



Meeting Agenda

BOMA & FMPC Joint Conceptual Workshop

Thursday, January 25, 2024

4:00 PM

City Hall Board 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 the date, time and in the location stated above. Additional information can be found at www.franklinton.gov/planning. For accommodations due to disabilities, contact the Human Resource 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

1. (4:00 - 4:25 PM) Discussion of a development plan, in association with an Annexation and Plan of Services, proposing 16 single-family lots, with two Modification of Standards (connectivity), on 52.61 acres, located west of the intersection of Franklin Road and South Berry's Chapel Road, at 2247 South Berry's Chapel Road.
2. (4:25 - 4:50 PM) Discussion of a development plan revision, replacing all residential entitlements with 120,000 square feet of place of public assembly use (Fellowship Bible Church), including one Modification of Standards (connectivity), on 25.64 acres, located south of Donelson Creek Parkway and north of Henpeck Lane, at 1190 Lewisburg Pike (Tuck Away PUD).
3. (4:50 - 5:15 PM) Discussion of a development plan encompassing three existing buildings and proposing 14,000 square feet of additional commercial spaces, with six Modification of Standards (5-Signage, 1-Parking), on 21.29 acres, located at the northwest corner of the intersection of Cool Springs Boulevard and Carothers Parkway (Meridian South PUD).
4. (5:15 - 5:45 PM) Discussion of a development plan proposing 92,000 square feet of office and 4,000 square feet of drive-thru restaurant, with 15 Modifications of Standards (Signage/Building Materials/Architecture/Connectivity/Parking/Fencing), on 16.81 acres, located west of I-65 and east of Lewisburg Pike, on Goose Creek Bypass (Goose Creek Bypass PUD).

5. (5:45 - 6:10 PM) Traffic discussion related to development along the northwest quadrant of Mack Hatcher Parkway, as highlighted by recent traffic studies in the area.
6. (6:10 - 6:30 PM) Presentation On the Zoning Ordinance Update.

OTHER BUSINESS**ADJOURN**

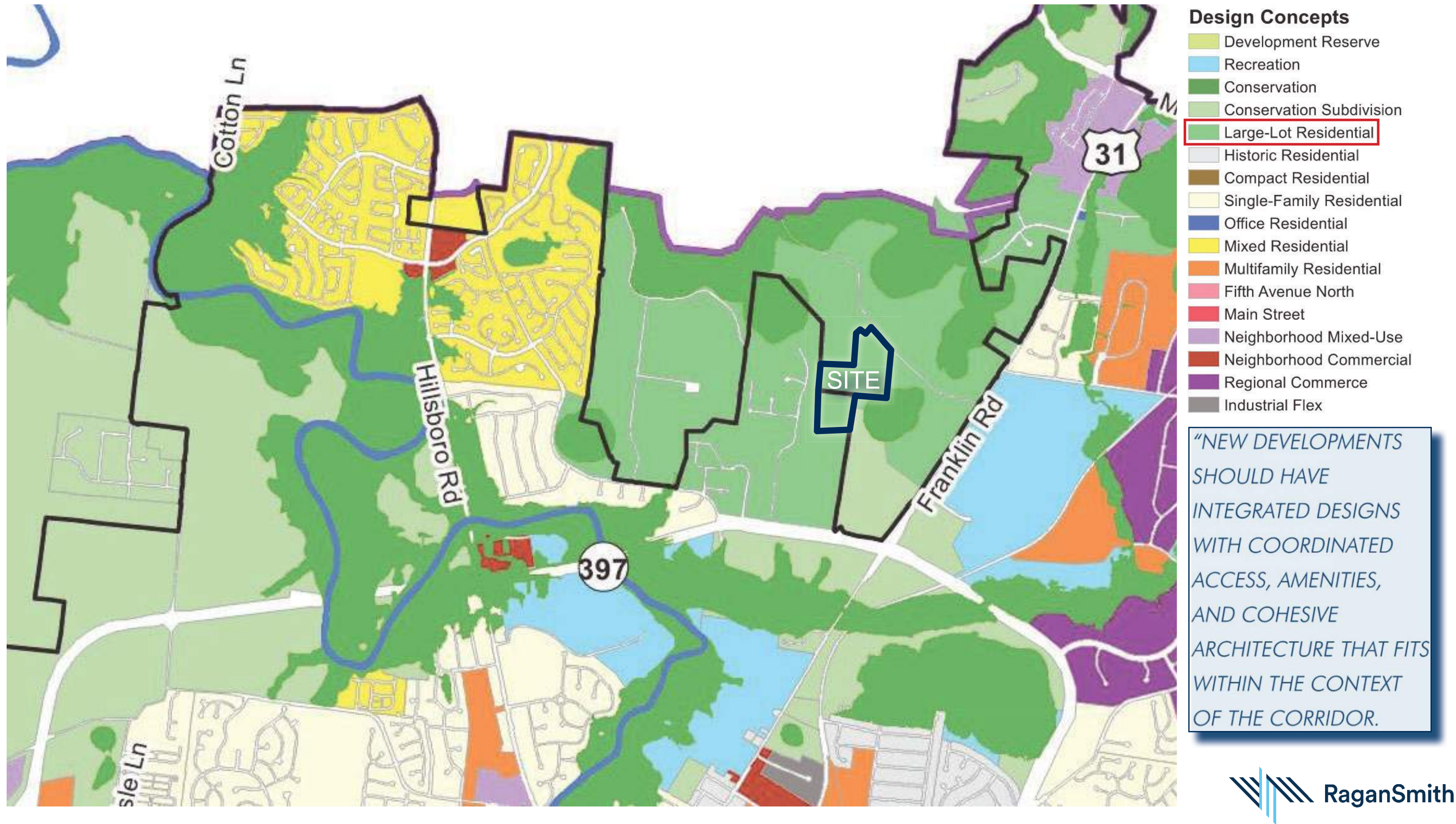
THE PRESERVE AT SHERIDAN

JOINT CONCEPTUAL WORKSHOP
JANUARY 25, 2024

VICINITY MAP



ENVISION FRANKLIN



LARGE LOT RESIDENTIAL

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.

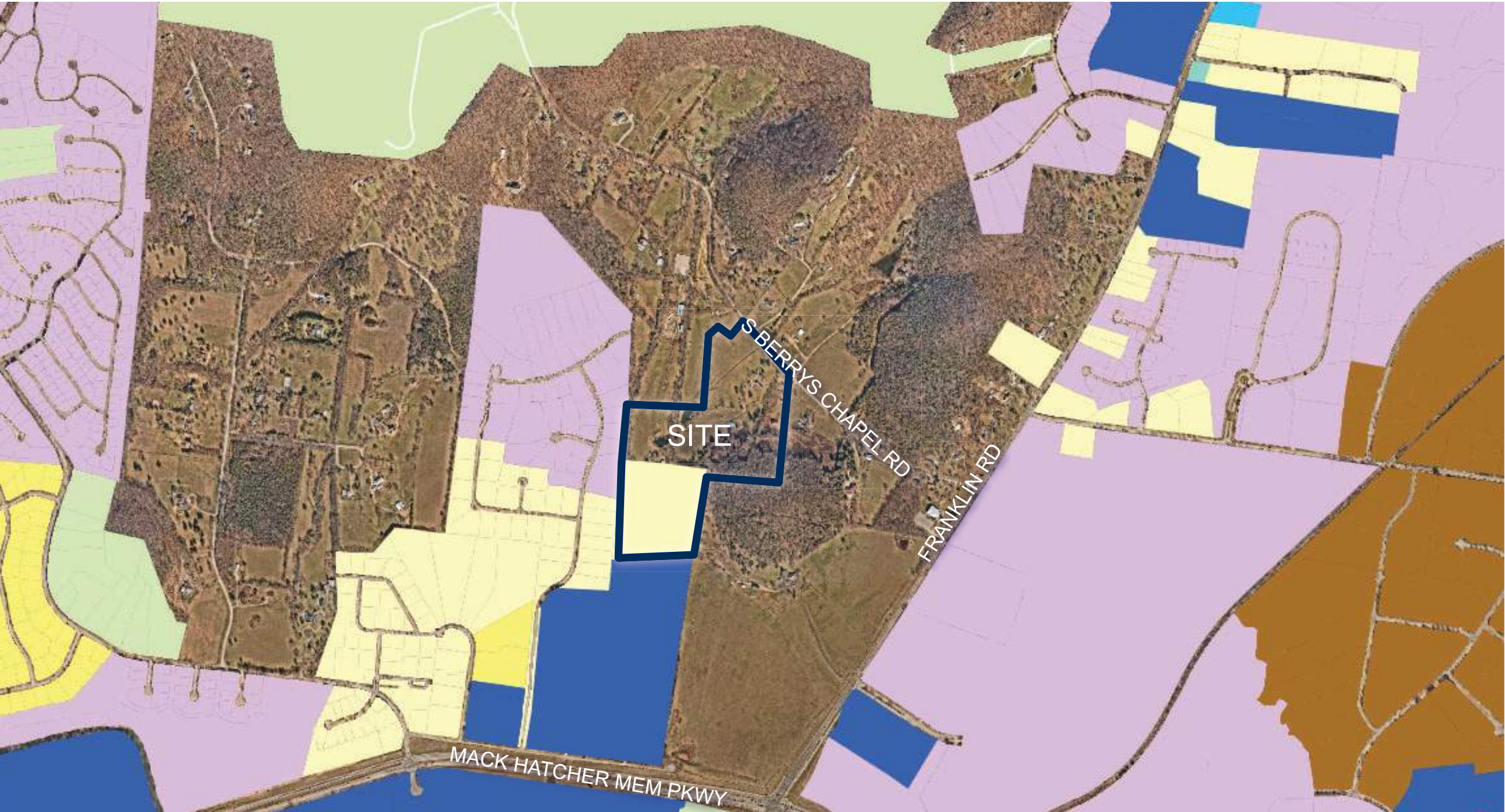
USES	Primary	Single-Family Residential
	Secondary	Institutional and Recreation
FORM	Building Placement	The Development Suitability Map (See Appendix C) should be reviewed to ensure that developments in these areas are appropriate. Buildings and their main entrances should be oriented toward the street 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
	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.
SITE DESIGN	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

“NEIGHBORHOODS SHOULD BE DESIGNED AROUND NATURAL FEATURES TO HIGHLIGHT FORESTED AREAS, HILLSIDES AND HILLTOPS, STREAMS, AND TREE ROWS.”

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.

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.

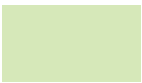
EXISTING ZONING - R1



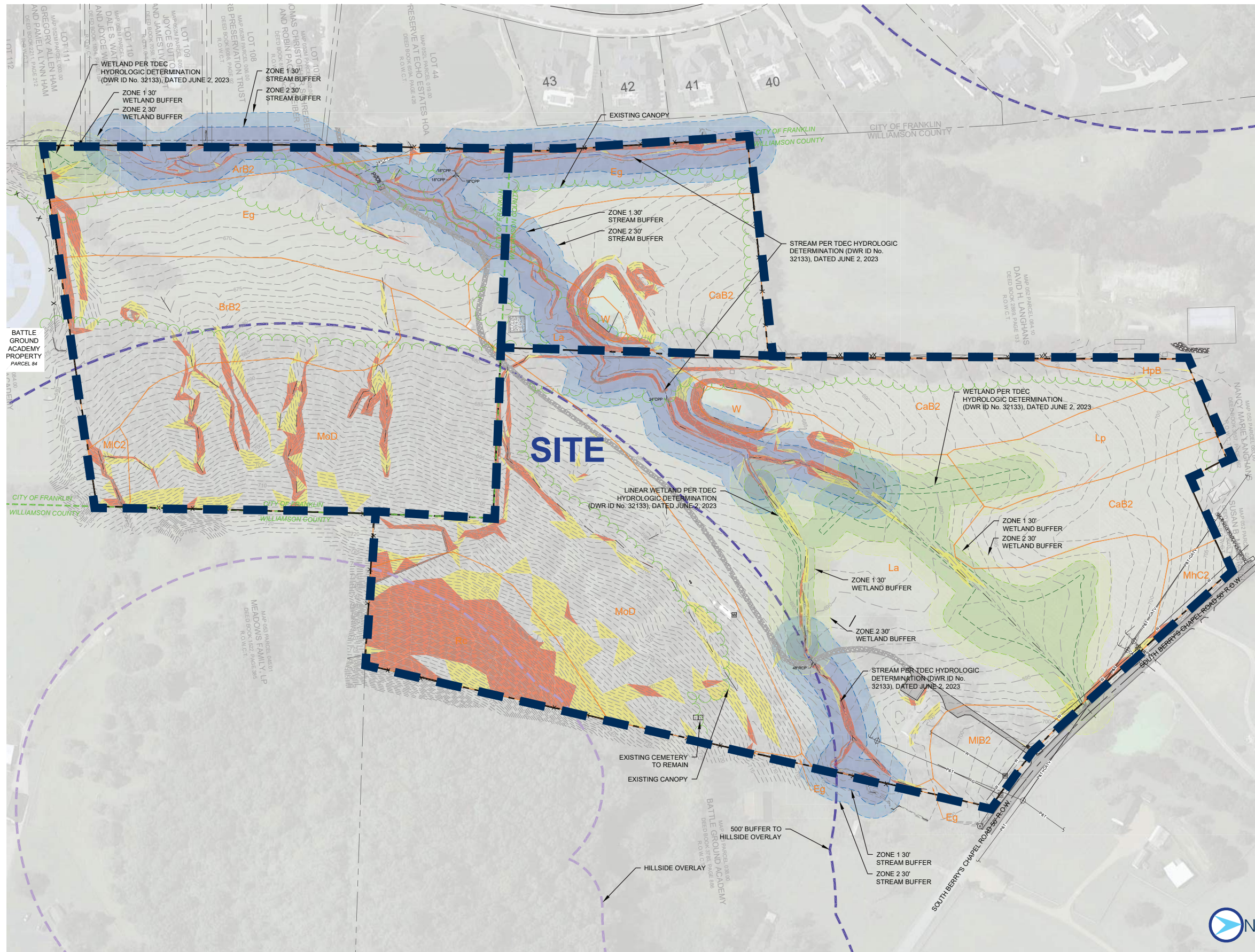
ZONING DISTRICTS R1—Residential 1 District

Lot Standards	Minimum
Lot Size	30,000 square feet
Lot Width	100 feet
Front Lot Line	80 feet, but may be reduced to 30 feet when on a turning radius of a cul-de-sac
Number of Buildings	Maximum
Principal Building	1 per lot
Accessory Structure	1 per lot
Minor Accessory Structure	1 per lot
Principal Building Setbacks	Minimum
Front Yard	60 feet
Side Yard	25 feet
Rear Yard	50 feet
Encroachments	
Appurtenances may encroach into a front or rear yard setback up to 6 feet and into a side yard setback up to 5 feet	
Steps may encroach into any required yard	
Accessory Structure Setbacks	
At least 5 feet behind the principal building	
Location	At least 5 feet from any lot line
Building Height	Maximum
Principal Building	2 ½ stories
Accessory Structure	Shall not exceed the height of the principal building
Minor Accessory Structure	1 Story
Landscape	Minimum
Landscape Surface Area	50%
Alternate Standards	
For lots in recorded subdivisions, if there are different dimensional standards on the final plat, then those standards on the final plat shall govern	

LEGEND

	R1 (RESIDENTIAL)		CI (CIVIC)		PD
	ER (ESTATE RESIDENTIAL)		R-2 (RESIDENTIAL)		LI (LIGHT INDUSTRIAL)

PHYSICAL FEATURES/ EXISTING CONDITIONS MAP



SITE DATA			
SITE INFORMATION			
Project Name:	The Preserve at Sheridan		
Project #:	TBD		
Subdivision:	TBD		
Lot:	N/A		
Civil District:	Eighth		
Address:	2247 S Berry's Chapel Road, Franklin, TN 37096		
Map / Parcel:	052 / 81, 84.09, 84.11		
Total Acreage / S.F. of Site:	52.61 Ac. / 2,291,691 ± S.F.		
Total Acreage / City:	16.66 Ac. / 725,709 ± S.F.		
Total Acreage / County:	35.95 Ac. / 1,565,982 ± S.F.		
ZONING INFORMATION			
Parcel	Existing Overlay	Existing Zoning	Proposed Zoning
81	Hillside Overlay & 500' Buffer of Hillside Overlay	MGA-1 (County)	PD
84.09	500' Buffer of Hillside Overlay	R-1	PD
84.11	N/A	MGA-1 (County)	PD

SOIL INFORMATION			
Soil Symbol	Soil Properties	Acres	Percent
ArB2	Armour silt loam, 2 to 5 percent slopes, eroded	1.29	2.45%
BrB2	Braxton cherty silt loam, 2 to 5 percent slopes, eroded	4.02	7.64%
CaB2	Captina silt loam, phosphatic, 2 to 5 percent slopes, eroded	7.98	15.16%
Eg	Egam silt loam, phosphatic	6.19	11.77%
HpB	Humphreys gravelly silt loam, 2 to 5 percent	0.31	0.59%
La	Lanton silt loam, phosphatic	13.56	25.77%
Lp	Lindell silt loam, 0 to 2 percent slopes, occasionally flooded	1.72	3.27%
MhC2	Mimosa gravelly silt loam, 5 to 12 percent slopes, eroded	0.36	0.68%
MIB2	Mimosa silt loam, 2 to 5 percent slopes, eroded	0.93	1.77%
MIC2	Mimosa silt loam, 5 to 12 percent slopes, eroded	0.27	0.51%
MoD	Ashwood-Mimosa-Rock outcrop complex, 5 to 15 percent slopes	13.16	25.01%
Rc	Rockland	2.44	4.64%
W	Water	0.38	0.72%

LEGEND

	PROPERTY BOUNDARY
	CITY / COUNTY BOUNDARY
	HILLSIDE OVERLAY
	500' BUFFER TO THE HILLSIDE OVERLAY
	ZONE 1 30' STREAM BUFFER
	ZONE 2 30' STREAM BUFFER
	ZONE 1 30' WETLAND BUFFER
	ZONE 2 30' WETLAND BUFFER
	STREAM
	WETLAND
	SOILS
	SLOPE: 14% - 20%
	SLOPE: >20%
	EXISTING CANOPY

PROJECT MAP



SITE DATA	
SITE INFORMATION	
Project Name:	The Preserve at Sheridan
Project #:	TBD
Address:	2247 S Berry's Chapel Road Franklin, TN 37069
Map:	052
Parcels:	81, 84.09, 84.11
Acreage:	52.61 ac. / 2,291,691 s.f.
Vesting:	N/A
ZONING INFORMATION	
Base Zone:	81 & 84.11 MGA-1 (County) 84.09 R-1
Proposed Zoning:	Planned Development (PD)
Overlay Zoning:	HHO (81) , 500-HHO (81, 84.09)
Proposed Uses:	Single Family Residential, Neighborhood Amenity Center, Cemetery
Frontage Types Applied:	Yard Frontage, TYP. (Yard, Parking, or Landscape Frontage for Amenity Lot)
Lot Width:	Varies, 100' min.
Lot Size:	1 ac. min., typ., 2 ac. min. within 500' Buffer of HHO
Setbacks:	
• Front Yard:	25' min., 60' typ.
• Side Yard:	25' min., 25' typ.
• Rear Yard:	25' min., 50' typ.
Dwelling Unit Count by Type:	16 Houses
Commercial SF, by Use:	N/A
Building Height:	2 ½ stories (max.)
Minimum LSA:	20%
Open Space Required:	5% min. (2.91 ac.)
Natural Area Required:	10% min. (5.83 ac.)
Tree Canopy Retention Acreage:	13.07 ac.
Parking Required, by Use:	32 spaces (2 per unit)
Parking Provided, by Use:	32 spaces min.
Historic Resource Treatment:	No
Phasing:	Two Phases
• Phase 1	All roads, utilities, infrastructure, Lots 6-14
• Phase 2	Lots 1-5 & 15-16
SOURCES	
Aerial	Google Earth
Boundary	RaganSmith Associates
Topography	RaganSmith Associates
Streams & Wetlands	RCA - Davey Resource Group
Hillside Overlay Buffer	City of Franklin GIS
LEGEND	
	Wetland Zone 1 30' Buffer
	Wetland Zone 2 30' Buffer
	Stream Zone 1 30' Buffer
	Stream Zone 2 30' Buffer



PROJECT MAP



REQUESTS FOR MODIFICATION OF STANDARDS:
Modification of standards are requested for Section 9.5.1.B & Section 9.5.3.A.

1. A modification of standards is requested from the requirement to provide connectivity to the southern property line. Battle Ground Academy's campus is located along the southern boundary of this site. The BGA campus is fully developed, and there are no existing streets stubbed to connect to. Providing a connection to the south is not feasible and therefore, it is requested that these standards be modified to not require a cross access to the south.

2. A modification of standards is requested from the requirement to provide connectivity to the eastern property line. The majority of the eastern property boundary is within the HHO, within the 500' Buffer to the HHO, borders property that is within the HHO and/or 500' Buffer to the HHO, has slopes at or near 14% or greater, or has an existing stream with required buffers. There is only a small portion of the eastern property boundary, approximately 190' long, that could feasibly provide a street stub to the east. However this location is within such close proximity to South Berry's Chapel Road that it would not meet the City's minimum distance between intersections as listed on Table 2.3 (2) of the Franklin Transportation & Street Technical Standards. Due to these environmental, physical, and technical constraints it is requested that these standards be modified to not require a cross access to the east.



OPEN SPACE / NATURAL AREA



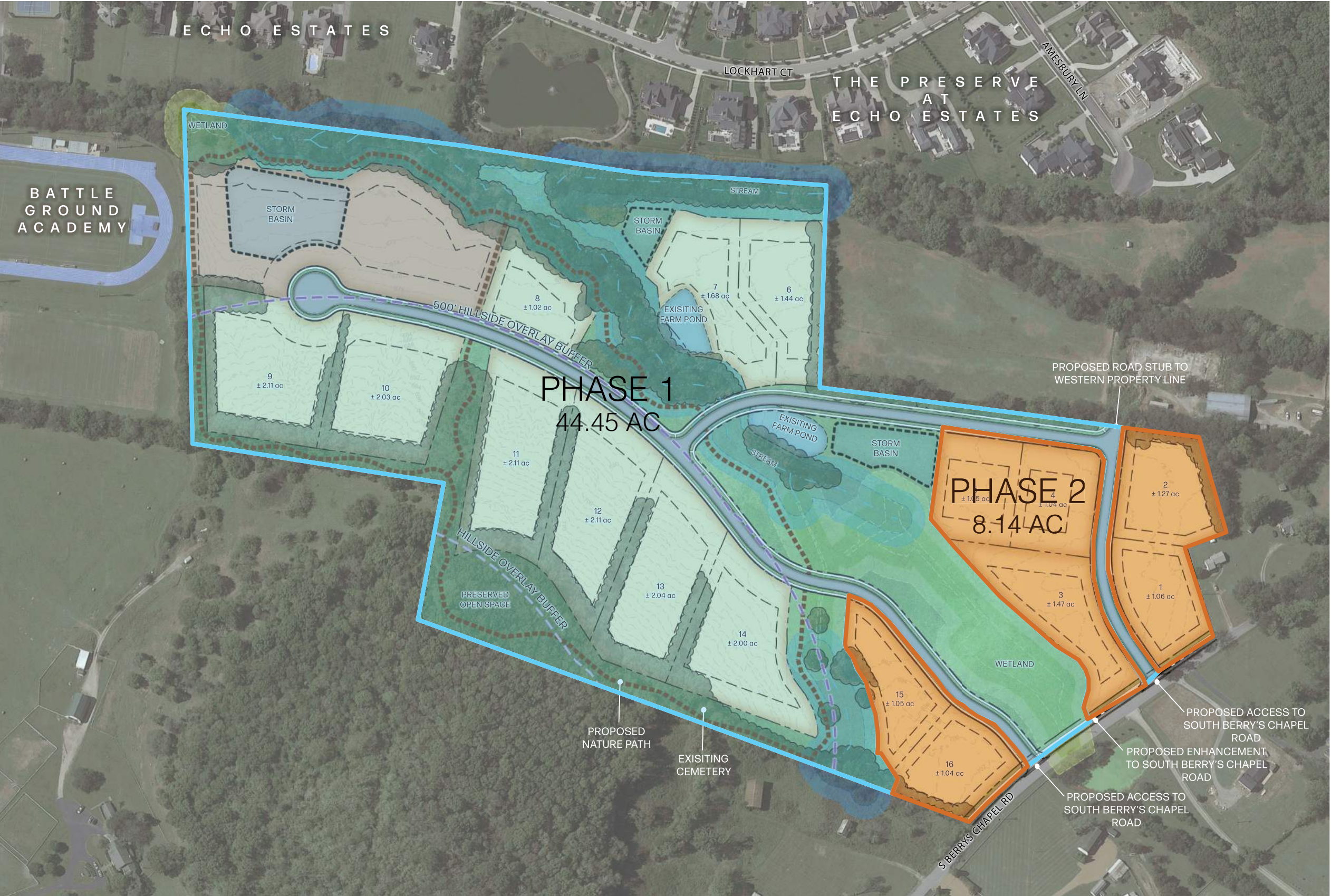
OPEN SPACE REQUIREMENTS					
Total Acreage / s.f. of Site:		58.27 ± ac. / 2,538,230 s.f.			
Minimum Open Space Required:		5%, 2.91 ac. (58.27 ac. x 0.05), 126,760 s.f.			
(If Residential) Natural Area Required:		10%, 5.83 ac. (58.27 ac. x 0.10), 253,955 s.f.			
OPEN SPACE PROVIDED					
Key	Open Space Type	Area of Open Space	Hardscape Area (S.F.)	Hardscape Area (%)	Stormwater Feature Included? Y/ N
1	Neighborhood Amenities	8%, 4.46 ac	n/a	n/a	Y
2	Natural Areas	31%, 18.07 ac	n/a	n/a	Y
Total Provided:		22.53 ac			

LEGEND

OPEN SPACE AREAS

NATURAL AREAS

PHASING



PHASING		
	Lots	Acreage
Phase 1	All roads, Utilities, Infrastructure, Lots 6-14	44.45 Ac
Phase 2	Lots 1-5 & 15-16	8.14 Ac

LEGEND

PHASE 1

PHASE 2

BUILDING ARCHITECTURE EXAMPLES

RESIDENTIAL HOME EXAMPLES



NEIGHBORHOOD AMENITY EXAMPLES



KEY DATES

UPCOMING KEY DATES

01/08/24	INITIAL SUBMITTAL OF ANNEXATION, REZONING, AND DEVELOPMENT PLAN APPLICATIONS
01/25/24	JOINT CONCEPTUAL WORKSHOP MEETING (5 PM)
02/22/24	FRANKLIN MUNICIPAL PLANNING COMMISSION MEETING (7 PM)
03/12/24	BOMA 1ST READING (7 PM)
03/26/24	BOMA 2ND READING + PUBLIC HEARING (7 PM)
04/09/24	BOMA 3RD READING

NEIGHBORHOOD MEETING

WHAT WE LEARNED FROM THE NEIGHBORS

- OPPOSED TO A POTENTIAL CONNECTION FROM THE PRESERVE AT ECHO ESTATES TO SOUTH BERRY'S CHAPEL ROAD
- CONCERNED ABOUT PAST BURNING OF TREES
- CONCERNED ABOUT POTENTIAL NOISE AND LIGHT FROM THE NEIGHBORHOOD AMENITY CENTER

QUESTIONS?





DEVELOPMENT PLAN

1190 LEWISBURG PIKE

JOINT WORKSHOP - FMPC & BOMA 01/25/2024



Fellowship
Bible Church





FRANKLIN FELLOWSHIP [COLUMBIA AVE]

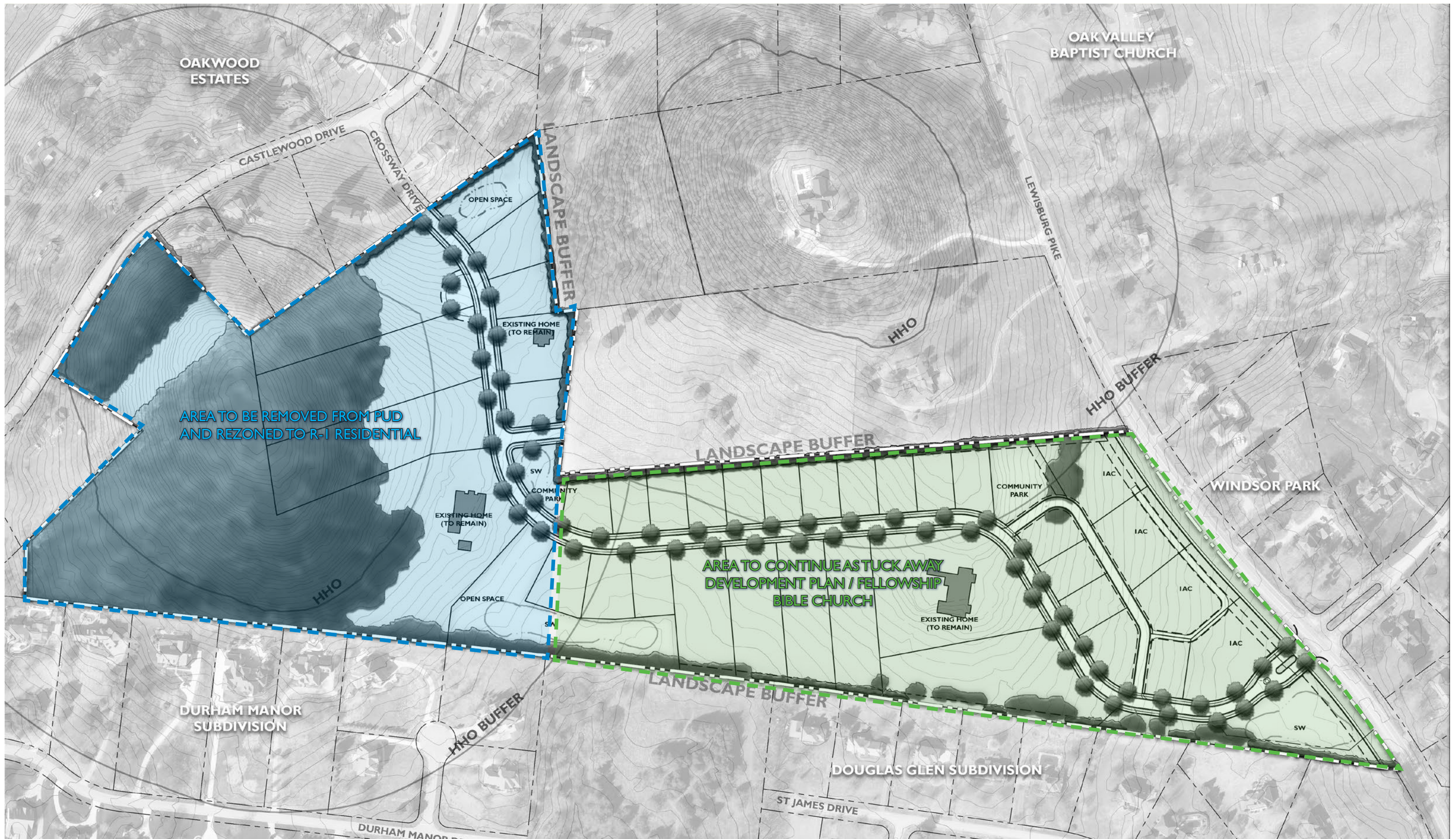


POND & “QUAD”



PARK-LIKE CAMPUS







ENVISION FRANKLIN AMENDMENT CONCEPTUAL PLAN

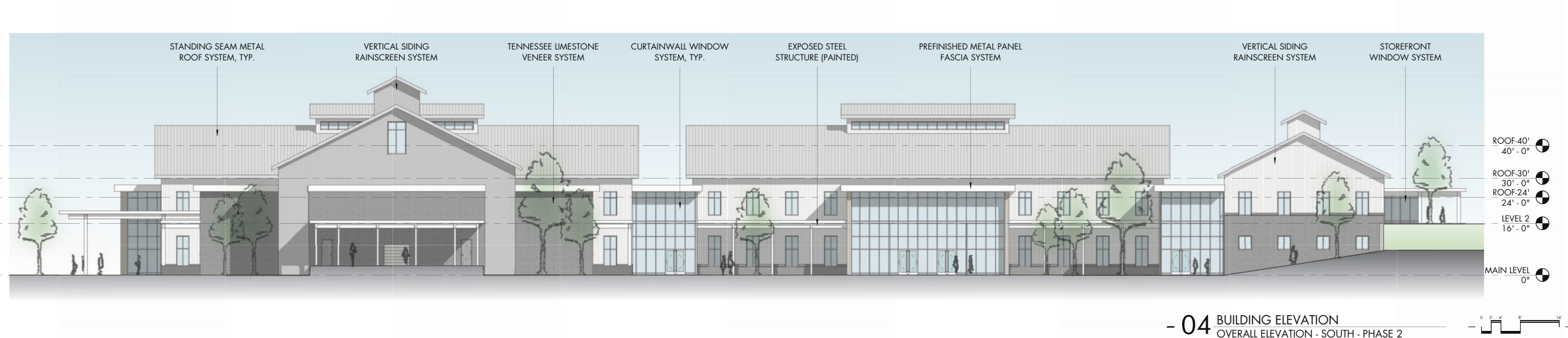
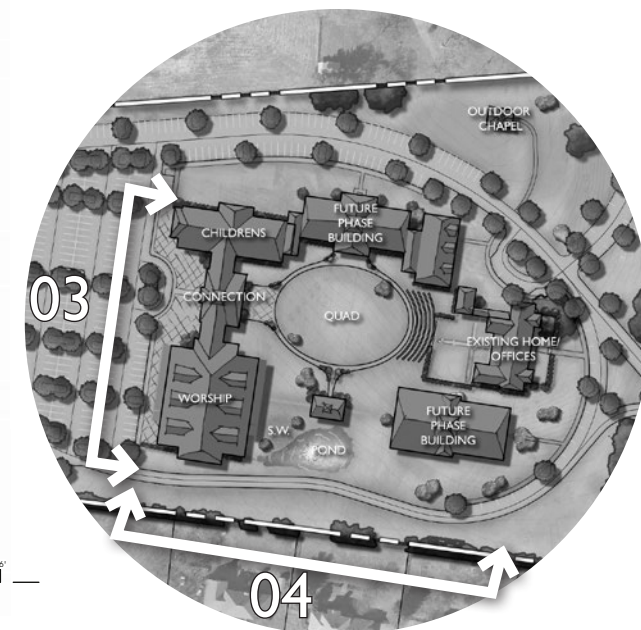
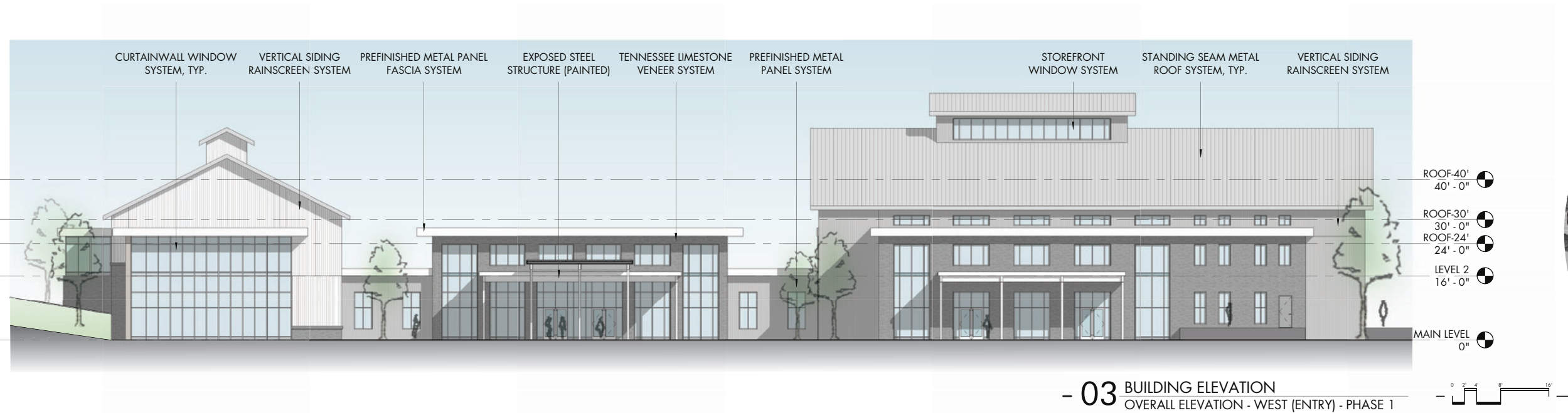


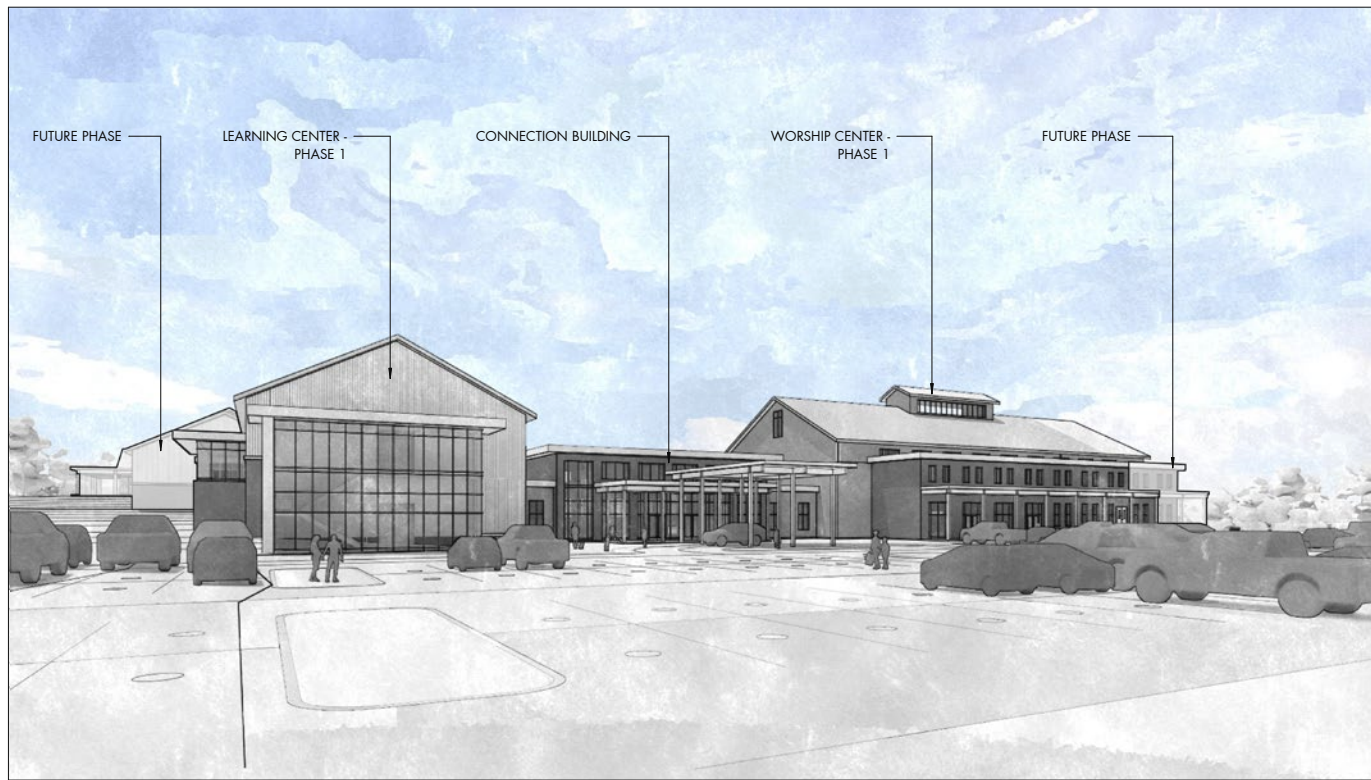
PROPOSED DEVELOPMENT PLAN



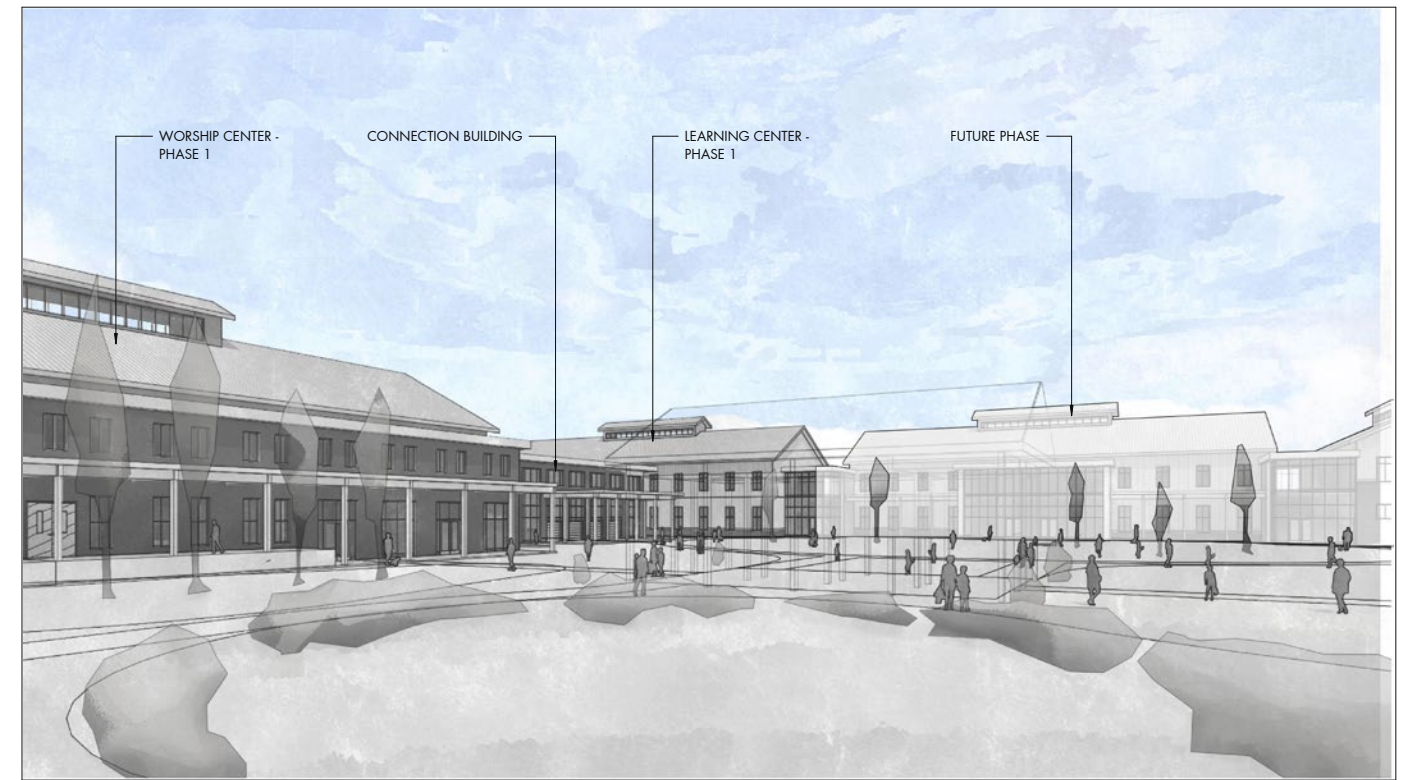


- MAINTAINS LARGE FRONT YARD & MINIMUM 200FT SETBACK FROM LEWISBURG PIKE
- PROPOSED ONE-WAY 16' DRIVE ALONG SOUTHERN PROPERTY LINE
- REMOVE PARKING ALONG SOUTHERN PROPERTY LINE
- PROPOSED BUILDINGS TO BUFFER & SCREEN QUAD
- SOUTHERN PROPERTY LINE TREES ARE PROTECTED
- EXISTING HOME IS PRESERVED FOR CHURCH OFFICES

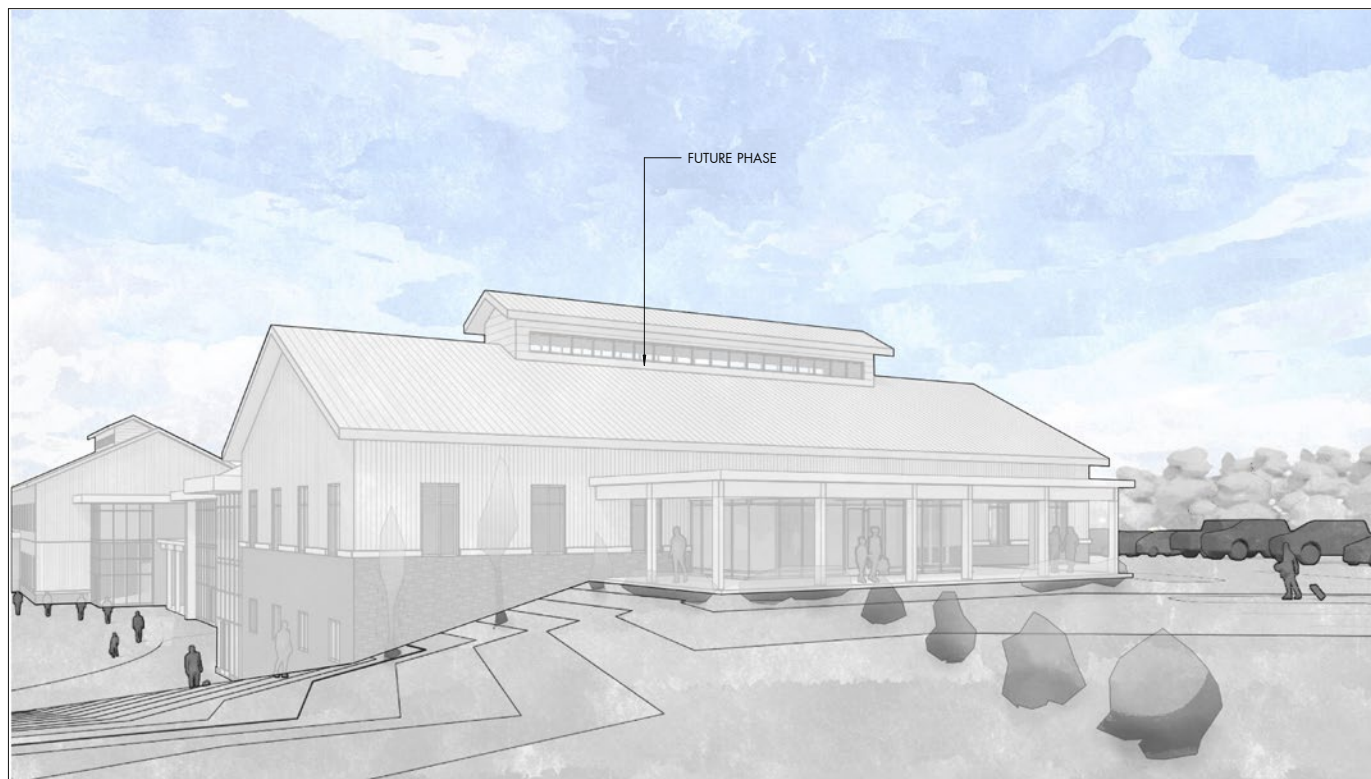




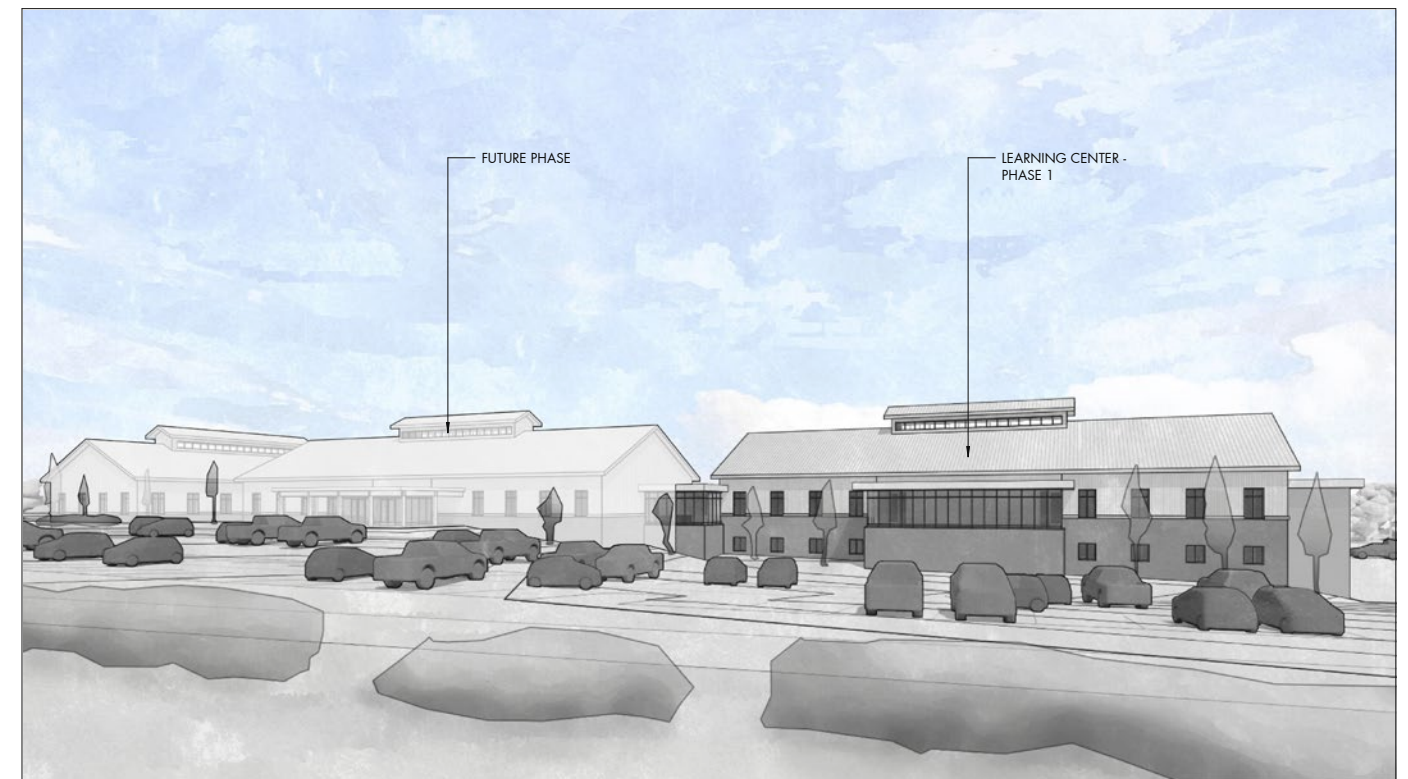
CHARACTER IMAGERY - VIEW LOOKING EAST TO PHASE 1



CHARACTER IMAGERY - VIEW LOOKING THROUGH QUAD TO NORTH



CHARACTER IMAGERY - VIEW LOOKING WEST AT FUTURE PHASE



CHARACTER IMAGERY - VIEW LOOKING SOUTH TO PROJECT



CITY OF FRANKLIN REQUIREMENT:

The COF Zoning Ordinance (Section 9.5.1.B) requires a street stub connection be made to the south.

MODIFICATION OF STANDARDS REQUEST:

To eliminate street stub.





PROPOSED WITH DEVELOPMENT PLAN:

- WORSHIP BUILDING, CHILDREN'S MINISTRY, CONNECTION CENTER
- QUAD-STYLE PARK WITH OPEN-AIR PAVILION, WALKING TRAILS, OUTDOOR CHAPEL, POND, ATHLETIC FIELDS/COURTS, & GARDENS
- CLUSTERED PARKING TO THE BACK/WEST, PRESERVED BUCOLIC MEADOW/LAWN FRONTING LEWISBURG PIKE, & PRESERVED TREE LINE

NEXT STEPS:

- 2024-01-03 NEIGHBORHOOD MEETING
- 2024-01-25 JOINT CONCEPTUAL WORKSHOP (5:00 PM)
- 2023-02-22 PLANNING COMMISSION (7:00 PM)



MERIDIAN SOUTH PUD SUBDIVISION JOINT CONCEPTUAL WORKSHOP







ZONING INFO	
	RC-12 REGIONAL COMMERCE
	PD - PLANNED DISTRICT
	CI - CIVIC & INSTITUTIONAL

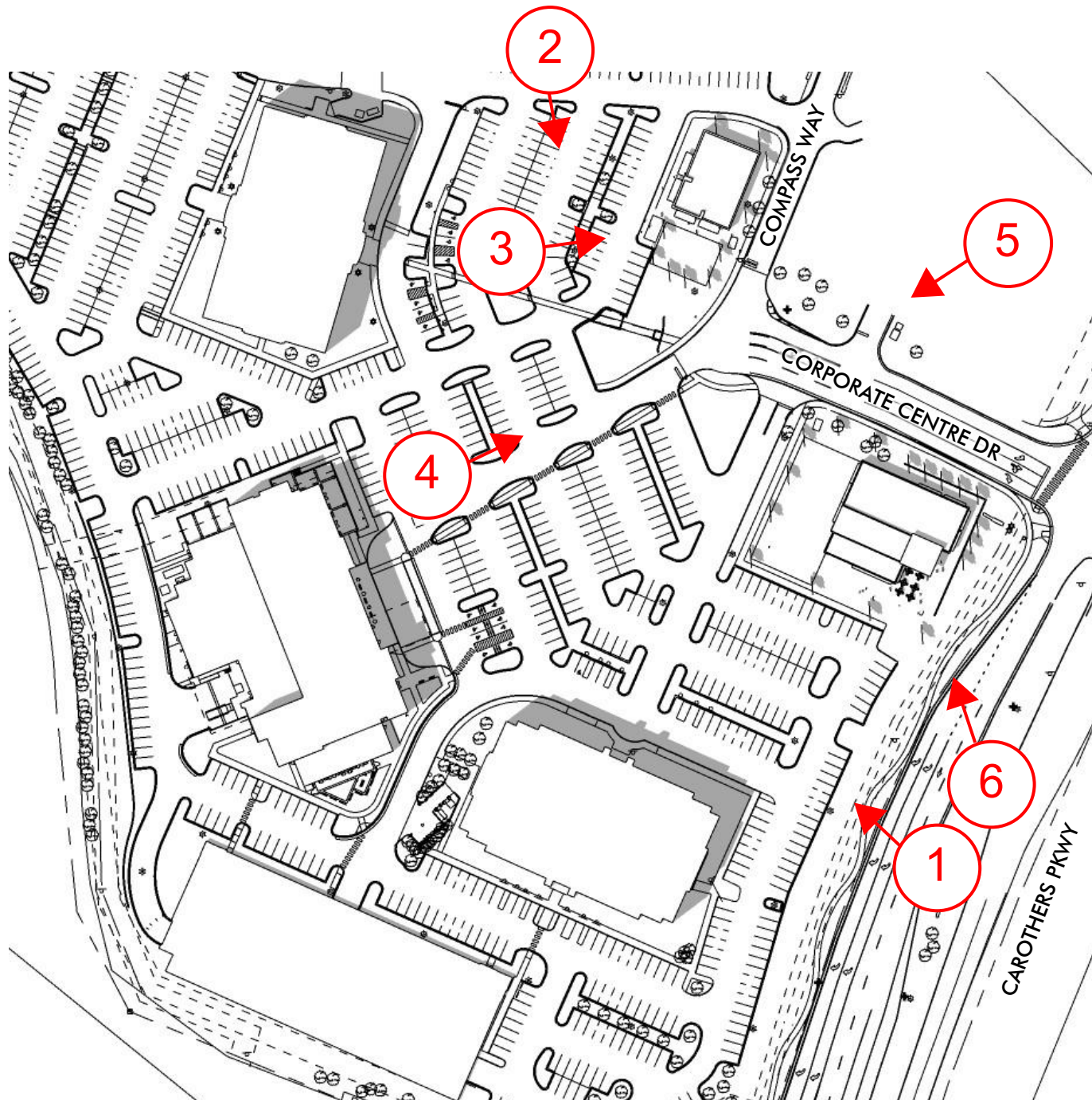


ZONING INFO	
	RC-12 REGIONAL COMMERCE
	PD - PLANNED DISTRICT
	CI - CIVIC & INSTITUTIONAL

SITE:
 501, 601, 1000 CORPORATE
 CENTRE DR
 21.29 AC

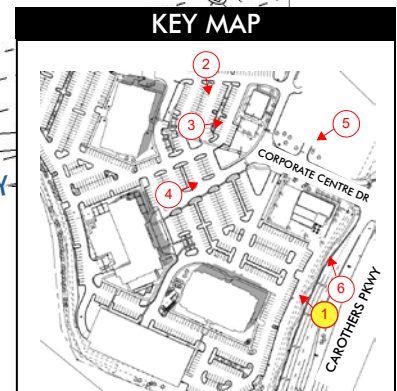
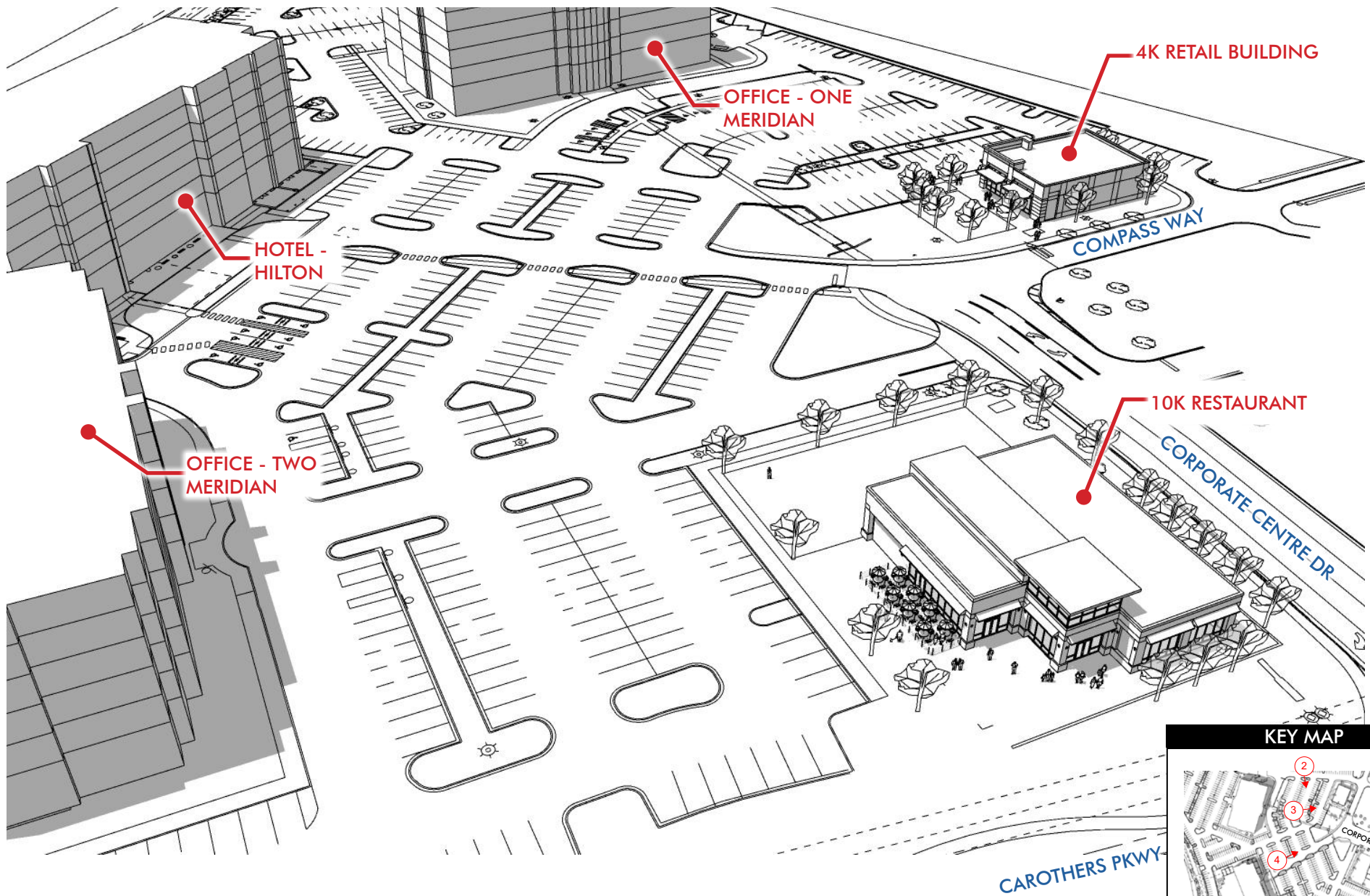


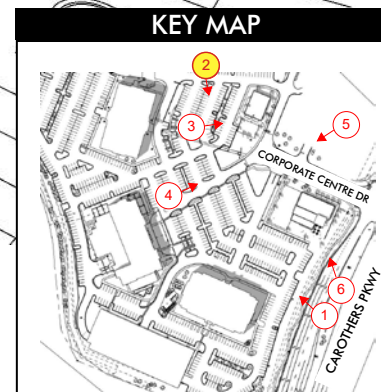
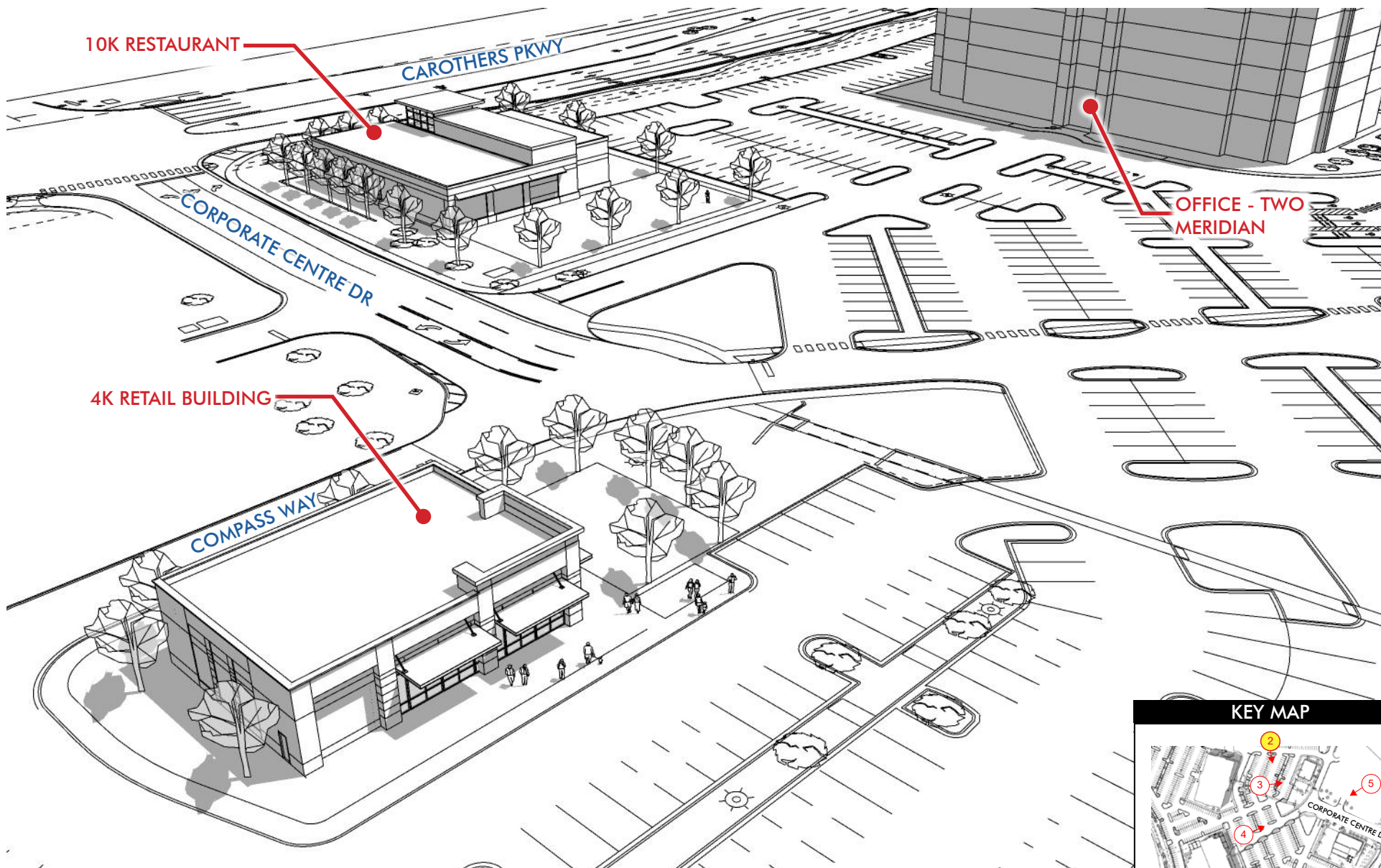


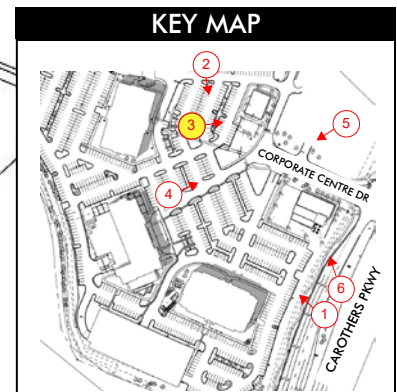
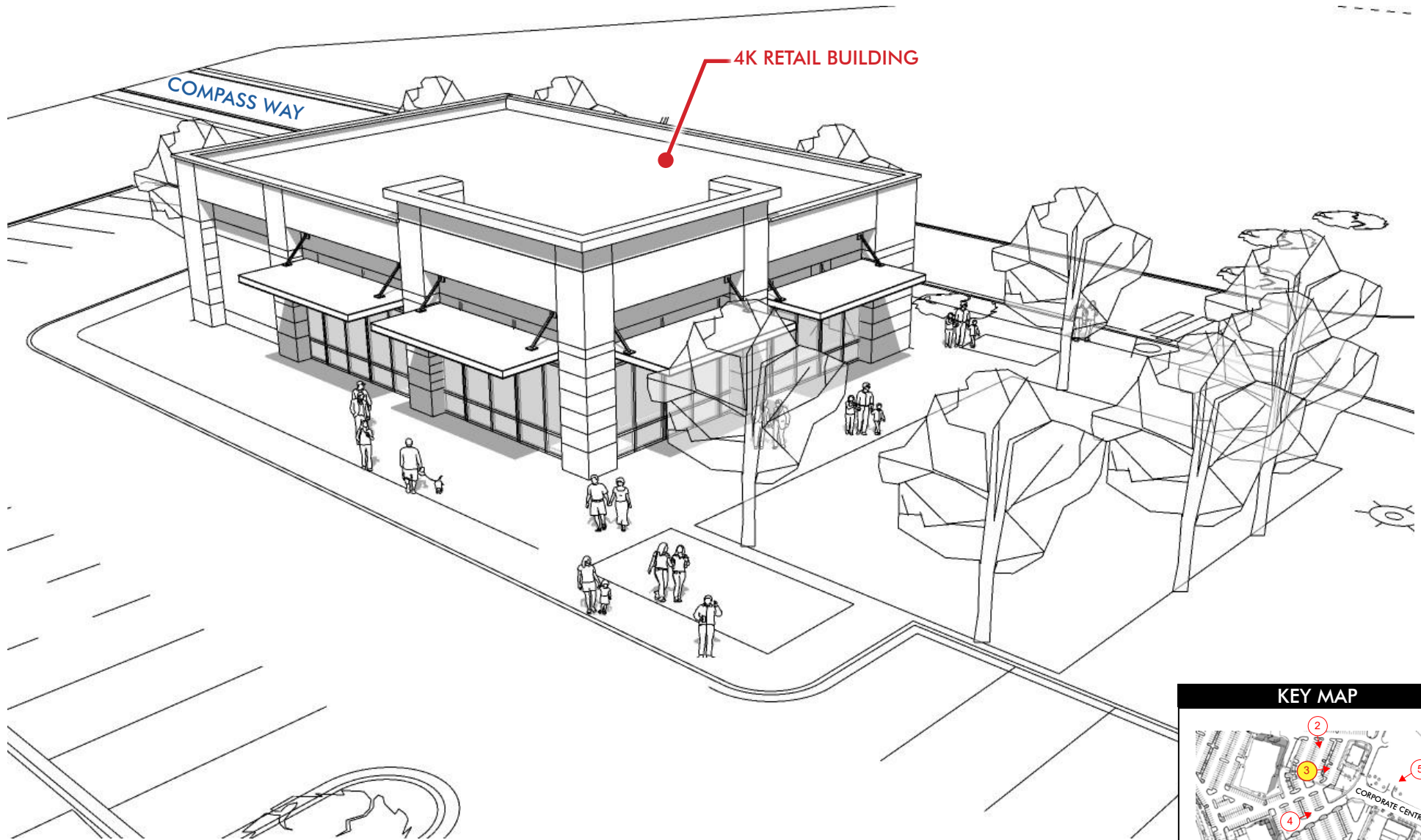


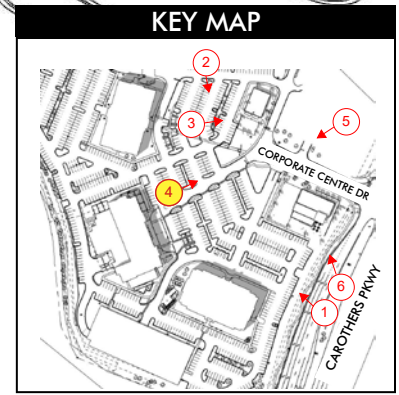
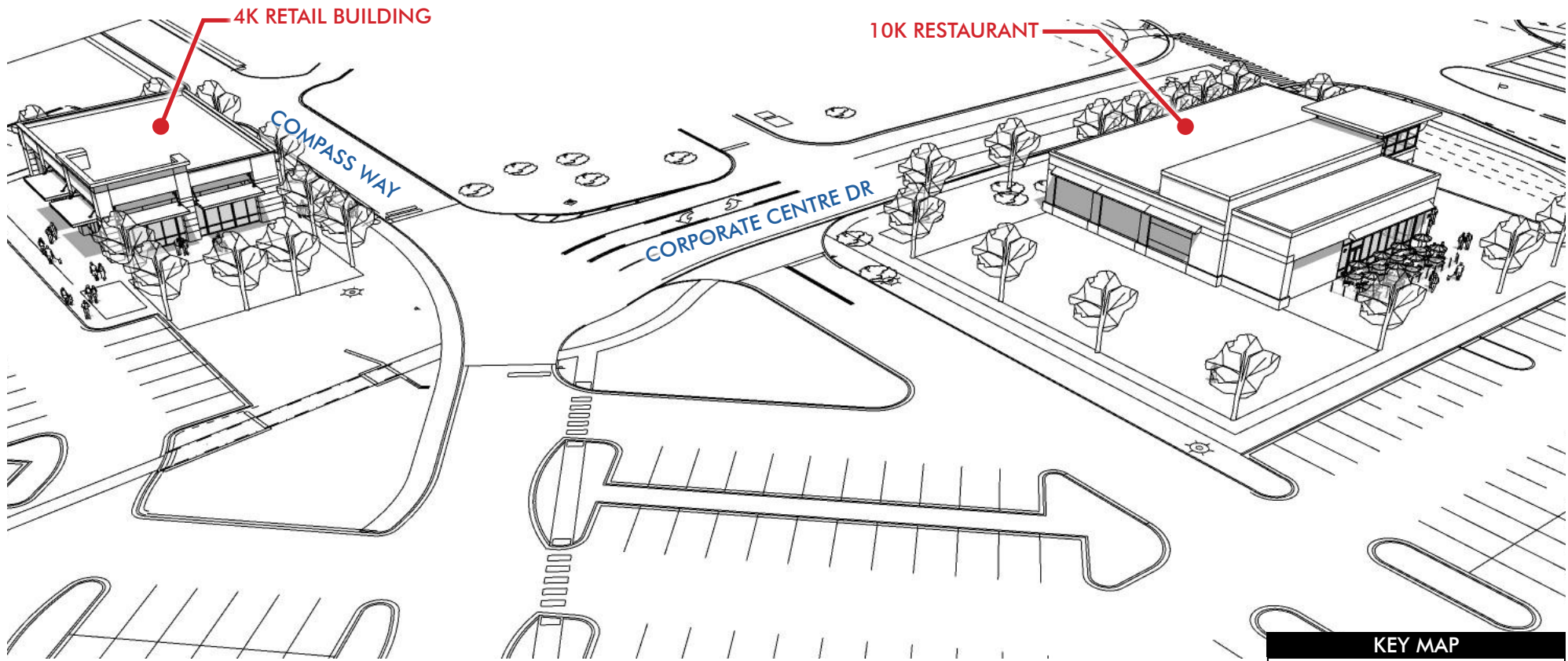
Key Map

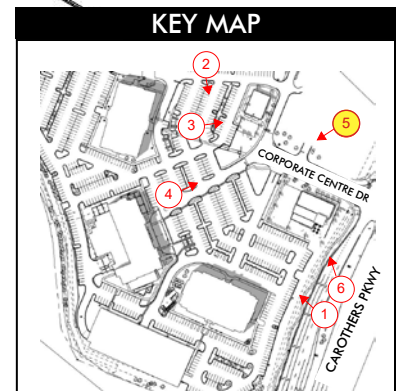
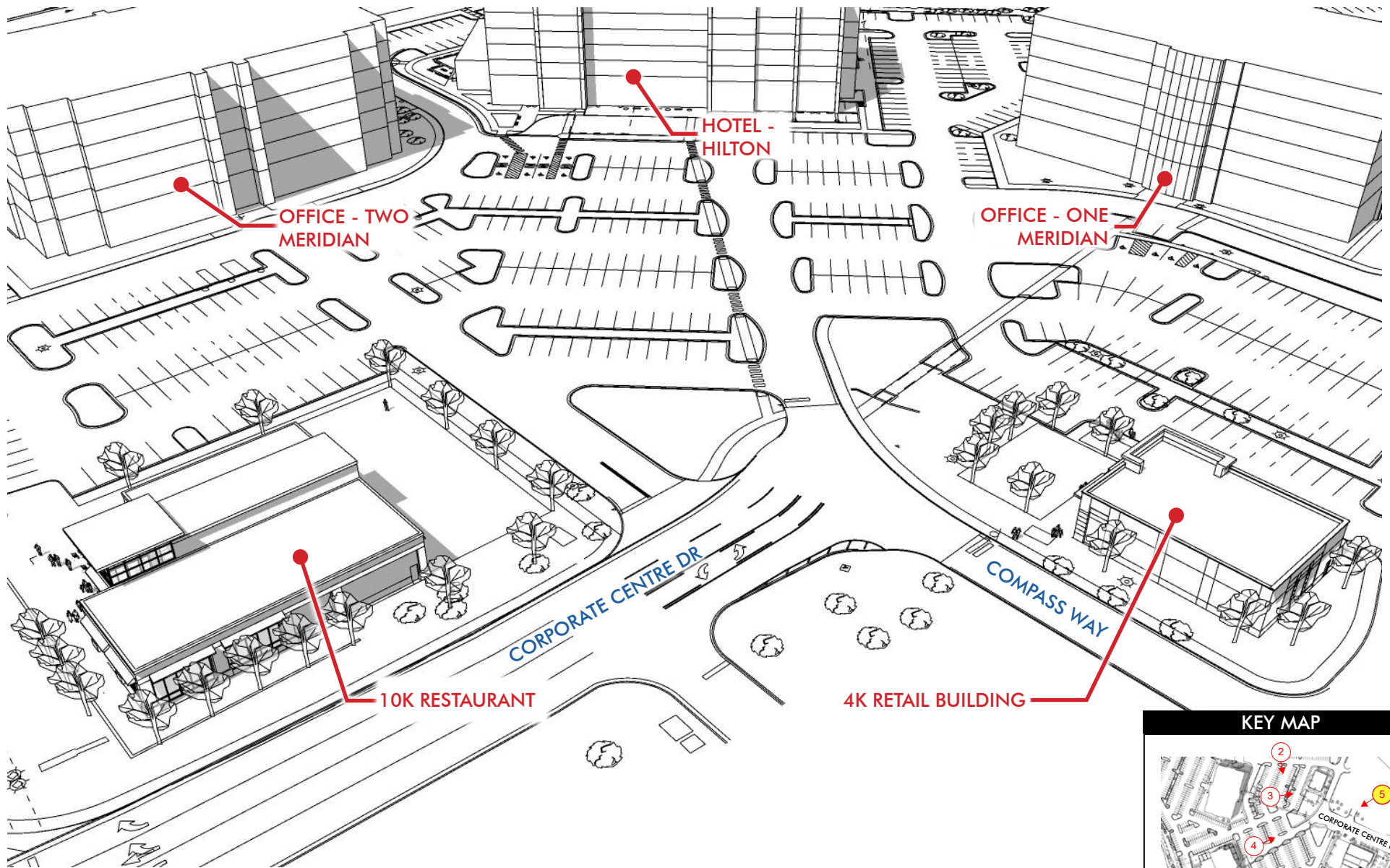
MERIDIAN SOUTH PUD SUBDIVISION
FRANKLIN, WILLIAMSON COUNTY, TN

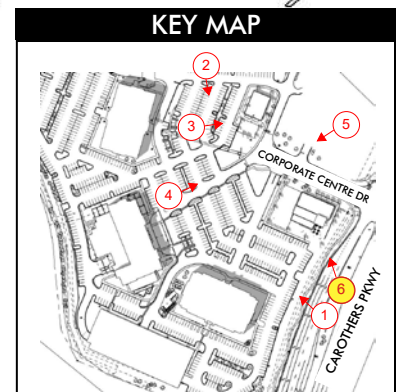
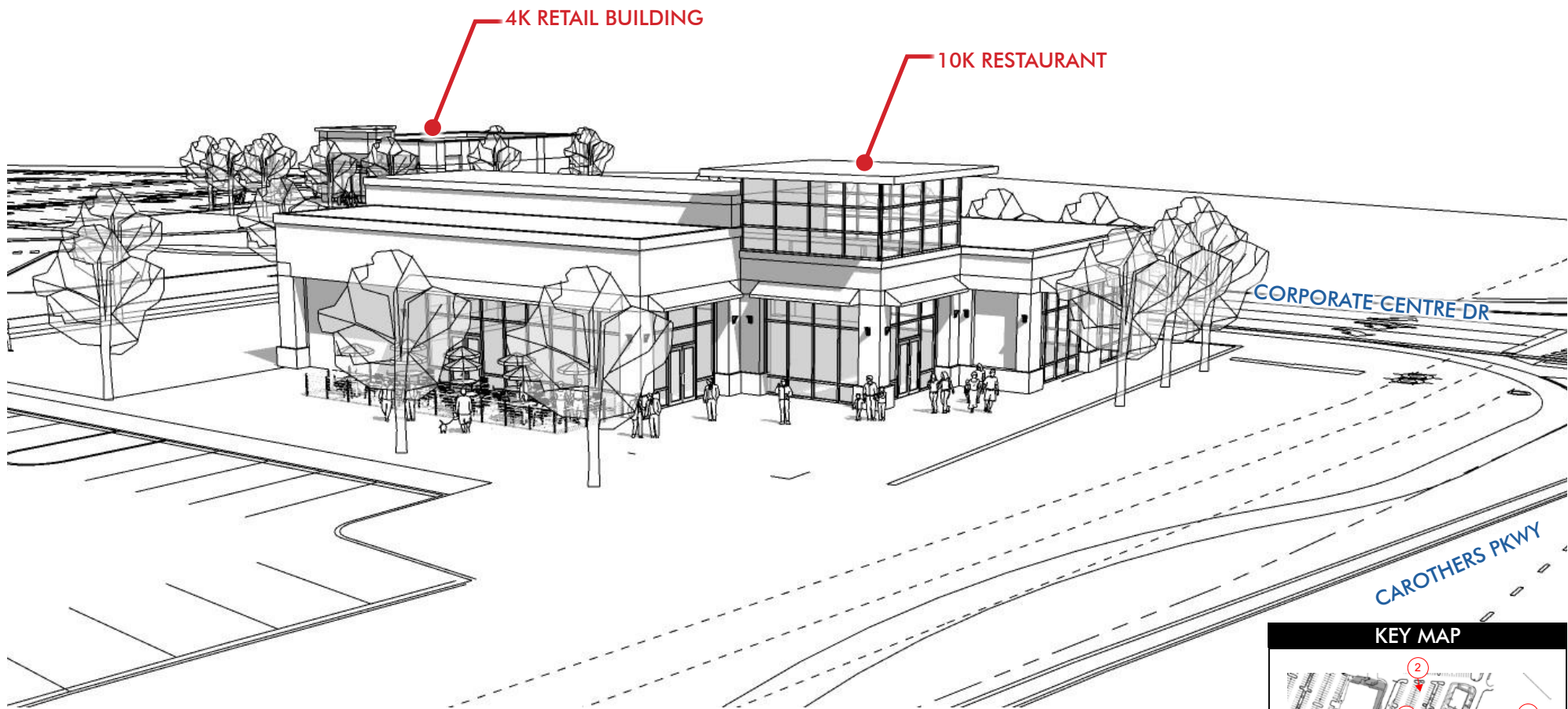


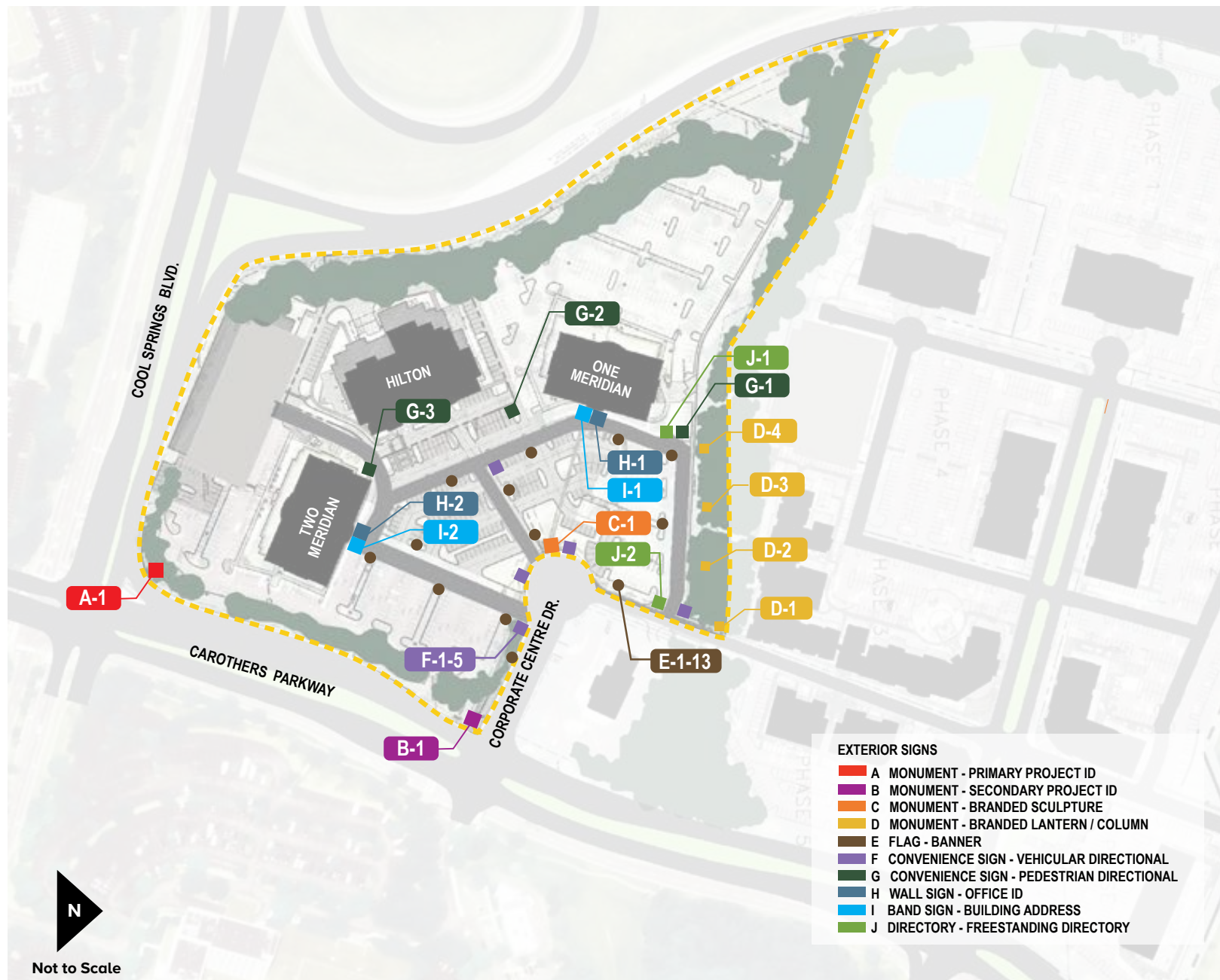










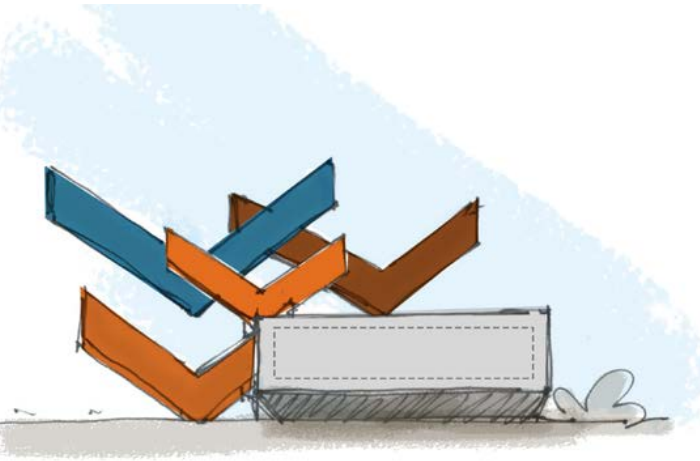


MODIFICATION OF STANDARDS 1-7: SIGNAGE
MODIFICATION OF STANDARDS 8: MINIMUM PARKING

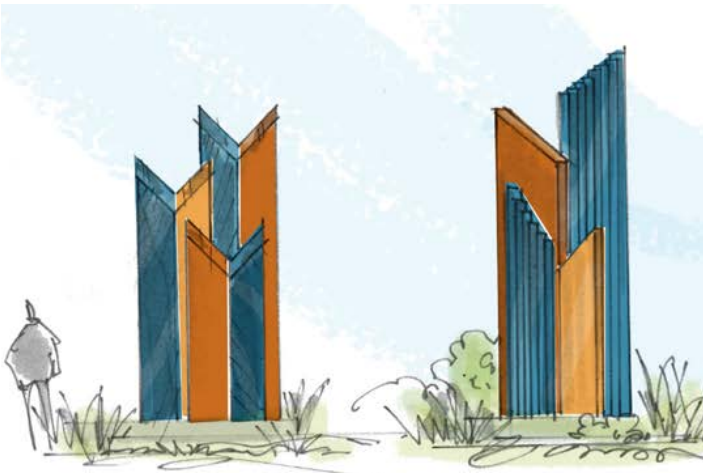
Modification of Standards - Overall Sign Location Plan
MERIDIAN SOUTH PUD SUBDIVISION
FRANKLIN, WILLIAMSON COUNTY, TN

MODIFICATION #1.0 - SIGN PROPORTIONS AND SHAPE

EXHIBIT #1.0

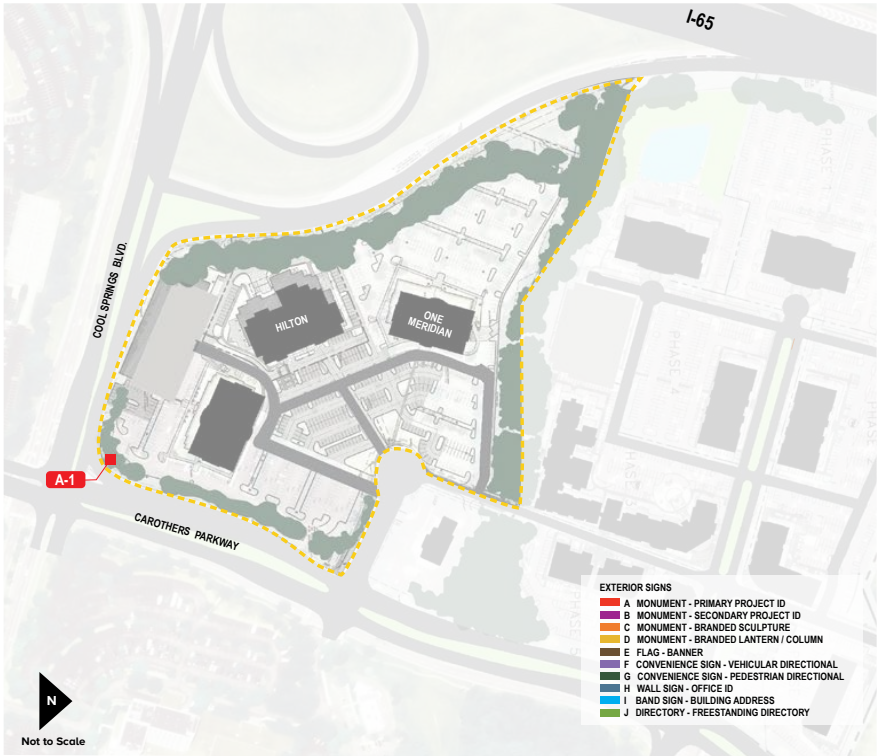


EXAMPLE IMAGES: SIGN FAMILY WITH IRREGULAR SHAPE SIGN STRUCTURES

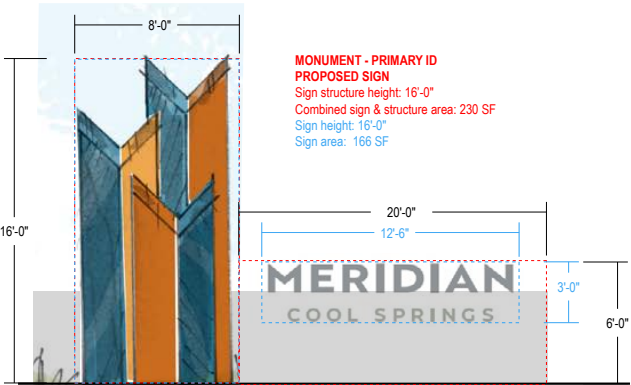


MODIFICATION #2.0 & 2.01- MONUMENT SIGN (PRIMARY PROJECT ID)

EXHIBIT #2.01



SIGN LOCATION PLAN



PROPOSED SIGN



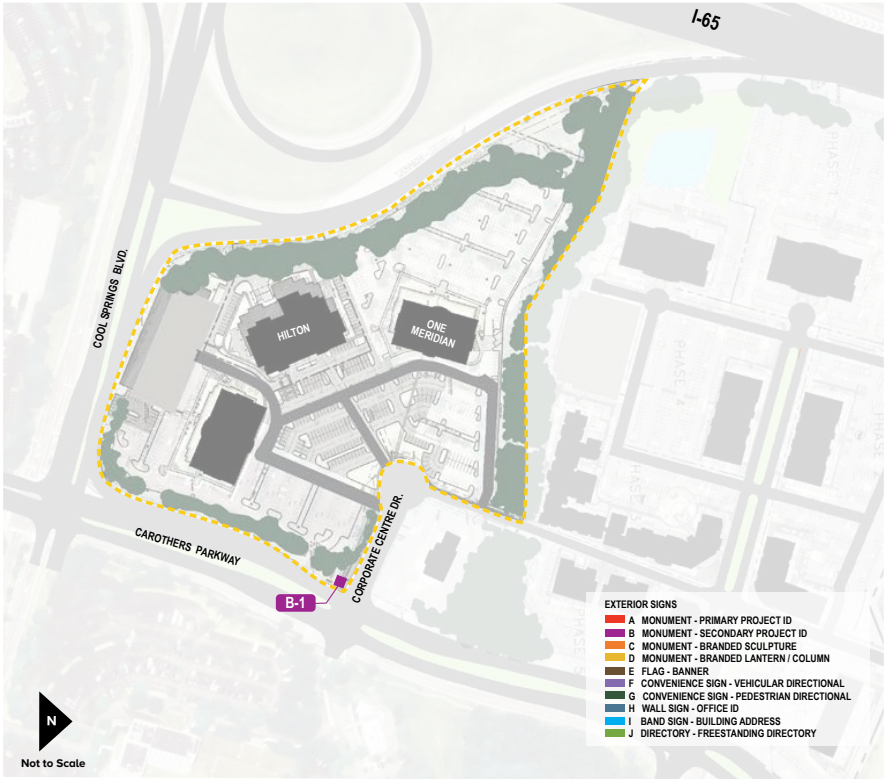
EXISTING CONDITIONS - PHOTO MOCK-UP



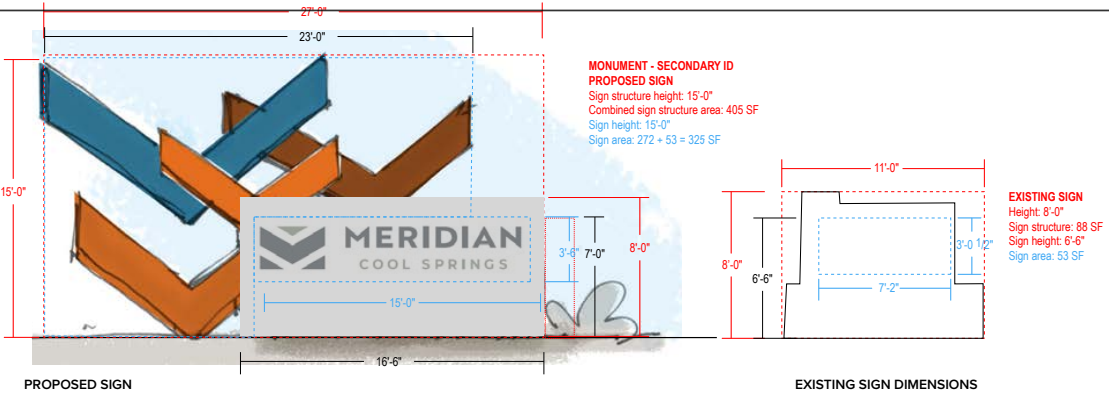
PRECEDENT IMAGE

MODIFICATION #2.02- MONUMENT SIGN (SECONDARY PROJECT ID)

EXHIBIT #2.02



SIGN LOCATION PLAN



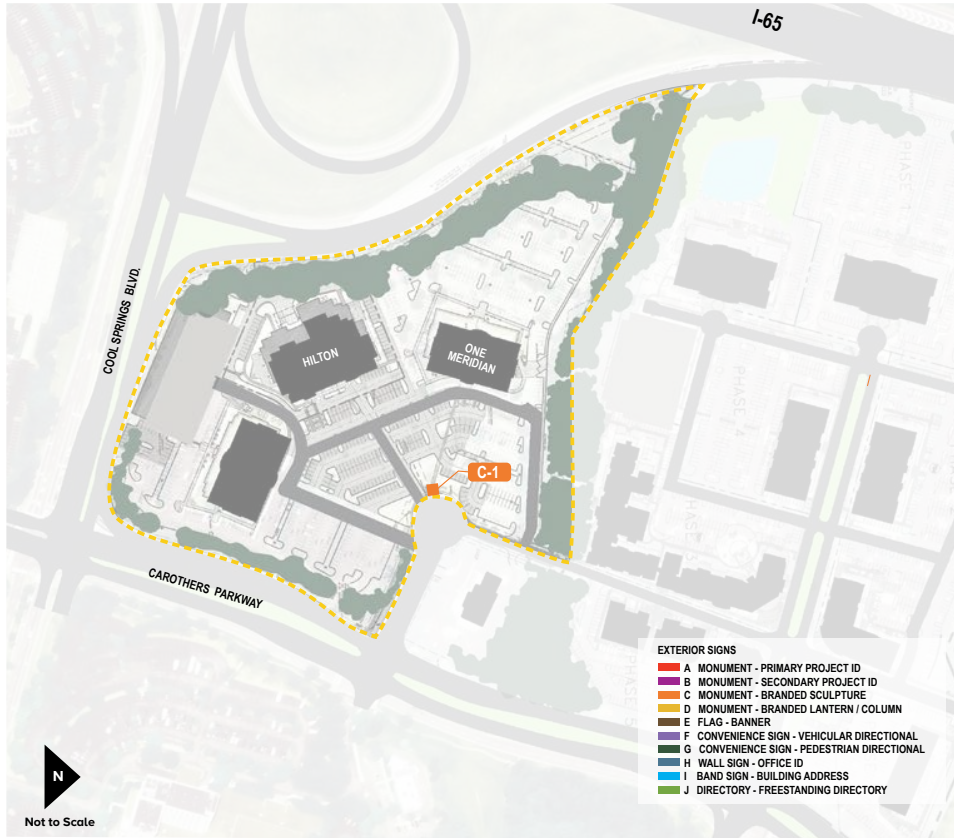
EXISTING CONDITIONS - PHOTO MOCK-UP



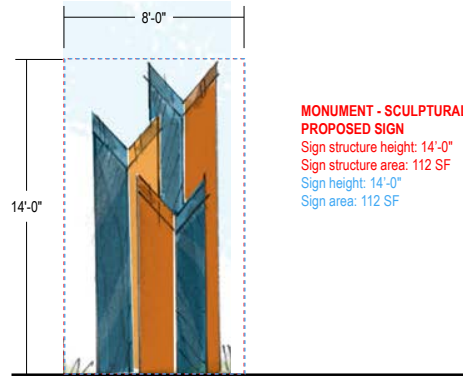
EXISTING SIGN

MODIFICATION #2.03- MONUMENT SIGN (BRANDED SCULPTURE)

EXHIBIT #2.03



SIGN LOCATION PLAN



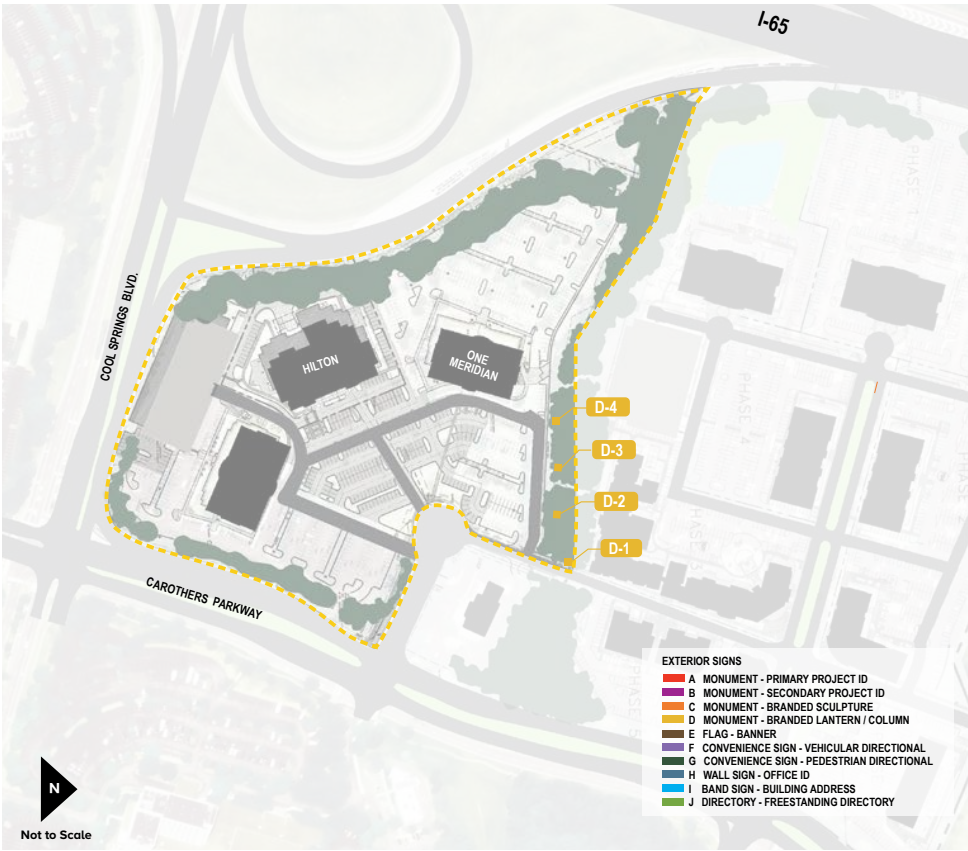
PROPOSED SIGN



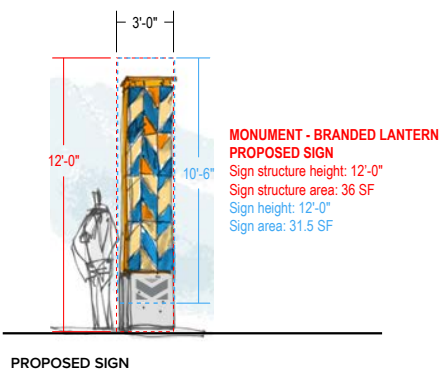
EXISTING CONDITIONS - PHOTO MOCK-UP

MODIFICATION #2.04- MONUMENT SIGN (BRANDED LANTERN)

EXHIBIT #2.04



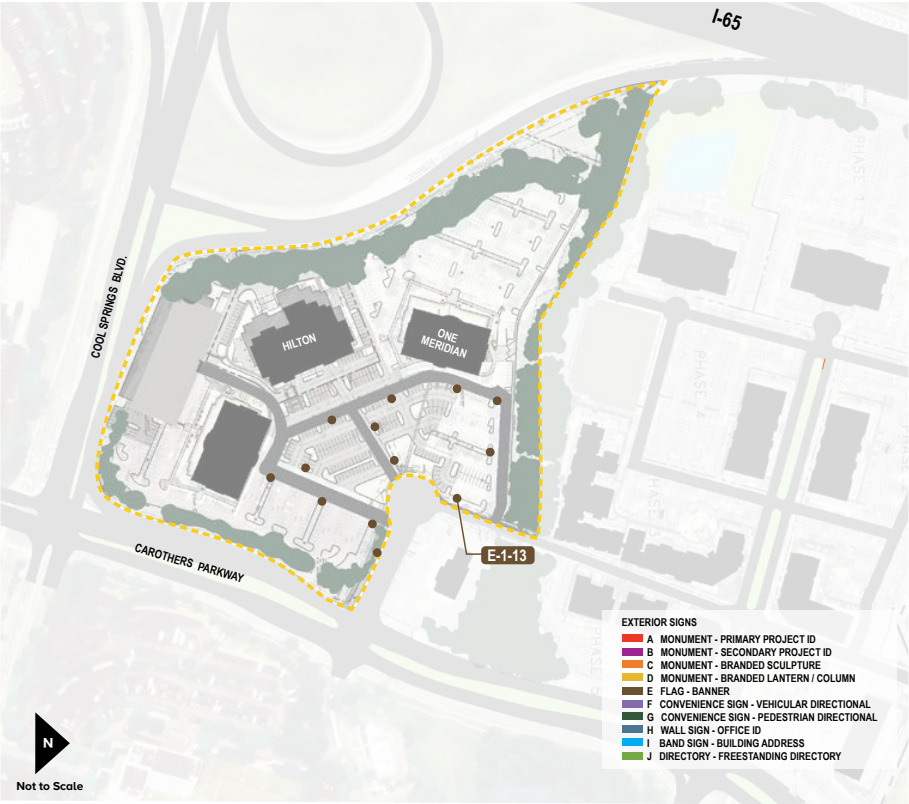
SIGN LOCATION PLAN



EXISTING CONDITIONS - PHOTO MOCK-UP (FUTURE PEDESTRIAN PATH ON GREENWAY) & AT BRIDGE

MODIFICATION #3.0- SIGNS - FLAG (BANNER)

EXHIBIT #3.0



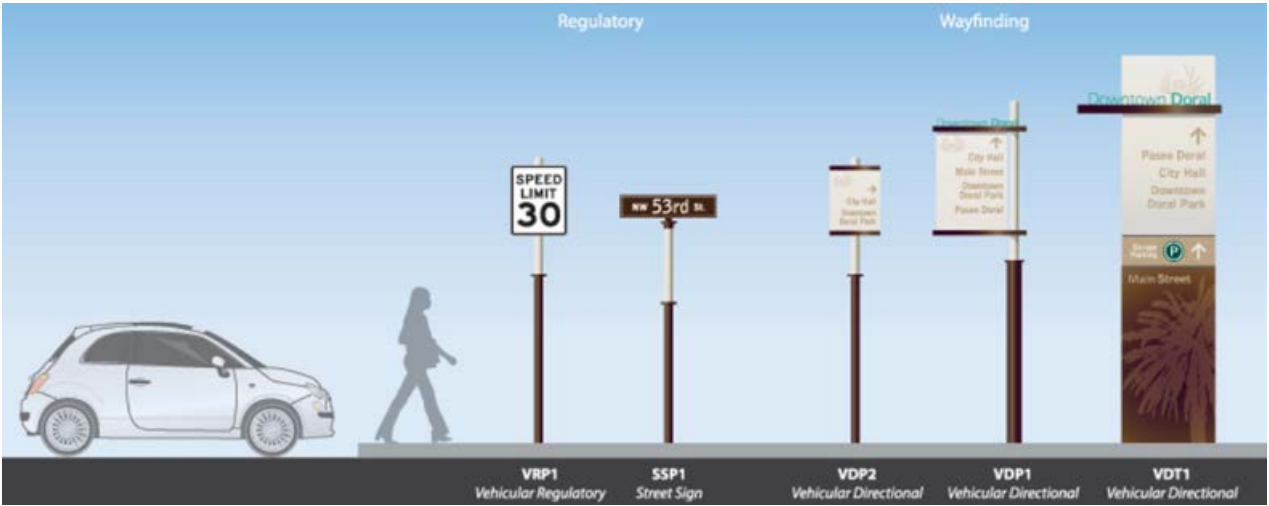
PROPOSED SIGN CONDITIONS - TYPICAL



PRECEDENT IMAGES

MODIFICATION #4.0- SIGNS - CONVENIENCE SIGN

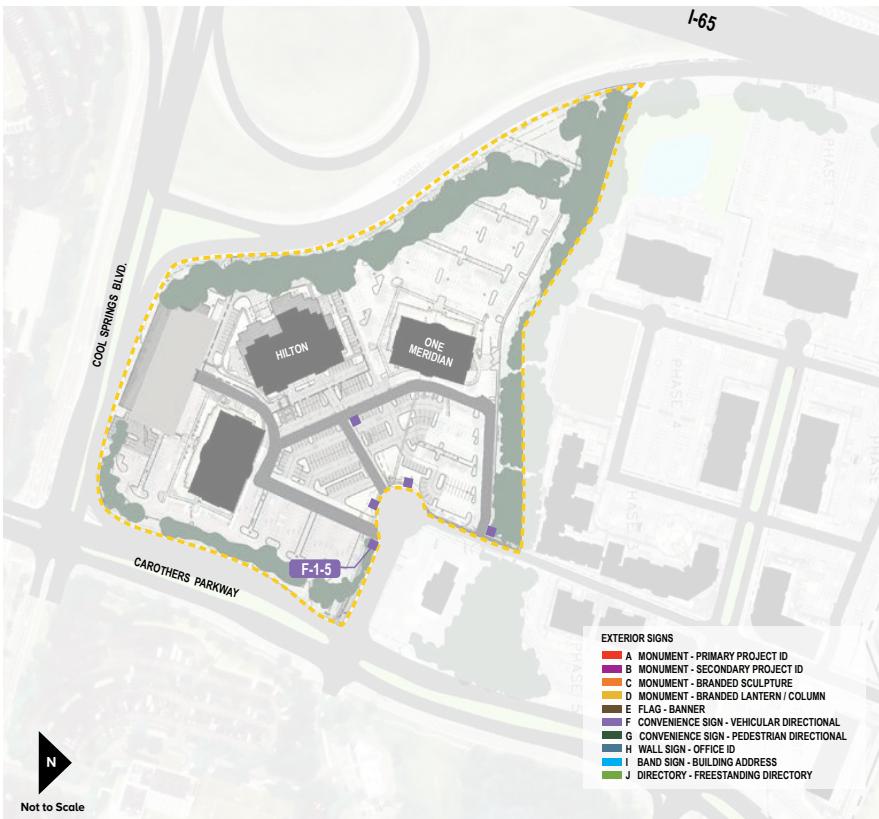
EXHIBIT #4.0



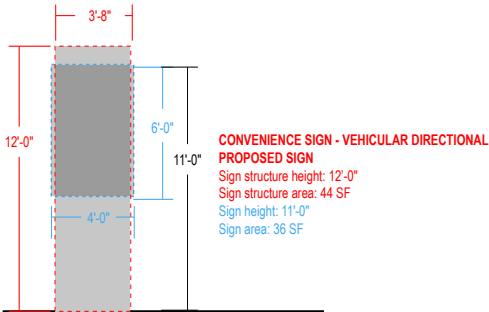
PRECEDENT IMAGE - EG. CONVENIENCE SIGN FAMILY HEIGHT / SCALE (IN COMPARISON TO TYPICAL REGULATORY SIGN HEIGHT)

MODIFICATION #4.01- CONVENIENCE SIGN (VEHICULAR DIRECTIONAL)

EXHIBIT #4.01



SIGN LOCATION PLAN



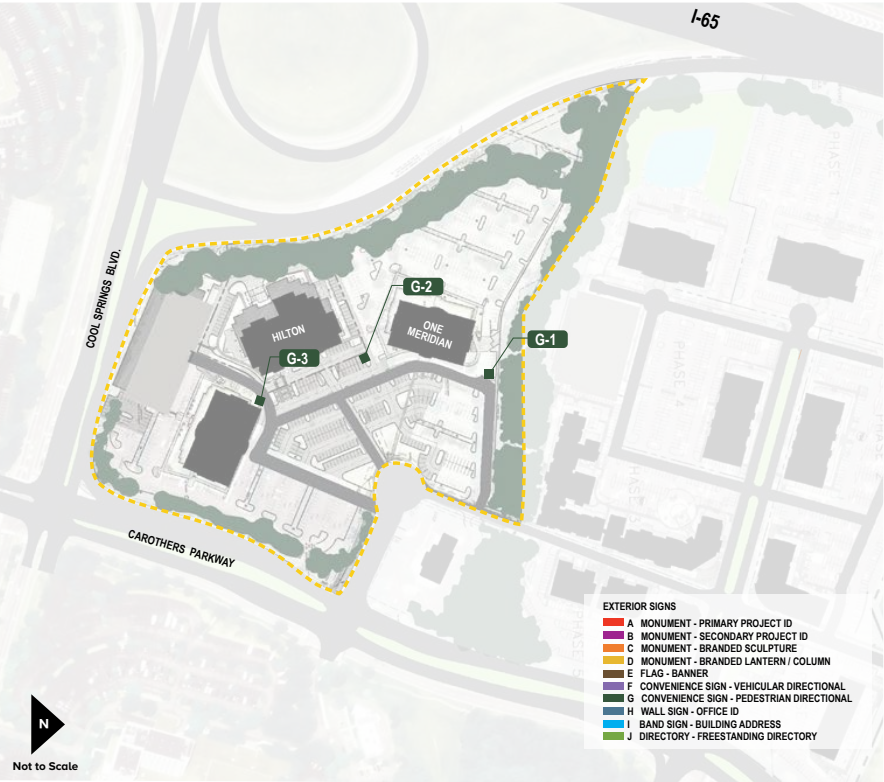
PROPOSED SIGN



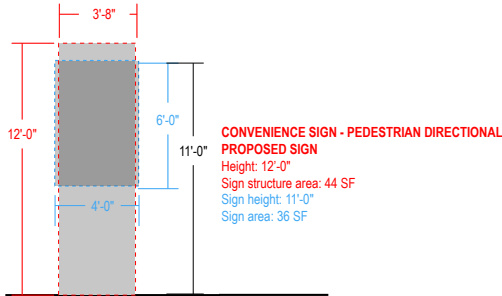
PRECEDENT IMAGES

MODIFICATION #4.02- CONVENIENCE SIGN (PEDESTRIAN DIRECTIONAL)

EXHIBIT #4.02



SIGN LOCATION PLAN



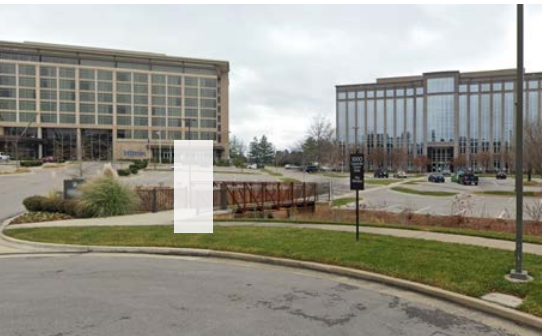
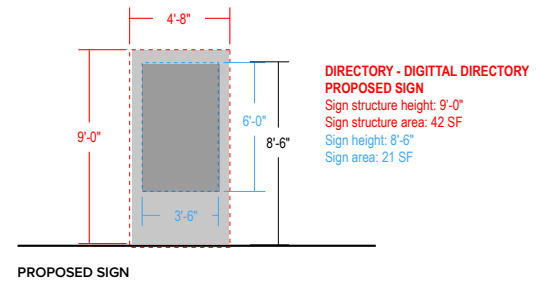
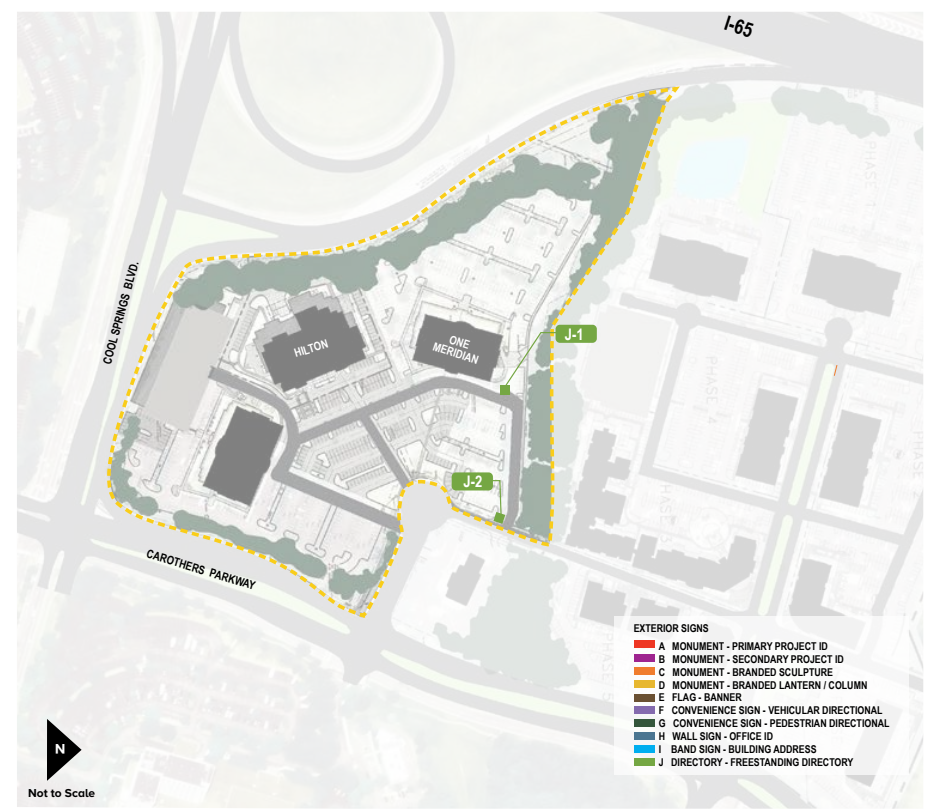
PROPOSED SIGN



PRECEDENT IMAGES

MODIFICATION #5.0- SIGNS - DIRECTORY SIGN (FREESTANDING DIRECTORY)

EXHIBIT #5.0



EXISTING CONDITIONS TYPICAL LOCATION, PHOTO-MOCK UP

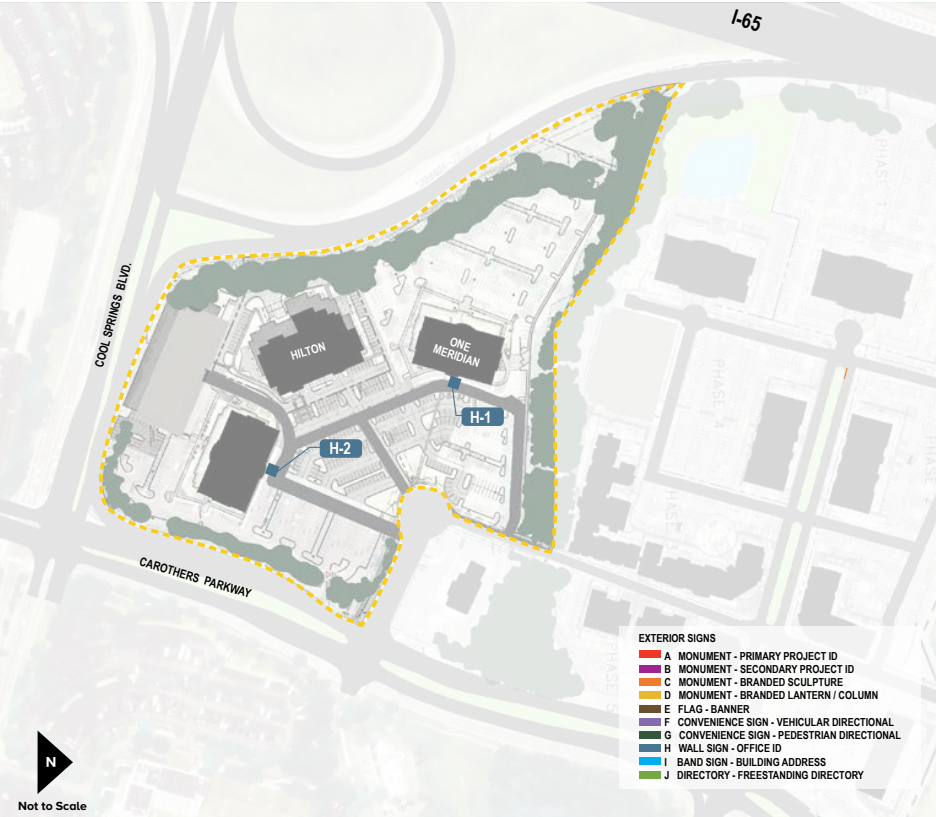


PRECEDENT IMAGES

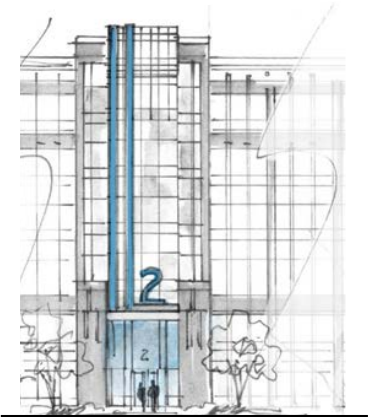
red SIGN LOCATION PLAN This document without written authorization and adaptation by Kiser + Vogrin Design, LLC, shall be without liability to Kiser + Vogrin Design, LLC.

MODIFICATION #6.0- SIGNS - WALL SIGN (OFFICE ID)

EXHIBIT #6.0



SIGN LOCATION PLAN



PROPOSED SIGN

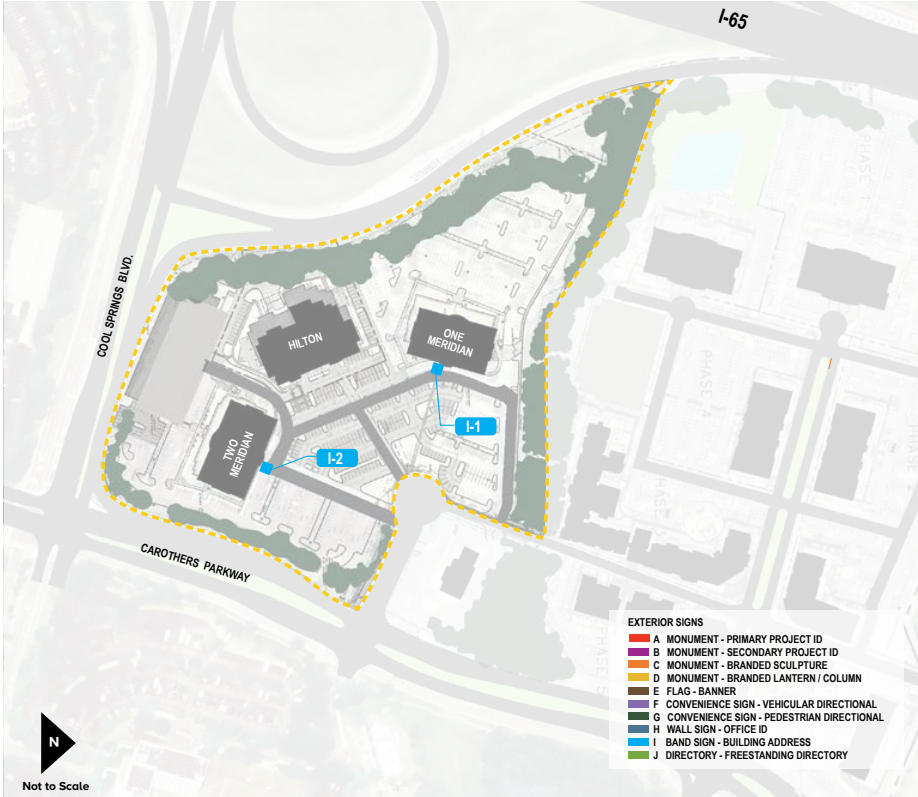


WALL SIGN - OFFICE ID
Building facade area: 16848 SF
Building width: 208 LF
Combined Wall Sign area: 208 SF
Numeral area 44 SF
Graphic area: 164 SF
NOTE: SIGN WILL NOT REQUIRE MOS

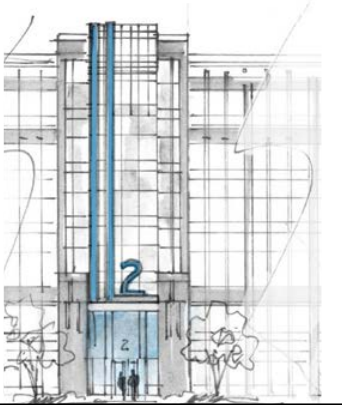
PRECEDENT IMAGES

MODIFICATION #7.0- SIGNS - BAND SIGN (BUILDING ACCESS)

EXHIBIT #7.0



SIGN LOCATION PLAN



PROPOSED SIGN

WALL SIGN - OFFICE ID
Building facade area: 16848 SF
Building width: 208 LF
Combined Wall Sign area: 208 SF
Numeral area 44 SF
Graphic area: 164 SF

NOTE: SIGN WILL NOT REQUIRE MOS



PRECEDENT IMAGES

Anticipated Timeline

Anticipated Planning Commission: February 22, 2024

Anticipated Board of Mayor & Aldermen Readings:
March 2024- May 2024





IN-N-OUT BURGER

GOOSE CREEK BY-PASS
FRANKLIN, TN

JOINT CONCEPTUAL WORKSHOP 01/25/2024



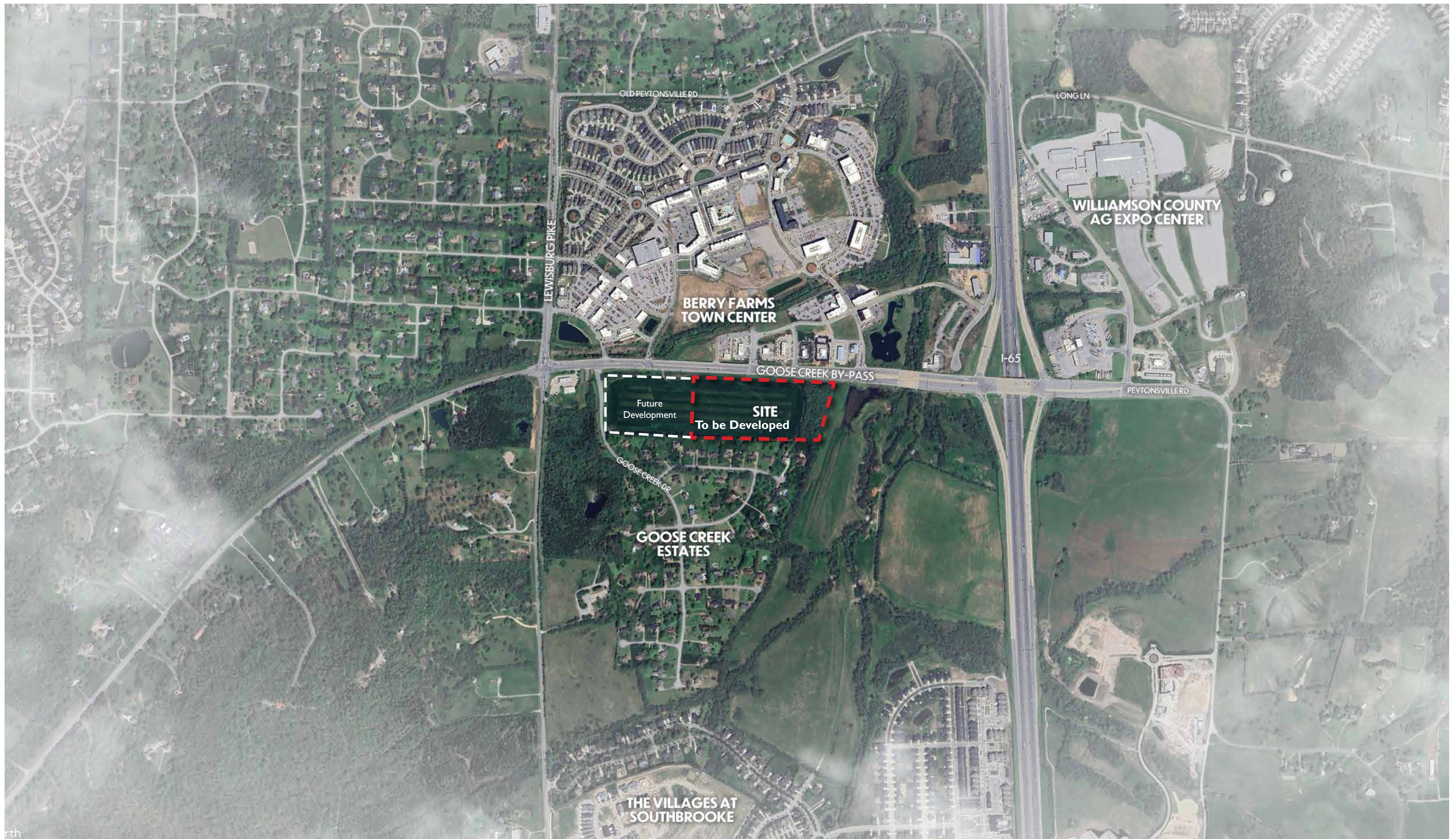
Kimley»»Horn





IN-N-OUT
BURGER

75 YEARS
1948 - 2023





PD (96,000)

- 92,000 SF Office
- 4,000 SF Restaurant
- 16.81 AC Property

In-N-Out
Restaurant

Drive-Thru Lane

Double-Double Drive - (Private street)

Security

In-N-Out
Office

Private Access Drive

Transitional landscape buffer to consist of existing and supplemental landscape





EXISTING OVERHEAD ELECTRIC LINES TO BE BURIED ALONG GOOSE CREEK BYPASS







STORE - NORTHEAST FACADE



STORE - NORTH FACADE



OFFICE - NORTHEAST FACADE



OFFICE - NORTH FACADE



OFFICE - NORTHWEST FACADE

Modification of Standards for the Restaurant:

- Modification #1: Section 6.8 Commercial/Mixed-Use Building:
Ground Floor Height change to 10 feet

- Modification #2: Section 6.8 Commercial/Mixed-Use Building:
Materials – Add authentic stucco as a Primary Material

- Modification #3: Section 10.1.14 Parking and Transit:
Standard Drive Aisles with change to 28 feet

- Modification #4: Section 6.8 Commercial/Mixed-Use Building:
Allow for Gable and Pitched Roofs

- Modification #5: Section 6.8 Commercial/Mixed-Use Building:
Remove “Base” requirement for Horizontal Articulation

- Modification #6: Section 6.8 Commercial/Mixed-Use Building - Window Opening:
Allow window recesses of 2.5” for drive-thru window
and 1” for windows in the kitchen under the drive-thru colonnade.

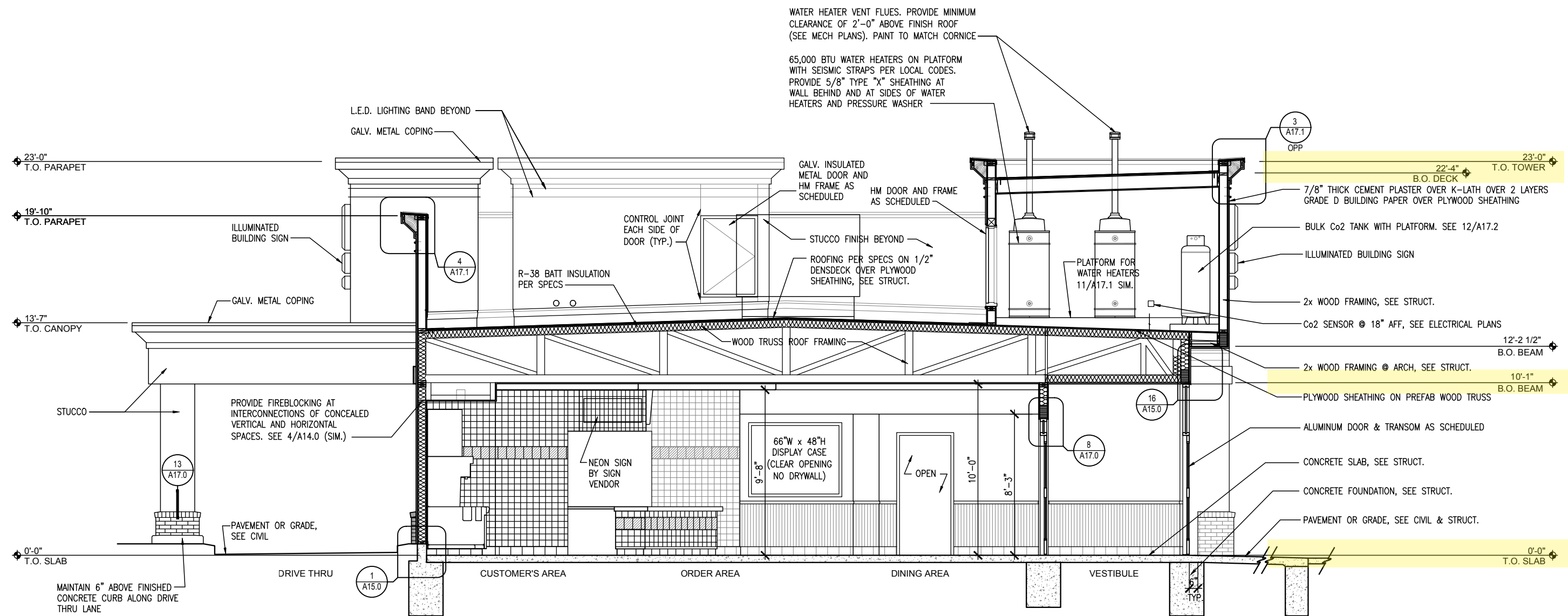
MOS #1: Section 6.8 Commercial/Mixed-Use Building: Ground Floor Height change to 10 feet

Section 6.8 Commercial/Mixed-Use Building: Ground Floor Height
Minimum of 13 feet on ground floor from finished floor to finished ceiling

Zoning Ordinance Requirement
Ground Floor Height: Minimum of 13 feet on ground floor from finished floor to finished ceiling.

MOS Request
Ground Floor Height: Minimum 10 feet on ground floor from finished floor to finished ceiling.

- More energy efficient structure
- One and two story tower elements
- 10ft ceilings are safer to clean, maintain and service Fixtures
- Human scale
- The restaurants across the street were built with 10ft ceiling heights



MOS #2: Section 6.8 Commercial/Mixed-Use Building: Materials – Add Authentic Stucco as a Primary Material

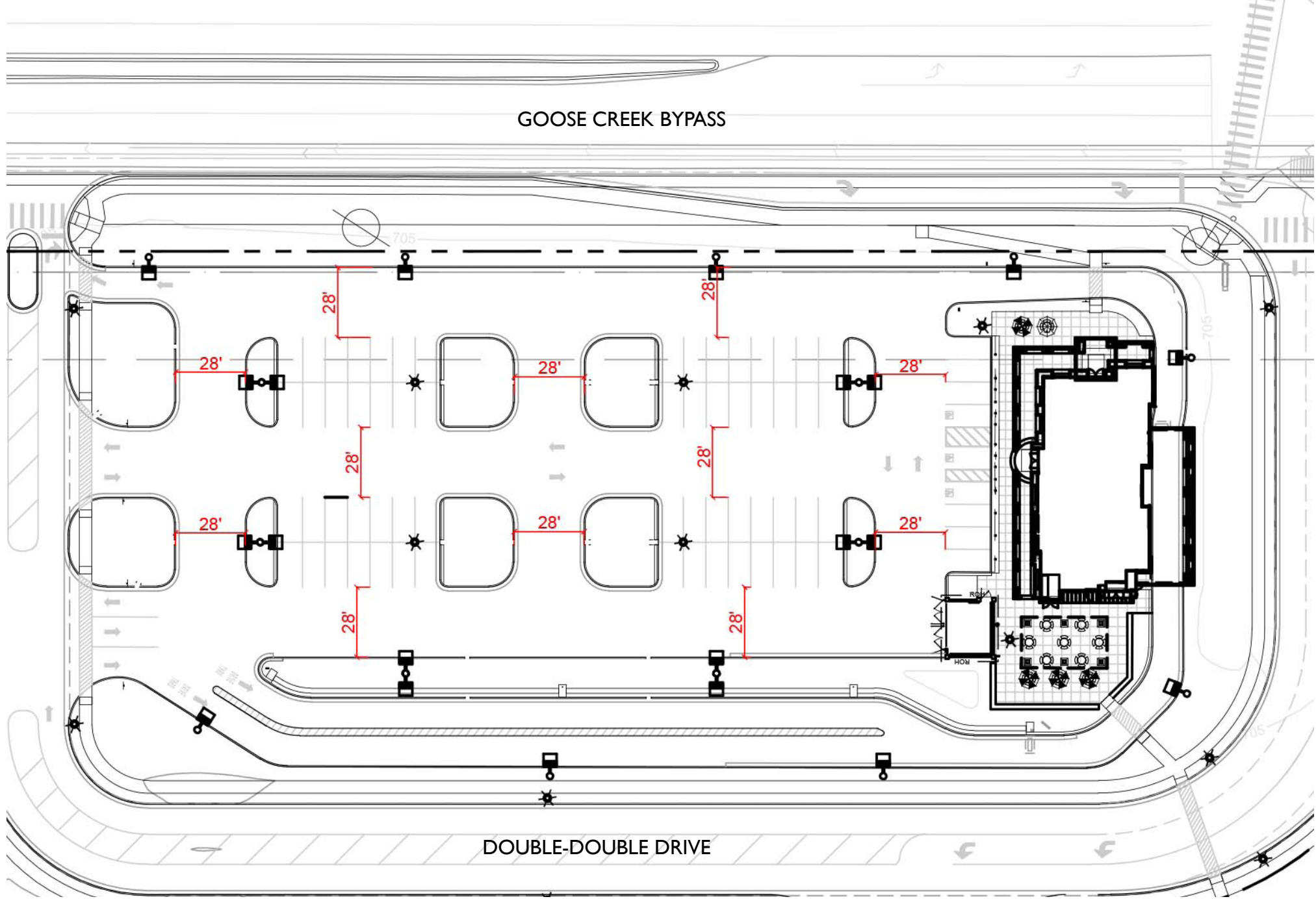
Section 6.8 Commercial/Mixed-Use Building - Materials

1. Primary Materials on Facade: Up to three of the following: brick, natural stone, or cultured stone



MOS #3: Section 10.1.14 Parking and Transit: Standard Drive Aisles

Section 10.1.14 Parking and Transit:
Standard Drive Aisles Standard parking spaces and drive aisles shall comply with the dimensions below: (90 Degrees) 20-24' Drive Aisle Width



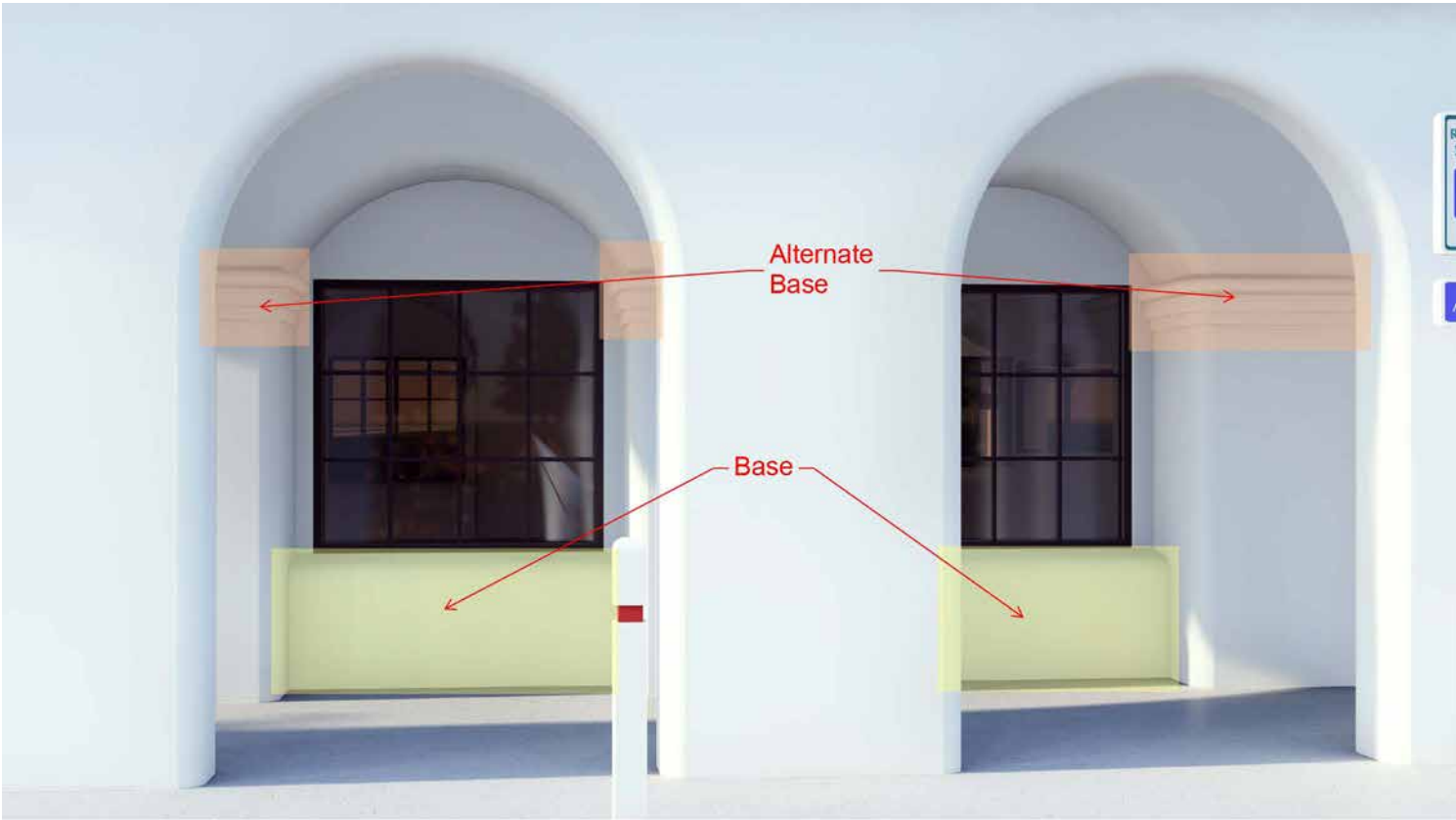
MOS #4: Section 6.8 Commercial/Mixed-Use Building:Allow for Gable and Pitched Roofs

Section 6.8 Commercial/Mixed-Use Building:
Building Elements: Gable Roofs are not listed a part of Building Elements



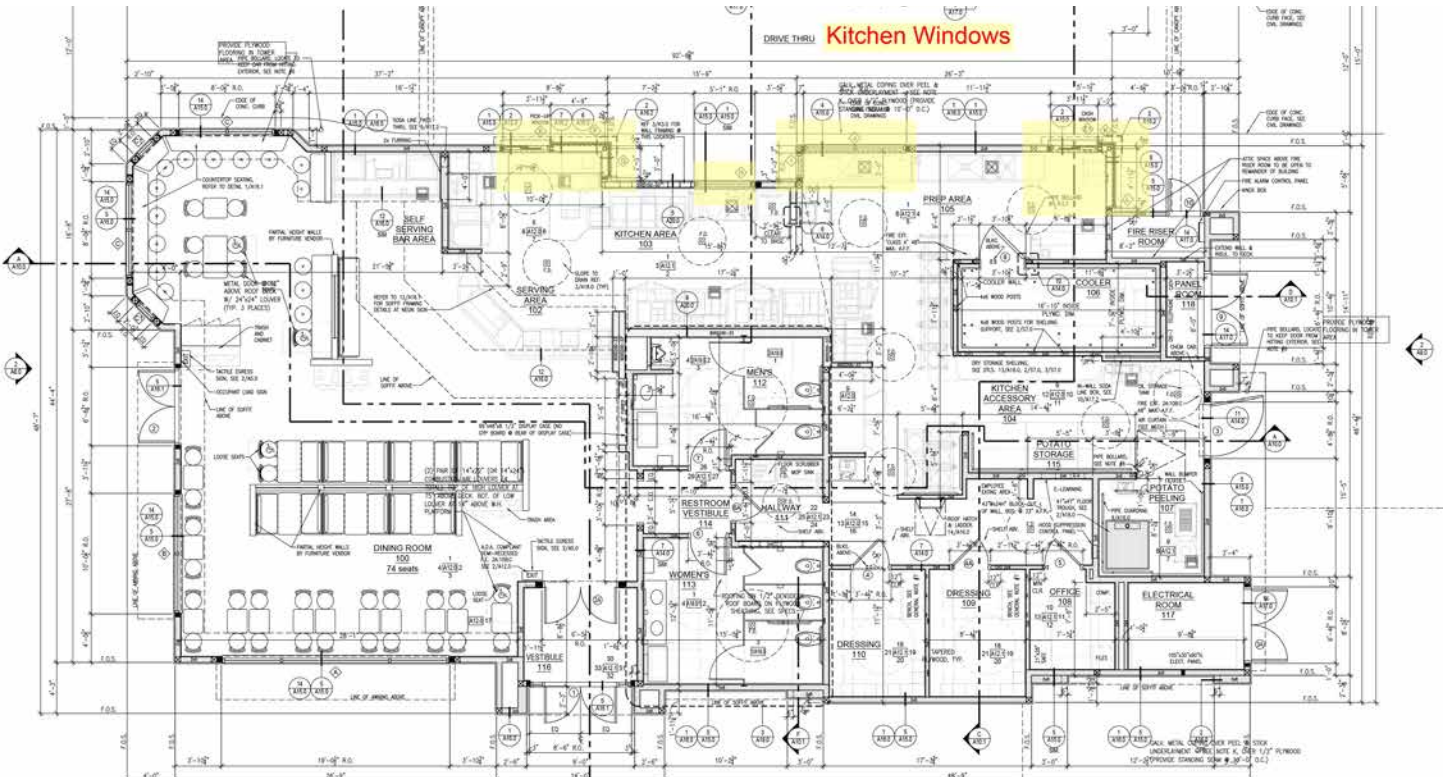
MOS #5: Section 6.8 Commercial/Mixed-Use Building: Remove “Base” requirement for Horizontal Articulation

Section 6.8 Commercial/Mixed-Use Building:
Horizontal Articulation: Buildings shall have a base, middle, and cap, which are scaled relative to the height of the building



MOS #6: Section 6.8 Commercial/Mixed-Use Building - Window Opening: Allow window recesses of 2.5” for drive thru window and 1” for windows in the kitchen under the drive-thru colonnade.

Section 6.8 Commercial/Mixed-Use Building Window Openings:
Shall be punched and recessed a minimum of 3 inches from the facade.



Modifications of Standards for Signage:

<u>Modification #7:</u>	Section 15.1.3 Proportion and Shape: Allow for Irregular Shape Signage.
<u>Modification #8:</u>	Section 15.10 Monument Sign: Allow a Maximum Monument Height of 7.5 feet, the addition of Authentic Stucco material, and an overall monument height of 8.5 feet above the street centerline.
<u>Modification #9:</u>	Section 15.15 Wall Signage: Allow Wall Signs to be located above the main roof-line of the uppermost full story
<u>Modification #10:</u>	Section 15.1.6 A Signs – General Provisions: To permit Halo Lighting for wall and monument signage

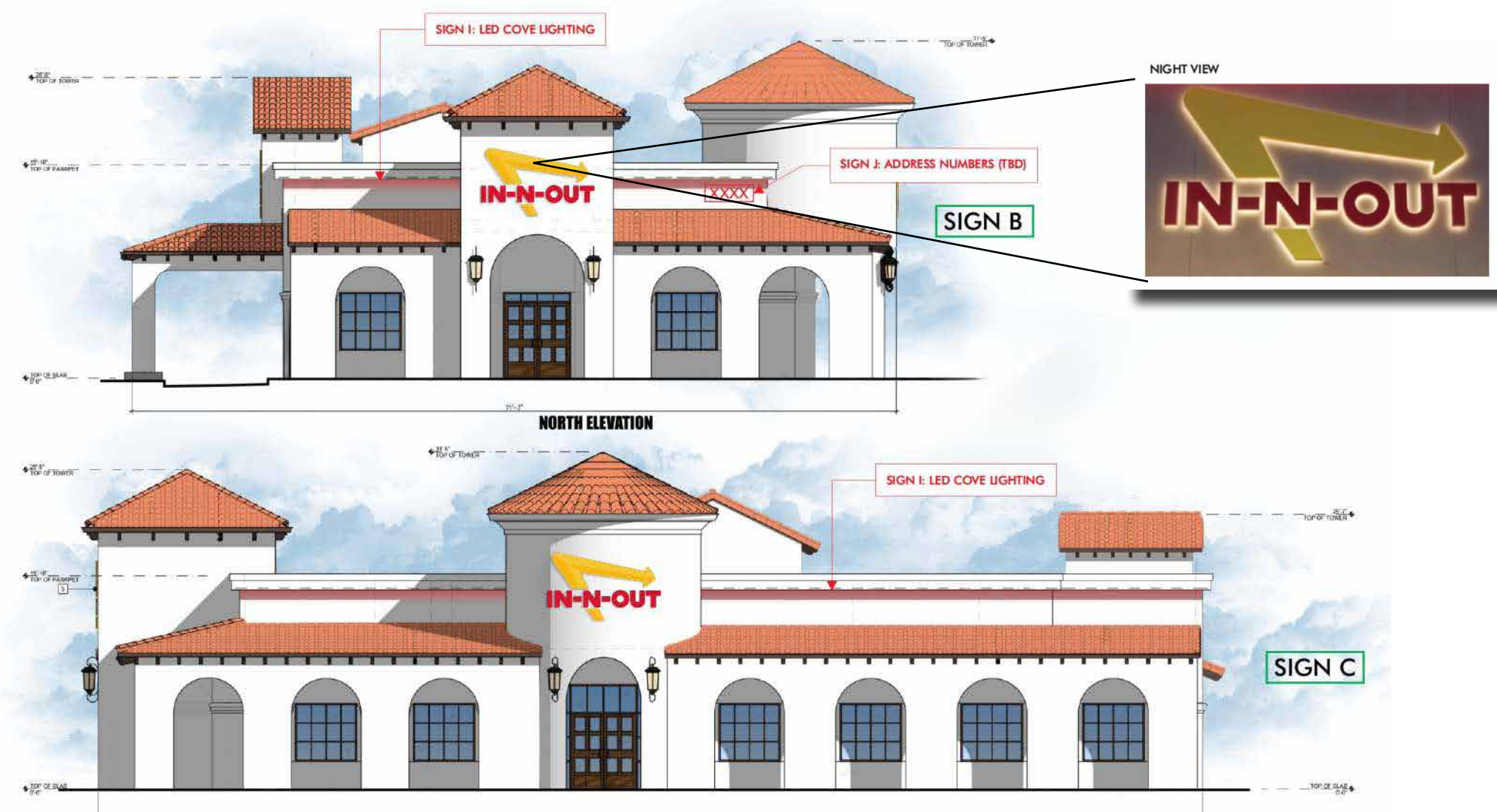
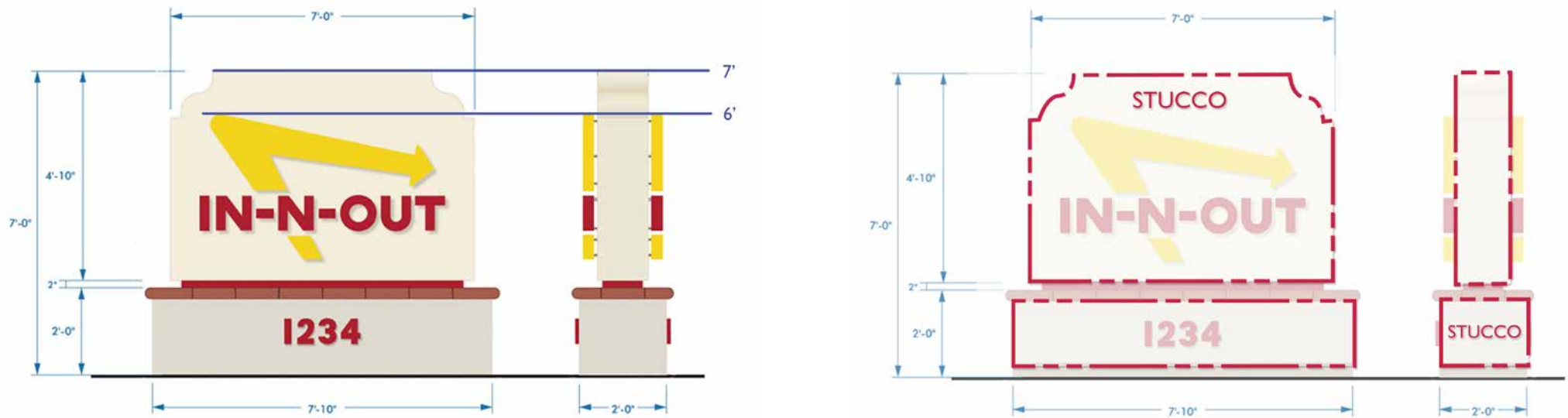
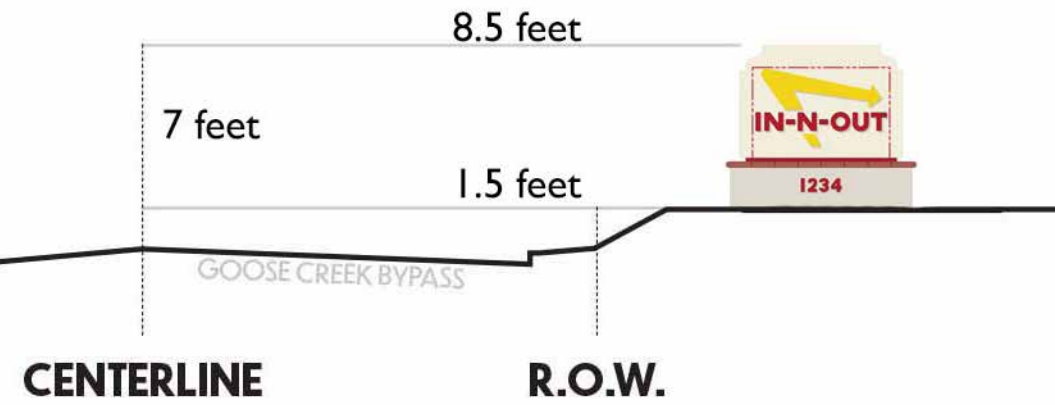
MOS #7-9: SIGNAGE

Section 15.1.3 Proportion and Shape:
Proportion and Shape: Signs shall not be irregularly shaped.

Section 15.10 Monument Sign:
Allow a Maximum Monument Height of 7.5 feet, the addition of Authentic Stucco material, and an overall monument height of 8.5 feet above the street centerline

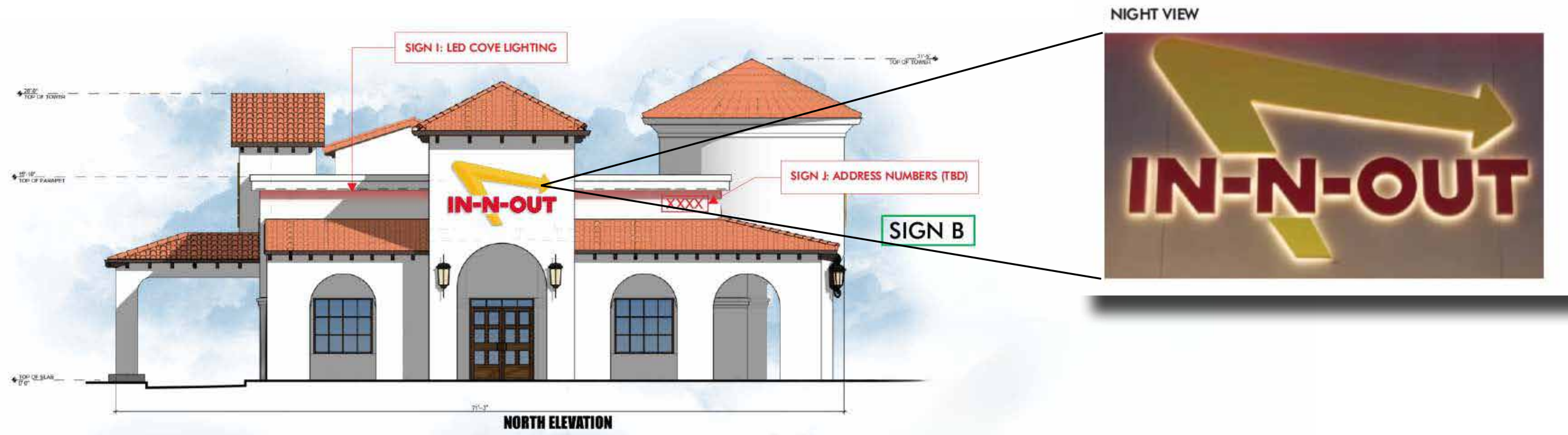
Section 15.15 Wall Sign:
Standards: Placement – Maximum height shall be the main roof-line of the uppermost full story.

Section 15.1.6 Halo Lighting:
Standards: Internal illumination of signs shall be limited to light emanating only through the letters, numbers, logos, and accent lines. The remainder of the sign area shall not be illuminated and shall be opaque to prohibit light penetration. The lighting source shall not flash, move, change color, be overly bright, or create a nuisance.



MOS #10: Section 15.1.6 Halo Lighting

Section 15.1.6 Halo Lighting:
Standards: Internal illumination of signs shall be limited to light emanating only through the letters, numbers, logos, and accent lines. The remainder of the sign area shall not be illuminated and shall be opaque to prohibit light penetration. The lighting source shall not flash, move, change color, be overly bright, or create a nuisance.



Modifications of Standards for Office Building:

- Modification #11:

Section 6.9 Large-Scale Office Building:
Materials – Add Authentic Stucco as a Primary
Material
- Modification #12:

Section 6.9 Large-Scale Office Building:
Horizontal Articulation – Remove the
Requirement for a Base

MOS #11: Section 6.8 Large-Scale Office Building: Materials – Add Authentic Stucco as a Primary Material

Section 6.8 Large Scale Office Building -
Materials

I. Primary Materials on Facade: Up to three of the following: brick, natural stone, or cultured stone



MOS #12: Section 6.9 Large-Scale Office Building: Remove “Base” requirement for Horizontal Articulation

Section 6.9 Large-Scale Office Building:
Horizontal Articulation: Buildings shall have a base, middle, and cap, which are scaled relative to the height of the building



Modifications of Standards for the Property:

<u>Modification #13:</u>	Section 9.5.3 Cross Access Between Adjacent Properties.
<u>Modification # 14:</u>	Section 13.1 C Maximum Height. Front Yard Maximum Fence Height of 6 feet.
<u>Modification # 15:</u>	Section 13.1.3 G. Fence Materials – Remove the requirement for masonry columns.

MOS #13: Section 9.5.3 Cross Access Between Adjacent Properties

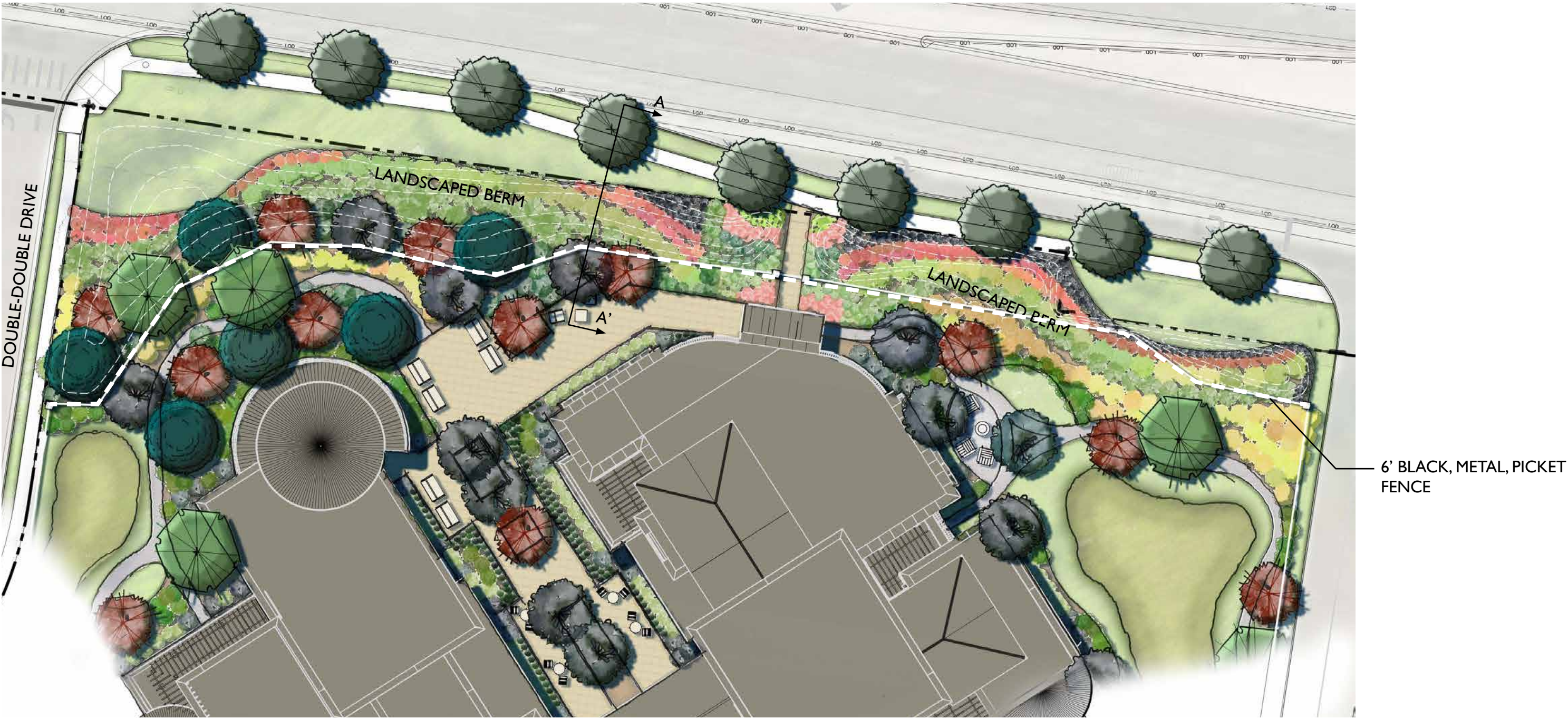
Section 9.5.3 Cross Access Between Adjacent properties:

Cross Access – C. Cross access shall provide two-way travel lanes with pavement to the property line. Property shall not be subdivided to avoid this requirement.



MOS #14: Section 13.1.2 C Maximum Height. Front Yard Maximum Fence Height of 6 feet
MOS #15: Section 13.1.3 G Fence Materials – Remove the requirement for masonry columns on fences

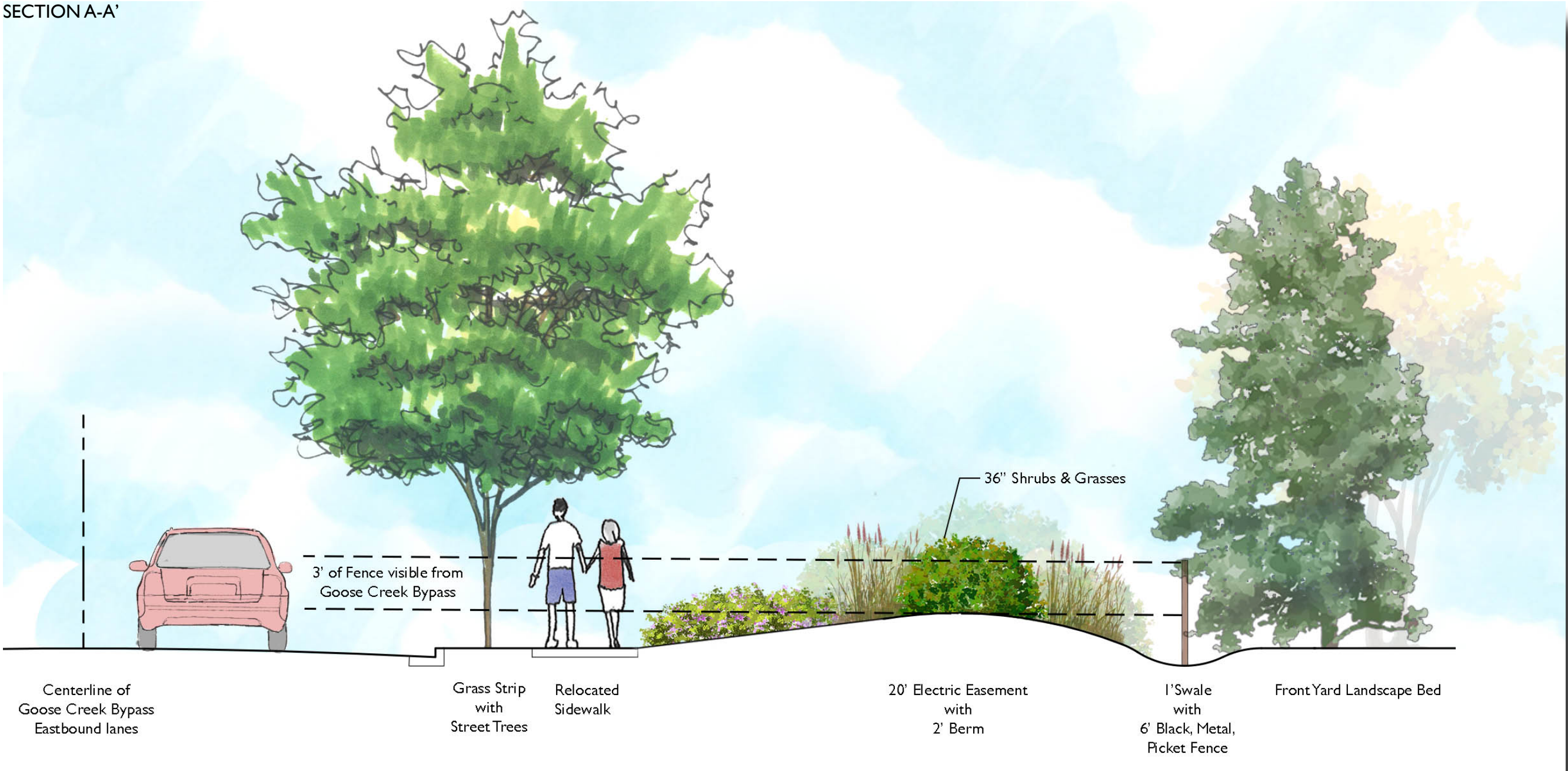
Section 13.1.2 C Fences and Walls:
Maximum Height – Front Yard, 3 feet
Section 13.1.3 G:
Fences serving nonresidential uses shall have masonry columns every 50 feet on-center or less.



MOS #14: Section 13.1.2 C Maximum Height. Front Yard Maximum Fence Height of 6 feet
MOS #15: Section 13.1.3 G Fence Materials – Remove the requirement for masonry columns on fences

Section 13.1.2 C Fences and Walls:
Maximum Height – Front Yard, 3 feet
Section 13.1.3 G:
Fences serving nonresidential uses shall have masonry columns every 50 feet on-center or less.

SECTION A-A'



NEXT STEPS:
2024-02-01 RESUBMITTAL
2024-02-22 PLANNING COMMISSION





FRANKLIN'S NORTHWEST REGION TRAFFIC PROJECTIONS

(FROM SHORT FAMILY FARM DEVELOPMENT TRAFFIC IMPACT ANALYSIS)

JOINT CONCEPTUAL WORKSHOP

JANUARY 25, 2023

SHORT FAMILY FARM TRAFFIC IMPACT STUDY

- RECOMMENDATIONS TO BE COMPLETED BY DEVELOPER:
 - INCREASE SIGNAL CYCLE LENGTHS TO INCREASE THROUGHPUT UPON FULL DEVELOPMENT BUILDOUT
 - MACK HATCHER CURRENTLY 140/160 – INCREASE TO 180
 - WIDEN SOUTHBOUND LEG OF OLD CHARLOTTE/WESTHAVEN BLVD @ 96W INTERSECTION TO ACCOMMODATE QUEUEING FROM DEVELOPMENT
 - WIDEN FRANKLIN ROAD AT MACK HATCHER ADDING RIGHT TURN LANE (2 RIGHT TURN LANES)
 - INSTALL VARIOUS SIGNAL RIGHT TURN OVERLAPS ON MACK HATCHER AND 96W
 - INSTALL TRAFFIC SIGNAL ON 96W AT FRONT STREET (FULL ACCESS) – IF APPROVED BY CITY
 - INTERSECTION WITH/WITHOUT SIGNAL WILL NOT MEET LEVEL OF SERVICE STANDARDS
- RECOMMENDATIONS NOT TO BE COMPLETED BY DEVELOPER:
 - WIDEN WESTBOUND MACK HATCHER AT HILLSBORO ROAD (WIDEN BRIDGE) TO ALLOW 2 WESTBOUND THROUGH LANES
 - WIDEN NORTHBOUND FRANKLIN ROAD AT MACK HATCHER



TRAFFIC REVIEW SUMMARY

- NW MACK HATCHER TRAFFIC HAS INCREASED SINCE OPENING (14,000 DAILY NOW 18,000 DAILY)
- CURRENT LEVEL OF SERVICE (LOS) DOES NOT MEET OUR STANDARD WITH DEVELOPER IMPROVEMENTS AT FOLLOWING LOCATIONS:
 - MACK HATCHER AT DEL RIO
 - MACK HATCHER AT HILLSBORO
 - MACK HATCHER AT FRANKLIN RD
- MODEL TENDS TO SHOW LARGE IMPROVEMENT WITH SIGNAL RETIMING AND RIGHT TURN OVERLAPS.

INTERSECTION	TURNING MOVEMENT	(Average Delay in sec/veh)				
		EXISTING	BACKGROUND	PROJECTED	IMPROVED	
					1	2
Mack Hatcher Memorial Parkway & Hillsboro Road	Overall Intersection	F (86.7)	F (154.3)	F (188.3)	F (155.6)	E (69.9)
	Northbound Left-Turn	E (61.0)	E (59.6)	E (61.5)	F (189.3)	E (77.6)
	Northbound Through	F (83.4)	F (134.7)	F (134.7)	F (272.6)	F (88.4)
	Northbound Right-Turn	E (65.3)	E (75.5)	E (75.5)	D (49.1)	D (42.6)
	Southbound Left-Turn	E (56.9)	E (60.4)	E (60.4)	F (252.9)	F (86.1)
	Southbound Through	D (47.8)	E (55.3)	E (55.9)	F (112.8)	E (65.7)
	Southbound Right-Turn	D (45.2)	E (56.2)	E (73.2)	F (91.3)	E (56.1)
	Eastbound Left-Turn	E (61.8)	E (63.4)	E (66.4)	F (224.6)	F (89.6)
	Eastbound Through	D (36.8)	D (44.4)	D (51.4)	D (38.2)	D (54.6)
	Eastbound Right-Turn	C (30.9)	C (33.4)	C (33.8)	C (22.8)	C (26.9)
	Westbound Left-Turn	E (55.8)	D (54.9)	D (54.9)	E (70.5)	E (76.8)
	Westbound Through	F (192.2)	F (>300.0)	F (>300.0)	F (273.8)	F (86.7)
	Westbound Right-Turn	E (71.2)	F (122.2)	F (122.2)	C (20.5)	D (36.6)
Mack Hatcher Memorial Parkway & Franklin Road	Overall Intersection	F (84.2)	F (144.7)	F (174.1)	F (99.8)	Same as 1
	Northbound Left-Turn	E (56.9)	E (57.0)	E (57.0)	F (83.2)	
	Northbound Through	D (50.8)	D (53.2)	D (53.1)	F (124.7)	
	Northbound Right-Turn	D (35.5)	D (36.6)	D (36.6)	E (75.1)	
	Southbound Left-Turn	E (55.7)	E (56.2)	E (56.2)	F (131.2)	
	Southbound Through	D (44.4)	D (45.5)	D (45.4)	F (85.4)	
	Southbound Right-Turn	F (114.5)	F (269.8)	F (>300.0)	F (134.6)	
	Eastbound Left-Turn	D (52.2)	F (80.4)	F (139.7)	F (133.6)	
	Eastbound Through	C (32.0)	D (38.1)	D (41.3)	C (21.4)	
	Eastbound Right-Turn	C (22.4)	C (23.0)	C (23)	A (9.5)	
	Westbound Left-Turn	D (51.4)	D (51.6)	D (51.7)	F (85.1)	
	Westbound Through	F (154.4)	F (270.9)	F (>300.0)	F (128.9)	
	Westbound Right-Turn	C (32.6)	C (34.2)	C (34.2)	B (18.6)	

QUEUE LENGTHS – AM PEAK 2030

Yellow = Existing Queue Lengths
Red = Projected Queue Lengths

Queuing May Be
Worse Due to NB
Merge (throughput)

QUEUE LENGTHS – PM PEAK 2030

Yellow = Existing Queue Lengths
Red = Projected Queue Lengths



QUEUE LENGTHS – EXISTING PM PEAK

3 TOC-hillsboro-mackhatcher



Mack Hatcher / Hillsboro Rd 01/10/24 04:46:48 PM



SUMMARY

- EXISTING TRAFFIC HAS INCREASED ON NW MACK HATCHER
- EXTREME DELAY/QUEUES ON MACK HATCHER WILL LIKELY MOVE TRAFFIC BACK TO DOWNTOWN BYPASS (FRANKLIN RD TO BRIDGE ST – 96W) UNTIL MACK HATCHER CAN BE WIDENED
- MACK HATCHER / FRANKLIN RD
 - EXTREME DELAY AND QUEUES AM AND PM PEAKS – BOTTLENECK FOR NORTHBOUND FRANKLIN RD COULD CAUSE LONGER EASTBOUND QUEUES IN AM THAN WHAT IS SHOWN
- MACK HATCHER / HILLSBORO RD
 - EXTREME DELAY AND 4000'+ WESTBOUND QUEUES IN PM
 - WILL DRIVE TRAFFIC BACK DOWNTOWN (BRIDGE/MARGIN)



Franklin's West Basin Area Traffic Projections

Joint Conceptual Workshop

January 25, 2024

Traffic Study - Background Growth and Development

Background Growth

- General growth within an area
- Calculated using TDOT AADT count station data
- Existing volumes were grown by 2% per year for seven years
- Total: 15%



Background Developments

- Growth associated with specific developments:
 - Hamilton Place
 - Westhaven
 - Wyelea



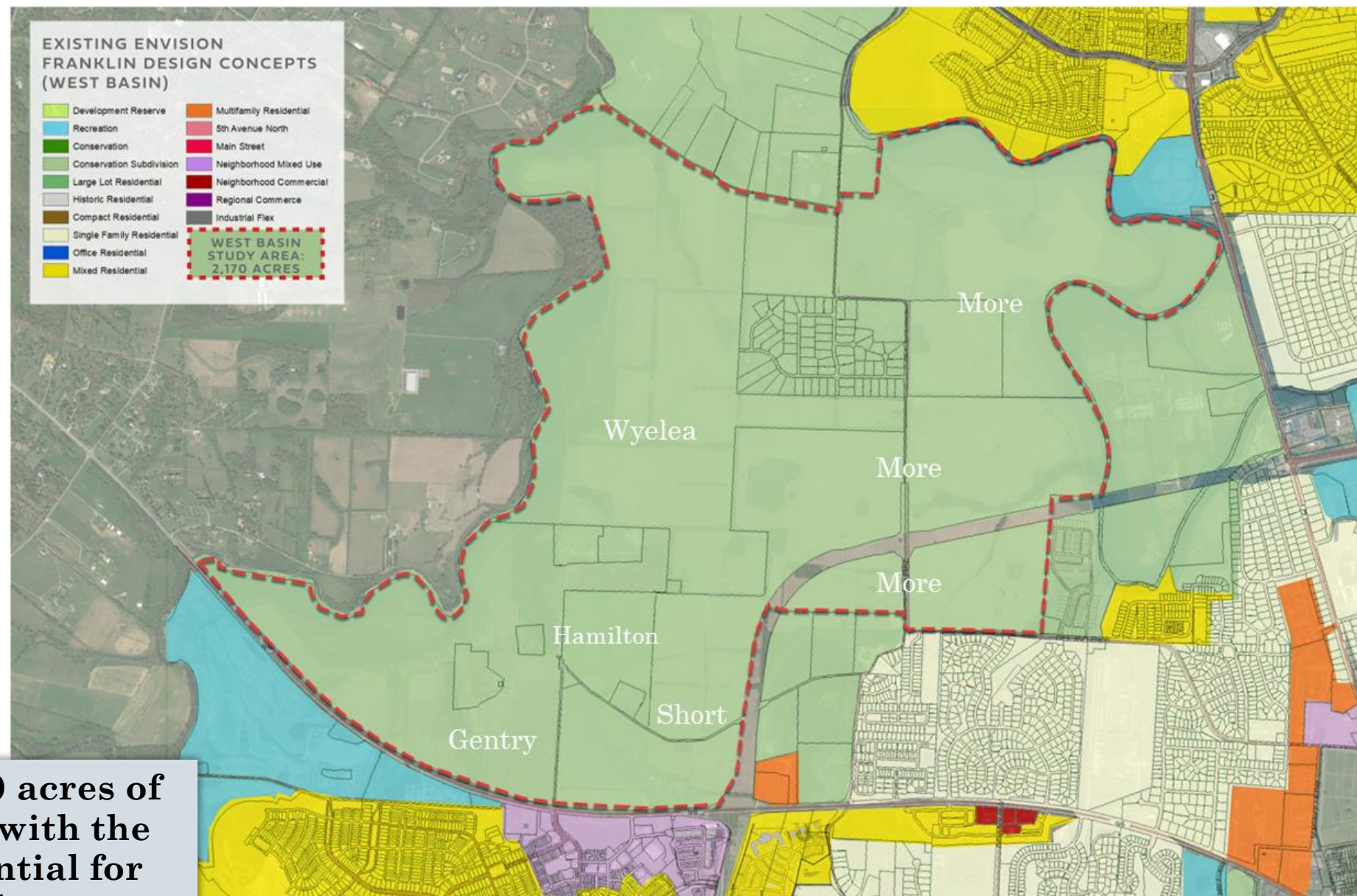
Through volumes along Mack Hatcher Memorial Parkway increased by an average of 36% in the AM and 39% in the PM



Trip Distribution

Conservatively, 50% of trips were distributed to the east along Mack Hatcher Memorial Parkway.

This distribution was used to assign background development trips and development specific trips to the network.



**>2,000 acres of
land with the
potential for
development**

Envision Franklin's Conservation Subdivision Design Concept Development Potential for West Basin Area (from 2021 Plan Amendment):

- 2,148 Acres
- 2,166 Homes

Existing Envision Franklin Policy: Conservation Subdivision					
	Study Area	2,170 acres	2.5 per acre	5,425 homes	
Envision Franklin Policy: Conservation Subdivision Policy					
Special Consideration:					
	1	Maximum of 1 home per acre for properties adjacent to Gentry Farm along Old Charlotte Pike			
	2	Maximum of 2.5 homes per acre for properties north of Mack Hatcher Parkway			
	3	50% open space			
	4	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.			
	5	Properties east of Del Rio Pike and North of Whitehall will have a maximum of 1 home per acre			
A	Gentry Farm	359 acres	1 per 5 acres	72 homes	
B	Campbell Property	59 acres	1 per acre	59 homes	
C	Barkley Property	5 acres	1 per acre	5 homes	
D	Montgomery Farm	11 acres	1 per 11 acres	1 home	
E	Winn Farm	10 acres	1 per 10 acres	1 home	
F	Harding Ventures	570 acres	1 per 10 acres	57 homes	
G	Whitehall	92 acres	1 per 1.31 acres	70 homes	
H	Del Rio Trust	56 acres	1 per acre	56 homes	
I	More Farm	354 acres	1 per acre	354 homes	
J	More Farm	60 acres	1 per acre	60 homes	
K	More Property	282 acres	2.5 per acres	705 homes	
L	More Property	121 acres	2.5 per acres	303 homes	
M	Short's Property	90 acres	2.5 per acres	225 homes	
N	Short's Property	79 acres	2.5 per acres	198 homes	
Total		2,148 acres	1.01 DU/AC	2,166 homes	3,259 Reduction
Envision Franklin Policy: Neighborhood Mixed-Use					
Special Considerations:					
1 Agricultural Commercial Uses and Neighborhood Supporting Commercial are acceptable uses					
2 Multifamily Uses may be horizontally and vertically integrated.					
3 Maximum number of stories: 3					
O	Short's Property	22 acres		Mixed use	
	Total	22 acres			

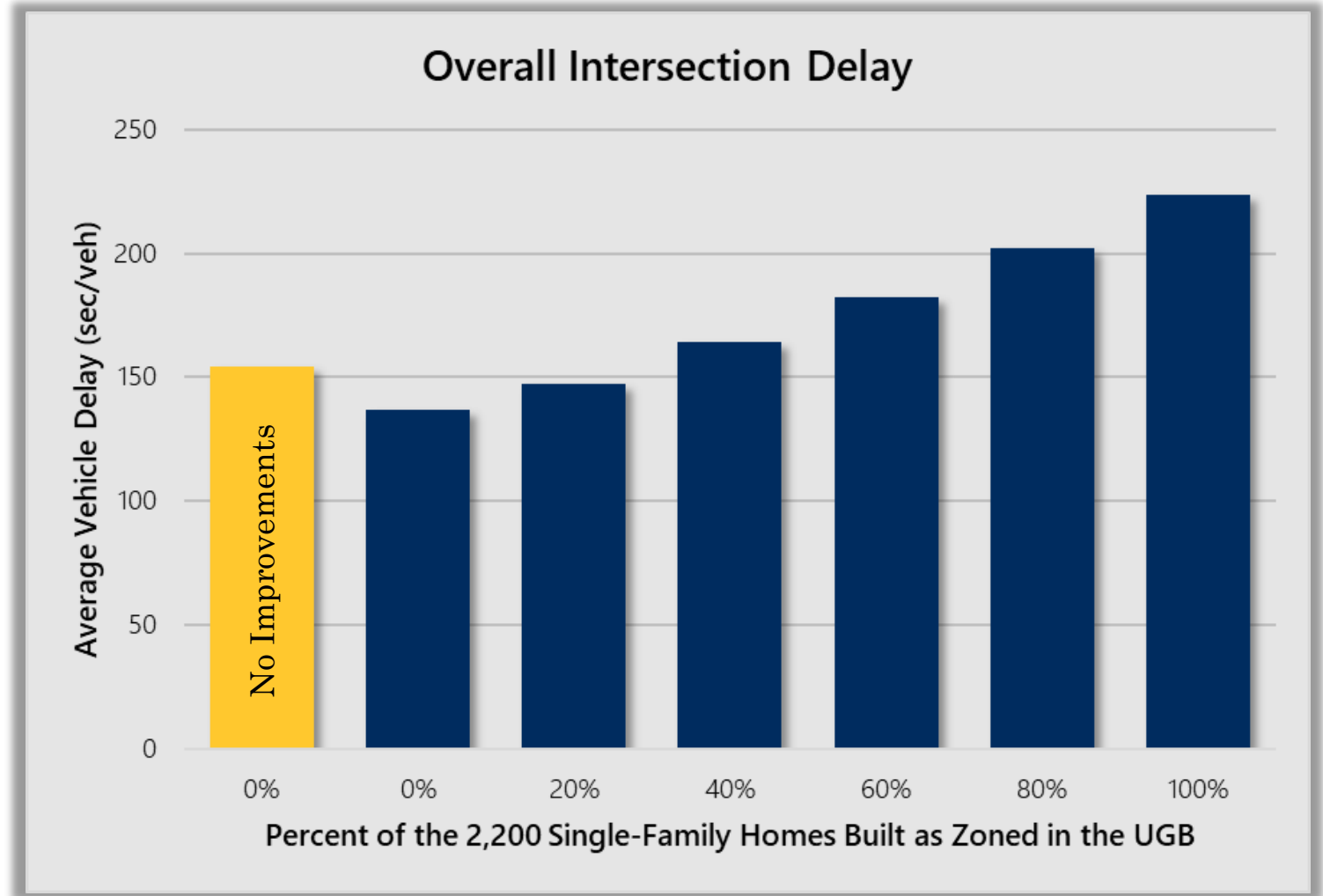
Traffic Modeling of Potential West Basin Development

- Utilized
 - 2030 Background Volumes for the PM Peak Hour
 - The same trip generation and distribution process as presented in the traffic study.
- The trips generated by the 2,200 single-family homes presented in Envision Franklin were added incrementally to the roadway network.
- Capacity analysis was run for the intersection of Mack Hatcher Memorial Parkway and Hillsboro Road.

Mack Hatcher Memorial Parkway and Hillsboro Road

Overall intersection delay based on the percentage of the 2,200 single-family homes that are currently projected in the UGB by Envision Franklin.

Utilizing the same signal timing improvements presented in the TIS, the increase in delay between 0% and 100% Build is approximately 70 seconds.

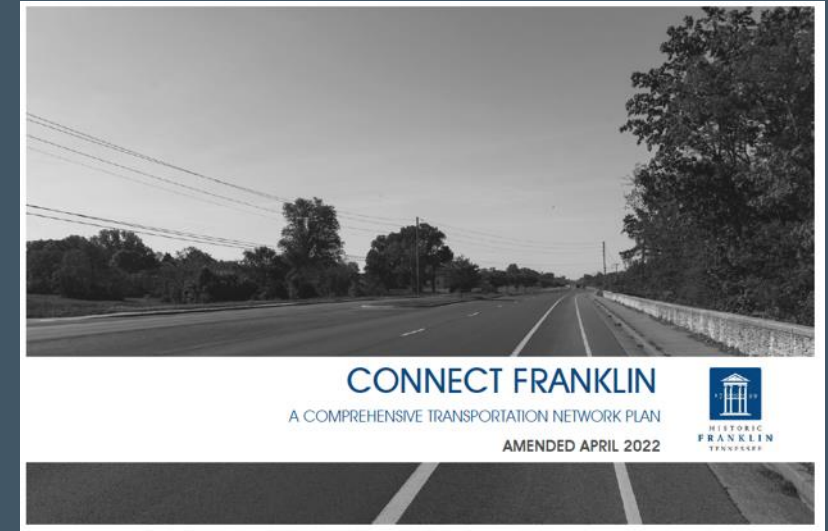


Connect Franklin

April 2022

The following transportation goals were established and enumerated in the Comprehensive Transportation Network Plan Released less than two years ago:

- **Improve mobility, accessibility, and transportation alternatives** to provide for the safe and efficient movement of people and goods
- Safe, efficient and convenient movement of people and goods within the City and its UGB by **integrating land uses**, circulation routes and transportation facilities
- Implement industry accepted **best practices in transportation planning and transit-oriented planning** and ensure they are in conformance with the Regional Travel Demand Model developed by the Nashville Area Metropolitan Planning Organization (MPO)
- Implement a **smart growth policy** that promotes **sustainable economic development**, maintains the character throughout the city, and improves health and safety by **increasing the amount of recreation and open space**



How Smart Growth Mitigates Traffic



Mixed-Use Development: By combining residential, commercial, and recreational spaces, smart growth reduce the need for long commutes. People can live, work, shop, and relax within a smaller geographical area, reducing the distance and time spent on travel.

Walkable and Bike-Friendly Designs: smart growth developments are designed with pedestrian and cyclist safety in mind, encouraging these modes of transportation. This can significantly reduce the number of cars on the road, especially for short trips within the neighborhood.



Telecommuting Friendly: Smart Growth can feature shared workspaces (coffee shops/coworking) and accessory dwelling units that are designed to be telecommuting friendly, reducing the need for daily commuting, thus easing traffic during peak hours.

How Smart Growth Mitigates Traffic



Community-Centric Planning: By focusing on community needs and localized amenities, TNDs reduce the need for residents to travel far for essential services or leisure activities, thereby reducing the volume of traffic, especially during rush hours.

Encouraging Carpooling and Ridesharing: With an emphasis on close-knit community, smart growth will facilitate carpooling and ridesharing programs, reducing the total number of vehicles on the road.



Public Transportation Ready While no public transportation currently exists on 96W, Smart Growth in proximity to Westhaven improves the feasibility of a future Cool Springs and Downtown Franklin route.

Zoning Ordinance Text Amendment

BOMA/FMPC Joint Conceptual Workshop

January 25, 2024

Envision Franklin Update and Urban Growth Boundary Update was the planning focus for 2023.

A larger zoning update is planned following the adoption of the Envision Franklin Major Update.

This text amendment follows the Plan Amendment for the Margin Street District approved in December 2023.

PLANNINGS TATUS

COLUMBIA AVENUE OVERLAY DISTRICT

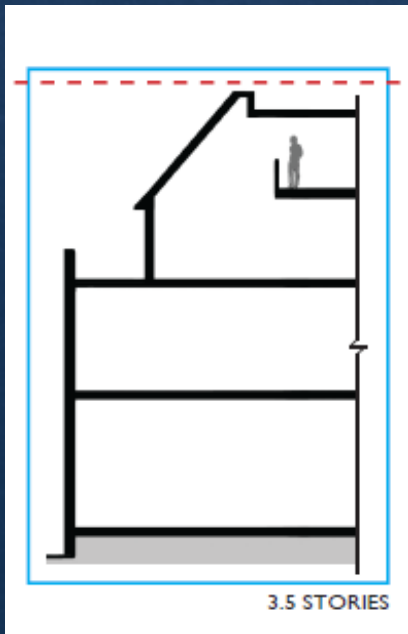
In December 2023, FMPC approved a Plan Amendment for additional building height for a development proposal along Columbia Avenue.

The CAO-1 Urban Commercial Development Sub-District should be updated accordingly for the development area:

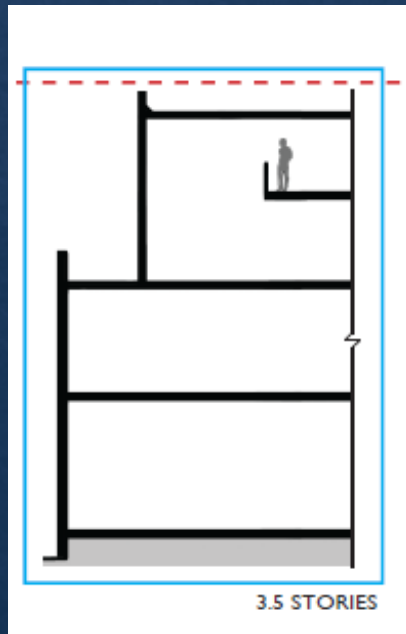
Buildings may be up to 3.5 stories when the following is met:

1. The 3rd story is stepped back at least 10 feet from lower stories; and
2. Any upper half story is located within a sloped/pitched roof.

Sloped wall



Vertical wall



CERTIFICATES OF USE AND OCCUPANCY

January 2024 updates to the Municipal Code have created a Temporary Certificate of Use and Occupancy (CUO) in addition to the Final CUO (Formerly called COs).

A zoning amendment is needed to reflect the updated references throughout the Zoning Ordinance and identify whether temporary, final, or either.

PERFORMANCE AGREEMENTS EXTENSIONS

Performance agreement extensions are currently either 6 months or one year.

Proposed change is to allow any extension between 1 month and 12 months and adding criteria to be based on:

1. The minimum, reasonable timeframe for which the required improvement can be fully completed; and
2. The necessary timeframe for staff to inspect and confirm that the improvements have been installed in accordance with approved plans and in an acceptable, workmanlike manner.

LOT FRONTAGE ONTO OPEN SPACE

Allow for new lots along the Scenic Corridor Overlay District to front onto a natural open space along the street.

Increase the percent of a development that can front a courtyard from 5 percent to 10 percent and broaden the number of developments where this can apply



Joint Conceptual Workshop

January 25

Planning Commission

February 22

BOMA Work Session
& First Reading

March 12

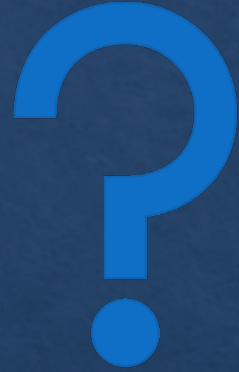
BOMA Second Reading
& Public Hearing

April 23

BOMA 3rd & Final Reading

May 14

PROCESS



Questions?