

CHARACTER AREAS

FRANKLIN ROAD SMALL AREA PLAN

The Franklin Land Use Plan and the Central Franklin Area Plan were adopted in February and May 2004, respectively. Both plans called for further study of the Franklin Road/Mack Hatcher Parkway intersection area because of its importance as a gateway into downtown Franklin, its exemplary scenic quality and rural character along Franklin Road, and the historical significance of surrounding key parcels, such as Harlinsdale Park and Ropers Knob and National Register properties located in the plan area.

The Franklin Road Small Area Plan (SAP) was drafted by the Franklin Municipal Planning Commission (FMPC) with valuable input from the community. Four special meetings, including a mobile workshop, were held over a period of five months. The SAP was adopted on June 22, 2006. The SAP specifies the future land uses and land use character for the area, identifies targeted development standards to preserve the scenic quality of key parcels, and provides the framework to develop the area in an environmentally sensitive way.

FRANKLIN MUNICIPAL PLANNING COMMISSION

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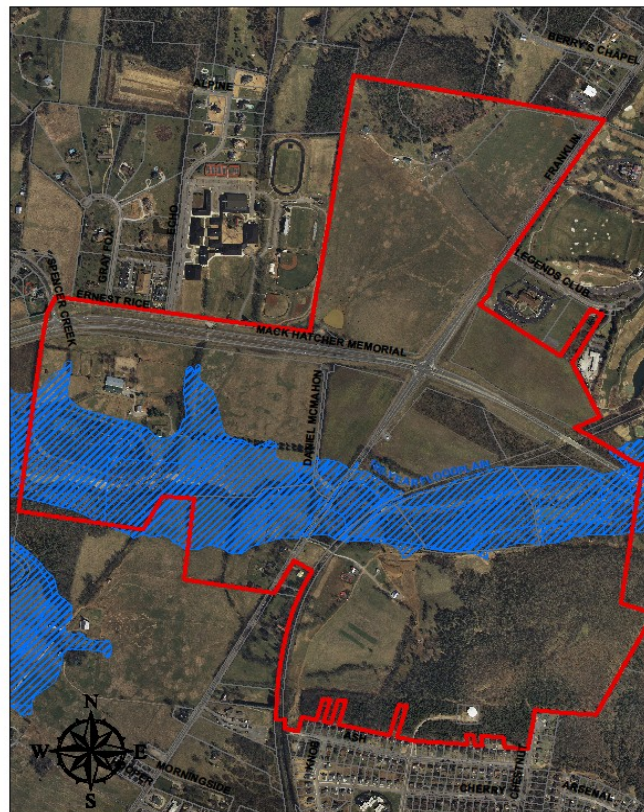
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EXISTING CONDITIONS

As part of the study process, existing conditions and pressing issues were identified by the FMPC, citizens, and property owners.

The following list outlines some of the major issues:

1. The area is unique and has tremendous scenic value to the community.
2. The land around the intersection is highly visible due to topography rises and elevation changes.
3. Most of the structures have significant setbacks from Franklin Road.
4. Downtown Franklin is a “charming” and economically viable city center with rural uses along Franklin Road as it transitions into the traditional town.
5. Existing street infrastructure is inadequate, and the Franklin Road/Mack Hatcher Parkway intersection is dangerous.
6. Pedestrians and bicyclists do not have a safe passage across the wide expanse of asphalt, which disconnects Central Franklin from the surrounding neighborhoods north of Mack Hatcher Parkway.
7. Private property rights should be considered alongside community desires for viewshed and corridor preservation.



***FRANKLIN ROAD SMALL
AREA BOUNDARIES***

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GENERAL RECOMMENDATIONS

The following principles will guide City decision-making within the Franklin Road and Mack Hatcher Parkway area:



*Detached Residential Conservation Subdivision
Assabet, MA*



*Detached Residential Conservation Subdivision,
Athens-Clarke County, GA*

Desired Land Uses and Design Parameters

1. Land use character
 - A) Appropriate uses include Detached and Attached Residential.
 - B) Commercial uses shall not be considered.
 - C) Clustered development and open space conservation of surrounding areas shall be encouraged.
 - D) Trail interconnectivity should be promoted in the plan area using current and future planned trails, together with trails along the Harpeth River.



*Big House Concept, New Town of St.
Charles, IL*



*Farmstead Compound Concept,
Steve Bell Rendering*



Big House Concept, San Francisco

2. Appropriate scale and architecture
 - A) Attached Residential may be appropriate if it has the massing and scale of Detached Residential, such as the “Big House” or “Farmstead Compound” concept, which would have multiple town house or flat units but resembles Detached Residential.
 - B) Architectural sensitivity for new development shall be held in the utmost regard. The style and architecture shall draw from the surrounding area and historically significant buildings. Some of the historic dwellings in the area were built in the early 19th century and possess Federal and/or Greek Revival architecture. See the photos on the next page.

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*Guider House,
National Register Eligible Property*



*Thomas Shute House, "Creeside",
National Register Property*



*Wyatt Hall,
National Register Property*



*Daniel McMahan House,
National Register Property*

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Street Corridor Character

1. Context Sensitive Solutions (CSS) shall be used for street infrastructure improvements to the Franklin Road/Mack Hatcher Parkway area in coordination with TDOT and City Streetscape Plans. Alternative options as appropriate shall be taken to avoid widening Franklin Road and the intersection.
2. New local streets shall be rural in character, with swales instead of curbs, informal street-tree plantings and traditional rural elements, such as wood-plank fencing and stone walls.
3. The rural, scenic character of Franklin Road and Mack Hatcher Parkway shall be retained and enhanced. Streetscape improvements to Franklin Road shall be rural in nature, including informal, natural landscaping and traditional rural elements.
4. Corridor setbacks shall be a minimum of 150 feet. There shall not be parallel drives within the setback. A viewshed study shall be submitted by the applicant with any request to modify the minimum 150 feet. The purpose of this shall be to achieve optimal placement of clustered development in each quadrant to preserve the scenic viewshed and important natural features.
5. Orientation of structures shall address the streets with no rear yards between the structures and Mack Hatcher Parkway and Franklin Road. There shall be an emphasis on viewing open space from Franklin Road and Mack Hatcher Parkway, as opposed to structures.

Vehicular Circulation and Access

1. Legends Club Lane shall be the only vehicular access on Franklin Road for future development in the northeast quadrant of the intersection. If the northwest quadrant develops, then access shall be coordinated to create a four-way intersection with signalization, subject to TDOT approval.
2. Future development in the northwest quadrant shall have a street network that connects to Ernest Rice Lane.
3. A left-turn lane shall be installed for Legends Club Lane in conjunction with development in the northeast quadrant, subject to TDOT approval.
4. Daniel McMahon Lane shall be the closest access on Franklin Road from Mack Hatcher Parkway in the southwest quadrant, but may be relocated due to environmental constraints. Access to the southeast quadrant should be studied further to ensure appropriate field placement due to topography and floodplain constraints.
5. Extension of Spencer Creek Road into the southwest quadrant shall be encouraged, in conjunction with TDOT approval.

Pedestrian Circulation and Access

1. Pedestrian crossings at the Franklin Road/Mack Hatcher Parkway intersection should be further studied. The pedestrian crossing shall emphasize safety for all modes of travel.
2. A pedestrian crossing of Franklin Road is an important connection that needs to be established. Appropriate field placement of this connection should be studied, and it may result in a pedestrian tunnel or an at-grade crossing.

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Franklin Road Corridor



Harlinsdale Farm

Open Space and Protection of Natural Features

1. It shall be the policy of the City to create an outstanding, award-winning greenway system and wildlife corridor in this area that serves to connect Aspen Grove Park to Harlinsdale Park to Bicentennial Park and downtown Franklin. This system shall include a pedestrian trail along Spencer Creek through this area.
2. An emphasis shall be placed on preserving significant amounts of open space south of Mack Hatcher Parkway.
3. Harlinsdale Park should be expanded if opportunities arise.
4. Land conservation and viewshed preservation need to be sensitive to maintaining existing land-development rights.
5. There shall be a restriction on over-lot grading techniques that dramatically alter site vegetation and topography. Development shall use the natural, existing topography and minimize grading to the maximum extent practicable.

Public Facilities and Service Delivery

1. Development shall be coordinated with appropriate improvements to infrastructure and public facilities and provided in a timely manner relative to the growth the facilities are intended to serve.

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Open Space

1. A well-integrated network of connected open space and parks shall be encouraged to add public amenities and to preserve the existing qualities of the area.
2. Common design elements, such as fieldstone walls and wood plank fencing, shall be used to create and maintain the land-use character of the area.

SPECIAL AREA 7

Character

1. Franklin Road in this area is considered to be the last rural gateway into Central Franklin. This area is unique and has tremendous scenic value to the community. As such, it will remain a prominent and important gateway and corridor into Central Franklin.
3. Substantial areas of open space exist. Future land uses will be carefully developed to respect the rural character of the area.

Land Use

1. Established land uses include homesteads, farmsteads and large estate single family residential uses. Future development will be limited and may include clustered residential and institutional uses that maintain substantial areas of open space and preserve rural viewsheds.
2. Clustered development and open space conservation of surrounding areas shall be encouraged (FRSAP).
3. Appropriate uses include detached and attached residential. Commercial uses shall not be considered (FRSAP).
4. New growth should be encouraged only in areas where adequate public water, sewer and streets are currently available or are planned.

Development Form

1. The area should follow standards for the Rural Design Concept, unless the clustering option is employed. In the use of clustering, the traditional standards would be appropriate for the developed portion of the project.
2. Recommendations originally identified in the Franklin Road Small Area Plan, included herein, shall be applied to the area.
3. Building scale should be limited to 1-2 stories with an exception for civic and institutional buildings, which are subject to the PUD review process during which an alternative maximum height may be established.
4. Civic and institutional buildings may be appropriate in places other than Hamlets if designed in campus settings keeping with the character of the area.

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5. Appropriate scale and architecture (FRSAP)
 - a. Attached Residential may be appropriate if it has the massing and scale of Detached Residential, such as the “Big House” or “Farmstead Compound” concept, which would have multiple town house or flat units but resembles detached residential.
 - b. Architectural sensitivity for new development shall be held in the utmost regard. The style and architecture shall draw from the surrounding area and historically significant buildings. Some of the historic dwellings in the area were built in the early 19th century and possess Federal and/or Greek Revival architecture.

Connectivity

1. The Major Thoroughfare Plan identifies the expansion of Franklin Road from 2 to 4 lanes between Mack Hatcher Parkway and Moores Lane in its short range projects. In addition, the Mallory Station Road intersection is set to be realigned with South Berrys Chapel Road at Franklin Road by 2025.
2. Coordination with TDOT is needed in the design and construction of proposed intersections with Mack Hatcher Memorial Parkway. Also, construction with TDOT is needed to ensure that Context Sensitive Design for Mack Hatcher Memorial Parkway is fully implemented for the entire loop.
3. Context Sensitive Solutions (CSS) shall be used for street infrastructure improvements to the Franklin Road/Mack Hatcher Memorial Parkway area in coordination with TDOT and City Streetscape Plans. Alternative options as appropriate shall be taken to avoid widening Franklin Road and the intersection (FRSAP).
4. New local streets shall be rural in character, with swales instead of curbs, informal street-tree plantings and traditional rural elements, such as wood plank fencing and stone walls (FRSAP).
5. The rural, scenic character of Franklin Road and Mack Hatcher Memorial Parkway shall be retained and enhanced. Streetscape improvements to Franklin Road shall be rural in nature, including informal, natural landscaping and traditional rural elements (FRSAP).
6. Corridor setbacks shall be a minimum of 150 feet. There shall not be parallel drives within the setback. A viewshed study shall be submitted by the applicant with any request to modify the minimum 150 feet. The purpose of this shall be to achieve optimal placement of clustered development in each quadrant to preserve the scenic viewshed and important natural features (FRSAP).
7. Orientation of structures shall address the streets with no rear yards between the structures and Mack Hatcher Memorial Parkway and Franklin Road. There shall be an emphasis on viewing open space from Franklin Road and Mack Hatcher Memorial Parkway, as opposed to structures (FRSAP).
8. Pedestrian crossings at the Franklin Road/Mack Hatcher Memorial Parkway intersection should be further studied. The pedestrian crossing shall emphasize safety for all modes of travel (FRSAP).
9. A pedestrian crossing of Franklin Road is an important connection that needs to be established. Appropriate field placement of this connection should be studied, and it may result in a pedestrian tunnel or an at-grade crossing (FRSAP).

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10. Trail interconnectivity should be promoted in the plan area using current and future planned trails, together with trails along the Harpeth River (FRSAP).
11. It shall be the policy of the city to create an outstanding, award winning greenway system and wildlife corridor in this area that serves to connect Aspen Grove Park to Harlinsdale Park to Bicentennial Park and downtown Franklin. This system shall include a pedestrian trail along Spencer Creek through this area (FRSAP).
12. Development shall be coordinated with appropriate improvements to infrastructure and public facilities and provided in a timely manner relative to the growth the facilities are intended to serve (FRSAP).

Open Space

1. Open space should predominate the landscape. Significant areas of open space should be located along Franklin Road, hillsides, and hillslopes. Of significant interest is the Meadows Farm on the West of Franklin Road, and Jackson Lake and Legends Club on the East.
2. An emphasis shall be placed on preserving significant amounts of open space south of Mack Hatcher Memorial Parkway (FRSAP).
3. Land conservation and viewshed preservation need to be sensitive to maintaining existing land-development rights (FRSAP).
4. There shall be a restriction on over-lot grading techniques that dramatically alter site vegetation and topography. Development shall use the natural, existing topography and minimize grading to the maximum extent practicable (FRSAP).



*Rural viewshed along
Franklin Road*



*Detached residential conservation
subdivision,
Athens-Clarke County, GA*



*Big House concept,
New Town of St. Charles, IL*



*Farmland Compound concept,
Steve Bell rendering*