

SPECIAL AREA 9

The New Hwy 96 W/5th Avenue N Key Area encompasses the entirety of Special Area 9. See below.

Key Area –New Highway 96 West/5th Avenue N

This area represents an important corridor leading into the historic downtown core. The community desires to improve upon the area and transform the character of the built environment to promote a vibrant downtown core while protecting the residential character of the surrounding areas.

Most of these properties are located within the 100-year floodplain and have redevelopment constraints due to local and Federal floodplain regulations that are intended to protect against significant risk of life and property. Much of this area was developed prior to these regulations.

In certain instances, local restrictions should be given flexibility in order to support and enhance community-valued resources. A study was completed by the American Planning Association Community Planning Assistance Team (CPAT) that provided recommendations for this gateway into historic downtown Franklin: both redevelopment of commercial uses in the shallower floodplain and conservation of the deeper floodway fringe and floodway. This FLUP reflects those recommendations. Because the topography changes significantly across this small geographical area, recommendations have been broken down at the block and mid-block level.

5th Avenue N between N Margin St/Mt Hope St and Del Rio Pike

Much of this area is located in the deeper floodplain and floodway and properties should be preserved as open space so that they may serve as storm water capacity during flood events and reduce risk to life safety.

New uses for the “hill property” should be limited to low-scale, low-impact public uses that respect the adjacent historic cemetery. If the BOMA decides to declare this property surplus, low-scale commercial and civic/institutional uses would be appropriate.

5th Avenue N between New Highway 96 W/Bridge St and N Margin St/Mt Hope St

This area is currently underutilized in terms of development potential. Future redevelopment should follow standards for traditional areas and meet the City’s floodplain construction standards. Commercial, retail, and civic/institutional uses should be concentrated in this area.

Land aggregation and redevelopment of properties of a half block size or greater is highly encouraged in order to achieve the development form recommendations of this Key Area. Shared parking site design and shared parking agreements are also highly encouraged. Additional street and pedestrian interconnectivity should better integrate the site with the existing network. Flat roofs with parapet walls are recommended with the intent to de-emphasize the overall building height. Zero side yard setbacks with architectural features

such as an arcade to span the mid-block driveway entrances are appropriate. Open space will be limited to small greens or outdoor plaza spaces, highly accessible and visible and in prominent locations that encourage continued active use.

Northern Half of Block (Buildings D and E)

Buildings may be at a scale of up to three stories with structured parking on the ground (first) floor below the Base Flood Elevation. The first floor should appear as a building façade using architectural features and landscaping with parking to serve the second and third stories. The functional second story should be located above the Base Flood Elevation with the third floor stepped back 20 feet from the front façade to reduce the overall sense of height. An internal vestibule is appropriate for the staircase/elevator that would serve both 5th Avenue N and the first floor parking. An elevated walkway above the BFE may be appropriate to connect the building second floor entrances. The design of buildings adjacent to the National Register historic cemeteries should be contextually sensitive. Building I may be a small scale transitional use, such as a transit shelter.

Note the future connection to Glass Street, linking the Hard Bargain neighborhood west of the site and enhancing the grid street network.

Southern Half of Block (Buildings B and C)

Buildings may be one to two stories above the Base Flood Elevation with an architectural feature at the intersection of Bridge Street/New Highway 96 W and transitions in height to the northern half of the block. Parking should be located behind the building, not underneath the first floor elevation due to the shallow floodplain depth.

The recent rehabilitation of an existing building to further address the street fits within this recommended framework.



Redevelopment and conservation opportunities along 5th Avenue N. Note the shared parking is employed to maximum building square footage across the block.



Potential redevelopment looking southward toward Bridge St. Note the building scale, recessed third floor, and first floor parking integrated into the building design.

Open Space

If the west side of 5th Avenue north is redeveloped, open space should be provided along Sharp's Branch at the western boundary, associated with stream restoration and enhancement while maintaining 100-year flood storage capacity. Additional capacity can be provided within the stream restoration corridor along Sharp's Branch as a series of meanders and wetland overflow areas. This is intended to reduce the horizontal distance of the FFO District. Sites nearby provide additional opportunities to pick up capacity if integrated into the design.

4th Avenue N/N Margin St (Buildings F, G, and H)

Redevelopment should consist of a series of smaller buildings with traditional residential character to continue the established rhythm and scale and to be in context with the adjacent cemeteries. Building height should not exceed two stories above the BFE. Parking should be located behind the buildings and on-street parking is encouraged.

Special thanks to local volunteers Ben Johnson, Dwight Kiser, Roger Lindsey, Kate Reynolds, and Gary Vogrin for providing the conceptual plan and streetscape rendering.

SPECIAL AREA 10

Character

1. The area adjacent to (north of) the downtown core primarily consists of established historic, single family residential structures with a traditional development pattern. The community desires to maintain this historic residential character and scale. The area is within the Downtown Franklin Local Historic District and is also listed in the National Register of Historic Places. This area contains a mixture of office and residential uses, Bicentennial Park, two historic cemeteries, and significant amounts of floodplain along the Harpeth River. Floodplain regulations represent a constraint for future development in the area.

Land Use

2. The objective for properties within the floodplain should be maintained and protected to enhance the current neighborhood pattern and character. Rehabilitation and flood-proofing for the City's cultural resources should be paramount, as well as restoration of historic features of modified historic buildings.
3. Areas outside of the 100-year floodplain may be developed with detached single family residential uses, accessory dwellings, or small office uses and civic institutional uses in buildings respecting the established residential character and building scale.
4. Parking lots are appropriate uses for the existing vacant parcels in the floodplain fronting the south side of North Margin. These lots could be utilized by businesses, Bicentennial Park, the cemeteries, and for special event overflow for downtown.

Development Form

5. The area should follow standards for traditional areas. Residential should consist of detached residential housing types at a scale of up to 2 stories.
6. Non-residential uses should maintain the residential design and scale related to the construction of new buildings or the expansion of existing buildings.
7. Development may be supported by surface or structured parking located to the side or rear of buildings which address the street. On-street parking is encouraged.

Connectivity

8. The street and sidewalk network should be enhanced. A street linkage should be provided extending 1st Avenue N to connect with N Margin. Improvements are desired to the sidewalk system and pedestrian crossings, including along Bridge, North Margin, and cross streets. The multi-use path along the Harpeth River should be extended.

Open Space

9. Bicentennial Park, the historic cemeteries, and the Harpeth River provide significant open space for this area. Additional properties within the floodplain may be appropriate for the continuation of Bicentennial Park. The Harpeth River is intended to have a public edge that is physically and visually accessible to the public. The purpose is to provide points for passive recreation, small informal gatherings, environmental education opportunities and scenic vistas.