE TO DOWNTOWN FRANKLIN.”

INFILL WORKING GROUP

In September 2014, the Planning and Sustainability Department invited individuals from the Planning Commission, the Board of Mayor and Aldermen, the Historic Zoning Commission, the Sustainability Commission, and the design community to participate on an Infill Working Group. Since its formation, the group has reviewed current City policies, explored peer cities' infill policies and developments, and offered recommendations for fostering desirable infill development. The Infill Working Group consisted of Brant Bousquet, Pearl Bransford, Mike Hathaway, Ben Johnson, Dwight Kiser, Dan Klatt, Roger Lindsey, Margaret Martin, Alma McLemore, Mary Pearce, Ann Petersen, Kate Reynolds, Doug Sharp, Cyril Stewart, Gary Vogrin, and Karina Young.

The City's Infill Working Group was consulted to provide specific feedback on key issues in Downtown Franklin and surrounding neighborhoods. The group completed a character mapping exercise for locations with established character and areas expected to transition in character. These maps and the group's recommendations for land use and site design directly influenced the Design Concept Map and some special considerations regarding infill development. The Infill Study maps are located in Appendix E.

DRAFT ENVISION FRANKLIN COMMUNITY OUTREACH

In September 2016, the City held two public open houses to present the initial draft Plan. More than 200 attendees walked through the stations and interacted with city staff and the consultant. Over 80 comment cards were received, covering a range of input and feedback. In addition to the open houses, city staff gave presentations at FrankTalks, Downtown Franklin Association, Franklin Tomorrow Board of Directors, Chamber Real Estate Round Table, Design Professionals Meeting, Franklin Rotary Breakfast Meeting, and held booths at the October 2016 Franklin Tomorrow Breakfast with the Mayors and the Williamson Inc. Chamber Luncheon.



KEY PLANNING ISSUES

Through the various community engagement opportunities, citizens noted many of the positive attributes of Franklin but also voiced several concerns regarding the current conditions of growth and development. A compilation of the key planning issues identified by the various stakeholders, public, and City staff during the process are as follows:

- Protection of Franklin's distinctive identity and character, with central attributes identified as family-friendly, historically distinctive, economically thriving, and education-focused
- Preservation of historic structures, neighborhoods, and established character
- Conservation of natural resources, open space, hills, and scenic vistas
- Management of growth and the need to proactively plan for and direct it, rather than reacting to it
- Improvement or extension of infrastructure to direct growth to appropriate areas instead of extending services in multiple directions based on development applications
- Desire for mixed-use, infill, and walkable development, districts, and neighborhoods
- Diversity in housing stock to provide options for a variety of ages, incomes, family sizes, and preferences
- Congested major thoroughfares due to over-reliance on arterials from lack of neighborhood connectivity
- Evolving transportation needs and desires, including frequent and convenient regional and local transit and on-demand travel options
- Demand for more sidewalks and bicycle facilities
- Underuse of the Harpeth River as an asset, public amenity, and recreational resource
- High land costs driving pressure for higher density and intensity in new developments
- Consistent high demand and low vacancy rates for Class A office space.

APPENDIX

APPENDIX A.....	EXISTING CONDITIONS AND TRENDS
APPENDIX B.....	EXISTING CONDITIONS - CHARACTER AREA PATTERNS
APPENDIX C.....	DEVELOPMENT SUITABILITY ANALYSIS
APPENDIX D.....	PUBLIC WORKSHOP SERIES MAPS
APPENDIX E.....	INFILL CHARACTER MAPPING
APPENDIX F.....	CORRIDOR CHARACTER MATRIX AND MAP
APPENDIX G.....	INTERSTATE CORRIDOR BUILDING HEIGHTS
APPENDIX H.....	PHOTOGRAPH INDEX AND CREDITS
APPENDIX I.....	ADOPTION RESOLUTION



APPENDIX A

EXISTING CONDITIONS AND TRENDS

Existing conditions and trends were assessed in the first phase of writing this Plan. Information contained within this Appendix was gathered in 2015. Figures A.1 and A.2 show the 2015 estimated population and employment density, respectively. These figures represent the number of persons per acre for population and the number of jobs per acre for employment.

In order to assess the demand for land to accommodate future development, both population and employment figures for the UGB were projected to the year 2040. These projections were done in coordination with Connect Franklin and are depicted on the following maps according to Traffic Analysis Zone, a geographic unit used for inventorying demographic and employment data within the study area. TAZs are defined by the Nashville Area MPO and are based on census block information. The facts and figures cited in this document are based on 2010 U.S. Census data that has been projected using historic and anticipated growth rates.

The population and employment projections take into account existing development patterns, approved development agreements, and potential land use changes. Development agreements are planned or on-going projects that have received approval from the City of Franklin.

The process used to project population and employment growth in the UGB is as follows:

1. Reviewed and mapped development agreements by census block for residential density (units per acre) and non-residential intensity (gross square feet of development).
2. Mapped potential future land use changes and proposed densities by census block based on discussions with City of Franklin planning and engineering staff.
3. Identified parcels currently classified as vacant and reviewed for existing structures and/or development feasibility.
4. Population projections:
 - Development agreements: Total number of units approved minus existing units (Source: 2013 Development Report).
 - Future land use changes: Acreage multiplied by gross density to calculate potential units, minus existing units on site, multiplied by 2.45 persons per household (2010 U.S. Census for City of Franklin).
 - Vacant Parcels: Number of vacant parcels, assuming one dwelling unit (DU) per parcel.
5. Employment projections:
 - Development agreements: Total approved square footage divided by square footage per worker (see assumptions in Figure A.5).
 - Future land use changes / Development based on zoning: Acreage multiplied by floor area ratio (FAR) (see assumptions Figures A.5 and A.6) to

APPENDIX A

EXISTING CONDITIONS AND TRENDS

determine building gross square footage, divided by square footage per employee.

6. All projections were aggregated by TAZ by employment category. If any part of a TAZ was included in the City of Franklin urban growth boundary, all of the census blocks in the TAZ were included even if the block was outside the UGB. However, only blocks within the UGB were projected to 2040, no change in build out is assumed for blocks outside of the UGB (i.e. Existing population and employment numbers were used as future numbers for census blocks inside the TAZ but outside the UGB).
7. The results of the Nashville Area MPO: Regional Land Use Model, Business-as-usual Scenario census block data was aggregated by TAZ.
8. 2013 Base Data:
 - Population: 2010 MPO/Census data was projected to 2013 using the 2010-2013 growth rate as reported in the 2013 Development Report.
 - Employment: 2010 MPO/Census data was projected to 2013 using the 2010-2013 MPO Business-as-usual model growth rate. (Employment growth trends were not available as part of annual development reports).
9. The population and employment projections estimated from development agreements and current zoning as aggregated in Step 6 were added to 2013 base year levels to calculate 2040 projections.
10. A straight line projection was applied from 2013 to 2040 to calculate interval years (2015, 2020, 2030, and 2040).

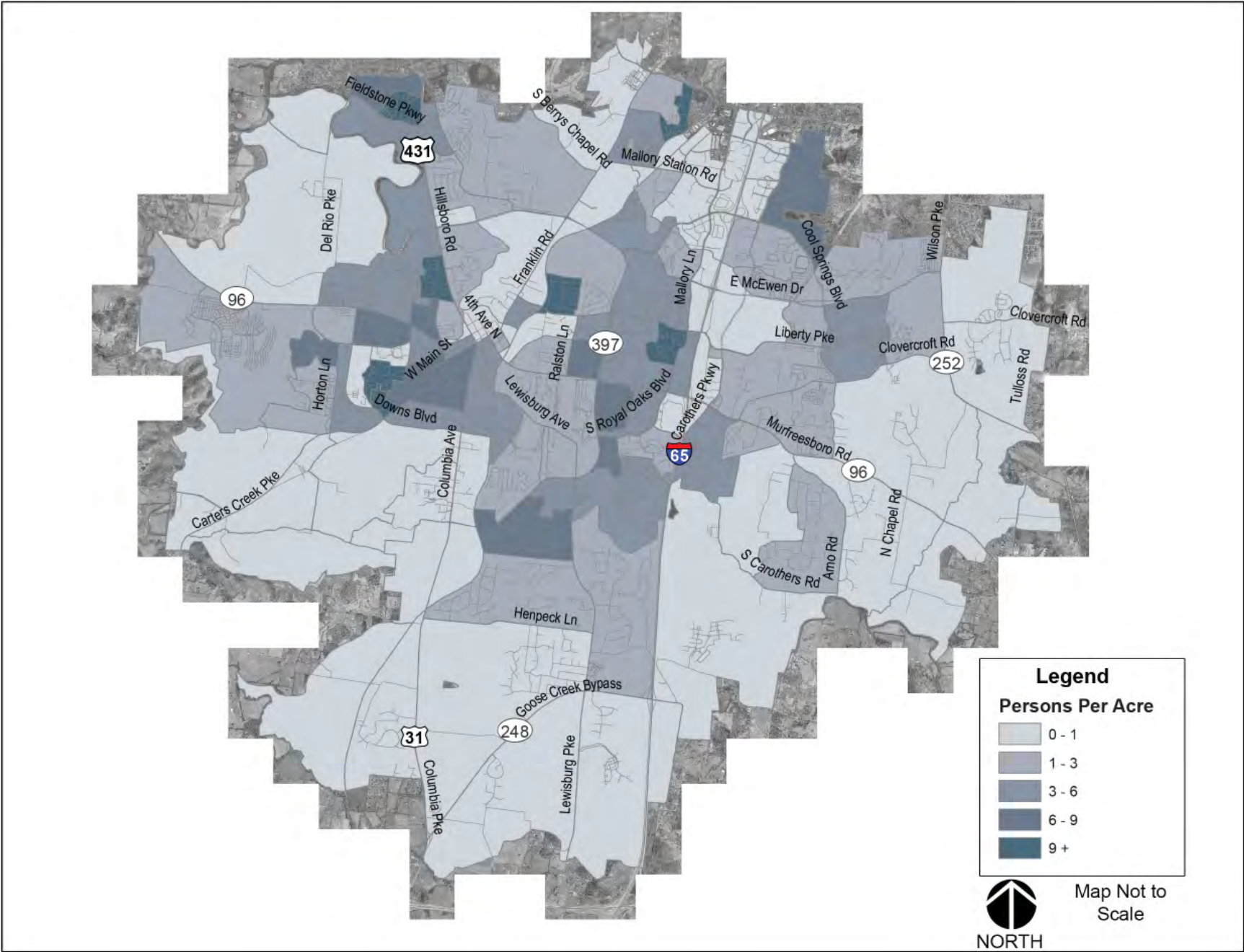
By 2040, it is projected that 133,647 will live in the City of Franklin / Franklin UGB area. This is a 52% increase in population from the 2015 estimate of 87,921. Projected employment within the study area for 2040 is 126,667, a 49% increase from the 2015 estimate of 84,995 jobs. Figure 1.9 summarizes the population and employment projections from 2013 to 2040, including the interval years.

In addition to the existing population concentrations, residential development is anticipated to the northwest, between Hillsboro Road and State Route 96, south around the Goose Creek interchange in the Berry Farms developments, and east of Interstate 65 in the Seward Hall character area. Figure A.3 shows the 2040 projected population density.

Employment growth is primarily expected to occur in established commercial areas, specifically the Cool Springs area, along Carothers Parkway. A new employment concentration will be developed around the Goose Creek interchange in the Berry Farms projects. Additionally, Central Franklin and the Columbia Avenue corridor will continue as employment centers. The 2040 projected employment density is shown in Figure A.4.

APPENDIX A

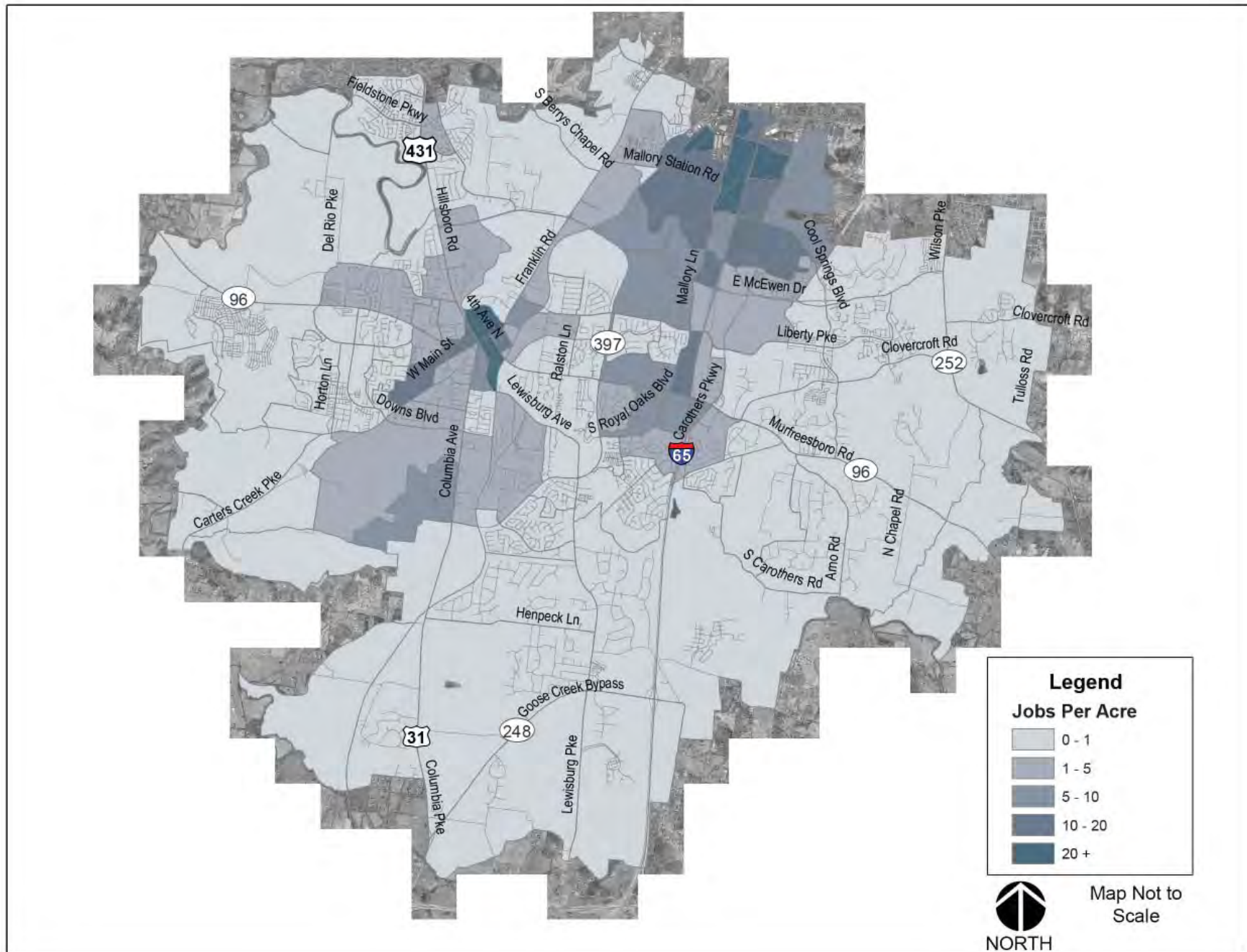
FIGURE A.1: 2015 POPULATION DENSITY



Source: U.S. Census and City of Franklin 2014 Special Census

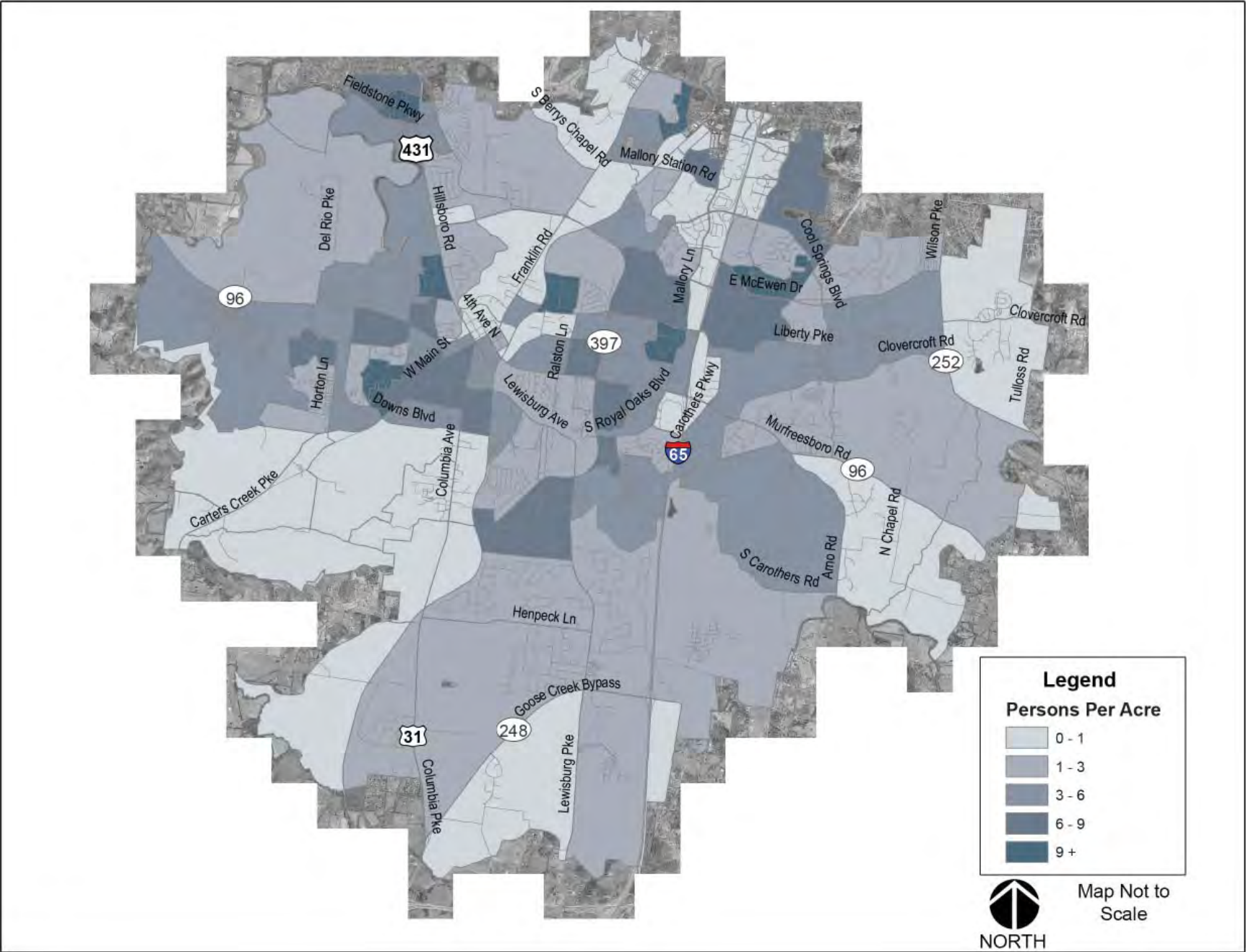
APPENDIX A

FIGURE A.2: 2015 EMPLOYMENT DENSITY



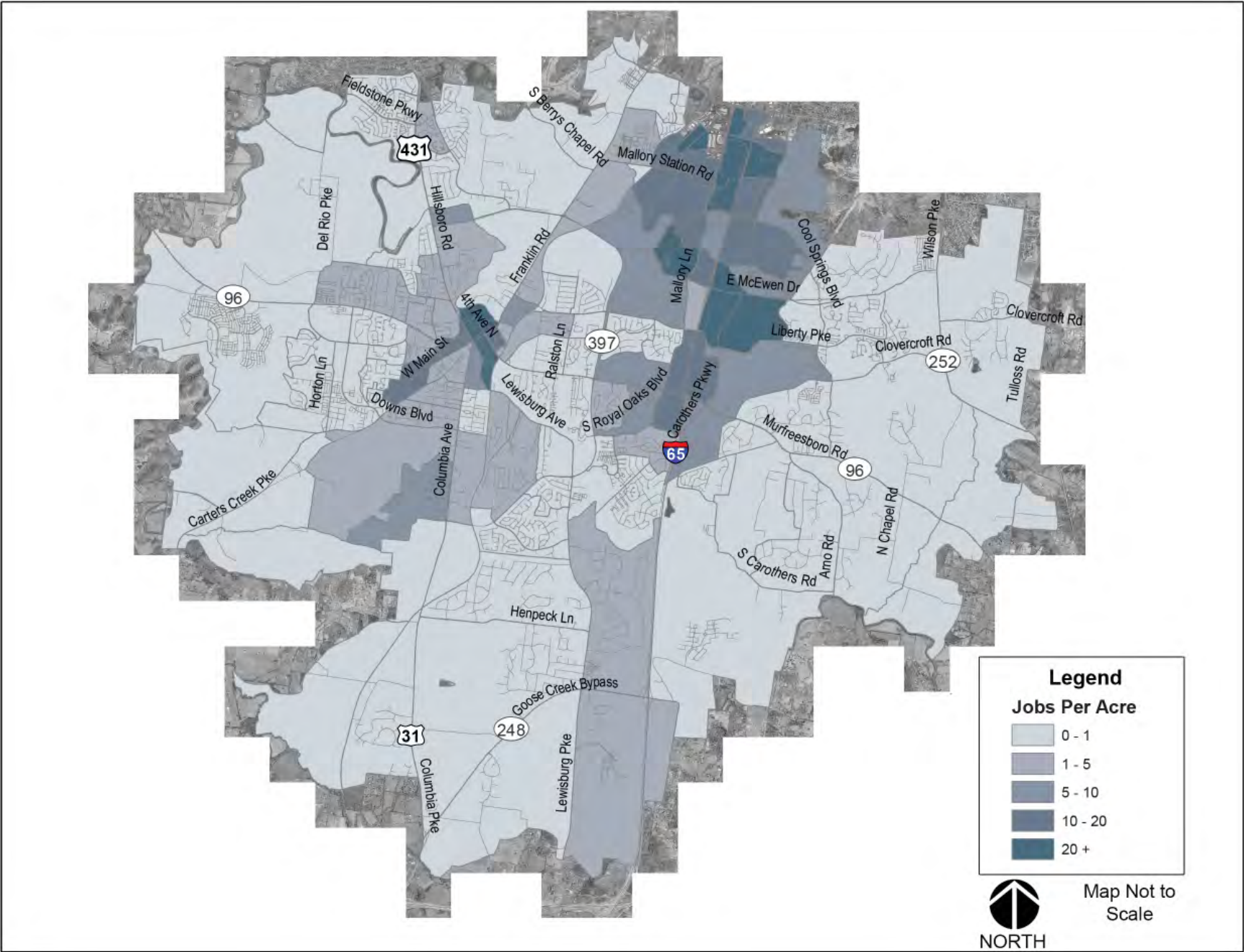
APPENDIX A

FIGURE A.3: 2040 POPULATION DENSITY



Source: U.S. Census and City of Franklin 2014 Special Census

APPENDIX A
FIGURE A.4: 2040 EMPLOYMENT DENSITY



APPENDIX A

FIGURE A.5: FAR AND SQUARE FOOTAGE PER EMPLOYEE BY LAND USE

Land Use	FAR*	SQ FT Per Employee*
Industrial	0.22	498
Office	0.35	350
Retail	0.26	671
Mixed Non Residential	0.21	481
Restaurant	n/a	459
Healthcare	n/a	469
Public Order and Safety	0.10	686
Religious Worship	n/a	2,059
Community College***	n/a	969
Hotel	n/a	0.9**

*Based on the Planner's Estimating Guide: Projecting Land-Use and Facility Needs by Arthur Nelson (APA Planners Press, 2004)

** Employees per room, ITE Trip Generation Manual, 9th Ed.

***Community College projection is based on reported 6,000 student enrollment at full build-out, 100 GSF per student (Society for College and University Planning), and 969 GSF per employee

FIGURE A.6: FUTURE LAND USE BY ZONING

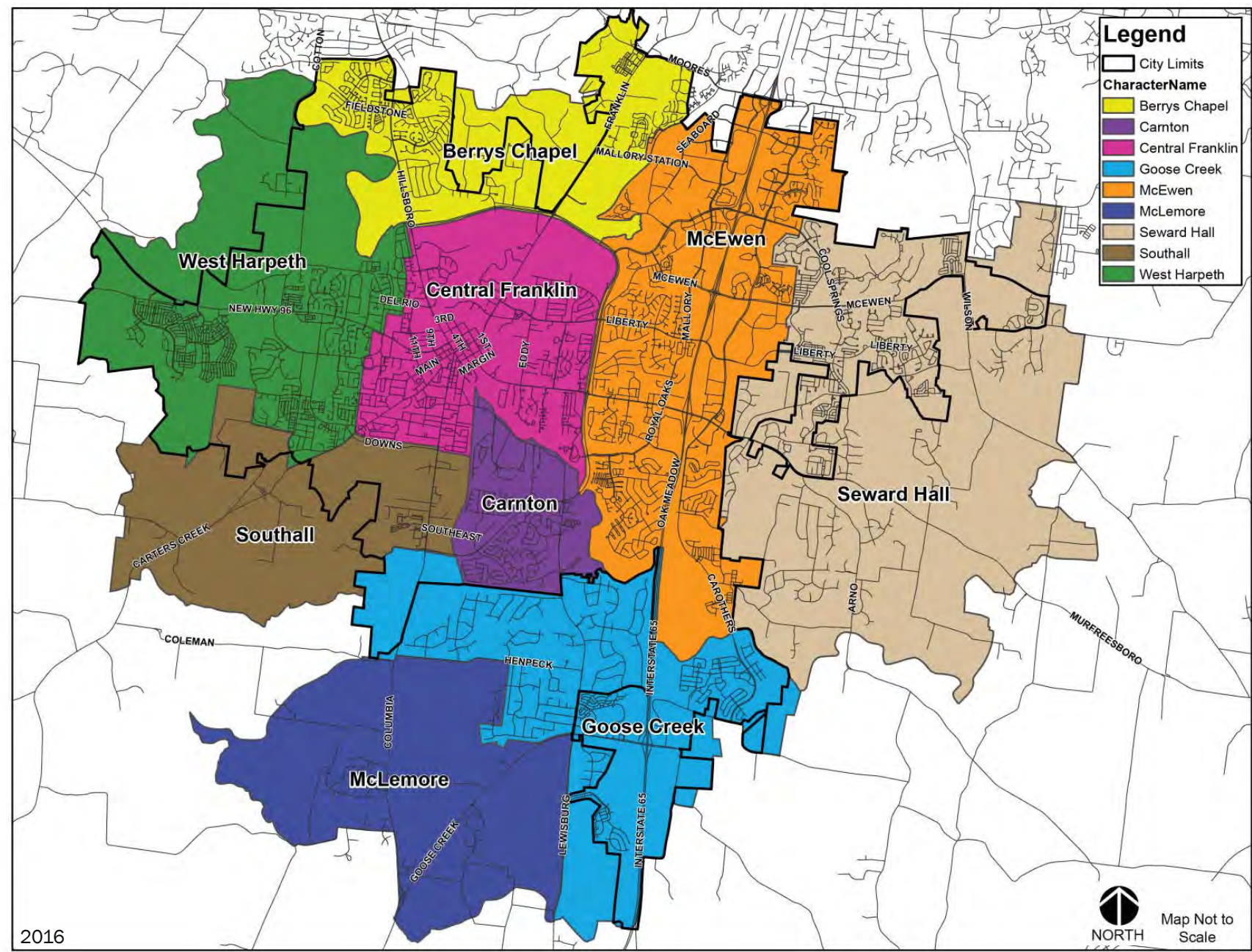
Zoning District	Land Use
General Office	Office
Central Commercial	Office or Retail*
Neighborhood Commercial	Office or Retail*
General Commercial	Office or Retail*
Light Industrial	Mixed Non Residential

* Based on surrounding use, context, development feasibility, access and visibility

APPENDIX B

EXISTING CONDITIONS - CHARACTER AREA PATTERNS

FIGURE B.1: CHARACTER AREAS



APPENDIX B

Existing conditions and character area patterns were compiled in the first phase of writing this Plan. The following information describes the 2015 conditions.

BERRYS CHAPEL

DEMOGRAPHICS/ GENERAL INFORMATION

The Berrys Chapel Character Area comprises approximately 3,534 acres in the north-central portion of the Urban Growth Boundary (UGB). The northern boundary of the area is the UGB, Moores Lane, and Lynnwood Way. Mack Hatcher Parkway is the southern boundary, and the Harpeth River is the primary west edge of the area. It is bound to the east by the McEwen Character Area.

ENVIRONMENTAL/ GEOLOGY/TOPOGRAPHY

Much of the northern portion of the Berry's Chapel Character Area contains hillsides, and several large established stands of trees. The hillsides and tree stands are protected by the Hillside/Hillcrest Overlay District. The existing hillsides substantially limit the development in the northern portion of Berry's Chapel. Additionally, the Harpeth River corridor runs along the western edge of the character area creating a green buffer along this edge.

TRANSPORTATION/ACCESS

Berry's Chapel contains three primary corridors: Hillsboro Road, Franklin Road, and Mack Hatcher Parkway. Hillsboro Road bisects the western portion of Berry's Chapel and is currently a four lane divided cross section. Hillsboro Road does provide an on-street bicycle lane, as well as a sidewalk or multi-use path, which provides residents with multi-

modal access to commercial and institutional uses along the corridor including the Williamson County Recreation Center. Franklin Road is a rural, two lane cross section that bisects the area's eastern portion. To accommodate an increase in vehicular traffic, Franklin Road was recommended in the 2010 City of Franklin Major Thoroughfare Plan to be widened to three lanes. Hillsboro and Franklin Roads both provide access to Nashville and serve as transportation gateways into the City. The scenic views and aesthetic design treatments that include wood plank fencing and fieldstone walls provide a unique visual character along these arterial corridors. Mack Hatcher Parkway, a four lane divided roadway, forms the southern boundary of Berry's Chapel.

While the area does have access to three primary corridors, the transportation network suffers from a lack of connectivity. The existing road network in the western residential portion is not integrated which results in increased traffic volumes entering and exiting the subdivisions. The roadways in the eastern portion of Berry's Chapel are disconnected due to steep slopes and existing development. When roadways do connect with primary corridors, many times the intersections are misaligned, causing safety concerns.

LAND USE AND GROWTH

The primary existing land use in the area is single-family residential. Much of the existing single-family

residential is located in the western portion of the character area. The Fieldstone Farms subdivision showcases a more compact footprint and lot size, pedestrian sidewalks, and community green space. The subdivisions in the Berry's Chapel area are not well connected to one another, with some portions of the area having only one direct ingress and egress point.

Additional residential development is limited in the remaining Berry's Chapel area. The steep hillsides and existing tree stands limit the development possibilities. Much of this area exists as large lot homesteads, farmsteads and estate residential. These lots, along with the rural residential uses along Berry's Chapel Road, which are outside of the city, establish an authentic and desirable rural character.

Along Franklin Road and Hillsboro Road are pockets of commercial and institutional uses. Gateway Village, at the intersection of Franklin Road and Lynnwood Way, provides a variety of housing options, retail, office spaces, and restaurants. There is an opportunity for additional development of residential or institutional uses at the intersection of Franklin Road and Mack Hatcher Parkway. Future development at Franklin Road and Mack Hatcher will need to be carefully developed to respect the rural character of the area.

APPENDIX B CARNTON

DEMOGRAPHICS/ GENERAL INFORMATION

The Carnton Character Area is the smallest of the character areas with less than 1,590 acres. The area is centrally located just south of the Central Franklin Character Area, west of the McEwen Character Area, north of the Goose Creek Character Area, and east of the Southall Character Area.

TRANSPORTATION/ACCESS

Lewisburg Avenue provides access to the northern and eastern properties within the Carnton Character Area. The corridor, currently a two lane cross section with no pedestrian or bicycle amenities, is recommended to be widened to three lanes from the railroad tracks to Mack Hatcher Parkway. Mack Hatcher Parkway bisects the character area and provides east-west access to adjacent areas. Mack Hatcher Parkway is currently a two lane cross section but is identified as a future four lane divided cross section in the 2010 City of Franklin Major Thoroughfare Plan. The widening of Mack Hatcher Parkway in this area is recommended to accommodate the increase in population throughout the City.

ENVIRONMENTAL/ GEOLOGY/TOPOGRAPHY

A significant portion of the northern boundary is constrained by the Harpeth River floodplain. The floodplain and the adjacent wetland areas are currently maintained as open space and are valuable as such. The green buffers that are created along Lewisburg Pike and within the Sullivan Farms subdivision could serve as area for future pedestrian or bicycle connections to parks and to Central Franklin.

LAND USE AND GROWTH

The area is approximately fifty percent residential by land area, with a remaining mix of industrial, office, and public and private recreation areas. The residential development has mostly a suburban pattern, with a range of densities from under one unit per acre to over twelve units per acre. Most of the subdivisions in the area are not connected to surrounding areas, and some of the subdivisions do not have sidewalks.

Within the character area, there are opportunities for additional light industrial, warehouse, or office uses. The existing development near Mack Hatcher Parkway and Southeast parkway has vacant and undeveloped parcels. At one time, the parcels along the railroad line appeared to be optimal for redevelopment as a transit-oriented node, but, it has become apparent over time that future transit options for the City will not likely include a commuter rail line in this location.

TOURISM/CULTURAL/HISTORIC ELEMENTS

Along Lewisburg Pike are two particular sites of cultural and historic interest. The Carnton Plantation, a historic Civil War battle site, is a National Historic Landmark and is open to the public. The property is protected under the City's Historic Preservation Overlay District and should continue to be protected in the future.

Immediately adjacent to the plantation, is the recently acquired Eastern Flank Battlefield Park. Dedicated in 2014, the park now offers public access by a loop road, which allows visitors to experience the history of the site by utilizing a series of interpretive signs and digital kiosks.

APPENDIX B

CENTRAL FRANKLIN

DEMOGRAPHICS/ GENERAL INFORMATION

The Central Franklin Character Area is approximately 4,000 acres and is centrally located in Franklin. Mack Hatcher Parkway represents the northern and eastern boundaries. The southern boundary includes Lewisburg Avenue and Downs Boulevard. The western boundary runs in a north-south direction and adjoins the eastern edge of the West Harpeth Character Area.

ENVIRONMENTAL/ GEOLOGY/TOPOGRAPHY

The Harpeth River corridor flows through Central Franklin beginning near the northwest corner and extending to the southeast corner. The river corridor surrounds the downtown core on both the north and east sides. In addition to the river corridor itself, there are smaller fingers and drainage areas that extend through both the west and east sides of Central Franklin. These areas are all impacted by floodplain constraints, as well. Many of these areas near the downtown core and within the floodplain are existing open spaces including Harlinsdale Farm, Bicentennial Park, and Pinkerton Park.

TRANSPORTATION/ACCESS

Six roadway corridors extend outward from the downtown core area into surrounding areas of Franklin. These include Columbia Avenue, West

Main Street, New Highway 96 West, Hillsboro Road, Murfreesboro Road, and Lewisburg Avenue. It is important to note that the local street network in Central Franklin is impacted by the surrounding character areas. Character areas to the west and south have numerous local roadways, but there are few streets that access the eastern and northern portions of the City. Traffic from the West Harpeth and Southall character areas must pass through the downtown core in order to access several of the City's primary routes, including Mack Hatcher Parkway, Liberty Pike, Cool Springs Boulevard, and Interstate 65. The lack of transportation routes surrounding the downtown core puts additional vehicles on the smaller Central Franklin streets, which causes congestion and inefficiencies in the transportation network.

LAND USE AND GROWTH

Central Franklin contains a wide mix of land uses. The predominant use is residential; however, commercial retail, institutional, office, and limited industrial areas are mixed in the area. The most diverse area is the historic downtown core, a 16-block National Register District, which contains uses of all categories.

Period-style residential dwellings following a traditional development pattern are located south and west of the downtown core. These neighborhoods are well-established and face a character shift if

unregulated teardowns and incompatible infill development continue. New and infill development in these neighborhoods should better align with the established character. Massing, scale, height, setbacks, and architectural attributes should be a primary focus for new construction in the area so that the historic character of the area is not compromised.

Neighborhoods following a more conventional pattern are located west, north, and east of the downtown core. Development pressure for denser single-family and multifamily residential uses exist in these areas. In selected locations that are evolving in character, these denser residential uses may be appropriate.

Adequate infrastructure to serve existing and future development within Central Franklin is to be provided. This includes improvements to the transportation system and utility infrastructure in the area. Utility infrastructure is aging and is in need of significant upgrades to meet current standards for fire protection and stormwater management. For future nonresidential development, adequate parking will need to be provided. This is needed to support existing and future development and minimize any impacts to established neighborhoods.

APPENDIX B

GOOSE CREEK

DEMOGRAPHICS/ GENERAL INFORMATION

The Goose Creek Character Area includes 5,820 acres and is located in the south-central portion of the UGB, much of it within close proximity to Interstate 65. It is bounded on the west by the Mc-Lemore and Southall Character Areas; to the north by the Harpeth River and the Carnton and Southall Character Areas; and to the south and east by the limits of the UGB.

ENVIRONMENTAL/ GEOLOGY/TOPOGRAPHY

Features such as the Harpeth River, Goose Creek, hills, and established stands of trees are important assets to the area and should be preserved to the greatest extent possible.

TRANSPORTATION/ACCESS

The Goose Creek Character Area contains four primary corridors: Interstate 65, Goose Creek Bypass, Lewisburg Pike, and Columbia Pike. The Goose Creek Area has been the subject of substantial transportation planning, both as part of overall city transportation planning, and as part of specific site planning and design. Providing adequate transportation infrastructure to keep up with growth is one of the most important public service issues facing this area. While the Goose Creek Character Area contains multiple primary corridors, there are several major capital facility

needs that impact the area, including the extension of Peytonsville Road to the future extension of South Carothers Parkway, the realignment of Long Lane, and the proposed Interstate 65 crossings that will connect the eastern and western portions of the Goose Creek Character Area. All of the proposed projects will provide for additional vehicular efficiency and capacity throughout the area. A major element of the success of this area is ensuring the timing of these improvements relative to the anticipated growth.

LAND USE AND GROWTH

Much of the existing development is located northwest of the Interstate 65 and Goose Creek Bypass interchange. The area includes a mix of uses, some with a suburban character and some with a more traditional development pattern, and includes over 1,200 residences. There is still substantial land available for development in the area, primarily south of the Goose Creek Bypass and east of the Interstate 65 corridor. This Goose Creek Bypass interchange offers a major regional economic development opportunity for the city. Approved development plans include 3 million square feet of office and 1.8 million s.f. of retail uses. More than 1,100 new dwelling units are planned.

There is additional land outside the UGB, particularly to the south and east of the current UGB lim-

its, that is appropriate for additional commercial and office uses, given its proximity to Interstate 65. It would benefit the City to study the areas adjacent to the existing UGB to see whether expanding the boundary would be advantageous.

The key southern location of the Goose Creek Area along Interstate 65 positions it as one of the principal regional gateways into the community. This location generates a significant amount of traffic that makes the area near the interchange a vital commercial location. The quality and types of business currently in this area are not viewed as the best uses for the land. Currently, the northwest and northeast corners of the interchange provide a mix of uses that include gas stations, a local hotel, and an auto body shop. A standard for higher-quality development is appropriate for this significant gateway location. Additionally, the Williamson County Agricultural Center, which hosts many events including the county fair, is located in the northwest quadrant of the interchange. Due to needs for additional land and building space, it is possible that the County may look to move the use to another site, leaving the current site available for redevelopment.

The northwest, southwest, and southeast corners of the interchange include large tracts of land that are planned as part of the Berry Farms mixed-use

APPENDIX B

GOOSE CREEK

development. The development, which is divided into three areas, includes a variety of housing types, retail, office, and hotel uses. All of the Berry Farms tracts have been conceptually approved and include a site master plan and pattern book that identifies permitted uses, site design guidelines, architectural standards, and signage standards, all of which are intended to respect the City of Franklin's character and historic past while creating a memorable gateway into the City itself. The northwest tract, Rural Plains, features a town center and is currently under construction.

Additional residential subdivisions planned for the area include Highlands at Ladd Park and Stream Valley. Together, they will include nearly 2,000 residential units upon completion. There are significant areas of land in the Goose Creek area with future development potential once infrastructure and services are made available. The vacant land on Columbia Pike, south of Mack Hatcher Parkway, and the land along Lewisburg Pike, south of Goose Creek Bypass, provide opportunities for future development. The existing character and vast open space in the area are important to Franklin's identity. Future development, if not carefully designed, could negatively impact the character and scenic corridors.

In order to meet the needs of the growing community, a future waste water treatment facility will likely be necessary. Past discussions have included the siting of the proposed facility within the Goose Creek Character Area. The vacant land east of Interstate 65, which is bounded by the Harpeth River corridor, has been identified as a potential location for the facility. In addition to the needs of City utilities, the preservation of land for future parks and open space is important in this growing area. Currently, the Goose Creek area has no municipal park land, and a future multi-purpose park could be needed in this portion of the City. As the Goose Creek area grows and develops, the need for additional schools and police and fire facilities could also be necessary.

APPENDIX B

McEWEN

DEMOGRAPHICS/ GENERAL INFORMATION

This area encompasses 6,680 acres and is considered to be the premier corporate area in Middle Tennessee. The McEwen Character Area is bounded on the north by the City of Brentwood, to the west by the Berry's Chapel and Central Franklin Character Areas, to the south by the Harpeth River, and to the east by the Seward Hall Character Area.

ENVIRONMENTAL/ GEOLOGY/TOPOGRAPHY

When compared to other areas within the City of Franklin, the McEwen Character Area has little topographical change. In the few areas where hillsides are present, development has incorporated the topography into the layout of the site.

Existing tree stands follow the Harpeth River corridor along the southern edge of the character area, as well as the smaller riparian corridors to the north. These tributaries and the associated floodplain and environmental features create some constraints to further development in the area.

TRANSPORTATION/ACCESS

The Interstate 65 corridor runs directly through the McEwen Character Area. Three major interchanges serve as a gateway to the City of Franklin and

to the area itself: Cool Springs Boulevard, McEwen Drive, and Murfreesboro Road. A portion of the Moores Road interchange occurs at the northern boundary of the character area, as well.

There are few north-south roads within the character area. To the west of the Interstate, Mallory Lane/ Royal Oaks Boulevard and Mack Hatcher provide the only north-south connections through the area. While both roadways are primarily four lane divided corridors, there are numerous curb cuts and driveways which limit the efficiency of the corridor. Coupled with the regional traffic patterns, the corridor and intersections do experience congestion at peak hours.

To the east of the interstate, Carothers Parkway creates a north-south corridor from Moores Lane to Long Lane, and there are plans to extend the corridor to Peytonsville Road in the future. When complete, the four lane divided roadway will provide controlled access to the multiple office and commercial developments along Carothers Parkway. Additionally, pedestrian amenities will extend along the corridor, providing access to adjacent residential areas.

To combat the roadway and intersection congestion issues in the area, multiple transportation projects are identified in the 2010 City of Franklin Major Thoroughfare Plan. Improvements to

Murfreesboro Road, Liberty Pike, Cool Springs Boulevard, Mallory Lane, and the northern portion of Carothers Parkway are all intended to provide increased and more efficient access throughout the McEwen Character Area.

LAND USE AND GROWTH

The McEwen Area is the principal regional commercial area in the UGB. It includes over 4,000 acres and nearly 12 million square feet of commercial, office and industrial space. It is also the principal location for attached residential dwellings. There are about 1,100 vacant acres, primarily to the east of Interstate 65, that have development potential. Most of this land is in large parcels under limited ownership. This area is clearly the major economic engine for the City.

West of Interstate 65 is a mix of land uses include single and multi-family residential, with commercial, office, and retail uses flanking the Interstate corridor. Cool Springs Galleria Mall, located between the Moores Lane and Cool Springs Boulevard interchanges is a regional destination for the community. Surrounding the mall are numerous out lots, which include restaurants, smaller retail developments, and hotels. This part of the McEwen Character Area has been impacted by infill development of typically one-story restaurants or retail buildings in areas that once served as parking for larger, existing commercial build

APPENDIX B

McEWEN

ings. Immediately west of the mall is a pocket of non-residential development that includes a mix of office, showroom, and institutional uses that occur in larger, warehouse type buildings.

East of the Interstate 65 corridor is a mix of office development, typically ranging from six to eleven stories. The Carothers Parkway area is the backbone of the McEwen character area and is a major employment corridor for the City. As property values continue to rise in the corridor, infill development of office buildings and hotels with structured parking is replacing large parking areas that once served existing office buildings. At the time of this plan, multiple developments are underway at the intersection of Carothers Parkway and McEwen Drive. Ovation, the largest of the new approved developments, is planned to include 1.4 million square feet of office space, retail, commercial and entertainment uses as well as two hotels and nearly 1,000 new residential units.

A mix of commercial uses is also found along the Murfreesboro Road corridor. The developments, which are older than buildings found to the north, are a mix of local destinations, including automotive repair and sales, banks, grocery stores, restaurants, and pharmacies. Additionally, the Williamson County Medical Center and similar healthcare

uses are located near the corridor on the east side of the Interstate. Investments have been made along the Murfreesboro Road corridor as redevelopments have taken place, but additional incentives and planning could be used to encourage significant redevelopment along the corridor.

APPENDIX B

McLEMORE

DEMOGRAPHICS/ GENERAL INFORMATION

The McMomore Character Area has 5,090 acres in the southwestern portion of the UGB. It is bound on the south and west by the UGB and to the north and east by the Goose Creek Character Area. The area as a whole, while not currently within the city, acts as the rural gateway into the community.

ENVIRONMENTAL/ GEOLOGY/TOPOGRAPHY

Much of the McMomore Character Area is impacted by environmental constraints including steep slopes, some of which are greater than 20%, and the West Harpeth River corridor and floodplain. The hillsides and the floodplain are both considered to be natural resources that should be preserved.

TRANSPORTATION/ACCESS

The McMomore Character Area includes two primary corridors: Columbia Pike and the Goose Creek Bypass. These two-lane, rural roadways provide a connection to State Route 840 to the south, and Interstate 65 to the east. The connection to these regional transportation corridors has increased the development interest and traffic through the McMomore area. In addition to Columbia Pike and Goose Creek Bypass, the McMomore area is traversed by a series of smaller rural

roadways that are not integrated into the larger transportation network. This lack of connectivity and the current cross sections of the major roadways do not allow for the high traffic volumes that are anticipated for the area. In the long term, both Columbia Pike and Goose Creek Bypass are recommended for widening in the 2010 City of Franklin Major Thoroughfare Plan in order to accommodate the anticipated increase in traffic.

While traffic planning will be important to help guide development, the design and character of the roadways will need to be considered, as well. Columbia Pike and Goose Creek Bypass serve as the southern gateway into the City of Franklin. The scenic quality of these corridors are of tremendous value to the City's population. While wider roadway corridors will be necessary, the design of the corridor will need to respect that natural features, environment, and overall design aesthetic.

There is a rail line that bisects the McMomore Character area. The CSX line parallels Hunter Road and intersects at grade with Harpeth Road, Kittrell Road, and Coleman Road.

LAND USE AND GROWTH

This area has a rural character, with large lots and significant vacant land, comprising nearly eighty percent of the acreage. Estate residential is the dominant use. The vast amount of vacant land

with direct access to Goose Creek Bypass creates a prime location for future development pressures. However, sewer is unavailable throughout most of the area and is not expected to be extended within the next fifteen years.

The CSX rail road corridor has been mentioned as a possible location for a light rail system in the past. However, this transit connection is unlikely for the foreseeable future. If a passenger rail line is planned, there are large parcels of land adjacent to the rail corridor that would have the potential for a mix of uses, including residential, commercial, and office. Due to the existing rural character of the area, the benefits and impacts of placing a mixed use development in the area would need to be thoroughly analyzed.

APPENDIX B

SEWARD HALL

DEMOGRAPHICS/ GENERAL INFORMATION

The Seward Hall Character Area lies east of Interstate 65 on the easternmost edge of the City of Franklin and the UGB. It is comprised of approximately 10,614 acres. The north and east boundaries of Seward Hall are the City of Brentwood and the limits of the UGB. The southern boundary is the Harpeth River. The McEwen Character Area lies immediately to the west.

ENVIRONMENTAL/ GEOLOGY/TOPOGRAPHY

The majority of the Seward Hall Character Area is not impacted by environmental or topographical constraints because the topography is fairly moderate. The northern portion of the area does contain a concentration of hillsides north of McEwen Drive. There are also some isolated hills along the Liberty Pike corridor. While the hillsides pose a challenge to the area, existing development has been able to occur around these features. The development has been executed in a way that preserves the character of the area. The existing topography should not pose any additional constraints since much of the area surrounding the hillsides is currently developed.

The Harpeth River Corridor runs along the southern edge of the character area and does create environmental constraints along the boundary. Additionally, the river corridor's tributaries and drainage area extends northward just east of

North Chapel Road. Because of the floodplain boundary, this area would need to be protected and mitigated if adjacent development occurs.

TRANSPORTATION/ACCESS

Several roadway corridors extend through the Seward Hall area. Murfreesboro Road, a two lane corridor, bisects the character area and serves as a primary east-west route through the City. McEwen Drive and Liberty Pike, both serve as primary corridors to areas west of Interstate 65, but these corridors do not extend to the eastern boundary of the character area. McEwen Drive, transitions from a four lane divided corridor to a two lane rural cross section east of Cool Springs Boulevard. McEwen Drive provides quick access to Interstate 65 and to regional commerce and employment centers. The segment east of Cool Springs Boulevard has a scenic, rural character which contrasts the urban aesthetic found west of Cool Springs Boulevard. Liberty Pike connects Franklin Road, just north of the downtown core, to the eastern extent of the McKays Mill subdivision.

Clovercroft Road also serves as a primary route for residents in Seward Hall. The two-lane roadway connects Murfreesboro Road, just east of Carothers Parkway to Wilson Pike. This corridor, while providing access to many residents, is in need of repairs and enhancements.

In order to accommodate the ongoing development in the area, planned extensions of Liberty Pike and McEwen Drive, as well as improvements

to Murfreesboro Road, are identified in the current transportation plan. Pedestrian and cycling facilities in the form of sidewalks, bike lanes, and multi-use paths are necessary to meet the needs of the increasing population.

LAND USE AND GROWTH

The character of this area is a combination of rural and suburban development. Over half of the area is developed with detached residential units. While many units are located within conventional subdivisions, there are numerous individual tracts of land throughout the area, particularly in the eastern portion of the area.

Development pressure is increasing in this area, but lack of infrastructure is limiting the development. City sewer does not currently extend to all of Seward Hall. Development in areas east of the Watkins Creek Subdivision and south of Murfreesboro Road would require lengthy extensions of sewer and upgrades to county roads.

In addition to residential development, a small commercial node currently exists in the McKay's Mill subdivision at the intersection of Liberty Pike and Oxford Glen Drive. An additional area of mixed-use and commercial development is currently planned at the intersection of Cool Springs Boulevard and McEwen Drive. Numerous civic and institutional uses, including a municipal park, are also scattered throughout the area.

APPENDIX B SOUTHALL

DEMOGRAPHICS/ GENERAL INFORMATION

The Southall Character Area straddles Car- ters Creek Pike to the southwest and Columbia Avenue south of downtown Franklin. The area is bound by the West Harpeth and Central Franklin Character Areas on the north, the Carnton Char- acter Area on the east, the Goose Creek Char- acter Area on the south, and western limits of the UGB on the west.

ENVIRONMENTAL/ GEOLOGY/TOPOGRAPHY

The Southall Character Area has rich natural resources including rolling terrain with significant areas constrained by steep slopes, hilltops, and significant mature tree cover that provides habitat for wildlife. These features should be preserved to the greatest extent possible to maintain the environmental quality and scenic views within the area.

TRANSPORTATION/ACCESS

Columbia Avenue is the primary corridor in the Southall area. The corridor transitions from a suburban to urban character as you move north through the character area. North of Mack Hatch- er Boulevard, Columbia Avenue is interrupted by curb cuts, driveways, and smaller access roads. Since it is the primary corridor through the area, the numerous ingress and egress points cause

congestion and traffic efficiency concerns.

LAND USE AND GROWTH

A concentration of development is found adjacent to Columbia Avenue south of Downs Boulevard. This area, primarily industrial uses and the existing rock quarry, represents nearly half of the region's total industrial development. Some commercial and office space is also located in the area adja- cent to Columbia Avenue. With the primary land use being industrial, the character of this area dif- fers from other areas in the City. Commercial and office space is located in larger, warehouse-style buildings. Parts of Columbia Avenue are flanked by excessive signage which creates visual blight along the street.

It is anticipated that many of the industrial uses will continue to exist in the long term. Future de- velopments near these sites should respond to the impacts of these industrial uses.

Aside from industrial uses, much of Southall is es- tate residential, particularly in the western portion of the area. The lack of sewer infrastructure in this part of the character area has limited the amount of new development in the area. Transportation infrastructure is also limited to portions of the area due to the topography. The existing scenic quality of the area is desired, and future development will need to protect these existing features.

In addition to the large-lot residential homes, there is a small multi-family development located south of Century Court. Currently, the develop- ment provides over 100 units and plans to expand to the adjacent property to the east.

APPENDIX B

WEST HARPETH

DEMOGRAPHICS/ GENERAL INFORMATION

The West Harpeth Character Area contains 6,120 acres located on the northwestern edge of the UGB. The area is bound to the northeast by the Harpeth River and to the west and northwest by the West Harpeth River. The Central Franklin Character Area is located to the east, and the Southall Character Area bounds the area to the south. The West Harpeth Character Area is one of the primary focus areas for new residential development in the City and is undergoing rapid change.

ENVIRONMENTAL/ GEOLOGY/TOPOGRAPHY

The West Harpeth Character Area is constrained to the north, west, and south by environmental features. The Harpeth River, which wraps the west and north sides of the character area, creates a valuable, vegetated corridor through the area. This riparian corridor, the associated 100- and 500-year floodplains, and the adjacent vegetation impact the development potential of the surrounding vacant land. Significant hills are located along the western boundary of the area and have been preserved as part of approved development plans.

TRANSPORTATION/ACCESS

New Highway 96 West transverses the area and provides the area's only primary west-east con-

nection. This existing two-lane roadway provides the primary transportation route for numerous residential subdivisions, with many having individual access points along the street. Many of these access points are not controlled and allow for both right and left turn lanes. Downs Boulevard, Boyd Mill Avenue, and Del Rio Pike, all two-lane connectors, provide secondary routes through the area, but they do not extend throughout the entire character area.

Carlisle Lane/ Del Rio Pike, a two-lane rural corridor, is the only roadway that extends north from New Highway 96 West. There are some smaller roadways in the vacant area north of Highway 96, but the roadways are used for access to local farmsteads and do not provide continuous access through the area.

Due to the limited number of roadways in this area, future development and rising densities are a concern. Current residents, employees, and visitors have limited transportation routes, which causes congestion and inefficiencies. Future transportation projects are necessary for the area. The primary recommended project is the completion of the Mack Hatcher Parkway with the construction of both the northwest and southwest segments. With the completion of the Mack Hatcher Parkway corridor, the West Harpeth Character Area will have additional vehicular access, which will

reduce the vehicular counts on surrounding roadways. In addition, new and enhanced roadways will also be necessary to promote and support growth in the vacant area to the north of Highway 96.

LAND USE AND GROWTH

Nearly one-half of the West Harpeth area is vacant or agricultural. This area, located between Highway 96 and the Harpeth River corridor, is divided between four to five owners and includes five historic properties/ farmsteads. The surrounding area is primarily residential, although some nonresidential uses are located in Westhaven.

Westhaven is the largest residential subdivision in the area and was designed using traditional neighborhood development (TND) principles. When complete, the community will include nearly 3,000 residential units, in addition to some local commercial and office uses. In addition to Westhaven, the area is also seeing development interest in multiple, small residential developments throughout the area.

At the intersection of Highway 96 and Downs Boulevard, there are some neighborhood commercial uses, including a pharmacy, gas station, and office spaces. Additional commercial uses are found in the Westhaven community and include

APPENDIX B

WEST HARPETH

a mix of local retail shops, restaurants, and a grocery store.

The forces that may have the greatest impact on the future character of the West Harpeth Character Area include the improvement of infrastructure and community facilities. The completion of Mack Hatcher Parkway, expanded power lines, and the expansion of sewer and water infrastructure will open the area to additional development.

APPENDIX C

DEVELOPMENT SUITABILITY ANALYSIS

The development suitability analysis was performed using the CommunityViz software plugin for ArcGIS and data sets provided by the City of Franklin. Relative suitability was calculated for nine individual suitability factors. These factors were then weighted to calculate an overall suitability score for each parcel in the Urban Growth Boundary. Suitability scores are calculated as a number between 0 and 100, with higher scores representing greater development suitability. The suitability scores are relative, and parcels with low suitability scores may not be considered to be totally undevelopable. It may be that a large portion of the site is undevelopable but not the whole site. Also, as utility infrastructure is extended, and roadways are constructed or improved, development suitability may change.

Suitability Factors

Nine suitability factors were used in the analysis, they include: floodway and floodplain; hillsides and hilltops; fire stations; sewer service; employment centers; commercial centers; stream buffers; primary thoroughfares; secondary thoroughfares.

Factor Type

Two types of factors were used in the analysis. The first type is proximity based; the closer the parcel is to the target area for each factor (i.e. commercial center, thoroughfare, fire station), the higher the suitability score. The second type of factor is overlay based. For these factors, the amount of overlap between the parcel and the target area (i.e. floodplain, hillside) is calculated. Parcels with higher amounts of overlap result in lower suitability scores. Figure C.1 is a summary of the suitability factors and their respective types.

Factor Weighting

Individual suitability factors were weighted to calculate the overall suitability scores. Physical development constraints (i.e. flood-prone land, hillsides and hillcrests, and stream buffers) were weighted more heavily than the majority of the proximity measures (i.e. proximity to employment centers, primary thoroughfares, and fire stations, for example). Proximity to sewer service was also weighted heavily since the lack of sewer service significantly impacts the intensity of development that the land can support. Factor weighting is included in Figure C.1.

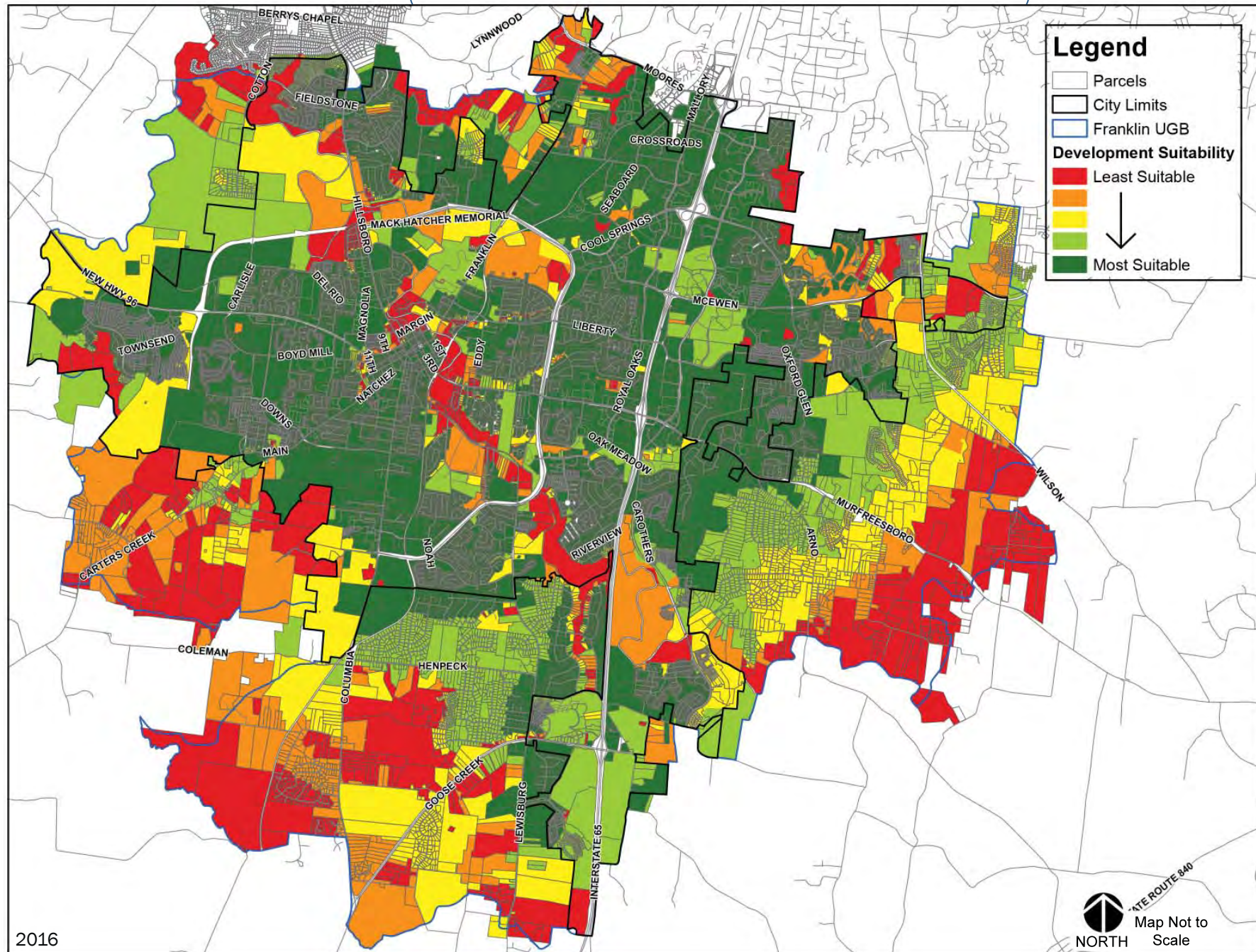
Figure C.2 depicts the results of the land suitability analysis. It is a combination of the nine individual factors and takes into account the factor weighting. Individual maps for each factor can be found on the following page in Figures C.3 through C.11.

FIGURE C.1: LAND USE SUITABILITY FACTOR SUMMARY

FACTOR	DESCRIPTION	TYPE	WEIGHT
Floodway and Floodplain	Special Flood Hazard Areas defined as the area to be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year (Zones A and AE).	Amount of Overlap	9.0
Hillsides and Hilltops	Defined as areas included in the Hillside/Hillcrest Overlay (HHO) District.	Amount of Overlap	9.0
Fire Stations	Locations included in the Franklin "FireStations" shapefile.	Proximity	2.0
Sewer Service	Sewer lines as included in the Franklin "WwtGravityPipe" and "WwtPressurizedPipe" shapefiles.	Proximity	7.5
Employment Centers	Defined as the McEwen character area.	Proximity	1.0
Commercial Centers	Groups of non-office commercial land use as determined by the "GLU" designation on the "PARCELSLCS" shapefile.	Proximity	1.0
Stream Buffers	Areas included within a 60-foot buffer on either side of streams.	Amount of Overlap	4.0
Primary Thoroughfares	Interstate 65 and Mack Hatcher Parkway.	Proximity	2.5
Secondary Thoroughfares	Thoroughfares with access to Interstate 65 (Moores Lane, Cool Springs Blvd., McEwen Drive, SR 96/Murfreesboro Road, Peytonsville Road/Goose Creek Bypass)	Proximity	1.5

APPENDIX C

FIGURE C.2: LAND USE SUITABILITY MAP (INCLUDES ALL FACTORS AND REFLECTS FACTOR WEIGHTING)



APPENDIX C

FIGURE C.3: LAND USE SUITABILITY - FLOODWAY AND FLOODPLAIN

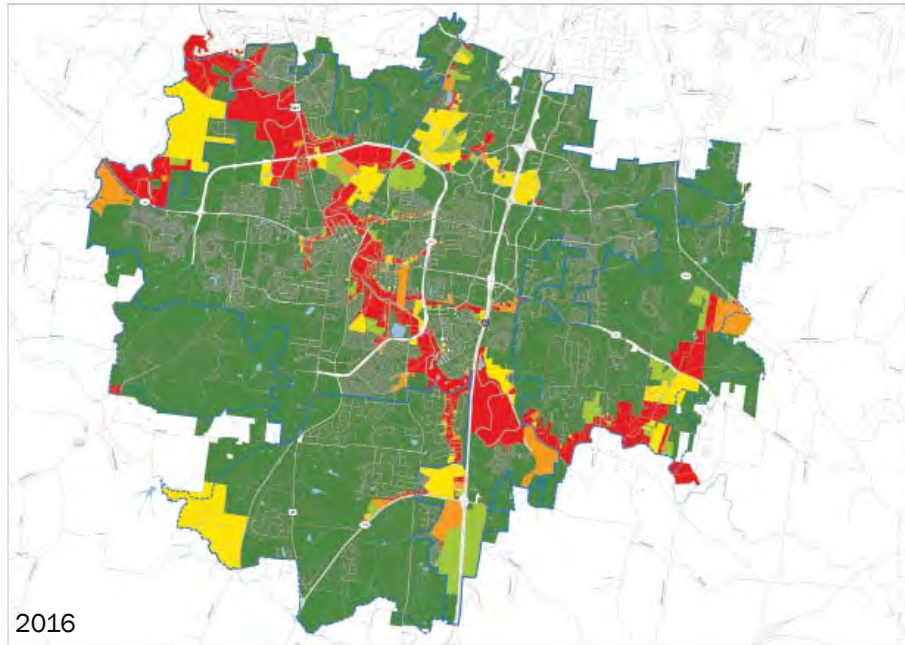


FIGURE C.4: LAND USE SUITABILITY - HILLSIDES AND HILLTOPS

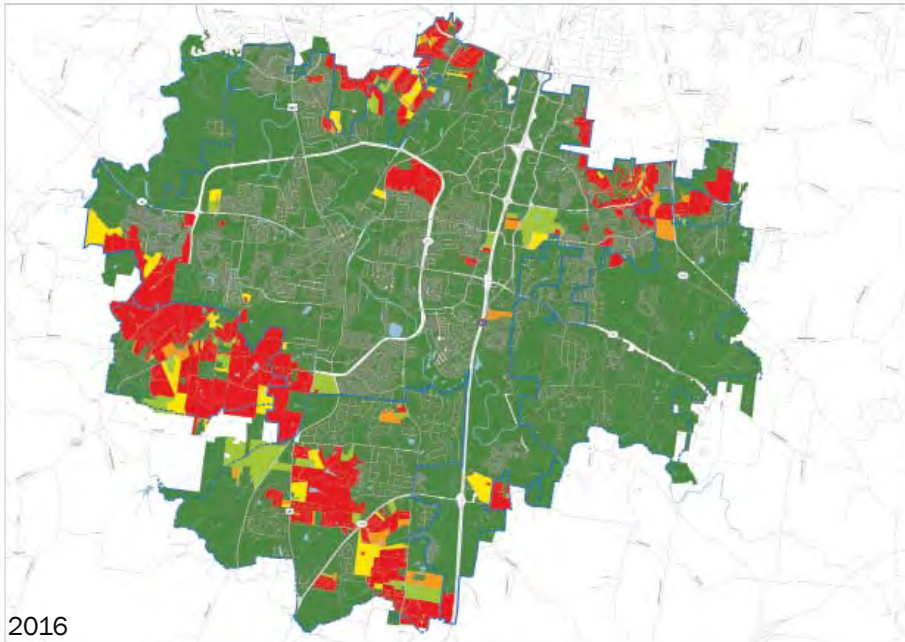


FIGURE C.5: LAND USE SUITABILITY - FIRE STATIONS

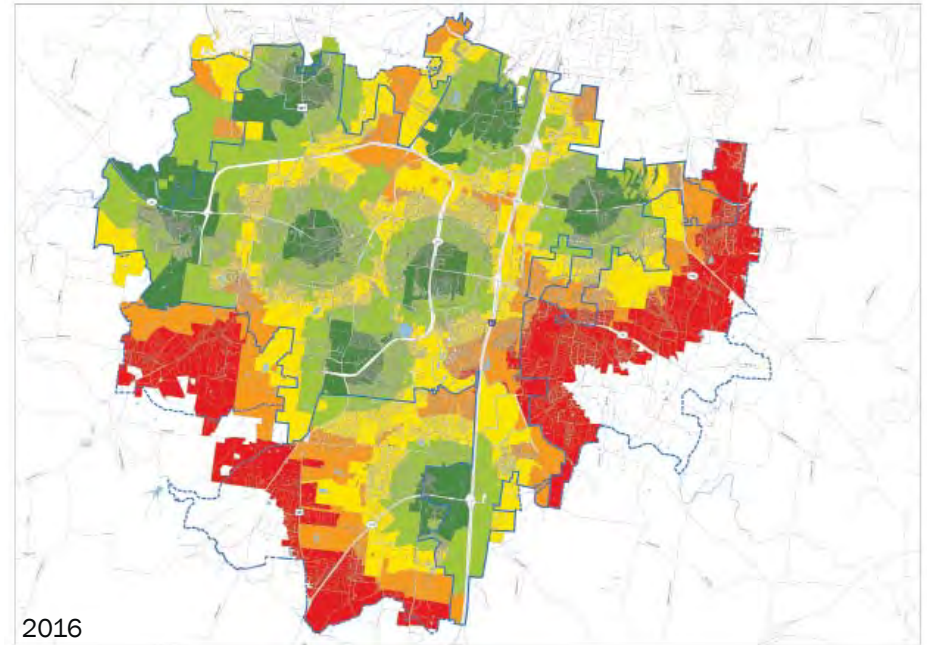
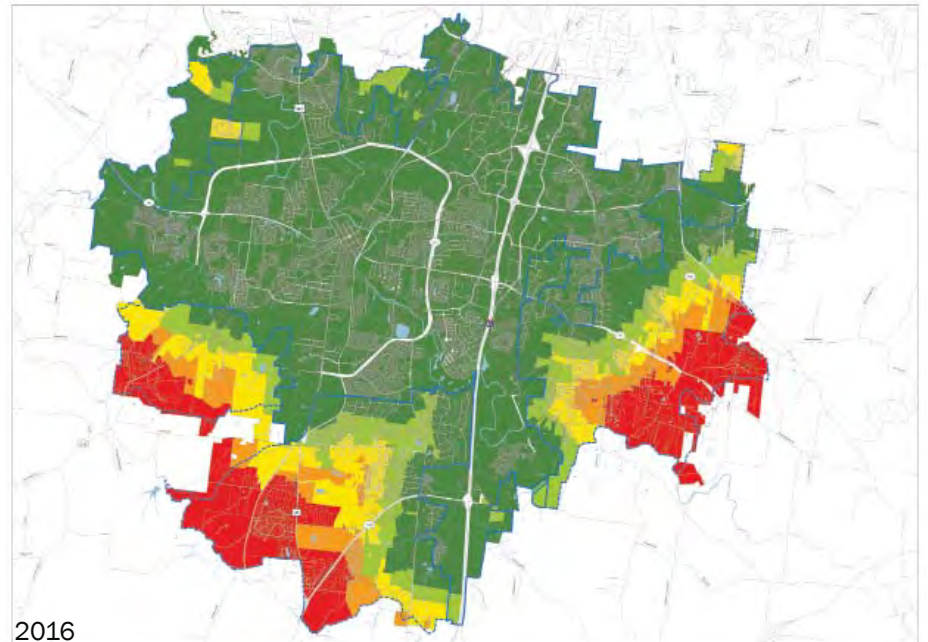


FIGURE C.6: LAND USE SUITABILITY - SEWER SERVICE



APPENDIX C

FIGURE C.7: LAND USE SUITABILITY - EMPLOYMENT CENTERS

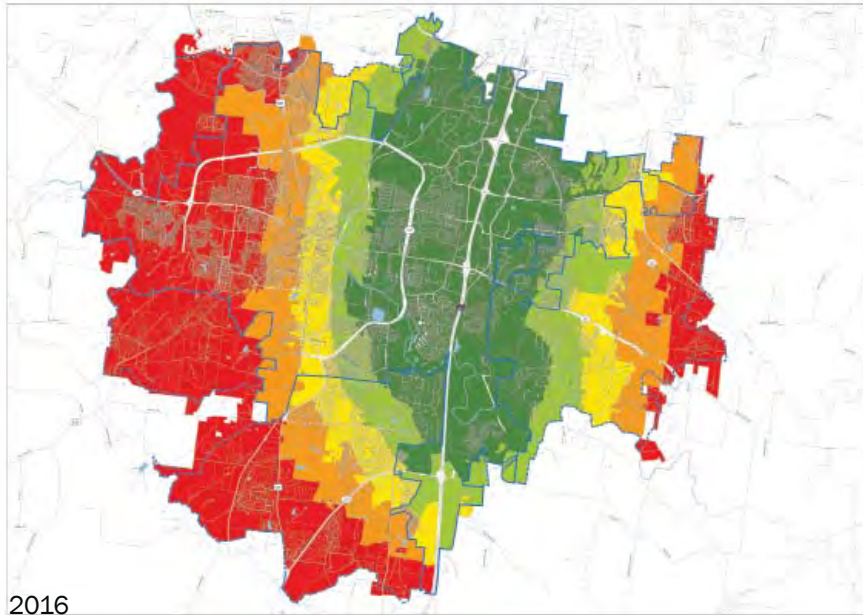


FIGURE C.8: LAND USE SUITABILITY - COMMERCIAL CENTERS

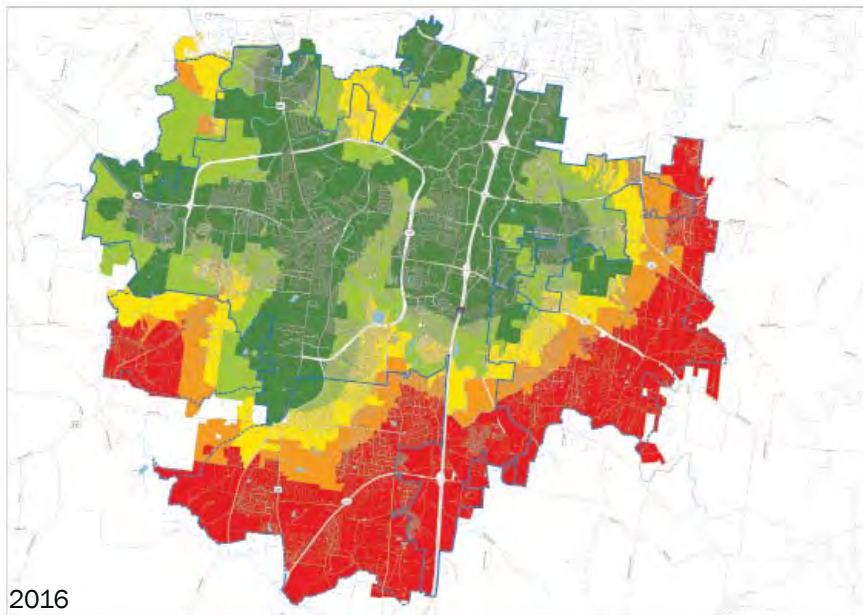


FIGURE C.9: LAND USE SUITABILITY - STREAM BUFFERS

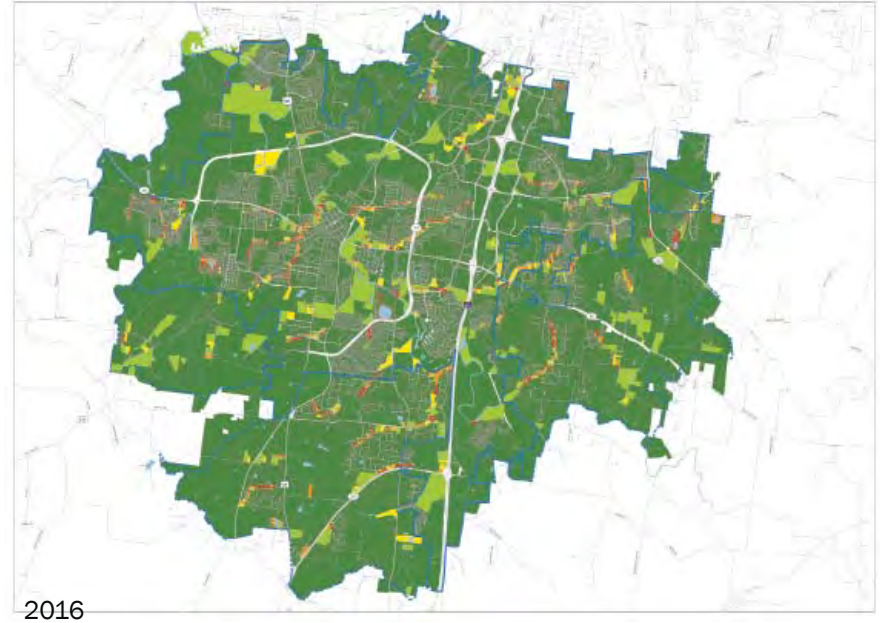
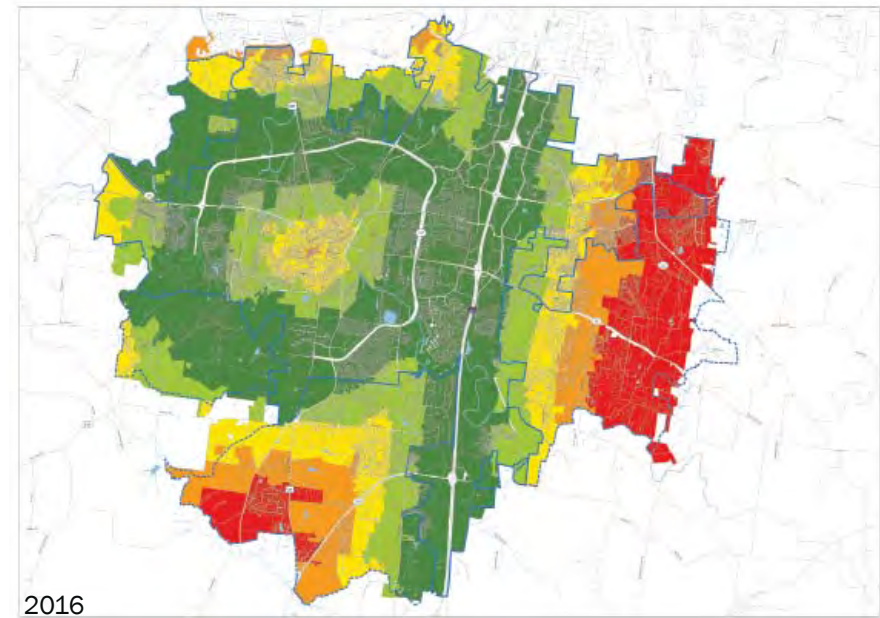
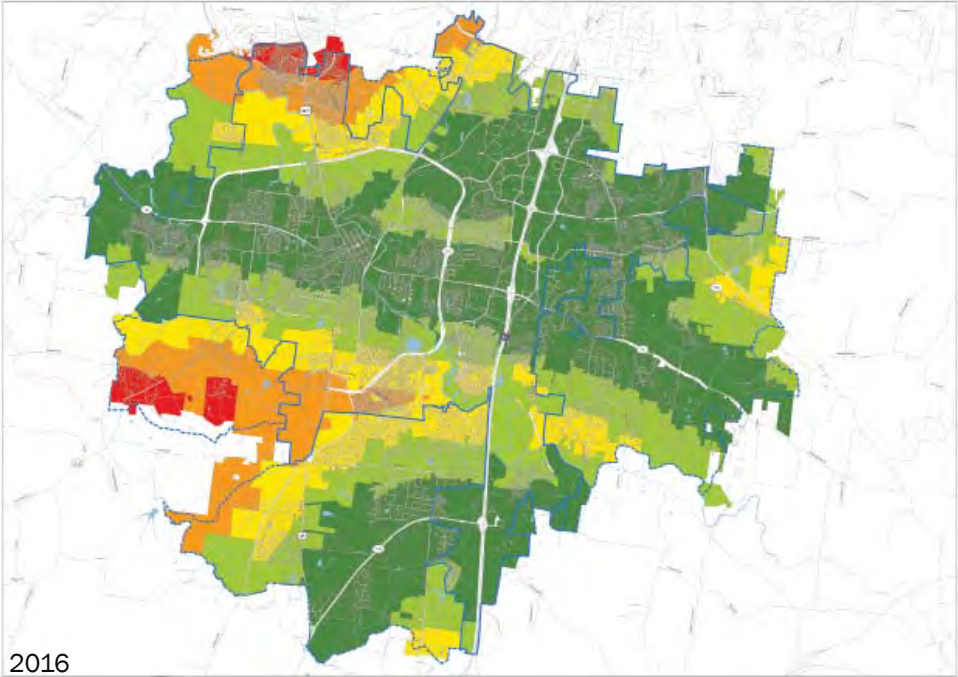


FIGURE C.10: LAND USE SUITABILITY - PRIMARY THOROUGHFARES



APPENDIX C

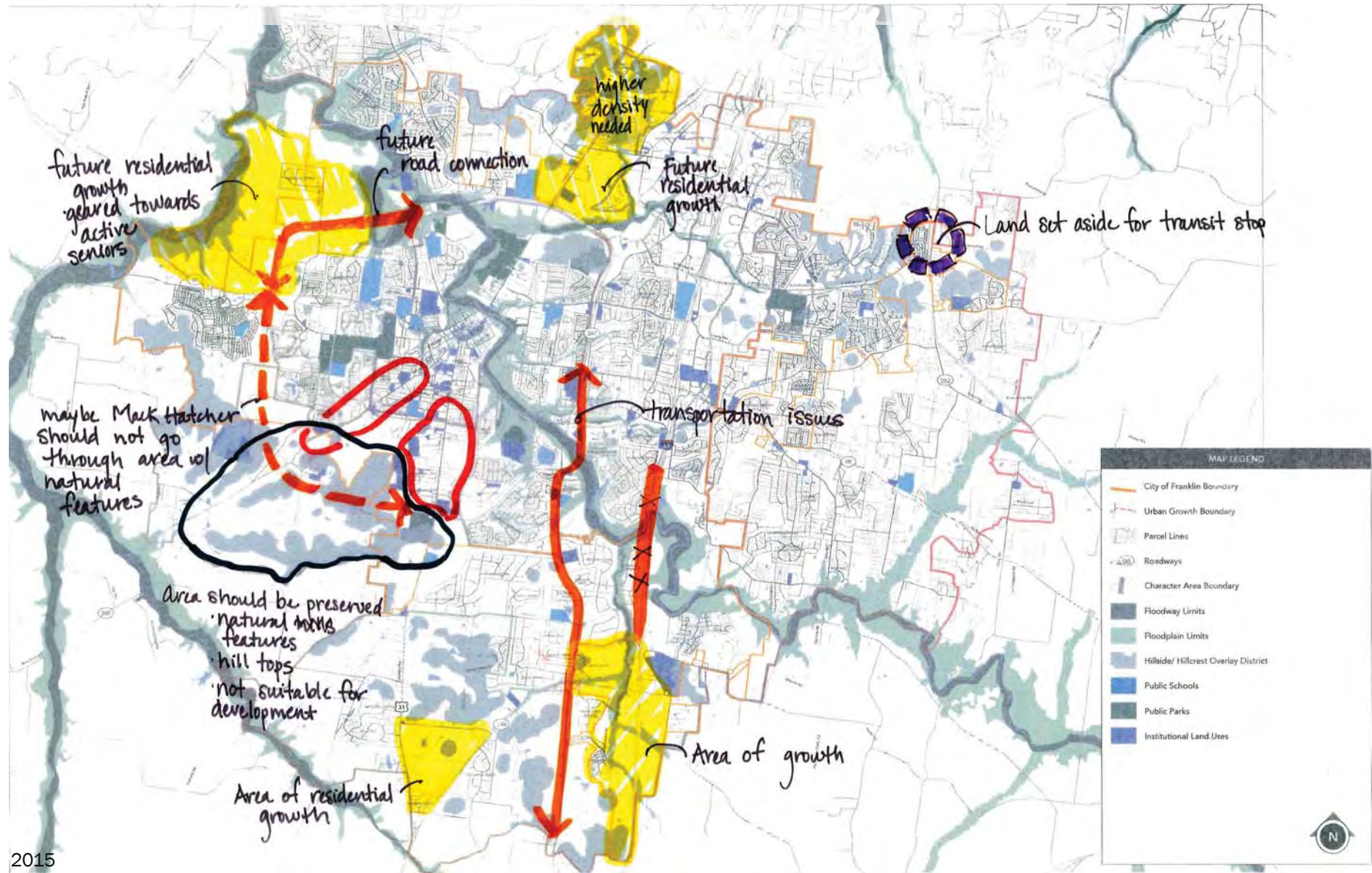
FIGURE C.11: LAND USE SUITABILITY - SECONDARY THOROUGHFARES



APPENDIX D

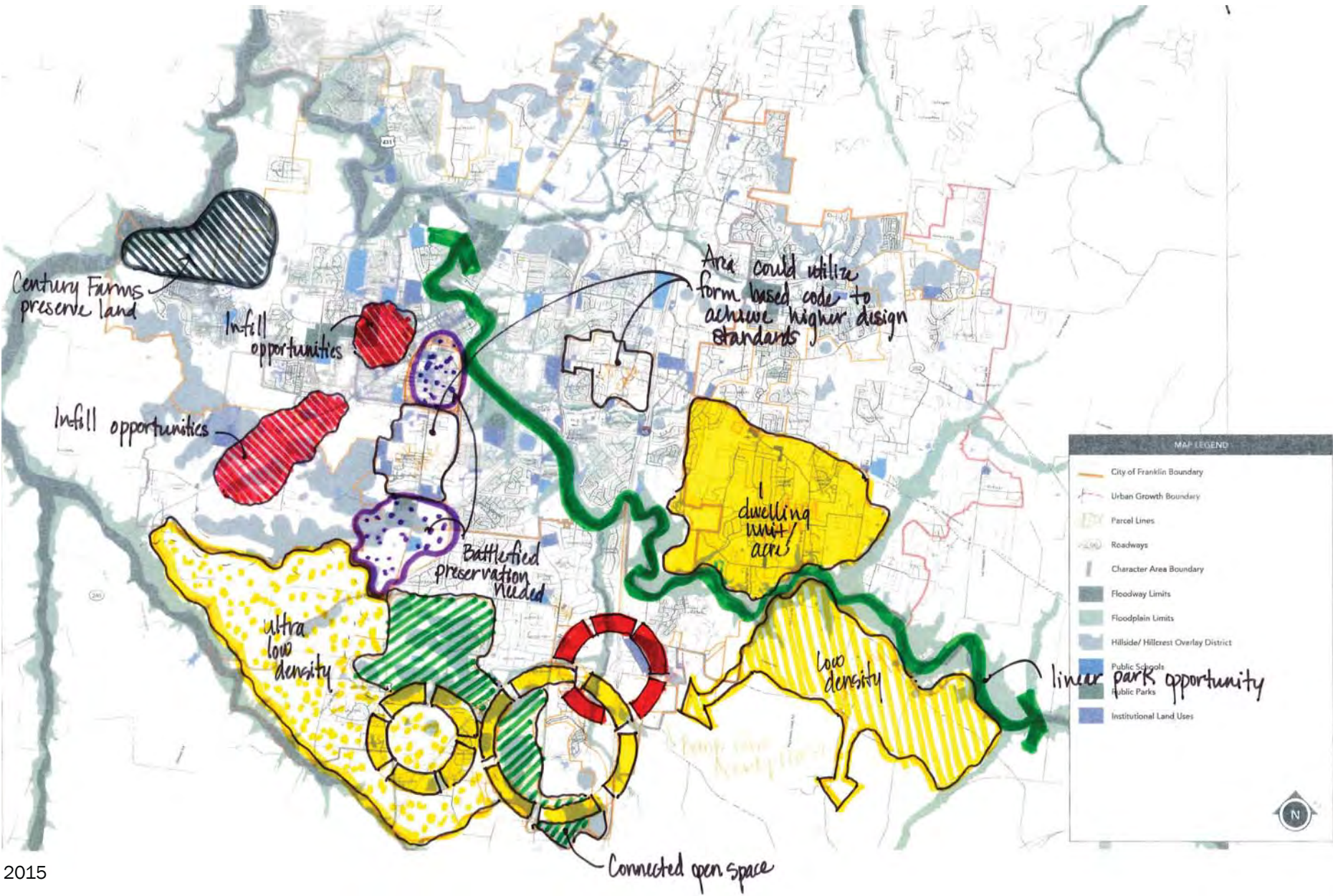
PUBLIC WORKSHOP SERIES MAPS

FIGURE D.1: WORKSHOP SUMMARY MAP - CITYWIDE NOTES - GROWTH AND ISSUES



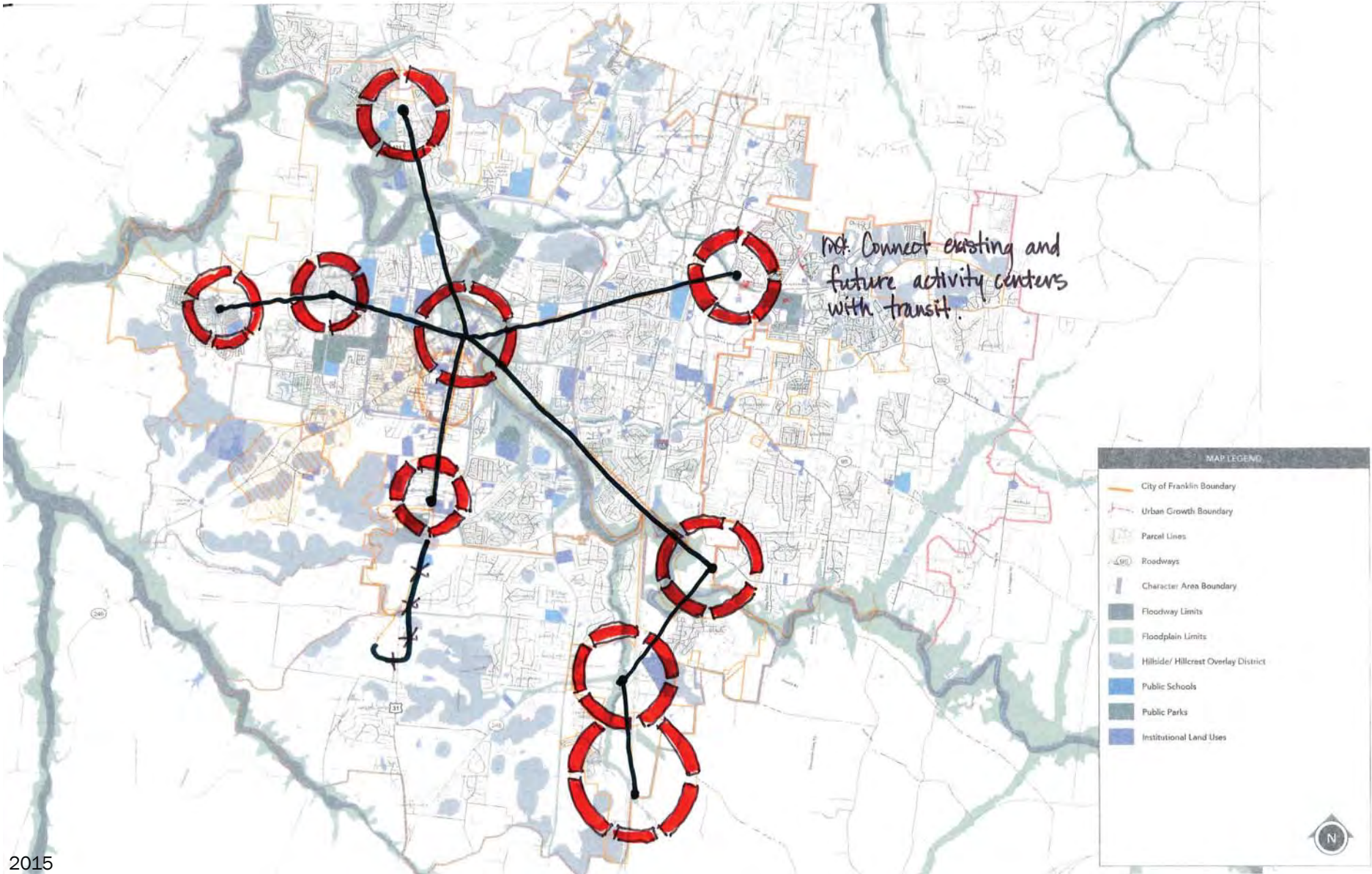
APPENDIX D

FIGURE D.2: WORKSHOP SUMMARY MAP - CITYWIDE NOTES - OPPORTUNITIES



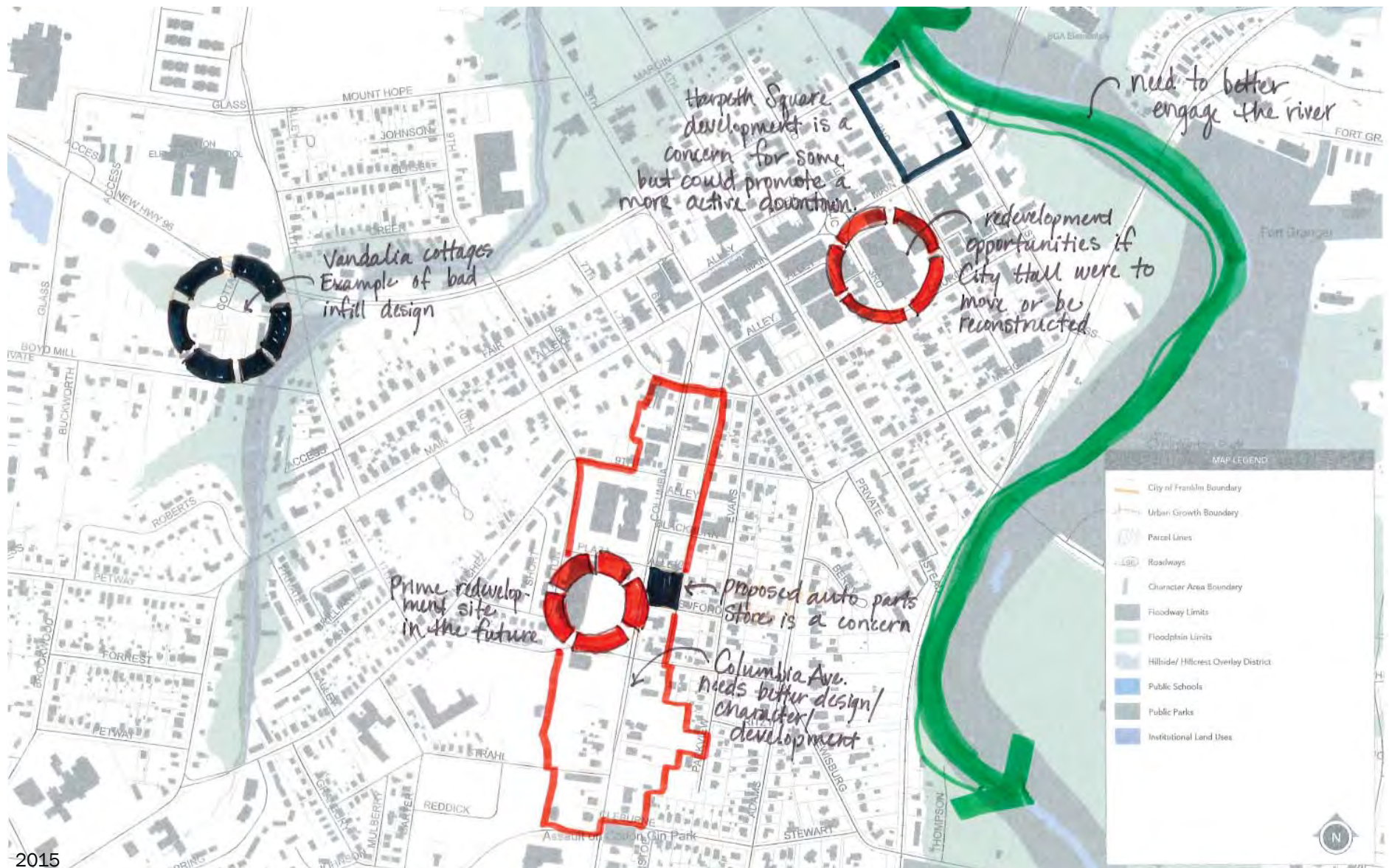
APPENDIX D

FIGURE D.3: WORKSHOP SUMMARY MAP - CITYWIDE NOTES - TRANSIT CONNECTIONS



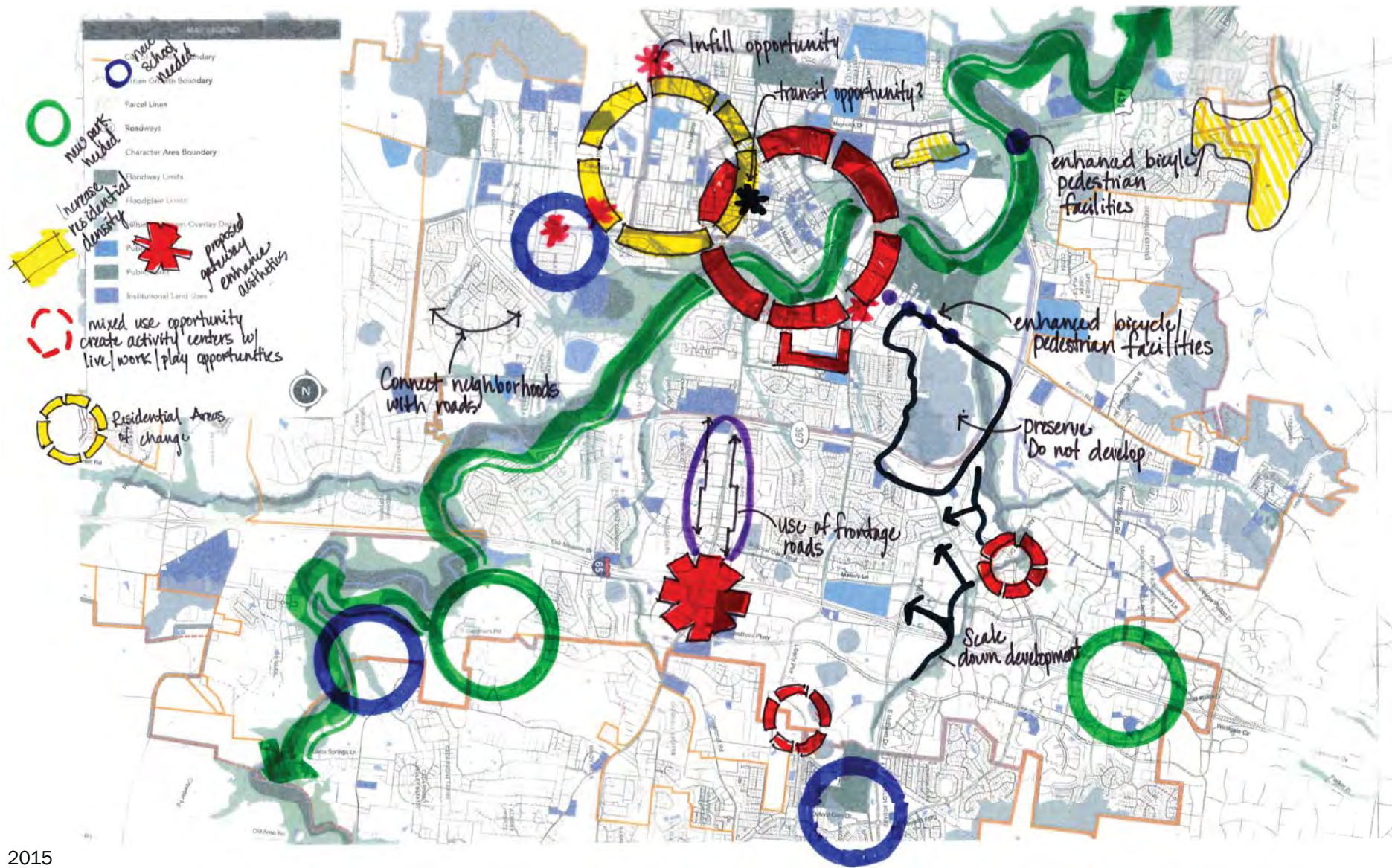
APPENDIX D

FIGURE D.4: WORKSHOP SUMMARY MAP - DOWNTOWN NOTES



APPENDIX D

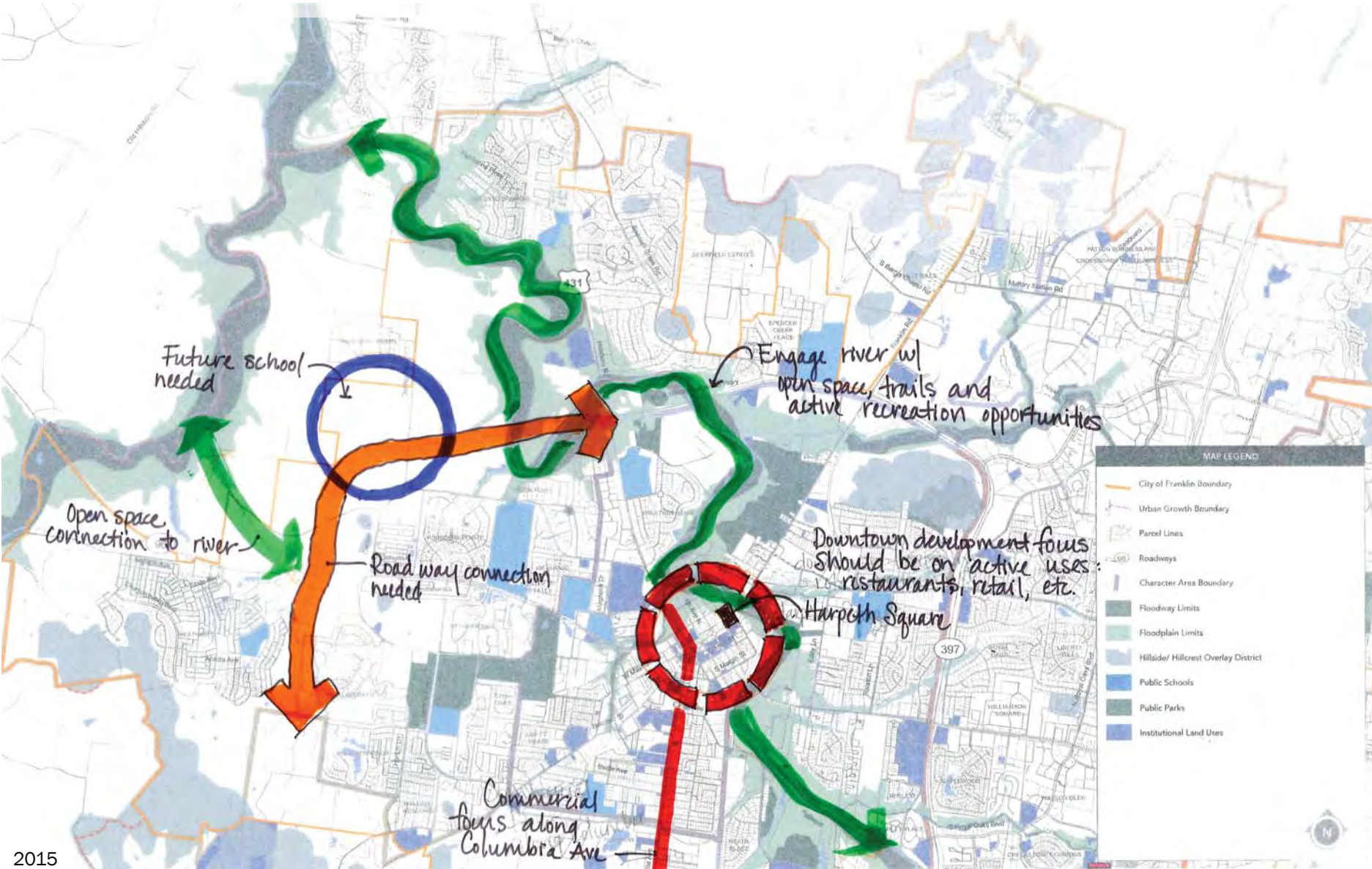
FIGURE D.5: WORKSHOP SUMMARY MAP - CENTRAL FRANKLIN, CARNTON, MCEWEN NOTES



2015

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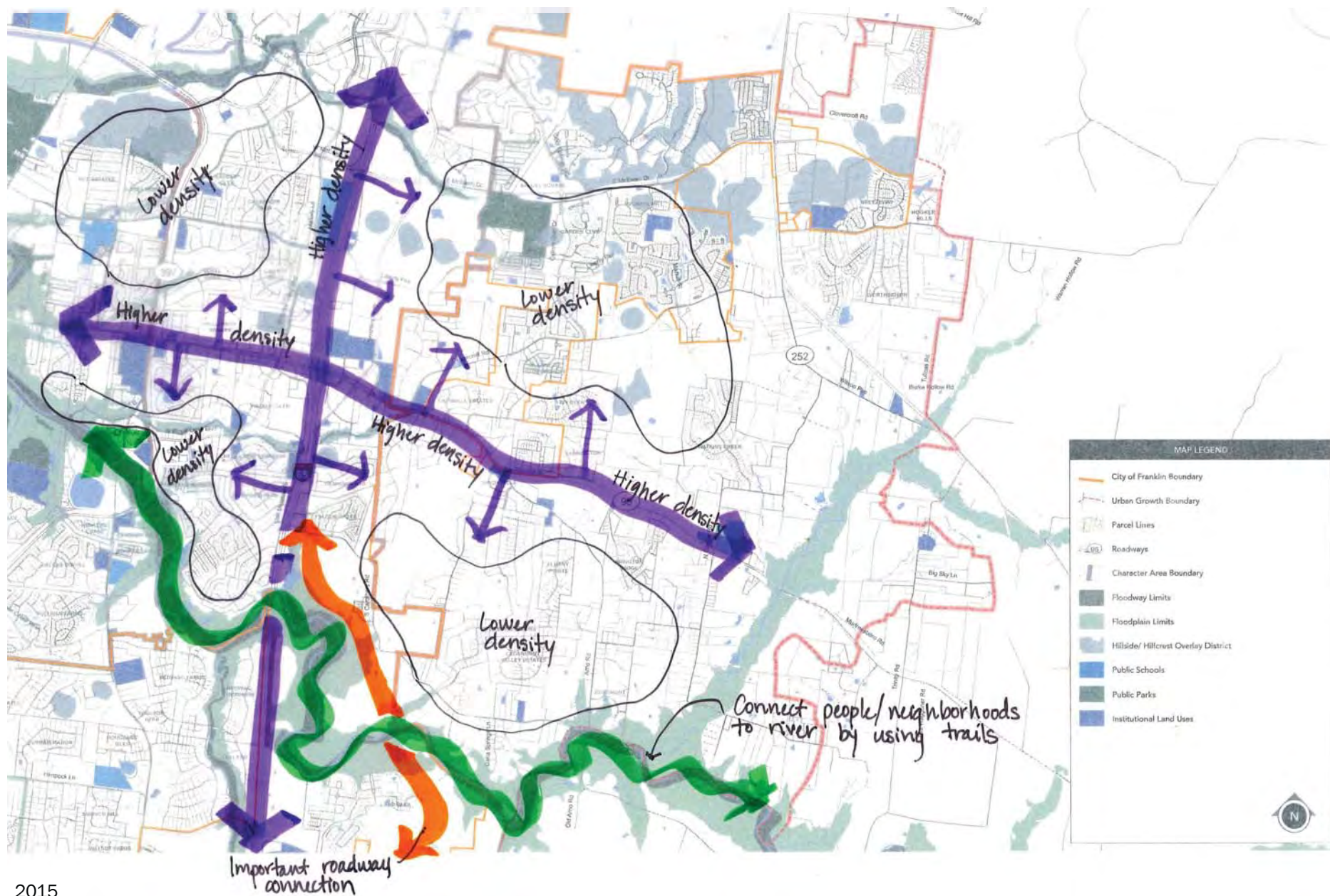
FIGURE D.6: WORKSHOP SUMMARY MAP - WEST HARPETH & BERRYS CHAPEL NOTES



2015

APPENDIX D

FIGURE D.7: WORKSHOP SUMMARY MAP - SEWARD HALL NOTES



APPENDIX E

INFILL CHARACTER MAPPING

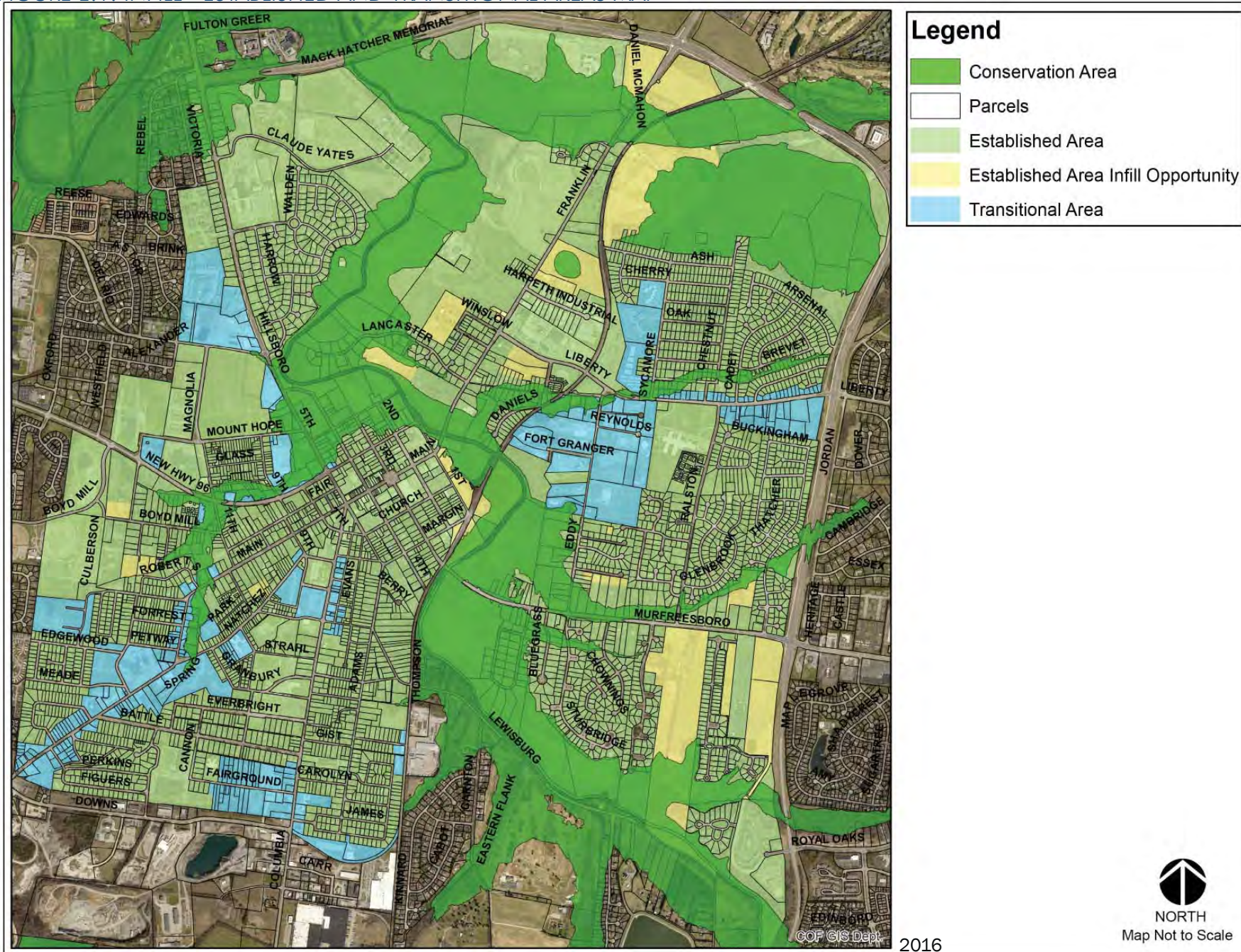
Infill development includes any development or redevelopment of existing structures, parcels, blocks, or neighborhoods within Central Franklin, its surrounding areas, and other well-developed areas within the City.

Established Areas are places where the existing character is desired to be preserved. These areas include historic neighborhoods, established neighborhoods, and certain streets within Central Franklin. The infill map (See Fig. E.1) shows potential infill opportunities within established areas. The design concept special considerations address appropriate development form and use potential.

Transitional areas are places where change in neighborhood form is expected or enhancement of community character is desired. These areas may include neighborhoods, centers, and corridors with mixed uses in locations where growth and change are expected to be concentrated. Design concepts define the future character, rather than the existing character, with corresponding design guidelines.

See Figure E.1 Infill - Established and Transitional Areas Map.

FIGURE E.1: INFILL - ESTABLISHED AND TRANSITIONAL AREAS MAP



APPENDIX F

CORRIDOR CHARACTER MATRIX AND MAP

APPLICATION SECTION

An important consideration in land use and transportation planning is the reciprocal relationship between these two functions. Transportation systems and their adjacent land uses shape the character of an area.

The Corridor Character Map identifies the character or “personality” of the major and minor arterial and collector streets in the UGB. The chart below outlines how streets and public spaces should be designed to best interact with the land uses and character of an area. This chart is the basis for recommendations pertaining to land use and transportation decisions and outlines possible and optimal design considerations.

The corridor character, and subsequent recommendations, does not attempt to alter the functional classification of streets. Rather, this application of desired design serves to enhance the qualitative experience along the corridor in a thoughtful, inclusive, and comprehensive way. This application considers organized land use patterns, sense of place, site access, and safe, comfortable, and balanced transportation options in its designations. The application of these policies should work in coordination with Connect Franklin and the Transportation and Street Technical Standards.

APPENDIX F

FIGURE F.1: CORRIDOR CHARACTER MATRIX

CORRIDOR TYPE & DEFINITION	CONTEXT CONTINUUM	DESIGN CONCEPTS	ROADWAY SECTION TYPES	DESIGN								MOBILITY				
				Lane Width ²	Median	Access Management	Curbed	Streetscape Furniture	Street Trees & Other Landscaping	Lighting Scale	Green Infrastructure	Sidewalks	On-Street Bicycle Facilities	Multi-Use Path	On-Street Parking	Transit Amenities
Main Street Streets, typically located in the downtown core, that are characterized either by a concentration of office and retail uses with residential uses on upper floors or by residential uses within walking distance of office and retail uses	Arterial	Compact Residential, Fifth Avenue North, Historic Residential, Main Street, Office Residential	2-4 lanes	10-12 feet	No	Yes, reduced conflict points with pedestrians	Yes	Yes	Yes	Pedestrian	Yes	Yes	Possible, based on Section Type	No	Yes	Yes ⁴
	Collector		2-3 lanes	10-12 feet	No	Yes, reduced conflict points with pedestrians	Yes	Yes	Yes	Pedestrian	Yes	Yes	Possible, based on Section Type	No	Yes	Yes ⁴
	Local ¹		2 lanes	10-12 feet	No	Yes, reduced conflict points with pedestrians	Yes	Yes	Yes	Pedestrian	Yes	Yes	Possible, based on Section Type	No	Yes	Yes ⁴
Mixed Use Streets, typically located in areas along a major arterial street, that are characterized by a concentration of office and retail uses with residential uses on upper floors of some buildings or by active recreational uses	Arterial	Neighborhood Commercial, Neighborhood Mixed-Use, Recreation, Regional Commerce	3-4 lanes	12 feet	Possible, based on Section Type	Yes	Yes	No	Yes	Street and Pedestrian	Yes	Yes	No	Yes	No	Yes ⁴
	Collector		2-3 lanes	10-12 feet	Possible, based on Section Type	Yes, reduced conflict points with pedestrians	Yes	Yes	Yes	Pedestrian	Yes	Yes	Yes, based on Section Type	Yes, based on Section Type	Yes	Yes ⁴
	Local ¹		2-3 lanes	10-12 feet	Possible, based on Section Type	Yes, reduced conflict points with pedestrians	Yes	Yes	Yes	Pedestrian	Yes	Yes	Possible, based on Section Type	Possible, based on Section Type	Yes	Yes ⁴
Neighborhood Streets characterized by a variety of residential uses with a mix of lot sizes or by a mix of light industrial, office, and local commercial uses	Arterial	Industrial Flex, Mixed Residential, Multifamily Residential, Single-family Residential	3-4 lanes	12 feet	Yes	Yes	Yes	No	Yes	Street and Pedestrian	Yes	Yes	Yes, based on Section Type	Yes, based on Section Type	No	Yes ⁴
	Collector		2-3 lanes	10-12 feet	Yes	No	Yes	No	Yes	Street and Pedestrian (for residential uses)	Yes	Yes	Yes, based on Section Type	Yes, based on Section Type	Possible, based on Section Type	Yes ⁴
	Local ¹		2-3 lanes	10-12 feet	Possible, based on Section Type	No	Yes	No	Yes	Pedestrian (for residential uses)	Yes	Yes	Possible, based on Section Type	Possible, based on Section Type	Possible, based on Section Type	Yes ⁴
Scenic Corridor Streets, characterized by natural landscapes, rural viewsheds, and scenic vistas that generally serve low-density residential and recreational uses	Arterial	Conservation, Conservation Subdivision, Large-lot Residential	2-4 lanes	12 feet	Possible, based on Section Type	Yes	Yes	No	Yes ³	Street, if any	Yes	Possible, based on Section Type	No	Yes	No	Yes ⁴
	Collector		2-3 lanes	10-12 feet	Possible, based on Section Type	No	Yes	No	Yes ³	Pedestrian, if any	Yes	Possible, based on Section Type	No	Yes	No	Yes ⁴
	Local ¹		2-3 lanes	10-12 feet	Possible, based on Section Type	No	Yes	No	Yes ³	Pedestrian, if any	Yes	Possible, based on Section Type	No	Possible, based on Section Type	No	Yes ⁴

1. Local streets are not individually shown on the map but are defined by the design concept in which they are located.

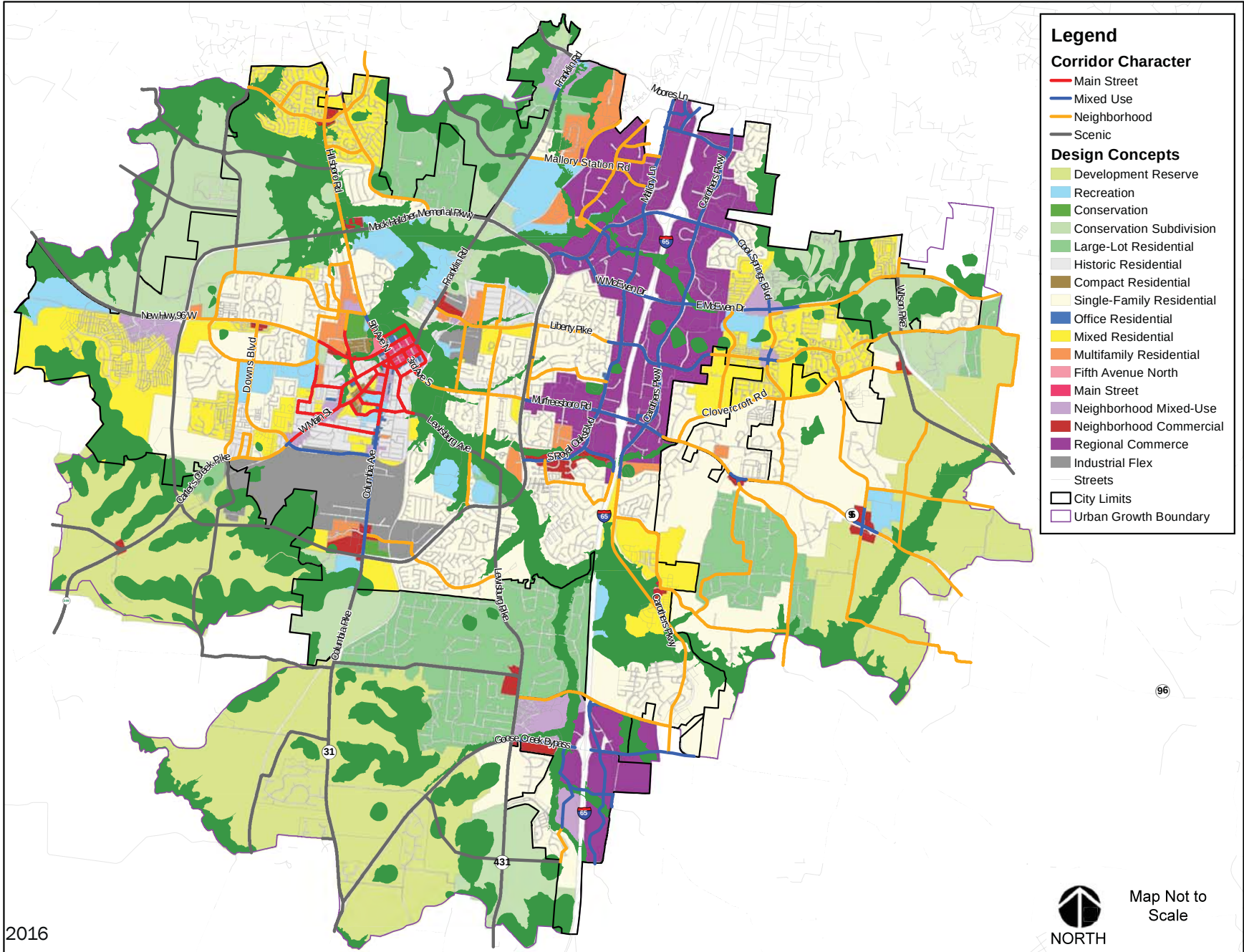
2. The pavement width shall be reviewed by the Engineering and Fire Departments. Minimum lane widths should be encouraged as long as the streets are designed to ensure sufficient turning movement of emergency response vehicles.

3. Trees and landscaping should be provided through the use of an informal landscape design in order to sustain the scenic and rural quality of the area.

4. The guidelines for transit amenities are established by the Franklin Transit Authority. These guidelines will provide general parameters for designing and placing transit amenities and related facilities serving the Franklin Transit service area.

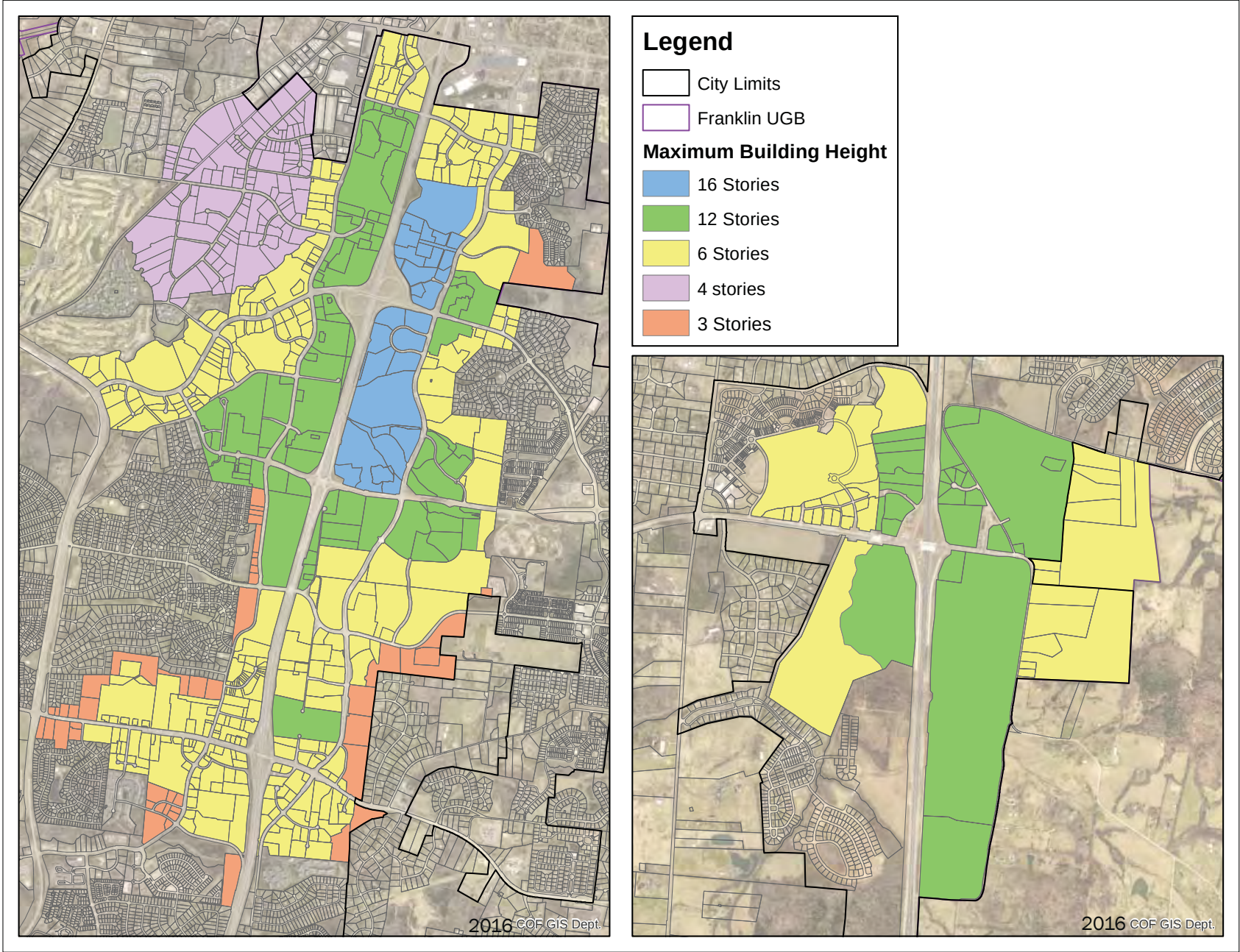
APPENDIX F

FIGURE F.2: CORRIDOR CHARACTER MAP



Map Not to Scale

APPENDIX G
INTERSTATE CORRIDOR BUILDING HEIGHTS
FIGURE G.1: INTERSTATE CORRIDOR BUILDING HEIGHT MAP



APPENDIX H

PHOTOGRAPH INDEX AND CREDITS

PAGE IMAGE (IMAGES ARE LISTED LEFT TO RIGHT AND TOP TO BOTTOM)

Cover	Downtown Franklin, Eastern Flank Battle Park, West McEwen Drive, the Harpeth River, Downtown Franklin
5	Downtown Franklin at night via My Historic Franklin Photo Contest
6	Harlinsdale Park via My Historic Franklin Photo Contest
9	Historic Photo of the Franklin Theatre
13	Railroad tracks via My Historic Franklin Photo Contest
15	East McEwen Drive looking west, Healthways at Cool Springs Boulevard and Carothers Parkway intersection
16	Franklin Main Street, Cool Springs Galleria, and Columbia State grand opening
17	Westhaven students and parents walking to school (westhaventn.com) Westhaven Porch Fest, and Berry Farms
18	Franklin Square
19	Harpeth River and the Park at Harlinsdale Farm via My Historic Franklin Photo Contest
20	Human-size chessboard in Westhaven open space, swingset in Barclay, and footbridge in Westhaven
21	Pike and Rose in Bethesda, MD (http://upstatebusinessjournal.com/news/rick-erwin-open-clemson-eatery/); Founder's Square in Westhaven
22	Five Points in Downtown Franklin, Berry Farms, and pedestrian bridge near Pinkerton Park
23	Office building at 3rd Avenue and Bridge Street; house on the corner of Adams Street and Jennings Street
24	Founder's Square in Westhaven
28	Hard Bargain conceptual, Natchez Street homes, and Greenwood Avenue Cottages (https://placeshakers.files.wordpress.com/2011/01/cottage-neighborhood.jpg)
32	Harpeth River, The Confederate Cemetery at Carnton Plantation, and an aerial of Roper's Knob
34	Image of a conceptual layout, Harlinsdale Manor
39	Haystacks off US 31
40	Conceptual image of potential development along Fifth Avenue North and existing conditions looking south
43	Lewisburg Pike, Fair Street, and Evans Street
46	Rolling Hills Church and offices off Noah Drive
49	House on Deerfield Lane, residence on Scamblers Knob (http://ap.rdcpix.com/1253031628/cec8a88bd306be-568930d783e0ed7340l-m0xd-w640_h480_q80.jpg) and home on Echo Lane (http://ap.rdcpix.com/1953343154/7774c54a4291a3aaa5c6d33dbc2635f2l-m0l.jpg)
53	Franklin Main Street
56	Grand opening for the Franklin Theatre, Franklin Main Street, and Main Street Festival
57	Townhomes in Westhaven, townhomes in Gateway Village, and single-family homes on Daniels Drive

APPENDIX H

PHOTOGRAPH INDEX AND CREDITS

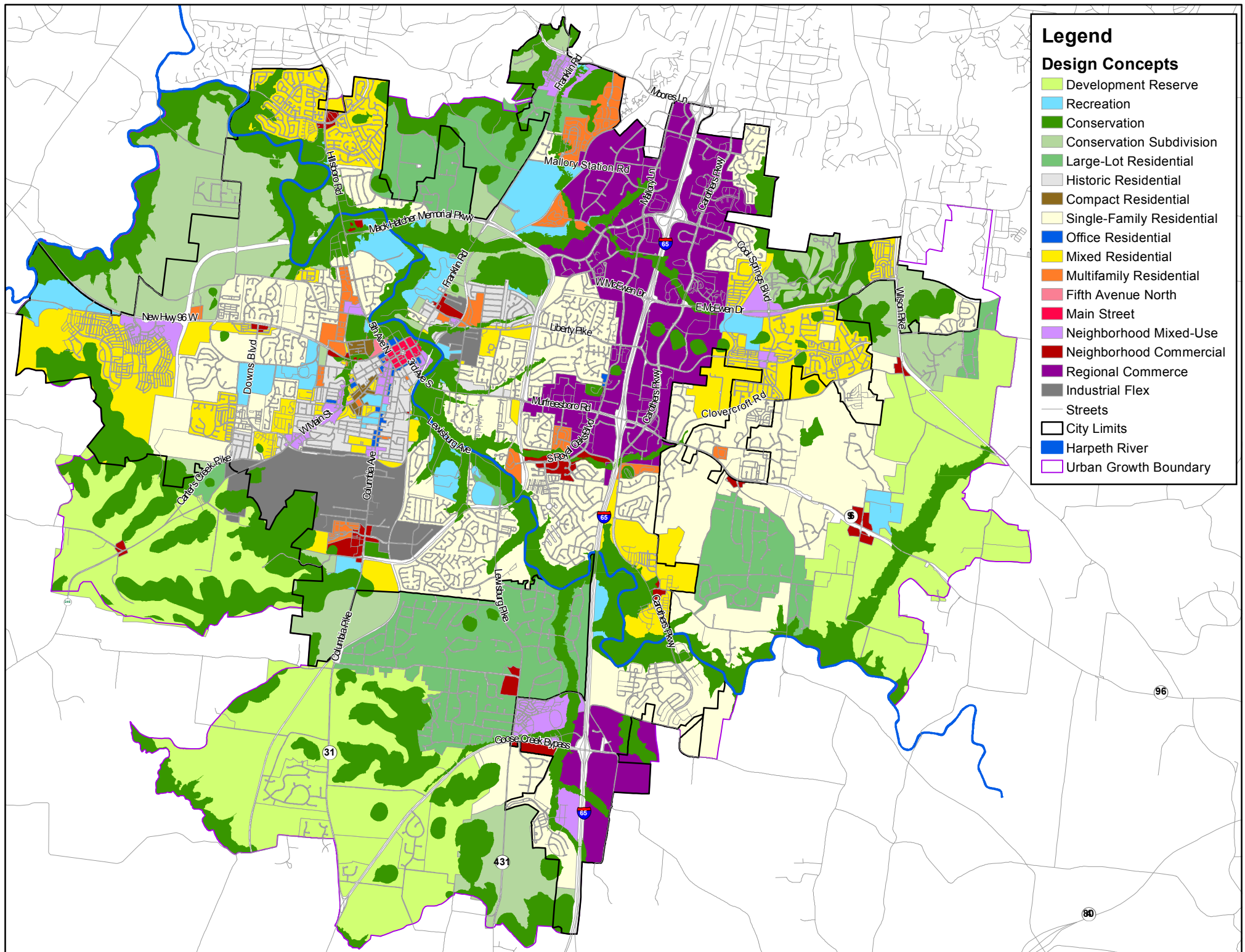
58	Townhomes in Celebration, FL and a duplex in New Orleans, LA
62	Dwell Apartments, Charleston South Carolina, and Westhaven multi-family homes
66	Commercial area in Longmont, CO and Northfield Shopping Center in Denver, CO
69	Conceptual layout of traditional vs conventional form and Westhaven live/work units
70	Westhaven Town Center, Serenbe, and conceptual rendering from missingmiddle.com
71	St. Louis Park, MN and Fort Mill, SC
74	Columbia Avenue in Downtown Franklin and Gateway Village Town Center
80	All photos in Downtown Franklin
83	Fort Granger and Pinkerton Park
85	The Park at Harlinsdale Farm and the Harpeth River
86	Nissan North Americas and Pike and Rose Rendering in Bethesda, MD (https://www.perseiapartments.com/wp-content/uploads/2014/02/Per-Sei-Exterior.jpg)
89	Healthways Building, Aspen Grove Bank, and Franklin Park
92	Carlisle Subdivision, Charlton Green, Habersham, Serenbe, and Berry Farms
95	Westhaven and open space in Barclay
96	Berry Farms
97	Short Farm, residential estate at the corner of Franklin Road and Mack Hatcher, and two photos from Berry Farms
98	Accessory dwelling unit, duplex in New Orleans, big house concept , Fontanel, and townhomes in Westhaven
99	Dwell apartments, Fountains of Franklin, Franklin High School, Fort Granger, and Habersham live/work units
102	Pedestrian trail at the Franklin United Methodist Church property
107	Public workshops held at Eastern Flank Clubhouse
109	Public workshops held at Eastern Flank Clubhouse
110	http://upstatebusinessjournal.com/news/rick-erwin-open-clemson-eatery/
111	Public workshops held at City Hall and Columbia State
113	Franklin Park open space

Most of the photos were taken by the Planning and Sustainability Department staff. All photos of Berry Farms were provided by Boyle Investment Company.

APPENDIX I

ADOPTION RESOLUTION

TO BE ADDED....



December 2016 Final Draft of Envision Franklin

Overview of Revisions

Design Concept Map Changes

The following map changes were made to better reflect existing conditions.

1. Reid Hill Commons residential changed from Single Family Residential to Mixed Residential to reflect existing conditions.
2. Westhaven Golf Course changed from Mixed Residential to Recreation to reflect existing conditions.
3. Assisted Living at New Hwy 96 and Mack Hatcher changed from Single Family to Mixed Residential to reflect existing conditions.
4. Fountains of Franklin changed from Single Family to Multifamily to reflect existing conditions.
5. Deleted Conservation Design Concept over the Split Log Road because it is in the Brentwood corporate limits.
6. The Stream Valley northern section changed from Regional Commerce to Neighborhood Mixed-Use to reflect entitlements.
7. Hardison Hills changed from Multifamily to Mixed Residential to reflect existing conditions.
8. Rucker Avenue changed from Single Family Residential to Historic Residential to better protect the existing neighborhood character.
9. Rucker Park changed from Single Family Residential to Mixed Residential to reflect existing conditions.
10. Rolling Meadows changed from Single Family Residential to Historic Residential to protect the existing neighborhood character.
11. The properties on Franklin Road across from the Factory changed from Single Family Residential to Neighborhood Commercial (barber shop, flower shop) and lots on Harpeth Industrial Court with frontage on Franklin Road changed from Industrial Flex to Neighborhood Commercial to coincide with zoning.
12. Properties along Thompson Alley changed from Historic Residential to Mixed Residential to reflect existing conditions.
13. Franklin Housing Authority properties changed from Multifamily Residential to Mixed Residential to better reflect their master plan.

The following changes were made based upon community feedback, input from the Planning Commissioners and Aldermen, and staff recommendations.

14. The Seaboard Lane area was changed from Industrial Flex to Regional Commerce with a special consideration.
15. The Property south of Oak Meadow Drive at the corner of South Royal Oaks Boulevard changed from Multifamily to Neighborhood Commercial due to community input and recent Planning Commission and BOMA decisions.
16. Riverview Estate on Franklin Road was changed from Mixed Residential to Conservation Subdivision to better account for the environmental constraints, existing neighborhood character, and historic resources. A Special Consideration was also created.

17. Centennial Hall Estate and the parcel directly to the north were changed from Single Family Residential to Conservation Subdivision and a special consideration was created to account for the environmental constraints, historic resources, and rural street conditions.
18. The properties located on the north side of Boyd Mill Avenue between Downs Boulevard and 96W changed from Single Family Residential to Large Lot Residential due to sewer constraints, inadequate roadway infrastructure, and to reflect existing zoning.
19. The eastern side of Wilson Pike near the McEwen Drive intersection changed from Single Family Residential to Conservation Subdivision to account for the environmental constraints and allow for duplex and big house residential uses.
20. The properties on West Main Street and 11th Avenue changed from Neighborhood Mixed-Use to Office Residential (accounting office to 11th Ave on south side of West Main Street).
21. Several properties along Carters Creek Pike changed from Single Family Residential to Large-Lot Residential, Conservation Subdivision, and Development Reserve to better account for the limited sewer access, rural character, and long planning horizon for any roadway improvements.
22. The southeast quadrant of the intersection of the Future Mack Hatcher Parkway and 96 W changed from Single Family Residential to Mixed Residential to reflect existing zoning.
23. Properties adjacent to Amelia Park and Tap Root Hills changed from Development Reserve to Single Family Residential.
24. The deep lots located east of Lewisburg Avenue between Berry Circle and Stewart Drive changed from Large-Lot Residential to Historic Residential to better address their context.
25. The deep lots located north of Murfreesboro Road between Eddy Lane and Mack Hatcher Parkway changed from Large-Lot Residential to Historic Residential to better address context.
26. The Neighborhood Commercial area located at the intersection of 96E and North Chapel Road was enlarged to include the SE corner.

Data Changes:

27. The street layer was modified to consistently show the ROW.
28. The most up-to-date FEMA floodplain data is now used for the Conservation Design Concept.
29. The Harpeth River boundaries were enhanced.
30. The Conservation Overlay was clipped from the Fifth Ave North Design Concept to reflect Plan recommendations and removed from property near Wilson Pike within Brentwood (in Franklin UGB).

Other Map Changes:

31. The existing land use designation of Berry Farms was changed from Agriculture to Vacant for the Land Use map on page 10.
32. The southwest quadrant of the McEwen Drive and Carothers Parkway intersection was changed from a maximum of 16 stories to a maximum of 12 stories on the Interstate Corridor Building Height Map in Appendix G. This was done to balance out the intersection.
33. The Corridor Character Map and Matrix were updated in concert with Engineering recommendations.
34. All maps throughout Envision Franklin have been dated.

Envision Franklin Text Changes:

Page 7: Six major objectives of Envision Franklin were added to help clarify priorities.

Page 11: Statements were added about growth and development in Franklin.

Page 15: In the Managed Growth Guiding Principle section, Bullet B was revised to support compact land use patterns.

Page 17: In the Vibrant Neighborhoods Section, Bullet B was revised to encourage a range of housing options and price points both for rent and for sale. Bullet C was revised to encourage multi-use paths.

Page 17: In the Vibrant Neighborhoods Guiding Principle section, a statement was added about providing play areas for children by encouraging larger lots and usable open space near homes on small lots. A statement was added about encouraging a variety of lot sizes, not just the minimums.

Page 18: In the Historic Preservation Guiding Principle section, a sentence about the importance of preserving the large front lawns of historic estates was added.

Page 20: In the Exceptional Design Guiding Principle, Bullets A, C, and E were revised.

Page 29: In the Compact Residential Design Concept, language was added in the building height section to recommend new structures be within one-half story of the average building height along the same block face.

Page 32: In the Conservation Design Concept, a statement was added to encourage new development to design around conservation areas and to use these areas for light recreation. Statements about sidewalk and multi-use paths were added throughout the city.

Page 33: In the Conservation Design Concept, a statement was added about selective clearing in the Amenities section to support trails, scenic vistas, informal gathering spaces, and other forms of passive recreation. Statements were added in the Bicycle and Pedestrian section to provide connected trails between all of the conservation areas.

Page 36: In the Conservation Subdivision Design Concept, a special consideration was added to support limited residential development at the Centennial Hall Estate if the grounds and views of the historic home are preserved. A special consideration for Riverview Historic Estate was created to preserve the rural viewshed along Franklin Road and ensure any future development occurs behind the historic home and accessory structures. Statements were added in the Bicycle and Pedestrian section to provide connections to other conservation areas.

Page 39: In the Development Reserve Design Concept, statements about the suitability analysis and the timing and coordination of infrastructure were added.

Page 54: In the Main Street Design Concept, statements were revised and added in the Building Placement section to ensure the front setback on new development is compatible. Statements were added in the Bicycle and Pedestrian section to encourage wider sidewalks that would accommodate outdoor dining and comfortable pedestrian movement.

Page 61: In the Mixed Residential Design Concept, a Special Consideration was added for the property at the southeast quadrant of the Columbia Pike and Mack Hatcher Parkway intersection to limit building height to a maximum of two stories to protect the views of Winstead Hill.

Page 63: In the Multifamily Design Concept, statements were modified in the Building Character section to support individual ground-floor entrances to each unit. A statement was added in the building character part to encourage an appropriate mix of architectural styles and building materials.

Page 68: In the Neighborhood Commercial Design Concept, the building height was revised to encourage two stories at the street and allow a third story if recessed.

Page 69: In the Neighborhood Commercial Design Concept, a Special Consideration was added for the parcel at the southwest corner of Hillview Lane and Columbia Pike to keep building height at one story to protect views of Winstead Hill. A Special Consideration was created to allow assisted living along South Royal Oaks Boulevard. A Special Consideration was added to the consideration of future Neighborhood Commercial nodes that should not encroach down neighborhood or scenic corridors.

Page 71: In the Neighborhood Mixed-Use Design Concept, Assisted Living and Live-Work were added as secondary uses. The building height maximum was changed to allow structures taller than three stories if part of a master planned development and compliant with the Transitional Features section of the Zoning Ordinance. Language was also added in the Building Placement section to encourage wider sidewalks.

Pages 72 and 88: In the Regional Commerce and Neighborhood Mixed-Use Design Concepts, language was added in the Building Character section to allow multifamily structures to have individual ground floor entrances to each unit when ground floor commercial space is not viable.

Page 72: In the Neighborhood Mixed-Use Design Concept, statements in the Building Character section were clarified to allow drive-through uses if they are designed without the need of a front drive aisle.

Page 73: In the Neighborhood Mixed-Use Design Concept, a Special Consideration was created to acknowledge that there may be a need for future mixed-use nodes that are not yet mapped.

Page 76: In the Neighborhood Mixed-Use Design Concept, a statement was added in the First Avenue South Special Consideration clarifying that Figure 4.4 is based upon significant floodplain alterations.

Page 89: In the Regional Commerce Design Concept, the 950' building height maximum was removed from the Building Height section. Additional statements were added to ensure new structures are subordinate to nearby hillsides and that the building form, massing, and scale of new buildings should be balanced at intersections. This will ensure previously approved projects will not lose entitlements.

Page 91: In the Regional Commerce Design Concept, a special consideration was added about the Seaboard Lane area moving it from Industrial Flex to Regional Commerce with a maximum height of four-stories. This is in response to feedback received about this area being more commercial than industrial and better facilitating the development of this area.

Page 93: In the Single Family Residential Design Concept, a statement was added about preserving the integrity of existing neighborhoods and subdivisions.

Page 98: Modified definition of Farmstead Compound to better explain the purpose and intent.

Page 100: The definition of Light Industry was modified and includes auto-oriented uses, self-storage facilities, breweries, and veterinarians with outdoor kennels.

Page 123: Corrected sentence about how Eastern Flank Battlefield was acquired.

Page 125: In Appendix B, language was updated to account for the completion of the Goose Creek interchange and I-65 widening and how infrastructure has been planned and extended with approved development. Development figures were also added to reflect the large-scale development approved within the area.

Page 132: Corrected typo about the West Harpeth River

Page 127: Added statement that Mack Hatcher is also a north-south connection

page 129: Removed sentence about a junk yard being located on Columbia Pike.

Page 130: Corrected statement about Liberty Pike being a two-lane corridor

Miscellaneous:

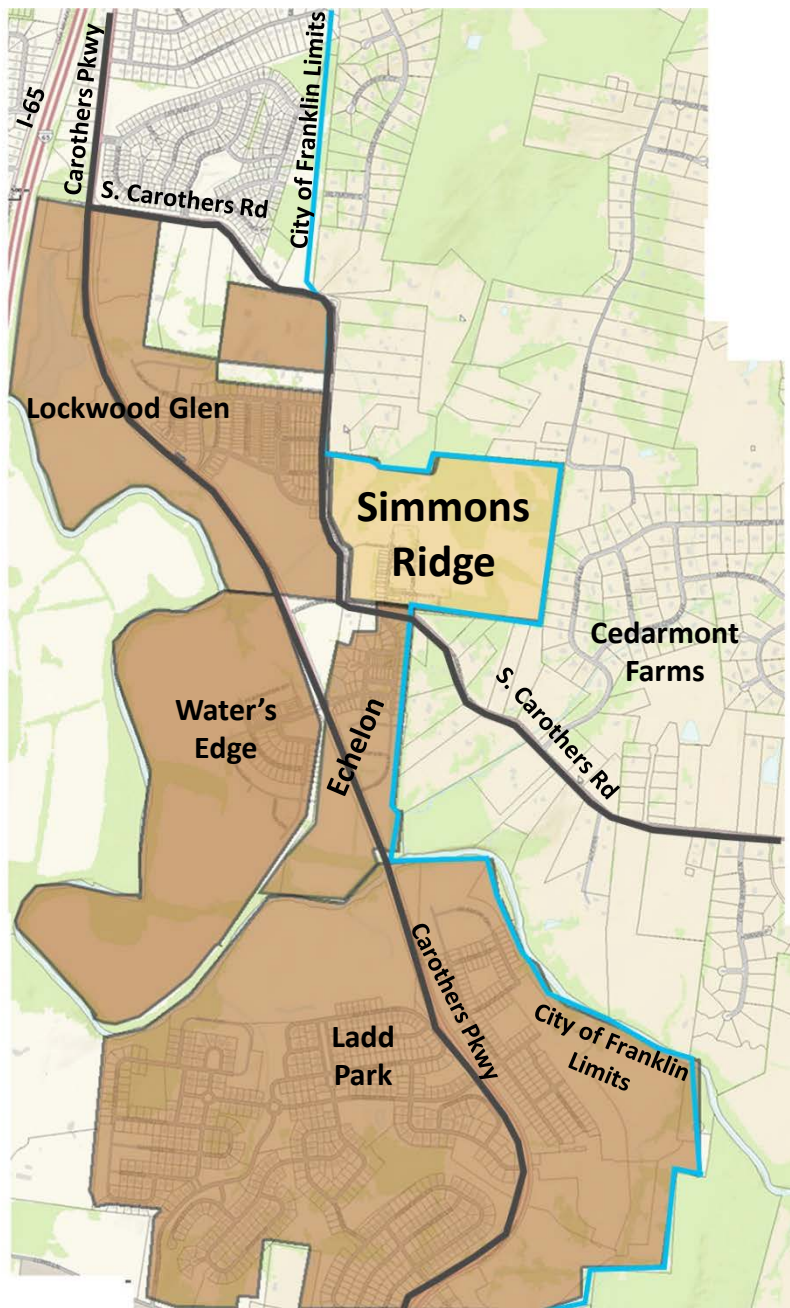
- Statements were added in the Amenities section of several design concepts to ensure open space is an integral part of site design and not an afterthought.
- Statements were added for scenic corridors where significant setbacks are recommended.
- Pages 36, 39, 50, 60, 73, 89: A statement about preserving and designing around historic site features such as cemeteries, barns, accessory structures, and agriculturally related features was added to several design concepts.
- Several minor grammatical and formatting changes were made that are not listed.

SIMMONS RIDGE

FRANKLIN, TENNESSEE

Development Plan Revision 4

Joint FMPC/BOMA Workshop
December 15, 2016



Simmons Ridge PUD Development Plan:

- Site Area: 88.67 AC
- Zoning: SD-R (Approved under RX)
- Density: 4.60 DUA
- Character Area: McEwen (MECO- 6)
- Sections 1 & 2 - approved and in construction
- Sections 3 & 5 - under Site Plan review

Development Plan Revision Summary:

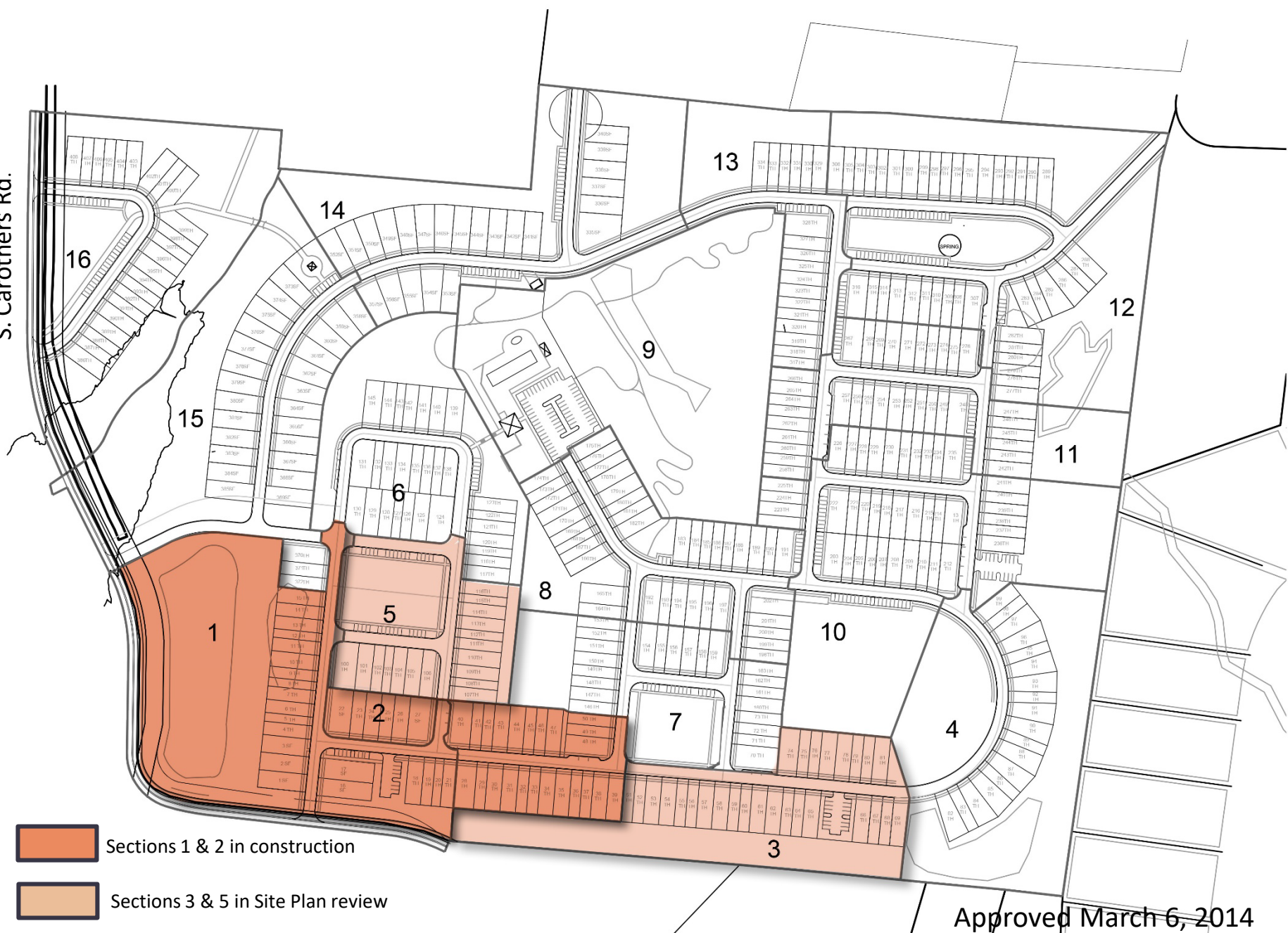
- Revision 2 (COF#2500): Approved September 2013
- Revision 3 (COF#2877): Approved March 2014

S. Carothers Rd.



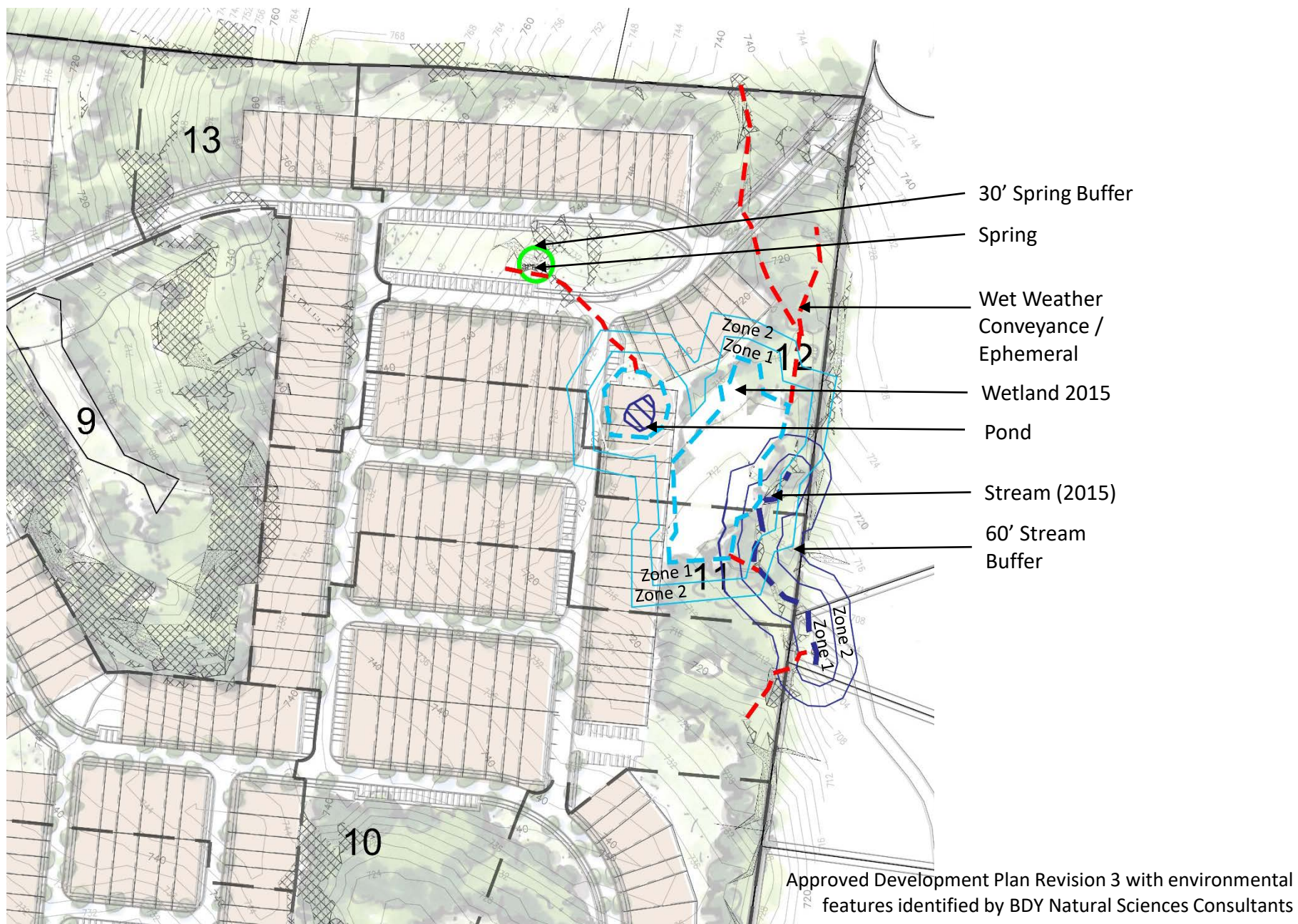
Sections 1 & 2 in construction

Sections 3 & 5 in Site Plan review



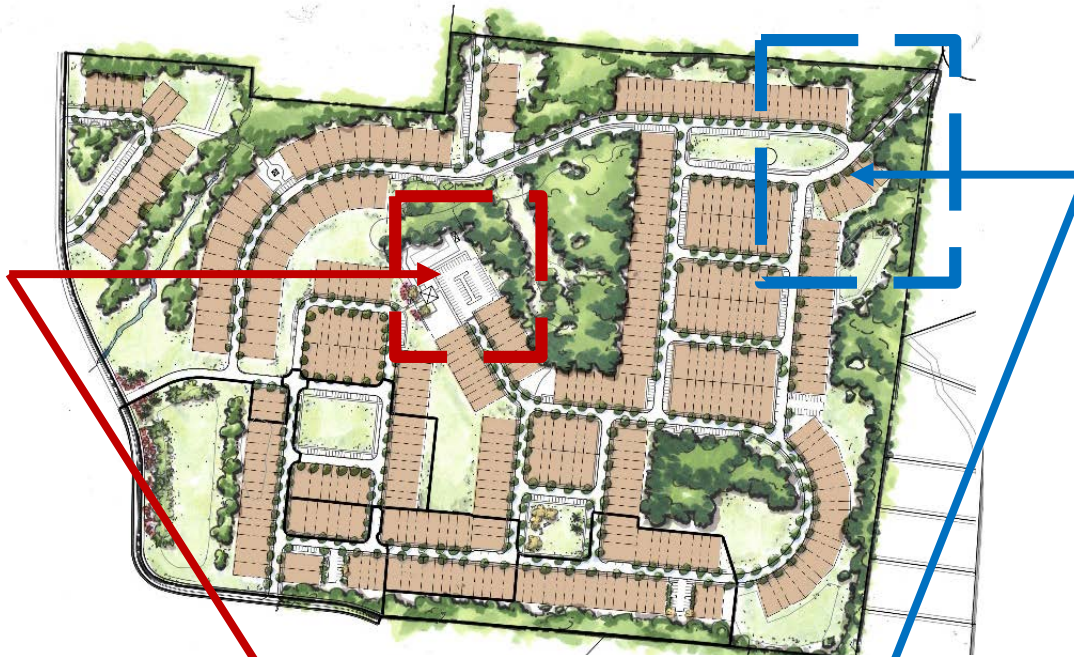
Approved March 6, 2014

Current Development Plan Revision 3



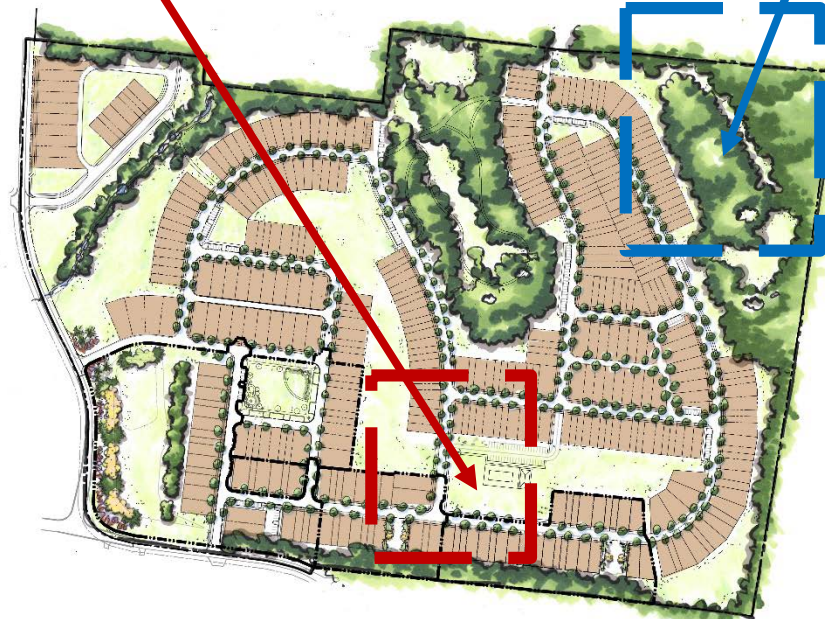
Development Plan
Revision 3

Clubhouse Relocation



Road Network change to
avoid environmentally
sensitive areas

Development Plan
Revision 4



Summary of Changes:

- Road Network change for northeast site
- Relocation of clubhouse to a more central location with better road access
- Addition of alley loaded homes

NOTE: No change to density or lot count is proposed with Development Plan Revision 4.



Development Plan **Revision 4**

- * Total Homes: 408
 - Mixed detached single family homes, townhomes & duplex homes
 - No proposed change to number of homes
- * Density: 4.60 DUA
 - No proposed change
- * Open Space: 45.74 AC (51.6%)



*Artist Rendering: Plans/Finishes/Colors Subject to Change





What We've Heard:

- Pre-Application Meeting
December 13, 2016
 - *Staff comment*
 - *Staff comment*

Next Steps:

- Neighborhood Meeting
- January 4, 2017
- Submit to City of Franklin
- January 9, 2017
- Planning Commission Meeting
- January 26, 2017

Proposed Text Amendment Parking and Parking Structures in the FFO



December 15, 2016
Joint Conceptual Workshop

Existing Permitted Uses/Encroachments in FFO



3.4.5 FFO—Floodway Fringe Overlay District

(1) Purpose

The purpose of the Floodway Fringe Overlay District, hereinafter referred to as the “FFO District”, is defined as that which is intended to preserve the holding capacity of the floodplain. Encroachments into the FFO District that would impede the holding capacity of the floodplain shall be strictly limited, as follows.

(2) Permitted Uses

All uses shall also comply with the requirements of the Stormwater Management Ordinance.

(a) The following shall be permitted new uses/encroachments:

- (i) Passive parks, golf courses, and open space;
- (ii) Active recreation features provided that all fencing, walls, or permanent buildings be located outside the ten-year flood zone;
- (iii) Temporary uses, as regulated by Section 4.2, that do not include permanent structures;
- (iv) Public and private infrastructure, as defined in Chapter 8 of the ordinance and in accordance with the Stormwater Management Ordinance;
- (v) Floodplain alteration conducted in accordance with the city’s Stormwater Management Ordinance; and
- (vi) Parking lots, completely constructed of pervious pavers, pervious asphalt, or pervious concrete

Proposed Text Amendment FFO Permitted Uses

Parking Lots and Parking Structures



Discussion Points

- **Parking Lots and Parking Structures constructed in the FFO must meet the requirements of the Stormwater Management Ordinance, Floodplain Protection Standards, and Building Code**
 - **No encroachments permitted into required stream buffer (already required)**
 - **Remove pervious surface requirements for surface parking lots in the FFO to be consistent with currently adopted Stormwater BMP requirements**
- **Provides options for how Parking Structures in the FFO can be constructed and/or elevated**
 - **Foundation perimeter walls**
 - **Support piers**
- **If Parking Structure is elevated on support piers – must provide adequate clearance so as not to impede the flow of water during a flooding event**
 - **If ground level parking is provided – clearance based on Building Code**
 - **If no ground level parking is provided – require minimum of 7-feet clearance, unless an alternative clearance is approved by DRT**
- **Screen ground level parking as currently required in the Zoning Ordinance**
- **Basement or below grade parking prohibited**

Proposed Text Amendment FFO Permitted Uses



(2) Permitted Uses

All uses shall also comply with the requirements of the Stormwater Management Ordinance.

(a) The following shall be permitted new uses/encroachments:

- (v) Floodplain alteration conducted in accordance with the city's stormwater management ordinance; ~~and~~
- (vi) Parking lots, ~~completely constructed of pervious pavers, pervious asphalt, or pervious concrete; and~~
- (vii) Parking Structures, constructed in accordance with the following standards:
 - (a) Parking Structures shall be constructed in accordance with the requirements of the Building Code, Stormwater Management Ordinance, and Subsection 5.8.5, Floodplain Protection; and
 - (b) No other use(s) shall be permitted to be constructed above, or as part of the parking structure, unless such use(s) is located outside of the FFO, and is constructed in accordance with the requirements of Subsection 5.8.5, Floodplain Protection; and
 - (c) Foundation perimeter walls shall be constructed in accordance with the requirements of Subsection 5.8.5, Floodplain Protection; and
 - (d) Parking structures constructed and elevated on support piers shall be constructed as follows:
 - (i) A minimum of seven (7) feet of clearance from the ground level to the bottom of the first level of the parking structure shall be provided in order to allow for the maintenance and access of equipment below the elevated parking structure. Upon the request of any owner of property to which this Subsection applies, the DRT may approve an alternative minimum clearance which is not in strict compliance with the requirements of this Section, if the DRT finds that such alternative clearance meets the intent and purpose of the requirements of this Section and the Stormwater Management Ordinance. In making the determination, the DRT may consider any site specific design constraints, floodplain standards, stormwater management requirements, and other natural or man-made elements which could impact a proposal's conformance to these standards.
 - (ii) If parking is provided at ground level (at-grade), the minimum clearance shall be as required by the Building Code.
 - (e) Ground level (at-grade) parking located below an elevated parking structure shall be screened, insofar as practicable, from surrounding uses and from public view as required by Subsection 5.4.5, Vehicular Use Area Landscape, and as permitted by Subsection 5.8.5, Floodplain Protection; and
 - (f) Basement or below ground level (grade) parking shall be prohibited.

ORDINANCE 2016-45

TO BE ENTITLED: "AN ORDINANCE TO AMEND CHAPTER 3 OF THE ZONING ORDINANCE OF THE CITY OF FRANKLIN, TENNESSEE, IN ORDER TO ADD PARKING STRUCTURES TO THE LIST OF PERMITTED NEW USES/ENCROACHMENTS IN THE FFO - FLOODWAY FRINGE OVERLAY DISTRICT AND REVISE THE REQUIREMENTS FOR PARKING LOTS LOCATED IN THE FFO."

WHEREAS, the City of Franklin, Tennessee, wishes to allow for the development of parking structures within the floodway fringe; and

WHEREAS, this text amendment modifies the FFO – Floodway Fringe Overlay District to permit parking structures to encroach and be constructed within the FFO – Floodway Fringe Overlay District in accordance with the specific standards established by this Ordinance; and

WHEREAS, this text amendment also revises the requirements for the construction of parking lots located in the FFO to be consistent with the stormwater management ordinance requirements; and

WHEREAS, new development within the FFO and floodway fringe must meet the floodplain protection standards and stormwater management requirements adopted by the City of Franklin; and

WHEREAS, this text amendment is in the best interest of the citizens of Franklin.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF MAYOR AND ALDERMEN OF FRANKLIN, TENNESSEE, AS FOLLOWS:

SECTION I. That Chapter 3, Section 3.4, Subsection 3.4.5 (2) (a) of the Franklin Zoning Ordinance is hereby amended to delete the following text noted with a ~~strike through~~; to add the following text noted in **bold**, and is approved to read as follows:

3.4.5 FFO—Floodway Fringe Overlay District

(2) Permitted Uses

All uses shall also comply with the requirements of the Stormwater Management Ordinance.

(a) The following shall be permitted new uses/encroachments:

(v) Floodplain alternation conducted in accordance with the city's stormwater management ordinance; ~~and~~

(vi) Parking lots, ~~completely constructed of pervious pavers, pervious asphalt, or pervious concrete; and~~

(vii) Parking Structures, constructed in accordance with the following standards:

- (a) Parking Structures shall be constructed in accordance with the requirements of the Building Code, Stormwater Management Ordinance, and Subsection 5.8.5, Floodplain Protection; and
- (b) No other use(s) shall be permitted to be constructed above, or as part of the parking structure, unless such use(s) is located outside of the FFO, and is constructed in accordance with the requirements of Subsection 5.8.5, Floodplain Protection; and
- (c) Foundation perimeter walls shall be constructed in accordance with the requirements of Subsection 5.8.5, Floodplain Protection; and
- (d) Parking structures constructed and elevated on support piers shall be constructed as follows:
 - (i) A minimum of seven (7) feet of clearance from the ground level to the bottom of the first level of the parking structure shall be provided in order to allow for the maintenance and access of equipment below the elevated parking structure. Upon the request of any owner of property to which this Subsection applies, the DRT may approve an alternative minimum clearance which is not in strict compliance with the requirements of this Section, if the DRT finds that such alternative clearance meets the intent and purpose of the requirements of this Section and the Stormwater Management Ordinance. In making the determination, the DRT may consider any site specific design constraints, floodplain standards, stormwater management requirements, and other natural or man-made elements which could impact a proposal's conformance to these standards.
 - (ii) If parking is provided at ground level (at-grade), the minimum clearance shall be as required by the Building Code.
- (e) Ground level (at-grade) parking located below an elevated parking structure shall be screened, insofar as practicable, from surrounding uses and from public view as required by Subsection 5.4.5, Vehicular Use Area Landscape, and as permitted by Subsection 5.8.5, Floodplain Protection; and
- (f) Basement or below ground level (grade) parking shall be prohibited.

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:

CITY OF FRANKLIN, TENNESSEE:

BY: _____
Eric S. Stuckey
City Administrator

BY: _____
Dr. Ken Moore
Mayor

Approved as to Form:

Shauna R. Billingsley, City Attorney

PLANNING COMMISSION RECOMMENDED:

PASSED FIRST READING:

PUBLIC HEARING HELD:

PASSED SECOND READING:

PASSED THIRD READING:
