

BGA

MEADOWS FARM
(Williamson County)

IRON HORSE SITE

- Zoning: SD-X I3.5
- Acreage: 20.01
- Units: 270 Dwelling Units
(Approved)
- Density: I3.2 DUA

FRANKLIN FIRST
METHODIST
CHURCH

- Zoning: Civic / Institutional

+/- 13.43 AC
(West of Franklin Road)
**+/- 6.15 AC DEVELOPABLE
ACREAGE**

+/- 48.37 AC
(East of Franklin Road)
**+/- 14.2 AC DEVELOPABLE
ACREAGE**

HARLINSDALE MANOR

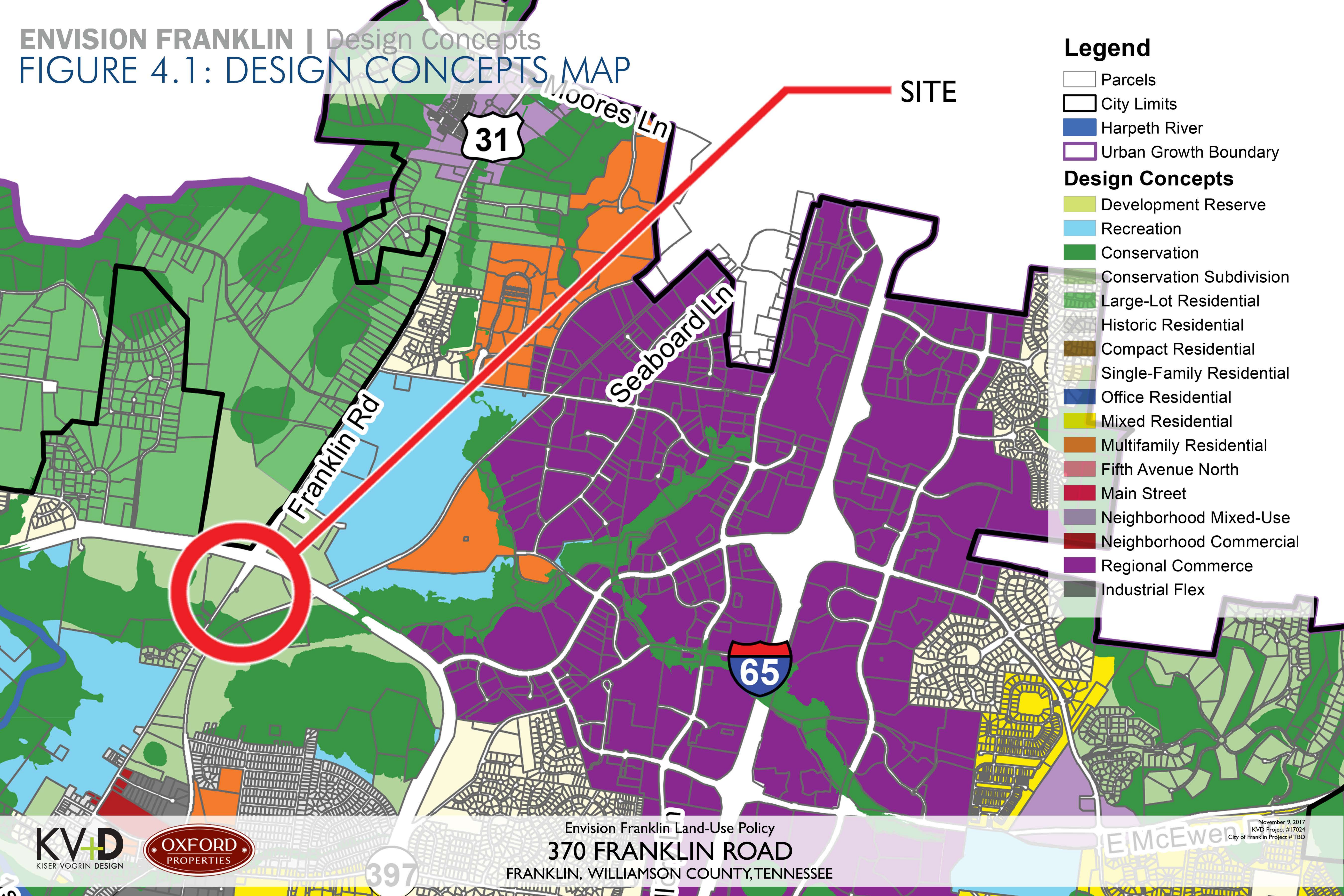
- Zoning: R-2
- Units: 15 Dwelling Units
- Density +/- 0.6 DUA

HARLINSDALE
FARM





ENVISION FRANKLIN | Design Concepts
FIGURE 4.1: DESIGN CONCEPTS MAP



EXISTING CONSERVATION SUBDIVISION DESIGN CONCEPT

The applicant agrees with all design guidelines and standards listed below with the exception of the "red" hi-lited text in which case we submit the language we would intend to follow in the preparation of a Development Plan under the requested Mixed Residential Design Concept Amendment.		
USES	Primary	Single-Family Residential This Amendment seeks to include Big Houses, Duplexes and Townhouses as a Primary Use as allowed under the Mixed Residential Design Concept.
	Secondary	Big Houses, Duplexes, Farmstead Compound, Institutional, and Recreation
FORM	Building Placement	Residential lots and infrastructure should be located to respect natural features and to maximize the proximity of lots to open space. Residential lots should be clustered to preserve a minimum of 50 percent of natural open space. Grading techniques that dramatically alter site vegetation and topography should be prohibited. Developments should use the natural, existing topography and minimize grading to the maximum extent practicable. Buildings and their main entrances should be oriented toward the street. Double frontage, reverse frontage, and flag lots are discouraged. Front-yard setbacks should be consistent along each block, but may vary between neighborhoods or between sections of neighborhoods. Side- and rear-yard setbacks of new buildings should be designed to maintain privacy for both new and existing neighboring properties.
		Architectural sensitivity for new developments should be observed. The style and architecture should draw from the character of the surrounding area and historically significant buildings.
	Building Character	Detached garages and attached garages that face the side or rear are encouraged over attached, front-facing garages for single-family residential development. If attached, front-facing garages are proposed, the garage should be recessed from the front facade of the dwelling. Other dwelling types, such as big houses and duplexes, should have rear-entry garages.
	Building Height	Maximum of two and one-half stories. Would apply only to Big House units fronting Franklin Road and all Single-Family Residential.
	Lot Size	Lots on the periphery of developments should be sized to be consistent with the existing lots of adjacent neighborhoods. Single-family lots with dwellings having attached garages that face the front, side, or rear should have a minimum width of 65 feet and a minimum lot size of 7,150 square feet.
		Single-family lots with dwellings having front-facing detached garages should have a minimum width of 50 feet and a minimum lot size of 5,500 square feet. Single-family lots with dwellings accessed by an alley should have a minimum lot width of 45 feet and a minimum lot size of 4,950 square feet.

PROPOSED MIXED RESIDENTIAL DESIGN CONCEPT

The applicant requests an Amendment to the Mixed Residential Design Concept and agrees with all guidelines and standards listed below in addition to the green hi-lited text found under the attached Conservation Subdivision Design Concept guidelines and standards.		
USES	Primary	Big Houses, Duplexes, Single-Family Residential, and Townhouses
	Secondary	Accessory Dwellings, Institutional, and Recreation
FORM	Building Placement	Buildings and their main entrances should be oriented toward the street. Double frontage, reverse frontage, and flag lots are discouraged. Front-yard setbacks should be consistent along each block, but may vary between neighborhoods or between sections of neighborhoods. Side- and rear-yard setbacks of new buildings should be designed to maintain privacy for both new and existing neighboring properties. Building setbacks internal to a development may differ from the established setbacks in the area.
		New buildings along established streets should be designed to be compatible with the existing character along the street. A diverse mix of housing types and sizes are encouraged for new and infill developments.
	Building Character	Dwellings within new developments should provide a mix of architectural styles and building materials that enhance the City's character. Architecture should contain a rich blending of designs that complement each other yet not be overly repetitive. Accessory dwellings should fit in contextually to the principal dwelling. Townhouses should be designed so that each dwelling has a different appearance through varying architectural elements, building materials, or front-facade setbacks to break up long, flat facades.



CONSERVATION SUBDIVISION		
SPECIAL CONSIDERATIONS	Franklin Road, Jasmine Grove Historic Estate in Myles Manor	Limited clustered single-family infill, not exceeding four new dwellings, to preserve the historic estate and its setting, may be appropriate on the south side of Jasmine Grove, adjacent to Lancaster Drive. Infill development should reflect the form and character within Myles Manor Subdivision. Does Not Apply
	Franklin Road and Mack Hatcher Parkway	Franklin Road is the last rural gateway into Downtown Franklin. Setbacks should be at least 150 feet along Franklin Road and Mack Hatcher Parkway in order to preserve the scenic viewshed, and parallel drives should not be located within the setback. The orientation of structures should address Mack Hatcher Parkway and Franklin Road. Context sensitive parallel drives are allowed within the outer one-half (75' - 150' range) of the 150' setback Commercial uses are not appropriate within this rural corridor.
		The Big House and Farmstead Compound concepts may be appropriate in addition to single-family residential. Under these concepts, three-story primary structures may be appropriate outside of Mack Hatcher Parkway with Development Plan approval by BOMA.
		The form, architecture and style of new buildings should draw from the surrounding area and from historically significant buildings. Some of the historic dwellings in the area were built in the early nineteenth century and have Federal and/or Greek Revival architecture. The height of new buildings should be no taller than those nearby historic resources. New buildings located immediately adjacent to the side/front of historic buildings should appear to be within one-half story of the historic building height Street infrastructure improvements to Franklin Road should be context sensitive in coordination with TDOT and City Streetscape Plans. Alternative options should be taken to avoid widening Franklin Road. Streetscape improvements to Franklin Road should be rural in nature, including informal, natural landscaping and traditional rural elements. New local streets adjacent to Franklin Road only Daniel McMahon Lane should be the closest access on Franklin Road from Mack Hatcher Parkway in the southwest quadrant. Future development in the northwest quadrant of Franklin Road and Mack Hatcher Parkway Intersection should have a street network that connects to Ernest Rice Lane. Legends Club Lane should be the primary vehicular access on Franklin Road for future development in the northeast quadrant of the intersection and improvements should include a left turn lane. If the northwest quadrant develops, then access shall be coordinated to create a four way intersection with signalization, subject to DOT approval. Access in the southeast quadrant is limited and should be further studied. Trail interconnectivity should be promoted by using current and future planned trails, together with trails along Spencer Creek and the Harpeth River. Grading that dramatically alters site vegetation and topography should be prohibited. Development should use the existing, natural topography and minimize grading to the maximum extent practicable.

The applicant requests an Amendment to the Mixed Residential Design Concept and agrees with all guidelines and standards listed below in addition to the green hi-lited text found under the attached Conservation Subdivision Design Concept guidelines and standards.		
MIXED RESIDENTIAL	FORM	If designed with garages, big houses, duplexes, and townhouses should have rear-loaded garages accessed by alleys. Detached garages and attached garages that face the side or rear are encouraged over attached, front-facing garages for single-family residential development. If attached, front-facing garages are proposed, the garage should be recessed from the front facade of the dwelling. Development inside Mack Hatcher Parkway: The small-town identity of the area should be preserved through special attention to massing and scale of new developments. Infill developments should be designed so that duplexes resembling single-family dwellings are located on the periphery in order to transition to existing single-family neighborhoods.
		Maximum of three stories. Proposed to apply only to Townhouse units located behind the first row Big House units fronting Franklin Road. Big House units fronting Franklin Road would be a maximum of two and one-half stories.
	Building Height	New buildings on the periphery of developments should appear to be within one-half story of surrounding building heights in order to ensure compatibility.
		Development should be designed so that single-family dwellings, or, in some cases, duplexes, are located on the periphery in order to transition to existing single-family neighborhoods. The lot and yard sizes along the periphery of the development should be consistent with those of existing adjacent lots. Smaller, single-family lots, big houses, duplexes, and townhouses may be located internally within new developments and should be served by active park amenities within walking distance. For new development outside of Mack Hatcher Parkway, single-family lots should include a range of lot sizes. The following are recommended minimums, but lot sizes should vary to provide more diverse housing options. Larger developments are expected to have a wide range of sizes: Lots with dwellings having attached garages that face the front, side, or rear should have a minimum width of 65 feet and a minimum lot size of 7,150 square feet. Lots with dwellings having front-facing detached garages should have a minimum width of 50 feet and a minimum lot size of 5,500 square feet. Lots with dwellings accessed by an alley should have a minimum lot width of 45 feet and a minimum lot size of 4,950 square feet. For redevelopment and infill development inside of Mack Hatcher Parkway, duplex or single-family lots located on the exterior of a development should be a minimum of 6,500 square feet.

Proposed Mixed Use Residential Text Amendment

The applicant requests the creation of a new tab within the Mixed Residential Design Concept chart labeled Southeast and Southwest Quadrant of Franklin Road and Mack Hatcher supplemented with the following text additions.

1. Proposed developments within this location shall set aside a substantial amount of property as permanently protected open space in its natural state. 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.

2. Franklin Road is the last rural gateway into Downtown Franklin. Building setbacks should be at least 150 feet along Franklin Road and Mack Hatcher Parkway in order to preserve the scenic viewshed. Context sensitive parallel drives are allowed within the outer one-half (75' - 150' range) of the 150' setback. The orientation of structures should address Mack Hatcher Parkway and Franklin Road.

3. Development should use the existing, natural topography and minimize grading to the maximum extent practicable.

4. Commercial uses are not appropriate within this rural corridor.

5. The form, architecture and style of new buildings should draw from the surrounding area and from historically significant buildings. Some of the historic dwellings in the area were built in the early nineteenth century and have Federal and/or Greek Revival architecture. New buildings located immediately adjacent to the side/front of historic buildings should appear to be within one-half story of the historic building height.

6. Residential buildings directly fronting Franklin Road shall be a maximum of two-and one-half stories. Residential units located behind the first row of residential units along Franklin road shall be a maximum of 3 stories.

7. Street infrastructure improvements to Franklin Road should be context sensitive in coordination with TDOT and City Streetscape Plans. Alternative options should be taken to avoid widening Franklin Road. Streetscape improvements to Franklin Road should be rural in nature, including informal, natural landscaping and traditional rural elements.

8. New local streets, adjacent to Franklin Road only, should be rural in character, with swales instead of curbs, informal street-tree plantings, and traditional rural elements, such as stone walls and wood-plank fencing.

9. The Daniel McMahon Lane and Franklin Road intersection should be studied for possible relocation in order to provide safe access to the SW and SE quadrants.

10. Trail interconnectivity should be promoted by using current and future planned trails, together with trails along Spencer Creek and the Harpeth River.

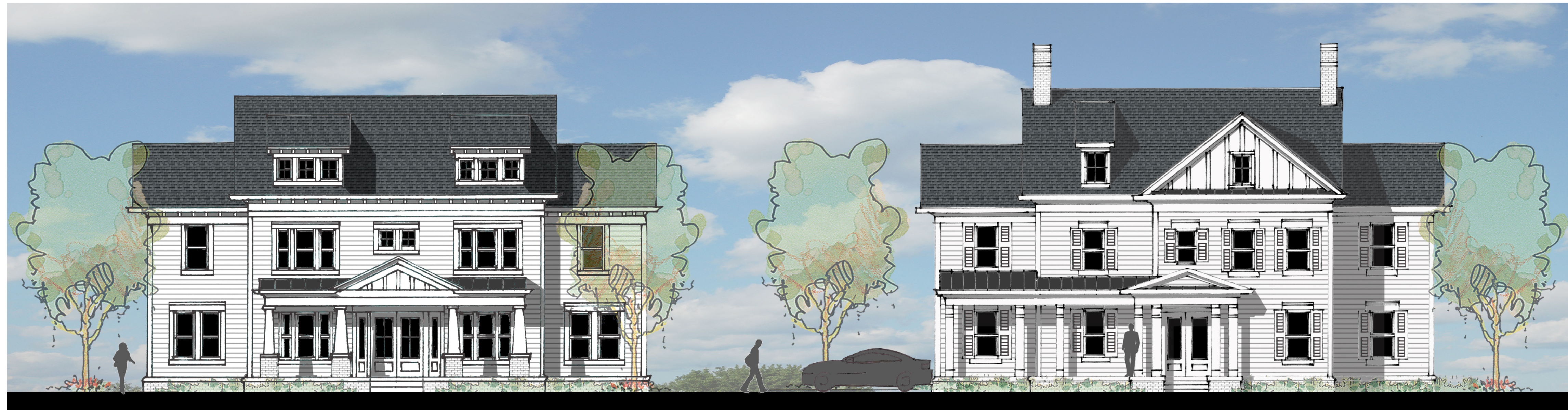
11. Common design elements, such as fieldstone walls and wood plank fencing, should be preserved and used along major thoroughfares to reflect Franklin's community identity.

12. Parking should be to the side and rear of buildings or on-street.

13. Creekside Manor and ancillary historic structures should be preserved in their locations and context with careful site design around them to preserve the character of Franklin.



BIG HOUSES





TOWN HOMES



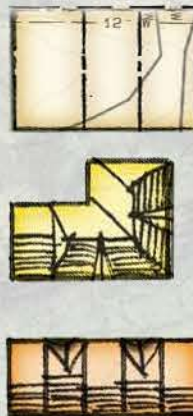
SITE DATA

TOTAL SITE ACREAGE: +/- 61.12 AC
EXISTING DESIGN CONCEPT: CONSERVATION SUBDIVISION
PROPOSED DESIGN CONCEPT: MIXED RESIDENTIAL
BASE ZONING DISTRICT: ESTATE RESIDENTIAL
OVERLAY ZONING DISTRICT: FFO, FWO, HPO
EXISTING USE: SINGLE FAMILY HOME, AGRICULTURE
HISTORIC PROPERTIES: CREEKSIDE MANOR
MAX BUILDING HEIGHT: 3 STORIES
MAP 63, PARCELS 24.01 & 24



VICINITY MAP (N.T.S.)

LOT TYPOLOGY



RESIDENTIAL - SINGLE FAMILY
DETACHED HOME

BIG HOUSE

TOWNHOME

Project Map
370 FRANKLIN ROAD
FRANKLIN, WILLIAMSON COUNTY, TENNESSEE





Conceptual Development Perspective
370 FRANKLIN ROAD
FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

November 9, 2017
KVD Project #17024
City of Franklin Project # TBD

Pre-Application Conference Meeting Notes

This email is to provide a follow-up to the meeting held October 16, 2017.

Purpose: Envision Franklin Plan Amendment Request
Site: South side of Franklin Road/Mack Hatcher Parkway intersection
Attendees--
Staff: Kelly Dannenfelser, Amy Diaz-Barriga, Andrew Orr, Brad Baumgartner
Applicant: Dwight Kiser, Gary Vogrin, and Eric Flynn

Summary:
We have met previously about this site about six months ago and talked about the Conservation Subdivision design concept and discouraged townhomes. They would like to submit for the December FMPC meeting a proposal to change the design concept from Conservation Subdivision to Mixed Residential. They said they had positive support from some planning commissioners they’ve met with, and that the view from Franklin Road was most important.

We went over the list of items to address, including (1) what conditions have changed since the adoption of the Plan to warrant an amendment; and (2) how will the proposed amendment be compatible with the existing land use patterns and design concepts of nearby properties. Staff told the applicant that a request for townhomes in this location would not be supported.

- They talked about doing a big house concept for the light yellow “buildings” along Franklin Road and townhomes behind it on the east side, with a row of single-family residential along Daniel McMahon Lane. They would keep the 150-foot building setback (but have parallel drives within it, which is not allowed by CFCO District.)
- We talked about the rural corridor, the 150-setback, and rural feel. The sense of place matters within a development and townhomes are incongruent with the established rural character, one that Harlinsdale Manor has set. KVD contends that the townhomes set back behind the Big Houses will have limited visibility from Franklin Road.
- Staff said that institutional uses are an appropriate use in Conservation Subdivision and that this would be an appropriate use at this location. They would like to make the argument for land costs that outprice institutional uses. In addition, the +/- 40,000 vehicles per day at the Franklin Road/Mack Hatcher Intersection and CSX Railroad to the east limit the viability of single family detached homes and more equate to a mixed-use residential product.
- Historic resources in the area: Roper’s Knob, Creekside Manor, and Wyatt Hall, should be sensitively buffered and designed around.
- Dwight thinks the rural character starts at Creekside. Staff thinks it is from the intersection, as well as north on Franklin Road, which is also rural. They would like to make the argument that this development will transition from Iron Horse. Staff mentioned that was adopted under a previous LUP that didn’t have the level of specificity we have today.
- They would also like to include a conceptual sketch in the submittal. Please see below for further information not discussed at the meeting.
- Dwight talked about a previous discussion with Engineering about potentially moving the access north of Daniel McMahon Lane, citing the floodplain, improved safety, but that what they were showing did not meet the minimum distance from the Mack Hatcher intersection and needs further study.
- We asked them to provide images of architecture examples of what they’d like to do.
- Andrew is going to set up the site visit with the pre-app team and coordinate the neighborhood meeting. They are looking at November 2 for a neighborhood meeting. There are very few property owners within 500 feet of this site.

Further Information:
After talking with Emily and other staff, it would be better not to include a specific plan in the actual text amendment so that the more in-depth level of detail can take place at the rezoning stage. For example, Envision Franklin rarely specifically addresses access locations for sites. It does here because it was the result of a six month City study of these properties. We would suggest that if you would like to pursue changing the access location, request deletion of that particular text. Then, it will be fully vetted with Engineering through rezoning, should the amendment request be successful. If you’d still like to pursue a bubble diagram with areas for big houses and townhomes, we can talk further about that. We would create it in-house to look like other illustrations in the document.

Kelly Dannenfelser, AICP
Long Range Planning Supervisor · City of Franklin · Planning and Sustainability Department
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Pre-App Conference Notes
370 FRANKLIN ROAD
FRANKLIN, WILLIAMSON COUNTY, TENNESSEE