

August 10, 2016
File Number 35968-01

Ms. Lisa Clayton
City of Franklin Parks
P. O. Box 305
Franklin, Tennessee 37605

RE: Bicentennial Park Schematic Site Plan

Dear Ms. Clayton:

Attached you will find the rendered schematic site plan and an image board for Bicentennial Park for submission to the Capital Investment Committee. This correspondence provides a description of the schematic plan. The text in this letter is keyed with the numbers in parentheses corresponding to the legend on the plan.

A preliminary grading plan has been prepared and we have run pre and post development HEC-RAS flood models to determine if the improvements as proposed would have any impact on flood water elevations. The results of our analysis indicate that a “no rise” condition would exist after construction of the proposed improvements described herein and illustrated on the plan. We documented this evaluation through a letter to Jonathan Marston in the Engineering Department on August 8, 2016. Most of the park lies within the floodway (floodway line is a blue dashed line on the plan) and the flood elevation is approximately 6’ above the finish floor elevation of the pavilion. Therefore, special care will have to be given to the design of all the park elements given that they will be subject to flooding.

Existing Pavilion – The existing pavilion is the centerpiece of the plan. While the specific details will be worked out later in the design process, improvements to the pavilion will include some needed structural repairs, addition of a fire suppression system, painting the structure, addition of ceiling fans, LED lighting and electrical service for vendors and performances, railings around the perimeter where needed, ADA ramps on the north end of the pavilion, re-surfacing of the concrete floor and potentially a new roof (would be bid as an alternate). A ramp (5) will be provided on the south end of the building so that service and delivery trucks can access the floor slab. A loading dock is proposed in the northwest corner of the building. The north side of the building would be accessible by tractor trailer in order to allow for access by trucks with fold down stages for musical performances. Hose bibs would be installed as a water source and for cleaning the pavilion floor.

Entry Gateway and Plaza (1, 2) – The main entry plaza will be at the intersection of 3rd Avenue and North Margin Street. A proposed entry gateway feature can be seen on the attached image board as can some potential paving material types for the plaza. A stone wall and accent piers (22) would extend from the entry along North Margin Street.

Pavilion and Restroom (3, 4) – A new small pavilion is located on the left past the gateway entrance and a new restroom is to the right. The restroom will be sized to serve normal daily park use; a concrete pad is provided (27) for portable toilets to serve large events. The restroom building finish floor will be elevated approximately 6' above existing grade to get the floor above the flood elevation. Ramps will provide accessibility to the building.

Inter-Urban Rail (5) – Specialty pavement and interpretive signage would identify the route of the Inter Urban Rail line that ran through the site.

Vertical Elements (6) – Vertical architectural elements are proposed on each side of the south end of the pavilion and a new facing, possibly with the park name, will be added to the south end of the pavilion structure.

Pedestrian Plaza (7) – A large outdoor gathering space/plaza is proposed on the southeast corner of the building. Along the outer edge of the space, sculptures are proposed that interpret the 13 virtues of Benjamin Franklin.

Trellis (8) – An overhead trellis is proposed on the east side of the pavilion; the space under the trellis would be paved and flush with the pavilion floor providing an extension of the pavilion space. This would provide a good space for tables and chairs for outdoor dining.

Planters (10) – Raised planters are introduced on the west side of the pavilion to provide for pedestrian access (9) to the pavilion.

Parking (11) – A parking lot with approximately 56 spaces is located on the west side of the pavilion. This area would be filled such that there would be at grade access to the pavilion's west side from the parking lot and a constant slope to 3rd Avenue. The paving of the lot would be done such that it would be attractive and provide plaza space for outdoor events by closing the parking lot.

Stage/Plaza (12) – The stage would be an extension of the pavilion floor and could be used for smaller outdoor performances with spectators sitting on the outdoor lawn event space (25). A series of steps down from the stage (13, Stadium Seating) would provide seating for events that would be held on the outdoor event lawn space.

Dust Collector Gateway Feature (16) – The existing dust collector structure would be repaired/refurbished and would function as an arch entry feature for those entering the park from the parking to the east (20). It would also provide a sculptural element to the users of the park and pavilion.

Bridge (17) – A pedestrian bridge would be added to provide access across the existing drainage way. The developers of Harpeth Square will be installing some water quality features along the drainage way (19). An entry plaza (18) would be added on the east side of the bridge.

Reinforced Turf Parking/Open Play Space (20) – This area of reinforced turf would provide parking for approximately 197 vehicles only during special events (could not be used for daily parking as the grass would not survive). The turf (grass) would have a reinforcing mat under the grass blades that would allow for problem free parking even in wet weather. The reinforcing mat would not be visible once the grass grows through it. The area could be used for informal play (Frisbee, kite flying, pick up soccer games, etc.) when not being used for parking. This area of the park was an old City dump site and the waste material is very close to the surface in many places. A layer of soil/waste will be removed to provide for a smooth and safe surface and topsoil imported as the root zone for the turf. The area will be irrigated (as will all landscaped or grassed areas within the park). On street parking would be added across North Margin Street in the future with the extension of 1st Avenue.

Additional reinforced turf parking for approximately 245 cars could be available if the City acquires and develops the Worley property across North Margin Street.

Bus Parking (23) – Three bus parking spaces would be provided along 3rd Avenue to accommodate tour and other buses visiting the park or the downtown area as a whole.

Greenway Connector (24) – A new multi-use path would run along North Margin Street and tie into the existing greenway along the Harpeth River.

Outdoor Lawn Event Space (25) – This open lawn area can be used for seating for performances on the Stage/Plaza (12) or the location of a tent for very large gatherings in the park. A connecting path would run north through the park also intersecting with the recently constructed section of the greenway. Space is provided along this path for rotating public art exhibits (30).

We believe that the design of the park will provide a wonderful gathering space for large events as well as passive park amenities to serve the citizens of Franklin as well as visitors. We will be in attendance at the Capital Investment Committee meeting on August 25 and be available to answer any questions the committee may have.

Sincerely,



Steven A. Fritts, ASLA, LEED AP BD+C
Vice President

Copy To: Paula Harris, Matt Fell