

2023 OUTREACH

- Jan 5th:** Housing Commission Meeting
- Jan 11th:** Meeting with Hard Bargain
- Dec 9th - 21st:** Interviews with FMPC/BOMA
- Feb 1st:** Design Professionals Meeting
- Feb 8th:** Development Services Advisory Commission Meeting
- Feb 16th:** Factory District Community Workshop
- Feb 17th:** Special JCW BOMA/FMPC
- March 10th:** Sustainability Commission Meeting
- March 22nd:** Community Meeting at Columbia State
- April 4th:** Booth at Outlook Williamson
- April 13th:** Future of Housing in Franklin Virtual Meeting
- April 25th:** Booth at Breakfast with the Mayor
- May 3rd:** Design Professionals Meeting
- May 24th:** Booth at State of the City
- June 12th:** Special JCW BOMA/FMPC
- June 26th:** Factory District Community Open House



COMMUNITY SURVEY

Engagement Activity:

To reach community members unable to attend Community Meetings, a survey was provided to residents.

The Community Survey contained questions regarding Envision Franklin adopted in 2017, regarding the current Vision Statement, Guiding Principles, and Key Planning Considerations. The intent of the survey was to understand community sentiment on Envision Franklin core elements.

Key Outcomes:

Vision and guiding principles were reaffirmed and the following were the five top key planning considerations:

1. Management of growth
2. Conservation of natural resources
3. Protection of Franklin's distinctive identity and character
4. Preservation of historic structures and neighborhoods
5. Improvement and extension of infrastructure to support growth and development

PUBLIC ENGAGEMENT

Engagement Activity:

February 16, 2023 -Factory District Design Workshop

March 22nd, 2023-Key Planning Considerations Open Houses

June 26th, 2023-Draft Factory District Open House

Key Outcomes:

All the Open Houses and Design Concept Presentations provided invaluable feedback including details about the creation of new design concepts, the preservation of open space, community character, views on housing, and the importance of walkability.

STAKEHOLDER INTERVIEWS

Engagement Activity:

1-on-1 Interviews Held: – During the update to Envision Franklin, stakeholder interviews were held with the Mayor, Aldermen, and Plan Commissioners.

Areas of Discussion pertained to land use, growth, development preferences, infrastructure expansion, and transportation.

Key Outcomes:

12 Main Themes were derived based on the findings of the Stakeholder Interviews which include: Factory District, Columbia Avenue between Downs Boulevard and Mack Hatcher Parkway, Transfer of Development Rights, Fifth Avenue North/Hillsboro Road (lack of redevelopment), Industrial Areas that are of importance, reference to Serenbe, Future of West Harpeth along Del Rio Pike and Mack Hatcher, Mayes Creek Vision, Providing Flexibility in the Design/Review process for projects, Conservation Subdivision, Further refine Regional Commerce, and Parking Location(s).

Guided the discussion and focuses of Joint BOMA sessions and FMPC in February of 2023.

SOCIAL MEDIA

Engagement Activity:

Social Media Platforms: Facebook Page and NextDoor provided public awareness and meeting notifications on the upcoming opportunities to engage and participate in the update of Envision Franklin.

Public Engagement Announcements were posted on:

- City of Franklin Website
- Franklin Tomorrow
- Bike Walk Franklin
- Friends of Franklin Park

Key Outcomes:

The utilization of various social media outlets contributed to the ability to gain valuable public input implemented into the update of Envision Franklin.



COMMUNITY ENGAGEMENT

OUTREACH

GOAL

OUTREACH

GOAL

**FACTORY DISTRICT
COMMUNITY
WORKSHOP**

2/26/2023

Brainstorming and
visioning for Factory area

**ONLINE SURVEY OPEN
FROM**

3/27/23 TO 4/17/23

More specific and long-form
feedback, specifically the
community's vision, guiding
principles for Franklin's future,
key planning considerations,
and housing

**COMMUNITY MEETING
AT COLUMBIA STATE**

3/22/2023

Reintroducing the Plan and
receiving feedback on key
planning issues in Franklin,
Placemaking, Conservation,
Growth area, and Regional
Commerce

**FACTORY DISTRICT
COMMUNITY OPEN
HOUSE**

6/26/2023

Feedback on draft
Factory District Concept
from February meeting

**FUTURE OF HOUSING
IN FRANKLIN VIRTUAL
MEETING**

4/13/2023

Education about housing
conditions and trends

**DRAFT RELEASE
COMMUNITY OPEN
HOUSE**

9/19/2023

Feedback on draft 5-year
Update

GUIDING PRINCIPLES

MANAGED GROWTH

The City seeks responsible and purposeful growth that enhances quality of life, provides a dynamic mix of land uses, and preserves its scenic beauty.

ECONOMIC VITALITY

Franklin aims to retain and support the growth of existing businesses, to attract new businesses, and to stimulate a climate for entrepreneurial ventures and investment.

VIBRANT NEIGHBORHOODS

The City strives to create inviting neighborhoods with memorable character through a balanced mix of dwellings, parks and open spaces, civic buildings, shops, and workplaces.

HISTORIC PRESERVATION

Historic Franklin is the cherished center of the city and will continue to be protected using historic preservation tools and enhanced through traditional development and contextual architecture.

NATURAL BEAUTY

Franklin's natural features are irreplaceable assets of great value, and they will be protected with planning and conservation tools and celebrated through careful site design.

EXCEPTIONAL DESIGN

High quality design of buildings, public spaces, streets, pedestrian facilities and landscaping will work together to enhance the public realm and create exceptional places for people.

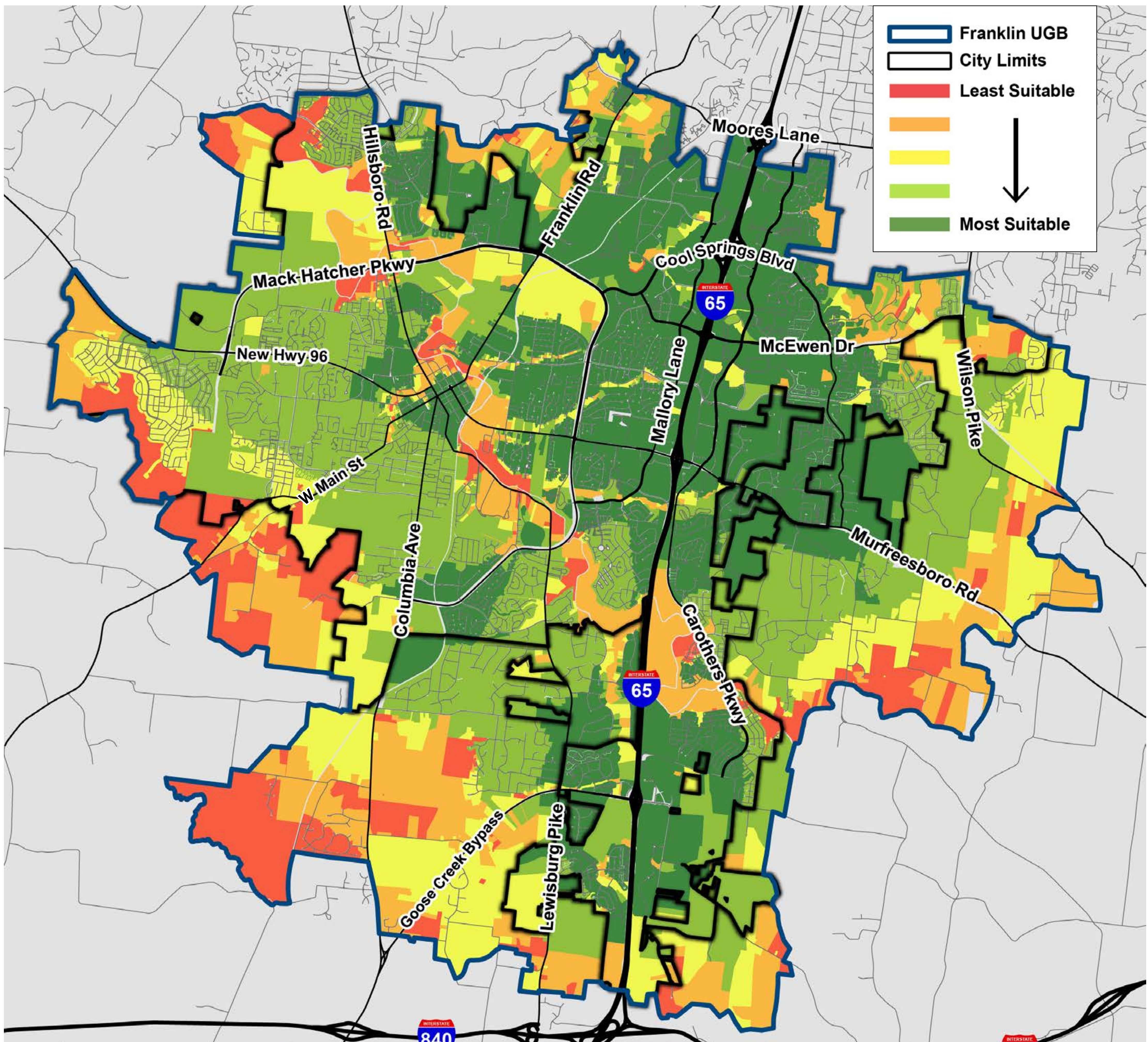
CONNECTED COMMUNITY

Franklin values a well-designed, effective, convenient, and active transportation network that connects residential neighborhoods, parks, schools, employment centers, shopping area, and downtown.

CONTEXT-RESPONSIVE INFILL

Infill development should complement its surroundings, be sustainable and respectful of the environment, and enhance the quality of life and the economic health of the community shopping area, and downtown.

LAND SUITABILITY ANALYSIS



FACTOR	DESCRIPTION	FACTOR TYPE	FACTOR WEIGHT
Floodway and Floodplain	Special Flood Hazard Areas defined as the area to be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year (Zones A and AE).	Overlap	9.0
Hillsides and Hilltops	Defined as areas included in the Hillside/Hillcrest Overlay (HHO) District.	Overlap	9.0
Sewer Service	Existing water and sewer lines as provided by the City of Franklin	Proximity	7.5
Primary Thoroughfares	Interstate 65, SR 96/Murfreesboro Road, and Mack Hatcher Parkway	Proximity	7.5
Secondary Thoroughfares	Thoroughfares with access to Interstate 65 (Moores Lane, Cool Springs Blvd., McEwen Drive, Peytonsville Road/Goose Creek Bypass)	Proximity	6.0
Stream Buffers	Areas included within a 60-foot buffer on either side of streams using GIS data from the USGS National Hydrography Dataset.	Overlap	4.0
Fire Station	Location of current fire stations as listed on the City of Franklin's official website.	Proximity	2.0
Commercial Centers	Groups of non-office commercial land use as determined by the "GLU" designation on the "PARCELSLCS" shapefile.	Proximity	1.0
Employment Center	Defined as the McEwen character area.	Proximity	1.0
Parks	Location of city and county parks as provided by the City of Franklin.	Proximity	1.0
Trails	Location of multi-use paths as provided by the City of Franklin.	Proximity	1.0

DESCRIPTION

The Development Reserve includes areas along the fringes of the Franklin UGB and is characterized by agricultural uses and single-family residential uses on significant acreage. Public sewer access is unavailable in these areas. Rural road widths are not capable of handling high traffic volumes. New growth should only be encouraged in areas where adequate public water, sewer, and streets are available or are planned.

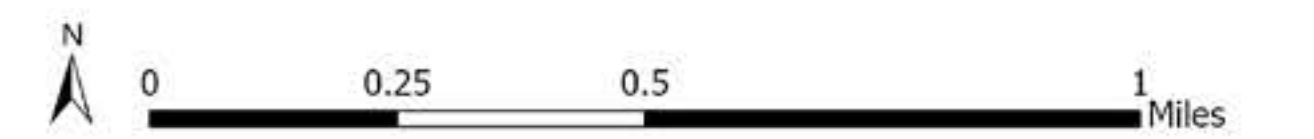
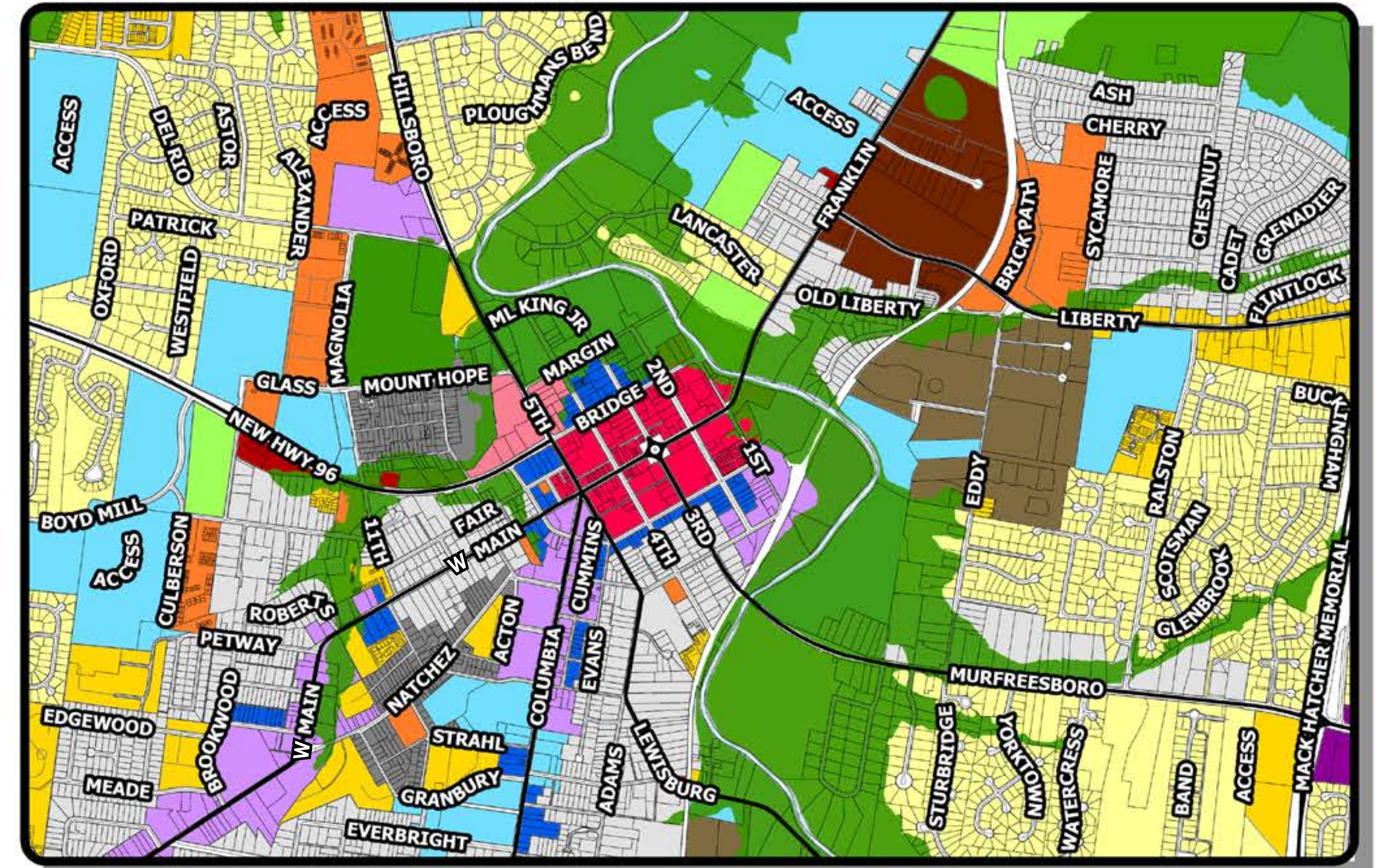
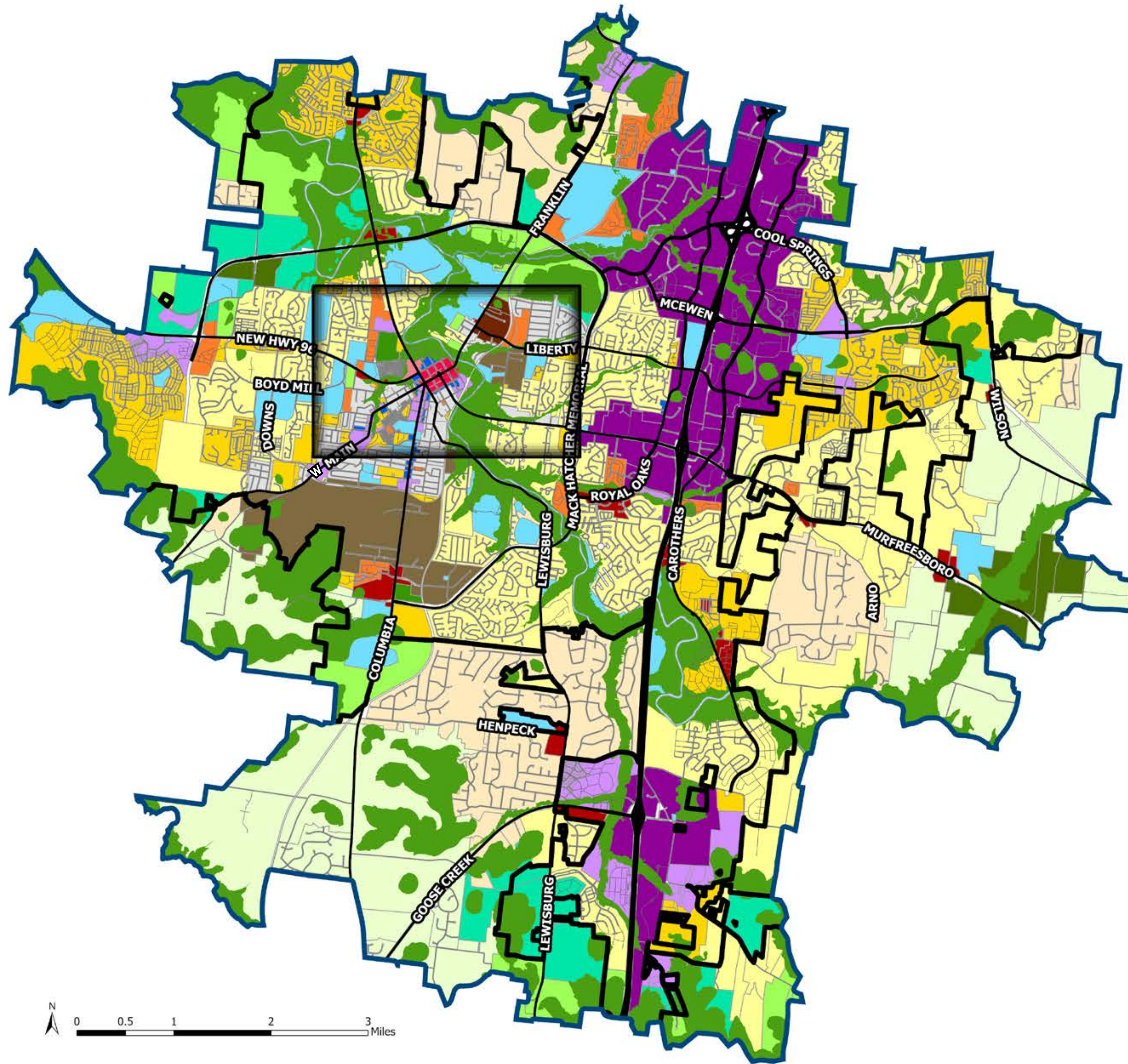
A suitability analysis was performed to help determine where development reserve areas are located. These areas should be subject to further planning in coordination with planned infrastructure improvements and public-service delivery. Until adequate infrastructure is available, the land use recommendation is to preserve these areas for future municipal growth and development and not support county developments that would restrict the future extension of water, sewer, and roadway improvements for the buildout of these areas.

Historic site features such as cemeteries, barns, accessory structures, and agriculturally related features should be preserved in their locations and context with careful site design around them to preserve the character of Franklin. Any new buildings should be designed around natural features to protect forested areas, hillsides and hilltops, streams, and tree rows.

new language added to Envision Franklin is underlined



DESIGN CONCEPTS MAP



 Proposed Franklin UGB 2023	 Development Reserve
 City Limits	 Conservation
 Highway	 Village Green
 Major Roads	 Rural Reserve
 Local Streets	 Neighborhood Green
 5th Avenue North	 Large Lot Residential
 Main Street	 Single Family Residential
 Neighborhood Commercial	 Mixed Residential
 Factory District	 Multifamily Residential
 Civic and Recreation	 Neighborhood Mixed Use
 Office Residential	 Regional Commerce
 Historic Residential	 Industrial Flex
 Compact Residential	 Harpeth River

DESIGN CONCEPT - SINGLE-FAMILY RESIDENTIAL

DESCRIPTION

The Single-Family Residential design concept consists of single-family residential neighborhoods on various lot sizes. The defined character may vary by neighborhood, but new developments should transition from the existing development patterns in adjacent neighborhoods. New neighborhoods should have walkable, well-connected street systems that connect to surrounding neighborhoods and nearby destinations. They should be designed around natural features to highlight forested areas, hillsides and hilltops, water resources, and tree rows as accessible community amenities.



USES	Uses	Single-Family Residential, Accessory Dwellings, Duplexes, and Institutional (See Special Consideration) New duplex structures should not exceed ten percent of all residential structures (excluding Accessory Dwellings).
	Building Placement	Buildings and their main entrances should address 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 so as to maintain privacy for both new and existing neighboring properties. Cottage Court designs, where several cottages front a common open space, are also appropriate when serviced by a rear alley.
FORM	Building Character	New buildings along established streets should be designed to be compatible with the predominant character along the street. The integrity of existing neighborhoods and subdivisions should be preserved. 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. Proportion, design, and facade width of dwelling should not be dominated by garages. Rear and side facing garages are encouraged, as well as front-facing garages that are substantially recessed from the front facade of the dwelling.
	Building Height	Maximum of two and one-half stories
	Lot Size	New development 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 are front, side, or rear facing should have minimum widths of 65 feet and minimum sizes of 6,500 square feet. Lots with dwellings having front-facing detached garages should have minimum widths of 50 feet and minimum sizes of 5,500 square feet. Lots with single-family dwellings accessed by alleys should have a minimum lot width of 40 feet and a minimum lot size of 4,000 square feet. However, if infrastructure, drainage, and parking concerns are adequately addressed, up to 15 percent of the total number of residential units could be on narrower lots with a reduced minimum lot size as long as they are interspersed throughout the proposed development or part of a cottage-court design. Lots on the periphery of new developments should be sized to be consistent with the existing lots of adjacent neighborhoods. Smaller lots may be located internally within new developments and should be served by active park amenities within walking distance.
SITE DESIGN	Landscape	Existing features, such as hillsides and hilltops, stone walls, tree rows, and wood-plank fencing, enhance the area and should be preserved. New landscaping should be provided at neighborhood entrances and in common open spaces. Common design elements, such as fieldstone walls and wood plank fencing, should be used along major thoroughfares to reflect Franklin's community identity.
	Amenities	Neighborhood amenities include common, usable open spaces, such as clubhouses, multi-use paths, playgrounds, and pools. Emphasis should be placed on quality open space as part of new developments. Residential developments should be designed around open spaces, which, in turn, should connect to adjacent open spaces and regional systems. Open space should not be designated as an afterthought based simply on land that is left over.
	Parking	Off- and on-street for residential uses. Parking for institutional uses should be to the side and rear of buildings.
MOBILITY	Vehicular	Vehicular connections should be provided through adjacent developments, connect to the existing street network, and provide an interconnected sidewalk and street network in a grid or modified grid pattern. Streets and internal drives should be designed for slower speeds to allow for pedestrian safety. 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.
	Bicycle and Pedestrian	New development should provide sidewalks, multi-use paths, and trails throughout its open spaces. They should connect to other conservation areas, paths, adjacent uses, and streets. These bicycle, pedestrian, and multi-use path connections should be designed and provided per Connect Franklin and the Parks Master Plan.
	Transit	Transit stops should be provided along existing or planned routes.

DESIGN CONCEPT - FACTORY DISTRICT

DESCRIPTION

The Factory District is anchored by the Factory at Franklin which has been a defining community landmark since its opening in 1929. It was used as a manufacturing center for four different companies over the course of 62 years and served as Franklin's largest employer for most of that time. Several generations of Franklin families would go on to work at the Factory. In 1991, Jamison Bedding moved production to a new facility and the building was left empty. It went on to deteriorate rapidly over the next five years until the property was purchased by a local developer. Between 1996 and 2006, the property underwent a major transformation and was curated into a community hub of dining, entertainment, office, and retail uses. Major renovations began in 2022 for theater space, event spaces, a carousel, restaurants and other commercial uses, and a variety of indoor and outdoor gathering spaces.

The vision of the District is to expand the types of uses found in the Factory at Franklin to surrounding properties in order to create a memorable destination. The vibrant uses at the Factory at Franklin should extend beyond its walls and integrate into Harpeth Industrial Court. Key characteristics of the District should include high-quality architecture, plazas, outdoor dining, art, tree-lined streets, and pedestrian and bicycle amenities.



USES	Vision	Arts and culture uses are highly encouraged in new or adaptively reused spaces for creative ideas and talent expression through the use of performing and creative arts. These could include galleries, studios, theaters, museums, event space, classrooms, markets, makerspaces, and other spaces that foster visual, auditory, and sensory creativity.
	Uses	<p>Uses at the Factory at Franklin should include Local Commercial and Light Industrial uses with an emphasis on arts and culture. A Hotel may be an appropriate use at this site if carefully designed to complement and support the historic Factory buildings. Secondary uses could include Townhouses, Live Work Units, Multifamily Residential, Institutional, and Recreation. Uses along Harpeth Industrial Court should be a mix of Local Commercial, Light Industrial, Institutional, and Multifamily on upper floors. Established light industrial uses are encouraged to remain. Uses related to arts and culture are encouraged.</p> <p>Uses to the south of Liberty Pike should be predominantly residential, including a mix of Single Family Residential, Duplexes, Multiplexes, Townhouses, Multifamily Residential. Uses related to arts and culture are encouraged. In Multifamily buildings, first floor Local Commercial uses are encouraged where fronting Liberty Pike. Along the southern edge of the Factory District, single family residential or duplexes should be located along the periphery to appropriately transition to the adjacent historic residential neighborhoods. The historic Alpheus Truett House facing Franklin Road should remain Single Family Residential.</p> <p>The first two structures along Morningside Drive facing Franklin Road should remain. Future residential uses in the rear of the property could include duplexes, multiplexes, and townhouses. For the property north of Morningside Drive, future development should be located behind the hill and could include single-family residential, duplexes, townhouses, multiplexes, small-scale multifamily, and accessory dwellings.</p>
FORM	Building Placement	<p>The established setbacks of historic buildings should remain. No new buildings should be located in front of the Factory buildings. See the Historic District Design Guidelines for additional guidance.</p> <p>Any new buildings should have moderate setbacks along Franklin Road and Liberty Pike, but buildings internal to a site or along Harpeth Industrial Court should have shallow to moderate setbacks.</p> <p>Any new buildings along Morningside Drive or on the adjacent parcel to the north (hill across from Harlinsdale Park) should respect the rural character of Franklin Road. Infill should be located behind the hill to obscure visibility and maintain the rural viewshed. See Appendix D.</p>
	Building Character	<p>Character should be consistent with the Factory and be contextually sensitive to existing historic architecture, which should be preserved and maintained. New buildings should consist of traditional and industrial character so as to continue the established rhythm and scale of the street. Materials should complement the existing brick facades of Jamison Station and the Factory.</p> <p>Multifamily uses are encouraged to have ground floor commercial spaces, including retail, restaurants, leasing offices, and other amenities, individually accessible from the street. When multifamily units are located on the first floor, individual ground floor entrances, stoops or front porches, and pedestrian connections to the street or to a drive resembling a street should be provided.</p>
	Building Height	The maximum building height for new development on both sides of Liberty Pike should be three stories with a recessed fourth story, but should transition in height to the lower-scale historic buildings along Franklin Road. The building height of any new structures along Franklin Road should not exceed two stories in order to maintain the low-scale character of the corridor. The maximum height for properties along Harpeth Industrial Court should be three stories which will serve as a transition to the rural character extending north of the Factory District along Franklin Road.
SITE DESIGN	Landscape	<p>Colorful plant beds and street trees should line Franklin Road, Liberty Pike, Harpeth Industrial Court and internal drives where applicable. Prominent entrances with signage, plantings, obelisks, archways, or masonry walls are encouraged at the gateways of redeveloped sites.</p> <p>Along Franklin Road, landscaping should be utilized to preserve and enhance the established character. Overall characteristics of the site (site topography, character-defining site features, trees, and significant district vistas and public views) should be retained.</p>
	Art	<p>Public art and public art programs are highly encouraged in the Factory District. They provide many benefits, including enhancing the sense of place, encouraging public gathering and pedestrian walkability, and bringing art and artists to the public realm for citizens and residents to enjoy.</p> <p>Sculptures, decorative benches and crosswalks, interactive art, murals, and/or other art elements should be strategically placed in prominent locations for public viewing. The Franklin Public Arts Commission and the Historic Zoning Commission, as applicable, provide guidance to the Board of Mayor and Aldermen on public art.</p>
	Amenities	This area should have high quality amenities that promote the use of outdoor spaces and activities, and activates the pedestrian connections between buildings. Active open spaces with water features, central green, public art, deciduous trees and gardens should be provided throughout the District. Development should include open spaces with open seating, outdoor dining areas, gathering areas, outdoor market space, interactive art, and/or historic design elements that are highly accessible and in prominent locations.
	Vehicular	Coordinated vehicular access between Harpeth Industrial Court and the Factory should be implemented according to the approved The Factory at Franklin Development Plan.
	Parking	Subterranean parking and structured parking is encouraged. Parking for all new development should be located to the rear of new buildings and screened from view. With redevelopment, existing parking areas should be screened with landscaping or low walls to minimize the visual impact. Shared parking is encouraged. Structured parking should be located internal to the site and activated ground level uses are encouraged.

DESIGN CONCEPT - FIFTH AVENUE NORTH

DESCRIPTION

The Fifth Avenue North design concept represents an important commercial corridor leading into the historic downtown, through the Harpeth River and Sharps Branch floodplain. The intent is to improve upon the area and to transform the character of the built environment in order to extend the vibrant downtown core.

While the City generally requires locating new development outside of floodplain limits, redevelopment of this portion of the corridor (developed prior to Federal or local floodplain regulations) is appropriate to support the historic resources and viability of the downtown area. Land aggregation and redevelopment of properties of a half-block size or greater is highly encouraged in order to achieve cohesive design and landuse efficiency.



USES	Uses	Institutional, Transitional Office, and Local Commercial	
	FORM	Building Placement	Along Fifth Avenue North, buildings should have shallow front-yard setbacks and may have zero side-yard setbacks. Along Fourth Avenue North, building setbacks should be consistent with adjacent residential buildings so as to maintain the residential character of the block.
		Building Character	Along Fifth Avenue North, flat roofs with parapet walls are appropriate with the intent to deemphasize the overall building height. A corner architectural treatment should be designed for buildings at the intersection of Bridge Street and New Highway 96 West. Architectural features, such as an arcade, are appropriate to span mid-block driveway entrances. Along Fourth Avenue North, redevelopment should consist of a series of smaller buildings with traditional residential character so as to continue the established rhythm and scale of the street. The design of buildings adjacent to the National Register historic cemeteries should be contextually sensitive.
Building Height		The maximum building height should be two stories above the Base Flood Elevation (BFE.) The first usable floor must be located above the BFE in accordance with floodplain protection standards. Along the northern half of the Fifth Avenue North block, the second floor should be stepped back 20 feet from the front facade so as to reduce the overall appearance of height in relation to the National Register cemeteries.	
SITE DESIGN	Landscape	Passive open space should be provided along Sharps Branch, associated with water resources restoration and enhancement, while maintaining 100-year floodplain storage capacity. Additional capacity can be provided through water resources restoration as a series of meanders and wetland overflow areas, which may help to reduce the horizontal distance of the BFE. Sites nearby may provide additional opportunities to pick up capacity if integrated into the design.	
	Amenities	Due to the proximity of Bicentennial Park, open spaces will be limited to small greens, outdoor dining, or outdoor plaza spaces, highly accessible and visible and in a prominent location that encourages continued active use. Public art and public art programs are encouraged. Sculptures, decorative benches, and/or other art elements strategically placed in prominent locations for public viewing are encouraged. The Franklin Public Arts Commission and the Historic Zoning Commission, as applicable, provide guidance to the Board of Mayor and Aldermen on public art.	
	Parking	Parking should be located to the rear of buildings and screened from view. Shared-parking site design and shared-parking agreements are encouraged. On-street parking is encouraged along Fourth Avenue North. Along the northern half of Fifth Avenue North, structured parking may be located under the buildings, and below the BFE, due to the depth of the floodplain. Structured parking should appear to be part of the building facade by using architectural features and landscaping. An internal vestibule is appropriate for the staircase/elevator to connect the parking with the functional stories above the BFE.	
MOBILITY	Vehicular	The number of driveway cuts onto Fifth Avenue North should be limited to one mid-block driveway with shared internal access across the block. New streets should be limited to essential connections and should be designed per Connect Franklin.	
	Bicycle and Pedestrian	Additional internal pedestrian connectivity is needed to better integrate the site with the existing network. Connections between uses on the site and between the site and adjacent properties and rights-of-way should be provided. Improved crosswalks and sidewalk connections are desired in order to provide pedestrian linkages from Main Street to Bicentennial Park. Bicycle, multi-use path, and pedestrian connections should be designed and provided per Connect Franklin, and the Parks Master Plan.	
	Transit	Transit stops and/or stations should be provided along existing or planned routes.	

DESIGN CONCEPT - NEIGHBORHOOD COMMERCIAL

DESCRIPTION

The Neighborhood Commercial design concept contains a mix of active uses at key intersections that serve surrounding neighborhoods. These centers should be compatible with and contribute to neighborhood character and livability.

These centers should be defined by building frontages and an activated street, and not by parking lots. They should be pedestrian-friendly places with high-quality architecture, plazas, outdoor dining, sidewalks, and other pedestrian and bicycle amenities that create active, connected gathering places.



USES	Primary	Local Commercial, Institutional, and Transitional Office
	Secondary	Residential (See Special Consideration)
FORM	Building Placement	Building setbacks adjacent to streets should be minimal to create an active street environment that encourages pedestrian activity. Where internal drives are used to organize buildings and pedestrian movement, setbacks to internal drives should be minimized wherever possible. Buildings, where feasible, should be sited or designed to create public spaces, such as plazas, outdoor seating areas, etc., that are easily accessible from adjacent streets or sidewalks.
	Building Character	Building design should have pedestrian-scaled architectural details that enhance the appearance of the building at the street level. Architectural styles may vary, but features should include storefront windows, awnings, distinctive roof forms, and outdoor lighting. Buildings should engage and define the street edge with building entrances, pedestrian walkways, landscaping, and street furnishings. Buildings should provide a variety of front facade elevations to achieve distinctive architectural detailing to contribute to community character and placemaking. Building facades should employ massing variation, modulation, horizontal and vertical articulation, and architectural detailing to break down the overall scale of a building. Each wall should include high-quality and long-lasting materials and design characteristics consistent with those on the front. Delivery and service areas should be to the side or rear of the building. Conventional drive-through window uses are discouraged, but drive-through window uses may be appropriate if integrated into the side or rear of multi-tenant buildings.
	Building Height	Building height is encouraged to be two stories at the street and may include a recessed third story. Buildings on the periphery should transition in height to nearby single family residential and duplexes so as to ensure compatibility.
SITE DESIGN	Landscape	Ornamental plantings, parking-lot islands, and street trees should be provided. Landscape buffers should be provided where adjacent to residential development.
	Amenities	Usable open spaces should be provided, such as plazas and outdoor seating areas, that serve as gathering areas. These open spaces should be highly accessible and in prominent locations that encourage continued active use. Street furnishings should include a combination of pedestrian seating, movable tables, planters, pedestrian-scaled light fixtures, artwork or decorative paving, waste receptacles, bike racks, and other furnishings.
	Parking	Off-street parking should be accessed through internal and secondary streets. Off-street and structured parking should be located to the rear of buildings with limited side parking. Structured parking along the street may be considered if it maintains active ground-floor uses along the entire street. Landscape and/or architectural features should be used to diminish the appearance of parking from public view. On-street parking is encouraged along internal and low-volume streets.
MOBILITY	Vehicular	New streets should be designed per Connect Franklin. Streets and internal drives should be designed for slower speeds in order to allow for mixing pedestrian and vehicular traffic. Primary access should be from the street; however, common or shared access points are encouraged to limit curb cuts along the street.
	Bicycle and Pedestrian	A coordinated pedestrian system should be provided throughout the site and to adjacent properties and streets. Wider sidewalks that allow for outdoor seating, comfortable pedestrian movement, and active storefronts are encouraged. Bicycle, multi-use path, and pedestrian connections should be designed and provided per Connect Franklin and the Parks Master Plan.
	Transit	Transit stops and/or stations should be provided along existing or planned routes.

DESIGN CONCEPT - NEIGHBORHOOD MIXED-USE

DESCRIPTION

The Neighborhood Mixed-Use design concept provides a variety of high-activity uses with a connected and walkable block layout. Mixed-use town centers such as Westhaven, Berry Farms, and Gateway Village are included in this design concept and provide a mix of housing options and commercial uses. Parts of West Main Street and Columbia Avenue corridors are also in this design concept to support a mix of uses. While a mix of uses on every parcel is encouraged, it may not be appropriate on small parcels, but an overall mix for an area can still be achieved. Large areas east of I-65 in the Goose Creek area are expected to provide a mix of residential uses, including both for rent and for sale opportunities, to support the growing employment base. Local commercial uses should also be provided to serve new residents and nearby neighborhoods.

New development should have a cohesive design for the entire site. These centers and corridors should have a coordinated development pattern at a pedestrian scale, with high-quality architecture, plazas, sidewalks, and pedestrian and bicycle amenities. Site design should integrate seamless pedestrian connectivity across the site and to other adjacent properties. New mixed-use developments should possess a distinctive character and seek to create a special sense of place. These developments are intended to be centers that serve its own residents as well as surrounding neighborhoods with local commercial uses.



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USES	Uses	Local Commercial, Multifamily Residential, Small-Scale Multifamily, Townhouses, Multiplexes, Duplexes, Single-Family Residential, Accessory Dwellings, Continuum of Care, and Live-Work, Institutional, and Transitional Office Larger developments should include a broad mix of uses and multiple housing types. Commercial uses are encouraged on first floors and upper floors are encouraged to have multifamily to help create a vibrant, walkable, and cohesive neighborhood. Achieving a mix of uses on small parcels may not be possible or appropriate, but an overall mix of uses for the area should be achieved.
	Building Placement	Building setbacks adjacent to streets should be minimal to create an active street environment with wide tree-lined sidewalks that encourages pedestrian activity. Where internal drives are used to organize buildings and pedestrian movement, setbacks to internal drives should be minimized wherever possible. New and infill development is encouraged to provide a variety of housing types and should be designed so that single-family residential, duplexes, and townhouses are located on the periphery in order to transition down in scale and massing to existing single-family neighborhoods. Multifamily residential is appropriate along the periphery when located adjacent to existing multifamily residential. If dwellings are designed with garages, they should be located in the rear. Double frontage, reverse frontage, and flag lots are discouraged.
FORM	Building Character	Building design should have pedestrian-scaled architectural details that enhance the appearance of the building at the street level. Architectural styles may vary, but features should include storefront windows, awnings, distinctive roof forms, and outdoor lighting. Buildings should engage and define the street edge with building entrances, pedestrian walkways, landscaping, and street furnishings. Buildings should provide a variety of front facade elevations to achieve distinctive architectural detailing to contribute to community character and placemaking. All building walls should employ massing variation, modulation, horizontal and vertical articulation, and architectural detailing to break down the overall scale of a building. Each wall should include high-quality and long-lasting materials and design characteristics consistent with those on the front. Buildings, where feasible, should be sited or designed to create public gathering spaces that are easily accessible from adjacent streets or sidewalks. For new multifamily residential, in locations where commercial use on the first floor is not viable due to environmental constraints or lack of visibility from a major street, multifamily units should provide individual ground floor entrances, stoops or front porches, and pedestrian connections to the street or to a drive resembling a street. 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. Historic structures are important community resources and should be preserved and protected. Delivery and service areas should be to the side or rear of the building. Conventional drive-through window uses are discouraged. Drive-through window uses may be appropriate if integrated into the side or rear of multi-tenant buildings.
	Building Height	Maximum of two stories inside Mack Hatcher Parkway, but certain locations have more specific height recommendations that are within the special considerations. Maximum of three stories outside of Mack Hatcher Parkway, but an additional story may be appropriate internal to the site. Certain locations may have additional height recommendations shown in Appendix E. Buildings on the periphery should transition in height to nearby residential buildings so as to ensure compatibility.
	Landscaping	Ornamental plantings, parking-lot islands, and street trees should be provided. Landscape buffers should be provided where adjacent to residential development. Historic site features such as cemeteries, barns, accessory structures, and agriculturally related features should be preserved in their locations and context with careful site design around them to preserve the character of Franklin.
SITE DESIGN	Amenities	Gathering spaces such as plazas, courtyards, and outdoor seating areas should be provided. These open spaces should be in prominent locations that encourage continued active use. Street furnishings may include a combination of pedestrian seating, movable tables, planters, pedestrian-scaled light fixtures, artwork or decorative paving, waste receptacles, bike racks, and other street furnishings. Public art and public art programs are encouraged. Sculptures, decorative benches, and/or other art elements strategically placed in prominent locations for public viewing are encouraged. The Franklin Public Arts Commission and the Historic Zoning Commission, as applicable, provide guidance to the Board of Mayor and Aldermen on public art.
	Parking	On-street parking is encouraged along internal and low-volume streets. Off-street and structured parking should be located to the rear of buildings, away from streets. Structured parking along the streets may be considered if it maintains active ground-floor uses along the street. Landscape and/or architectural features should be used to diminish the appearance of parking from public view.
MOBILITY	Vehicular	Vehicular access should be from the street. Common or shared access points are encouraged to limit curb cuts. Parking and services should be accessed through internal and secondary streets. Streets and internal drives should be designed for slower speeds to allow for mixing pedestrian and vehicular traffic. New streets should be designed per Connect Franklin.
	Bicycle and Pedestrian	A coordinated pedestrian system should be provided throughout the area and in new developments. New development should provide connections between uses on the site and between the site and adjacent properties and rights-of-way. Wider sidewalks that allow for outdoor seating, comfortable pedestrian movement, and active storefronts are encouraged. Bicycle, multi-use path, and pedestrian connections should be designed and provided per the Comprehensive Network Transportation Plan and the Parks Master Plan.
	Transit	Transit stops and/or stations should be provided along existing or planned routes.

DESIGN CONCEPT - HISTORIC RESIDENTIAL

DESCRIPTION

The Historic Residential design concept includes established, single-family neighborhoods in and around Downtown Franklin. Many of these are historically significant, including the Adams Street, Boyd Mill Avenue, Everbright Avenue, Franklin Road, Hincheyville, and Lewisburg Avenue Local Historic Districts. Neighborhoods in this design concept are generally over 50 years old and include properties both inside and outside of the locally-designated Historic Preservation Overlay District (HPO). Their development patterns are important to the downtown character and should be protected from commercial and office-use encroachment. Secondary institutional and recreational uses may be appropriate in limited locations.

Infill developments should maintain the established, traditional residential character and reflect the scale of the surrounding neighborhood. Context sensitivity is a key component, including compatible building form, lot widths, and setbacks. A gridded street network, sidewalks, and street trees should be used to support connectivity and the pedestrian-scale environment.

In some neighborhoods, teardowns are occurring. Historic buildings, including those outside of the established local historic districts that contribute to the character of the neighborhood, are encouraged to be rehabilitated rather than demolished. When teardowns do occur, new buildings should relate to and strengthen the core characteristics of the neighborhood while mitigating adverse impacts on adjacent properties through thoughtful site design.



USES	Uses	Single-Family Residential, Accessory Dwellings, and Institutional (See Special Consideration)
	Building Placement	Buildings and their main entrances should be oriented toward the street. Double frontage, reverse frontage, and flag lots are discouraged. The front setback for infill buildings should be within a range determined by the existing historic structures on the same block face. New buildings should not be closer to the street than any historic structure nor further from the street than any historic structure. As long as it is within this range, the new building will not be out of character with the rest of the block. If the same block face does not have any historic structures, then the established setback range should be maintained. Side-yard setbacks of new buildings should be consistent with existing buildings along the block so that the established contextual rhythm and spacing is not disrupted. Rear-yard setbacks of new buildings should be designed to maintain privacy for both new and existing neighboring properties.
FORM	Building Character	The small-town identity of downtown should be preserved through special attention to massing and scale of new development. Historic buildings should be protected and enhanced. Compatible infill development is encouraged when it is designed with context sensitivity, particularly with respect to existing residential uses and structures. Downtown neighborhoods should be protected through consistent appearance and quality within and outside of the Historic Preservation Overlay. New buildings should be designed to be compatible with the established character along the street and should be sensitive to nearby buildings. Some of these established characteristics include detached, deeply recessed garages, and front porches. Accessory dwellings should fit in contextually to the principal dwelling.
	Building Height	New buildings should appear to be within one-half story of the average building height of existing structures along the same block face. In no case should the building height exceed two and one-half stories.
	Lot Size	Lot depths, sizes, and widths vary between blocks and on individual blocks and should be designed so that new lots are appropriately sized for each block to ensure contextual compatibility. In no case should lots be less than 6,500 square feet.
SITE DESIGN	Landscape	Infill developments should have landscaping and street trees consistent with surrounding established lots.
	Amenities	Institutional uses and public parks serve as active and passive recreation and meet the open-space needs in this area. Bicycle and pedestrian connections to these locations should be enhanced and improved.
	Parking	Off- and on-street. Off-street parking should be provided to the rear of buildings.
MOBILITY	Vehicular	Vehicular connections should be provided through adjacent developments, connect to the existing street network, and provide an interconnected sidewalk and street network in a grid or modified grid pattern. Streets and internal drives should be designed for slower speeds to allow for pedestrian safety. 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.
	Bicycle and Pedestrian	A coordinated pedestrian system should be provided throughout the area and in infill developments. Infill developments should provide connections between uses on the site and between the site and adjacent properties and rights-of-way.
	Transit	Transit stops should be provided along existing or planned routes.

DESIGN CONCEPT - COMPACT RESIDENTIAL

DESCRIPTION

The Compact Residential design concept contains the Hard Bargain and Natchez Street historic neighborhoods. These two walkable neighborhoods typically consist of low-scale cottages, small building footprints, small lots, and shallow setbacks. The established characteristics of these historically significant neighborhoods should be preserved.

Infill and redevelopment should be contextually compatible and composed of primarily single-family cottages, with limited new duplexes, live-work units, and accessory dwellings. Local commercial may be appropriate at some intersections to serve the residents in the area, as well as locations that have historically been commercial uses that served the surrounding neighborhood. Adaptive reuse of historic structures is recommended over tear-downs for new construction.



LEGEND
 Potential Infill Opportunities
 Site to be Evaluated Upon Future Redevelopment
 Existing Buildings
 Existing and Proposed Civic Buildings and Sites
 Conservation Area

USES	Uses	Single-Family Residential
	Secondary	Duplexes, Live-Work Units, Accessory Dwellings, and Institutional (See Special Consideration) Local Commercial uses at intersections and where historically accurate are appropriate.
FORM	Building Placement	Buildings and their main entrances should be oriented toward the street, and buildings should have shallow front, side, and rear-yard setbacks. Double frontage, reverse frontage, and flag lots are discouraged. Cottage Court designs, where several cottages front a common open space, are also appropriate when serviced by a rear alley.
	Building Character	The historic identity of the area should be preserved through special attention to massing and scale of new development. New buildings should have a cottage building form designed to be compatible with the predominant character along the street and should be sensitive to nearby buildings. Accessory dwellings should fit in contextually to the principal dwelling.
	Building Height	New buildings should appear to be within one-half story of the average building height of existing structures along the same block face. In no case should the building height exceed two stories. New two-story dwellings should not detract or overwhelm the existing historic structures.
SITE DESIGN	Lot Size	Lot depths, sizes, and widths vary between streets, as well as along individual streets, and should be designed to ensure that new lots are appropriately sized for each street and to promote contextual compatibility. Minimum of 4,000 square feet
	Landscape	Infill development should have landscaping and street trees.
	Amenities	Institutional uses and public parks serve as active and passive recreation and meet the open-space needs in this area. Bicycle and pedestrian connections to these locations should be enhanced and improved.
	Parking	On-street and off-street
	MOBILITY	Vehicular
Bicycle and Pedestrian		New development should provide sidewalks, multi-use paths, and trails throughout its open spaces. They should connect to other conservation areas, paths, adjacent uses, and streets. These bicycle, pedestrian, and multi-use path connections should be designed and provided per Connect Franklin, Parks Master Plan, and this Plan.
Transit		Transit stops and/or stations should be provided along existing or planned routes.

DESIGN CONCEPT - INDUSTRIAL FLEX

DESCRIPTION

The Industrial Flex design concept provides locations for light industry, institutional, office, and research and development uses, with supporting local commercial uses. Industrial Flex development is characterized by low-scale buildings, some of which may have large footprints. Some of these areas generate less vehicular traffic than regional commerce areas and may be found along more minor thoroughfares. Conversely, some of these uses involve extensive exterior movement of goods and trucks that require measures to control adverse environmental and visual impacts.

The areas and uses within this design concept should be protected to support a diversified economy; however, heavy industrial uses are not encouraged.



USES	Primary	Light Industry, Institutional, and Local Commercial
	Building Placement	Buildings and their main entrances should be oriented toward the street. Buildings should have moderate front-, side-, and rear-yard setbacks.
FORM	Building Character	New buildings should have a clearly defined top, middle, and base and avoid monotonous facades. All sides of a building open to view by the public should display a similar level of architectural quality.
	Building Height	Maximum of three stories. Where a new building will be adjacent to existing residential dwellings, the building height should step down near the residential area in order to ensure appropriate transitions and compatibility.
SITE DESIGN	Landscape	Uses should be buffered from residential with landscaping and appropriate transitions. Landscaping should be used to screen parking and service-areas.
	Amenities	Open space will be minimal, given the character of this area.
	Parking	Surface parking should be located to the sides or rear of buildings that address the street. Surface parking areas should be lined with buildings so as to diminish the appearance of parking from public view. Limited parking between the building and the street may be appropriate. Structured parking should be screened from view and should not have a presence along the street, unless it has active ground-floor uses along arterial or collector streets. Landscape and/or architectural features should diminish the appearance of parking from public view.
MOBILITY	Vehicular	Primary access should be from the street. Common or shared access points are encouraged so as to limit curb cuts along the street.
	Bicycle and Pedestrian	Bicycle, multi-use path, and pedestrian connections should be designed and provided per Connect Franklin and the Parks Master Plan.
	Transit	Transit stops should be provided along existing or planned routes.

DESIGN CONCEPT - REGIONAL COMMERCE

DESCRIPTION

The Regional Commerce design concept contains high-intensity activity centers that attract large numbers of people and employers from both within and outside the City. These areas include major employment and revenue generators that are valuable community resources, while also providing a mix of housing options that support a healthy, vibrant place to live, work, and play.

Regional Commerce areas have a high level of visibility along I-65 and arterial streets, which are important gateways into Franklin. New development should have integrated designs with coordinated access, amenities, and cohesive architecture that fits within the context of the corridor. Interchange locations are limited in number and should be efficiently planned to capitalize on economic development potential. Infill buildings and parking structures are encouraged to replace existing surface parking lots. Sufficient transportation infrastructure is needed to accommodate the increasing travel demands created by these land uses which could include alternative transportation options.

Regional Commerce should transition in intensity and scale across this design concept. Higher-intensity uses should be located closer to the I-65 interchanges and major thoroughfares, with less-intensive uses transitioning to established residential areas. New development should have a pedestrian-friendly design and distinctive character.



USES	Uses	<p>Nonresidential uses should be a variety of Regional Commercial, Hotels, Local Commercial, Continuum of Care, and Institutional</p> <p>New multifamily residential uses should be part of a master planned mixed-use development. Single-story, commercial uses should be avoided in a mixed-use setting. The limited use of townhouses and live-work units may also be appropriate to help provide additional housing options in a walkable and mixed-use neighborhood.</p> <p>If multifamily residential is proposed as a single use, then the appropriate design concept should be the Multifamily Residential Design Concept.</p> <p>Higher-intensity uses should be located closer to major thoroughfares, with less-intensive uses transitioning to established residential areas.</p>
	Building Placement	<p>Buildings should be arranged on sites so that they help to frame and define the streets, giving deliberate form to streets and sidewalk areas. Building setbacks should be minimal to create an active street environment that encourages pedestrian activity. Where internal drives are used to organize buildings and pedestrian movement, setbacks should be minimized wherever possible. Along high-volume streets, buildings may be set back from the street, provided they are sited to be consistent with the predominant line of building massing (setback) along the street.</p> <p>Building design should provide contextual references to its surrounding built and natural environment. Design context could include natural features, such as a river, lake, park, open space, or hillside; historic and cultural contexts; and existing architecture. Examples of contextual references could include maximizing visual access to scenic views, streets, pedestrian corridors, plazas, public art, and prominent buildings; incorporating distinctive architectural details, materials, and styles from nearby buildings where an established character exists; and siting buildings in a manner that uses the natural topography and minimizes grading.</p> <p>For new multifamily residential uses, the entire first floor facing the street should have commercial spaces with residential on upper levels. In locations where commercial use on the first floor is not viable due to topographical or environmental constraints or lack of visibility from a major street, multifamily units should provide individual ground floor entrances, stoops or front porches, and pedestrian connections to the street or to an internal drive.</p> <p>Large expanses of surface-parking areas should be avoided. Infill buildings and associated parking structures are expected and encouraged to replace large, surface-parking lots.</p> <p>Buildings, where feasible, should be sited or designed to create public spaces, such as plazas, outdoor seating areas, etc., that are easily accessible from adjacent streets or sidewalks.</p> <p>Drive-through windows and delivery or service areas should be to the side or rear of building.</p>
FORM	Building Character	<p>Buildings should have at least one prominent main entrance oriented toward the street which engages pedestrian walkways. Additional entrances to buildings may be appropriate, but should be oriented to a street, internal drive that resembles a street, or prominent public space.</p> <p>Buildings should possess a tangible and distinct design quality not only at a distance but also up close. All building walls should employ massing variation, modulation, horizontal and vertical articulation, and architectural detailing to break down the overall scale of a building.</p> <p>The choice of materials and texture has great visual significance and can affect the long-term appearance and maintenance of the built environment. High-quality and long-lasting materials are encouraged, and the look and dimension of these material elements should relate to human scale.</p>
	Building Height	<p>Taller structures are encouraged around the I-65 interchanges and along Carothers Parkway, north of Liberty Pike, where higher travel demands can be supported, to create an attractive urban viewshed and promote economic development. Maximum building heights near the I-65 corridor are based on proximity to the interstate, ground elevations, and distance from residential neighborhoods. See Appendix E for maximum building heights within this design concept.</p> <p>Where transportation infrastructure is sufficient and where contextually-appropriate, new building heights should maximize the efficient use of land. New one-story structures are not generally encouraged in this area. Building height should not exceed three stories on properties adjacent to single-family neighborhoods.</p> <p>Appearance and functionality of development at intersections is important for creating a strong sense of place. Development should be coordinated across the four corners of an intersection so that building height, massing, and form is balanced on each corner to create a cohesive sense of place.</p> <p>New development should be designed to maintain scenic views of the surrounding hills, and buildings should be subordinate to nearby hillsides and hillcrests.</p>
SITE DESIGN	Landscape	<p>Ornamental plantings, parking-lot islands, and street trees should be provided. Landscape buffers should be provided where adjacent to residential development.</p>
	Amenities	<p>Usable open spaces, such as plazas, courtyards, and outdoor seating areas, that serve as gathering areas should be provided. These open spaces should be highly accessible and in a prominent location that encourages continued active use.</p> <p>Street furnishings should include a combination of pedestrian seating, movable tables, planters, pedestrian-scaled light fixtures, artwork or decorative paving, waste receptacles, bike racks, and other furnishings.</p> <p>Public art and public art programs are encouraged. Sculptures, decorative benches, and/or other art elements strategically placed in prominent locations for public viewing are encouraged. The Franklin Public Arts Commission and the Historic Zoning Commission, as applicable, provide guidance to the Board of Mayor and Aldermen on public art.</p>
	Parking	<p>Off-street parking should be provided, and parking structures are encouraged. Parking should be located to the rear of buildings with limited side parking. Streets internal to a development may have on-street parking.</p> <p>Large expanses of pavement, particularly between a building and a street, should be avoided. Architectural and/or landscape features should be used so as to diminish the appearance of parking from public view.</p> <p>New developments should be encouraged to capitalize on shared parking.</p>

DESIGN CONCEPT - MAIN STREET

DESCRIPTION

The Main Street design concept encompasses the historic heart of Downtown Franklin, which has unique qualities that capitalize on the history of the area and the diversity of land uses. It encompasses the blocks surrounding the historic Public Square on Main Street, extending from the Harpeth River to beyond Five Points. Main Street is characterized by its human-scaled historic commercial architecture and activated streetscape.

The small-town identity of the area should be preserved by a combination of continual historic preservation efforts and context-responsive infill development. Commercial and mixed uses should be concentrated in this area in order to promote a vibrant downtown core, while protecting the residential character of the surrounding area. Significant civic institutions, such as City Hall, should continue to be located here.



USES	Uses	Local Commercial, Multifamily Residential, Hotel, Live-Work Units, Transitional Office, Townhouses, and Single-Family Residential Existing institutional uses are encouraged to remain, and future institutional uses are encouraged. Significant civic institutions, such as City Hall, should be located in the area.
	Building Placement	Buildings and their front facades should have a strong relationship to the street. The predominant setback along Main Street should be maintained. The front setback for infill buildings should be within a range determined by the existing historic structures on the same block face. New buildings should not be closer to the street than any historic structure nor further from the street than any historic structure. As long as it is within this range, the new building will not be out of character with the rest of the block. If the same block face does not have any historic structures, then historic structures on the opposite block face should set the setback range.
	Building Character	Main Street has a historic commercial storefront character with office or residential on the upper floors. Other streets in this design concept have a commercial character, while others have a residential character. The appropriate building form for infill development depends on the context of the block. For further guidance, consult the Historic District Design Guidelines. Buildings should face the street and should have active uses on the ground floor for the length of the frontage they occupy. Examples of active uses are boutique retail stores, restaurants, coffee shops, civic and institutional uses, and entrance lobbies. Historic buildings should be protected and enhanced. Infill development should be compatible with its surroundings, particularly with respect to existing residential uses and structures. A mix of uses in larger buildings is encouraged.
FORM	Building Height	New buildings should be pedestrian-scale and contextually compatible. The height should meet the Historic District Design Guidelines, but no building or portion of a building should exceed three stories.
	Landscaping	New landscaping will be minimal, with the exception of planters. Urban open space should continue to consist of existing and future publicly accessible parks and open spaces, such as Bicentennial Park and the Harpeth River.
	Amenities	Plazas, courtyards, outdoor dining areas, and informal gathering areas with water features, pedestrian furnishings, etc. are encouraged. The Harpeth River is a natural amenity that borders the north side of the 16-block core. Development on this side should be designed with the River as an amenity. Public art, such as sculptures, decorative benches, and/or other art elements strategically placed in prominent locations for public viewing are encouraged. The Franklin Public Arts Commission and the Historic Zoning Commission, as applicable, provide guidance to the Board of Mayor and Aldermen on public art.
SITE DESIGN	Parking	On-street parking is encouraged. Off street and structured parking should be located to the rear of buildings. Structured parking along the streets may be considered if it maintains active ground-floor uses along the entire street frontage. Landscape and/or architectural features should be used to diminish the appearance of parking from public view. Adequate parking for infill development should be provided so as to support the vibrant downtown while minimizing impacts to established neighborhoods. Shared parking is encouraged.
	Vehicular	The existing interconnected street network will remain and should be enhanced. Common or shared vehicular-access points are encouraged to limit curb cuts along the street.
	Bicycle and Pedestrian	The pedestrian system should continue to be enhanced. Connections between uses on and between the site and adjacent properties and streets should be provided. Wider sidewalks that promote outdoor seating and comfortable pedestrian movement are encouraged for infill development. Additional pedestrian interconnectivity is needed to provide a greenway trail along the Harpeth River. Improved crosswalks and sidewalk connections should provide pedestrian linkages from Main Street to Bicentennial Park. Bicycle, multi-use path, and pedestrian connections should be designed and provided per Connect Franklin and Parks Master Plan.
MOBILITY	Transit	Transit stops and/or stations should be provided along existing or planned routes.

DESIGN CONCEPT - VILLAGE GREEN

DESCRIPTION

The Village Green Design Concept is intended to provide the ability to establish a wider variety of housing options while prioritizing the preservation of open space. Desirable natural features should be identified first and set aside as part of the required 70 percent open space.

Diverse options for residential and commercial uses are encouraged within Village Green developments to create a truly unique experience of living in a small village community surrounded by nature, while still being located within Franklin city limits. Commercial uses within Village Green should serve the Village and surrounding areas but should not generate significant regional traffic. Mixed-use buildings incorporating small-scale multifamily residential above first floor commercial uses are appropriate.

Preserved open space is a valued amenity and should be the focal point of this design concept by clustering residential and commercial uses around preserved environmental features and identified open spaces. A network of trails should be provided throughout the open spaces to provide access and encourage use of these areas. Multi-use trails should also connect to the broader community-wide system of sidewalks and multi-use trails. Access for the public is encouraged.



USES	Primary	Single-Family Residential, Duplexes, Townhouses, Farmstead Residential, Small-Scale Multifamily, Live-work, and Institutional (See Special Consideration)	
	Secondary	Accessory Dwellings and Local Commercial	
FORM	Building Placement	<p>Development should be clustered to preserve a minimum of 70 percent of natural open space. Residential lots and infrastructure should be located to respect natural features and to maximize the size of undivided open space areas.</p> <p>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.</p> <p>Buildings and their main entrances should be oriented toward the street. Double frontage, reverse frontage, and flag lots are discouraged.</p> <p>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.</p> <p>Cottage Court designs, where several cottages front a common open space, are also appropriate as a part of the overall development.</p>	
	Building Character	<p>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.</p> <p>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 duplexes and townhouses, should have rear-entry garages.</p>	
	Building Height	<p>Maximum of two and one-half stories.</p> <p>Mixed-use buildings that contain small-scale multifamily residential above first-floor commercial uses may have a maximum height of three stories. Residential buildings, including small-scale multifamily buildings without commercial, should not exceed a maximum height of two and one half stories.</p>	
	Lot Size	<p>Lots on the periphery of developments should be sized to be consistent with the existing lots of adjacent neighborhoods.</p> <p>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 6,500 square feet. Single-family lots with dwellings having no garage or an alley-loaded garage have no lot width minimum.</p>	
	SITE DESIGN	Landscape	<p>Seventy percent of new development should be preserved as permanent open space designed around natural features such as hillsides and hilltops, riparian corridors, meadows, agricultural lands, and tree rows. Open space and preserved natural features should be identified first so that the development co-mingles with the landscape. A maximum of four separated open space areas should contribute to this 70 percent.</p> <p>Open space should be laid out in a manner so that adjacent development open space can become connected to form a contiguous protected network of green space.</p> <p>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.</p> <p>Historic site features such as cemeteries, barns, accessory structures, and agriculturally related features should be preserved in their locations and context with careful site design around them to preserve the character of Franklin.</p>
		Amenities	<p>Amenities, including greenways, should be provided within the Village Green open space. No more than 20 percent of the Village Green open space should be a different open space type than 'Natural Area' or 'Greenway' as shown in Chapter 11 of the Franklin Zoning Ordinance.</p>
Parking		<p>Parking should be to the side and rear of buildings or on-street.</p>	
MOBILITY	Vehicular	<p>Vehicular connections should be provided through adjacent developments, connect to the existing street network, and provide an interconnected sidewalk and street network in a grid or modified grid pattern. Streets and internal drives should be designed for slower speeds to allow for pedestrian safety.</p> <p>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.</p>	
	Bicycle and Pedestrian	<p>New development should provide sidewalks, multi-use paths, and trails throughout its open spaces. They should connect to other conservation areas, paths, adjacent uses, and streets. These bicycle, pedestrian, and multi-use path connections should be designed and provided per Connect Franklin and the Parks Master Plan.</p>	
	Transit	<p>Transit stops should be provided along existing or planned routes.</p>	

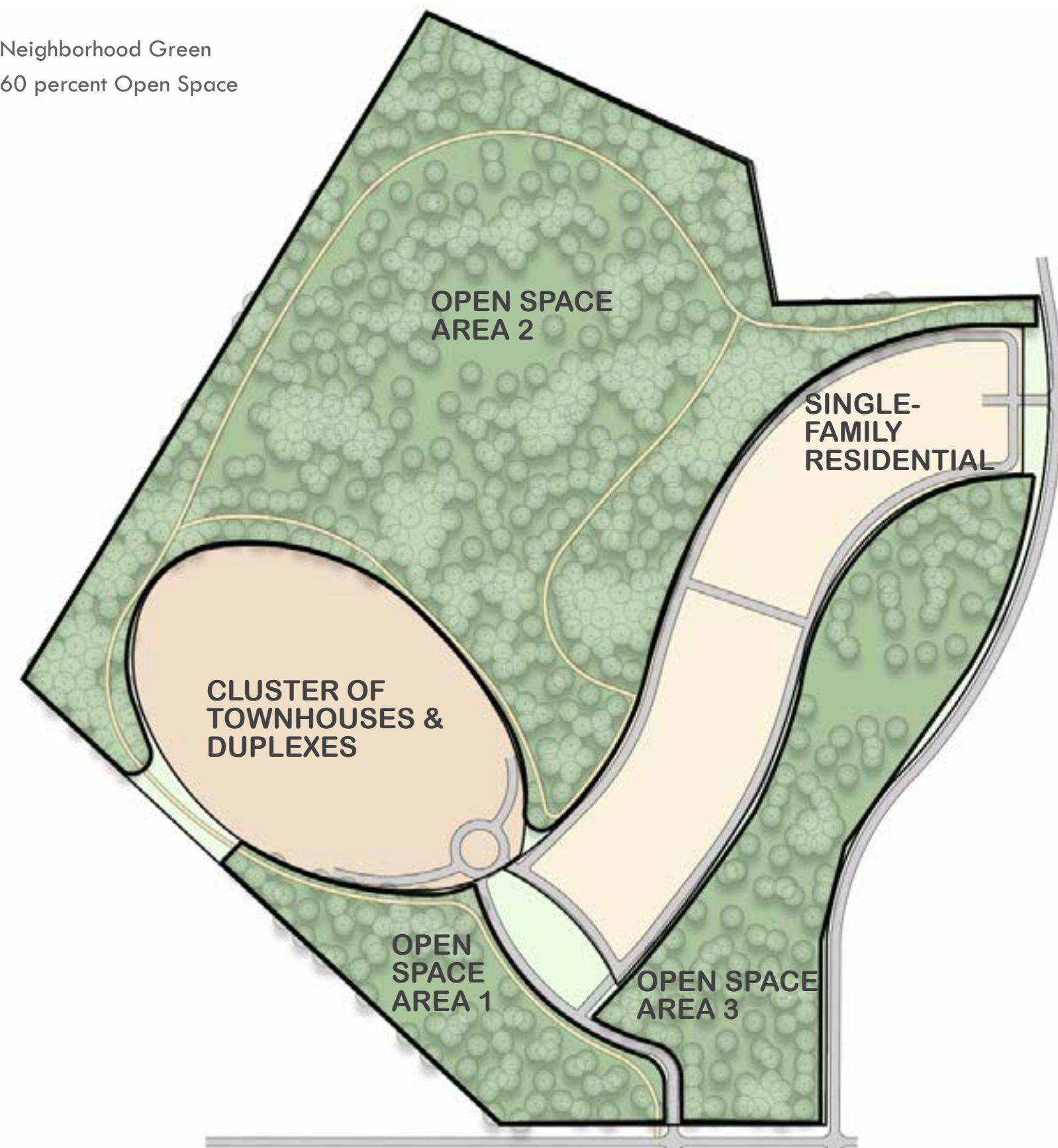
DESIGN CONCEPT - NEIGHBORHOOD GREEN

DESCRIPTION

The Neighborhood Green Design Concept is intended to establish a harmony between mixed-residential-type living options and the beauty of Middle Tennessee. New developments within Neighborhood Green should identify desirable natural features to be preserved through 60 percent dedicated open space, while providing Franklin residents a variety of different housing options. Neighborhood Green developments should consist of a mix of housing types to create diverse and aesthetically pleasing neighborhoods tucked into the rolling hills of Williamson County.

Preserved open space is a valued amenity and should be the focal point of this design concept by clustering residential uses around preserved environmental features and identified open spaces. The open space lots should have some degree of accessibility so that it may be enjoyed by neighborhood residents and members of the public alike. A network of trails should be provided throughout the open spaces to provide access and encourage use of these areas and multi-use trails should also connect to the broader community-wide system of sidewalks and multi-use trails.

Neighborhood Green
60 percent Open Space



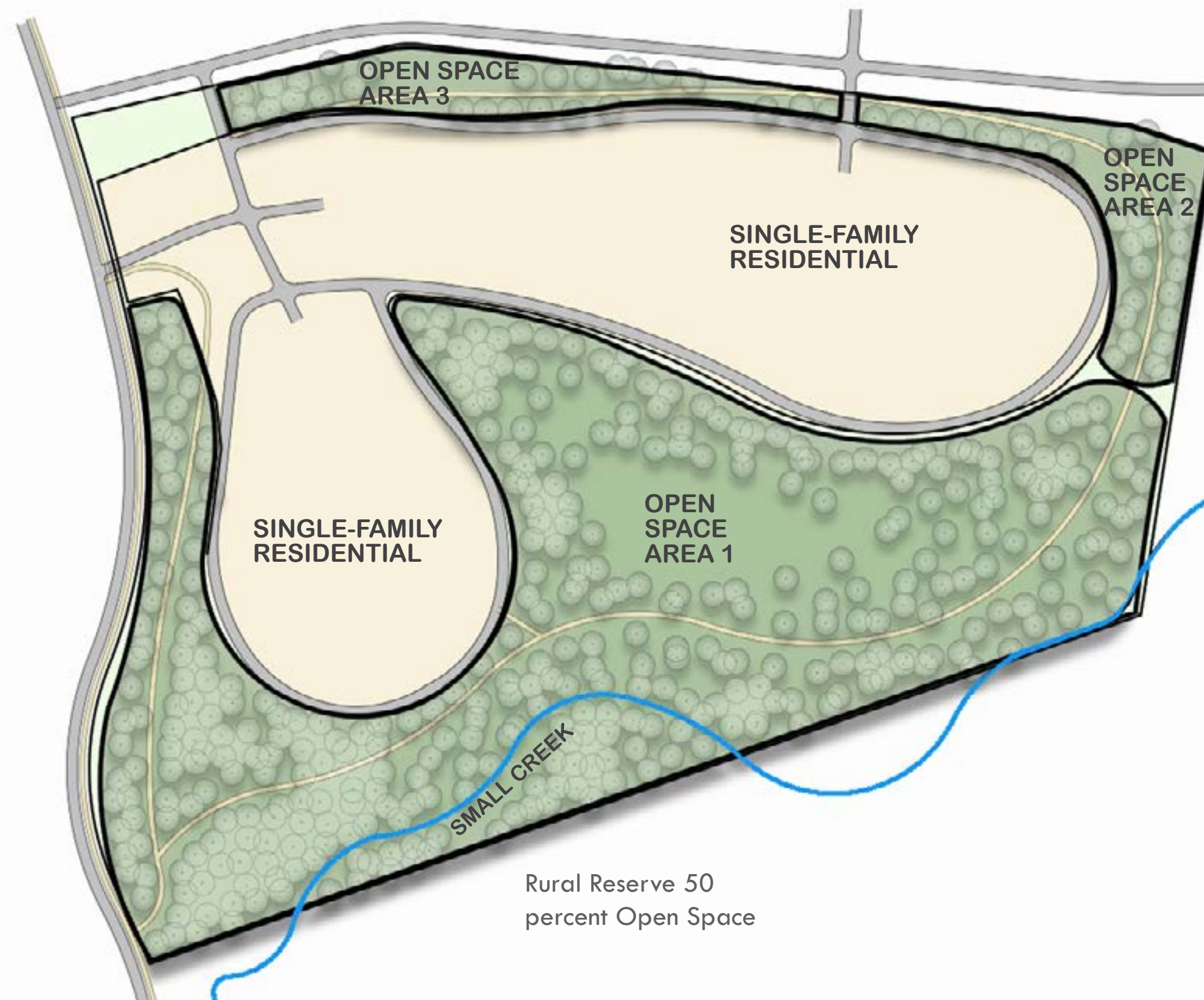
USES	Primary	Single-Family Residential, Duplexes, and Institutional (See Special Consideration) New Duplex buildings should not exceed the number of single-family houses.
	Secondary	Farmstead Residential, Multiplexes, Townhouses, Live-Work, Accessory Dwellings The number of townhouse units should not exceed the combined total of single-family and duplex buildings. Farmstead Residential and Multiplex units should not exceed 25 percent of the overall units of a development (excluding Accessory Dwellings).
FORM	Building Placement	Residential lots should be clustered to preserve a minimum of 60 percent of natural open space. Residential lots and infrastructure should be located to respect natural features and to maximize the size of undivided open space areas. 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. Cottage Court designs, where several cottages front a common open space, are also appropriate when serviced by a rear alley. 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 Character	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. 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 townhouses and duplexes, should have rear-entry garages.
	Building Height	Maximum of two and a half stories
	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 6,500 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 5,000 square feet. Lots with single-family dwellings accessed by alleys should have a minimum lot width of 40 feet and a minimum lot size of 4,000 square feet. However, if infrastructure, drainage, and parking concerns are adequately addressed, up to 15 percent of the total number of residential units could be on narrower lots with a reduced minimum lot size as long as they are interspersed throughout the proposed development.
SITE DESIGN	Landscape	60 percent of new development should be preserved as permanent open space designed around natural features such as hillsides and hilltops, riparian corridors, meadows, agricultural lands, and tree rows. Open space and preserved natural features should be identified first so that the development co-mingles with the landscape. A maximum of four separated open space areas should contribute to this 60 percent. Open space should be laid out in a manner so that adjacent development open space can become connected to form a contiguous protected network of green space. 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. Historic site features such as cemeteries, barns, accessory structures, and agriculturally related features should be preserved in their locations and context with careful site design around them to preserve the character of Franklin.
	Amenities	Amenities, including greenways, should be provided within the Village Green open space. No more than 20 percent of the Neighborhood Green open space should be a different open space type than 'Natural Area' or 'Greenway' as shown in Chapter 11 of the Franklin Zoning Ordinance.
	Parking	Parking should be to the side and rear of buildings or on-street.
MOBILITY	Vehicular	Vehicular connections should be provided through adjacent developments, connect to the existing street network, and provide an interconnected sidewalk and street network in a grid or modified grid pattern. Streets and internal drives should be designed for slower speeds to allow for pedestrian safety. 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.
	Bicycle and Pedestrian	New development should provide sidewalks, multi-use paths, and trails throughout its open spaces. They should connect to other conservation areas, paths, adjacent uses, and streets. These bicycle, pedestrian, and multi-use path connections should be designed and provided per Connect Franklin and the Parks Master Plan.
	Transit	Transit stops should be provided along existing or planned routes.

DESIGN CONCEPT - RURAL RESERVE

DESCRIPTION

The Rural Reserve Design Concept is intended to help preserve the natural beauty of Franklin through innovative design that helps celebrate nature while transitioning from the more densely populated City to the rural County. Preliminary design considerations for new development should focus on identifying the natural features that should be preserved within a required 50 percent open space in a meaningful way, followed after by new residential lots of one-half acre minimum.

Preserved open space is a valued amenity and should be the focal point of this design concept by clustering residential uses around preserved environmental features and identified open spaces. A network of trails should be provided throughout the open spaces to provide access and encourage use of these areas. Multi-use trails should also connect to the broader community-wide system of sidewalks and multi-use trails. Access for the public is encouraged.



USES	Uses	Single-Family Residential, Accessory Dwellings, and Institutional (See Special Consideration)
	FORM	Building Placement
Building Character		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. 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.
Building Height		Maximum of two and one-half stories
Lot Size		Lots should be one-half acre minimum
SITE DESIGN	Landscape	50 percent or more of developments should be preserved as permanent open space designed around existing natural features, such as hillsides and hilltops, riparian corridors, and tree rows. Active agricultural uses are also encouraged. Open space and preserved natural features should be identified first so that the development integrates with the landscape. A maximum of four separated open space areas should contribute to this 50 percent. New development should be designed around the preserved open space areas to highlight them as community amenities with pedestrian and bike systems for use by the general public and should be laid out in a manner so that adjacent development open space can become connected to form a contiguous protected network of green space. 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. Historic site features such as cemeteries, barns, accessory structures, and agriculturally related features should be preserved in their locations and context with careful site design around them to preserve the character of Franklin.
	Amenities	Amenities, including greenways, should be provided within the required Rural Reserve open space. No more than 20 percent of the required Rural Reserve open space should be a different Open Space type than 'Natural Area' or 'Greenway' as shown in Chapter 11 of the Franklin Zoning Ordinance.
	Parking	Parking should be to the side and rear of buildings or on-street.
	MOBILITY	Vehicular
Bicycle and Pedestrian		New development should provide sidewalks, multi-use paths, and trails throughout its open spaces. They should connect to other conservation areas, paths, adjacent uses, and streets. These bicycle, pedestrian, and multi-use path connections should be designed and provided per Connect Franklin and the Parks Master Plan.
Transit		N/A

ENVISION FRANKLIN HOUSING STRATEGY

HOUSING DEMAND



- Franklin's population is projected to grow to 128,089 by 2040
- Housing prices have been rising faster than incomes, creating challenges for many residents
- When local employees move further away for more housing options, there is more commuter traffic

HOUSING SUPPLY



Entitled housing units in 2022



Average annual construction count of new homes (2018-2022)

- Rising interest rates, inflation, labor shortages, and other market forces can result in approved units not getting built immediately, or sometimes at all.
- Planning and zoning that supports more housing choices can help the housing market to align better with demand.

DEMOGRAPHICS



- Franklin's current and projected highest growth age group of residents is 55 and over.
- One and two-person households in Franklin make up 57 percent of the population.

HOUSING AFFORDABILITY



\$125,418

Home affordable for a household earning 120% of the median family income in Franklin.



\$490,731



\$851,873

The median home sales price in Franklin (June 2023)

As long as there is a large gap between market-rate home prices and incomes, it will be hard for many households to afford to live in Franklin,

VIBRANT NEIGHBORHOODS, CONNECTED COMMUNITY

ENCOURAGE MORE "MISSING MIDDLE" HOUSING



- Align local housing supply better with residents' housing needs
- Update Envision Franklin Design Concepts
- Support more senior-friendly options

ACCESSORY DWELLING UNITS



ADUs offer flexible infill options in existing neighborhoods

DUPLEXES



Options such as duplexes, cottage courts, and accessory dwelling units fit easily into existing neighborhoods.

COTTAGE COURTS



Cottage courts are smaller single-family homes arranged to foster a sense of community

DESIGN CONCEPT - MIXED RESIDENTIAL

DESCRIPTION

The Mixed Residential design concept contains residential neighborhoods with a combination of single-family dwellings, duplexes, multiplexes, and townhouses. The defined character across this design concept may vary by neighborhood, but new development should transition from existing development patterns in adjacent neighborhoods.

New neighborhoods should have walkable, well-connected street systems that connect to surrounding neighborhoods and nearby destinations. They should be designed around natural features to highlight forested areas, hillsides and hilltops, water resources, and tree rows as accessible amenities.

Infill and redevelopment near Downtown Franklin should maintain the traditional residential character and reflect the scale of the area. Architecture, building setbacks, housing variety, scale, and walkability are important components of this design concept



USES	Primary	Single-Family Residential, Duplexes, and Institutional (See Special Consideration)
	Secondary	Multiplexes, Townhouses, and Accessory Dwellings If a proposed development includes townhouses or multiplex dwelling units, the townhouse and multiplex dwelling units should not exceed 50 percent of the total dwelling unit count of a development.
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. Cottage Court designs, where several cottages front a common open space, are also appropriate when serviced by a rear alley.
	Building Character	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. 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. If designed with garages, duplexes, multiplexes, 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. Inside of Mack Hatcher Parkway, infill and redevelopment should maintain the traditional residential character and reflect the massing and scale of the established area. 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.
	Building Height	Maximum of three stories. New buildings on the periphery of developments should appear to be within one-half story of surrounding building heights in order to ensure compatibility.
SITE DESIGN	Lot Size	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, duplexes, multiplexes, 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 6,500 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 single-family dwellings accessed by alleys should have a minimum lot width of 40 feet and a minimum lot size of 4,000 square feet. However, if infrastructure, drainage, and parking concerns are adequately addressed, up to 15 percent of the total number of residential units could be on narrower lots with a reduced minimum lot size as long as they are interspersed throughout the proposed development. 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.
	Landscape	Existing features, such as hillsides and hilltops, stone walls, tree rows, and wood-plank fencing are enhancing features and should be preserved. New landscaping should be provided at neighborhood entrances and in common open spaces. Historic site features such as cemeteries, barns, accessory structures, and agriculturally related features should be preserved in their locations and context with careful site design around them to preserve the character of Franklin. Inside Mack Hatcher Parkway, new development should have landscaping and street trees consistent with surrounding established lots.
	Amenities	New developments should provide high-quality, shared, usable, and formal open space areas. Neighborhood amenities include common, usable open spaces, such as clubhouses, multi-use paths, playgrounds, and pools. Emphasis should be placed on quality open space as part of new developments. Residential developments should be designed around open spaces, which, in turn, should connect to adjacent open spaces or regional systems. Open space should not be designed as an afterthought based simply on land that is left over. Inside Mack Hatcher Parkway, educational facilities and public parks serve as active and passive recreation and meet the open-space needs. Bicycle and pedestrian connections to these locations should be enhanced and improved.
	Parking	Off- and on-street. Off-street parking should be limited between the buildings and the street.

DESIGN CONCEPT - MULTI-FAMILY RESIDENTIAL

DESCRIPTION

The Multifamily Residential design concept provides for a range of housing types that offer both for sale and for rent options across a range of price points. Multifamily residential includes apartments, condominiums, stacked flats, continuum of care facilities, and is encouraged to be mixed with duplexes, multiplexes, townhouses, and other housing types. This allows for greater flexibility in form and scale to achieve active, cohesive, and vibrant neighborhoods.



USES	Uses	Multifamily Residential, Townhouses, Multiplexes, Duplexes, Single-Family Residential, Accessory Dwellings, Continuum of Care, and Institutional (See Special Consideration) First floors should have active community spaces, including leasing offices, workout facilities, and other amenities, that are individually accessible from the street. Limited local commercial uses on the ground floor that serve the neighborhood may be appropriate.
	Building Placement	New development is encouraged to be master planned to achieve a cohesive design for the entire site. New and infill development is encouraged to provide a variety of housing types and should be designed so that single-family dwellings and duplexes are located on the periphery in order to transition to existing single-family neighborhoods. Building setbacks adjacent to streets should be minimal to create an active street environment that encourages pedestrian activity. Where internal drives are used to organize buildings and pedestrian movement, setbacks to internal drives should be minimized wherever possible. Buildings, where feasible, should be sited or designed to create gathering spaces, such as pocket parks, courtyards, squares or greens, outdoor seating areas, etc., that are easily accessible from adjacent streets or sidewalks. Building setbacks along the existing street should be consistent with the established setbacks where they are expected to remain, however building setbacks internal to a development may differ from the established setbacks in the area.
FORM	Building Character	Buildings should engage and define the street edge with building entrances, pedestrian walkways, landscaping, and street furnishings. Multifamily units should provide individual ground floor entrances, stoops or front porches, and pedestrian connections to the street or to a drive resembling a street. Dwellings within new developments should provide an appropriate mix of cohesive 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. If designed with garages, dwellings should have rear-loaded garages accessed by alleys. Maximum of three stories inside Mack Hatcher Parkway and a maximum of four stories outside of Mack Hatcher Parkway.
	Building Height	Building height on the periphery of the development should appear to be within one-half story of the predominant building height of adjacent buildings in order to ensure a compatible transition.
SITE DESIGN	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.
	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.
MOBILITY	Parking	Off- and on-street. Off-street parking should be provided to the rear of buildings. Structured parking is encouraged.
	Vehicular	Vehicular connections should be provided through adjacent developments, connect to the existing street network, and provide an interconnected sidewalk and street network in a grid or modified grid pattern. Streets and internal drives should be designed for slower speeds to allow for pedestrian safety. 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.
	Bicycle and Pedestrian	New development should provide sidewalks, multi-use paths, and trails throughout its open spaces. They should connect to other conservation areas, paths, adjacent uses, and streets. These bicycle, pedestrian, and multi-use path connections should be designed and provided per Connect Franklin and the Parks Master Plan.
	Transit	Transit stops and/or stations should be provided along existing or planned routes.

DESIGN CONCEPT - CONSERVATION

DESCRIPTION

The Conservation design concept contemplates very little encroachment as possible in order to protect sensitive land and environmental features. These Conservation areas include floodplains, hillsides with steep slopes, and hilltops which have inherent long-term value. The preservation of floodplains has a direct public-safety purpose and helps to minimize property damage during periods of flooding. Disruption in any Conservation area should be limited to preserve the function, form, and character of the area. Some cemeteries are also included in this design concept.

Because the Conservation design concept follows environmental features, the boundaries do not always align with parcel lines. Therefore, some properties may have the Conservation design concept and another design concept. Aside from public parks, it is intended that the majority of new development occur in the area where the second design concept applies.

New development should be designed around conservation areas to highlight them as community amenities with pedestrian and bike systems that will connect the entire conservation design concept throughout the city. Pedestrian connections and trails are highly encouraged along the river, along water resources, and through scenic areas. Expanded connections to downtown and historic parks from surrounding residential areas are desired.



USES	Uses	Uses should conform to the corresponding Overlay Zoning Districts requirements. The Conservation design concept contemplates very little encroachment as possible in order to protect sensitive land and environmental features.
	Landscaping	Preservation of existing features, including hilltops, hillsides, steep slopes, riparian buffer, water resources, tree rows, forested areas, and specimen trees.
SITE DESIGN	Amenities	Canoe launches, trails, and park amenities are encouraged. The Harpeth River is intended to have a public edge that is physically and visually accessible to the public through a greenway network that extends north to south along the river. The purpose is to provide environmental educational opportunities, points for passive recreation, small informal gatherings and scenic vistas. Selective clearing may be allowed to provide for these amenities.
	Parking	Parking should conform to the corresponding Overlay Zoning Districts requirements.
MOBILITY	Vehicular	New streets should be limited to essential connections and should be designed per Connect Franklin. Access drives should minimize the impact on existing environmental features.
	Bicycle and Pedestrian	A coordinated pedestrian system should be provided that will connect the entire conservation design concept throughout the city. New development should provide pedestrian connections and trails throughout its conservation areas. These trails should provide connections to other conservation areas and trails, adjacent uses/properties, and streets. Bicycle, multi-use path, and pedestrian connections should be designed and provided per Connect Franklin, the Parks Master Plan, and this Plan.

DESIGN CONCEPT - LARGE LOT RESIDENTIAL

DESCRIPTION

The Large-Lot Residential design concept reflects the established character of existing neighborhoods and often provides a transition between City and County subdivisions. New development should have an overall density of one unit per acre to fit contextually with surrounding neighborhoods. Neighborhoods should be designed around natural features to highlight forested areas, hillsides and hilltops, water resources, and tree rows.



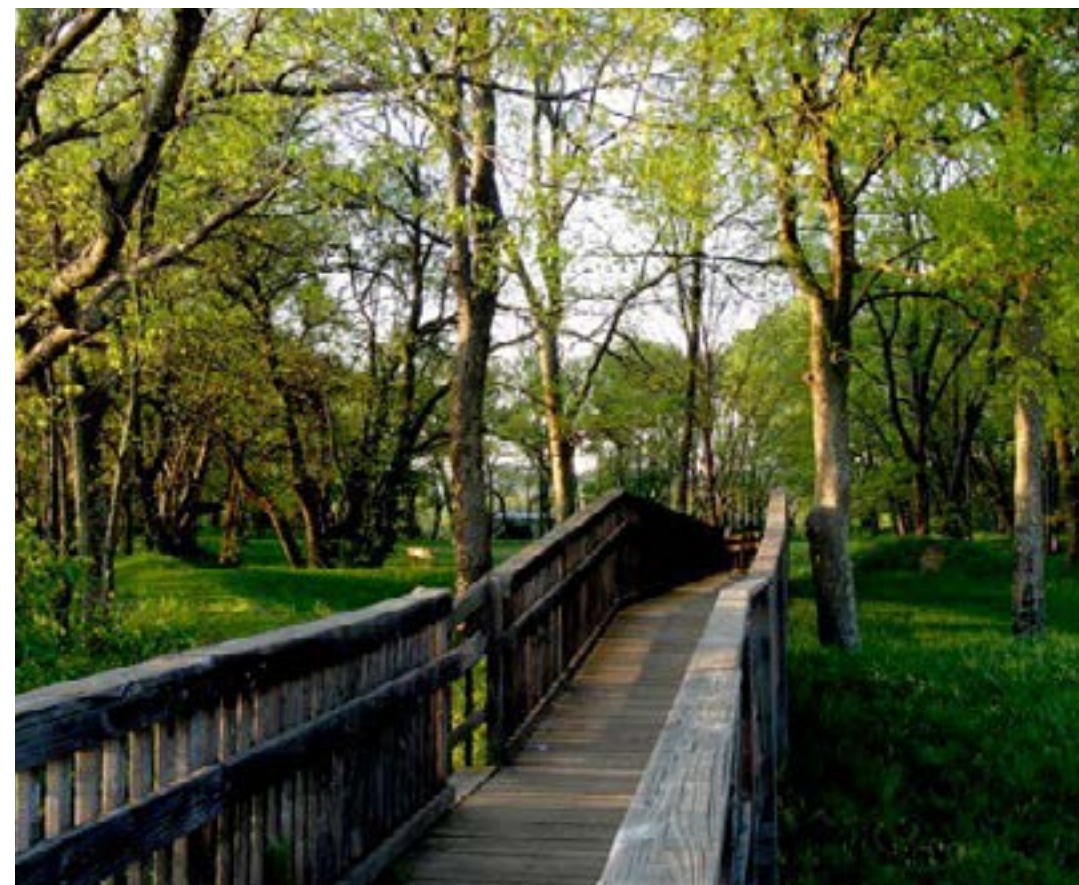
USES	Uses	Single-Family Residential, Accessory Dwellings, and Institutional (See Special Consideration)	
	FORM	Building Placement	Buildings and their main entrances should be oriented toward the street and should generally have deep front-, side-, and rear-yard setbacks. Double frontage, reverse frontage, and flag lots are discouraged.
		Building Character	New buildings along established streets should be designed to be compatible with the established character along the street and should be sensitive to nearby buildings. Front-loaded garages should be detached or recessed.
		Building Height	Maximum of two and one-half stories
SITE DESIGN	Lot Size	Minimum of 30,000 square feet	
	Landscape	Existing natural features, such as hillsides, hilltops, and tree rows, enhance the area and should be preserved. Historic site features such as cemeteries, barns, accessory structures, and agriculturally related features should be preserved in their locations and context with careful site design around them to preserve the character of Franklin. 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.	
		Amenities	Amenities should include subdivision entrance features and signage. Outside of floodplain and hillside open space requirements, additional open space should not be required with new development due to large lot sizes that provide private open space.
		Parking	Off-street
MOBILITY	Vehicular	Vehicular connections should be provided through adjacent developments, connect to the existing street network, and provide an interconnected sidewalk and street network in a grid or modified grid pattern. Streets and internal drives should be designed for slower speeds to allow for pedestrian safety. 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.	
		Bicycle and Pedestrian	New development should provide sidewalks, multi-use paths, and trails throughout its open spaces. They should connect to other conservation areas, paths, adjacent uses, and streets. These bicycle, pedestrian, and multi-use path connections should be designed and provided per Connect Franklin and the Parks Master Plan.
	Transit	N/A	

DESIGN CONCEPT - CIVIC AND RECREATION

DESCRIPTION

The Civic and Recreation design concept comprises areas of public parks, public schools, and facilities that are publicly-owned. Golf courses across the City are also included in this design concept. These places are intended to provide recreational and enjoyment opportunities for citizens, enhance the quality of life, and support the Franklin community. Many of these areas are destinations and should be interconnected through bike lanes, multi-use paths, and sidewalks. Institutional facilities, such as the water treatment and wastewater treatment plants, are also assigned to this design concept and fulfill significant municipal functions.

Many civic uses are appropriate in other design concepts. Commercial recreation uses are not considered part of this design concept, unless they are specifically described in the special considerations on a location-by-location basis.



USES	Use	Public parks, public schools, and facilities that are publicly-owned. Golf courses across the City are also included. While this design concept is generally for publicly-owned land, there may be an unmet need for new, large-scale private recreation uses that go beyond what the City and County provide. Examples could include a large-scale equestrian center, a new golf course, an ice hockey arena, or a sports complex. These types of potential developments should submit a plan amendment request to Civic and Recreation with a special consideration and be evaluated using the established plan amendment criteria, if they are not supported by their current design concept.
	Building Placement	Varied, based on location
FORM	Building Character	Varied, based on location
	Building Height	Varied, but typically should not exceed two stories.
	Building Height	Varied, but typically should not exceed two stories.
SITE DESIGN	Landscape	Existing natural features should be preserved.
	Amenities	Significant open space and active and passive recreational opportunities should be provided. The Harpeth River is intended to have a public edge that is physically and visually accessible to the public through a greenway network that extends north to south along the river. The purpose is to provide environmental educational opportunities, points for passive recreation, small informal gatherings and scenic vistas.
	Parking	Generally off-street, but on-street parking may be provided along internal or low-volume streets. Parking and services should be accessed through internal and secondary streets.
MOBILITY	Vehicular	New streets should be designed per Connect Franklin. Streets should be designed for slower speeds to allow for a mix of pedestrian and vehicular traffic. Primary access should be from the street.
	Bicycle and Pedestrian	A coordinated pedestrian system should be provided throughout the area. Connections between uses on the site and between the site and adjacent properties and rights-of-way should be provided. Bicycle, multi-use path, and pedestrian connections should be designed and provided per Connect Franklin, Parks Master Plan, and this Plan.
	Transit	Transit stops and/or stations should be provided along existing or planned routes.

DESIGN CONCEPT - OFFICE RESIDENTIAL

DESCRIPTION

The Office Residential design concept primarily consists of established, historic, single-family residential buildings with a traditional development pattern. Over time, many of these residential buildings have been converted to office and personal-service uses.

This design concept designates the transition area between established commercial areas and the surrounding residential areas. Buildings, regardless of use, should maintain a single-family residential character.



USES	Uses	Transitional Office, Single-Family Residential, and Accessory Dwellings. Individual buildings may include one dwelling unit and transitional-office components.
	Building Placement	Buildings and their main entrances should be oriented toward the street. Double frontage, reverse frontage, and flag lots are discouraged. The front setback for infill buildings should be within a range determined by the existing historic structures on the same block face. New buildings should not be closer to the street than any historic structure nor further from the street than any historic structure. As long as it is within this range, the new building will not be out of character with the rest of the block. If the same block face does not have any historic structures, then the established setback should be maintained. Side-yard setbacks of new buildings should be consistent with other buildings along the street so that the established rhythm is not disrupted. Rear-yard setbacks of new buildings should be designed to maintain privacy for both new and existing neighboring properties.
FORM	Building Character	New building forms should have single-family-style architecture, pitched roofs, and similar facade and scale widths in order to be compatible with the predominant character along the street.
	Building Height	New buildings should be a maximum of two stories and should appear to be within one-half story of the established building height along the street in order to ensure compatibility.
	Lot Size	Lot depths, sizes, and widths vary along and between individual streets, and new developments should be designed to ensure that lots are appropriately sized for each street and to promote contextual compatibility, but in no case should be less than 6,500 square feet.
SITE DESIGN	Landscape	Infill development should have landscaping and street trees consistent with surrounding established lots.
	Parking	Off-street parking should be located to the rear of buildings. Minimal parking to the side of buildings may be appropriate. Parking structures are discouraged due to the single-family residential character.
MOBILITY	Vehicular	Lots should be accessed from alleys or by driveways from the street.
	Bicycle and Pedestrian	A coordinated pedestrian system should be provided throughout the area and in infill developments. Infill developments should provide connections between uses on the site and between the site and adjacent properties and rights-of-way. Bicycle, pedestrian, and multi-use path connections should be designed and provided per Connect Franklin and the Parks Master Plan.
	Transit	Transit stops and/or stations should be provided along existing or planned routes.

NEXT STEPS

FINAL CHANGES TO ENVISION FRANKLIN

Staff will share comments from the open houses and any outstanding issues at the October 26, 2023 Conceptual Workshop. All changes to the design concepts map, photos and images, formatting, and text changes, will be completed and creation of the adoption hearing draft will proceed to legal review.

LEGAL REVIEW

Envision Franklin draft will be submitted for the 30-day law review. The Tennessee Code Annotated Section 13-4-201 allows the city to create a general plan for physical development. According to law, the general plan must contain the following elements: (1) recommendations for the physical development of the area of the municipal planning jurisdictions; and (2) Identification of areas where there are inadequate or nonexistent publicly or privately owned and maintained services and facilities when the Planning Commission has determined the services are necessary for development to occur.

BOMA WORK SESSION & VOTING MEETING

The City of Franklin Long-Range Planning Staff will prepare a presentation for BOMA Work Session. The purpose of the meeting will be to present the Envision Franklin Adoption Hearing Draft. The City of Franklin Long-Range Planning Staff will present at the BOMA Meeting where BOMA will pass a resolution recommending the adoption of Envision Franklin to the FMPC as a matter of policy for the City of Franklin.

FMPC ADOPTION VOTE

The City of Franklin Long-Range Planning Staff will present at the FMPC Meeting where FMPC will pass a resolution adopting Envision Franklin as policy for the City of Franklin.