



Meeting Agenda

BOMA & FMPC Joint Conceptual Workshop

Thursday, June 27, 2024

5:00 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.franklintn.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*

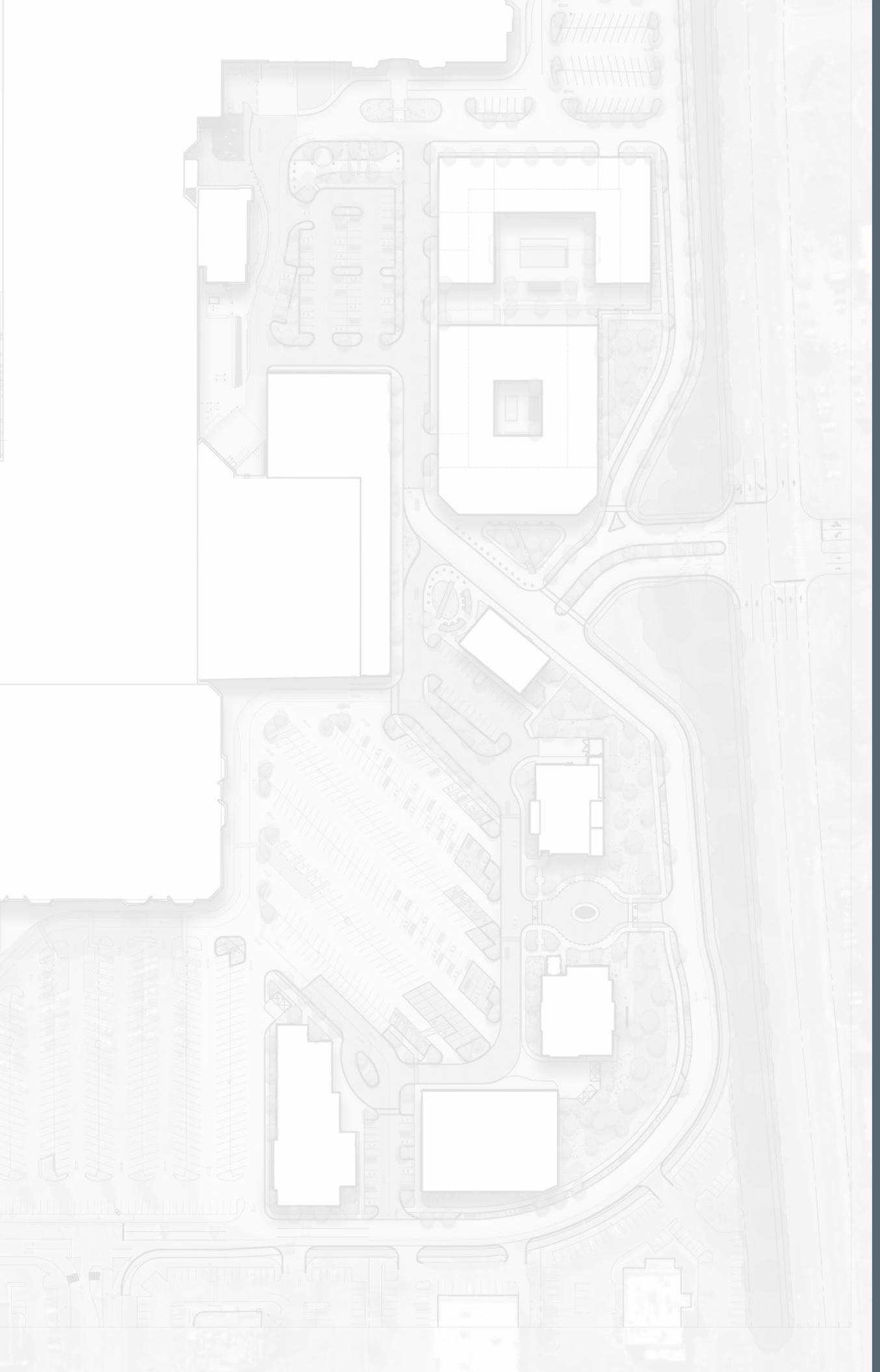
CALL TO ORDER

NEW BUSINESS

1. (5:00 - 5:30 PM) Discussion of a development plan revision, adding 600 multifamily units, a 120 key hotel, and 76,645 square feet of commercial spaces, on 86.5 acres, located at 1800 Galleria Boulevard (Galleria Commercial Complex PUD).
2. (5:30 - 6:20 PM) Discussion Of Zoning Ordinance Updates Related To Envision Franklin and Topics For Further Study.
3. (6:20 - 6:30 PM) Update on May 23, 2024, Envision Franklin Amendments.

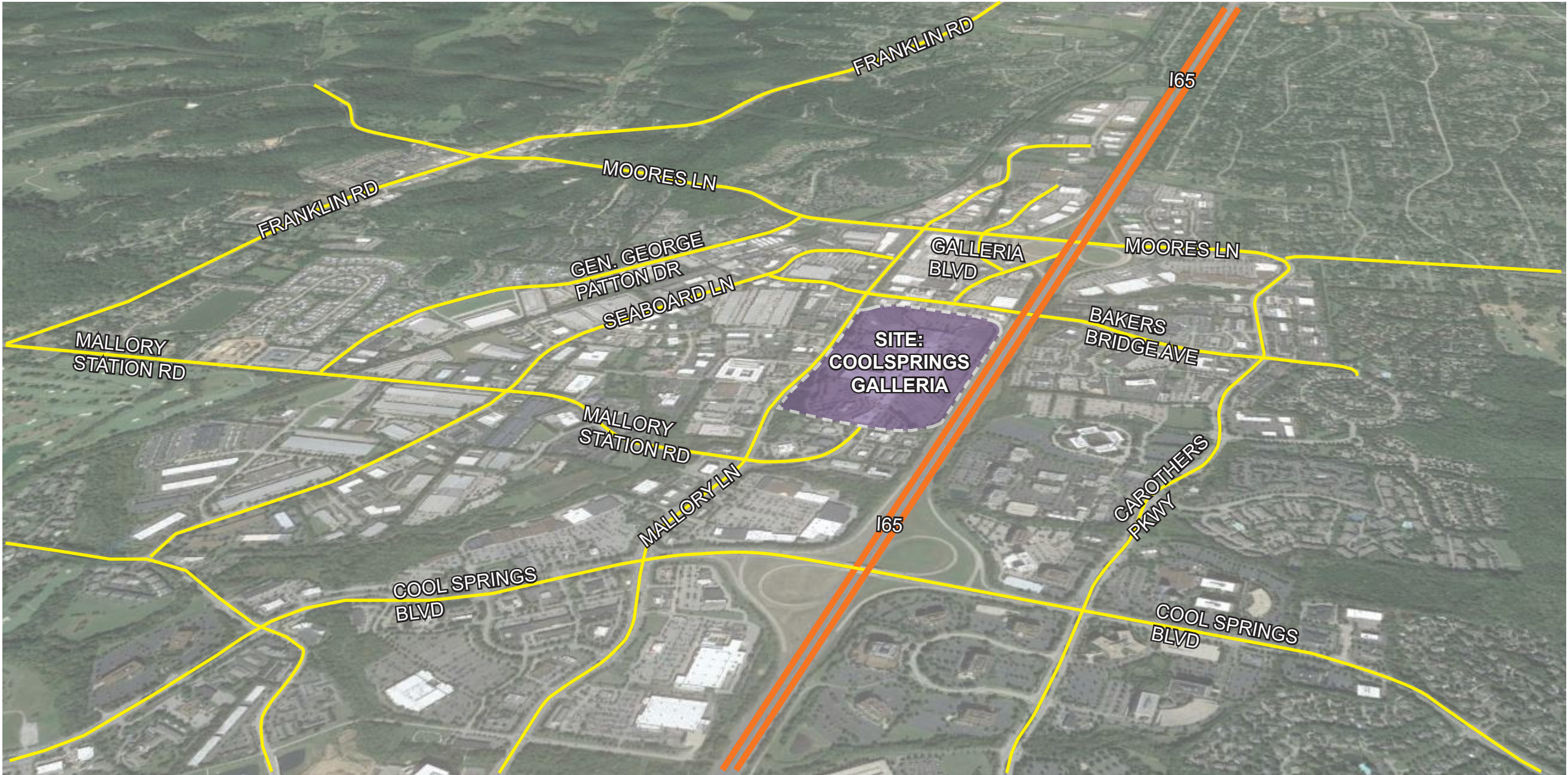
OTHER BUSINESS

ADJOURN



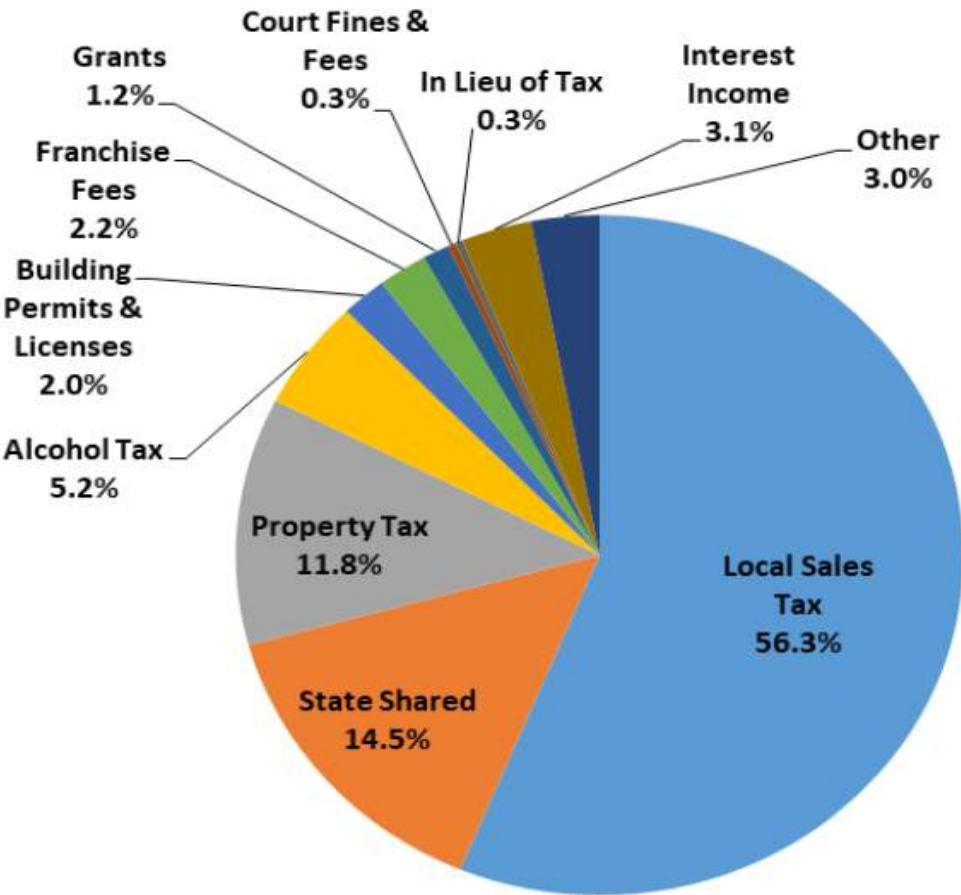
COOLSPRINGS GALLERIA REDEVELOPMENT

JOINT CONCEPTUAL WORKSHOP
June 27, 2024



Up until the 1980s, the CoolSprings area located in Franklin, Tennessee remained largely rural and undeveloped. Then Mayor Jeffrey Bethrum and City leadership identified this area of Franklin to be the City’s commercial hub of Williamson County and invested in the necessary infrastructure to kick start this plan. Today, Local Sales Tax contributes to over 50% of the General Fund.

A vision by CBL and their development partner led to the construction of the CoolSprings Galleria at this location.



City of Franklin, Tennessee FY 2025 Operating Budget: General Fund Overview: Revenue (June 11, 2024)



Cool Springs Boulevard, constructed to connect Mack Hatcher Parkway to the mall and the interstate.



- CBL has been involved in CoolSprings Galleria since it was first conceptualized in the 1980s, and plans to develop the property were announced in 1989.

- Developers competed in what is now called 'The Mall Brawl' over who would be the one to spear head the project of building a mall in Williamson county. CBL partnered with DeBartolo and won the project. The CoolSprings Galleria was approved by the City of Franklin planning commission in 1989 and first opened in 1991.

- The mall opened in 1991 with Caster Knott (which later became Proffitt's, Hecht's, and then Macy's), Dillard's, and Sears serving as the main anchors along with 1M square feet of retail space. The original plans for the mall featured three anchor stores with additional space for two more.

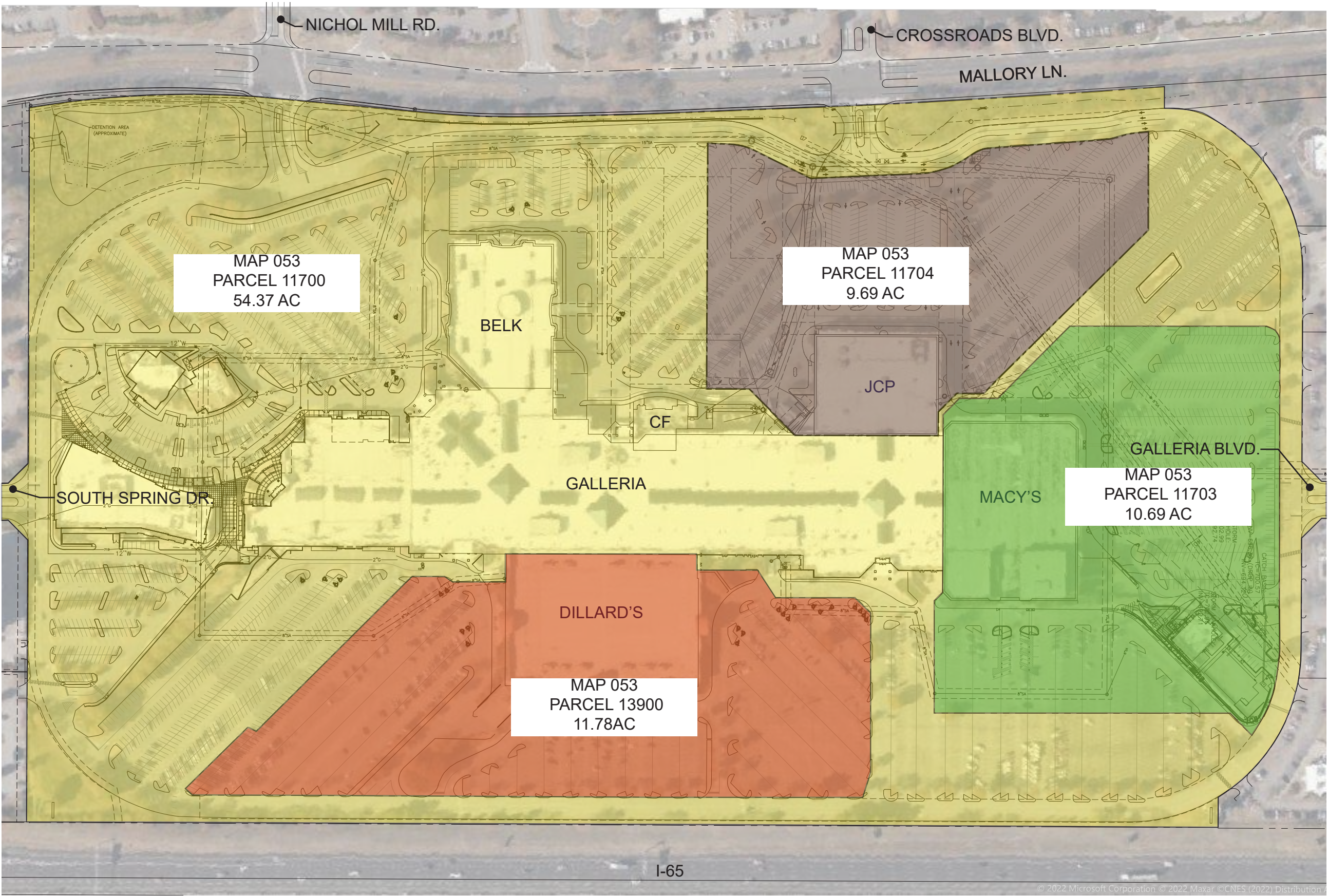
- The city of Franklin collected 1 million dollars in sales tax the year prior to the mall. The year the mall opened it alone generated 1 million dollars in sales tax.

- In 1993, the mall expanded adding a fourth anchor store, JCPenney, in November.

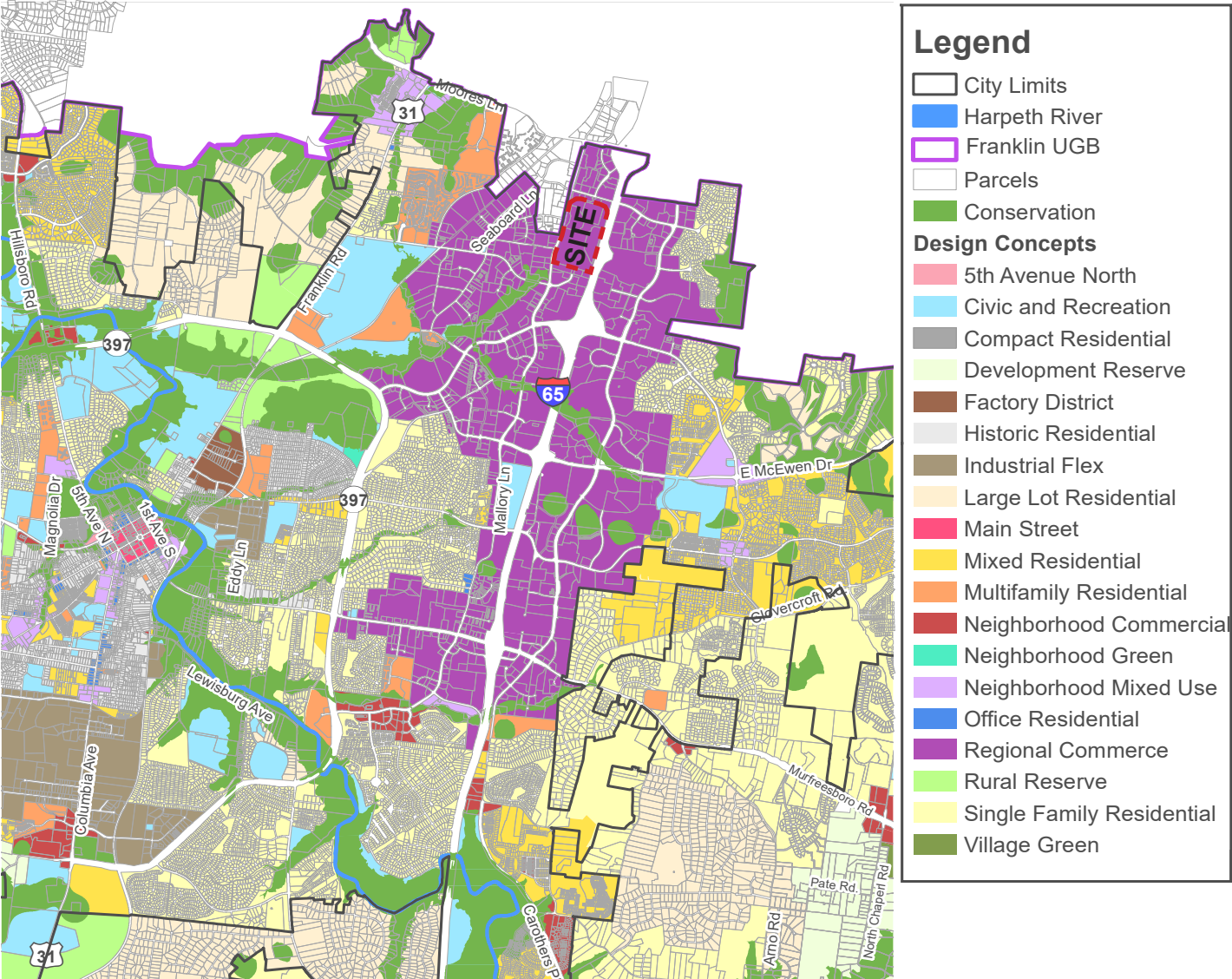
- Also in 1993, construction began on a fifth anchor, Belk, which opened a year later in October 1994

- The mall footprint largely remained the same until 2015 when the Sears building was redeveloped to add a mix of retail and dining as well a new mall entrance

TOTAL AREA: ± 86.52 AC
COMMERCIAL SPACE: ± 1,582,939 SF
IMPERVIOUS AREA: ± 73.63 AC
GREEN SPACE: ± 12.89 AC
PARKING SPACES: ± 5638



- Redevelop property by adding compatible uses to energize and support existing commercial uses.
- Modernize the campus while operating the campus at the highest level.
- Enhance property to minimize surplus parking.
- Repurpose existing infrastructure.
- Add active open space.
- Respect current agreements.



REGIONAL COMMERCE

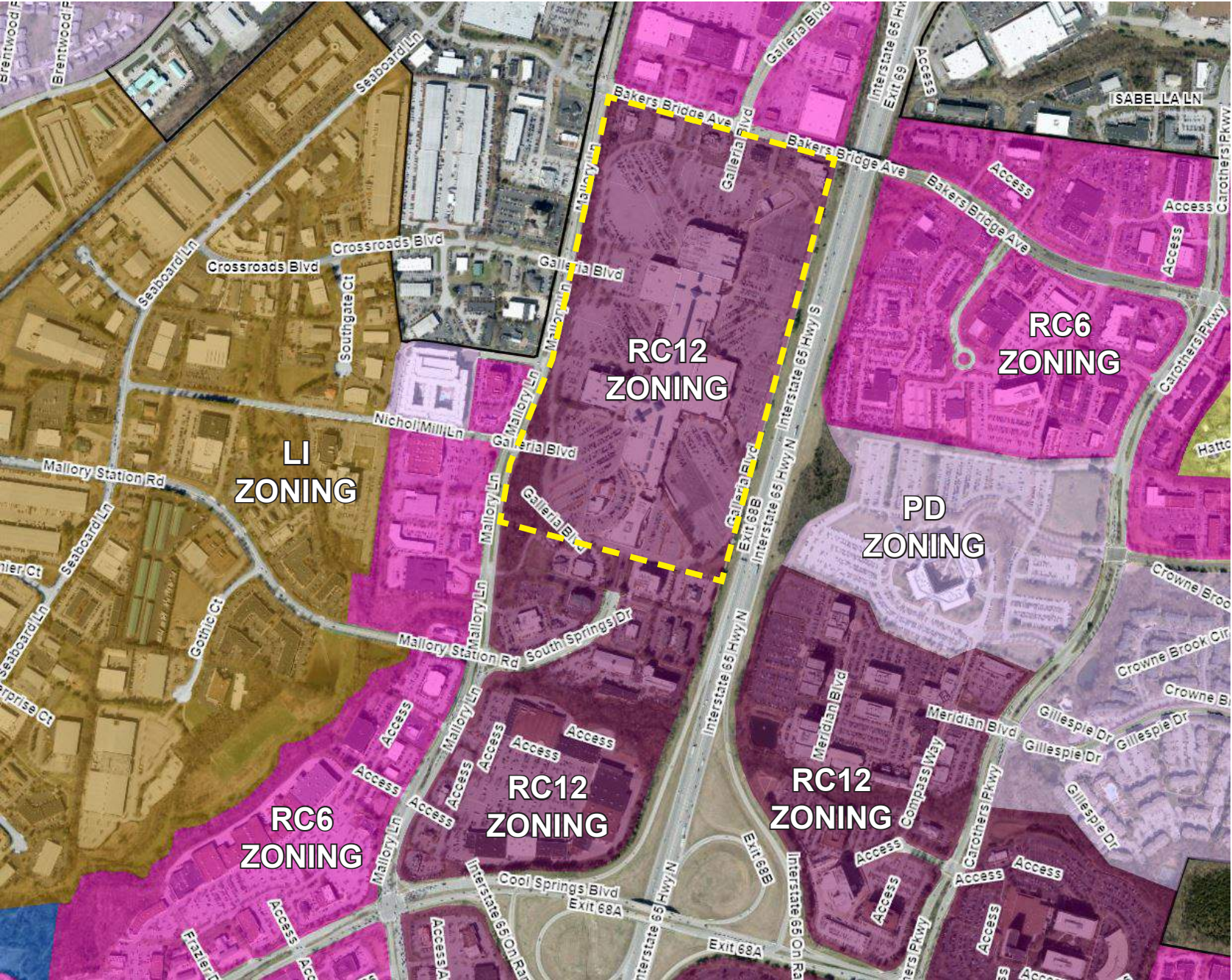
The Regional Commerce design concept contains high-intensity activity centers that attract large numbers of people and employers from both within and outside the City. These areas include major employment and revenue generators that are valuable community resources, while also providing a mix of housing options that support a healthy, vibrant place to live, work, and play.

Regional Commerce areas have a high level of visibility along I-65 and arterial streets, which are important gateways into Franklin. New development should have integrated designs with coordinated access, amenities, and cohesive architecture that fits within the context of the corridor. Interchange locations are limited in number and should be efficiently planned to capitalize on economic development potential. Infill buildings and parking structures are encouraged to replace existing surface parking lots. Sufficient transportation infrastructure is needed to accommodate the increasing travel demands created by these land uses which could include alternative transportation options.

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. New development should have a pedestrian-friendly design and distinctive character.

Uses should be Regional Commercial, Local Commercial, Continuum of Care, Hotels, Institutional, and Multifamily Residential when part of a master planned, mixed-use development. Multifamily residential should be vertically mixed with ground floor commercial and upper story residential. Additional multifamily residential in stand-alone buildings may be a part of a master planned mixed-use development, but single-use multifamily development is not contemplated in this Design Concept and should be reserved for the Multifamily Residential Design Concept. The limited use of townhouses and live-work units may also be appropriate to help provide additional housing options in a walkable, mixed-use development and to transition to surrounding lower-scale residential.

Higher intensity uses should be located closer to major thoroughfares, with less intensive uses transitioning to established residential uses. Single-story, commercial uses located along arterial roadways should be avoided in a mixed-use setting.



The RC12 district is intended to promote economic development through a diverse mix of high-intensity uses with a building height of up to 12 stories.

Envision Franklin Goal:
Direct higher intensity and taller buildings toward I-65 where infrastructure can support a thriving regional economy comprised of commercial, hotel, institutional, residential, and office uses.
High level of visibility along I-65 and Arterial streets

- Envision Franklin Guiding Principles:
- Economic Vitality “Retain & Support the Growth of Existing Businesses”
 - Vibrant Neighborhoods “Infill Development to re-establish the Pedestrian Scale (parking, setbacks, and architecture)”
 - Housing Choices “Offering a greater variety of housing options for Franklin’s workforce”
 - Exceptional Design “Parking should be secondary. Open Spaces should be prominent.”
 - Connected Community “Redevelopment should contribute to a convenient and functional multi-modal transportation system”
 - Context-Responsive Infill “Enhance the Quality of Life and the Economic Health of the Community”

COMPARABLE PROJECTS



FOX VALLEY MALL - AURORA, ILLINOIS +/-100AC



HAWTHORN MALL - VERNON HILLS, ILLINOIS +/- 96AC



THE SHOPPES AT CARLSBAD - CARLSBAD, CALIFORNIA +/-82AC



29th STREET MALL - BOULDER, COLORADO +/- 34AC

RC 12 ZONING (Existing)

Principal Building Type:

Multifamily, Commercial/ Mixed Use, Large Scale Office, Large Scale Retail, Civic.

Principal Building Setbacks:

Front- 5-30' on Collector; 20-85' on Arterial
Side- 15'
Rear- 25'

Frontage Type:

Landscape, Urban.

Multifamily Percentage:

40% Max.

Principal Building Height:

12 stories Max.

Landscape Surface Area:

15% (14.5% ex. today)

Open Space:

5%

Open Space Types:

All allowed, except courtyard.

PD ZONING (Proposed)

Principal Building Type:

Multifamily, Commercial/ Mixed Use, Large Scale Office, Large Scale Retail, Civic, All Residential.

Principal Building Setbacks:

Per BOMA

Frontage Type:

Landscape, Urban.

Multifamily Percentage:

Per BOMA.

Principal Building Height:

8 Stories Max

Landscape Surface Area:

14.5% (18% conceptually shown)

Open Space:

5%

Open Space Types:

All allowed.



SITE DATA
TOTAL UNITS PROPOSED: 600 UNITS
TOTAL COMMERCIAL SF PROPOSED: ± 84,555 SF (NET INCREASE OF 76,645 SF)
TOTAL HOTEL KEYS: 120





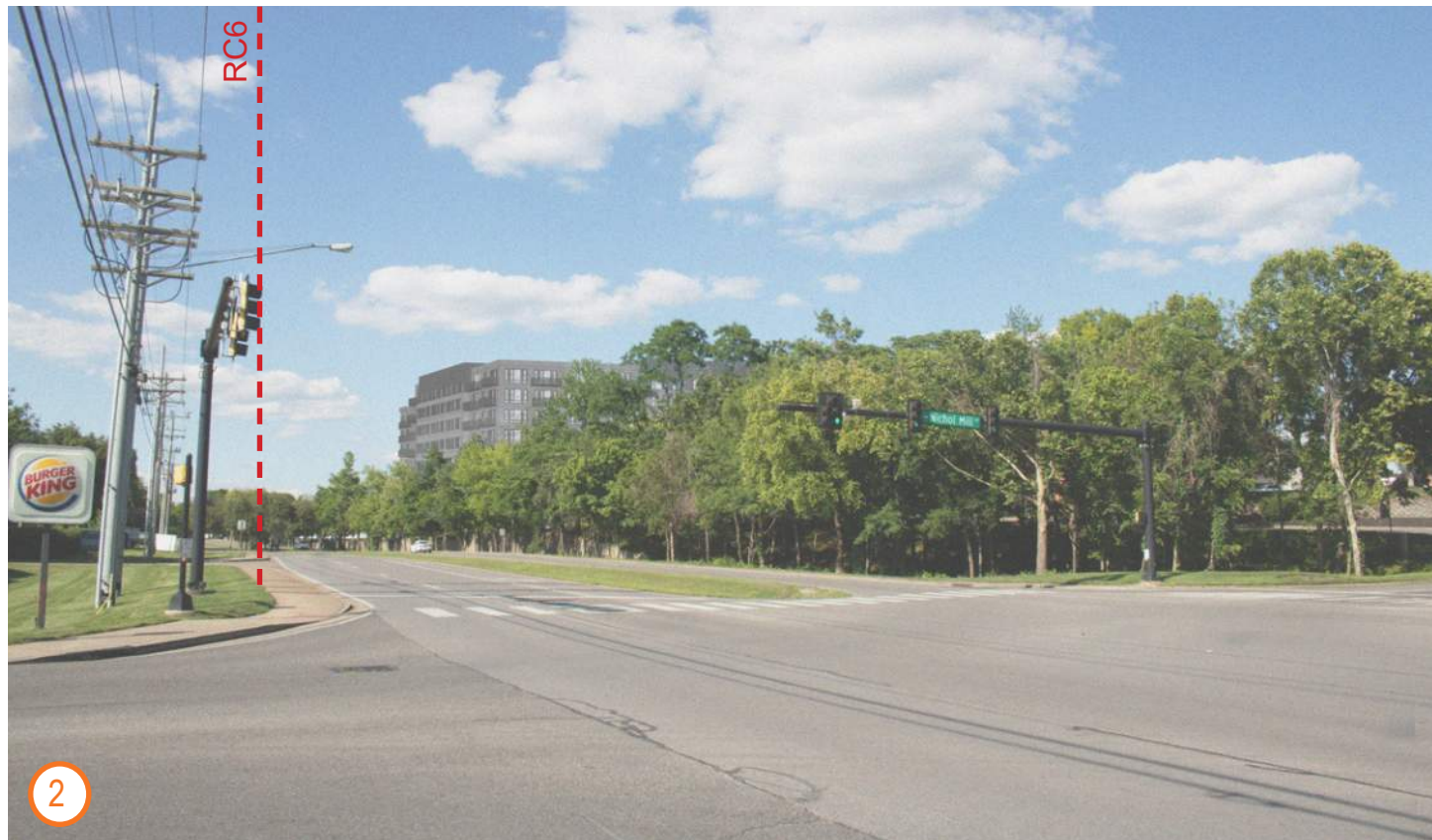
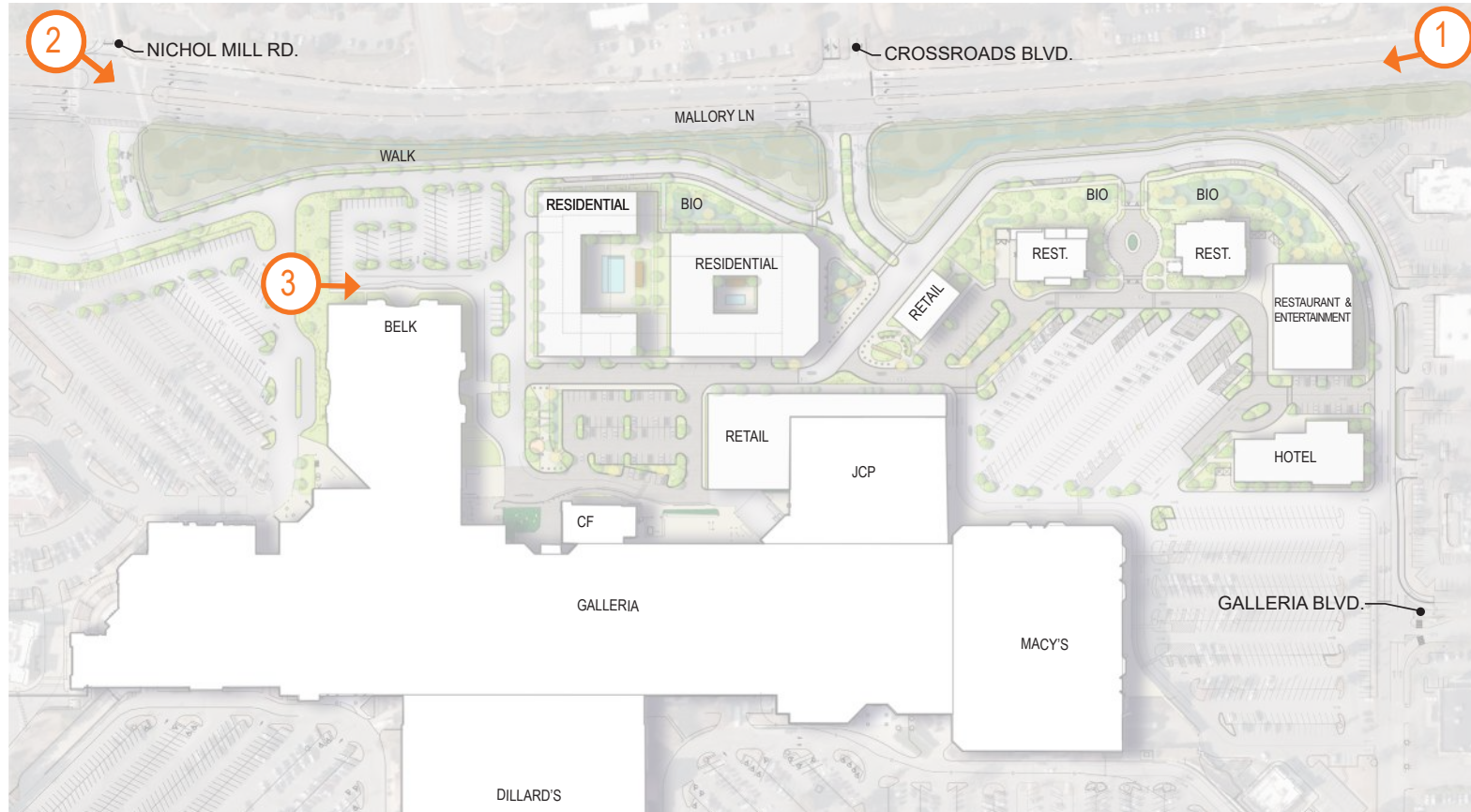
LEGEND

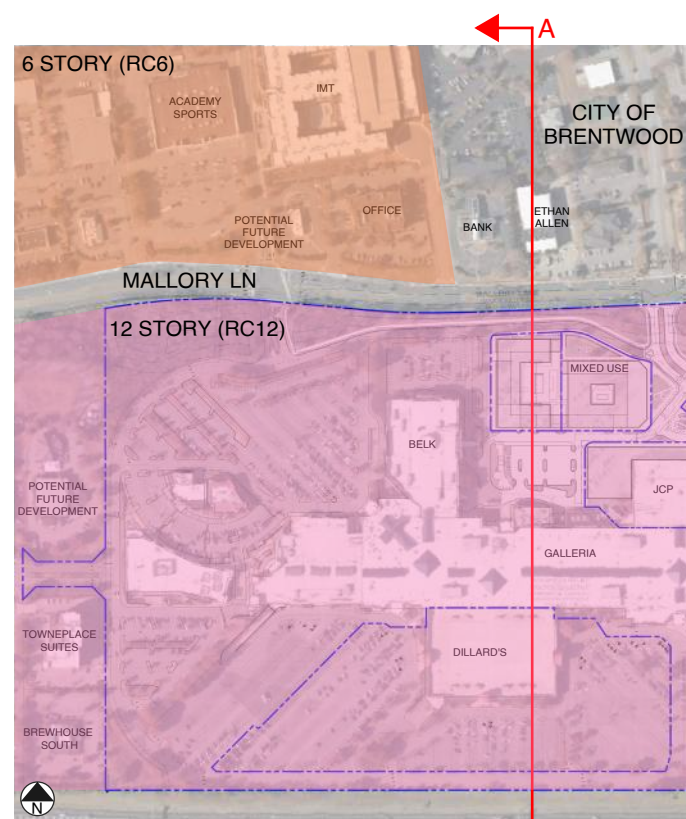
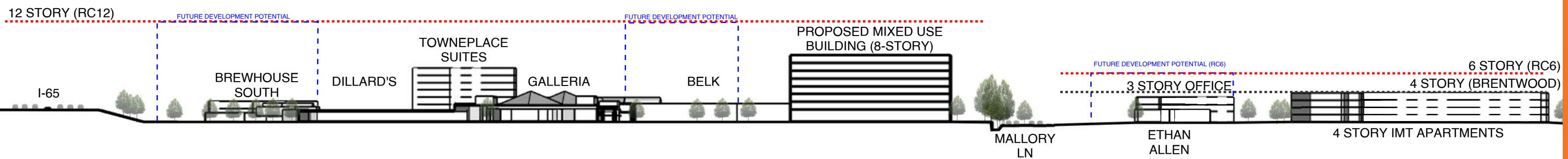
-  HOSPITALITY
(+/- 120 KEY)
-  RETAIL / RESTAURANT
(+/- 76,600 SF NEW)
-  MULTIFAMILY RESIDENTIAL
(+/- 600 UNITS)



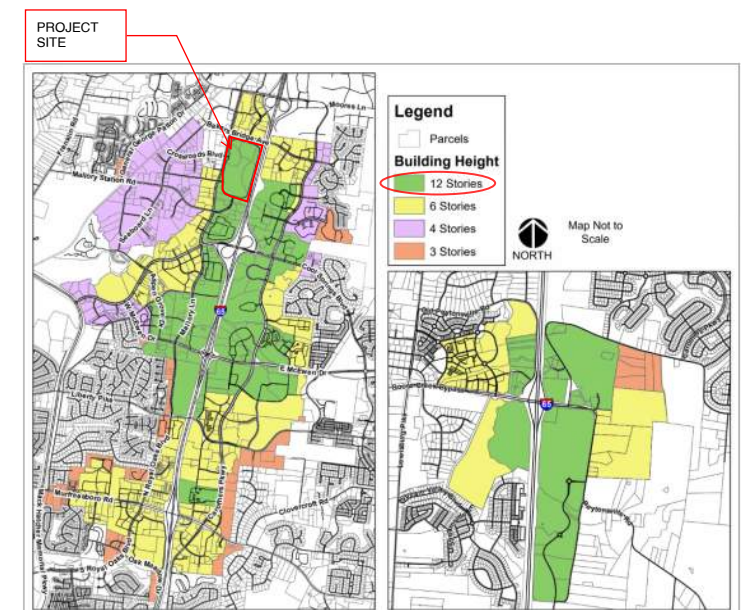


ARCHITECTURAL MASSING



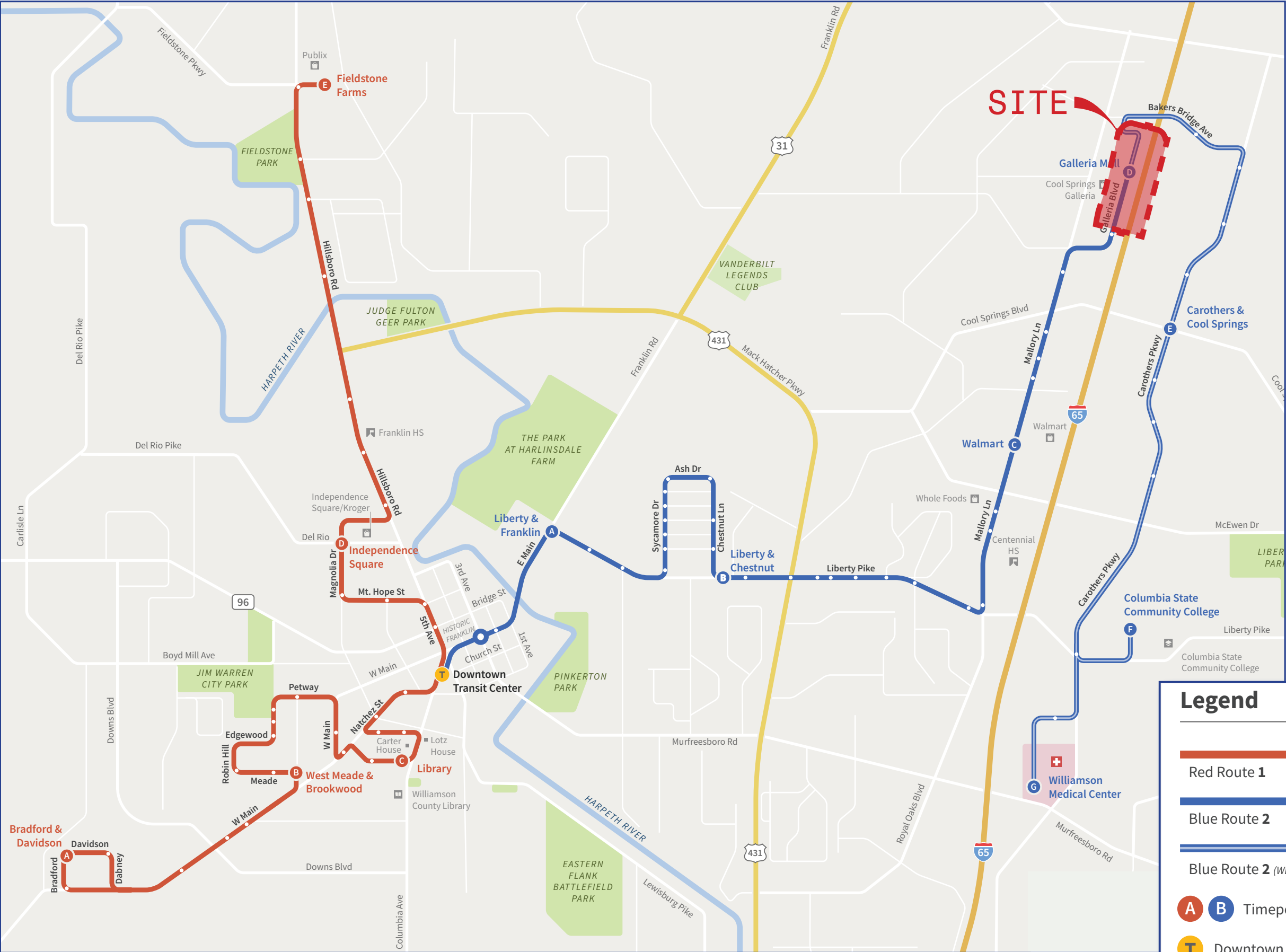


SITE ELEVATION A:A



ARCHITECTURAL CHARACTER





Legend

Red Route 1

Blue Route 2

Blue Route 2 (WEEKDAYS ONLY)

Timepoint

Downtown Transit Center

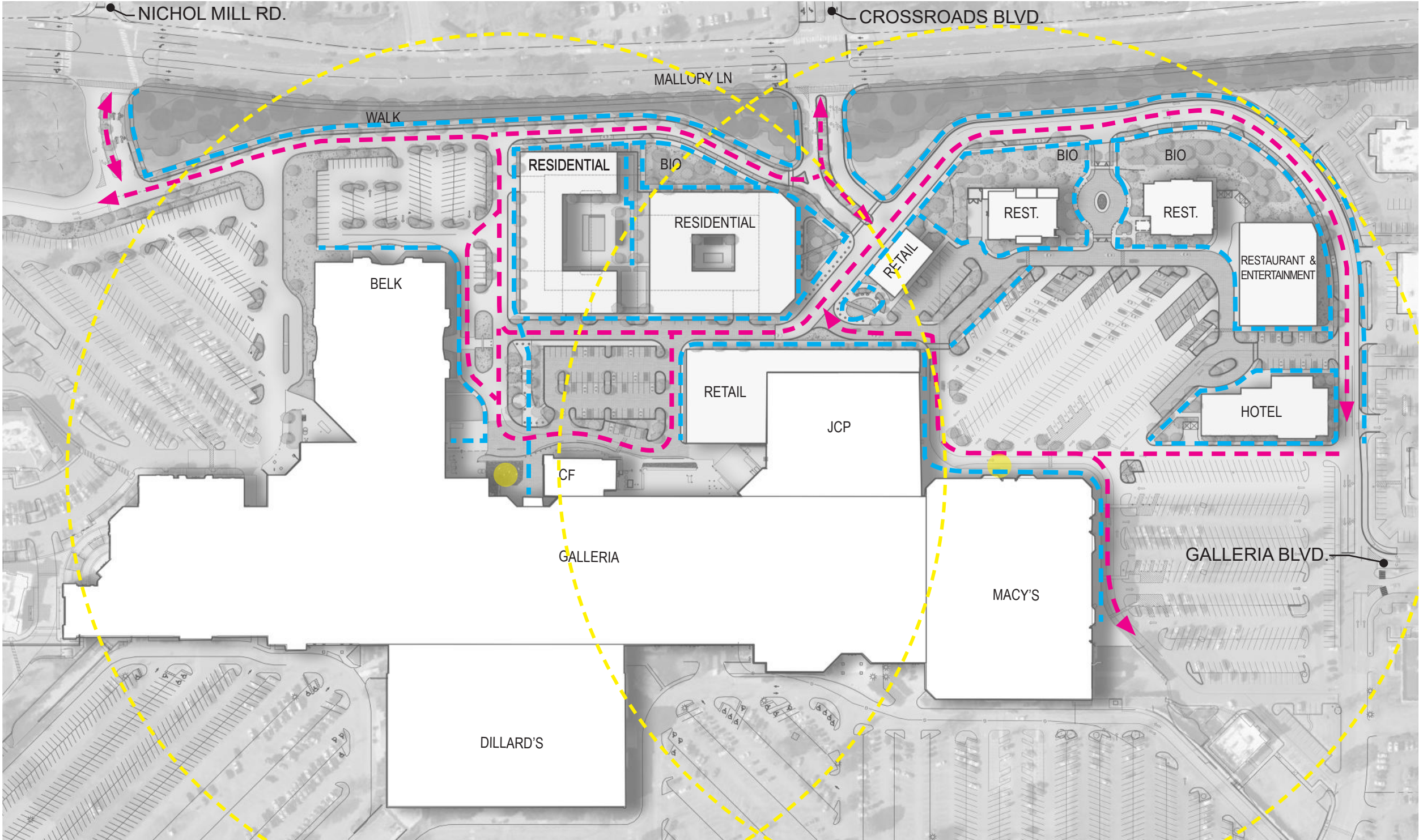
Shopping

Library

School

College

PARK



- LEGEND:
- 5 MIN WALK (1/4 MILE RADIUS)
 - PRIMARY VEHICULAR CIRCULATION
 - PEDESTRIAN CIRCULATION





FULL PROPERTY
EX GREEN SPACE: ± 12.89 AC (14.9%)
PROP. GREEN SPACE: ± 18.35 AC (21.2%)

EX IMPERVIOUS AREA: ± 73.63 AC (85.1%)
PROP. IMPERVIOUS AREA: ± 68.17 AC (78.8%)
TOTAL SITE AREA: 86.52 AC

 PROPOSED OPEN SPACE USE
 NATURAL AREA



OPEN SPACE ENLARGEMENTS

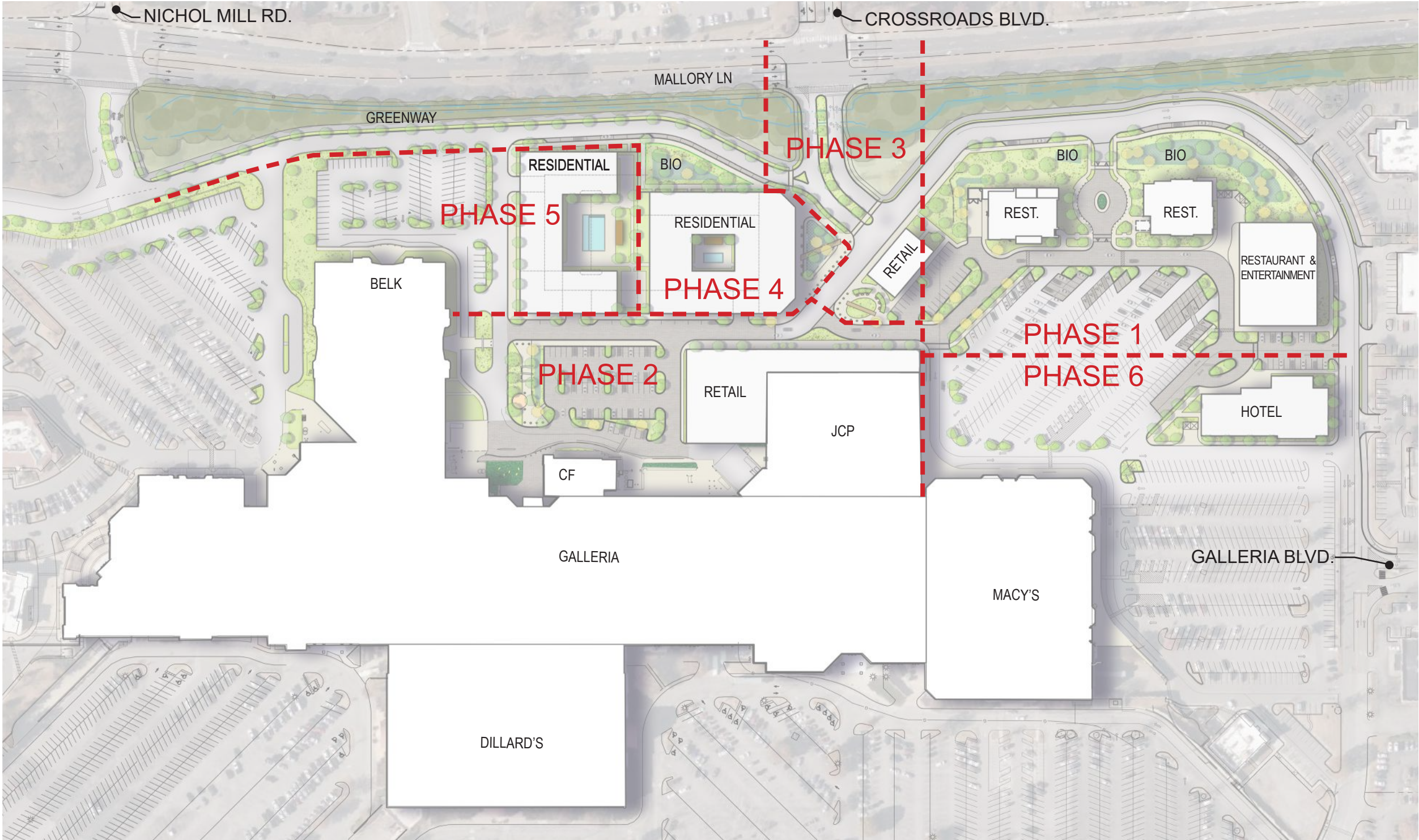


BELK

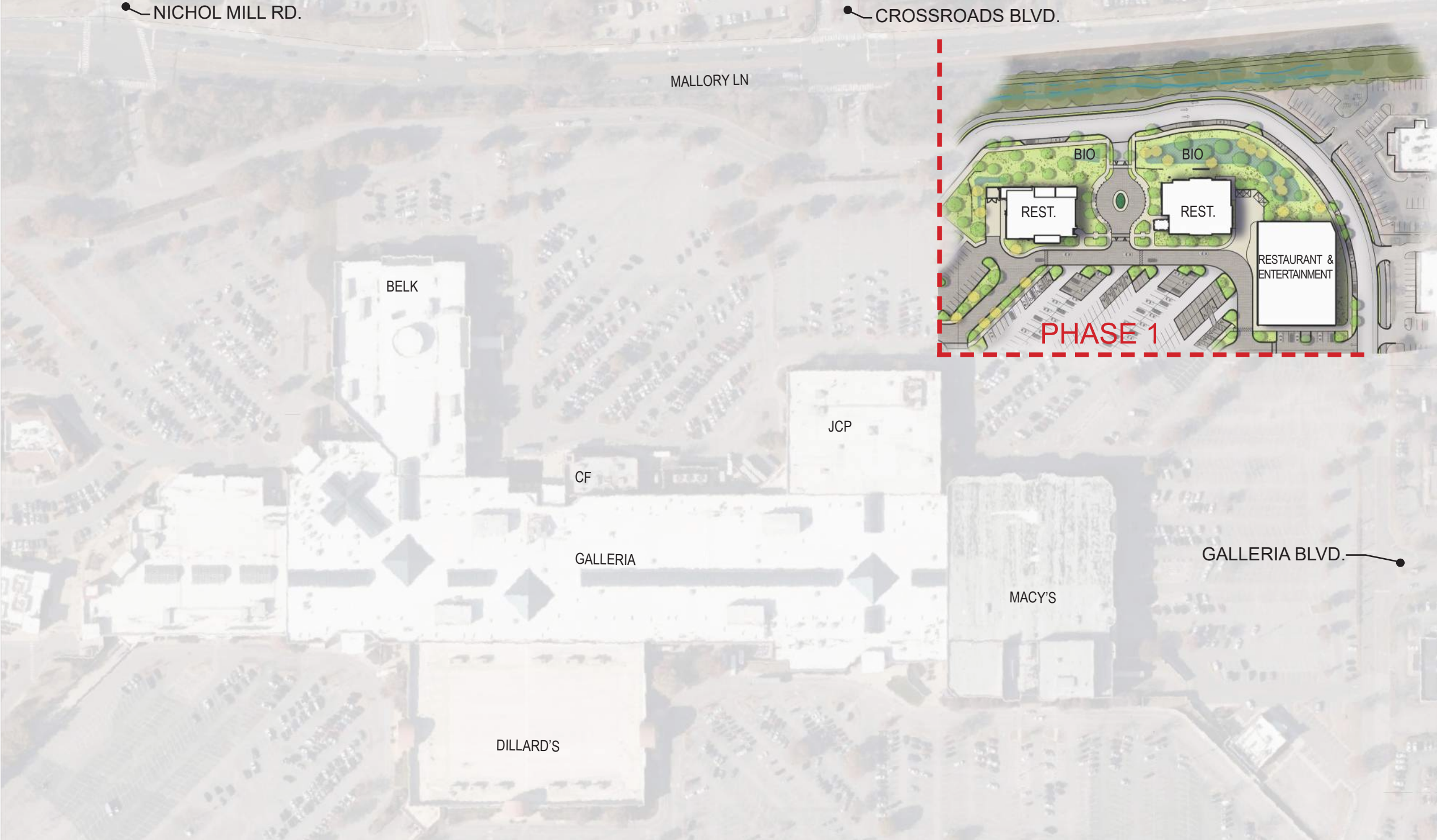


Development	Nonresidential Use	Square Footage (GFA - COMMERCIAL)	Single-Family Units	Multi-Family Units	Hotel Keys	Parking
EX. ENTITLED	Retail, Rest.	1,582,939± S.F.				5459 Spaces Existing
EX. LEASABLE	Retail, Rest.	1,174,428± S.F.				
EX. ENTITLED (REMAINING FROM SECTION 3)	Retail, Rest.	7,910± S.F.				

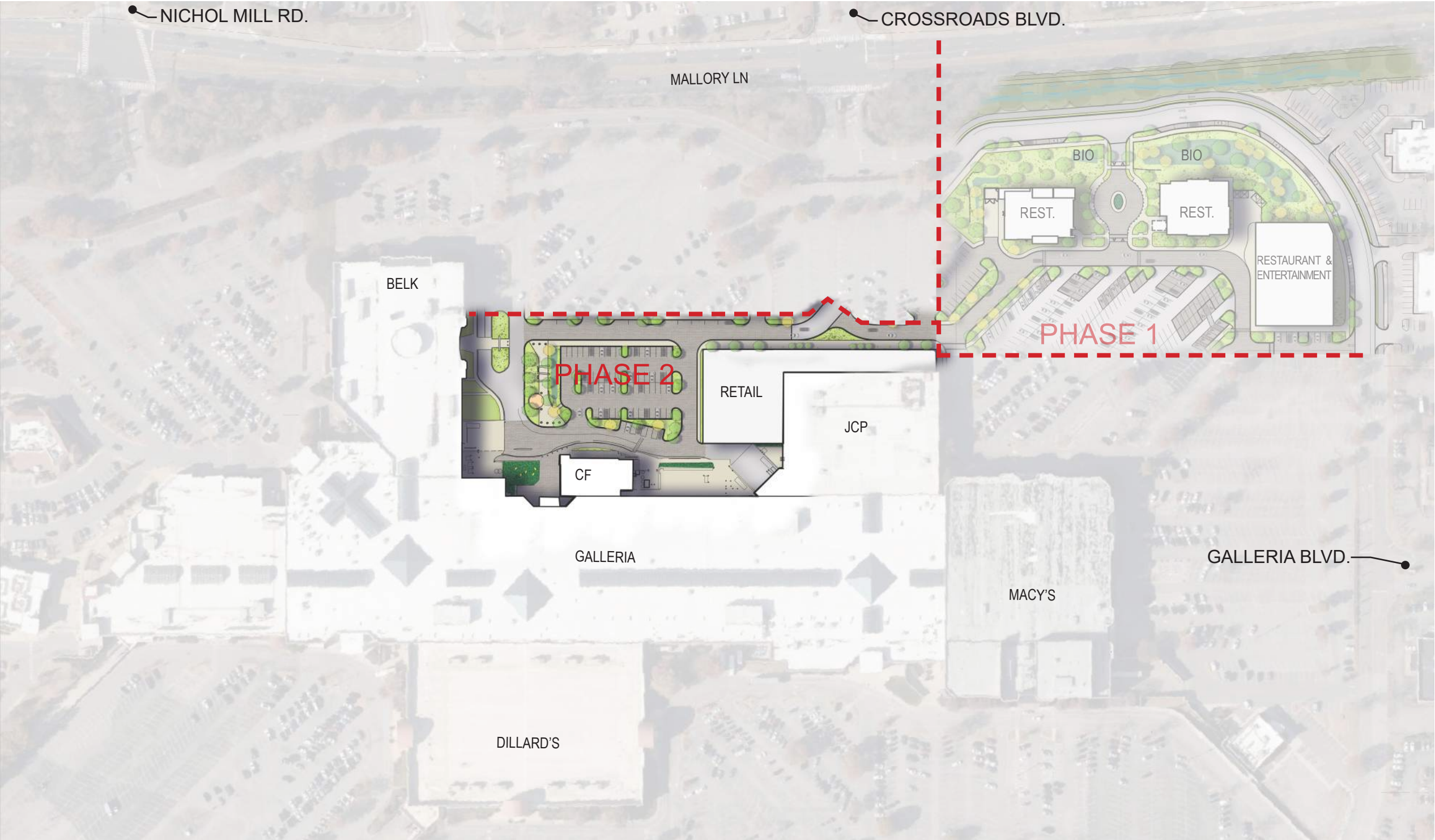
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 PARKING SPACES: ± 5638



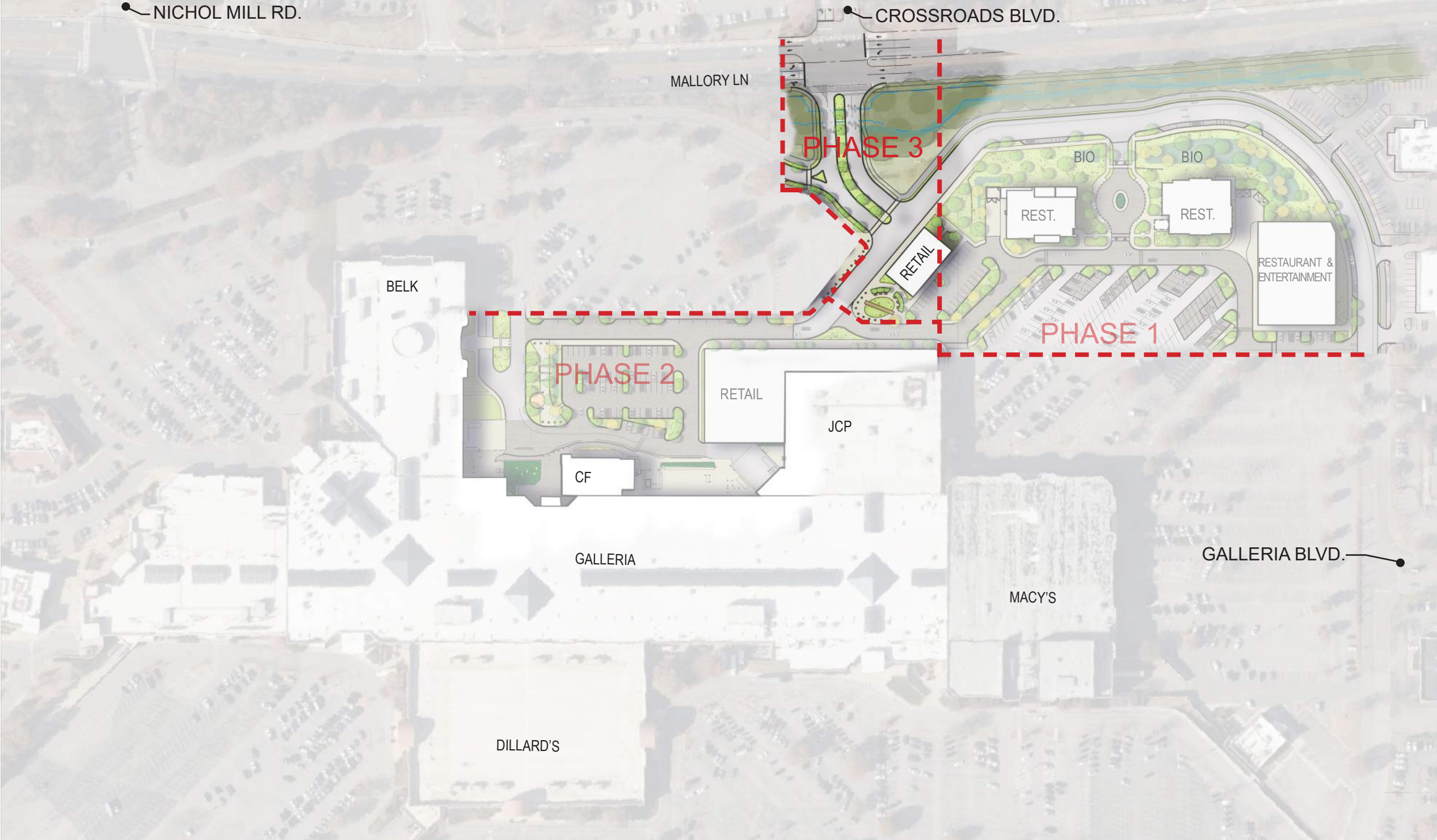
Development	Nonresidential Use	Square Footage (GFA - COMMERCIAL)	Single-Family Units	Multi-Family Units	Hotel Keys	Parking
Overall Entitlements	See Allowed Uses Chart	1,659,584± S.F.	N/A	600 Units	120 Keys	5009 Spaces (Full Build Out / ph6)



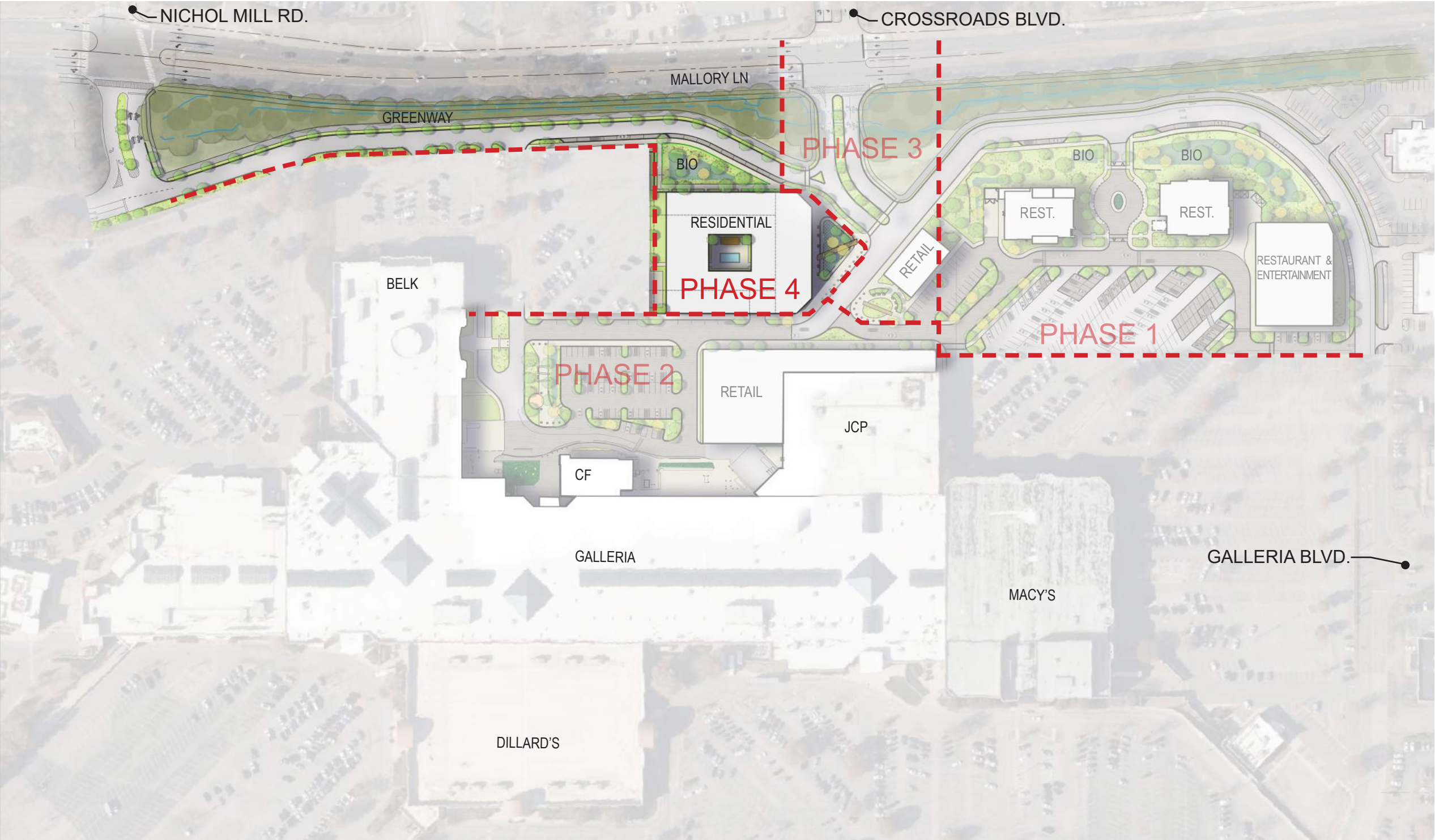
Development	Nonresidential Use	Square Footage (GFA - COMMERCIAL)	Single-Family Units	Multi-Family Units	Hotel Keys	Parking
PHASE 1						4891 Spaces +/- (Cumulative)
Pad A	Retail, Rest.	10,000± S.F.	N/A	0 Units	0 Keys	
Pad B	Retail, Rest.	10,000± S.F.	N/A	0 Units	0 Keys	
Pad C	Retail, Rest.	22,000± S.F.	N/A	0 Units	0 Keys	



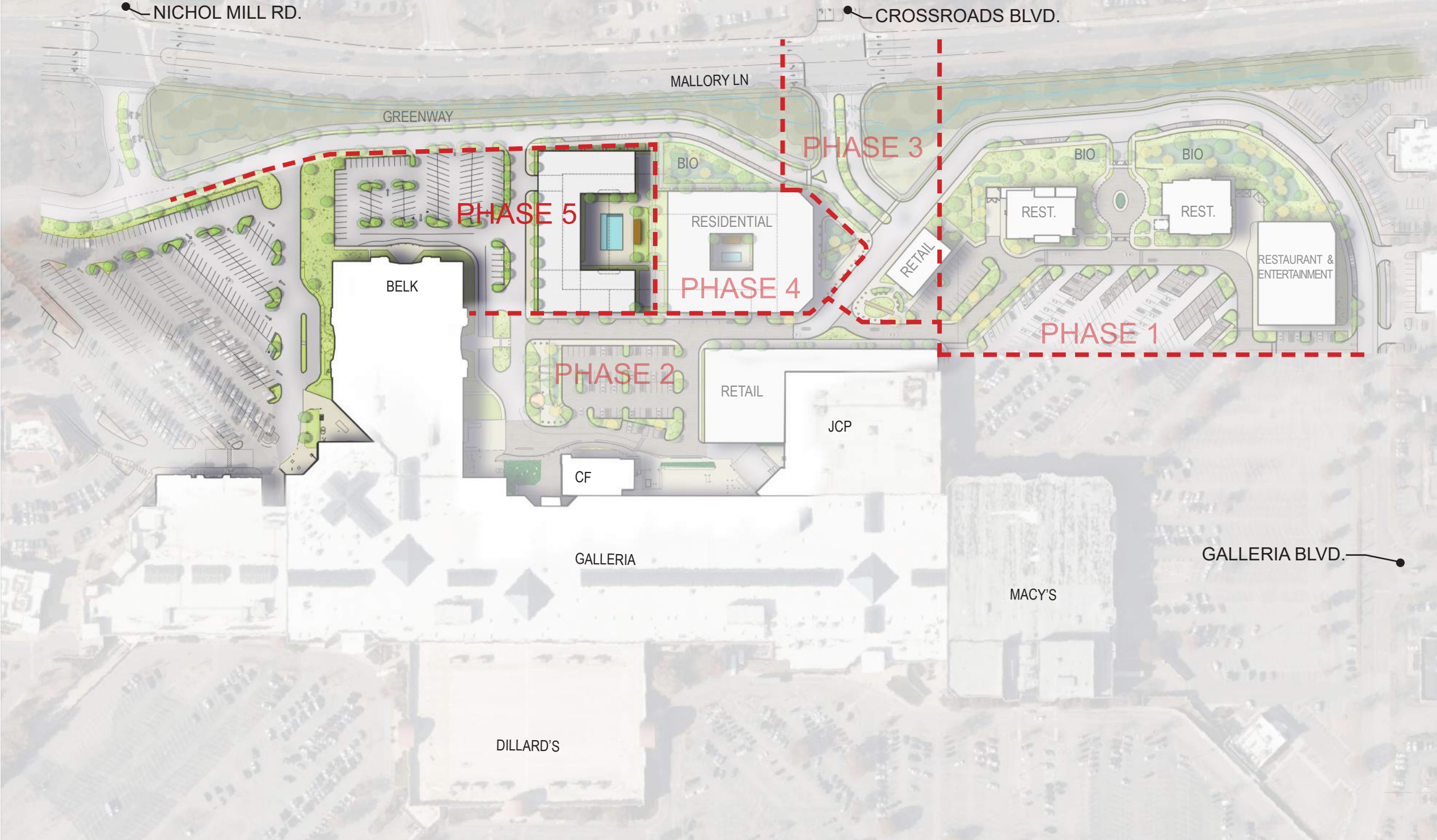
Development	Nonresidential Use	Square Footage (GFA - COMMERCIAL)	Single-Family Units	Multi-Family Units	Hotel Keys	Parking
PHASE 2						4710 Spaces +/- (Cumulative)
Pad D	Retail	20,055± S.F.	N/A	0 Units	0 Keys	



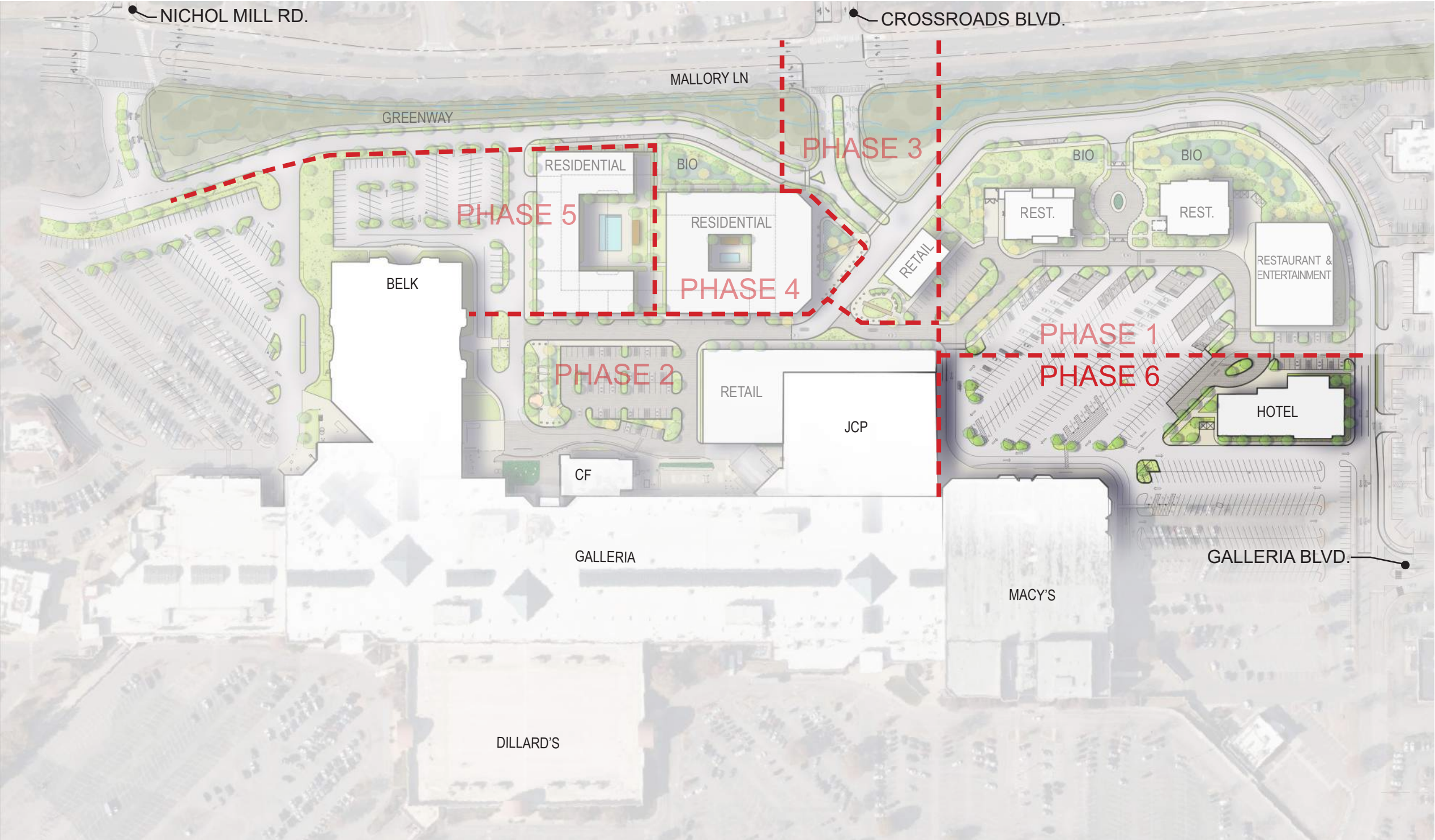
Development	Nonresidential Use	Square Footage (GFA - COMMERCIAL)	Single-Family Units	Multi-Family Units	Hotel Keys	Parking
PHASE 3						4487 Spaces +/- (Cumulative)
Pad E	Retail, Rest.	7,000± S.F.	N/A	0 Units	0 Keys	



Development	Nonresidential Use	Square Footage (GFA - COMMERCIAL)	Single-Family Units	Multi-Family Units	Hotel Keys	Parking
PHASE 4						4793 Spaces +/- (Cumulative)
Pad F	Multifamily Residential, Retail	11,600± S.F.	N/A	300 Units (375,000± S.F.)	0 Keys	



Development	Nonresidential Use	Square Footage (GFA - COMMERCIAL)	Single-Family Units	Multi-Family Units	Hotel Keys	Parking
PHASE 5						5131 Spaces +/- (Cumulative)
Pad G	Multifamily Residential, Retail	3,900± S.F.	N/A	300 Units (375,000± S.F.)	0 Keys	



Development	Nonresidential Use	Square Footage (GFA - COMMERCIAL)	Single-Family Units	Multi-Family Units	Hotel Keys	Parking
PHASE 6						4988 Spaces +/- (Cumulative)
Pad H	Hotel	--	N/A	0 Units	120 Keys (145,000± S.F.)	



CSG # 6
MALLERY LANE AT MALLERY STATION ROAD/SOUTH SPRINGS DRIVE

- Adjust the signal timings for the eastbound and westbound approaches to accommodate higher turning movements due to background traffic on Mallery Station Road and due to CoolSprings Galleria site traffic on South Springs Drive.



CSG # 7
MALLERY LANE AT NICHOL MILL LANE

- Modify the lane assignment on the westbound approach to consist of a left turn lane and a shared through/right lane.
- Modify the existing traffic signal to provide protected/permitted left turn phasing for the westbound approach. Adjust the signal timings to accommodate the new westbound lane assignment and left turn phasing.
- Due to the difference in the widths and skew angles of the Nichol Mill Lane approaches, pavement marking line extensions should be added for through lanes with a lateral offset of greater than 12 feet and for left turn lanes to guide drivers and vehicles on the appropriate turn path.



CSG # 8
MALLERY LANE AT BAKERS BRIDGE AVENUE

- Adjust the signal timings for the eastbound and westbound approaches to accommodate higher turning movements due to background traffic growth and CoolSprings Galleria site traffic.



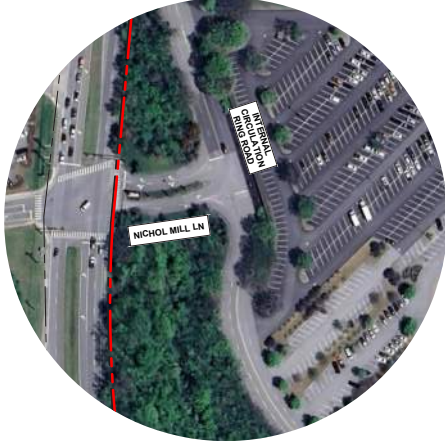
CSG # 9
MALLERY LANE AT SEABOARD LANE

- Adjust the signal timings for the eastbound and westbound approaches to accommodate higher turning movements due to background traffic growth and CoolSprings Galleria site traffic.



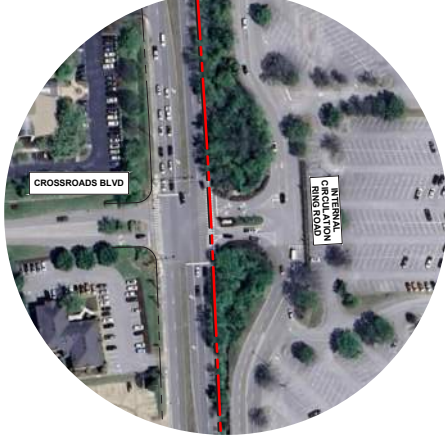
CSG # 10
MOORES LANE AT MALLERY LANE

- Modify the traffic signal to provide a right turn overlap phase for the northbound right turn movement. The right turn overlap should run concurrently with the westbound left turn phase on Moores Lane.



CSG # 14
NICHOL MILL LANE AT INTERNAL CIRCULATION RING ROAD

- The existing ring road north of Nichol Mill Lane may be impacted by future greenway and/or sidewalk improvements. The CoolSprings Galleria PUD Subdivision development plan should show any adjustments to lane assignments, pavement markings, multimodal facilities, and roadway/intersection geometry that are needed to accommodate the future greenway and/or sidewalk improvements.



CSG # 15
CROSSROADS BOULEVARD AT INTERNAL CIRCULATION RING ROAD

- This intersection will be relocated to the east as part of the new proposed development at CoolSprings Galleria which will increase the spacing from the signalized intersection of Mallery Lane and Crossroads Boulevard from approximately 100 feet to approximately 250 feet. No recommendations are offered at this intersection to accommodate the new proposed development at CoolSprings Galleria.
- The CoolSprings Galleria PUD Subdivision development plan should show any adjustments to lane assignments, pavement markings, multimodal facilities, and roadway/intersection geometry that are needed to accommodate the future greenway and/or sidewalk improvements.



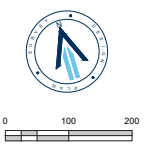
CSG # 16
GALLERIA BOULEVARD AT INTERNAL CIRCULATION RING ROAD

- The existing ring road west of Galleria Boulevard may be impacted by future greenway and/or sidewalk improvements. The CoolSprings Galleria PUD Subdivision development plan should show any adjustments to lane assignments, pavement markings, multimodal facilities, and roadway/intersection geometry that are needed to accommodate the future greenway and/or sidewalk improvements.

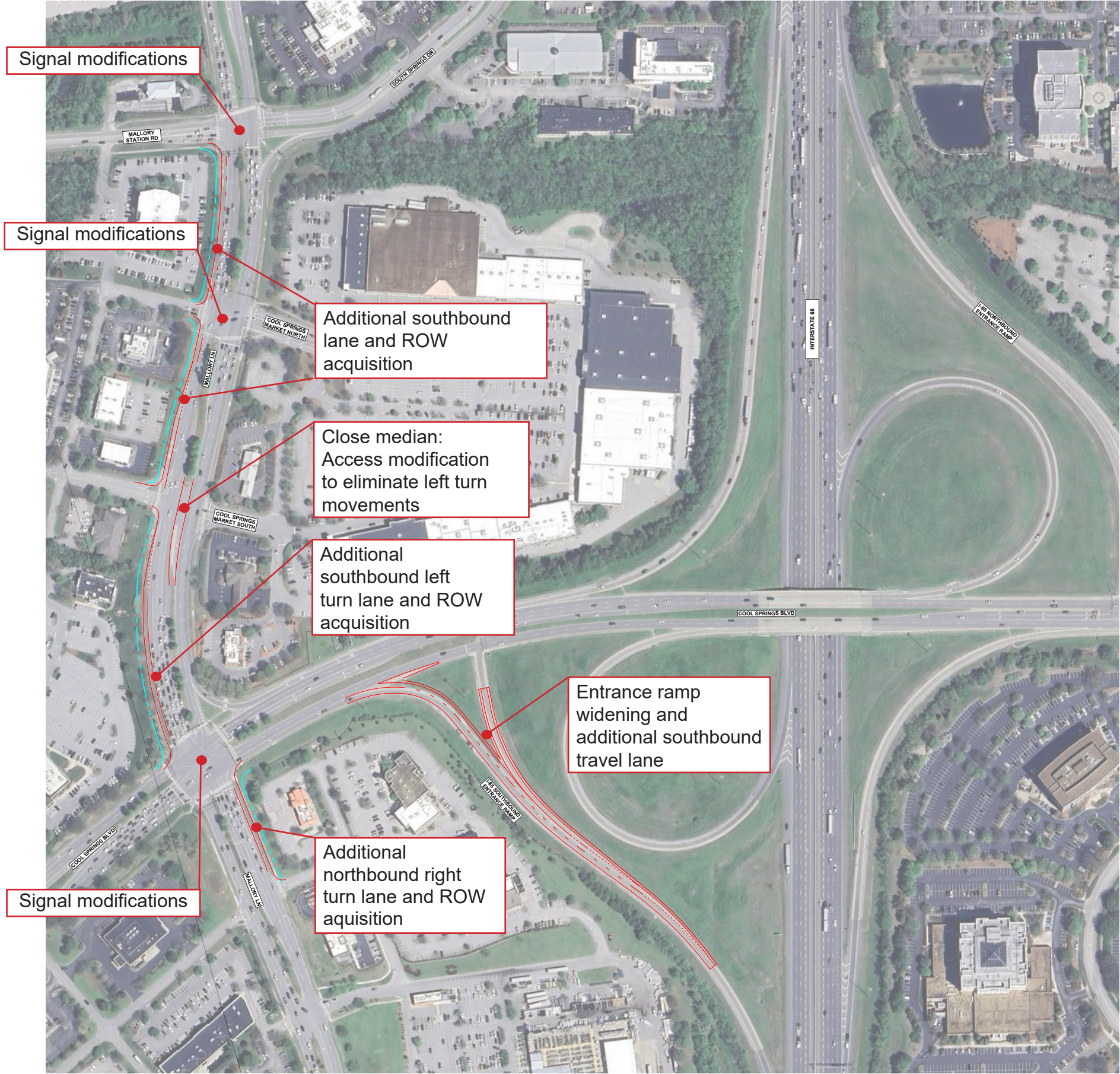


ACCESSIBILITY NOTE:
ANY ADJACENT INTERSECTION TO THIS DEVELOPMENT SHALL BE UPGRADED TO PROVIDE ADEQUATE ADA ACCESS. THIS CAN INCLUDE, BUT IS NOT LIMITED TO, CROSSWALKS AND RAMP FACILITIES.

NOTE:
BEARINGS SHOWN HEREON ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM, ZONE 5001, FIPSZONE 4100, NAD 83 DATUM.



Anticipated Capital Improvement Project (ST240001)
Cost: \$3.6 Million



NOTE:
BEARINGS SHOWN HEREON ARE BASED ON THE
TENNESSEE STATE PLANE COORDINATE
SYSTEM, ZONE 5301, FIPSZONE 4100; NAD 83
DATUM.



05/08/24	Neighborhood Meeting @ 5PM CST
06/10/24	Initial Submittal
06/27/24	JCW Meeting (5:30 PM)
07/25/24	FMPC (7 PM) - Public Hearing
08/13/24	BOMA Worksession (& 1st Reading TBD)
08/27/24	BOMA 1st Reading
09/10/24	BOMA 2nd Reading + Public Hearing
09/24/24	BOMA 3rd and Final Reading



LEGEND

-  **HOSPITALITY**
(+/- 120 KEY)
-  **RETAIL / RESTAURANT**
(+/- 76,600 SF NEW)
-  **MULTIFAMILY RESIDENTIAL**
(+/- 600 UNITS)

QUESTIONS?

Joint Conceptual Workshop June 27, 2024

Five-Year Zoning Ordinance Update Follow-Up on BOMA/FMPC Topics

Telecommunication Towers

May JCW Discussion

- Discussed County zoning amendment to require traditional telecommunication towers to have a minimum setback of 1,500 feet from an educational facility.
- JCW feedback was supportive of further study:
 - Setbacks for Schools
 - Radiofrequency Emissions (RF)
 - Aesthetic Requirements



Telecommunication Tower Current Zoning Requirements

- Fall radius requirements so that its collapse is contained on its own property
- Separation distances between other towers
- Separation distances between towers and off-site lots
- Additional regulations on lighting, signage, landscape, fencing, and materials (galvanized steel finish or painted neutral color)
- Administrative approval of towers 60 feet or less; FMPC approval of new towers above that height

Off-Site Lot ^{1 2}	Separation Distance
Lot for a House, Modular Home, or Mobile Home	200 feet or 300% of tower height, whichever is greater
Lot for a Duplex, Multiplex, Townhouse, Multifamily, or Mixed-Use	200 feet or 200% of tower height, whichever is greater
Lot in a Nonresidential Zoning District	Minimum setbacks per the applicable zoning district

Further Study

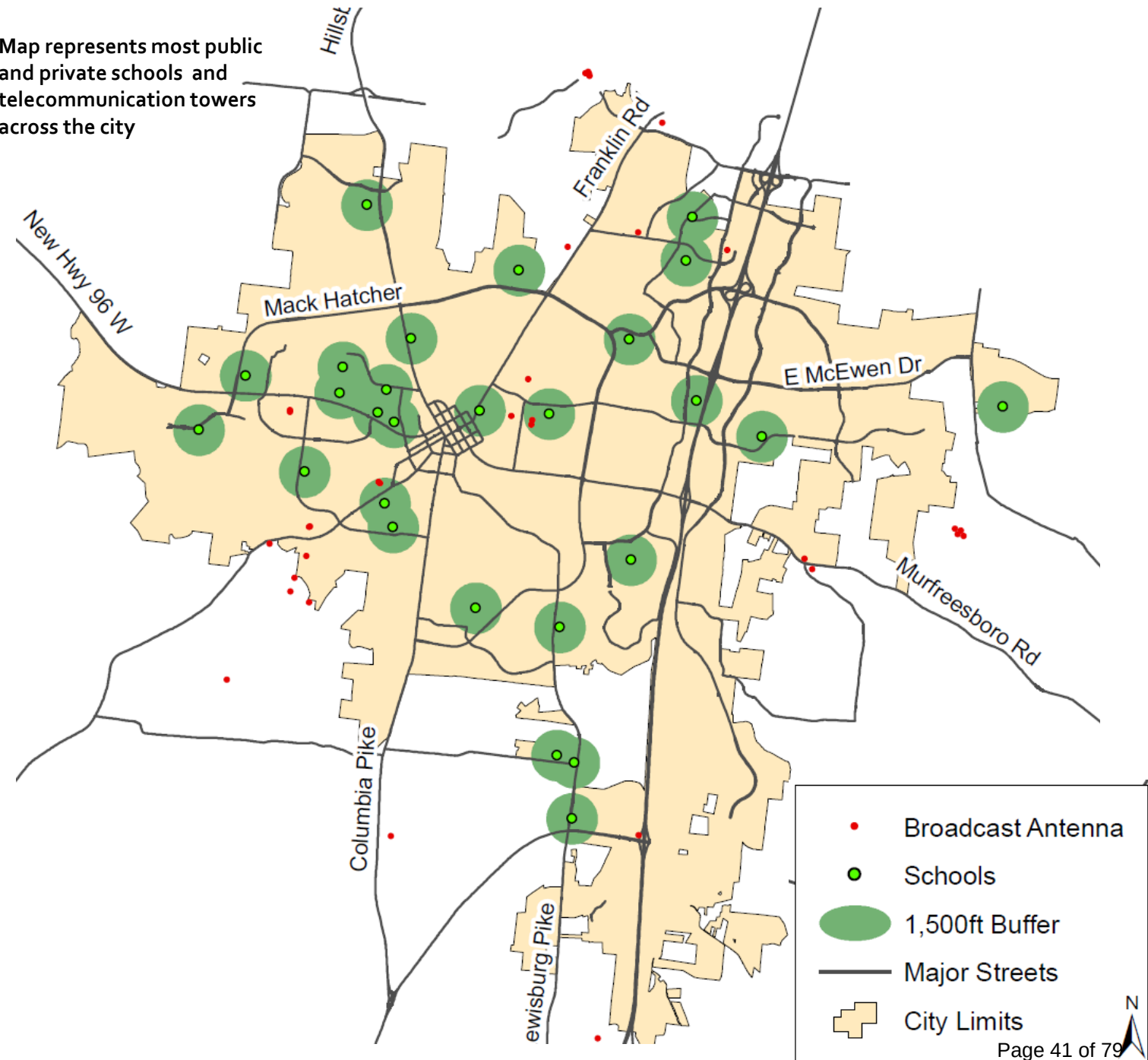
- Cannot regulate telecommunication towers based upon radiofrequency emissions (RF) per Federal or State law.
- Can regulate for zoning with setbacks, aesthetics, landscape, character, and to lessen the impact of new development on existing development.



Setback Options

1. Adopt the County setback of 1,500 feet from educational facilities.
2. Continue our current standards (setbacks on the lot itself for nonresidential lots)

Map represents most public and private schools and telecommunication towers across the city





Aesthetics: Imitation of Nature





Aesthetics: Imitation of Architectural Structures



Credits:
www.twistedgifter.com
www.thepress.net/
www.ocregiter.com
www.s8-design.com/
www.mapquest.com
www.cnn.com

Franklin Examples



160-foot tower , Southeast Parkway



160-foot tower, 112 Fort Grainger Dr



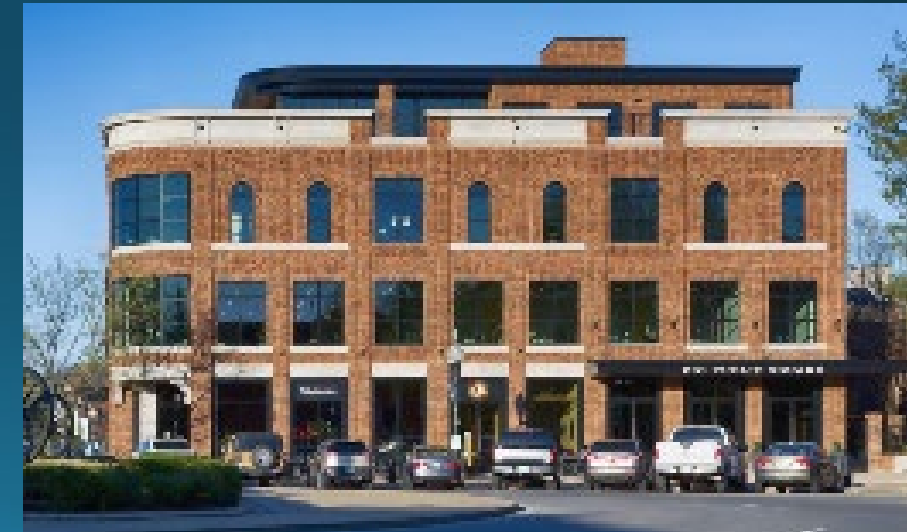
55-foot tower, Lewisburg Pk



185-foot tower, 2130 Edward Curd Ln



150-foot tower, 3200 Boyd Mill Ave



Macro tower in parapet, Public Square

Overview of Options

Setbacks

1. Adopt the County setback of 1,500 feet from educational facilities
2. Continue our current standards (setbacks on the lot itself for nonresidential lots)

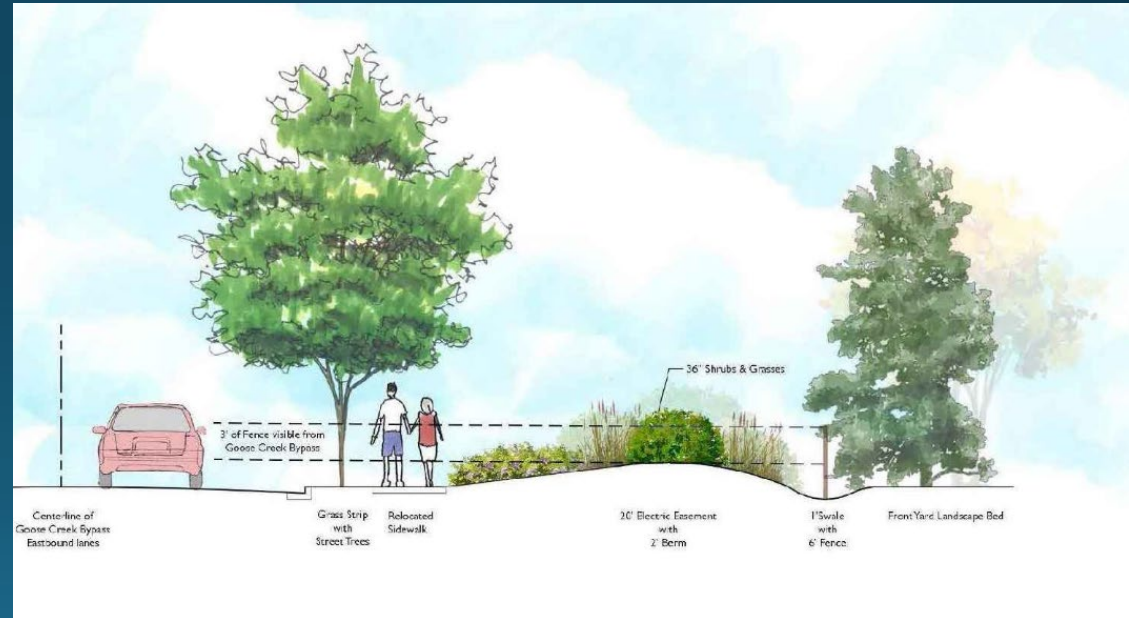
Aesthetics

1. Require all traditional telecommunications towers to be concealed or 'stealth' towers by imitating:
 1. An architectural structure (e.g. steeple, belltower, parapet, art)
 2. Nature that is context based to best suit this geographical area (no palm trees, cacti)
2. Continue our current standards (galvanized steel finish or neutral color)

Landscape Buffers

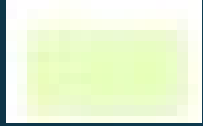
May JCW Discussion

- Discussed recent developments that have enhanced screening between new nonresidential development and existing residential development
- Feedback was supportive of further study of enhanced buffer options for consideration.



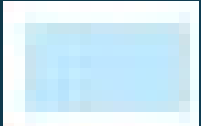
Transitional Features

Current Requirements



Outside of CFO/CAO1, 2, and 3:

- Transition Zones are required when a new nonresidential, mixed-use, multifamily, or townhouse development abuts existing residential lots:
 - 25-foot landscape buffer zone
 - 50-foot graduated use zone
 - 50-foot building height and form zone

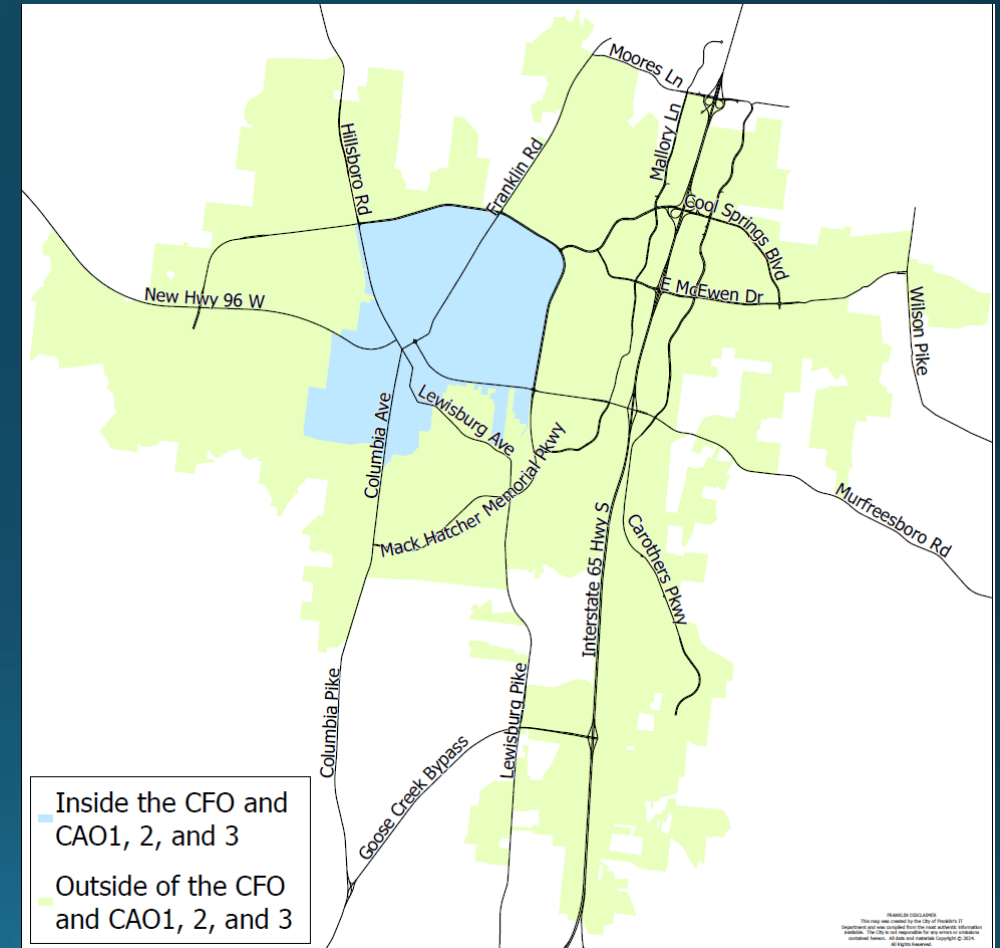


Inside the CFO/CAO1, 2, and 3:

- Transition Zones are not required
- Requirements focus on setbacks, building height, scale, massing, and character

Across the city:

- No landscape buffer is required for new single-family residential next to existing single-family residential, but new lots must be at least 75 percent of the average lot size of the existing lots.



Within the Landscape Buffer Zone

Type of Material	Number per 100 Linear Feet	Minimum Evergreen
Canopy Trees	5	50%
Understory Trees	5	50%
Shrubs	60	75%

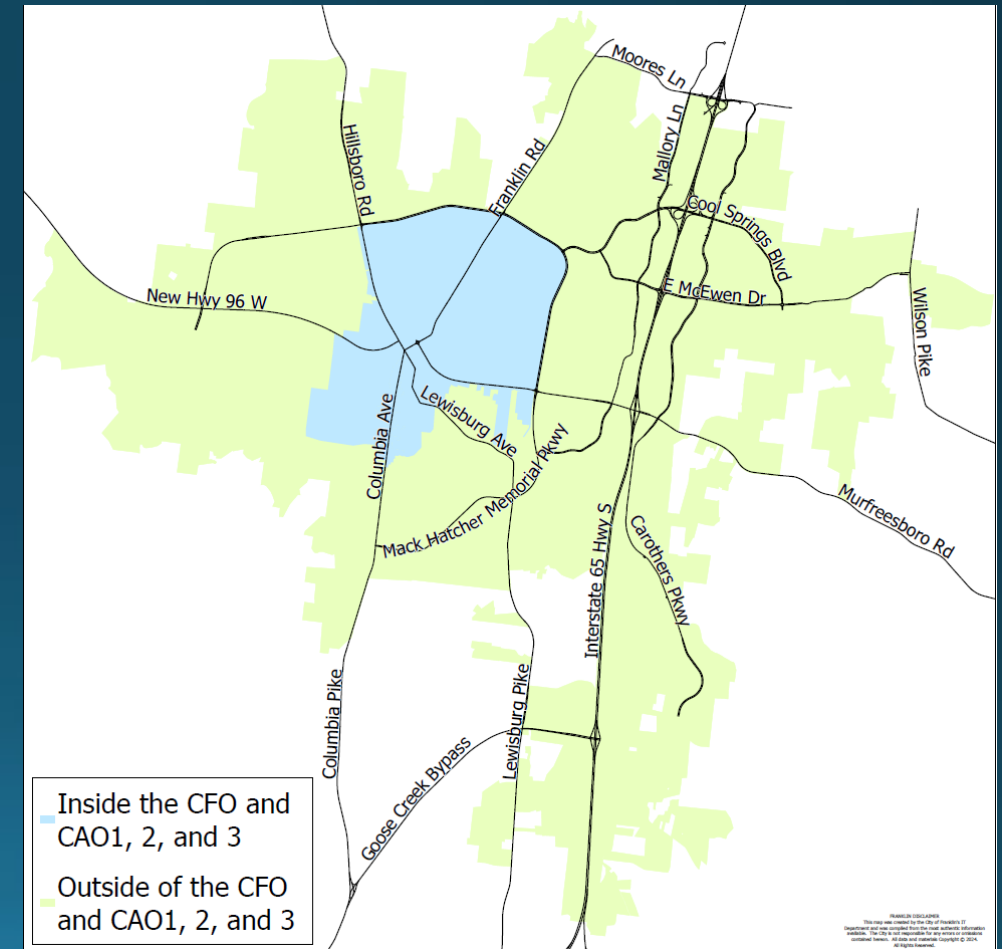
- 25' wide landscape buffer with 50% evergreen trees and 75% evergreen shrubs
- Fences, walls, and berms may be used, but are not required
- Existing vegetation may be credited towards the buffer requirement





Options for Transitional Features Between Nonresidential and Residential

- Outside of CFO/CAO1, 2, and 3:
 1. Require berm, fence, or wall when next to residential lots (houses, duplexes, multiplexes, townhouses).
 2. Require both a berm and a fence or wall when next to residential lots (houses, duplexes, multiplexes, townhouses).
 3. Increase the width of the landscape buffer (currently 25 feet).
- Inside of CFO/CAO1, 2, and 3:
 1. Require fence or wall when next to residential lots (houses, duplexes, multiplexes, townhouses).



Lighting

May JCW Discussion

- Light pollution came up as a topic and there was support for further study.
- Staff will be conducting peer community research and will be back with an update.



Next Steps

Topics from
BOMA/FMPC
Members

Envision
Franklin

Modification of
Standards

Variances

State Law
Changes/
Best Practices

FEMA
Floodplain Map
Updates

Joint Conceptual Workshop June 27, 2024

Five-Year Zoning Ordinance Update

Five Year Zoning Ordinance Update

Potential Topics
from BOMA/FMPC
Members

Envision Franklin

Modification of
Standards

Variances

State Law
Changes/
Best Practices

FEMA Floodplain
Map Updates

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Envision Franklin Comprehensive Update

Envision Franklin Updates

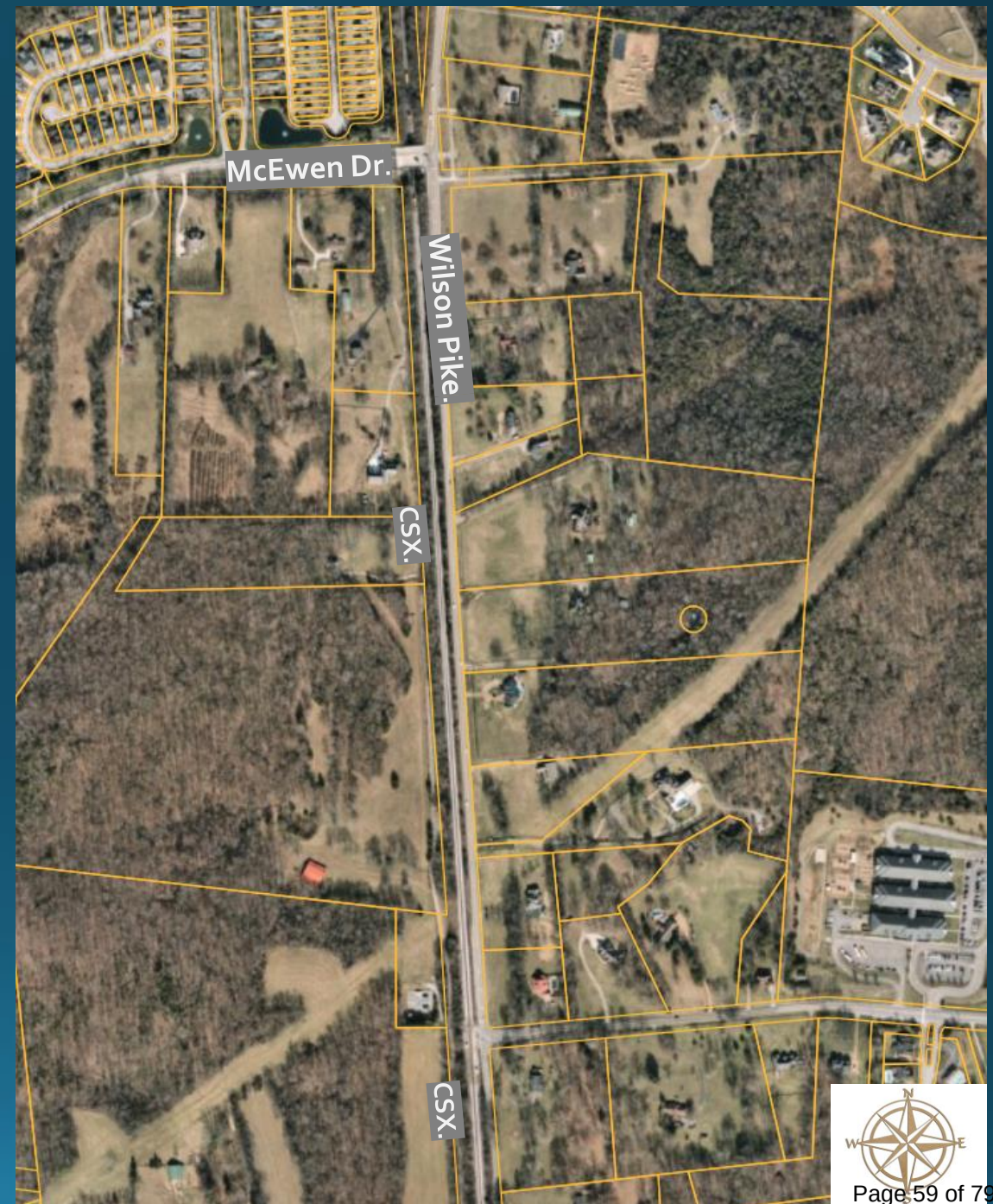
- Created new Farmstead Residential and Small-Scale Multifamily Building Types.
- Established scenic corridor setbacks along a portion of Wilson Pike.
- Refined building heights in the Regional Commerce Design Concept to step height down along the edges of residential.
- Added accessory dwellings into all single-family residential design concepts.

Farmstead Residential and Small-Scale Multifamily in Building Types

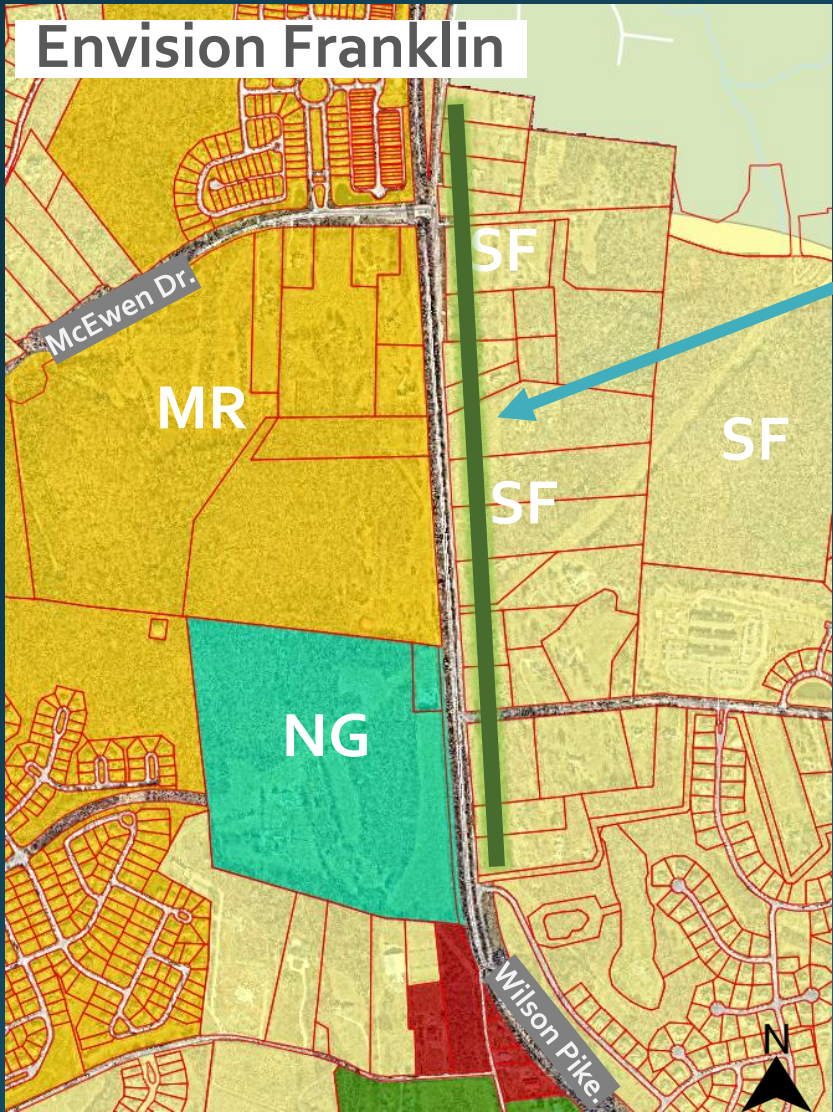
- Provide a new building type for Farmstead Residential which would be an agrarian-styled building containing 5-8 units
 - Provide flexibility for rural architectural character
 - Add to definitions
 - Add to PD Zoning District
- Small-Scale Multifamily, which would be 8-12 units/building capped at 2.5 stories and would adhere to the standards of the Multifamily Building Type.

Wilson Pike Scenic Corridor Overlay

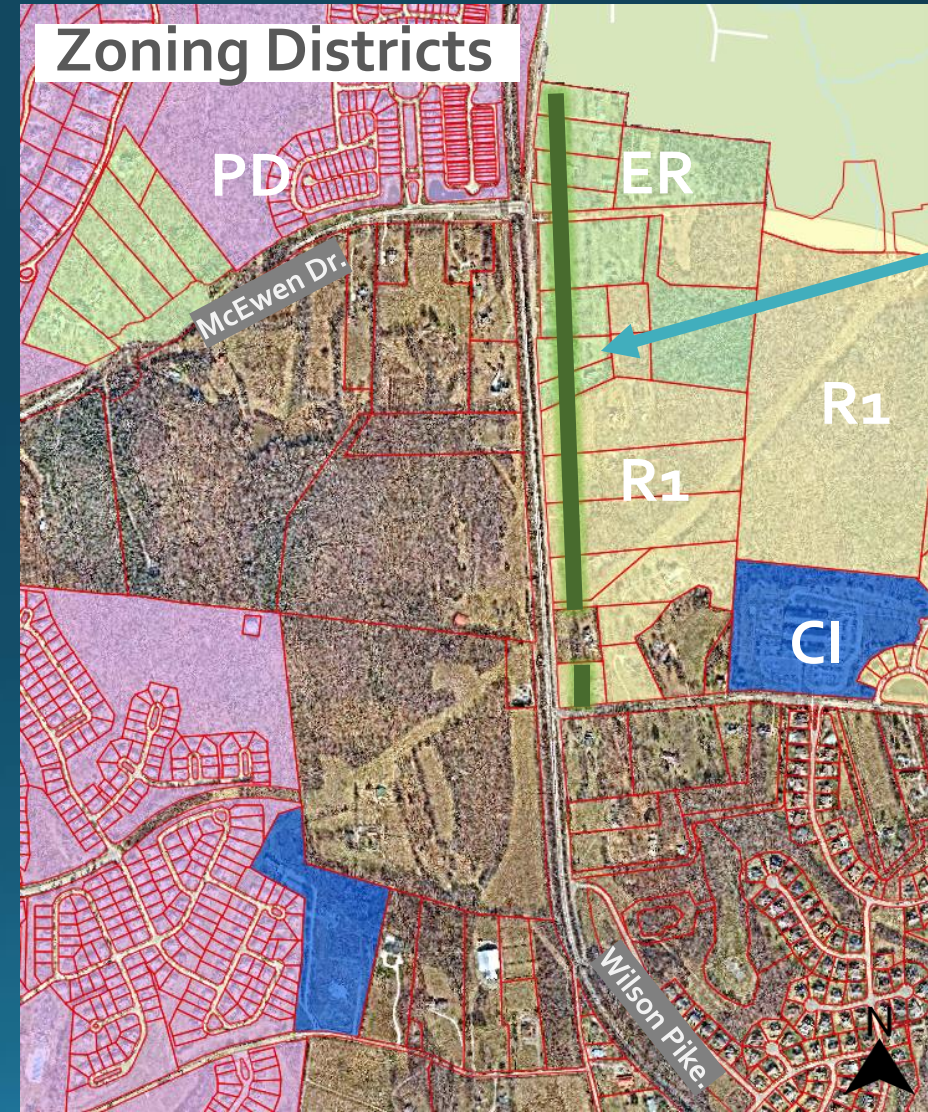
Envision Franklin established a 100 ft setback on the east side of Wilson Pike to help preserve rural character.



Wilson Pike Scenic Corridor Overlay



100 ft
building
setback
on east
side of
Wilson Pk

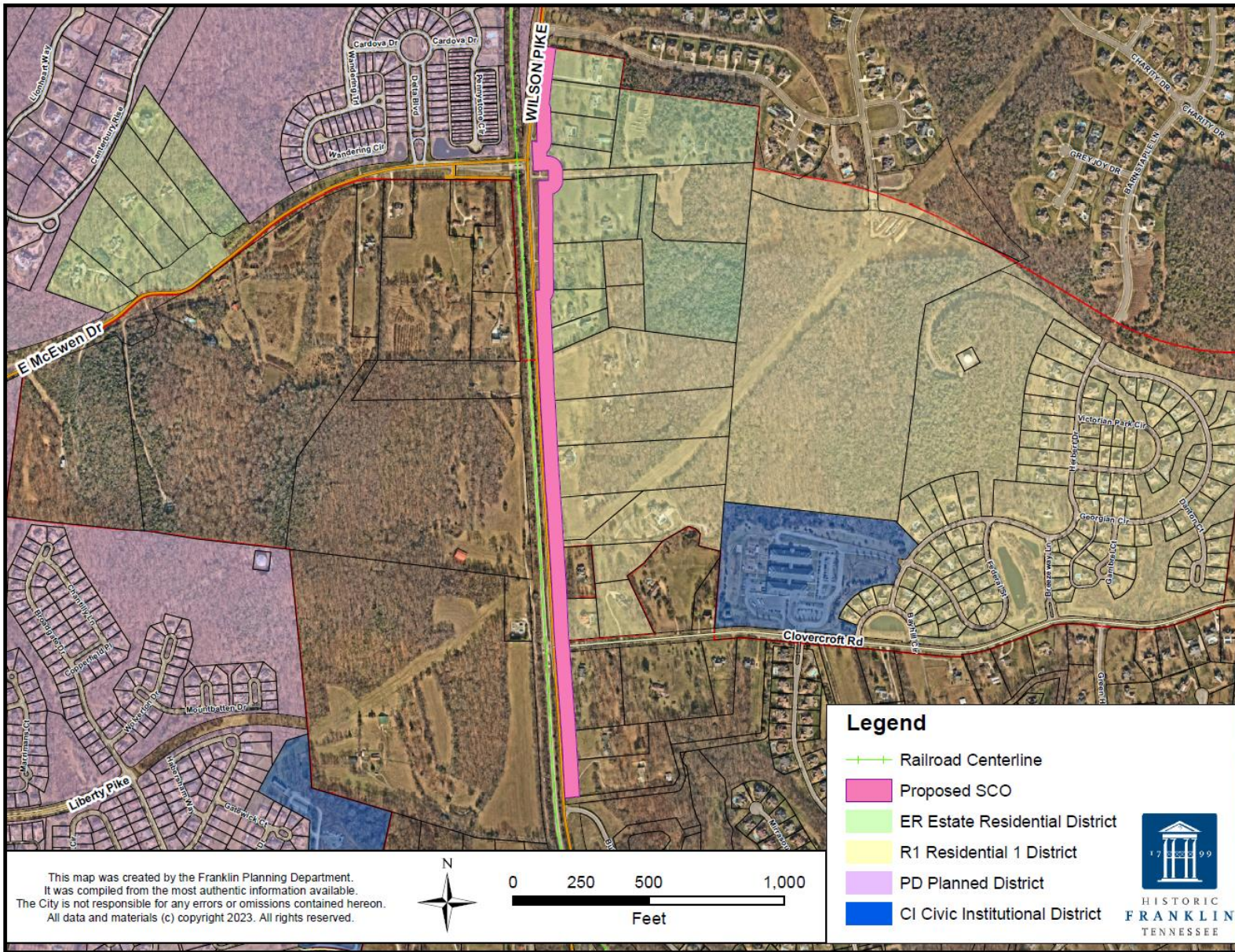


14
impacted
parcels if
rezoned to
SCO

Wilson Pike Proposed SCO

- Alignment with Envision Franklin
- All other recommended setbacks are in the Zoning Ordinance
- This would not create any nonconformities
- Mailers would be required

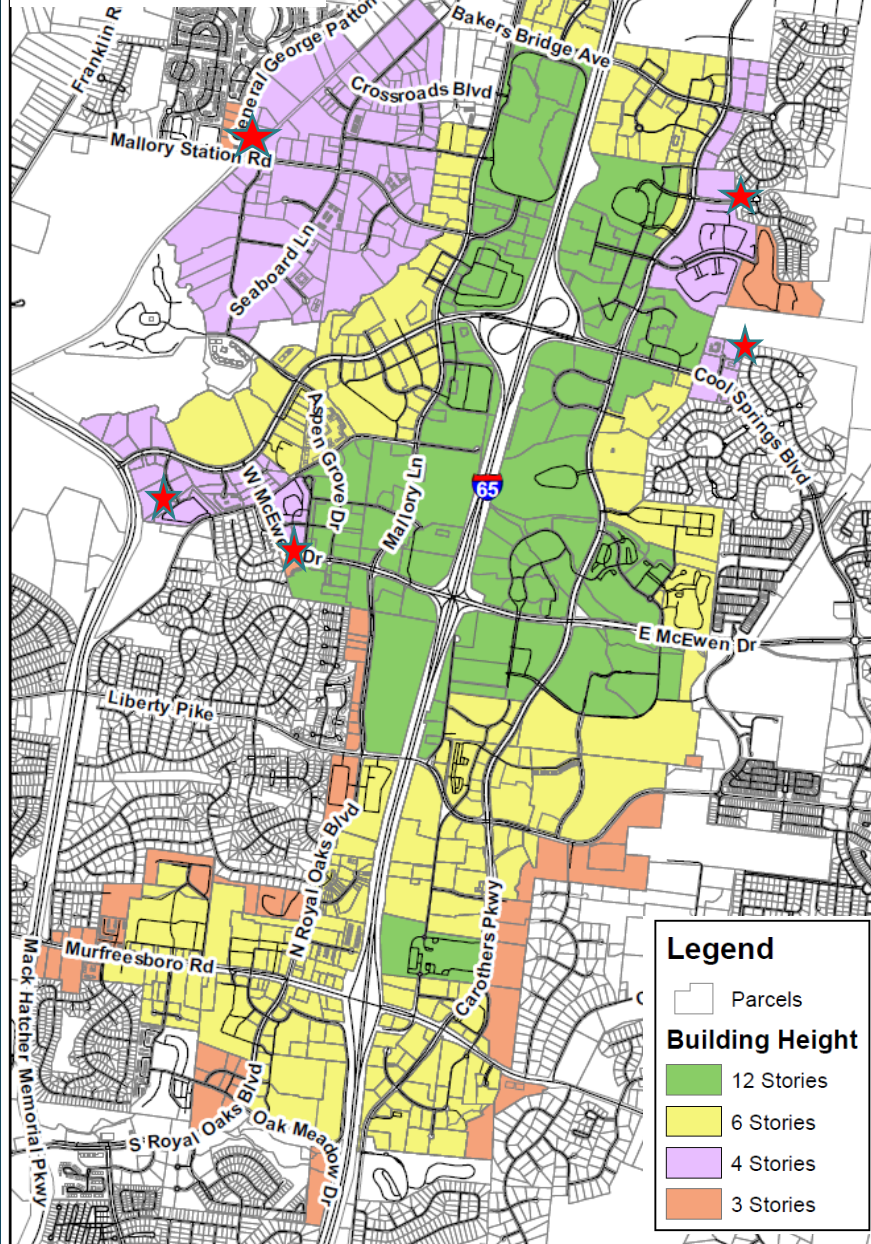
Do you support rezoning the front of these 14 parcels into the SCO?



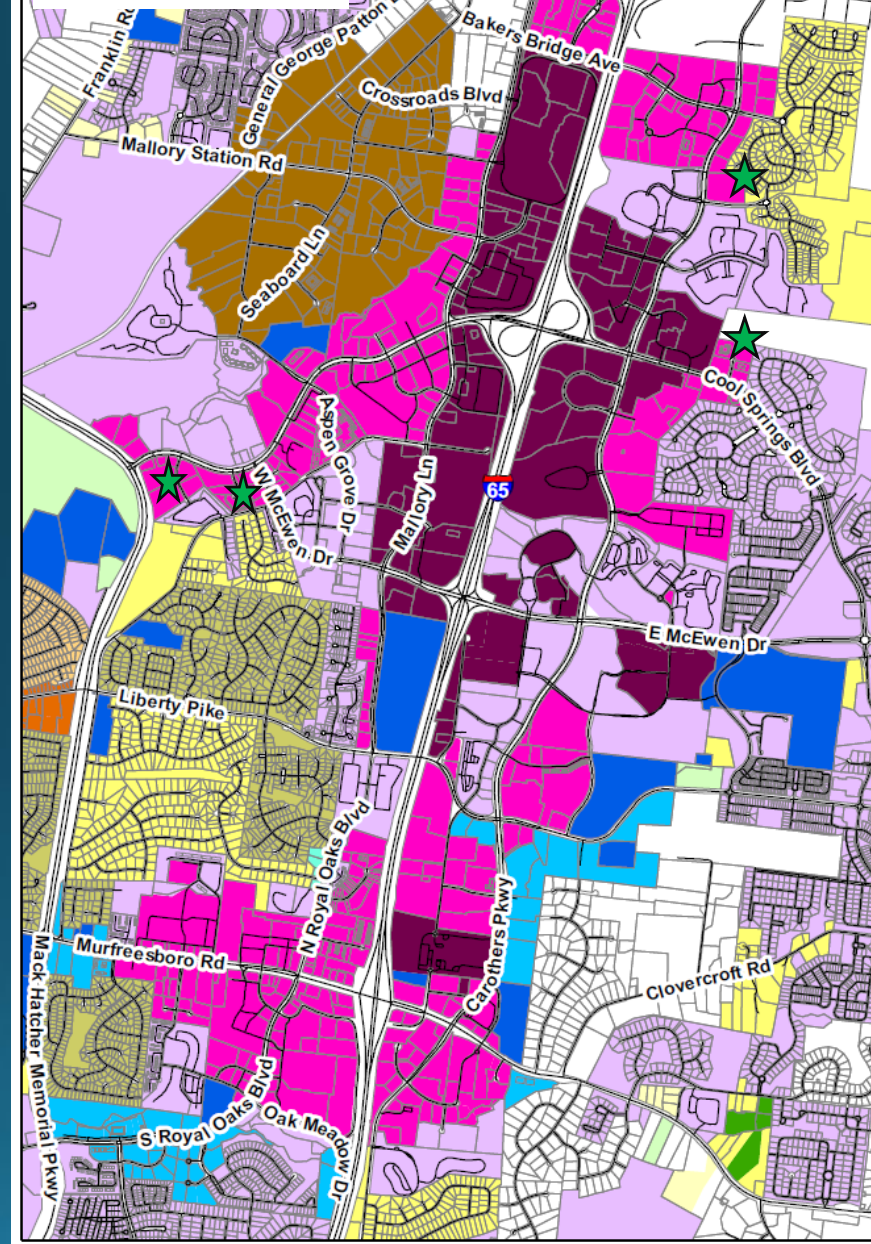
RC6 District Considerations

- Envision Franklin designated a maximum building height of four stories for specific areas of Cool Springs to help transition down in intensity from I-65 or to help balance building heights at intersections.
- Cool Springs BLVD near Mack Hatcher Parkway was specifically identified by multiple aldermen during the update
- Should the staff create a new zoning district—RC 4 and recommend rezoning these properties?

Envision Franklin Height Map

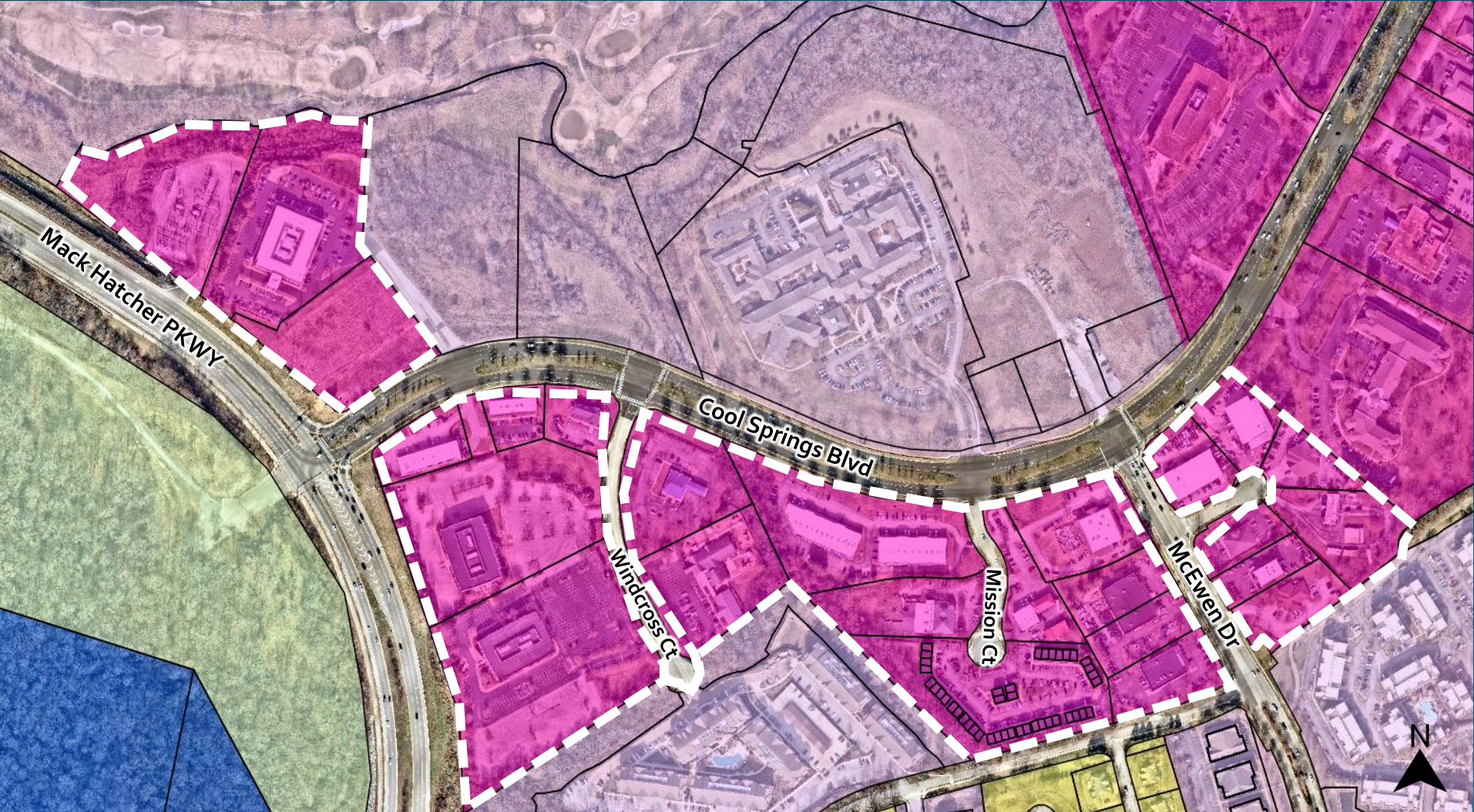


Zoning Districts Map

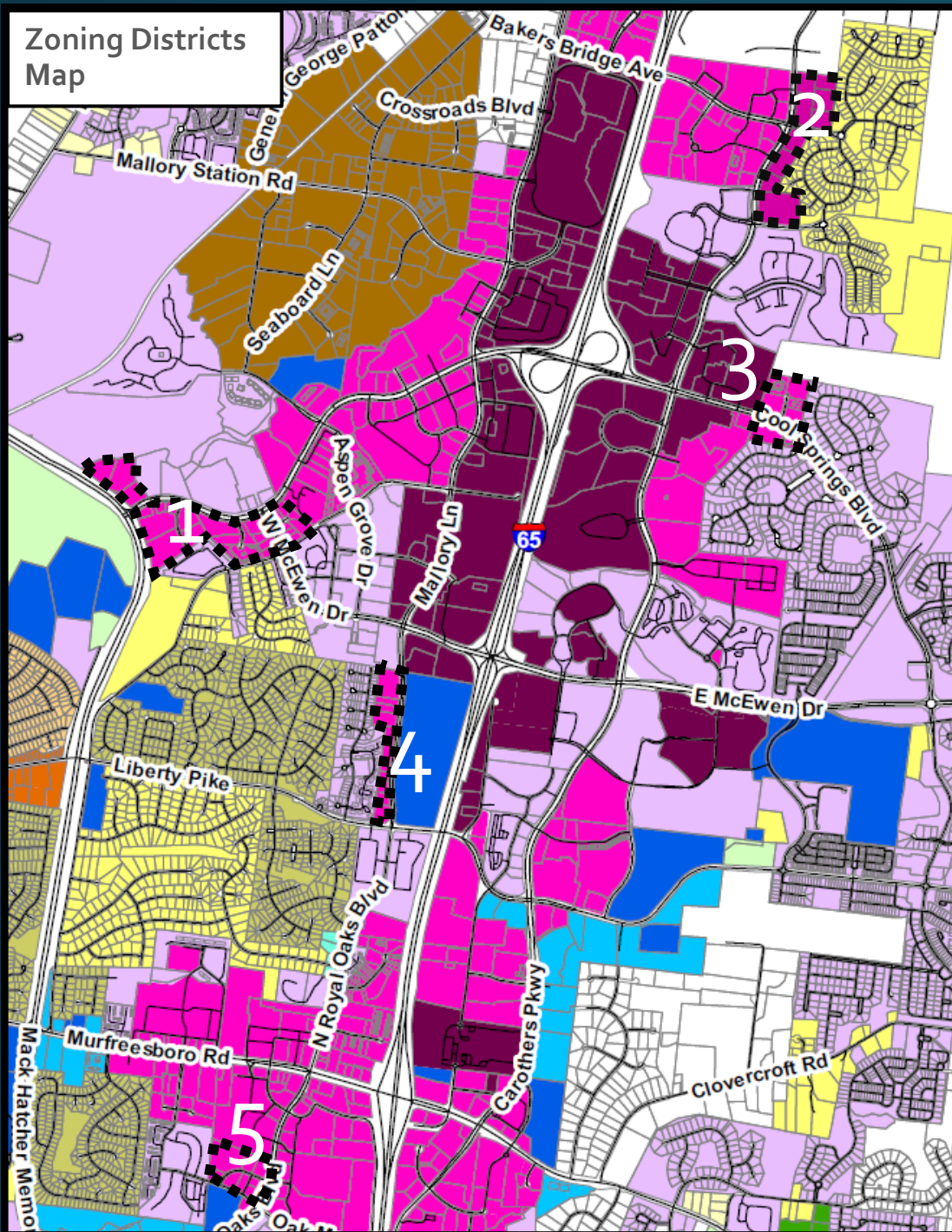


Stars represent
areas of height
maximum
reductions

Zoning Districts Map Impacted Location: Cool Springs BVLD and McEwen Drive



Zoning Districts Map



Dashed areas represent parcels zoned RC6 that could be reduced to RC4:

1. Cool Springs BLVD near Mack Hatcher Parkway (24 parcels)
2. East of Carothers Parkway near Bakers Bridge (10 parcels)
3. Cool Springs BLVD and Billingsley Court (7 parcels)
4. Mallory Lane across from Centennial High School (9 parcels)
5. Rand Place (8 parcels)

Legend

Parcels

Zoning Districts

Representation: FranklinGIS.DBO.ZoningDistricts_Rep

- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R2 Residential 2 District
- R3 Residential 3 District
- R4 Residential 4 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District
- CI Civic Institutional District
- RC6 Regional Commerce 6 District
- RC12 Regional Commerce 12 District
- GO General Office District
- LI Light Industrial District

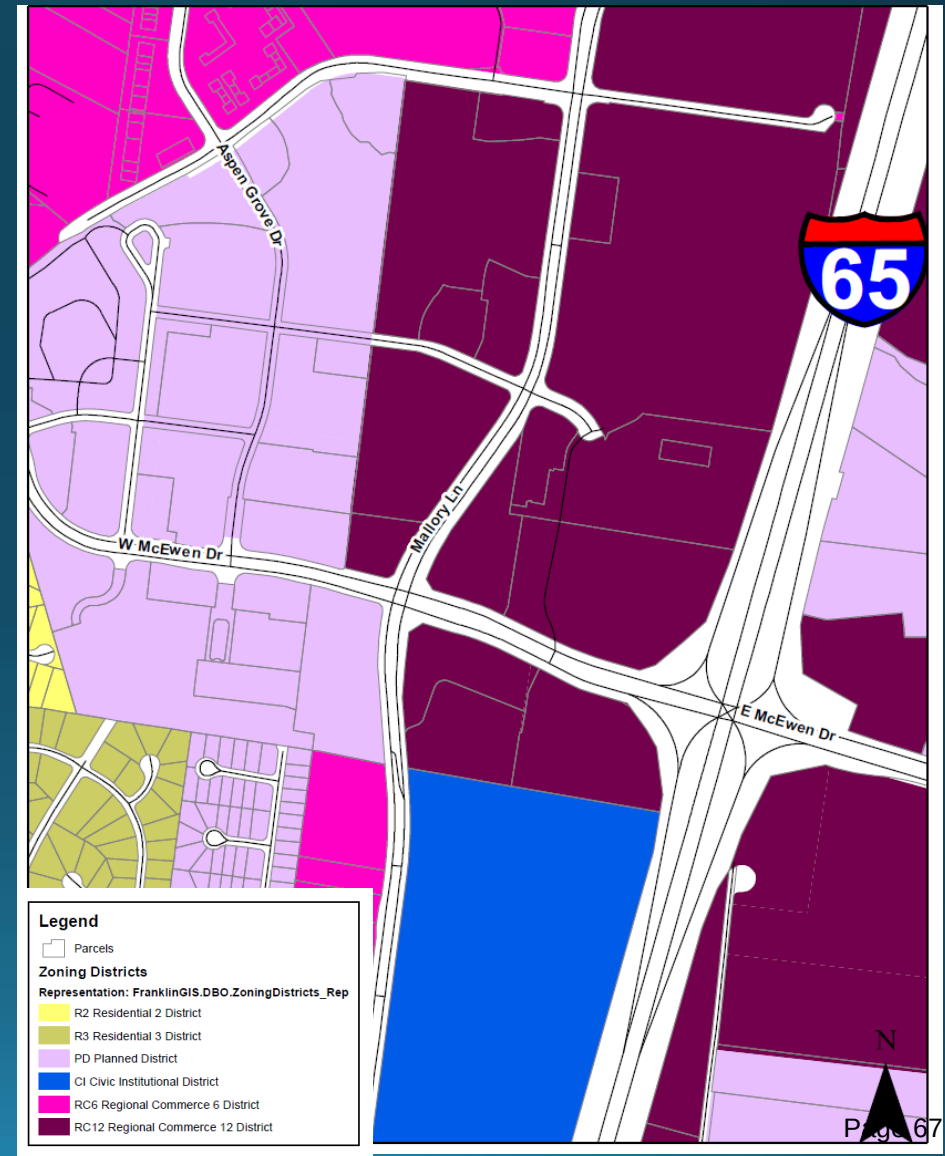
RC6 to RC₄ Considerations

- Should the staff create a new RC4 zoning district?
- Which areas should be recommended for rezoning into RC4?
- Mailers to property owners and those within 500 feet required

McEwen and Mallory Lane

Add policy to Transitional Features 8.1.3
Building Height at Major Intersections:

Building heights may be up to eight stories on sites around the intersection (of Mallory Lane and McEwen Drive) if the massing and scale is graduated and 20-foot building stepbacks are utilized by the top of the fourth story. The vacant parcel located between Centennial High School and McEwen Drive should also not exceed eight stories in height. The parcel on the northwest corner should be limited to a maximum of four stories, given the existing topography on the site. The intent is to balance the building heights around the intersection and to maximize the viewshed and the urban design aesthetic at this gateway location.



Accessory Dwellings in Single Family Residential Districts

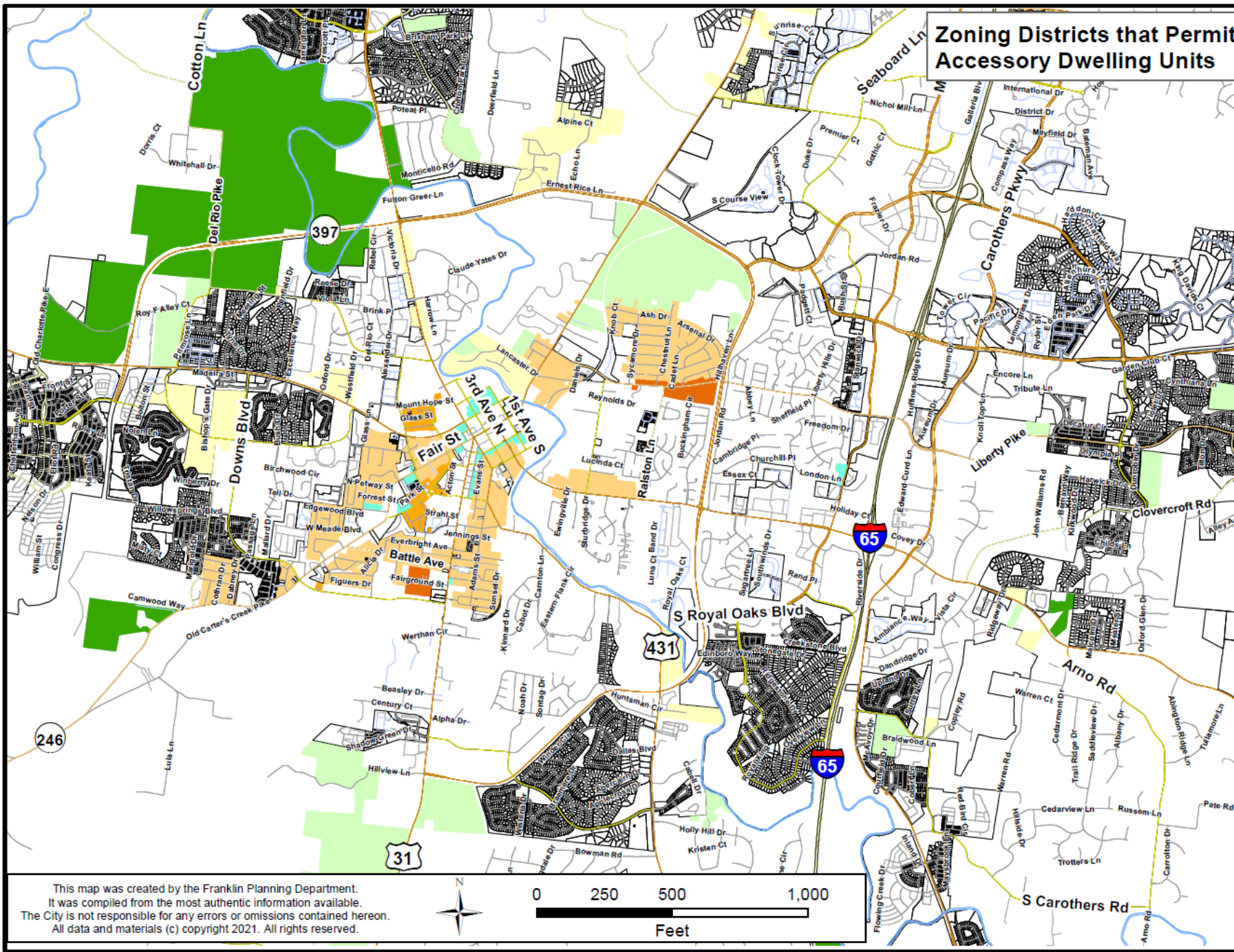
- Envision Franklin was amended to include accessory dwellings in the Single Family Residential Design Concept
- The Zoning Ordinance allows Accessory Dwellings in the following Zoning Districts: AG, ER, R1, R4, R6, OR, and PD. They are not permitted in R2 and R3.

Accessory Dwellings Use Restrictions

- The Zoning Ordinance states:
 - Maximum of one ADU permitted on a lot
 - The building footprint shall not exceed 50% of the building footprint of the principal building
 - Building height can't exceed height of main house or 1½ stories
 - Owner must live on the lot
 - Must comply with the principal building type standards for materials, material changes, colors, and roof elements
 - Must provide parking, meet LSA, setback requirements, and stay out of easements

Zoning Districts that Permit Accessory Dwelling Units

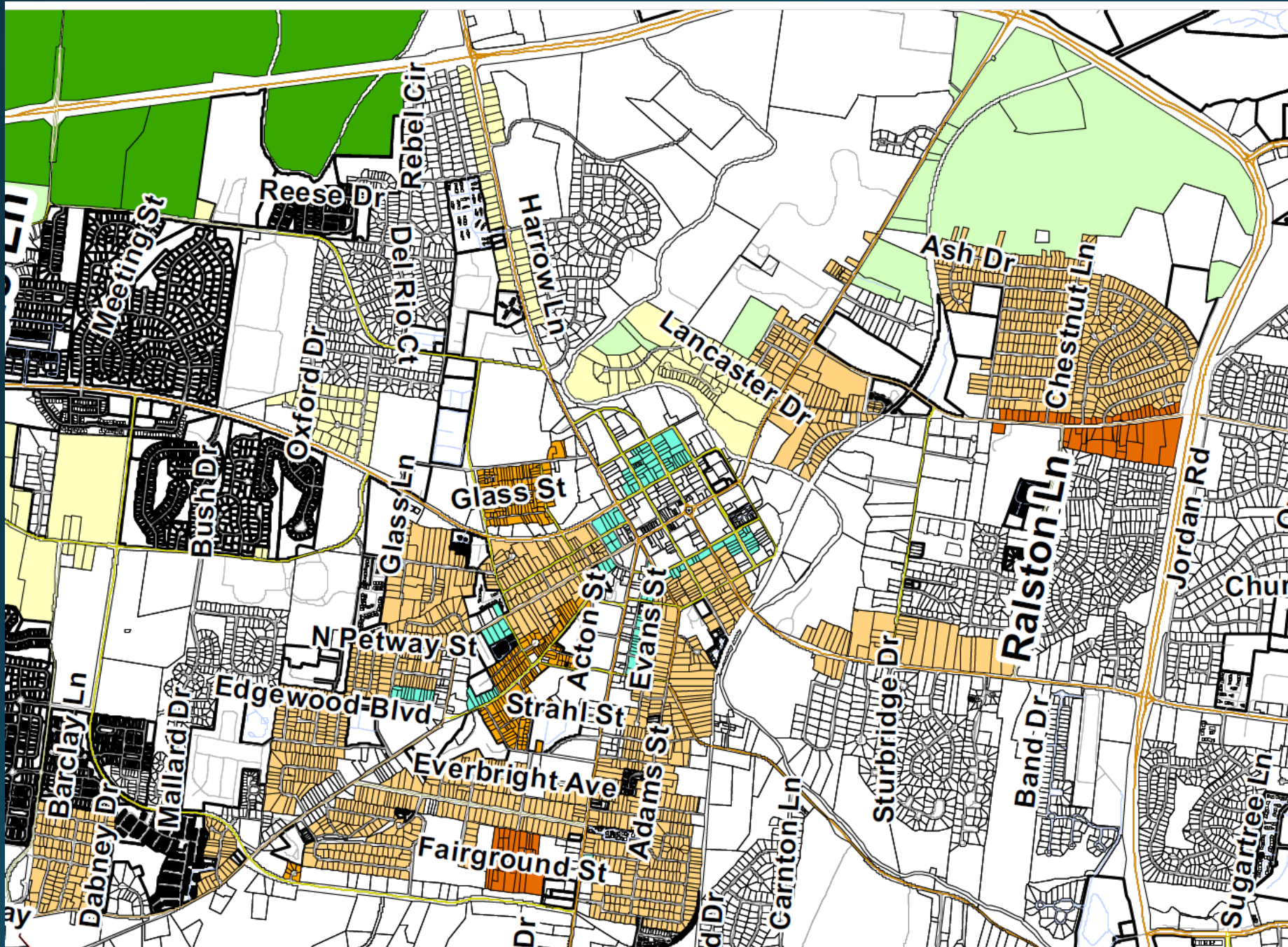
Zoning Districts that permit ADUs



Legend

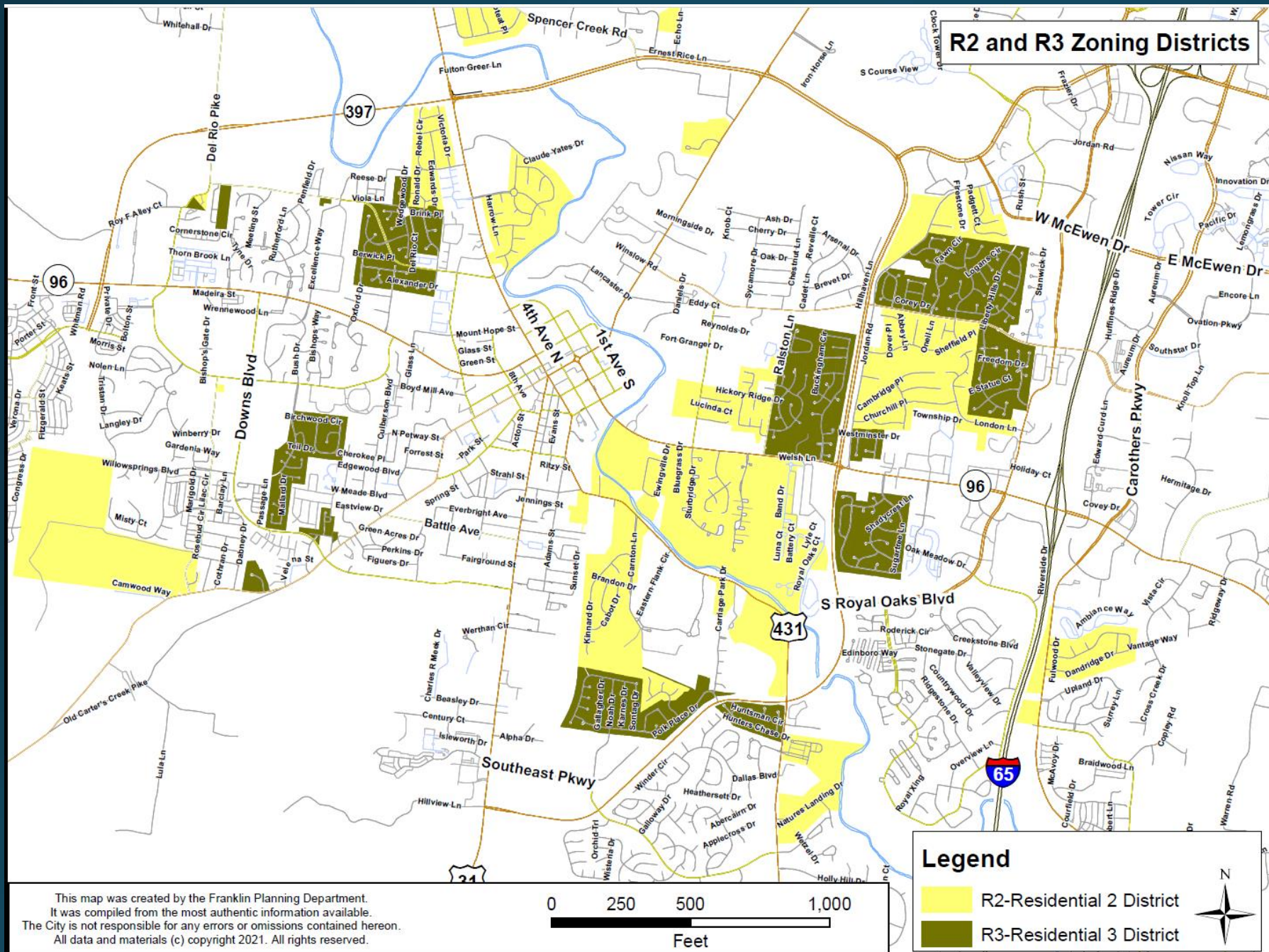
- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R4 Residential 4 District
- R6 Residential 6 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District

Zoning Districts that currently permit ADUs (Zoomed in)

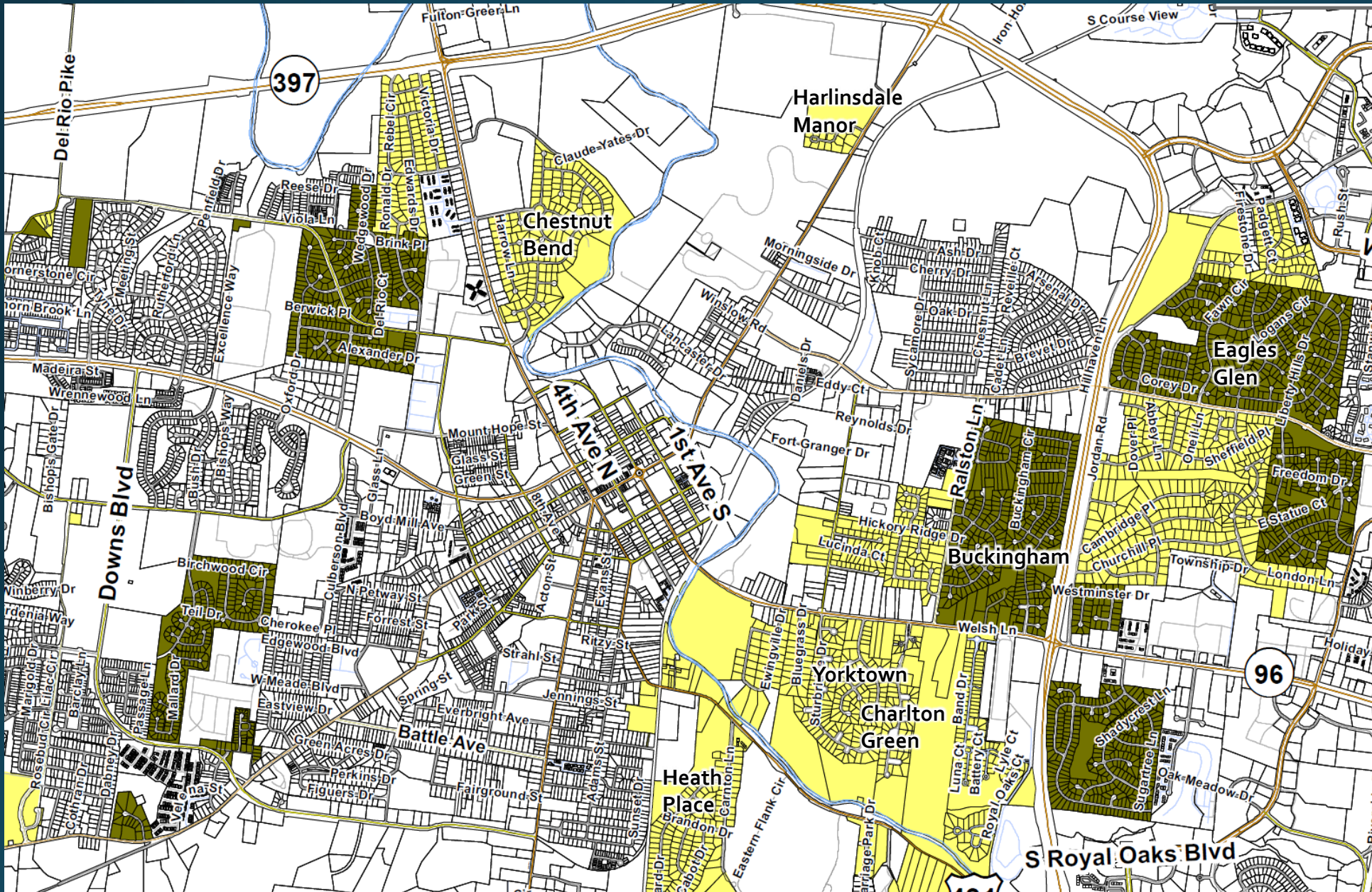


Legend

- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R4 Residential 4 District
- R6 Residential 6 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District



R2 and R3 Zoning Districts that currently do not permit ADUs



R2 and R3 Zoning
Districts that
currently do not
permit ADUs
(Zoomed in)

Accessory Dwellings in Single Family Residential Districts

- Should accessory dwellings be permitted in R2 and R3 Districts? Do you want to propose this with the update?

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May 23, 2024 Approved Amendments

Civic And Recreation Design Concept

For the Brownland Farm & Christ Community Church properties, the following Special Consideration was approved (9-0):

West of Hillsboro Road and Along Mack Hatcher Parkway:

Indoor and outdoor commercial recreation uses are appropriate at this location. Supporting local commercial uses such as physical therapy, sports related training and services, related office uses, and restaurants and retail uses that support the multi-purpose sports complex are also appropriate. **Supporting local philanthropic uses including office, charitable/fraternal/social organization, and retail associated with storage and prep areas may also be appropriate when aligned with Civic Institutional and included in a master planned campus.** The Planned District is the appropriate zoning district to implement this vision.

Mixed Residential Design Concept

For properties between I-65 and Carothers Parkway, and north of Upland Drive, the following Special Consideration was approved (9-0):

Existing assisted living facilities may be converted to multifamily residential units. Demolition of such buildings for the purposes of constructing new multifamily residential uses is not supported.



Large Lot Residential Design Concept

For Properties along South Berry's Chapel Road, the following Special Consideration was approved (7-2):

The scenic corridor fronting South Berry's Chapel Road should have setbacks of at least 150 feet for new development in order to preserve its rural character. 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. New development within the South Berry's Chapel Corridor should consist of single-family residential uses with a minimum lot size of two acres to fit contextually with the surrounding rural character of the area.



Mayes Creek Basin Mapping Change

An amendment was approved to make the following mapping change (6-3):

Approximately 600 acres in the Mayes Creek Basin along Murfreesboro Road was changed from the Village Green Design Concept to the Rural Reserve Design Concept.

