



City of Franklin

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

Meeting Minutes

Franklin Municipal Planning Commission

Thursday, August 22, 2024

7:00 PM

Board Room

Notice is hereby given that a meeting of the Franklin Municipal Planning Commission will be held on the date, time and at the location listed above. Additional information can be found at www.franklintn.gov/planning.

The typical process for discussing an item is as follows:

1. Staff Presentation
2. Public comments
3. Applicant presentation, and
4. Motion / discussion / vote

Applicants are encouraged to attend the meeting, even if they agree with the staff recommendation. The Planning Commission may defer or disapprove an application/request unless someone is present to represent it.

For accommodations due to disabilities or other special arrangements, please contact the Human Resources Department at (615) 791-3216, at least 24 hours prior to the meeting.

CALL TO ORDER

Vice Chair Orr called the meeting to order at 7:01 PM.

Commissioners Present: Michael Orr, Ann Petersen, Marcia Allen, Jimmy Franks, Nick Mann, Alma McLemore, and Jennifer Williamson

Commissioners Absent: Scott Harrison and Roger Lindsey

Staff Present: Shauna Billingsley, Emily Wright, Amy Diaz-Barriga, Joey Bryan, Chelsea Randolph, Tia Holden, and Jimmy Wiseman

CITIZEN COMMENTS (Open for citizens to be heard on any issue or concern, including those related to items on the agenda. Please submit a Speaker Card at the beginning of the meeting if you would like to address the Commission. If you would like to speak on a non-consent agenda item, the Chair will hold your comment until the public comment period associated with the item. As provided by law, the Planning Commission shall make no decisions or consideration of action of citizen comments for items not on the agenda, except to refer the matter to the Planning Director for administrative consideration, or to a schedule the matter for consideration at a later date. Those addressing the Commission are requested to come to the microphone and identify themselves by name and address for the official record. The Chair may restrict the period for public comment, including the length of the public comment period, the number of individuals who can speak and the length of time each individual may speak. When time allows, the standard individual public comment time is two minutes.)

Vice Chair Orr asked for citizen comments. There were none.

Comments on agenda items may be made in person at city hall or by emailing planningintake@franklin.tn.gov before noon on the day before the meeting. Emailed comments will be provided to the Commission and included in the minutes, but not read aloud in their entirety during the meeting.

APPROVAL OF MINUTES

1. Consideration Of Approval Of The July 25, 2024 FMPC Minutes

Sponsors:

Attachments: 1. FINAL July 25 2024 FMPC Minutes

A motion was made by Commissioner Allen, seconded by Alderman Petersen to Approve the Minutes from the July 25, 2024 meeting. The motion carried 7-0.

ANNOUNCEMENTS

Vice Chair Orr asked if Staff had any announcements. There were none.

CONSENT AGENDA

2. Consideration Of Approval Of Items 3-9 And 14-16 On The Consent Agenda

Sponsors:

Attachments: None

A motion was made by Commissioner Mann, seconded by Commissioner McLemore to Approve items 3-9 and 14-16 as presented on the Consent Agenda. The motion carried 7-0.

SITE PLAN SURETIES

3. Amelia Park PUD Subdivision, Final Plat, Section 1; Accept The Sidewalks Improvement, Release The Performance Agreement And Establish A One-Year Maintenance Agreement. (CONSENT AGENDA)

Sponsors: Melodie Brady

Attachments: 1. Amelia Park Sec 1 - action request sidewalks
2. Amelia Park Sec 1 - inspection punch list sidewalks

The item was Approved on Consent Agenda.

4. Gateway Village PUD Subdivision, Final Plat, Section 3, Lot 136, Revision 6; Extend The Performance Agreement For Green Infrastructure Improvement To August 28, 2025. (CONSENT AGENDA)

Sponsors: Melodie Brady

Attachments: None

The item was Approved on Consent Agenda.

5. Highlands At Ladd Park PUD Subdivision, Final Plat, Section 37; Extend The Performance Agreement For Green Infrastructure Improvement To August 28, 2025. (CONSENT AGENDA)

Sponsors: Melodie Brady

Attachments: None

The item was Approved on Consent Agenda.

6. Lockwood Glen PUD Subdivision, Final Plat, Section 8; Extend The Performance Agreement For Green Infrastructure Improvement To August 28, 2025. (CONSENT AGENDA)

Sponsors: Melodie Brady

Attachments: None

The item was Approved on Consent Agenda.

7. Westhaven PUD Subdivision, Final Plat, Section 40; Extend The Performance Agreement For Drainage Improvement To August 28, 2025. (CONSENT AGENDA)

Sponsors: Melodie Brady

Attachments: None

The item was Approved on Consent Agenda.

8. Westhaven PUD Subdivision, Site Plan, Section 25; Extend The Performance Agreement For Drainage Improvement To August 28, 2025. (CONSENT AGENDA)

Sponsors: Melodie Brady

Attachments: None

The item was Approved on Consent Agenda.

9. Wynfield Village Subdivision, Site Plan; Extend The Performance Agreement For Streets Improvement To August 28, 2025. (CONSENT AGENDA)

Sponsors: Melodie Brady

Attachments: None

The item was Approved on Consent Agenda.

VESTED RIGHTS EXTENSIONS

10. Consideration Of Resolution 2024-66, A Resolution Amending Gateway Village PUD Subdivision, Revision 7 To Extend The Vested Rights, For The Property Located West Of Franklin Road And South Of Lynnwood Way, Located At 120 Davenport Boulevard.

Sponsors: Emily Wright, Amy Diaz-Barriga, Joseph Bryan

Attachments:

1. MAP Gateway Village PUD Vesting Ext
2. RES 2024-66 Gateway Village PUD Vesting Extension_Combined_Law Approved 08.13.24
3. Gateway Village PUD Subdivision Development Plan Revision 7 Vesting Extension Request Letter 07-03-2024
4. Gateway Village PUD DP Sheets
5. Exhibit B-Gateway Village Parcels

Staff: Joey Bryan. The request is to extend the vesting period for eighteen months, October 11, 2024, until April 10, 2026, to allow the applicant to secure any necessary permits and commence site preparation. The revised development plan for the Gateway Village PUD was approved by BOMA on October 11, 2021. The plan includes 6.75 DUA and 144,258 square feet of

nonresidential space for a site that is composed of 60.50 acres. The revision was specifically submitted to request the addition of six residential units to their last remaining mixed-use building. Staff recommended approval, with conditions, of the overall Development Plan. BOMA approved the Development Plan by a vote of 8-0. This plan is within the first three-year period and is vested until October 11, 2024. The applicant submitted a site plan for Lot 134, but it has not yet pulled any permits for the site. If the vesting period is not extended, the project entitlements would cease to exist, stop work orders would be issued, if applicable. A new development would need to be approved and would be reviewed against the current local development standards. In reviewing the plan against the current City regulations, the current plan generally complies. The differences in today's Zoning Ordinance versus their vested Ordinance (12/8/2020) are minor and could be incorporated into the design without major changes to the plan. A new parkland agreement would need to be approved for any new plan.

Recommendation: Staff recommends that the Planning Commission recommend to the BOMA to approve Resolution 2024-66 if they determine that the continuation of vested rights is in the best interest of the community.

Public Comments: None

Applicant: None

Motion

Commissioner Franks motioned to recommend approval to BOMA a Resolution Amending Gateway Village PUD Subdivision, Revision 7 To Extend The Vested Rights, For The Property Located West Of Franklin Road And South Of Lynnwood Way, Located At 120 Davenport Boulevard, seconded by Commissioner McLemore.

Discussion: None

The motion carried 7-0.

11. Consideration Of Resolution 2024-60, A Resolution Amending The 4309 S. Carothers Road Subdivision, Site Plan To Extend The Vested Rights, For The Property Located East Of Interstate 65 And West Of South Carothers Road, Located At 4309 S. Carothers Road.

Sponsors: Emily Wright, Amy Diaz-Barriga, Chelsea Randolph

Attachments:

1. MAP 4309 S. Carothers Road Subdivision, Site Plan, Vesting Extension
2. RES_2024-60_4309SouthCarothersSubSitePlan_Combined_LawApproved
3. 4309 South Carothers Rd Request
4. COF 7541 4309 South Carothers Subdivision, Site Plan

Staff: Chelsea Randolph. The request is to extend the vesting period for two years, from August 26, 2024, until August 26, 2026, to allow the applicant to secure any necessary permits and commence site preparation. The site plan for 4309 South Carothers Road Subdivision was approved by FMPC on August 26, 2021. The plan includes a 6,000 square foot retail space, a 9,500 square foot daycare, and a 3,888 square foot convenience store (gas station) and associated gas pumps on a site that is composed of 5.35 acres. Staff recommended approval, with conditions, of the site plan. FMPC approved the Site Plan, with conditions, by a vote of 8-0. The applicant requested a variance to reduce the transitional buffer on the northeast entrance to the site from 25' to 11' to align the entrance to the site with Carothers Parkway. The variance request was approved by BZA on April 1, 2021, and again on December 7, 2023, after the original variance had expired. Since the approval of this site plan, there have been concerns vocalized by residents about the gas station use. The use of gas stations is still an allowed use in the Neighborhood Commercial zoning district in today's Zoning Ordinance. This plan is within the first three-year period and is vested until August 26, 2024. If the vesting period is not extended, the project entitlements would cease to exist, stop work orders would be issued, if applicable. A new site plan would need to be approved and would be reviewed against the current local development standards. In reviewing the plan against the current City regulations, the current plan generally complies. The differences in today's Zoning Ordinance versus their vested Ordinance (12/8/2020) are minor and could be incorporated into the design without major changes to the plan, but the applicant would still need to request a variance to reduce the transitional buffer in order to align the entrance to the site with Carothers Parkway. If a new site plan were submitted, all the proposed uses on the site plan, including the use of gas stations, are still allowed uses in the Neighborhood Commercial zoning district.

Recommendation: Staff recommends that the Planning Commission approve Resolution 2024-60 if they determine that the continuation of vested rights is in the best interest of the community.

Citizen Comments: None

Applicant: Greg Gamble. Mr. Gamble explained that one of the 2023 conditions of approval was that all easements and ROWs be acquired before grading permits be granted. When neighbors to the north were approached, the neighbors became more interested in potential development surrounding their property, which led to an eighteen-month process seeking an Envision Franklin Plan Amendment request for a Neighborhood Commercial designation. Mr. Gamble stated that upon extension of the vesting rights, bids will come in along with grading of the site. Mr. Gamble requested the Commissioners consider approval for the extension of the vesting rights as much work and money have been committed to the project.

Motion

Commissioner Franks motioned to approve Resolution 2024-60, A Resolution Amending The 4309 South Carothers Road Subdivision, Site Plan To Extend The Vested Rights, For The Property Located East Of Interstate 65 And West Of South Carothers Road, Located At 4309 S. Carothers Road, seconded by Commissioner Allen.

Discussion: None

The motion carried 7-0.

REZONINGS/DEVELOPMENT PLANS

12. Consideration Of Ordinance 2024-20, An Ordinance To Rezone 192.688 Acres From Agricultural (AG) District To Planned (PD 4.34/103,750/75) District For The Property Located West Of Mack Hatcher Memorial Parkway And East Of Old Charlotte Pike East, Located At 1740 New Highway 96 West. (Armistead PUD Subdivision).

Sponsors: Emily Wright, Amy Diaz-Barriga, Chelsea Randolph

Attachments:

1. MAP Armistead PUD Subdivision, Rezoning and Development Plan
2. UPDATED(2)_ORD 2024-20 Armistead PUD Subdivision, Rezoning_Combi_36747_1
3. Armistead Rezoning 8-1-24

Staff: Chelsea Randolph. The applicant has submitted a rezoning request for the 192.688 acres located West Of Mack Hatcher Memorial Parkway And East Of Old Charlotte Pike East. The applicant is requesting to rezone from Agricultural (AG) District to Planned (PD 4.34/103,750/75) District to accommodate the proposed Armistead PUD Subdivision. The development is proposed with 837 dwelling units consisting of single-family detached, townhouse, multiplex, multifamily farm compound, and courtyard residential units, 103,750 square feet of nonresidential space, and 75 hotel keys. This rezoning request was initially submitted and reviewed under a previously approved version of Envision Franklin, and that version of Envision Franklin places this property in two design concepts that include Conservation Subdivision and Neighborhood Mixed Use.

The Conservation Subdivision design concept, states, "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." The primary use for Conservation Subdivision is single-family. There is a special consideration within the Conservation Subdivision Design Concept for properties West of Mack Hatcher Parkway and North of Old Charlotte Pike. It supports complementary and ancillary nonresidential uses integrated into an "Agrihood" design. Specifically, it supports one farm market cafe/restaurant located as a community amenity. It also supports 10-20 small-scale office, live/work units, and/or maker's spaces incorporated into town home and big house areas of this portion of the plan.

The Neighborhood Mixed Use design concept, states, "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." The primary uses for Neighborhood Mixed Use include institutional, local commercial, multifamily residential, professional office, townhouses, and transitional office. There is a special consideration within the Neighborhood Mixed Use Design Concept for properties West of Mack Hatcher Parkway and North of New Highway 96 West. This special consideration was specifically requested for what would be a proposed Agrihood and states, "Areas of Neighborhood Mixed-Use developed as an "Agrihood" are appropriate at the northwest quadrant of the intersection of Mack Hatcher Parkway and New Highway 96 West as a transition between the mixed-uses established at Westhaven Town Center and the agricultural uses found throughout the West Harpeth Basin. An Agrihood is defined as a farm-focused, mixed-use development that incorporates a working farm. At the "Historic" Farm (buildings near the intersection of New Highway 96 and Mack Hatcher Parkway), buildings should maintain their agricultural character, but may be repurposed for agriculture-related uses and enterprises. New buildings and additions may be appropriate to support the Agrihood that complement and do not overwhelm or detract from the historic structures. This area is intended to be accessed primarily by pedestrians and general vehicular traffic should be avoided. However, minimal farm or house-related vehicular traffic may access the area by gravel, dirt, or grass drive aisles as is consistent with existing agricultural character.

Development should strive for dark sky compliance and should utilize low light levels rather than typical commercial lighting standards. The Village Core of the Agrihood should establish a "Main Street" Commercial Area intended to be comprised of neighborhood-scale commercial uses as well as niche uses like makers' spaces, a farmers' market, artist studios, and other similar uses that are complementary to local farming. This neighborhood-scale commercial is encouraged to utilize residential above the commercial to activate and support the retail environment. However, standalone multifamily buildings are appropriate and should be limited to two to three stories in height with six to ten units per structure. Neighborhood Mixed-Use in this area may also include a Boutique Inn with up to 20 rooms and Farm-Stay cottages for rent. Both the Inn and Cottages should not exceed two stories in height, and the Inn should have unique architecture that fits contextually into the Agrihood. Cottages should be designed in character with single family residential and the agricultural character of the neighborhood and should serve as a secondary use. The Inn's accessory uses may include a café, restaurant, or other food/beverage service. Other secondary uses could include an outdoor wedding and special events venue, as well as an indoor event venue, if associated impacts of these uses are deemed acceptable through a BOMA approval of a development plan and rezoning." The proposed rezoning meets the guiding principles of both design concepts and the special considerations that apply within Envision Franklin.

In addition to reviewing for consistency with Envision Franklin, city staff also reviews proposed development projects' impacts on city infrastructure. Traffic continues to be the number one quality of life concern for Franklin residents. As presented to the Joint Conceptual Workshop on June 27th, 2024, there are extreme delays in the study area that do not meet the City of Franklin's level of service requirements. Staff received feedback at the meeting that the Planning Commission and Board of Mayor and Alderman may support this development even with the delays identified in the study area. Separate from this informal feedback, staff's role is to report when projects are not fully addressing our approved development standards. Therefore, staff must still recommend disapproval given the lack of level of service standards being met at the intersections of Hillsboro Road and Mack Hatcher and Franklin Road and Mack Hatcher.

Recommendation: Staff recommends that the Planning Commission recommend to the Board of Mayor and Aldermen to disapprove ORD 2024-20.

Mr. Wiseman stated that the presentation date for the Joint Conceptual Workshop was May 23, 2024, and not June 27, 2024.

Citizen Comments:

David Short, 1740 Highway 96 West. Mr. Short explained his family has farmed and nurtured the land since 1887, and they have a deep respect for the land. With the tremendous change and development of the landscape of Franklin, the family thought it was time to consider how the land could be preserved and honored while evolving for the future. The "Agrihood" concept is an ideal vision for the land that preserves open space, meets the need for more housing, and incorporates a working farm. The "Agrihood" concept also meets the values and legacy that the Short family would like to leave for future generations. For these reasons, Mr. Short requested the Commissioners consider approval of the project.

Cindy Vachuska, 5315 Indian Valley. Ms. Vachuska stated that she opposes the proposed development of the Short farm. Farmland in and around Franklin is being developed at an alarming rate and once the land is developed, we can't get

it back. Ms. Vachuska noted her main objection was the proposed hotel and questioned why a hotel is needed in this location in Franklin. Ms. Vachuska asked the Commissioners to consider the long-term consequences when considering approval of this project.

Chris Ude, 222 Pearl Street. As a former planning commissioner, Mr. Ude stated that he couldn't have been more excited about the Armistead development. The thoughtful approach of the Short family along with public input resulted in a plan that provides diverse housing, walkability, and connectivity while honoring the agricultural heritage of the land. This project will add value to the Armistead residents as well as existing Franklin residents. Mr. Ude stated that he fully supports the proposed plan and believes the thoughtful growth will set the standard for this corridor of Franklin.

Allison Harmon, 4121 New Highway 96. Mr. Harmon stated that she is opposed to the development as the traffic continues to increase. Ms. Harmon asked about affordable housing and suggested creating a neighborhood school to avoid creating a strain on existing schools.

Applicant: Brian Wright. Mr. Wright stated that the project follows the goals and recommendations of Envision Franklin along with the long-term connectivity goals of the City of Franklin. A week long design workshop or charrette was held collaboratively with citizens to design the actual project. The four design pillars include diversity of housing types, preserving the legacy of farming, cradle to grave living and historic preservation. Mr. Wright stated that through the core values, the project is considered a community rather than a subdivision. Four hamlets with a wide range of housing types are proposed, consisting of large single family, row houses, duplexes, multifamily, cottages, farm housing and tiny houses, each with a town center. In addition, there will be retail and office space, restaurants, clinic, indoor animal services, educational facilities, daycare, event space, a museum and hotel. Conservation and sustainability of green and open space accounts for more than 50% as required by Envision Franklin. A highly advanced stormwater system coupled with green streets will attribute to the development's sustainability. A robust circulation system of sidewalks, rural paths and multiuse trails are incorporated into a massive network throughout the development. Community amenities will have a rural feel as 83% of the tree canopy will be preserved and a focus on dark sky's reducing light pollution. Public art, gardens and natural playgrounds will add to the country/rural atmosphere. The historic farm will be turned into a farm park that is meaningful, productive, and functioning as an actual farm. The agricultural aspect of the project is as important as the housing side of the project. Demo gardens, educational gardening space, animals (sheep, goats, pigs), apiary, production fields, fruit and nut orchard and more will contribute to the farm/rural lifestyle. After the charrette, a year was spent working with staff to create this unique "Agrihood" community. Mr. Wright finished by stating that he has information on the series of MOS (modification of standards) and traffic.

Commissioner Franks stated that he has known the Short family all his life and would be voting on the proposal.

Commissioner McLemore stated that her parents lived on the Short property before she was born, and she would be voting on the proposal.

Commissioner Allen stated that she went to school with Jimmy Short, kindergarten through twelfth grade, and she would be voting on the proposal.

Motion

Commissioner Franks motioned to recommend approval to BOMA Ordinance 2024-20, An Ordinance To Rezone 192.688 Acres From Agricultural (AG) District To Planned (PD 4.34/103,750/75) District For The Property Located West Of Mack Hatcher Memorial Parkway And East Of Old Charlotte Pike East, Located At 1740 New Highway 96 West. (Armistead PUD Subdivision), seconded by Commissioner Williamson.

Commissioner Mann asked for information regarding the traffic study. Specifically, the intersection of Mack Hatcher and 96 West and Mack Hatcher and Hillsboro Road and the impact of the Armistead proposal on traffic. Also, will the development have a signalized intersection from Mack Hatcher?

Mr. Wright stated that a detailed traffic study was completed but was advised to move forward with the proposal knowing that there was a regional traffic issue, and that the Armistead proposal would likely be denied.

Megan Sigler, KCI Technologies. Ms. Sigler stated that the results of the study concluded that the intersection of Mack Hatcher and Hillsboro Road received a "D" grade in the "am" and, with improvements, a grade of "E" in 2030 with the

afternoon score is an "F." With no improvements to the bridge between the stretch of Mack Hatcher and Highway 96 West, the grade will remain at an "F." With minor improvements, not including the Armistead development, the intersection will still fail. To achieve an "E" grade, an extra westbound lane on the bridge would be necessary. Currently, improvements creating two westbound travel lanes are planned for Highway 96 between Mack Hatcher and French Street. Also, improvements are planned to extend the southbound right turn lane at Franklin Road and Mack Hatcher with updates to the signalized timing. Regarding the entrance to the proposed development from Mack Hatcher, Ms. Sigler explained that there would be a right-in, right-out (only) entrance and exit. The intersection of Highway 96 and Front Street (Westhaven) into the proposed development is proposed to be signalized.

Mr. Wiseman explained that staff, Planning Commissioners, and Aldermen at the Joint Conceptual Workshop have looked at this project and everyone agrees it's a great use of land and plan for the area. Potentially, an additional 9,000 cars could be added to the network, creating a mile-long cue at the intersection at Mack Hatcher and Hillsboro Road, westbound. Staff cannot recommend approval of a proposal that would add another 9,000 trips to an already failing intersection.

Commissioner Allen stated that she likes the concept of the project but cannot, in good faith, support a project that would increase traffic at an already failing intersection. If there is a way to phase in the development and improve the traffic conditions, the project could be supported.

Ms. Randolph clarified that this project is a six-phase project but does not mean that the traffic projections would change.

Commissioner Allen stated that Mack Hatcher still isn't fully completed, and it's been under construction since the 1990s. Even when it is completed, it doesn't sound like there will be much improvement in traffic conditions.

Commissioner McLemore stated that development was going to happen. This is an amazing project with elements that are unique and good for the community. If there is any way to figure out the traffic issue, those options should be fully explored so that the project can move forward.

Commissioner Williamson stated that though Mack Hatcher may not be completed before the next 40 years, development is going to happen whether it's this project or single-family homes, and either way, traffic is going to increase. This project is a unique opportunity that doesn't come around very often. Phasing and roadway improvements will be critical for any development and if we wait until all the infrastructure is in place, it may be 50 years from now. We may end up with a field of housing with the same traffic issues, if we don't act on this opportunity.

Commissioner Allen asked if there is any way to reduce the traffic so that it's a half mile cue instead of a mile cue at the Mack Hatcher and Hillsboro Road intersection.

Vice Chair Orr stated that eventually, people waiting at a backed-up intersection will find an alternate route as they've done in the past.

Commissioner Franks stated that millions of dollars would be collected through impact fees. Money is available for roadway improvements. How much of those fees are allocated to roads and streets?

Mr. Wiseman stated that a portion of the impact fees are allocated to road improvements. Staff is pushing TDOT hard on funding improvements in Franklin and Williamson County, but there are not any projects in the 10-year plan. Regarding alternate routes, those routes will most likely go through downtown Franklin.

Commissioner Mann stated that he agrees with Commissioner Allen that this is a great project but cannot support a favorable recommendation to BOMA based on the increase in traffic and the failing intersections. If someone can figure out a way to improve the transportation issues, Commissioner Mann stated that he would fully support the project.

Commissioner Franks stated that the Armistead development is much better than a sea of 1,000 single-family homes, and it's a unique and thoughtful project that should go before BOMA so that they can provide input on the traffic situation. With the live/work concept, many residents will work from home.

Commissioner Mann stated that many residents will have children who will go to school and will leave the neighborhood at the same time every day. There was a dramatic increase in Franklin/Williamson County traffic once school started about a

month ago.

Vice Chair Orr asked the applicant what schools the development would be zoned for.

An applicant team member (name not given) stated that the schools zoned for this development would be Walnut Grove Elementary, Grassland Middle School and Franklin High School. The traffic study was completed before the development team's presentation to the Joint Conceptual Workshop, and it was discussed that if the Armistead project cannot be approved, then approval for other projects cannot be approved for this quadrant of Franklin. One of the goals of this project is to provide opportunities for people to work and live in the same area without having a mass exodus of cars every morning. This is what new urbanism is about, keeping people in with opportunities to work where they live.

Commissioner McLemore stated that staff had done what they needed to do, but she can support the motion to recommend approval to BOMA.

There being no further discussion, Vice Chair Orr stated that there is a proper motion and second to approve Ordinance 2024-30.

The motion carried 5-2 (Commissioners Allen and Mann voting against).

13. Consideration Of Resolution 2024-43, A Resolution Approving A Development Plan For Armistead PUD Subdivision With 9 Modifications Of Development Standards (Scenic Corridor Overlay Landscape, Building Types, Pedestrian Circulation, Minimum Parking, Open Space, And Signage), For The Property Located West Of Mack Hatcher Memorial Parkway And East Of Old Charlotte Pike East, Located At 1740 New Highway 96 West.

Sponsors: Emily Wright, Amy Diaz-Barriga, Chelsea Randolph

- Attachments:**
1. MAP Armistead PUD Subdivision, Rezoning and Development Plan
 2. COF 8492 Armistead DP Conditions of Approval_02
 3. Armistead Development Plan, Overall Site
 4. UPDATED_RES 2024-43 Armistead PUD Subdivision, Development Plan_Combined_Law Approved (5) 08.14.24_PART 1
 5. UPDATED_RES 2024-43 Armistead PUD Subdivision, Development Plan_Combined_Law Approved (5) 08.14.24_PART 2 (Pages 1-10 of Development Plan)
 6. UPDATED_RES 2024-43 Armistead PUD Subdivision, Development Plan_Combined_Law Approved (5) 08.14.24_PART 3 (Pages 11-20 of Development Plan)
 7. UPDATED_RES 2024-43 Armistead PUD Subdivision, Development Plan_Combined_Law Approved (5) 08.14.24_PART 4 (Pages 21-30 of Development Plan)
 8. UPDATED_RES 2024-43 Armistead PUD Subdivision, Development Plan_Combined_Law Approved (5) 08.14.24_PART 5 (Pages 31-40 of Development Plan)
 9. UPDATED_RES 2024-43 Armistead PUD Subdivision, Development Plan_Combined_Law Approved (5) 08.14.24_PART 6 (Pages 41-50 of Development Plan)
 10. UPDATED_RES 2024-43 Armistead PUD Subdivision, Development Plan_Combined_Law Approved (5) 08.14.24_PART 7 (Pages 51-60 of Development Plan)
 11. UPDATED_RES 2024-43 Armistead PUD Subdivision, Development Plan_Combined_Law Approved (5) 08.14.24_PART 8 (Pages 61-70 of Development Plan)
 12. UPDATED_RES 2024-43 Armistead PUD Subdivision, Development Plan_Combined_Law Approved (5) 08.14.24_PART 9 (Pages 71-80 of Development Plan)
 13. UPDATED_RES 2024-43 Armistead PUD Subdivision, Development Plan_Combined_Law Approved (5) 08.14.24_PART 10 (Pages 81-92 of Development Plan)
 14. 1-8 Pages from Armistead Development Plan 8-1-24_updated_with stamps
 15. 9-16 Pages from Armistead Development Plan 8-1-24_updated_with stamps-2
 16. 17-24 Pages from Armistead Development Plan 8-1-24_updated_with stamps-3
 17. 25-32 Pages from Armistead Development Plan 8-1-24_updated_with stamps-4
 18. 33-40 Pages from Armistead Development Plan 8-1-24_updated_with stamps-5
 19. 41-48 Pages from Armistead Development Plan 8-1-24_updated_with stamps-6

20. 49-56 Pages from Armistead Development Plan 8-1-24_updated_with stamps-7
21. 57-64 Pages from Armistead Development Plan 8-1-24_updated_with stamps-8
22. 65-72 Pages from Armistead Development Plan 8-1-24_updated_with stamps-9
23. 73-80 Pages from Armistead Development Plan 8-1-24_updated_with stamps-10
24. 81-88 Pages from Armistead Development Plan 8-1-24_updated_with stamps-11
25. 89-92 Pages from Armistead Development Plan 8-1-24_updated_with stamps-12
26. Armistead MOES submittal updated 8-12-24

Staff: Chelsea Randolph. The applicant has submitted a development plan for Armistead District PUD Subdivision, a place-making opportunity that engages the history of the Short farm to create a unique development that is rural while also providing amenities that keep the agricultural spirit alive. The applicant has been dedicated to working with the City to apply the zoning ordinance appropriately and diligently. This development plan was initially submitted and reviewed under a previously approved version of Envision Franklin, and that version of Envision Franklin places this property in two design concepts that include Conservation Subdivision and Neighborhood Mixed Use. The proposed development plan meets the guiding principles of Envision Franklin and is appropriate for the special consideration within the Neighborhood Mixed Use design concept.

A parking study has been submitted that analyzes the parking needs throughout the development in comparison to the requirements of the zoning ordinance. The applicant has incorporated shared parking that will be utilized specifically within the town center portion of the Armistead development. The applicant is only proposing shared parking within the town center in conjunction with a modification of standards request for a reduction in minimum parking requirements for multifamily, townhouse, and multiplex. The shared parking study meets the requirements of Chapter 10, 10.A which outlines an alternative parking plan may be utilized with "shared parking by two or more uses with different operational characteristics and peak hours of demand."

On July 9th, staff led a discussion at BOMA work session regarding the Modification to the City's Street Standards being proposed by the developer. Based on the feedback provided, staff has worked with the applicant and are now generally in agreement with all the requests. More detail will be needed at Site Plan prior to the final approval of the Modification of Engineering Standards and the corresponding construction documents. Traffic, however, continues to be the number one quality of life concern for Franklin residents. As presented to the Joint Conceptual Workshop on May 23, 2024, there are extreme delays in the study area that do not meet the City of Franklin's level of service requirements. Staff received feedback at the meeting that the Planning Commission and Board of Mayor and Alderman may support this development even with the delays identified in the study area. Separate from this informal feedback, staff's role is to report when projects are not fully addressing our approved development standards. Therefore, staff must still recommend disapproval given the lack of level of service standards being met at the intersections of Hillsboro Road and Mack Hatcher and Franklin Road and Mack Hatcher.

Modification of Standards:

There are nine Modification of Standards requests for this plan.

MOS #1: Requesting a modification of standards to permit agricultural plantings, such as fields and orchards, instead of the required tree plantings, consistent with the existing rural character of Franklin.

- Chapter 4.9.5 of the Zoning Ordinance states, "Street trees are not required along the scenic corridor. Instead, there shall be a 20-foot landscape easement along the entire length of frontage along the scenic corridor with the following plantings: A. A minimum of three canopy trees and three understory trees for every 100 linear feet. In overhead utility easements, understory trees may be substituted for canopy trees; B. Trees placed informally or coordinated with fencing and planted pursuant to Section 12.9, Planting Standards." The existing rural character of the area supports agricultural plantings as an acceptable substitute for this plan.

Staff recommends approval of MOS #1.

MOS #2: Requesting a modification of standards to allow buildings within CD4V (the village center) to be at an angle from the frontage to create more interest along the streetscape and the ability to have more open space in front of a building.

- Chapter 6.7 and 6.8 of the Zoning Ordinance states, "The front façade shall parallel the frontage" (6.7; and that "the building shall parallel the frontage" (6.8). The applicant is requesting to allow buildings within CD4V to be at an angle from the frontage to create more interest along the streetscape and the ability to have more open space in front of a building. The CD4V area is specifically identified as the focus of mixed-use activity as Armistead's village center and the area of the plan within the Neighborhood Mixed Use Design Concept. This request is consistent with other rural areas near the City of Franklin. In addition, it adds a rural character specific to the proposed project.

Staff recommends approval of MOS #2.

MOS #3: Requesting a modification of standards to create a Farm Compound Building Type to be consistent with the Farmstead Compound within the Conservation Subdivision Design Concept in Envision Franklin.

- The applicant is requesting to create a Farm Compound Building Type to be consistent with the Farmstead Compound within the Conservation Subdivision Design Concept in Envision Franklin. There is not currently a building type within Chapter 6 of the zoning ordinance that coincides with "Farmstead Compound" within Envision Franklin. The applicant hopes to utilize this aspect of Envision Franklin and is requesting to apply their created building type to accomplish this.

Staff recommends approval of MOS #3.

MOS #4: Requesting a modification of standards to allow sidewalks only on one side of public and private streets.

- Chapter 9.6.1.A, states, "Sidewalks and curbs shall be required on both sides of public and private streets and internal drives, except along Mack Hatcher Parkway or I-65. The applicant has identified the locations where they intend to provide only one side of sidewalk to preserve a more rural feel within the development. The proposed locations, specified on sheet C4.10, are only requested in areas where streets are adjacent to agricultural fields or natural areas. The applicant will still provide pedestrian circulation in the form of a rural path outside the ROW on the side of the street adjacent to these agricultural and natural areas.

Staff recommends approval of MOS #4.

MOS #5: Requesting a modification of standards to allow a PROWAG (Public Right-Of-Way Accessibility Guidelines) compliant rural path in place of a sidewalk for buildings in courtyards and SCO frontage.

- Section 9.6.1.B.1 states, "A continuous internal pedestrian circulation system shall be provided throughout the development. Sidewalk connections shall be provided: 1. Between each building main entrance and the nearest street or internal drive. These connections shall be placed in a straight and direct route." The applicant is requesting to allow a rural path as opposed to the required sidewalk for buildings in courtyards and SCO frontage. Staff had originally provided guidance to the applicant to use a PROWAG distinction to reference the type of material to be used on these paths. However, upon further consideration, staff is recommending new language, as PROWAG (Public Right-Of-Way Accessibility Guidelines) refers to standards within right-of-way, and these rural paths are intended to be outside the right-of-way. Staff can support the request for an aesthetic change so long as the safety of the user is considered.

Staff recommends approval of MOS #5, with the condition that the language "PROWAG" is removed and replaced with stable, firm and slip resistant, regardless of the sidewalk material.

MOS #6: Requesting a modification of standards to allow a PROWAG compliant rural path in place of a sidewalk for multifamily buildings along the SCO.

- Section 9.6.1.B.2 states, "A continuous internal pedestrian circulation system shall be provided throughout the development. Sidewalk connections shall be provided: 2. Between each dwelling unit entrance in a multiplex or multifamily building and the nearest street or internal drive." The applicant is requesting to allow a rural path as opposed to the required sidewalk for multifamily buildings along the SCO. Like MOS #5, Staff can support the request for an aesthetic change so long as the safety of the user is considered.

Staff recommends approval of MOS #6, with the condition that the language "PROWAG" is removed and replaced with stable, firm and slip resistant, regardless of the sidewalk material.

MOS #7: Requesting a modification of standards to allow a reduction in the minimum parking requirements for Multiplex/Townhouses/Multifamily parking based on ITE's Parking Generation Manual parking demand. The chart below shows the zoning ordinance requirements and what the applicant is proposing.

Use	Zoning Ordinance Required Parking Rates	Proposed Parking Rates
Studio	1.5 spaces per unit	1.02 spaces per unit
1-Bedroom	1.5 spaces per unit	1.02 spaces per unit
2-Bedroom	2.5 spaces per unit	1.80 spaces per unit
3-Bedroom	3 spaces per unit	2.76 spaces per unit

- Chapter 10.1.6 provides the minimum parking requirements for proposed uses within a development. The applicant is requesting a modification to allow a reduction in the minimum parking requirements specifically for Multiplex/Townhouses/Multifamily parking based on ITE's Parking Generation Manual parking demand. Staff can support the reduction of multifamily/townhouses/multiplex parking minimums based on the recent approval by BOMA for the same parking reduction request on another development (Middle Eight PUD Subdivision) and based on other local development examples that support the reduced parking rate being appropriate.

Staff recommends approval of MOS #7.

MOS #8: Requesting a modification of standards to allow a PROWAG compliant rural path in place of a sidewalk for buildings in courtyards.

- Chapter 11.7 states, "The following features are required: A. Internal sidewalks that connect all main entrances to any adjacent street." The applicant is requesting to allow a rural path as opposed to the required sidewalk for buildings in courtyards. Like MOS #5 and 6, Staff can support the request for an aesthetic change so long as the safety of the user is considered.

Staff recommends approval of MOS #8, with the condition that the language "PROWAG" is removed and replaced with stable, firm and slip resistant, regardless of the sidewalk material.

MOS #9: Requesting a modification of standards to permit one irregularly shaped hanging sign per business if the shape is representative of the business that is representing.

- Chapter 15.1.3 states, "Signs shall not be irregularly shaped." The applicant is requesting one irregularly shaped hanging sign per business if the shape is representative of the business that is represented. This request has become a common one for development plans and has been approved by BOMA each time it has been considered.

Staff recommends approval MOS #9.

Recommendation: Staff recommends that the Planning Commission recommend to the Board of Mayor and Aldermen to disapprove RES 2024-43.

Citizen Comments: None

Applicant: Brian Wright. Mr. Wright did not have any additional information to add other than he would be happy to answer any questions.

Motion

Commissioner Franks motioned to recommend approval to BOMA, A Resolution 2024—43, A Resolution Approving A Development Plan For Armistead PUD Subdivision With 9 Modifications Of Development Standards (Scenic Corridor Overlay Landscape, Building Types, Pedestrian Circulation, Minimum Parking, Open Space, And Signage), For The Property Located West Of Mack Hatcher Memorial Parkway And East Of Old Charlotte Pike East, Located At 1740 New Highway 96 West, seconded by Commissioner Williamson.

Commissioner Williamson stated that additional traffic strategies need to be discussed.

Modification of Standards Motions:

MOS #1: Commissioner Allen motioned to recommend approval of a modification of standards to permit agricultural plantings, such as fields and orchards, instead of the required tree plantings, consistent with the existing rural character of Franklin, seconded by Commissioner McLemore.

- Discussion: None
- The motion carried 7-0.

MOS #2: Commissioner McLemore motioned to recommend approval of a modification of standards to allow buildings within CD4V (the village center) to be at an angle from the frontage to create more interest along the streetscape and the ability to have more open space in front of a building, seconded by Commissioner Franks.

- Discussion: None
- The motion carried 7-0.

MOS #3: Commissioner McLemore motioned to recommend approval of a modification of standards to create a Farm Compound Building Type to be consistent with the Farmstead Compound within the Conservation Subdivision Design Concept in Envision Franklin, seconded by Commissioner Allen.

- Discussion: None
- The motion carried 7-0.

MOS #4: Commissioner Mann motioned to recommend approval of a modification of standards to allow sidewalks only on one side of public and private streets, seconded by Commissioner McLemore.

- Discussion: None
- The motion carried 7-0.

MOS #5: Commissioner Allen motioned to recommend approval of a modification of standards to allow a PROWAG (Public Right-Of-Way Accessibility Guidelines) compliant rural path in place of a sidewalk for buildings in courtyards and SCO frontage with staff conditions, seconded by Commissioner Mann.

- Discussion: None
- The motion carried 7-0.

MOS #6: Commissioner Franks motioned to recommend approval of a modification of standards to allow a PROWAG compliant rural path in place of a sidewalk for multifamily buildings along the SCO with staff conditions, seconded by Commissioner McLemore.

- Discussion: None
- The motion carried 7-0.

MOS #7: Commissioner McLemore motioned to recommend approval of a modification of standards to allow a reduction in the minimum parking requirements for Multiplex/Townhouses/Multifamily parking based on ITE's Parking Generation Manual parking demand, seconded by Commissioner Franks.

- Discussion: None
- The motion carried 7-0.

MOS #8: Commissioner Williamson motioned to recommend approval of a modification of standards to allow a PROWAG compliant rural path in place of a sidewalk for buildings in courtyards with staff conditions, seconded by Commissioner Allen.

- Discussion: None
- The motion carried 7-0.

MOS #9: Commissioner McLemore motioned to recommend approval of a modification of standards to permit one irregularly shaped hanging sign per business if the shape is representative of the business that is representing, seconded by Commissioner Williamson.

- Discussion: Commissioner Mann asked if the irregularly shaped signs would be internal to the development similarly to the signs approved for the Factory. Ms. Randolph stated that it is understood that the signs would be at the village center along the pedestrian-friendly street. Mr. Wright confirmed that generally, that is correct.
- Commissioner Mann amended the motion to include that all irregularly shaped signs be displayed internal to the development, seconded by Commissioner Allen.
- The motion to amend carried 7-0.
- The motion as amended carried 7-0.

Main Motion

Additional Discussion: Commissioners Allen and Mann stated that they would not vote in favor of the motion for reasons stated in the previous item.

The main motion carried 5-2 (Commissioners Allen and Mann voting against).

SITE PLANS, PRELIMINARY PLATS, AND FINAL PLATS

14. Goose Creek Bypass PUD Subdivision, Final Plat, Creating 3 Commercial Lots, On 28.89 Acres, Located at 1948 And 1951 Double Double Drive. (CONSENT AGENDA)

Sponsors: Emily Wright, Amy Diaz-Barriga, Joseph Bryan

Attachments:

1. MAP Goose Creek Bypass PUD Subdivision, Final Plat
2. 8548 Goose Creek Bypass PUD FP_Conditions of Approval_01
3. 23-2010 In & Out - Final Plat - CLIENT 2024-08-01

The item was Approved on Consent Agenda.

15. Goose Creek Bypass PUD Subdivision, Site Plan, Revision 1, Developing 92,000 Square Feet Of Office Space, On 17.98 Acres, Located At 1948 Double Double Drive. (CONSENT AGENDA)

Sponsors: Emily Wright, Amy Diaz-Barriga, Joseph Bryan

Attachments:

1. MAP Goose Creek Bypass PUD Subdivision, Site Plan, Revision 1

2. 8547 Goose Creek Bypass PUD SP Rev 1_Conditions of Approval_01
3. 1-8 Pages from 2024-08-01Goose Creek Bypass - Office - Resubmittal
4. 9-16 Pages from 2024-08-01Goose Creek Bypass - Office - Resubmittal-2
5. 17-24 Pages from 2024-08-01Goose Creek Bypass - Office - Resubmittal-3
6. 25-32 Pages from 2024-08-01Goose Creek Bypass - Office - Resubmittal-4
7. 33-40 Pages from 2024-08-01Goose Creek Bypass - Office - Resubmittal-5
8. 41-48 Pages from 2024-08-01Goose Creek Bypass - Office - Resubmittal-6
9. 49-56 Pages from 2024-08-01Goose Creek Bypass - Office - Resubmittal-7
10. 57-64 Pages from 2024-08-01Goose Creek Bypass - Office - Resubmittal-8

The item was Approved on Consent Agenda.

16. Waters Edge PUD Subdivision, Final Plat, Section 4, Revision 3 (Lot 516), Creating 1 Open Space Lot And Dedicating Easements, On 4.06 Acres, Located West Of The Intersection Of South Carothers Parkway And Flowing Creek Drive. (CONSENT AGENDA)

Sponsors: Emily Wright, Amy Diaz-Barriga, Chelsea Randolph

Attachments:

1. MAP Waters Edge PUD Subdivision Section 4 Revision 3 Final Plat (002)
2. COF 8546 Waters Edge PUD Subdivision, Final Plat, Section 4, Revision 3, Conditions of Approval_01
3. FINAL PLAT COF 8546 WatersEdge-Sec4-Rev-Lot 516

The item was Approved on Consent Agenda.

ANY OTHER BUSINESS

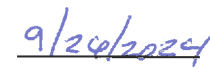
Vice Chair Orr asked if there was any further business. There was none.

ADJOURN

A motion was made by Commissioner Franks, seconded by Commissioner Mann to Adjourn. The motion carried 7-0.

There being no further business, the meeting adjourned at 8:26 PM.


Chair


Date

