

# ENVISION FRANKLIN

## COMMENT CARD INPUT

The table below is a summary of the contents of the comment cards provided by citizens during the public outreach period for Envision Franklin. The actual citizen comments are on the following pages and have been organized by category. If one citizen had comments about multiple topics, those comments were broken out into corresponding categories. Raw data is available upon request.

Topic Category	Specifics	Number of Comments
<b>Positive Comments</b>		<b>16</b>
<b>Connectivity</b>		<b>38</b>
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	More Street Network/Roadway Improvements	13
	Incorporate Transit	6
<b>Growth</b>		<b>24</b>
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	Compact Residential	4
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	Development Reserve	1
	Conservation Subdivision	1
	Multifamily	7
	Industrial Flex	2
	Institutional	1
	Recreation	1
	Residential/Affordable Housing	2
<b>Other</b>		<b>5</b>

## POSITIVE COMMENTS

1. My compliments on your overall planning for the city. Looks great for the future.
2. I thought the preservation and information was clearly explained.
3. Very well thought out. Like the vision.
4. I am so impressed by the unbelievable amount of work you have poured out to produce these charts and graphics. Well done! There is so much information in them and love for our city. Thank you all so much and keep up the good work!
5. Thanks for keeping us so well informed. I have lived in many places, City of Franklin people are the most available.
6. Obviously a great deal of effort, time, and talent went into the Envision plan. It's a lot to digest. I just hope that the "growth for growth's sake" mentality which seems to have been manifest in certain past decisions will not truly be discarded in favor of a very critical consideration of new building proposals, taking residents' views into account as a first priority. What I have seen, read, and heard of this open house give some room for optimism.
7. Good plans, need to try and find most favorable plan for everyone. I really like trying to preserve the historic feel of Franklin while also trying to accompany the massive growth.
8. We love all the thought you've put into this. Thank you.
9. This was helpful.
10. Great visuals-good job!
11. Thank you so much for putting on your open house regarding land use plans for our great town. Community involvement is a cornerstone of a great town and you all do a great job providing opportunities for everyone to take part.
12. Great presentation
13. Great to have a plan that can be communicated to the community at large. Well developed and presented plan! Thanks for inviting my input both word and on infill development group.
14. Positives: Excited about preservation of hilltops, addition of City landscaping, sidewalks, & lighting. Also building height restrictions to maintain small town feel. Dedication to more recreation and conservation areas.
15. Thank you for an informative session.
16. We appreciate the City informing residents of future growth plans.

## CONNECTIVITY

### Trails and Sidewalks

1. Fan of the multi-green space design. Walking, biking, parks are critical to maintaining a town feel.
2. Bike lanes and multi-use paths are a plus.
3. An urgency for bike lanes would be nice.
4. I think we need increased emphasis on walkability and connectivity. I really like Franklin Tomorrow's plans and think they should be implemented. It will not be easy, but it's important for future of our city.

5. Main concerns-want city to be more walkable-connect sidewalks, bike paths, etc.
6. I believe Franklin has an opportunity to embrace biking/walking-It will bring strong tourism to our town. We will need to invest in trails and bridges in our green space.
7. My main concern is the lack of sidewalks. I live inside Lucinda Ct. and Eddy Lane. I have seen too many times people get narrowly hit by a car walking on Eddy Lane. It is very dangerous and I don't walk with my kids because it's unsafe. We feel trapped in our neighborhood because we don't have sidewalks. We would be active all over, to school, to the Factory, to Pinkerton but now I'm only able to access these places by driving and they are right next to me. Please, please consider the need of sidewalks. People are walking on Eddy anyway and someone will get hurt. Thanks, Danielle Avery.
8. Definitely need sidewalks from the bridge on Franklin Road to Harlinsdale!
9. We need to connect downtown Franklin to the Eastern Flank Park/Carnton with a walking trail. The park is under-utilized because it is only "safely" accessible by car. Residents of Health Place would be able to walk downtown, eliminate excess/additional car traffic.
10. I would like to see greenways that connect from Lewisburg to downtown to happen sooner rather than later.
11. Safety concern should be addressed - a sidewalk added on Franklin Road from corner of Franklin/Liberty Southbound to Harpeth river bridge E. Main Street
12. Alternative Transit: include retrofitting Carothers to have a bike-commuter friendly option. Currently, there is no safe place for cyclists. Leveraging the ability of people to live close to work and adopt alternative modes of transit is crucial to keeping traffic at bay and keep the attractiveness of the area.
13. We need to prioritize sidewalks and walking paths-especially from downtown to the Factory and Harlinsdale.
14. Should plan for a walking bridge west of the Franklin Road Bridge for access to Harlinsdale.
15. Franklin Civil War Trail— As many tourists come to Franklin for its Civil War history and to visit Carnton, the Carter House, and the Lotz House, it would be nice to have those easily connected. I think a glaring omission is a trail or walk-way to lead tourists between Carnton and the Carter House. It's only about a mile or so to walk it, but in order to visit both sites, one has to get back in their car. A pedestrian-friendly path connecting Carter Hill Park (when completed) to Carnton would be fantastic. Although we have markers around the city, there is no "official" trail to easily lead cyclists and pedestrians around the city to explore our Civil War sites. What could be done to better lead tourists around town (similar to Boston's Freedom Trail)?
16. Heath Place Island—I live in the Heath Place subdivision. I love its proximity to downtown (only 1.3 miles from my house to Chip). However, we find ourselves on a bit of an island. Even though downtown is easily within walking distance, we consistently have to get into our cars to go downtown due to the fact there is no bike or pedestrian sidewalk along Lewisburg Pike. Many folks in our community love to go downtown but are unable to walk there due to the dangers of Lewisburg Pike. How can we connect Heath Place to downtown? A connector would be well-received by the folks in our community.
17. I think traffic can be mitigated if the City develops and implements a strong bicycle path system. Most of the roads in Franklin are not safe to ride a bicycle. I also think a bike-share program will help reduce traffic, but if the roads aren't bikeable the bike-share program won't be used. A strong bicycle path system would entail adding designated bike lanes and widening some roads

(especially east McEwen, Wilson Pike, Clovercroft Road, Murfreesboro Road from Mack Hatcher to Margin).

18. Need sidewalks on 96 Highway to cross I-65.
19. Extension of 1<sup>st</sup> Ave N should be a linear park/greenway focused on connection to the river including a pedestrian bridge connected to Harlinsdale.

## **Street Network and Roadway Improvements**

1. Connected community—this is of great importance to the majority of Franklin residents and must be reinforced by the political will of our elected leadership.
2. Traffic flow may be enhanced by adding right hand turn lanes and improving light timing.
3. We love living in Franklin! The traffic is getting worse!!! Do what you can, we support you.
4. We cannot drive safely down E. McEwen which if approved will take 4-6 years to complete.
5. Please remember the one lane tunnel on Wilson.
6. The only issue I would bring up is the elimination of the two single lane overpasses on Wilson Pike.
7. Roads are already becoming congested as is. As the volume of use rises, main roads must be widened, new roads must be planned, and parking for many must be planned.
8. When will Mack Hatcher be completed?
9. Plan to put a main emphasis on infrastructure. Try and figure out ways to produce the least amount of travel and vehicle driving.
10. You will likely need more access to I-65 than Goose Creek Bypass + 840 (Stream Valley/Berry Farm Area)
11. Overpass over 65 south of Goose Creek? Second entrance for Stream Valley?
12. As I look at all the future plans for Franklin some ideas are very beautiful and would certainly make a lovely, quaint city even more beautiful. But as you make more development possible, the traffic increases. Some roads in the county are just not capable of supporting the increase, safely. Certainly that is the biggest challenge. The connectivity inside the city makes sense, but outside the city limits, the connectivity creates threats to the welfare of the citizens.
13. Please accelerate the SR96 Gateway Enhancement Project, between I-65 and Royal Oaks Blvd. This stretch of road is undergoing redevelopment pressures now and has long been in need of safety improvements. The sooner the concept can be identified, the more that development can conform and participate in the improvements. - A MAJOR CORRIDOR –

## **Transit**

1. Transit element should be stronger and more specific.
2. Traffic-please help- bus/trolley/bike?
3. Locate transit oriented development in a kind of land use zone. E.g., the hospital and medical office complex at Murfreesboro Road near I-65. Gives direction for locating transit hubs facilitating such development.
4. Was any consideration given to transit oriented developments along potential regional light rail/mass transit connectors? Franklin is not an island in terms of people living/working inside and outside the city limits.
5. How will this plan respond to transit? The MPO's south corridor study may suggest development patterns (urban form, density, use) that are different than the vision. Franklin must have a

community conversation about density. Residents must understand the flip side of prohibiting high density/multifamily/tall buildings/loss of farmland and open space. No opportunities for premium transit (LRT, BRT)

6. Trail and transit-oriented development zones.

## GROWTH

### Infrastructure/Annexation/Services

1. I think most of the concept vision is positive, however, there seems to be a big disconnect for the areas that are already waiting to be a part of simple resources like sewerage/sewer lines and natural gas. I've been waiting 12 years to be able to be on the sewer system.
2. Large tract M.P. developments (Fieldstone Farms, Westhaven) can under-write "Adequate" infrastructure improvements that multiple small tract developments cannot. I question long transitioning to county-size residential lot development within the UGB. Let the county be the transition. It's surprising the large lot residential poster guidelines are the same as single family guidelines & vice versa. UGB limits should be re-opened and revisited to better conform to sewer drainage basins.
3. If city wants to control UGB's development, then it should be annexed before development occurs. Consideration of transfer of development rights from UGB to core if want to control development in that area.

### Concerned about current growth

1. It is time to quit overdeveloping Franklin.
2. Please don't let Franklin become like Austin, TX. Round Rock to San Marcos—traffic and subdivisions, like L.A.
3. It is very easy for the developers to come to this area, pay very little to develop i.e. infrastructure, schools, services, etc. There is no cap, no cost to them. It falls upon the taxpayers and ruins the quality of life for residents and the culture. High residential ruins our tax base, hurts tourism (which actually makes money!) We are losing Franklin and Williamson County to over-development, lack of roads, quality of life.
4. I love Franklin, but it no longer has a small town feel, no matter how often we say it. Our infrastructure is being overwhelmed, yet new project keep getting approved. Look at Columbia Avenue. The City has been talking about the Mack Hatcher extension since I returned to Franklin 14 years ago (FHS grad).
5. The City should not offer tax incentives to new businesses looking to relocate to Franklin.
6. How does the exponential increase in traffic make Franklin a more desirable place to live? Is Franklin trying to compete with Nashville?
7. The allure of Franklin was its small town appeal. The average American dream is a nice house on a nice spot of quiet property. Yet, massive development is considered progress.
8. Franklin's area Infrastructure is going to be unable to sustain the population growth, as throughout the entire Nashville and surrounding areas traffic congestion. Emergency services will need more support. Franklin has had a stable community for decades, unfortunately, history repeats as how overdevelopment has had a negative impact on the environment.

9. Where is all the traffic going?
10. Very concerned about roads/drainage/etc. Infrastructure for an already crowded town.
11. Envision Franklin p. 11 -Our residents want to keep Franklin Franklin. Which means maintaining the established community character and quality of life. Managed Growth? Franklin's growth is already totally out of control. Growth is not responsible if infrastructure cannot support it. Quality of life is reduced by increased traffic. The role of the plan is to articulate what Franklin's residents want for their future. Our residents want to keep Franklin Franklin. Quality of life is decreased as traffic increases. Schools-are becoming overcrowded. Scenic views-now include tall buildings. Cost of living-our children cannot afford to live in the town they grew up in. "While growth can bring economic opportunity and prosperity, it can also fundamentally alter the established community character and quality of life due to increased traffic, influx of people, and the loss of natural amenities and open spaces." Traffic is awful!!! Please stop all of the growth. The community needs to catch up before adding more development. Outside developers don't care what they are creating and destroying because they do not live here.

### **Support Additional Building Height**

1. 16 stories should include all Galleria commercial complex
2. Uniformity of building heights-16 stories on south side of McEwen should extend to I-65.
3. I question the vary heights along I-65. This is where density must Happen! Has infrastructure in place.
4. 12 story buildings should extend both sides of Carothers to Liberty.
5. Like the building height options with location. Like the idea of purposeful re-use of the right buildings
6. In fitting with current building heights (Drury?). I support the 12 story height change along Mallory Lane.

### **Does not support additional building height**

1. I do not want the office buildings any taller.
2. Buildings over 16 stories - who is paying for the upgrades the fire department needs to keep those structures safe? I vote not the residents - I don't need more professionals in the area - current limits are enough.
3. I have concern about allowing taller buildings, as this increases density and thus traffic.
4. 12 story area west of I-65 adjacent to residential 12 to 1 to 2 stories. What about 3 story setback. East side 6 stories adjacent to gated community-buffering. Managed growth-the City seeks responsible growth that enhances quality of life and preserves its scenic beauty. Scenic views are not preserved if they include 16 story buildings. The plan doesn't follow its own guidelines. Natural Beauty-"Scenic viewsheds and vistas should be preserved as amenities." You can't make claims like this and support allowing 16 story buildings. Another example of the Plan contradicting itself. "Building up and not out" leads to increased traffic and interrupts our scenic views. "Project design should carefully address the potential undesirable impacts on existing uses, including traffic." Addressing the impact does not equal eliminating the impact. Traffic gets worse every day. Multifamily residential "Maximum of three stories inside and four stories outside of Mack Hatcher Parkway." You'll allow a 16 story commercial building, but not a 5 story

residential building?! “Create an attractive urban viewshed” This would drastically change the definition of our small town. A city skyline and the associated traffic will not keep Franklin Franklin. The guiding principles of the Plan are supposed to be “preserving the city’s unique identity and character.” It appears that only applies to downtown, because our unique identity and character does not include any 16 story buildings. 16 stories? Your representative tonight is calling a 33% increase in height a slight (?) increase! Hardly slight. I reject this plan for developers to increase their profits at the expense of our city’s image and charm. Please reject this idea. Franklin’s residents will not benefit from this. Our surface streets are already being choked. Adding this level of density can only make things worse. Stop already! Money grabbing developers are ruining Franklin. Buildings in Cool Springs at one time were not to exceed 10 stories. What happened?? The views of this hills are being covered up and it is extremely sad this beautiful area is being destroyed.

## CHARACTER/BUILT ENVIRONMENT

1. Downtown (historic) needs more business to support living in downtown area (grocer/etc.)
2. As new residents we hope the downtown does not lose its quaint uniqueness by bringing in too many chain stores to downtown area or lose the beautiful tree lined roads.
3. Recommend form based zoning for certain areas (within Mack Hatcher) and traditional.
4. We love the aesthetics of Franklin - why we moved here vs. Murfreesboro (among other reasons). Please continue to keep the neon signs to a minimum, etc. This is much more aesthetically pleasing.
5. I really wish Franklin would get back to the southern charm we use to have. Over the last 8 years, we have been moving towards an urban contemporary look and feel in some of the areas with the highest visibility. Though I think we should have a nice mix of all types of architecture and design, we are one of the historic towns in the south and we seem to be moving away from that charm. I simply believe that we should encourage more southern architecture to help continue our identity of southern charm that has been eroding over the last decade.
6. Please restrict double-lot development (two homes sharing a drive on one lot). It is not the visual character we want in Franklin.
7. How did Auto Zone get zoning approval to build right on Columbia Avenue-that might be worth better controls (i.e. zoning).
8. Infill Development - I hope the new Envision Franklin Plan will actually adhere to its tenets, instead of caving on areas due to developer pressure.

## NATURAL RESOURCES

### Open Space and Harpeth River

1. Protect the Harpeth!
2. Love the concepts of 1) preserving significant green space (both small pockets and large natural expanse Fig D p 139) 2) maximizing design opportunities to reflect and encourage enjoyment of the River.

3. Keep pushing neighborhood parks. The plan shows big voids in recreation areas, although there is significant amount of floodplain within the UGB that could be allocated and incentivized with density swaps.
4. Recreation Area - Rumor of new park in vicinity of 65 S of Murfreesboro, North of Long lane. I believe Franklin needs large park without traffic noise on E of 65, like Smith Park in Franklin.
5. Subdivisions don't have much green space-we need more. Work with parks.
6. Transfer of development right for conservation.
7. Please do not run Mack Hatcher through natural areas.
8. Putting parking lots in floodplains is not a good option. I see a development of a hotel to be placed in the floodplain in downtown Franklin. I was told it is okay because parking will be on the lowest floor. If out of town guests park in the lot while staying in a hotel and then a flood occurs their vehicle will be destroyed. This idea isn't right!!!
9. All I see is our "scenic beauty" being scraped from the face of our city and surrounding area. We need more accessible natural areas, nature parks, set aside land that will not be developed for monetary gain. Let us enjoy our nature. Requiring that developers create walkways between developments is not nature preservation. I hate seeing the wooded areas being bulldozed over. The wildlife is quickly losing their habitat which is shameful. Liberty Pike near Carothers Parkway was a beautiful area and it is so sad to watch it being destroyed!!! Franklin has lot it's beautiful charm.

### **Water, Energy, Noise, and Light**

1. The water systems need a more robust facility network to supply quality water with the drastic population boom we hope to facilitate.
2. The demand for power will grow as the population increases. We need to build a reliable, growing power system to accommodate the needs of our growing population.
3. Please be active in managing 1) noise and 2) light pollution (adopt Dark Sky Society standards)
4. Concern for future recreation areas and use by City - increased noise by trucks dumping and loading dirt/mulch (Currently at Carnton Site) adjacent to neighborhoods (Polk Place/Carton). Increased events and noise volume (some over 80+ decibels).
5. Concerns/Problems: Extension of Mack Hatcher to East & West and managing noise for existing neighborhoods through walls/trees & landscaping. Recreation area noise levels and use by City for dumping (mulch/dirt) & truck noise (7am) beeping.
6. I understand that a noise barrier is likely TDOT's decision, but I would favor one adjacent to Stream Valley.

## **DESIGN CONCEPTS**

### **General Comments**

1. How do you deal with conflicts in your concepts? Increase density where infrastructure supports it vs leaving large lot zoning on existing property. Any chance for better collaboration with County?
2. Why 17 design concepts?



3. How do you balance density in zoning between the existing setting (lower density) and infrastructure (supports higher density).
4. Development suitability maps should be a key element in development review. Is it? Seems unclear.
5. Need to map surrounding community land use so that it can be seen what surrounding communities are doing.
6. Would like to hear more about “big picture” - where/how Franklin wants to develop. Also, any additional thoughts about public transportation + public housing/shelter. (Lower income needs).

### **Neighborhood Commercial and Neighborhood Mixed Use**

1. Neighborhood mixed-use—important component to creating a more walkable community and reducing congestion.
2. We would like to extend/enlarge the commercial node at the corner of North Chapel Road and Hwy 96. Specifically add approx. 10 acres to the southeast corner. Please see the attached letter and map for specifics.
3. Neighborhood Commercial: Town center image on the board-as Franklin increases in density, parking is important! Currently, parking at lunch at Whole Foods or Jason’s Deli stinks. The image of a town center is nice-but this is not always appropriate given the need to accommodate customers. Keep this a livable community that confronts reality of consumers in their vehicles!
4. Berry Farms - Rural Plains is not neighborhood mixed-use
5. Given enough density, small retail components within a mainly residential project could be considered an “Amenity,” and reduce vehicle trips.
6. The East side of I-65 needs lunch options. It’s incredibly unbalanced from Hwy 96 to Baker’s Bridge so you have a lot of office workers who need to travel further to do errands/grab lunch.
7. If Liberty Pike is extended to Wilson Pike, would/could be a location for neighborhood commercial.
8. Like the idea of moving retail and multi-residential parking inside of structures from the road. However, there is a concern over security with that design.
9. Consider adequate parking-old people can’t walk long distances-avoid “shared parking” again old people can’t park easily. Avoid large footprint building. They tend to attract crime.

### **Historic Residential**

1. New homes built on Old Liberty Pike do not appear to be built within the guidelines of staying within the neighborhood older home structure.
2. Infill projects-too many. I have yet to see one (except Main Street where the “Dozier” house and 5 or 6 others) that seems to fit the “context” of the neighborhood.
3. We need to preserve historic properties-by some definition of historic (maybe pre-1930). But let’s not start calling 1950’s red brick by this definition-better to rebuild with historic-now construction.

### **Compact Residential**

1. I really like the compact residential uses-especially the accessory dwellings, live-work, etc. As an affordable housing advocate, this type of planning is part of the solution if done right. I believe

in all new construction keeping in with the historical identity, and that all infill should be compatible in character with area. I love all the comments under Hard Bargain neighborhood. The vision is still alive. The one thing I did not agree with is that you did not label the Mt. Hope Cemetery nor the area we call "the hill" as Hard Bargain. I realize this is still in the "idea stage," but this area has all been referred to as Hard Bargain since the 1800s. As you know, Habitat, Hard Bargain Assn and Community Housing Partnership are proposing to the City to let us build affordable/workforce housing. It is an urban planner's dream location.

2. Compact residential: urban village appeal, with live/work space lite retail services. Compact residential should extend to "The Hill"
3. Warehouse on Mt. Hope converted to Live/work space, 96 & 5<sup>th</sup> up to some repurpose to include restaurants/bars - trendy & office.
4. Need conservation zoning for historic city without HOZ i.e. Natchez height in compact prop needs limits.

### **Large Lot**

1. Large Lot-more than one accessory structure

### **Development Reserve**

1. I am very pleased that Wilson Pike was left as we requested. Thank you.

### **Conservation Subdivision**

1. Concerned that conservation subdivision concept will not preserve or promote infill. Ref specifically to Mack Hatcher Bypass. These areas need to be "development reserve." Having development reserve at the outer edge of the city will help encourage development in core and regional commerce areas.

### **Multifamily**

1. If your intent is to minimize/discourage multi-family/assisted living, you have achieved your goal. I question grouping both assisted living and multi-family together, as they are very different uses and infrastructure loads.
2. I do not want to see any more apartments in the Cool Springs area. The transient students have lowered the Centennial scores.
3. Maximize use of existing infrastructure by allowing higher density and mix of uses. By maximizing land-use, we can preserve more open space and natural resources; Example mandated sidewalks against traditional suburban retail is never utilized to its potential. In a higher density pedestrian friendly design will maximize sidewalk.
4. Oak Meadow area:
  - o Southeast corner of South Royal Oak and Oak Meadow. It is important to me that this property remain commercial. More apartments will exacerbate the traffic problems.
  - o I request that the SE corner of Oak Meadows and South Royal Oaks remain zoned commercial.
  - o The revised land use (proposed) plan shows the SE corner of Oak Meadow & S. Royal Oaks as Multi-family residential in the future. We have been told twice at this Open House that this property will change back to neighborhood commercial in the revised

plan to become public in Dec '16. We are in full support of this change back to neighborhood commercial & that is why we are here today. We'll be back in December to assure ourselves that the change back was not overlooked.

- Please ensure that the Southeast Corner of Royal Oaks and Oak Meadow are included in the plan for neighborhood commercial.

## **Industrial Flex**

1. Be bold enough to “envision” light-industrial out of core-Franklin. Make Franklin walkable and move light industrial out if walkable to downtown Franklin (south on Columbia.) Cliff Whitmore
2. Industrial Flex (Seaboard Area) consider another concept or make sure this type of activity is called out/supported.

## **Institutional**

1. The result of increase population puts extreme pressure on current population. So as the city and BOMA plans the future use of certain areas, another area to plan for is land use for cemeteries. Obviously the private sector would have to provide funeral home uses but I read that cities could take on the responsibility of a cemetery. As the wonderful resource of Williamson County disappears, the land(!) that need for when people die, will be unavailable, near the City anyway. Final thoughts, serve the current residents of Franklin and Williamson County before the development for future residents, preserve what is there now and our lifestyle, our safety, and quality of life. You have a wonderful place now, can you keep it?

## **Recreation**

1. Why is the city's water treatment plant “recreation”?

## **Affordable Housing**

1. Regarding residential development, there has been a group of people pushing for "affordable housing". The problem with mandated affordable housing is it always traps people who need affordable housing into a deed restricted and regulated development that they cannot capitalize off their investment. I do not agree with mandated affordable housing but I do support opportunities for upward mobility. This leads me to a thought of encouraging developers to look at building practices of building smaller homes with the ability to increase square footage and improvements in the future. I may be wrong, but it seems to me that unless you are building a custom home, most of the building process and finishing of a home are not of the high quality standards that people want. I also believe that the cost of asking a builder to add upgrades are higher than doing it yourself after the fact for general updates and additions. I believe that the development process is costing more and more each year and that is what drives up the prices of homes to the point it is out of reach for a lot of people for a product that not of the same overall quality. That is why I think if we encourage developments, for example, that are less square footage but are designed for future renovations/build out, it would allow for a lower price point for younger families, but sets up the family that is growing to increase their home's footprint more easily in the future. My home had a 200 square foot space over the garage that was easily accessible, but my section had a limit of square feet it could build. It was a builder agreement between the multiple builders in the McKay's Mill neighborhood. It cost

me more to have the builder insulate and run AC to the space than it did for me to complete the drywall and electricity. I added about 200 sq ft to my home at a much smaller cost after the fact than it would have cost me if the builder had done it. This cost would have been compounded if I added it to my initial mortgage. I think this is a key to provide homes at lower price point but still empower people with their investment. If you can buy a 2,000 square foot home for a young family of 3 but later are able to build out or expand based on your needs of a growing family, it allows for better financial management and family function. I have been in my 2600 sqft home for about 13 years. I have added to and updated most every room of my home. It suites my needs perfectly today but 10 years ago it was to large but I felt I needed the space to grow into. Today my home is a little of over 2800 sq ft and though I would love to change a few things, it suits my needs. There are other homes in my neighborhood that are much smaller in size but the design makes it so very hard to add usable square feet without drastic structural changes. This traps people into making only 1 of 2 decisions, living in a functionally deficient home or move. So today, it just seems as though smaller homes are not able to scale to a growing family's needs. If I can buy a 2000 square foot home at the current estimated value of \$270,000 today (\$135 per sq ft). But then add an additional 400 square foot in the future at \$100 square foot. My home's value will increase without overpaying for the square foot and hopefully keep homes costs someone management for people looking to break into the market.

2. Should identify target areas that would be appropriate for residential increase in density (i.e. one house knock down build 2 more residential). Would like to see more townhouses near downtown or Cool Springs near high commercial areas, in \$190k-\$230k range.

## OTHER

1. Don't Live in/for the past, "Historic" Franklin, Make history providing for the people of today, Make history, equality, "Historic" Franklin
2. Composition of Planning Commission-developers and others who stand to benefit from project approval SHOULD NOT be members. Their expertise may be by way of consulting but not as voters. This is clearly a conflict of interest.
3. When writing regulations/rules need to make them clear so developers are not able to continuously ask for exceptions and waivers. Implement "WHAT" would constitute a possible exception or waiver. No need to write regulation if you are going to continuously give unlimited waivers. Put foot down and say NO. i.e. a square peg don't fit a round hole-don't give waiver.
4. Consider Edvat (?) areas (or mapping them).
5. Commerce requires more space to support the economy while offering more jobs to residents. A modular design must be considered to make future expansion easier-while allowing changes to the landscape to have minimal repercussions on the nearby residents.