

## Mack Hatcher Parkway • Context Sensitive Design



Contextual Understanding Report

June 13, 2006



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## Mack Hatcher Parkway • Context Sensitive Design





# 1.0 INTRODUCTION

## 1.1 CONTEXT SENSITIVE DESIGN

On the forefront of transportation design, Context Sensitive Design (CSD) is relatively new to the state of Tennessee. The Mack Hatcher Parkway extension in Franklin, Tennessee is a unique project on which Tennessee Department of Transportation (TDOT) has utilized the CSD process to develop a roadway that complements its surroundings. This milestone project functions with interdependent stakeholders working together as a team to realize a vision for future improvements to Mack Hatcher Parkway and the Franklin community.

The S. R. 397 Mack Hatcher Parkway (MHP) project will evaluate possible context sensitive design solutions for the widening of existing sections of MHP and for a new western extension in Franklin, Tennessee. CSD seeks to balance the goals of safety and mobility with the preservation and enhancement of aesthetic, historic, environmental, and community values. The design team, led by Wilbur Smith Associates (WSA), will work closely with the Tennessee Department of Transportation (TDOT) to develop an effective Context Sensitive Design process in order to realize these goals and values.

Through close coordination with TDOT, the City of Franklin, as well as other agencies, this project will document a range of appropriate ideas and design recommendations for the improved Mack Hatcher Parkway by utilizing CSD. Key elements of the CSD process will include safety and mobility, an extensive public involvement plan, roadway enhancement and aesthetics, contextual understanding, constructability, traffic calming, economic feasibility, and economic development opportunities.

*“Context-Sensitive Design (CSD) is an approach that places preservation of historic, scenic, natural environment and other community values on an equal basis with mobility, safety and economics...A transportation facility is an integral part of the community’s fabric and it can help define the character of the community or it can destroy it.”*

**- Mary Peters, FHWA Administrator**

## 1.2 IMPORTANCE OF CSD

Immersed in history and culture while maintaining a contemporary appeal, the Franklin locale is distinct and merits a process that seeks to protect these attractive qualities. Franklin is a very special place and the CSD process makes every effort to ensure that the new roadway enhances this fact.

There are many benefits to using the CSD process, including promoting public acceptance, trust, and support by building positive relationships with stakeholders. The process is proactive as opposed to being reactive, which makes for prompt and lasting decisions, improves project delivery and cost effectiveness, and creates better facilities for the community. CSD works to maintain an important balance point between the region, user, community, and environment.

CSD provides a sensitive design approach that is important to the MHP project because of the existing environment surrounding the roadway. CSD seeks to minimize and alleviate disruption of historically significant sites, commercial and residential areas, and the natural landscape. Building an extension that is compatible with the existing portion of MHP is another reason CSD is important to this project. The proposed extension and improved existing segments should complement one another, resulting in a consistent MHP once all segments are completed.

### 1.3 CONTEXT

Assessing the context of the existing environment surrounding MHP creates the need for this Contextual Understanding Report. Transportation facilities are not detached from society, but rather, should be integrated into their setting in order to connect the community. Sensitivity to MHP's surroundings requires a thorough understanding of the various elements that make up its context. Historic, aesthetic, archaeological, community, economic, cultural, environmental, recreational and scenic elements shape the project area and will affect MHP's final design. The Contextual Understanding Report will document these elements to provide a foundation for the roadway's future design.

By understanding the context of the project, the consulting team will be able to work with the stakeholders involved to determine the elements that they value, whether they are environmental, aesthetic, historic or central to the definition of the area. An understanding of context can reveal opportunities and / or constraints to any transportation project and can facilitate a sensitive design approach to protect elements that are affected. Future design decisions will be based on the understanding and acceptance of the Contextual Understanding Report.

### 1.4 IMPORTANCE OF CONTEXT

An excellent understanding of context will produce transportation projects that are place sensitive. Successful projects that consider the importance of context are more likely to be accepted by the community, compatible with the environment, functional in terms of engineering and technical issues, financially feasible, and timely.

The goal of the MHP Context Sensitive Design process is to create an aesthetically pleasing roadway that fits into its environment. This is not only the desired outcome of the project established by those involved, but there is legal precedence and an authoritative basis for context sensitivity in transportation mandated by several Federal acts. This illustrates the importance of contextual understanding and awareness of the MHP environment.

Including local stakeholders and involving the community of

Franklin in the design process is central to understanding the importance of the context of MHP. The people that use the roadway everyday understand the effects the roadway will have on their neighborhoods. A "one-size-fits-all" approach to transportation design contradicts context sensitive design and will not serve the needs of Franklin and its residents. MHP should agree with its environment and enhance Franklin's sense of place.

*"It is the continuous responsibility of the federal government to use all practicable means to assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings."*

**- National Environmental Policy Act of 1969**

## 1.5 PROCESS ORGANIZATION

*“Generating ideas is one of the most important parts of CSD ... CS solutions must be developed by drawing on our citizens and agency colleagues to generate ideas for possible solutions and contribute to the solution.”*

**- Federal Highway Administration (FHWA)**

CSD is about building partnerships, alliances, and consensus; however, this can be challenging and labor intensive. Oftentimes, conflicting goals and priorities are presented that have to be taken into consideration, but it is important to remain focused and respectful of the various issues. In order to address these issues, a multi-disciplinary team that includes the public, commitment from top agency officials and local leaders, and a full range of stakeholders has been established to lead the Mack Hatcher Parkway development process through communication that is open, honest, and continuous.

TDOT and the City of Franklin along with local stakeholders, have partnered to guide the CSD process and develop design recommendations for the MHP extension and the existing MHP. Wilbur Smith Associates and Hawkins Partners, Inc., facilitate the CSD process and provide the necessary tools for the Citizen Design Team (CDT) and Agency Resources Team (ART) to make informed decisions on potential design solutions for MHP. The consulting team aims to listen and then make design recommendations for a roadway that corresponds to the vision of a fully integrated transportation facility.

Local officials from the City of Franklin nominated team members for the CDT, which were then selected and approved by TDOT. The CDT provides local perspective on the community’s character, and suggests how they think MHP should be designed to maintain and enhance that character. Consensus building between the CDT members is crucial for a successful CSD process. This is best accomplished through problem solving communication that satisfies the project’s purpose and need.

The ART includes representatives from key agencies that provide expertise and information to assist in the Mack Hatcher Parkway CSD process. They bring an understanding

of the landscape, community, and resources available to Franklin and are available to answer questions and provide feedback on the more technical questions and issues that arise during the process.

The formation and inclusion of the CDT and ART provides the initial steps in a thorough Public Involvement Plan (PIP). The CDT and ART will assist in facilitating an information sharing process with the general public. CSD is committed to a public involvement plan that solicits and values public input and gives proper consideration to that input during the decision making process. The PIP includes development of communication tools to create public awareness and achieve meaningful public input regarding the study issues and corridor needs.

The PIP encourages public input and awareness not only through the CDT and ART but also by opening all working meetings to the public, conducting special public meetings and the use of newsletters and news releases. The PIP is tailored to suit the issues, impacts and communication style in the area. It effectively obtains and incorporates public comments, without jeopardizing or interfering with an objective and unbiased technical analysis of Mack Hatcher Parkway’s impact.

Utilizing the various team members and the PIP to develop a contextual understanding of the MHP area is a multi-step process where each phase is dependent on the next. First the design team must take inventory of the affected landscape then analyze the data collected to establish any issues, opportunities, and constraints presented. This assessment leads to the creation of a vision statement that provides the ideal image for the finished product. Once the vision has been established, everyone involved works to see that this vision is realized by organizing goals and objectives that will accomplish the final goal of a fully integrated transportation system.

Throughout the process there have been continuous team meetings that include the CDT, ART, TDOT, the consulting teams, and other stakeholders or agencies affected by the extension. These meetings serve as working sessions to discuss the various design issues, and have lead to the formation of this Contextual Understanding Report.



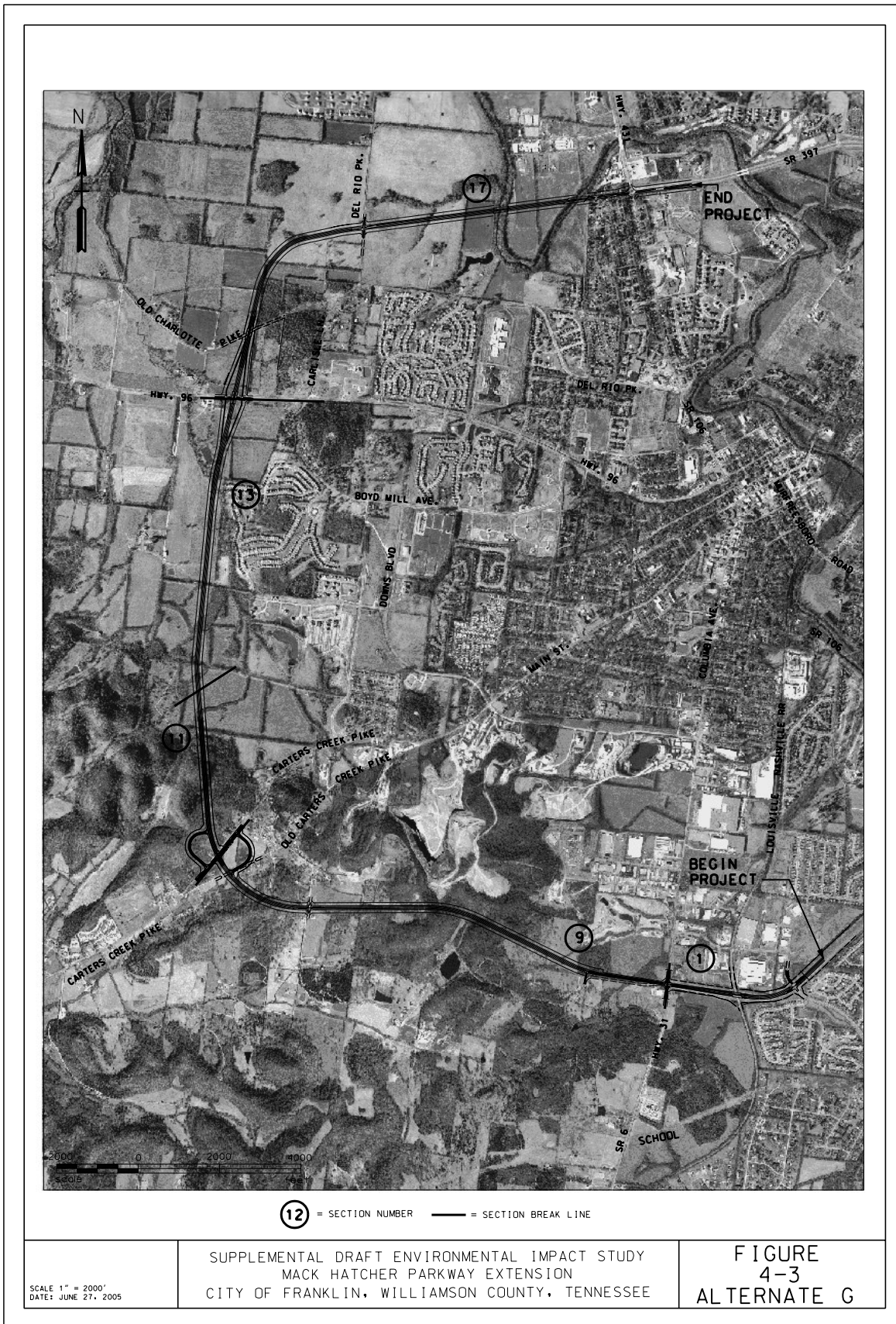


Fig. 1.1 Alternate G, the chosen route for the Mack Hatcher Parkway extension

## 1.6 TDOT PROJECT DESCRIPTION

### and TIMELINE

Transportation projects are developed in four phases: Planning and Environmental, Design, Right-of-Way and Construction. Context Sensitive Solutions are integral to all phases of the MHP transportation project development process. The following is a reflection of various aspects of these phases as they have occurred, or will occur, on both the existing route and proposed western extension of MHP. This description / timeline represents current TDOT status, but should be recognized as subject to change.

<b>Project Schedule for Existing Route</b>	
Advanced Planning Report	Completed December 29, 1999
Conduct Design Public Meeting	Forecast for Spring 2007
Approval of Final Environmental Document	Forecast for Summer 2007
Distribute Final Right-of-Way and/or Utility Plans	Forecast for Fall 2007
<b>Project Schedule for Proposed Western Extension</b>	
Advanced Planning Report	Completed March 15, 2001
Initial Public Meeting	Conducted July 31, 2001
Meeting with Historic Property Owners	Conducted June 1, 2004
Approval of Draft Environmental Impact Statement	Completed November 22, 2004
NEPA Hearing	Conducted January 18 and 20, 2005
Supplemental DEIS Public Meeting	Conducted for July 7, 2005
Alignment Selection	Completed December 2, 2005
Begin Context Sensitive Design Process	Began March 2, 2006
Begin Preliminary Design	Forecast for Spring 2007

<http://www.tdot.state.tn.us/css/sr397/timeline.htm>

## 1.7 PURPOSE AND NEED STATEMENT

The CSD process should be completed consistent with other elements of the overall project development, including environmental documentation. A critical element of this consistency is the Purpose and Need Statement. The purpose and need statement was established in the Draft Environmental Impact Statement (DEIS) and provides the basis for the MHP project that should be referred to throughout the process. The following is the Purpose and Need statement as found in the MHP DEIS:

When combined with the existing Mack Hatcher Parkway, this project would create a complete loop around the City of Franklin and provide needed connectivity throughout the region. This proposed action will provide improved connectivity to the existing transportation network in Franklin and Williamson County. This improved transportation network will address existing and future capacity needs within the study area. The community will have improved mobility to local and regional destinations. The proposed action supports development currently in place, under construction, or planned within the study area. The proposed extension of Mack Hatcher Parkway could serve to facilitate future multi-modal improvements for the region.

The Purpose and Need statement functions as a mission statement for the project. It is the foundation and reason for the effort spent on designing a successful roadway.

*“In the beginning of the interstate era, we built the greatest freeway system in the world; but aesthetics and preserving the environment weren’t part of that mission. Now we need another transformation. We’re here to define a new vision, to change how we do business.”*

**-Tom Warne, Executive Director,  
Utah Department of Transportation**

## 2.0 CORRIDOR INVENTORY

A thorough understanding of existing conditions is a critical step towards contextual understanding. Inventory is a non-biased recording process that considers the visual and non-visual aspects of a site, past and present. An early step in the CSD process was to engage participants in an inventory of the entire MHP study corridor.



Photo 2.1: Mobile Workshop Participants

## 2.1 VISUAL INVENTORY

While a seemingly simple form of assessment, there is much to be gained from a thorough visual evaluation of landscape context. As part of the Mobile Workshop, and with the goal of heightening participants awareness of the visual aspects of the corridor, CDT and ART members travelled the entire MHP loop as closely as existing road patterns would allow.

Provided for each participant was a map (Fig. 2.1) with key elements identified, and the bus route noted. The map divided the corridor into inventory segments based on location of major intersections, to allow for more organized record keeping. A worksheet (Fig. 2.2), prompted participants to examine such factors as vegetation, topography, land use, spatial character and other features, while encouraging supplemental note taking. During the workshop, the group had the opportunity to pull over at various locations, allowing for more detailed examination. Throughout the workshop, there was lively discussion as participants asked questions and shared information.

The findings from the Visual Inventory were summarized in a subsequent Visual Inventory Presentation (Appendix, i-vi).



Photo 2.2: Lula Lane



Photo 2.3: Nolen Lane





## 2.2 DATA INVENTORY

In addition to what can be seen and recorded as part of a visual inventory, it is also necessary to examine other sources of information to ensure a wholistic approach to the inventory of context. Maps, policy documents and planning studies inform beyond the visual inventory to provide greater depth of contextual understanding. The data considered includes:

- Historic resources
- Archaeological resources
- Cultural resources
- Environmental factors
- Land Use
- Zoning
- Transportation plans
- Parks, greenways and recreational resources

A key reference source is the Draft Environmental Impact Statement (DEIS) and its supplemental studies, generated for the Mack Hatcher Parkway Western Extension. Additionally, particular attention was given to local City of Franklin, Tennessee documents, such as the City of Franklin Roadway Enhancement Master Plan and the Franklin, Tennessee Land Use Plan. These documents were the result of local public input, and their content represents previously reached community consensus on issues that may impact the design evolution of the Mack Hatcher Parkway.

The following pages illustrate sources considered in this inventory phase of the CSD process.

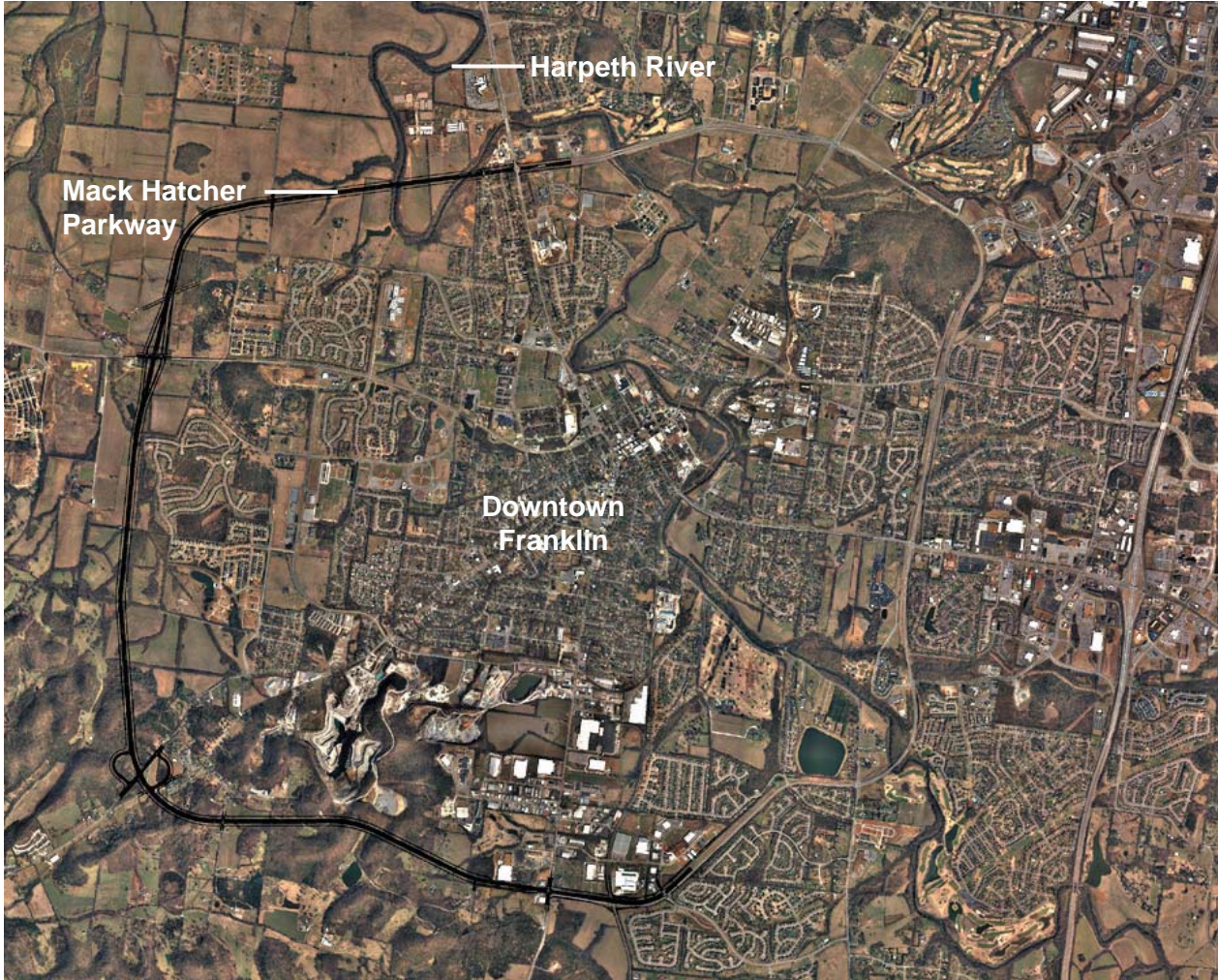


Fig 2.3 Franklin, TN Aerial Photograph (March 2005)



Aerial Photographs are a valuable form of inventory providing the viewer a perspective not often held. This aerial illustrates the existing development densities in Franklin's commercial downtown and other surrounding land use patterns, the prominence of the Harpeth River as it moves through the heart of Franklin, and the dramatically contrasting topography in the more rural south west.



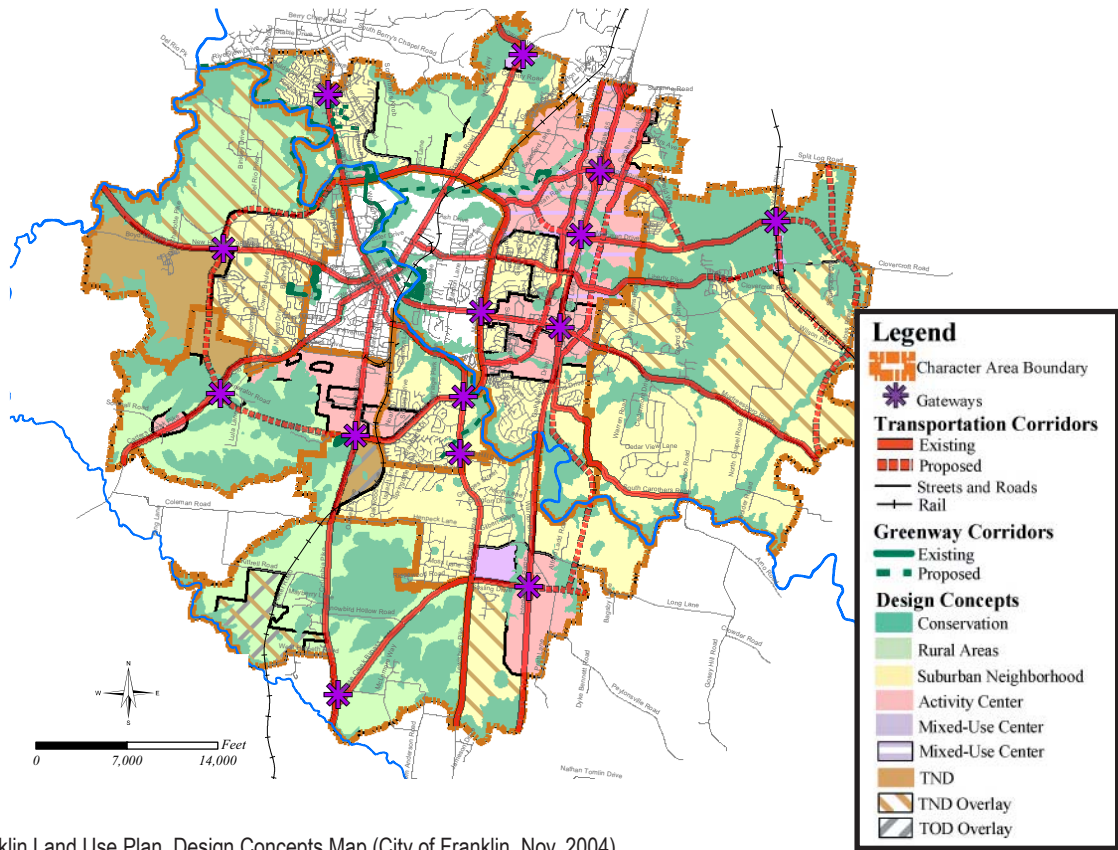


Fig. 2.4 Franklin Land Use Plan, Design Concepts Map (City of Franklin, Nov. 2004)

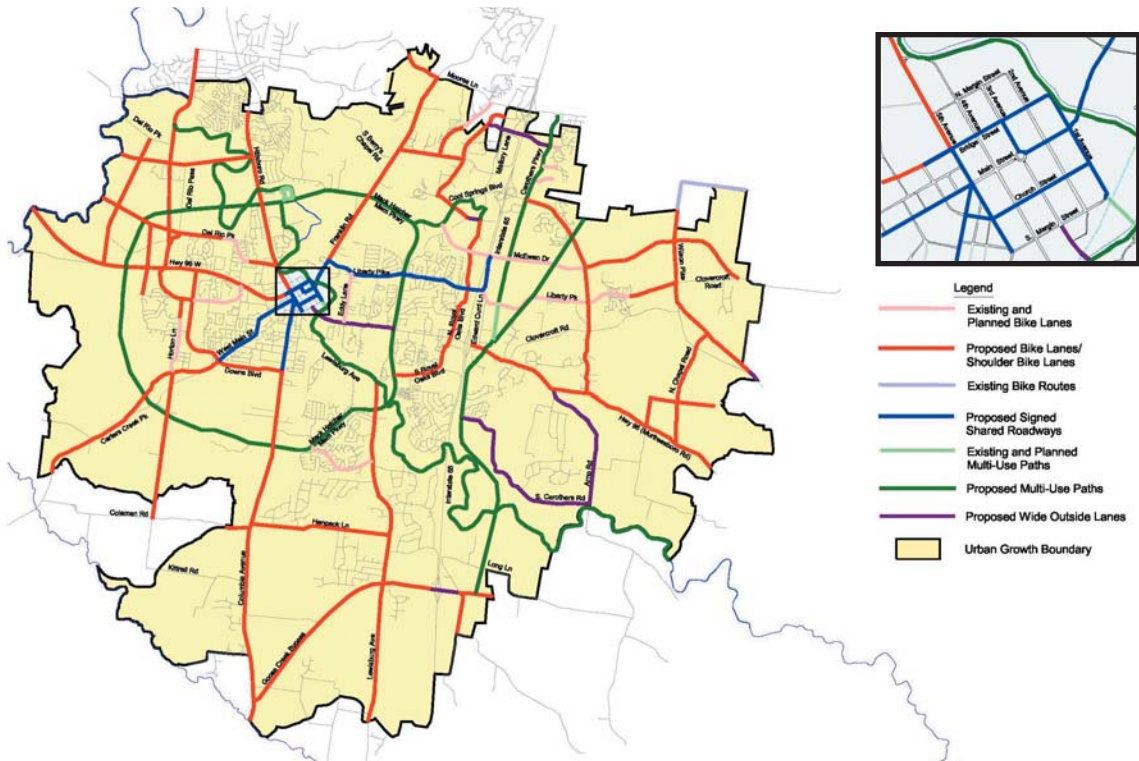
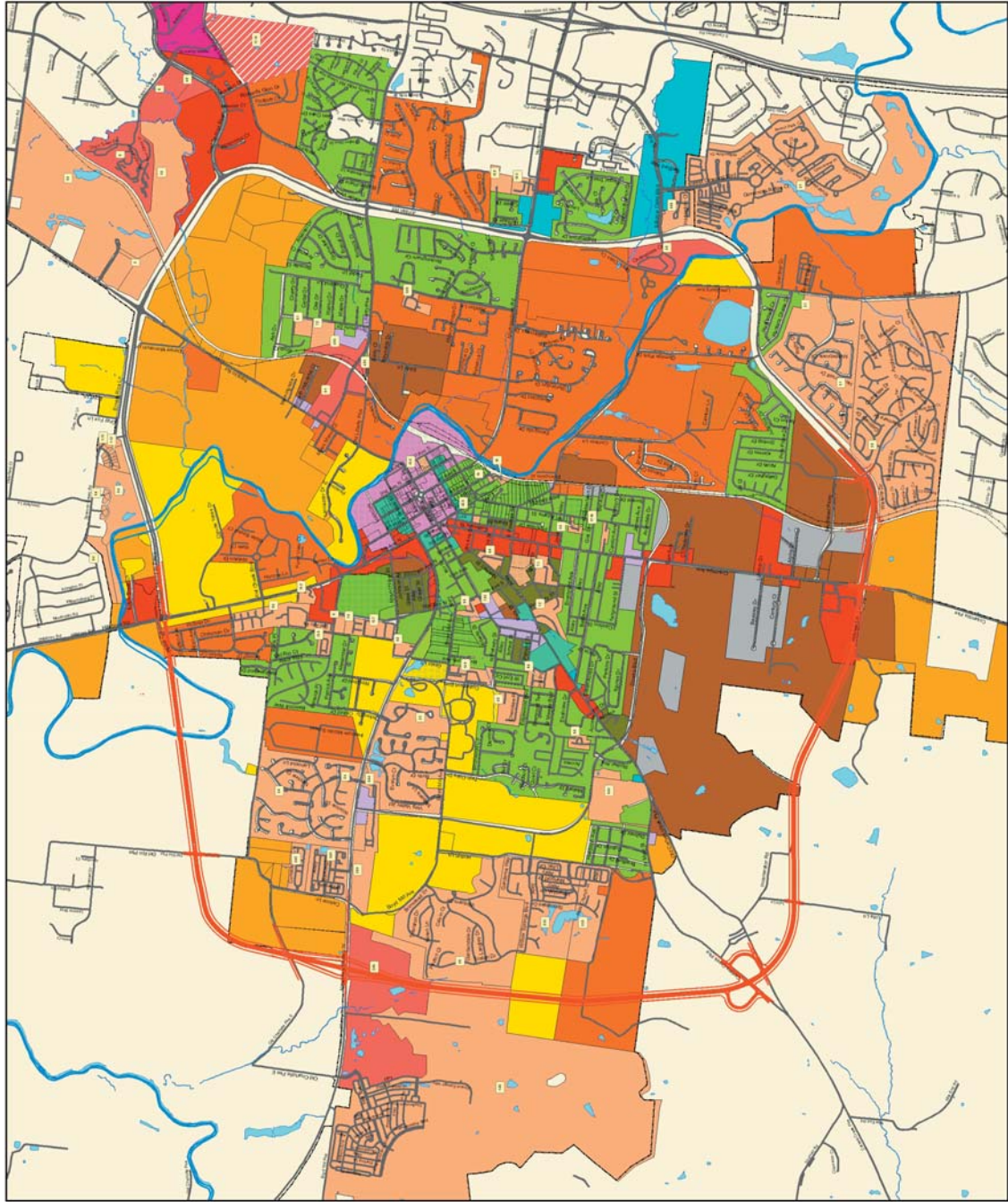


Fig. 2.5 Franklin Recommended Long Range Bicycle Facilities Plan (City of Franklin Bicycle and Pedestrian Plan Update, 2003)



**Mack Hatcher Parkway  
Context Sensitive Design**

**City of Franklin  
Zoning**

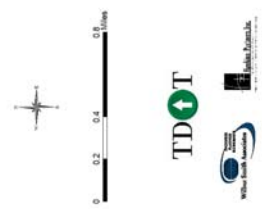
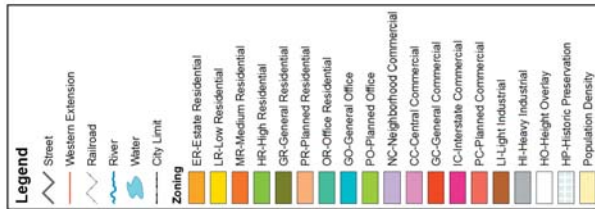
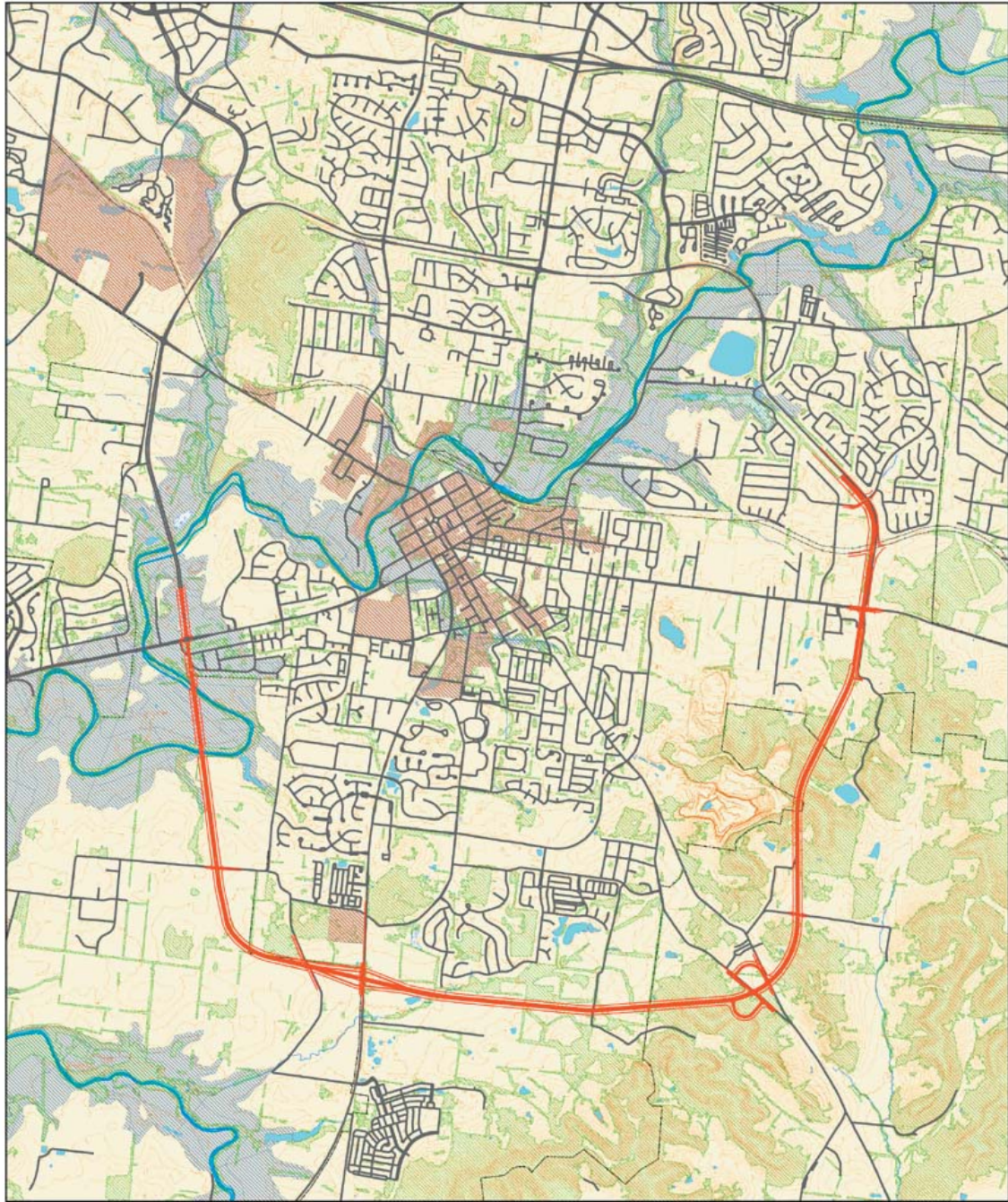


Fig. 2.6 City of Franklin Zoning (Wilbur Smith Associates/City of Franklin, 2006)



**Mack Hatcher Parkway  
Context Sensitive Design**

**Environmentally and Historically  
Sensitive Areas**

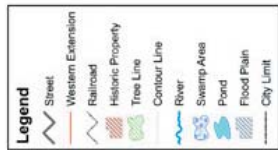


Fig. 2.7 Environmentally and Historically Sensitive Areas Map (Wilbur Smith Associates/City of Franklin, 2006)

**Mack Hatcher Parkway  
Context Sensitive Design**  
Inventory Analysis - April 18, 2006

**Historic Sites**

**Legend**


**Historic Districts**

 HARPETH RIVER RURAL HISTORIC DISTRICT

 WINSTEAD HILL/HARRISON HOUSE HISTORIC DISTRICT

**Historic Sites**

- 1 NICHOLAS T. PERKINS HOUSE
- 2 THOMAS MOORE HOUSE
- 3 Y.M. RIZER HOUSE
- 4 JAMES B. DAVIS HOUSE
- 5 KNIGHTS OF PYTHIAS PAVILION
- 6 JESS A. SHORT FARM
- 7 SAMUEL P. GLASS HOUSE
- 8 ELIJAH HAMILTON HOUSE
- 9 WINSTEAD HILL
- 10 WILLIAM HARRISON HOUSE
- 11 ROPER'S KNOB

 MACK HATCHER PARKWAY

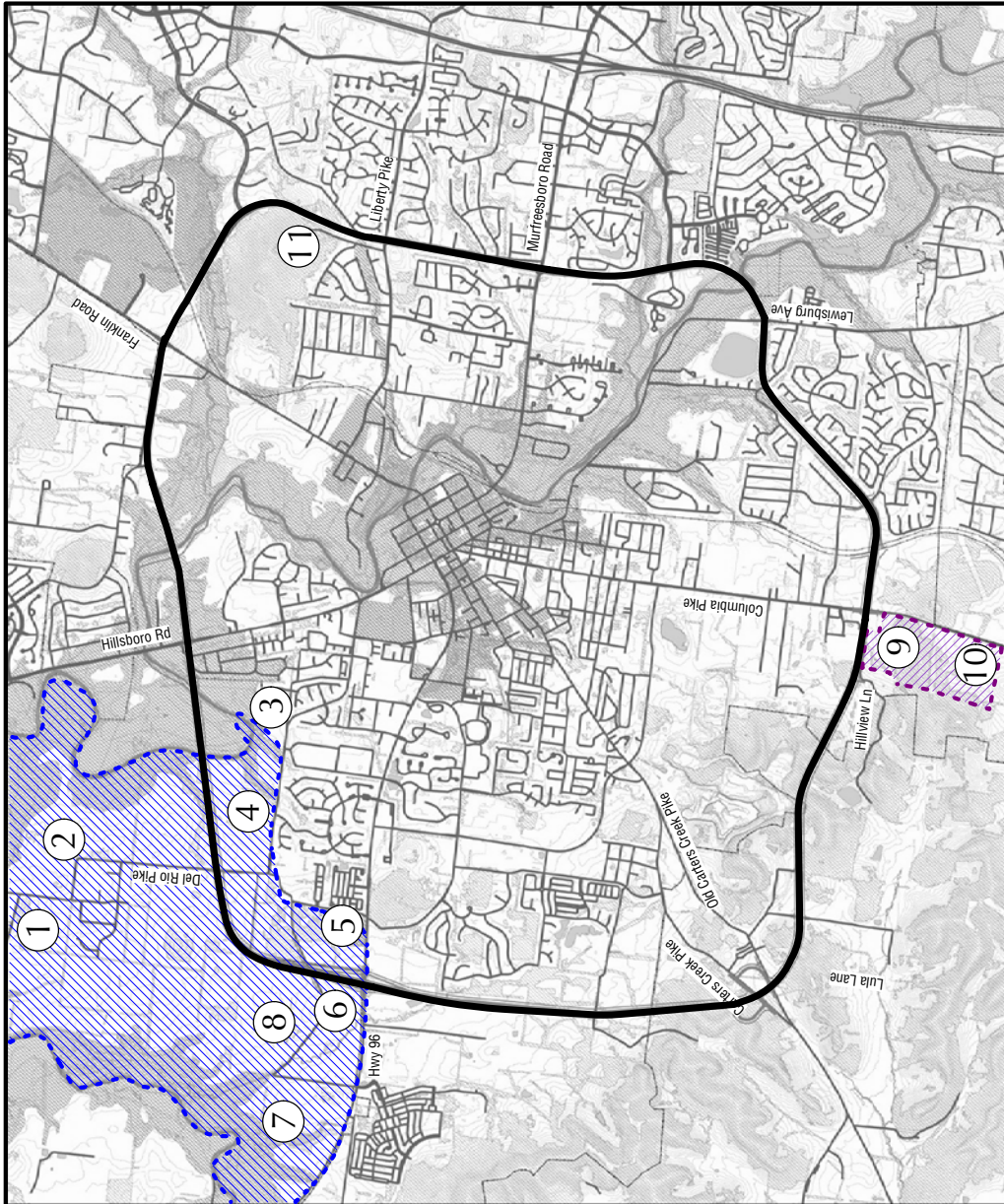


Fig. 2.8 Historic Districts and Sites (Hawkins Partners, Inc. 2006 / Mack Hatcher Parkway Supplemental EIS, 2005)

## 2.3 INVENTORY SUMMARY

The inventory process has familiarized the team with known contextual elements of the corridor. Whether historic, aesthetic, archaeological, social, economic, cultural, environmental, all factors need to be consistently considered throughout the CSD process.

The Franklin Land Use Plan recognized a strong sense of community values, indicating a commitment to growth and development that preserves and enhances the defining character of Franklin. While it details overall goals within the urban growth boundary, it also examines context on a more local scale. The geographic area within the Urban Growth Boundary is divided into “Character Areas”, allowing for local diversity within the regional vision.

Another valuable resource that was inventoried, the Recommended Long Range Bicycle Facilities Plan, illustrates a desire for greater multi-modal connectivity. Similarly, Parks and Greenway planning recommendations include improved recreational opportunities throughout the region, while increasing connectivity and preserving environmental resources via a network of multi-use trails.

The DEIS and its supplemental reports carefully detail the impact the corridor will have on all known contextual elements. It is acknowledged that the previously identified MHP alignment will impact historical districts and sites and will traverse sensitive environmental areas.

Through identifying, cataloging and describing key elements in the MHP corridor, the inventory phase is the non-biased record of the elements that shape “context”. The following analysis phase, in examining this inventory, will seek to define what the context means.

### **3.0 CORRIDOR ANALYSIS**

In this phase of the CSD process, the team examined the information compiled in the inventory phase and identified the ways in which it can shape the overall project.

The first step was recognizing the broad distinctions that emerged during the inventory process between different areas of the linear study area. Building upon the mobile workshop and the differing character areas within the MHP project area, the corridor was divided into four, related but unique, Character Segments. For each segment, issues were noted that became the basis for a comprehensive set of opportunities and constraints. These, in turn, provided the basis for the goals and objectives that will guide the team during the design concepts phase.

### 3.1 CHARACTER SEGMENTS

While the entire corridor relates to the historic City of Franklin, distinct areas emerged through the inventory process that were visually and quantitatively different. These notable differences resulted in the formation of Character Segments. Segments (Fig. 3.1) are based on identified, existing or planned context, somehow unique from other areas within the corridor. These distinctions will assist the CSD team in customizing design solutions to a more specific set of needs on a smaller scale, while still fitting into the overall MHP agenda.

The Character Segments are designated as follows:

- Existing Corridor
- Southall Hills
- West Harpeth
- Harpeth River Crossings

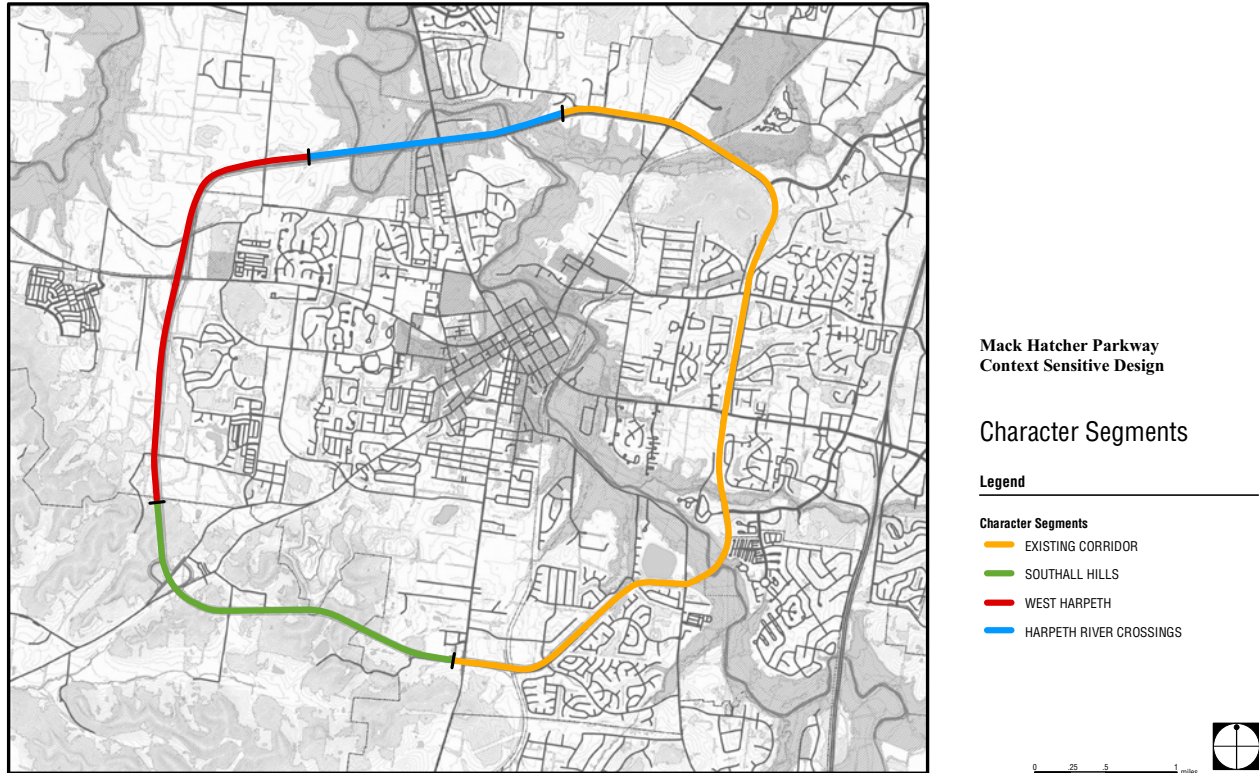


Fig. 3.1 Character Segments (Hawkins Partners, Inc. / MHP CSD Process, 2006)

## EXISTING CORRIDOR

Key identifying context characteristics:

- defined edges
- consistent, established land use
- close proximity to adjacent development

This segment represents an existing highway landscape. Approximately 25% of the segment is four lane, divided highway with a depressed median. The remaining portion is scheduled to be widened to four lanes from its current two lane cross section. There are more intersections in this segment than in any other area of the corridor, presenting a unique set of mobility issues. Of those intersections, there are three planned/proposed “gateway” intersections, as recognized in the Franklin Land Use Plan. Gateways are intersections of symbolic importance that emphasize thresholds into (and between) areas of the city. They establish “punctuation” within the corridor, reinforce community character, and enhance the “sense of place”. To create the gateway statement, the Franklin Roadway Enhancement Master Plan recommends the inclusion of design features such as monuments, signage, and a specialized planting palette, that respond to both vehicular and pedestrian scale. In this corridor segment, these gateways are identified where MHP intersects Murfreesboro Road (Highway 96), Lewisburg Avenue and Columbia Avenue.

The edges of this segment are bounded by adjacent development, geologic or topographic features such as high rock cut walls, and steeply dropping roadway shoulders. The development, predominantly single-family residential, is in consistently close proximity to the edges of this corridor segment, and generally turns its backside to the roadway. The roadway crosses the Harpeth River once in the south east. This crossing, with its negligible design distinction, goes relatively unnoticed to the typical MHP user.

In addition to the residential uses along this segment, the corridor is adjacent to prominent historic resources, such as Roper’s Knob and the Winstead Hill/Harrison House Historic District. The location of Winstead Hill, along with the proximity of the commercial development north of the roadway, create a particular set of issues for the intersection with Columbia Avenue and the transition into the Southall Hills character segment.

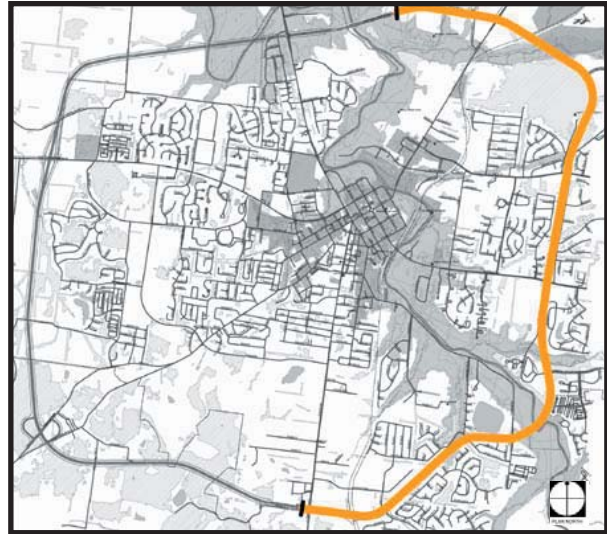


Fig. 3.2 Existing Corridor Character Segment





Photo 3.1 Typical existing divided highway landscape



Photo 3.2 Approaching Cool Springs Blvd., Roper's Knob



Photo 3.3 Approaching Highway 96/Murfreesboro Road



Photo 3.4 Typical rock cut

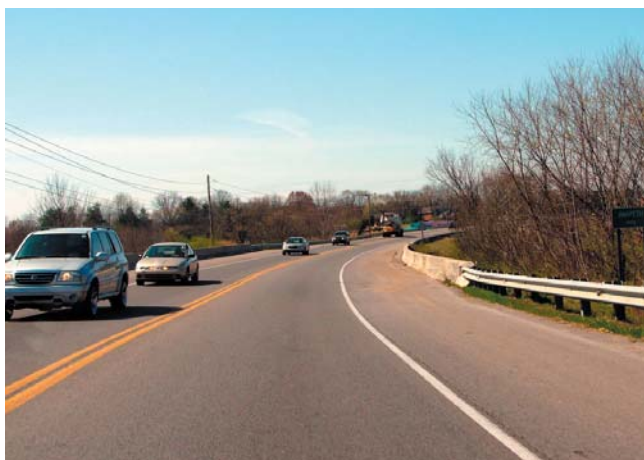


Photo 3.5 Crossing the Harpeth River



Photo 3.6 Approaching Columbia Avenue

## SOUTHALL HILLS

Key identifying context characteristics:

- Unique undulating hill and valley topography and relatively high vegetation density
- Designated as conservation and rural area
- Some rural residential

Defined by the ridges and valleys west of Columbia Avenue and south of Davidson Drive, this segment contains a natural environment unlike any other part of the corridor. The terrain is varied and the landscape is dramatic, providing for scenic views to and from the area.

Current and proposed land use is predominantly Conservation and Rural, with some rural residential. It is not anticipated that this area will experience the intensive development and growth as seen in other parts of the corridor. This relatively undeveloped area contains valuable natural resources that provide wildlife habitat, vegetation diversity, and scenic and recreational opportunities.

This segment has extremely limited points of access to and from the existing street network. Its main intersection, Mack Hatcher Parkway at Carter's Creek Pike, is recognized in the Franklin Land Use Plan as a planned/proposed gateway. This intersection presents a unique set of challenges based on its current geometry and the topographic changes within the corridor.

Directly adjacent to the eastern end of this segment, is the Winstead Hill/Harrison House Historic District. The existing tree line along Hillview Lane provides a visual buffer between this resource and the MHP.

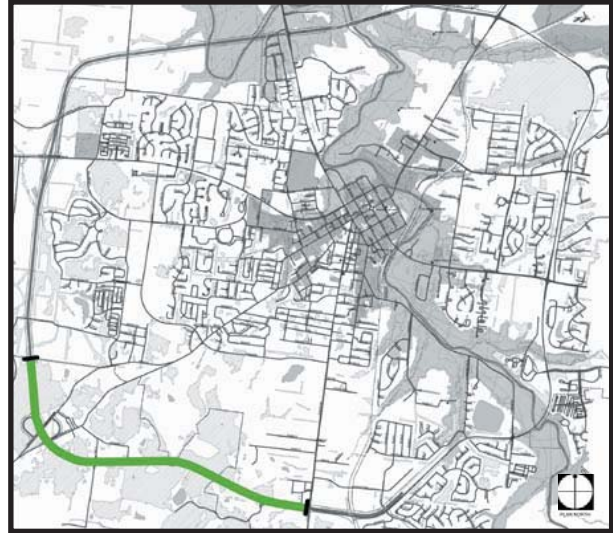


Fig. 3.3 Southall Hills Character Segment



Photo 3.7 Hillview Lane

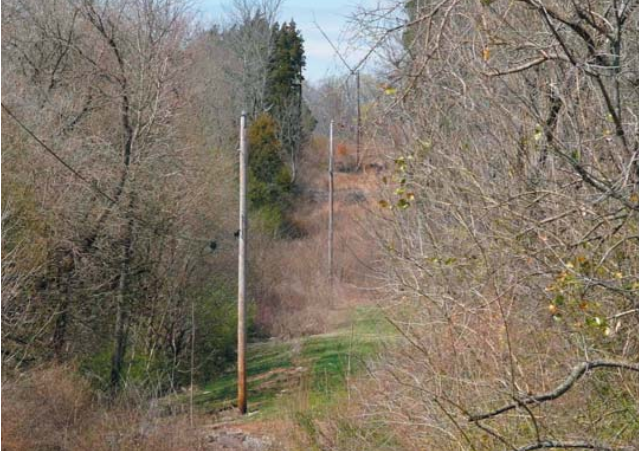


Photo 3.8 Looking west between Hillview Lane and the adjacent commercial development



Photo 3.9 Hillview Lane, looking west along alignment



Photo 3.10 View looking east from Lula Lane



Photo 3.11 Old Carter's Creek Pike



Photo 3.12 Carter's Creek Pike

## WEST HARPETH

Key identifying context characteristics:

- Flat pasturelands
- Suburban residential on both sides of corridor
- Consistent agricultural character
- Densely populated

Uniquely situated on flat, open pastureland, this character segment is defined in the south by the flattening topography near Davidson Drive, and the edge of the Harpeth River floodplain in the north-east.

This area of Franklin is planning for, and is experiencing, intensive growth. Land use policy is in place for dense traditional neighborhood development along both sides of the corridor. This development creates high numbers of potential corridor users in very close proximity. Additionally, the roadway as planned will pass very close to the existing Franklin Green neighborhood near the end of Nolen Lane. The roadway will cross several existing roads, such as Del Rio Pike, Old Charlotte Pike and Highway 96. The Highway 96 intersection has been identified as a proposed/planned Gateway as part of the Franklin Land Use Plan.

To the north of Highway 96, this character segment traverses the Harpeth River Rural Historic District. This district embodies the distinctive agricultural character of the Franklin area, adding to the aesthetic and economic appeal of the area.

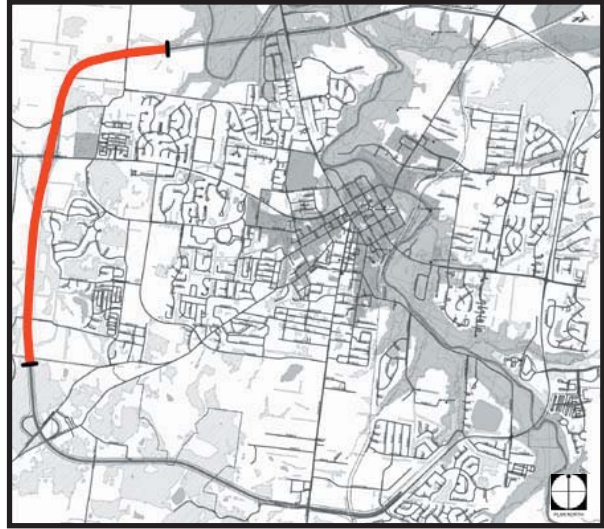


Fig. 3.4 West Harpeth Character Segment



Photo 3.13 View west from Nolen Lane



Photo 3.14 Hwy 96



Photo 3.15 Franklin Green Neighborhood



Photo 3.16 Westhaven (TND)



Photo 3.17 Looking south from Old Charlotte Pike



Photo 3.18 Old Charlotte Pike





Photo 3.19 Typical pastureland, view from Del Rio Pike



Photo 3.20 Harpeth River



Photo 3.21 Established vegetation near Rebel Meadows



Photo 3.22 Rebel Meadows Residential Neighborhood



Photo 3.23 Hillsboro Road and MHP intersection



Photo 3.24 Existing Harpeth River Crossing

### 3.2 ISSUES ANALYSIS

Critical to the process, issues identification should be non-biased, and as thorough as possible. Issues, once identified, are then classified as opportunities or constraints.

Preliminary analysis of the inventory data quickly revealed an initial list of *issues*. Examples of the issues and accompanying diagrams presented to the ART and CDT are shown in Figure 3.6 and Figure 3.7. The full presentation of the Issues Analysis may be referenced in the Appendix, vii-ix. This presentation was accompanied by a working session in which the CDT and ART discussed and supplemented the original lists with additional issues. Comments were contributed by participants through group discussion as well as anonymous submissions on index cards. From these issues, lists of **opportunities** and **constraints** were developed for each character segment. Participants reached consensus on the opportunities and constraints, understanding that they were establishing the foundation for the goals and objectives in the next phase of the CSD process.

The complete set of results, arranged by character segment is found in the following pages.

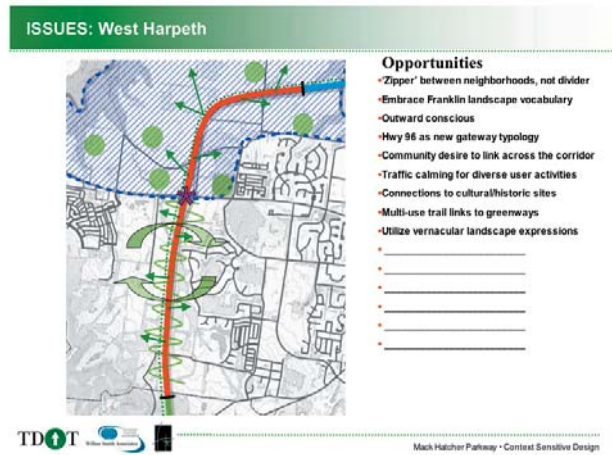


Fig. 3.6 Issues Analysis Example, Opportunities

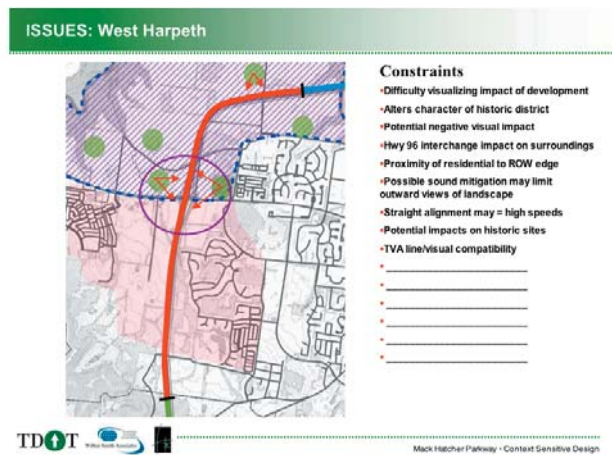


Fig. 3.7 Issues Analysis Example, Constraints



## Character Segment ISSUES ANALYSIS

### EXISTING CORRIDOR

Opportunities	Constraints
<ul style="list-style-type: none"> <li>• Make appropriate “statement” at Gateway intersections</li> <li>• “Focus Inward” in response to boundaries</li> <li>• Establish visual cohesiveness throughout</li> <li>• Capitalize on attractive natural features</li> <li>• Better acknowledgement of water crossing</li> <li>• Enhance connections/views to key cultural landscape features and historic sites</li> <li>• Improve buffers between roadway and existing development</li> <li>• Enhance presence of Franklin’s character-defining elements</li> <li>• Connectivity to nearby parks</li> <li>• Franklin Road as an additional gateway</li> <li>• Mitigate the straightaway segments</li> <li>• Address traffic issues</li> <li>• Coordinate efforts with the Franklin gateway program</li> <li>• Improved signage and wayfinding</li> <li>• Noise abatement</li> <li>• Landscape improvement – tree planting</li> <li>• Rethinking of intersection typology (roundabouts, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>• Respond to traffic congestion</li> <li>• Deal with multiple intersections</li> <li>• Geologic (rock cuts) and topographic (steep shoulders) narrowness in parts of corridor</li> <li>• Challenge to transition from existing 4-lane cross section to alternative cross-sections</li> <li>• Established development in very close proximity to roadway</li> <li>• Lack of typical Franklin character</li> <li>• Environmental issues related to the river</li> <li>• ROW regulations (what is and is not allowed)</li> <li>• Adjacent neighborhoods, access/impact</li> </ul>

### SOUTHALL HILLS

Opportunities	Constraints
<ul style="list-style-type: none"> <li>• Enhance scenic views and vistas</li> <li>• Preserve Hillview Lane as a visual buffer for Winstead Hill</li> <li>• Proximity to nature allows for engaging driver experience</li> <li>• Exploring new interchange design type for gateway interchange at Carter’s Creek Pike</li> <li>• Incorporation of greenway/bikeway and connectivity to parkland</li> <li>• Preserve rural character along roadway and at intersection points</li> <li>• Capitalize on attractive natural features</li> <li>• Neighborhood ingress/egress at Carter’s Creek Pike</li> <li>• Northerly vista from hilltop context</li> <li>• Preserve wildlife habitat</li> <li>• Explore new road design models</li> <li>• Make the segment truly ‘something special’ Respect topography, move around hills not through – allow topography to dictate design</li> <li>• Incorporation of scenic overlook</li> </ul>	<ul style="list-style-type: none"> <li>• Terrain could require larger grading impact</li> <li>• Limited width of corridor between Winstead Hill and existing commercial development</li> <li>• Potential negative impact to trees on Hillview Lane</li> <li>• Impact on Carter’s Creek and Old Carter’s Creek Pike local collector streets</li> <li>• Disruption of established forest and rural landscape</li> <li>• Odd geometry at the intersection of Carter’s Creek Pike and Old Carter’s Creek Pike</li> <li>• Impact to rural community homes</li> <li>• Inactive landfill in close proximity to the corridor</li> <li>• Environmental issues</li> <li>• Pre-Civil War cemetery on Hillview Lane</li> <li>• Small stream under Hillview Lane</li> </ul>

**Character Segment ISSUES ANALYSIS**

**WEST HARPETH**

<b>Opportunities</b>	<b>Constraints</b>
<ul style="list-style-type: none"> <li>• Function as a ‘zipper’ between the neighborhoods – not a divider</li> <li>• Embrace the classic, rural/historic Franklin vernacular landscape vocabulary</li> <li>• Outward conscious</li> <li>• Hwy 96 interchange established as a new gateway typology</li> <li>• Communities desire to link across the corridor</li> <li>• Traffic calming measures could provide opportunities for engaging pedestrians and cyclists</li> <li>• Preserve and enhance connections/views to key cultural landscape features and historic sites</li> <li>• Linkages to proposed and existing parks and multi-use trails.</li> <li>• Borrow from vernacular landscape expressions, such as the hedgerows</li> <li>• Look to other CSD models for design inspiration and guidance</li> <li>• Access control</li> <li>• Guide <u>how</u> the development happens through MHP roadway design</li> <li>• Explore new sound mitigation techniques</li> <li>• Enlarged impact – realize regional impact potential the corridor will have</li> <li>• Shape path of future land use</li> <li>• Lessen vulnerability of area to undesirable development</li> <li>• Recognize the importance of the rural historic district as critical to character of Franklin and economic wellbeing</li> <li>• Respond to existing tree rows</li> <li>• Design roadway to engage with development (ie. Boulevard)</li> <li>• When addressing noise issues – use lower design speeds instead of walls and berms</li> </ul>	<ul style="list-style-type: none"> <li>• Difficulty in visualizing full impact of planned TND development</li> <li>• Changes character of the Harpeth River Historic District</li> <li>• Potential negative visual impact from historic sites</li> <li>• Mitigating impact of Hwy 96 interchange on surrounding landscape</li> <li>• Proximity of existing residential to edge of ROW</li> <li>• Possible need for sound mitigation limits outward and inward views across the landscape</li> <li>• Straight alignment. Limited access on flat land may result in higher travel speeds</li> <li>• Potential impacts on adjacent historic sites</li> <li>• Landscape’s visual compatibility with existing TVA line</li> <li>• Existing cemetery south of Hwy 96</li> <li>• Addressing environmental/stream issues</li> <li>• Flooding and stormwater issues in creek</li> <li>• Safety issues – many nearby residents</li> <li>• History of phosphate mining in the area</li> <li>• Geologic instability (ie. sinkholes)</li> </ul>

## Character Segment ISSUES ANALYSIS

### HARPETH RIVER CROSSINGS

Opportunities	Constraints
<ul style="list-style-type: none"> <li>• Acknowledge the river and floodplain by exploring innovative design models</li> <li>• Employ new ways of addressing water crossings</li> <li>• Preserve mature vegetation</li> <li>• Tie into existing and proposed greenway system</li> <li>• Extend creative design vocabulary of new section into the existing</li> <li>• Reevaluate the existing Harpeth Crossing</li> <li>• Improve recreational experience and provide additional recreational opportunities</li> <li>• Increase width of the streamside corridor</li> <li>• CELEBRATE the river</li> <li>• Interpret/acknowledge the Native American history in the area</li> <li>• Employ design vocabulary unique to Franklin</li> </ul>	<ul style="list-style-type: none"> <li>• Location in the floodplain, e.g. elevations above existing grade</li> <li>• Potential adverse impact to ecologically sensitive area</li> <li>• Regulatory constraints (associated with floodplain and river)</li> <li>• Meeting Hillsboro Road elevations</li> <li>• Disruption of existing neighborhood and street network</li> <li>• Design vocabulary established by existing 4-lane divided segment.</li> <li>• Potential impact to Brownland Farms</li> <li>• Hillsboro Road intersection</li> <li>• Geologic instability (ie. sinkholes)</li> </ul>

#### Additional General Comments

- Improved signage/wayfinding throughout
- Explore opportunity for grant funding sources
- Overlay Character Areas to ensure development compatibility
- TDR – from outside MHP to inside MHP
- Learn from other states examples
- Network with other community groups
- Incorporate multi-use path on entire loop
- Establish criteria for private development entrances (office, industry, residential) onto MHP
- Encourage overlooks, pull-offs, historic markers and non-automobile connectors

### 3.3 VISION STATEMENT

Begun as a sharing of participant's aspirations during the initial Mack Hatcher Parkway CSD project meeting, refinement was made to develop the CSD Vision Statement for MHP. Consensus has been reached about this statement which is now the guiding vision for the entire CSD team:

*“The CDT will recommend Mack Hatcher Parkway (MHP) solutions that strive to preserve and enhance not only safety and mobility, but also the natural and historic character, community and environmental assets that contribute to Franklin’s quality of life. The recommended design elements will utilize an appropriate sense of scale; provide an enjoyable experience for MHP users; be harmonious with the contextual surroundings; and be scenic, efficient, unique and a source of pride for the community for many years”.*

**3.4 GOALS AND OBJECTIVES**

To support the vision statement, and establish means of reaching the desired outcome set forth within it, the CSD team’s next step was to devise a set of goals and objectives. Goals and objectives are defined as follows:

**Goals** are broad statements of the CSD team’s desired outcome at the project’s completion.

**Objectives** are more measurable and specific means to determine if the goal was achieved.

In analyzing the opportunities and constraints, broad themes emerged. These themes were developed into goal statements by the design team, and presented to the CDT for review. Revisions were made, and consensus was reached on the five goals shown at the right.

To assist in achieving these goals, it was necessary for the CSD team to establish supporting objectives. While the goals encompass desires for the entire corridor, the objectives were customized more specifically to each character segment, addressing the unique needs of the individual areas.

These goals and objectives will serve to inform design decisions and ensure compatibility with the vision statement. The complete set of objectives, arranged by character segment, is included on the following pages.

**GOAL 1**

*To be environmentally sensitive to the native landscape of Franklin, and employ solutions compatible with known ecological systems.*

**GOAL 2**

*Provide adequate capacity for safe and improved mobility throughout the corridor for multiple modes of transportation, while considering access management.*

**GOAL 3**

*Maintain and enhance Franklin’s cultural heritage.*

**GOAL 4**

*Contribute to the community’s greater “Sense of Place” with a strong identity that is consistent with Franklin, Tennessee.*

**GOAL 5**

*Respect and integrate into land use patterns/community fabric, while facilitating appropriate future uses.*

## EXISTING CORRIDOR

GOALS	OBJECTIVES
<p>1: Environmental/ Ecological To be environmentally sensitive to the native landscape of Franklin, and employ solutions compatible with known ecological systems.</p>	<p>1.1 Consider known environmental factors that may impact design decisions.</p>
<p>2: Mobility Provide adequate capacity for safe and improved mobility throughout the corridor for multiple modes of transportation, while considering access management.</p>	<p>2.1 Employ intersection models for improved safety, visibility and traffic flow. 2.2 Improve route legibility with signage and wayfinding opportunities. 2.3 Explore cross-section alternatives for the segments to be widened, so as to meet traffic needs while providing interesting user experiences. 2.4 Incorporate multi-use paths and bikeway opportunities throughout to encourage multi-modal forms of transportation.</p>
<p>3: Culture Maintain and enhance Franklin's cultural heritage.</p>	<p>3.1 Acknowledge to users the Harpeth River as a key to Franklin's character and community identity. 3.2 Maintain and enhance cultural landscape where possible, and protect archaeological resources and historic resources. 3.3 Consider incorporation of scenic overlooks where appropriate. 3.4 Coordinate with governing agencies relative to historic/environmental review regulations.</p>
<p>4: Sense of Place/Aesthetics Contribute to the community's greater "Sense of Place" with a strong identity that is consistent with Franklin, Tennessee.</p>	<p>4.1 Employ design elements that recognize Franklin's character, and improve the aesthetic appeal and visual cohesiveness of the corridor. 4.2 Make appropriate "statement" at Gateway intersections. 4.3 Utilize native plant material to support aesthetic goals and more fully buffer roadway from adjacent development. 4.4 Employ native materials where plantings and other design features are appropriate.</p>
<p>5: Connectivity/Land Use Respect and integrate into land use patterns/community fabric, while facilitating appropriate future uses.</p>	<p>5.1 Employ design features that limit road noise, but avoid negative visual impact on corridor aesthetics. 5.2 Incorporate multi-use paths and bikeway opportunities throughout to encourage connectivity to nearby parks, recreational areas and community resources.</p>

## SOUTHALL HILLS

<b>GOALS</b>	<b>OBJECTIVES</b>
<p>1: Environmental/ Ecological To be environmentally sensitive to the native landscape of Franklin, and employ solutions compatible with known ecological systems.</p>	<ul style="list-style-type: none"> <li>1.1 Fit road into topography, limiting disturbance of the natural environment.</li> <li>1.2 Retain as many trees as possible to preserve vegetative diversity and animal habitat.</li> <li>1.3 Use innovative practices to minimize soil erosion during and after construction.</li> <li>1.4 Design to avoid disturbance of nearby landfill.</li> <li>1.5 Minimize impact of roadway on the hydrologic functioning of the landscape.</li> <li>1.6 Improve functioning of the area's natural systems, where possible.</li> </ul>
<p>2: Mobility Provide adequate capacity for safe and improved mobility throughout the corridor for multiple modes of transportation, while considering access management.</p>	<ul style="list-style-type: none"> <li>2.1 Incorporate multi-use paths and bikeway opportunities throughout to encourage multi-modal forms of transportation.</li> <li>2.2 Employ innovative intersection design that mitigates disturbance to the natural and human environment as possible, while meeting the mobility needs the community.</li> <li>2.3 Consider appropriate accessibility to all users.</li> </ul>
<p>3: Culture Maintain and enhance Franklin's cultural heritage.</p>	<ul style="list-style-type: none"> <li>3.1 Maintain and enhance cultural landscape where possible, and protect archaeological resources and historic resources.</li> <li>3.2 Retain and enhance character-defining features throughout corridor.</li> <li>3.3 Coordinate with governing agencies relative to historic/environmental review regulations.</li> </ul>
<p>4: Sense of Place/Aesthetics Contribute to the community's greater "Sense of Place" with a strong identity that is consistent with Franklin, Tennessee.</p>	<ul style="list-style-type: none"> <li>4.1 Capitalize on the attractive natural features in the area by optimizing scenic views and vistas, potentially incorporating scenic overlooks where appropriate.</li> <li>4.2 Design elements shall serve to create a unique user experience, allowing for engagement with natural areas.</li> <li>4.3 Ensure route legibility with signage and wayfinding opportunities.</li> </ul>
<p>5: Connectivity/Land Use Respect and integrate into land use patterns/community fabric, while facilitating appropriate future uses.</p>	<ul style="list-style-type: none"> <li>5.1 Minimize disruption to neighborhood street network, and work to enhance community connectivity without negatively impacting community dynamics.</li> <li>5.2 Consider appropriate accessibility to all users.</li> <li>5.3 Explore cross-section alternatives that respond to width constraints between development and historic resources.</li> <li>5.4 Incorporate multi-use paths and bikeway opportunities throughout to encourage connectivity to nearby parks, recreational areas and community resources.</li> </ul>

# WEST HARPETH

GOALS	OBJECTIVES
<p>1: Environmental/ Ecological To be environmentally sensitive to the native landscape of Franklin, and employ solutions compatible with known ecological systems.</p>	<ul style="list-style-type: none"> <li>1.1 Consider known environmental factors that may impact design decisions, and use innovative methods for responding to these conditions.</li> <li>1.2 Minimize impact to the operation of the area's natural systems.</li> <li>1.3 Employ native materials where plantings are appropriate to encourage habitat improvement and natural diversity.</li> <li>1.4 Improve functioning of the area's natural systems, where possible.</li> </ul>
<p>2: Mobility Provide adequate capacity for safe and improved mobility throughout the corridor for multiple modes of transportation, while considering access management.</p>	<ul style="list-style-type: none"> <li>2.1 Utilize a cross-section that engages adjacent development, not segregates it.</li> <li>2.2 Employ intersection models that function as character-defining nodes and safely meet the needs of a multi-modal user group.</li> <li>2.3 Incorporate multi-use paths and bikeway opportunities throughout to encourage multi-modal forms of transportation.</li> <li>2.4 Provide balance between traffic speeds and traffic calming needs in dense population areas.</li> </ul>
<p>3: Culture Maintain and enhance Franklin's cultural heritage.</p>	<ul style="list-style-type: none"> <li>3.1 Maintain and enhance cultural landscape where possible, and protect archaeological resources and historic resources.</li> <li>3.2 Recognizing the importance of the rural historic district to the character of Franklin, borrow from native landscape expressions to further enhance this aesthetic.</li> <li>3.3 Minimize impact to historic sites.</li> <li>3.4 Maintain and enhance views.</li> <li>3.5 Coordinate with governing agencies relative to historic/environmental review regulations.</li> </ul>
<p>4: Sense of Place/Aesthetics Contribute to the community's greater "Sense of Place" with a strong identity that is consistent with Franklin, TN.</p>	<ul style="list-style-type: none"> <li>4.1 Utilize design elements that embody the character of the district, acknowledge its historic and agricultural aesthetic, and create an engaging user experience.</li> <li>4.2 Ensure route legibility with signage and wayfinding opportunities.</li> </ul>
<p>5: Connectivity/Land Use Respect and integrate into land use patterns/community fabric, while facilitating appropriate future uses.</p>	<ul style="list-style-type: none"> <li>5.1 Facilitate community connectivity between neighborhoods.</li> <li>5.2 Employ design features that minimize road noise, but do not interfere with open views and area aesthetic.</li> <li>5.3 Recognizing the regional influence of the corridor, provide appropriate access opportunities that will help shape the path of future land use.</li> <li>5.4 Encourage measures that allow for multiple uses in a safe environment.</li> <li>5.5 Incorporate multi-use paths and bikeway opportunities throughout to encourage connectivity to nearby parks, recreational areas and community resources.</li> </ul>



## HARPETH RIVER CROSSINGS

GOALS	OBJECTIVES
<p>1: Environmental/ Ecological To be environmentally sensitive to the native landscape of Franklin, and employ solutions compatible with known ecological systems.</p>	<p>1.1 Explore innovative design models for traversing the floodplain and river that will minimize impact to ecosystems. 1.2 Preserve and supplement native vegetation. 1.3 Consider known environmental factors that may impact design decisions, and use innovative methods for responding to these conditions. 1.4 Coordinate with governing agencies to meet or exceed floodplain/floodway and riparian buffer regulations. 1.5 Be sensitive to, and enhance where possible, existing wildlife corridor.</p>
<p>2: Mobility Provide adequate capacity for safe and improved mobility throughout the corridor for multiple modes of transportation, while considering access management.</p>	<p>2.1 Provide increased access to, and expanded opportunities for, greenways and recreational areas. 2.2 Employ intersection design that creates as little disturbance to the natural environment as possible, while still addressing user needs. 2.3 Incorporate multi-use paths and bikeway opportunities throughout to encourage multi-modal forms of transportation.</p>
<p>3: Culture Maintain and enhance Franklin's cultural heritage.</p>	<p>3.1 Employ design elements that reveal the Harpeth River's role in the cultural genesis of the area. 3.2 Maintain and enhance cultural landscape where possible, and protect archaeological resources and historic resources. 3.3 Coordinate with governing agencies relative to historic/environmental review regulations.</p>
<p>4: Sense of Place/Aesthetics Contribute to the community's greater "Sense of Place" with a strong identity that is consistent with Franklin, Tennessee.</p>	<p>4.1 Explore new design models for river crossings that create a unique user experience acknowledging the water crossing. 4.2 Employ design elements that support Franklin's unique character in both new and existing corridor areas. 4.3 Ensure route legibility with signage and wayfinding opportunities.</p>
<p>5: Connectivity/Land Use Respect and integrate into land use patterns/community fabric, while facilitating appropriate future uses.</p>	<p>5.1 Acknowledge disruption to neighborhood street network and recreational areas, and work to maintain community connectivity. 5.2 Incorporate multi-use paths and bikeway opportunities throughout to encourage connectivity to nearby parks, recreational areas and community resources. 5.3 Employ design features that minimize road noise, but avoid negative visual impact on corridor aesthetics. 5.4 Recommend context sensitive construction be utilized to minimize impact on existing community.</p>

### **3.5 ANALYSIS SUMMARY**

The information revealed during corridor analysis will prove invaluable in guiding the upcoming design concepts phase. The establishment and acceptance of Character Segments recognized the unique areas of the MHP project area, and developed a framework for the localized examination of context. Through the process of issues analysis, and the compiling of opportunities and constraints, an established set of issues was recorded that will be referenced throughout the CSD process. The goals and objectives established are the measurable means by which to guide the CSD process toward fulfillment of the vision statement.

## 4.0 CONCLUSION

Realizing the vision for Mack Hatcher Parkway through Context Sensitive Design is a collaborative effort that requires cooperation and consensus. The unique context surrounding the MHP will be significantly influenced by the extension of this transportation facility. Therefore, the CSD process is a vital means of maintaining the important balance between the goals of safety and mobility and the preservation and enhancement of aesthetic, historic, environmental and community resources.

Beginning with the introductory training workshop, and building session by session, contextual understanding of the corridor has been developed. This careful and incremental process worked to build consensus among the CDT, ART, TDOT, the consulting team and other stakeholders in the project, by informing and involving all participants, while raising the level of awareness of the context.

Recommendations from the CSD process will seek to strengthen the unique local and regional character of Franklin, Tennessee. Thorough understanding of context allows the consulting team, working with the stakeholders, to recommend design elements that are appropriate to the region, recognize the unique character of the area and create a safe and engaging user environment. In the upcoming design concepts phase, several elements of design vocabulary will be considered, including:

- Facility Types
- Access Management
- Cross Section - Number of Lanes
- Intersection Types
- Harpeth River Bridge Concepts
- Bike/Pedestrian Access
- Signage and Wayfinding
- Lighting
- Landscape Aesthetics
- Noise Mitigation

Relying on this report ensures that context is consistently considered when recommending design solutions.



## APPENDIX

Inventory Review Presentation.....	i - vi
Issues Analysis Presentation .....	vii - ix
Goals and Objectives Presentation .....	x - xv


### Mack Hatcher Parkway • Context Sensitive Design






# INVENTORY REVIEW PRESENTATION (04.06.06)

**Mobile Workshop Visual Inventory**




**Visual Inventory**

- Gain an overview of corridor character
- Assessed several inventory categories
  - Vegetation
  - Topography
  - Land Use
  - Spatial Character
  - Other visual features


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**Established Corridor**

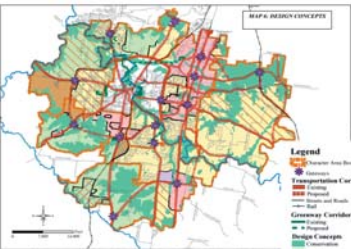


**Established Corridor**

- Defined edges
- Consistent, established land use
- Close proximity to adjacent development pattern

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**Franklin Land Use Plan**



**Land Use Plan**


- Grouped into 'character areas', each having distinguishing character from the others that guide planning decisions

Diagram: Franklin Land Use Plan, Design Concepts - Planning Commission, Adopted 10/10/2004

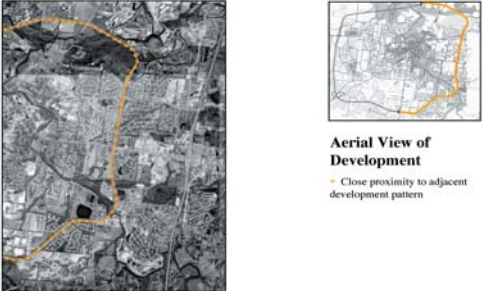
Legend

- Boundary Line Boundary
- Access
- Major Corridors
- Minor Corridors
- Street and Branch
- Local
- Greenway Corridors
- Water Corridor
- Other Corridor
- Design Concepts
- Land Use
- Residential Neighborhood
- Activity Center
- Community Center
- Neighborhood Center
- Local
- Neighborhood
- Neighborhood
- Neighborhood

Diagram: Character Areas - Planning Commission, Adopted 10/10/2004


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**Established Corridor**




**Aerial View of Development**

- Close proximity to adjacent development pattern


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**Character Segments**

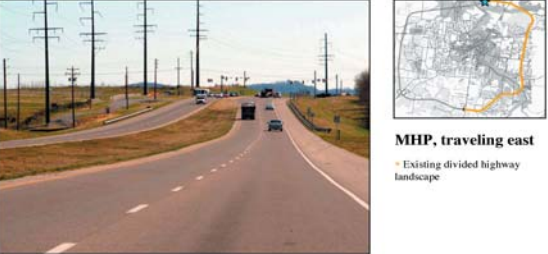


**Character Segments**

- Established corridor
- Southall Hills
- West Harpeth
- Harpeth River Crossings


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**Established Corridor**





**MHP, traveling east**

- Existing divided highway landscape

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# INVENTORY REVIEW PRESENTATION (04.06.06)

**Established Corridor**






**MHP, Roper's Knob**

- Reduction to two-lane
- Typical edge treatment
- Approaching the intersection of Cold Springs Blvd.



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**Established Corridor**






**MHP, approaching Harpeth Crossing**

- Typical rock cut
- Entering floodplain
- Approaching Harpeth River


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**Established Corridor**






**MHP, approaching Hwy 96**

- Edges defined by natural features



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**Established Corridor**





**MHP, west toward Columbia Ave**

- Residential adjacent to vegetative buffer
- Approaching a Franklin southern gateway
- Historic Winstead Hill at left



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**Established Corridor**





**MHP, approaching Royal Oaks Blvd.**

- Residential and mixed uses adjacent to vegetative buffer



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**Character Segments**



**Character Segments**


- Established corridor
- Southall Hills
- West Harpeth
- Harpeth River Crossings

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# INVENTORY REVIEW PRESENTATION (04.06.06)

**Southall Hills**





**Southall Hills**

- Designated as Conservation and Rural Areas
- Some rural residential
- Unique topography and vegetation density


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**Southall Hills**






**West view from Target along corridor**

- Wooded landscape
- Rising topography


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**Southall Hills**






**Natural Features**

- Hill and Valley
- Established forested landscape


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**Southall Hills**






**View West from Hillview Lane**

- Corridor passes to the north of this lane


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**Southall Hills**






**Hillview Lane**

- Tree-lined residential access lane


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**Southall Hills**

**Lula Lane**

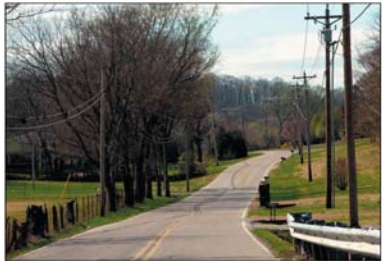

- Rural land use in the valley



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# INVENTORY REVIEW PRESENTATION (04.06.06)

**Southall Hills**

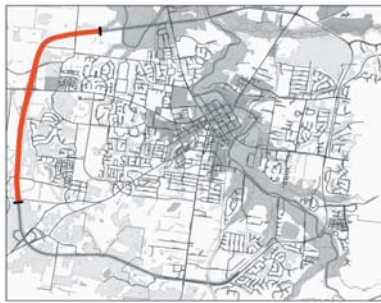



**Old Carter's Creek**

- Gently rolling hills
- Rural land use




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**West Harpeth**




**West Harpeth**

- Flat pasturelands
- Suburban residential on both sides of corridor
- Consistent agricultural character



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**Southall Hills**






**New Carter's Creek**

- Gently rolling
- Rural land use




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**West Harpeth**





**Nolen Lane**

- Looking west, edge of corridor is just beyond second row of trees




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**Character Segments**





**Character Segments**

- Established corridor
- Southall Hills
- West Harpeth
- Harpeth River Crossings




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**West Harpeth**

**Hwy 96**

- Established highway landscape
- Franklin's western gateway

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# INVENTORY REVIEW PRESENTATION (04.06.06)

### West Harpeth

**Development Pattern**

- Westhaven development
- TND overlay proposed

Diagram: Franklin Land Use Plan, Design Concepts - Planning Commission, Adopted 02/19/2004

TDOT

Mack Hatcher Parkway - Context Sensitive Design

### Character Segments

**Character Segments**

- Established corridor
- Southall Hills
- West Harpeth
- Harpeth River Crossings

TDOT

Mack Hatcher Parkway - Context Sensitive Design

### West Harpeth

**Old Charlotte Pike**

- Agricultural area

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### Harpeth River Crossings

**Harpeth Crossings**

- Predominantly floodplain
- Sensitive ecological area
- Proposed greenway along Harpeth River

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Mack Hatcher Parkway - Context Sensitive Design

### West Harpeth

**Old Charlotte Pike**

- Agricultural area
- Rural residential

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Mack Hatcher Parkway - Context Sensitive Design

### Harpeth River Crossings

**Del Rio Pike**



- Typical pastureland with established riparian tree growth

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# INVENTORY REVIEW PRESENTATION (04.06.06)

**Harpeth River Crossings**

**Harpeth River**

- Undeveloped edges
- Sensitive ecological corridor



Photo: Pennington and Associates, Inc., ECOLOGICAL STUDY Mack Hatcher Extension, 8/18/2004

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**TDOT** Tennessee Department of Transportation

Mack Hatcher Parkway - Context Sensitive Design

**Harpeth River Crossings**

**MHP existing river crossing**



- Existing highway landscape
- Limited visual recognition of river floodplain

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**TDOT** Tennessee Department of Transportation

Mack Hatcher Parkway - Context Sensitive Design

**Harpeth River Crossings**

**Rebel Meadows**


- Established residential neighborhood
- Floodplain history of flooding

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**TDOT** Tennessee Department of Transportation

Mack Hatcher Parkway - Context Sensitive Design

**Character Segments**



**Character Segments**



- Established corridor
- Southall Hills
- West Harpeth
- Harpeth River Crossings

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Mack Hatcher Parkway - Context Sensitive Design

**Harpeth River Crossings**

**Rebel Drive**

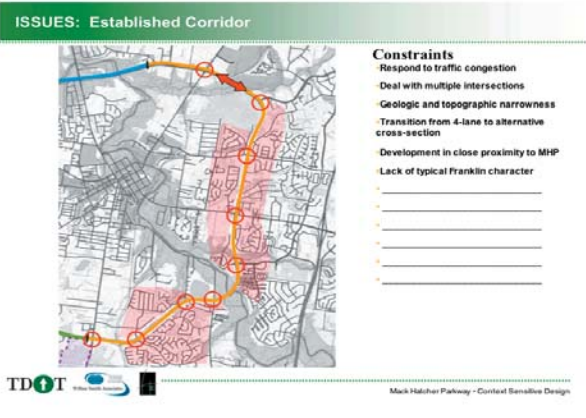
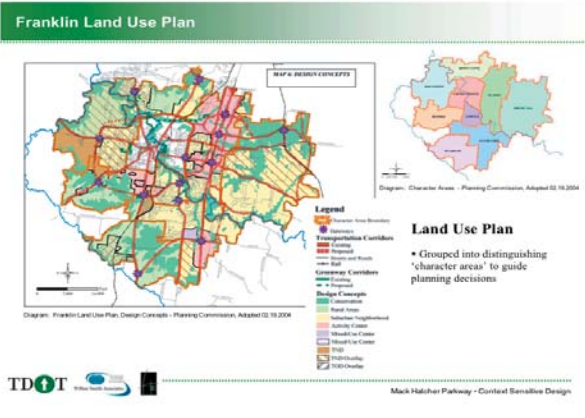
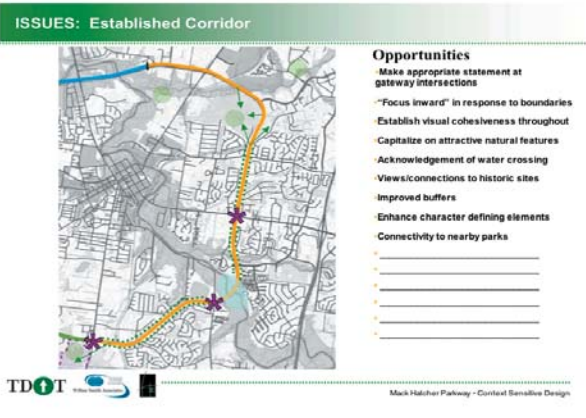
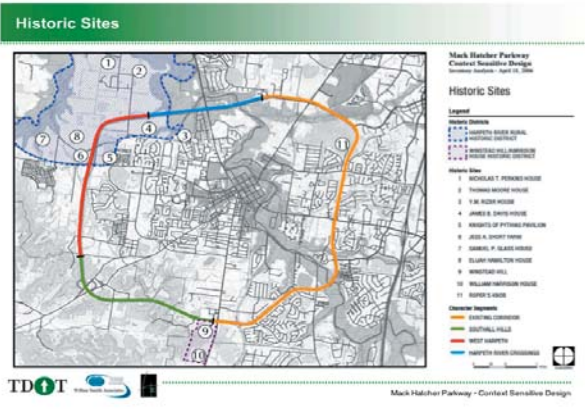
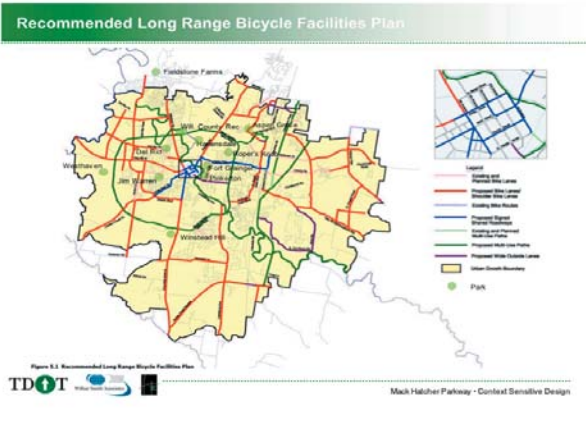
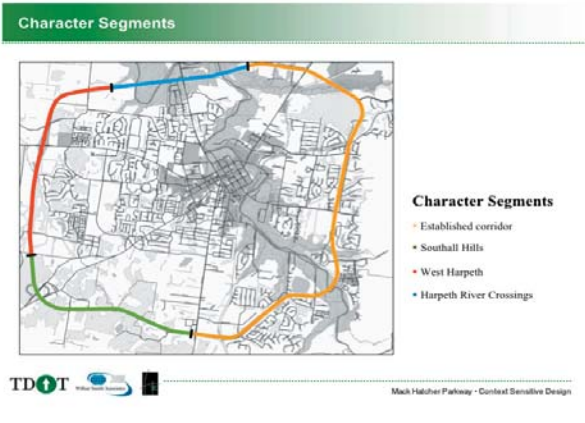
- Established vegetation
- Close proximity to river course

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Mack Hatcher Parkway - Context Sensitive Design

# ISSUES ANALYSIS PRESENTATION (04.18.06)





# ISSUES ANALYSIS PRESENTATION (04.18.06)

## Character Segments



### Character Segments

- Established corridor
- Southall Hills
- West Harpeth
- Harpeth River Crossings



Mack Hatcher Parkway - Context Sensitive Design

## VISION STATEMENT (DRAFT)

*The CDT will strive to recommend design elements for the improvement of existing Mack Hatcher Parkway (MHP) and for the proposed new segments of MHP that maintain and enhance the special character of the MHP corridor and of Franklin. The CDT will recognize that there are distinct character segments within the MHP corridor and each requires its own unique approach and design recommendations. While recognizing that MHP is part of the Franklin roadway network and its primary purpose is to enhance the movement of traffic and goods, it will also be recognized that pedestrian and bike opportunities are important.*

*Solutions should strive to preserve and enhance not only safety and mobility, but also the natural and historic character, community and environmental assets that contribute to Franklin's quality of life. The recommended design elements will utilize an appropriate sense of scale, provide for an enjoyable experience for MHP users, be harmonious with the contextual surroundings, and be scenic, efficient, unique and a source of pride for the community for many years.*



Mack Hatcher Parkway - Context Sensitive Design

# GOALS AND OBJECTIVES PRESENTATION (05.10.06)

### Character Segments

**Character Segments**

- Established corridor
- South Hill Hills
- West Harpeth
- Harpeth River Crossings

Diagram: Mack Hatcher Parkway - Context Sensitive Design

### Opportunities and Constraints

WEST HARPETH		HARPETH RIVER CROSSING	
OPPORTUNITIES	CONSTRAINTS	OPPORTUNITIES	CONSTRAINTS
<ul style="list-style-type: none"> <li>Opportunity to create a new gateway into the community.</li> <li>Opportunity to create a new gateway into the community.</li> <li>Opportunity to create a new gateway into the community.</li> </ul>	<ul style="list-style-type: none"> <li>Existing residential development in the area.</li> <li>Existing residential development in the area.</li> <li>Existing residential development in the area.</li> </ul>	<ul style="list-style-type: none"> <li>Opportunity to create a new gateway into the community.</li> <li>Opportunity to create a new gateway into the community.</li> <li>Opportunity to create a new gateway into the community.</li> </ul>	<ul style="list-style-type: none"> <li>Existing residential development in the area.</li> <li>Existing residential development in the area.</li> <li>Existing residential development in the area.</li> </ul>

Diagram: Mack Hatcher Parkway - Context Sensitive Design

### Franklin Land Use Plan

**Land Use Plan**

- Grouped into distinguishing 'character areas' to guide planning decisions

Diagram: Franklin Land Use Plan Design Concepts - Planning Commission, Adopted 02/10/2004

### VISION STATEMENT

*The CDT will recommend Mack Hatcher Parkway (MHP) solutions that strive to preserve and enhance not only safety and mobility, but also the natural and historic character, community and environmental assets that contribute to Franklin's quality of life. The recommended design elements will utilize an appropriate sense of scale; provide for an enjoyable experience for MHP users; be harmonious with the contextual surroundings; and be scenic, efficient, unique and a source of pride for the community for many years.*

Diagram: Mack Hatcher Parkway - Context Sensitive Design

### Opportunities and Constraints

EXISTING CORRIDOR		SOUTH HILL HILLS	
OPPORTUNITIES	CONSTRAINTS	OPPORTUNITIES	CONSTRAINTS
<ul style="list-style-type: none"> <li>Opportunity to create a new gateway into the community.</li> <li>Opportunity to create a new gateway into the community.</li> <li>Opportunity to create a new gateway into the community.</li> </ul>	<ul style="list-style-type: none"> <li>Existing residential development in the area.</li> <li>Existing residential development in the area.</li> <li>Existing residential development in the area.</li> </ul>	<ul style="list-style-type: none"> <li>Opportunity to create a new gateway into the community.</li> <li>Opportunity to create a new gateway into the community.</li> <li>Opportunity to create a new gateway into the community.</li> </ul>	<ul style="list-style-type: none"> <li>Existing residential development in the area.</li> <li>Existing residential development in the area.</li> <li>Existing residential development in the area.</li> </ul>

Diagram: Mack Hatcher Parkway - Context Sensitive Design

### Benefits of Goals and Objectives

*If you don't know where you are going, how will you get there?"*

Diagram: Mack Hatcher Parkway - Context Sensitive Design



# GOALS AND OBJECTIVES PRESENTATION (05.10.06)

## Benefits of Goals and Objectives

**Goals** are broad statements of what the CSD team wants the outcome to be at the end of the project's completion.

**Objectives** are more measurable and specific means to determine if the goal was achieved.



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## GOAL 3

*Maintain and enhance Franklin's cultural heritage.*



Mack Hatcher Parkway - Context Sensitive Design

## GOAL 1

*To be environmentally sensitive to the native landscape of Franklin and employ solutions that are compatible with existing ecological systems.*



Mack Hatcher Parkway - Context Sensitive Design

## GOAL 4

*Contribute to the community's greater "Sense of Place" with a strong identity that is consistent with Franklin, Tennessee.*



Mack Hatcher Parkway - Context Sensitive Design

## GOAL 2

*Provide adequate capacity for safe and improved mobility throughout the corridor for multiple modes of transportation.*



Mack Hatcher Parkway - Context Sensitive Design

## GOAL 5

*Respect and integrate into land use patterns/community fabric, while facilitating appropriate future uses.*




Mack Hatcher Parkway - Context Sensitive Design

# GOALS AND OBJECTIVES PRESENTATION (05.10.06)

**OBJECTIVES: Established Corridor**

**GOAL 1**  
To be environmentally sensitive to the native landscape of Franklin, and that solutions are compatible with existing ecological systems.



Established Corridor

**GOAL 1 - Environmental/Ecological**


**OBJECTIVE:**  
Consider known environmental factors that may impact design decisions.

**OBJECTIVE:**  
Employ native materials where plantings are appropriate to encourage habitat improvement and natural diversity.

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**OBJECTIVES: Established Corridor**

**GOAL 4**  
Contribute to the community's greater "Sense of Place" with a strong identity that is consistent with Franklin, Tennessee.



Established Corridor

**GOAL 4 - Sense of Place/Aesthetics**

**OBJECTIVE:**  
Employ design elements that increase the presence of Franklin's character, and improve the aesthetic appeal and visual cohesiveness of the corridor.


**OBJECTIVE:**  
Make appropriate "statement" at Gateway intersections.

**OBJECTIVE:**  
Utilize native plant material to support aesthetic goals and more fully buffer roadway from adjacent development.

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**OBJECTIVES: Established Corridor**

**GOAL 2**  
Provide for adequate capacity for safe and improved mobility throughout the corridor for multiple modes of transportation.



Established Corridor

**GOAL 2 - Mobility**

**OBJECTIVE:**  
Employ intersection models for improved safety, visibility and traffic flow.

**OBJECTIVE:**  
Improve route legibility with signage and wayfinding opportunities.


**OBJECTIVE:**  
Explore cross-section alternatives for the segments to be widened to meet traffic needs while providing interesting user experiences.

**OBJECTIVE:**  
Incorporate multi-use paths and bikeway opportunities throughout to encourage multi-modal forms of transportation.

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**OBJECTIVES: Established Corridor**

**GOAL 5**  
Respect and integrate into land use patterns/ community fabric, while facilitating appropriate future uses.



Established Corridor

**GOAL 5 - Land Use/Community Connections**

**OBJECTIVE:**  
Create opportunities to connect to nearby parks and recreational areas.


**OBJECTIVE:**  
Employ design features that limit road noise, but avoid negative visual impact on corridor aesthetics.

**OBJECTIVE:**  
Incorporate multi-use paths and bikeway opportunities throughout to encourage connectivity to nearby parks, recreational areas and community resources.

TDOT | Mack Hatcher Parkway - Context Sensitive Design

**OBJECTIVES: Established Corridor**

**GOAL 3**  
Maintain and enhance Franklin's cultural heritage.



Established Corridor

**GOAL 3 - Culture**


**OBJECTIVE:**  
Acknowledge to users the Harpeth River as a key to Franklin's character and community identity.

**OBJECTIVE:**  
Maintain and enhance views to cultural landscape, archaeological and historic resources.

TDOT | Mack Hatcher Parkway - Context Sensitive Design

**OBJECTIVES: Southall Hills**

**GOAL 1**  
To be environmentally sensitive to the native landscape of Franklin, and that solutions are compatible with existing ecological systems.



Southall Hills

**GOAL 1 - Environmental/Ecological**

**OBJECTIVE:**  
Fit road into topography, limiting disturbance of the natural environment.

**OBJECTIVE:**  
Retain as many trees as possible to preserve vegetative diversity and animal habitat.

**OBJECTIVE:**  
Use innovative practices to minimize soil erosion during and after construction.

**OBJECTIVE:**  
Design to avoid disturbance of nearby landfill.


**OBJECTIVE:**  
Minimize impact of roadway on the hydrologic functioning of the landscape.

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# GOALS AND OBJECTIVES PRESENTATION (05.10.06)

**OBJECTIVES: Southall Hills**

**GOAL 2**  
Provide for adequate capacity for safe and improved mobility throughout the corridor for multiple modes of transportation.



Southall Hills

**GOAL 2 - Mobility**

**OBJECTIVE:** Incorporate multi-use paths and bikeway opportunities throughout to encourage multi-modal forms of transportation.


**OBJECTIVE:** Employ innovative intersection design that mitigates disturbance to the natural and human environment as possible, while meeting the mobility needs the community.

**OBJECTIVE:** Consider appropriate accessibility to all users.

Mack Hatcher Parkway - Context Sensitive Design

**OBJECTIVES: Southall Hills**

**GOAL 5**  
Respect and integrate into land use patterns/ community fabric, while facilitating appropriate future uses.



Southall Hills

**GOAL 5 - Land Use/Community Connections**

**OBJECTIVE:** Minimize disruption to neighborhood street network, and work to maintain community connectivity without negatively impacting community dynamics.

**OBJECTIVE:** Consider appropriate accessibility to all users.


**OBJECTIVE:** Explore cross-section alternatives that respond to width constraints between development and historic resources.

**OBJECTIVE:** Incorporate multi-use paths and bikeway opportunities throughout to encourage connectivity to nearby parks, recreational areas and community resources.

Mack Hatcher Parkway - Context Sensitive Design

**OBJECTIVES: Southall Hills**

**GOAL 3**  
Maintain and enhance Franklin's cultural heritage.



Southall Hills

**GOAL 3 - Culture**


**OBJECTIVE:** Acknowledge cultural importance of adjacent archaeological and historic resources and minimize negative impact on these sites.

**OBJECTIVE:** Retain and enhance character-defining features throughout corridor.

Mack Hatcher Parkway - Context Sensitive Design

**OBJECTIVES: West Harpeth**

**GOAL 1**  
To be environmentally sensitive to the native landscape of Franklin, and that solutions are compatible with existing ecological systems.



West Harpeth

**GOAL 1 - Environmental/Ecological**

**OBJECTIVE:** Consider all environmental factors that may impact design decisions, and use innovative methods for responding to these conditions.


**OBJECTIVE:** Minimize impact on the operation of the area's natural systems.

**OBJECTIVE:** Employ native materials where plantings are appropriate to encourage habitat improvement and natural diversity.

Mack Hatcher Parkway - Context Sensitive Design

**OBJECTIVES: Southall Hills**

**GOAL 4**  
Contribute to the community's greater "Sense of Place" with a strong identity that is consistent with Franklin, Tennessee.



Southall Hills

**GOAL 4 - Sense of Place/Aesthetics**

**OBJECTIVE:** Capitalize on the attractive natural features in the area by optimizing scenic views and vistas, potentially incorporating scenic overlooks where appropriate.


**OBJECTIVE:** Design elements shall serve to create a unique user experience, allowing for engagement with natural areas.

**OBJECTIVE:** Ensure route legibility with signage and wayfinding opportunities.

Mack Hatcher Parkway - Context Sensitive Design

**OBJECTIVES: West Harpeth**

**GOAL 2**  
Provide for adequate capacity for safe and improved mobility throughout the corridor for multiple modes of transportation.



West Harpeth

**GOAL 2 - Mobility**

**OBJECTIVE:** Utilize a cross-section that engages adjacent development, not segregates it.

**OBJECTIVE:** Employ intersection models that function as character-defining nodes and safely meet the needs of a multi-modal user group.

**OBJECTIVE:** Incorporate multi-use paths and bikeway opportunities throughout to encourage multi-modal forms of transportation.


**OBJECTIVE:** Provide balance between traffic speeds and traffic calming needs in dense population areas.

Mack Hatcher Parkway - Context Sensitive Design

# GOALS AND OBJECTIVES PRESENTATION (05.10.06)

**OBJECTIVES: West Harpeth**

**GOAL 3**  
Maintain and enhance Franklin's cultural heritage.



West Harpeth


**GOAL 3 - Culture**

**OBJECTIVE:**  
Preserve and enhance connections and views to cultural landscape features and historic sites.

**OBJECTIVE:**  
Recognizing the importance of the rural historic district to the character of Franklin, borrow from native landscape expressions to further enhance this aesthetic.


**OBJECTIVE:**  
Minimize impact to historic sites.

**OBJECTIVE:**  
Maintain and enhance views.

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**OBJECTIVES: Harpeth River Crossings**

**GOAL 1**  
To be environmentally sensitive to the native landscape of Franklin, and that solutions are compatible with existing ecological systems.



Harpeth River Crossings

**GOAL 1 - Environmental/Ecological**


**OBJECTIVE:**  
Explore innovative design models for traversing the floodplain and river that will minimize impact to ecosystems.

**OBJECTIVE:**  
Preserve and supplement native vegetation.

**OBJECTIVE:**  
Consider all environmental factors that may impact design decisions, and use innovative methods for responding to these conditions.


**OBJECTIVE:**  
Coordinate with governing agencies to meet or exceed floodplain/floodway and riparian buffer regulations.

**OBJECTIVE:**  
Be sensitive to, and enhance where possible, existing wildlife corridor.

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**OBJECTIVES: West Harpeth**

**GOAL 4**  
Contribute to the community's greater "Sense of Place" with a strong identity that is consistent with Franklin, Tennessee.




West Harpeth

**GOAL 4 - Sense of Place/Aesthetics**


**OBJECTIVE:**  
Utilize design elements that embody the character of the district, acknowledge its historic and agricultural aesthetic, and create an engaging user experience.

**OBJECTIVE:**  
Ensure route legibility with signage and wayfinding opportunities

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**OBJECTIVES: Harpeth River Crossings**

**GOAL 2**  
Provide for adequate capacity for safe and improved mobility throughout the corridor for multiple modes of transportation.




Harpeth River Crossings

**GOAL 2 - Mobility**

**OBJECTIVE:**  
Provide increased access to, and expanded opportunities for, greenways and recreational areas.


**OBJECTIVE:**  
Employ intersection design that creates as little disturbance to the natural environment as possible, while still addressing user needs.

**OBJECTIVE:**  
Incorporate multi-use paths and bikeway opportunities throughout to encourage multi-modal forms of transportation.

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**OBJECTIVES: West Harpeth**

**GOAL 5**  
Respect and integrate into land use patterns/ community fabric, while facilitating appropriate future uses.



West Harpeth

**GOAL 5 - Land Use/Community Connections**


**OBJECTIVE:**  
Facilitate community connectivity between neighborhoods.

**OBJECTIVE:**  
Employ design features that limit road noise, but do not interfere with open views and area aesthetic.

**OBJECTIVE:**  
Recognizing the regional influence of the corridor, provide access opportunities that will help shape the path of future land use.


**OBJECTIVE:**  
Encourage measures that allow for multiple uses in a safe environment.

**OBJECTIVE:**  
Incorporate multi-use paths and bikeway opportunities throughout to encourage connectivity to nearby parks, recreational areas and community resources.

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**OBJECTIVES: Harpeth River Crossings**


**GOAL 3**  
Maintain and enhance Franklin's cultural heritage.



Harpeth River Crossings

**GOAL 3 - Culture**

**OBJECTIVE:**  
Employ design elements that reveal the Harpeth River's role in the cultural genesis of the area.

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# GOALS AND OBJECTIVES PRESENTATION (05.10.06)

## OBJECTIVES: Harpeth River Crossings

**GOAL 4**  
Contribute to the community's greater "Sense of Place" with a strong identity that is consistent with Franklin, Tennessee.



Harpeth River Crossings

### GOAL 4 - Sense of Place/Aesthetics

**OBJECTIVE:**  
Explore new design models for river crossings that create a unique user experience acknowledging the water crossing.

**OBJECTIVE:**  
Employ design elements that support Franklin's unique character in both new and existing corridor areas.

**OBJECTIVE:**  
Ensure route legibility with signage and wayfinding opportunities.



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## OBJECTIVES: Harpeth River Crossings

**GOAL 5**  
Respect and integrate into land use patterns/ community fabric, while facilitating appropriate future uses.



Harpeth River Crossings

### GOAL 5 - Land Use/Community Connections

**OBJECTIVE:**  
Acknowledge disruption to neighborhood street network and recreational areas, and work to maintain community connectivity.

**OBJECTIVE:**  
Incorporate multi-use paths and bikeway opportunities throughout to encourage connectivity to nearby parks, recreational areas and community resources.



Mack Hatcher Parkway - Context Sensitive Design

## GOALS

**GOAL 1**  
To be environmentally sensitive to the native landscape of Franklin, and employ solutions compatible with existing/known ecological systems.

**GOAL 2**  
Provide adequate capacity for safe and improved mobility throughout the corridor for multiple modes of transportation.

**GOAL 3**  
Maintain and enhance Franklin's cultural heritage.

**GOAL 4**  
Contribute to the community's greater "Sense of Place" with a strong identity that is consistent with Franklin, Tennessee.

**GOAL 5**  
Respect and integrate into land use patterns/community fabric, while facilitating appropriate future uses.



Mack Hatcher Parkway



Mack Hatcher Parkway - Context Sensitive Design