



# The Gatherings At Mallory Station



Joiny Conceptual Workshop  
August 23, 2018

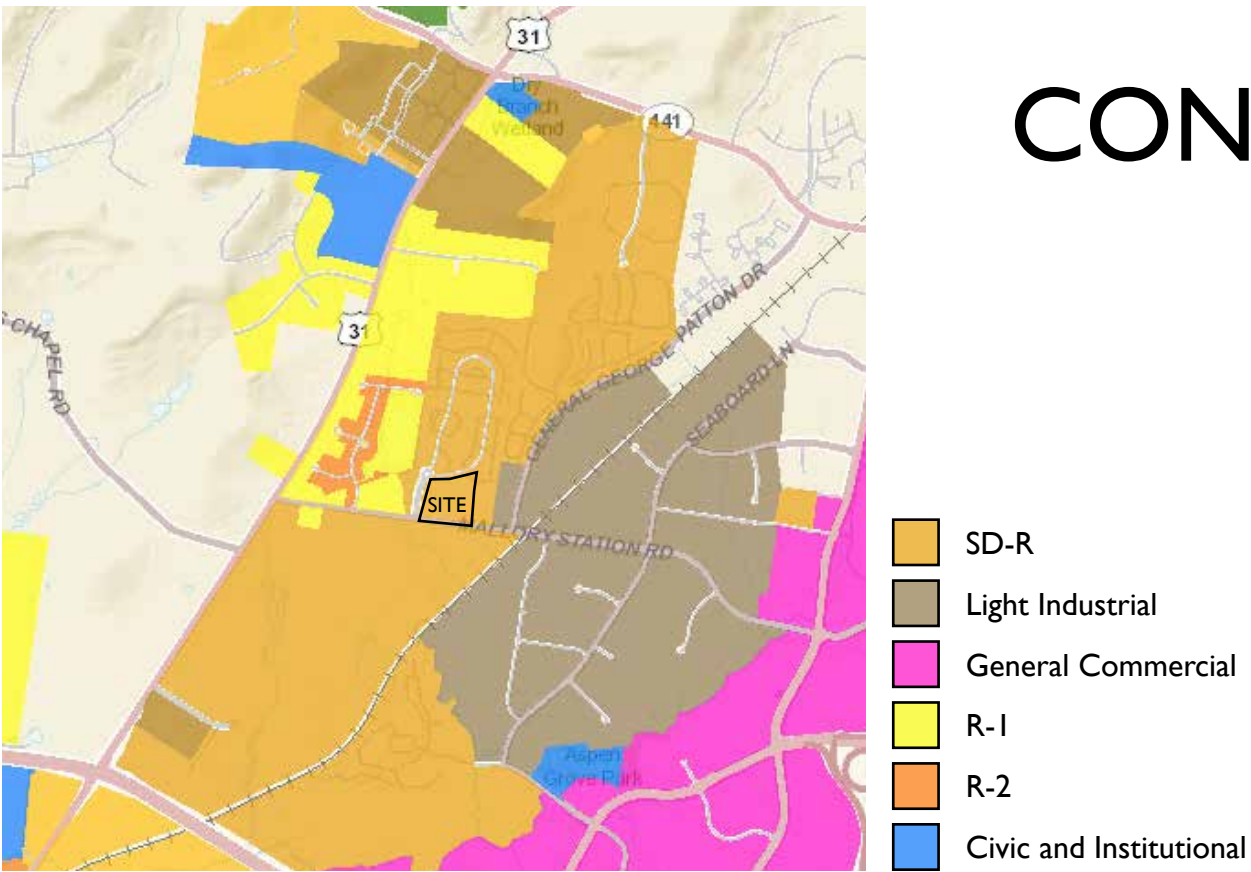


# SITE CONTEXT

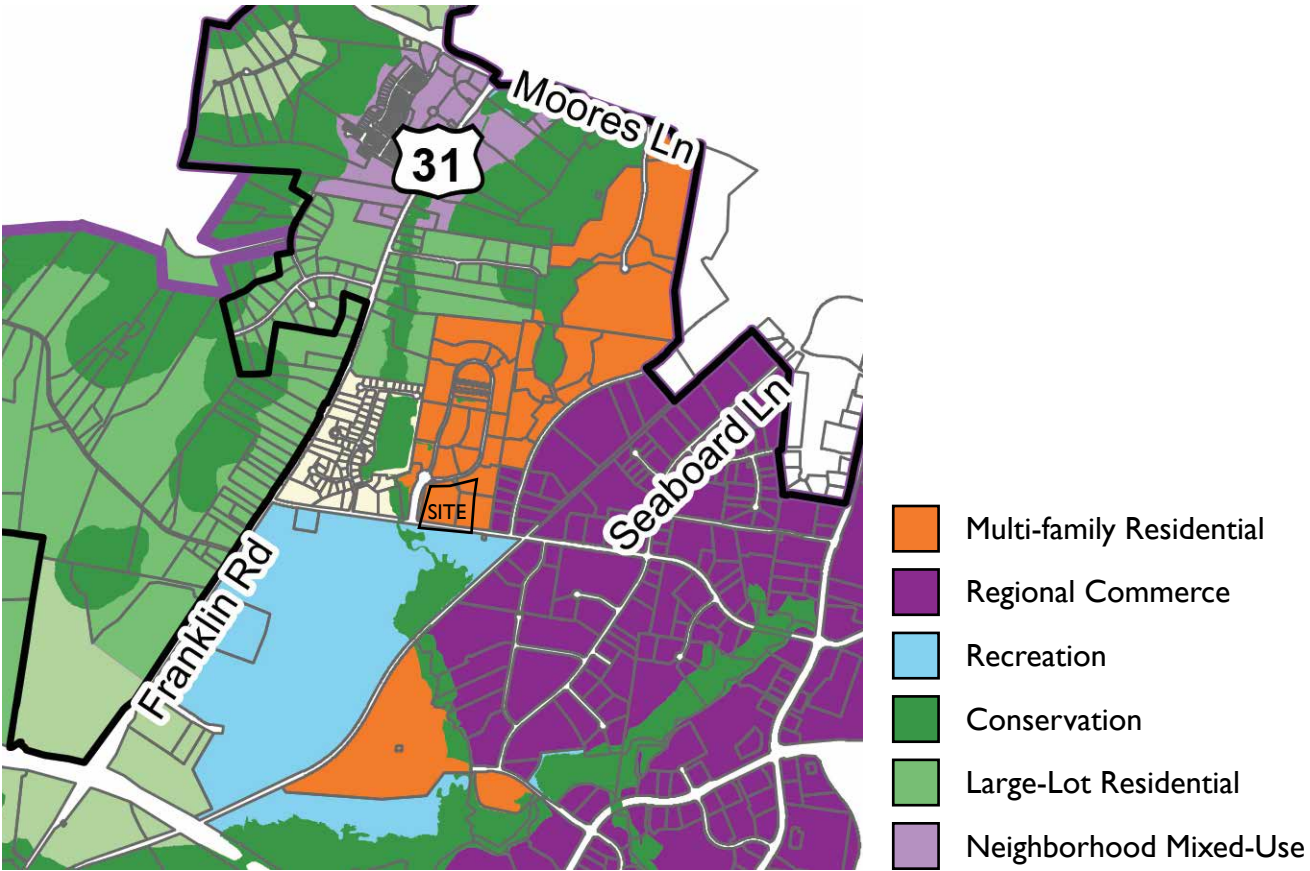
Vicinity Map



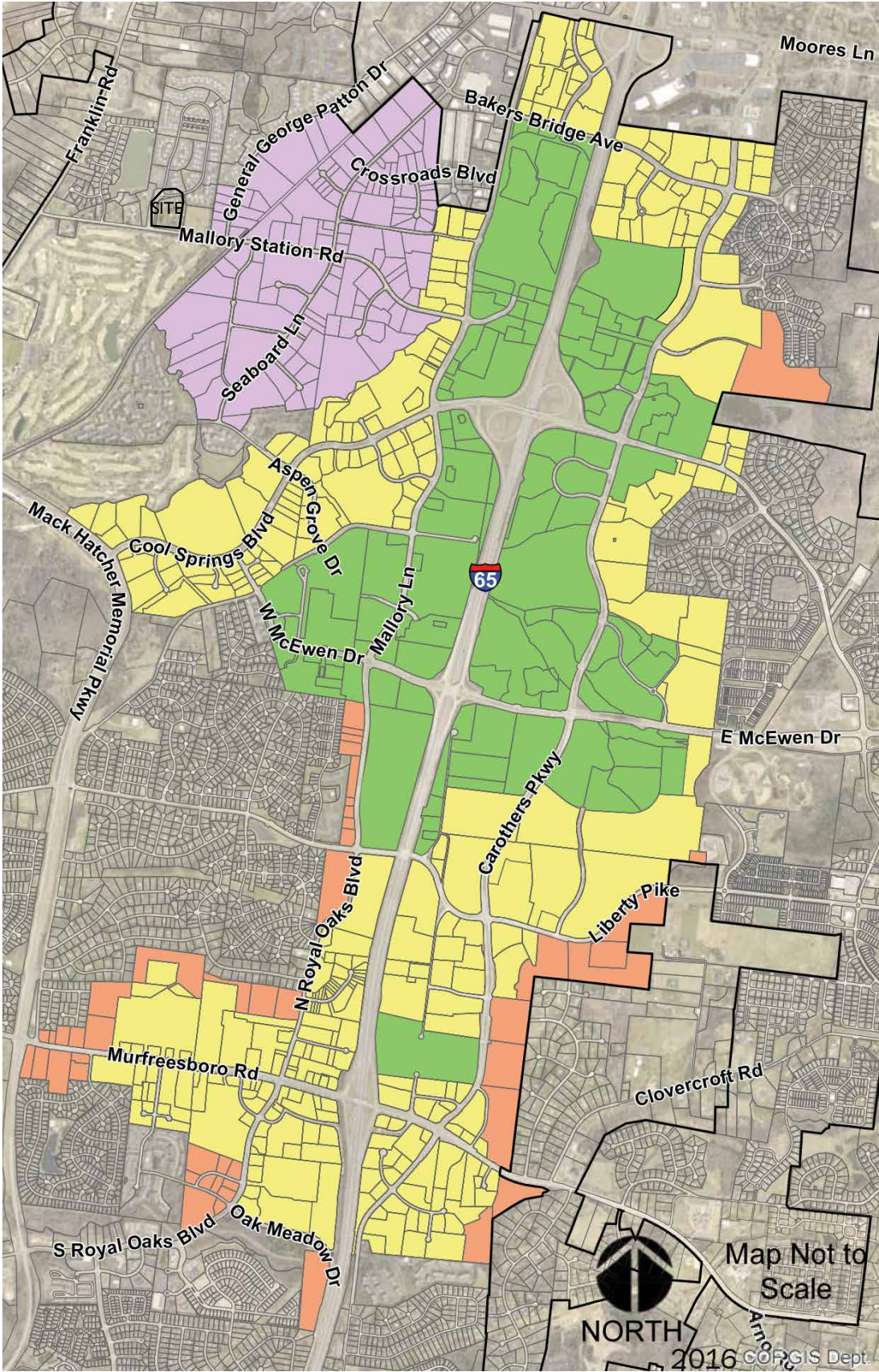
Existing Zoning - SD-R



Envision Franklin - Multifamily Residential



# BUILDING HEIGHT TRANSITIONS



- 12 Stories
- 6 Stories
- 4 Stories
- 3 Stories

## MULTIFAMILY RESIDENTIAL

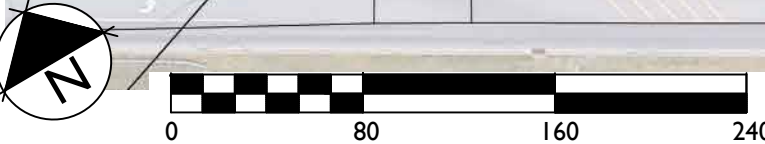
FORM	Building Character (continued)	Development inside Mack Hatcher Parkway: The small-town identity of the area should be preserved through special attention to massing and scale of new development.  New buildings should be designed to be compatible with the predominant character along the street and should be sensitive to nearby buildings.
	Building Height	Maximum of three stories inside and four stories outside of Mack Hatcher Parkway.  Within Mack Hatcher Parkway, buildings on the periphery of a development should appear to be within one-half story of the predominant building height of adjacent buildings in order to ensure a compatible transition.
	Lot Size	Where single-family residential or duplex lots are located on the periphery of a development, lot sizes should be designed to be appropriately sized for each street and to promote contextual compatibility.
SITE DESIGN	Landscape	New development should have landscaping and street trees.  Landscaping should be provided at neighborhood entrances and in common open spaces.
	Amenities	Common amenities include clubhouses, fitness centers, multi-use paths, playgrounds, and pools.  Emphasis should be placed on quality open space as part of new development. Multifamily developments should be designed around open spaces, which, in turn, should connect to adjacent open spaces or regional systems. Open space should not be designated as an afterthought based simply on land that is left over.
	Access	Internal drives should resemble streets rather than parking lot drive aisles.  Streets should have multiple connections that allow for opportunities to walk to local destinations by a variety of routes.  Streets should be designed for slower speeds to allow for mixing pedestrian and vehicular traffic.  If there are existing street connections or stubouts adjacent to proposed developments, then those in the proposed developments should connect to the existing street network. If there are no existing street or stubout connections, then other locations should be identified in order to increase connectivity between developments.
	Parking	Off- and on-street.  Off-street parking should be provided to the rear or side of buildings. Structured parking is encouraged.

# EXISTING CONDITIONS

The Gatherings at Mallory Station

**Site Data**  
Area:  
Existing Zoning:  
Proposed Zoning:  
Envision Franklin:  
Character Area:  
Overlays:  
Development Standard:

6.22 AC  
SD-R  
SD-R (17.36)  
Multi-Family Residential  
BCCO-3  
None  
Conventional



# MASTER PLAN

The Gatherings at Mallory Station

Site Data

Buildings:

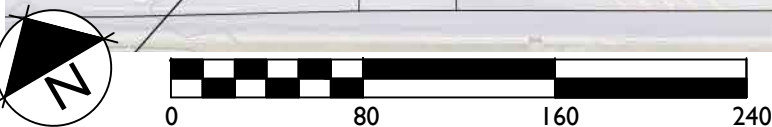
Units / Building:

Total Units:

4

27

108 (All 2-BR Units)



# RESIDENTIAL ARCHITECTURE



FRONT ELEVATION



RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION

# BUILDING HEIGHT COMPARISONS



AVENIDA OF COOL SPRINGS



PROPOSED GATHERINGS AT  
MALLORY STATION



SOMERBY FRANKLIN



PROPOSED GATHERINGS AT  
MALLORY STATION

# NEXT STEPS

The Gatherings at Mallory Station



Initial Submittal:  
Joint Conceptual Workshop:  
Planning Commission

What We've Heard from  
Morningside HOA:  
-Consider a connected internal  
sidewalk system  
-What will the garage elevations  
look like?  
-What will the landscape look like  
on the Northern Boundary?

# ADJACENT PROPERTY CLARIFICATION

