

CITY COUNCIL SPECIAL MEETING

Tuesday, October 04, 2022 at 1:00 PM

1 Benjamin Franklin Way Franklin, Ohio 45005

www.FranklinOhio.org

CLERK'S JOURNAL

1. CALL TO ORDER

The Mayor called the meeting to order at 1:02 PM.

2. ROLL CALL

PRESENT
D. Denny Centers
Paul Ruppert
Vice Mayor Todd Hall
Mayor Brent Centers
Michael Aldridge
Debbie Fouts
Matt Wilcher

Mr. Westendorf, Ms. Steed, Mr. Yoder, Mr. Conway, Chief Riddiough, Ms. Chibis and Ms. Dunn were also present. There were 10 guests and one member of the press in attendance.

3. PRESENTATIONS

- A. Opening Comments (Jonathan Westendorf)
- B. Main Street Streetscaping (Human Nature)
- C. Riverbank (Stantec)
- D. Riverfront Park Development Main Street Integration (Human Nature)
- E. Downtown Traffic Master Plan (CT Consultants)
- F. Zoning Map & Zoning Text Amendments (McBride Dale Clarion)
- G. Closing Comments & Questions (Jonathan Westendorf)

4. COUNCIL COMMENTS

Mr. Wilcher said it was a great presentation. He appreciated the amount of effort that was put into today. He thanked the guests for attending. He is looking forward to the progress coming.

Mrs. Fouts was excited to see the plan and is happy to see the progress.

Mr. Aldridge thanked staff and the partners for what has been done. He said it will be rewarding to see it all come together.

Mr. D. Centers is very happy with the concept. He thinks it will make Franklin a destination. The plan needs Council's full support and the support of the community. He thanked everyone for the work that has been done.

Mr. Ruppert said that staff has the support of Council and would like to see the community support this plan as well.

Vice Mayor Hall said the City is at a new point and he is ready to move forward.

Mayor Centers thanked everyone for their work. He thanked Mr. Richter for taking his time to attend and for sharing the narrative.

5. ADJOURNMENT

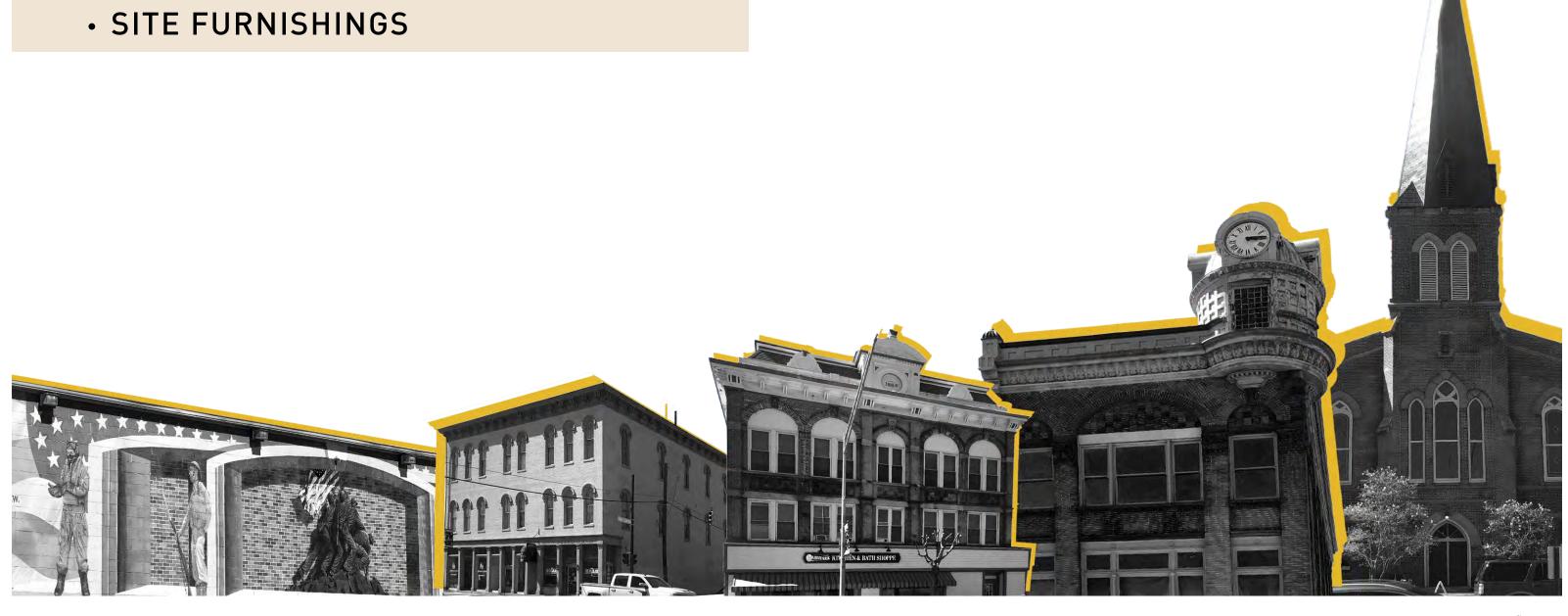
Khristi Dunn, Clerk of Council

Motion made by Aldridge, Seconded by Vice Mayor Voting Yea: D. Centers, Ruppert, Vice Mayor Hall, M	
The Mayor adjourned the meeting at 5:32 PM	
	Brent Centers, Mayor



CONTENTS

- VISION, GOALS, & OBJECTIVES
- PRELIMINARY STREETSCAPE PLAN
- PERSPECTIVES



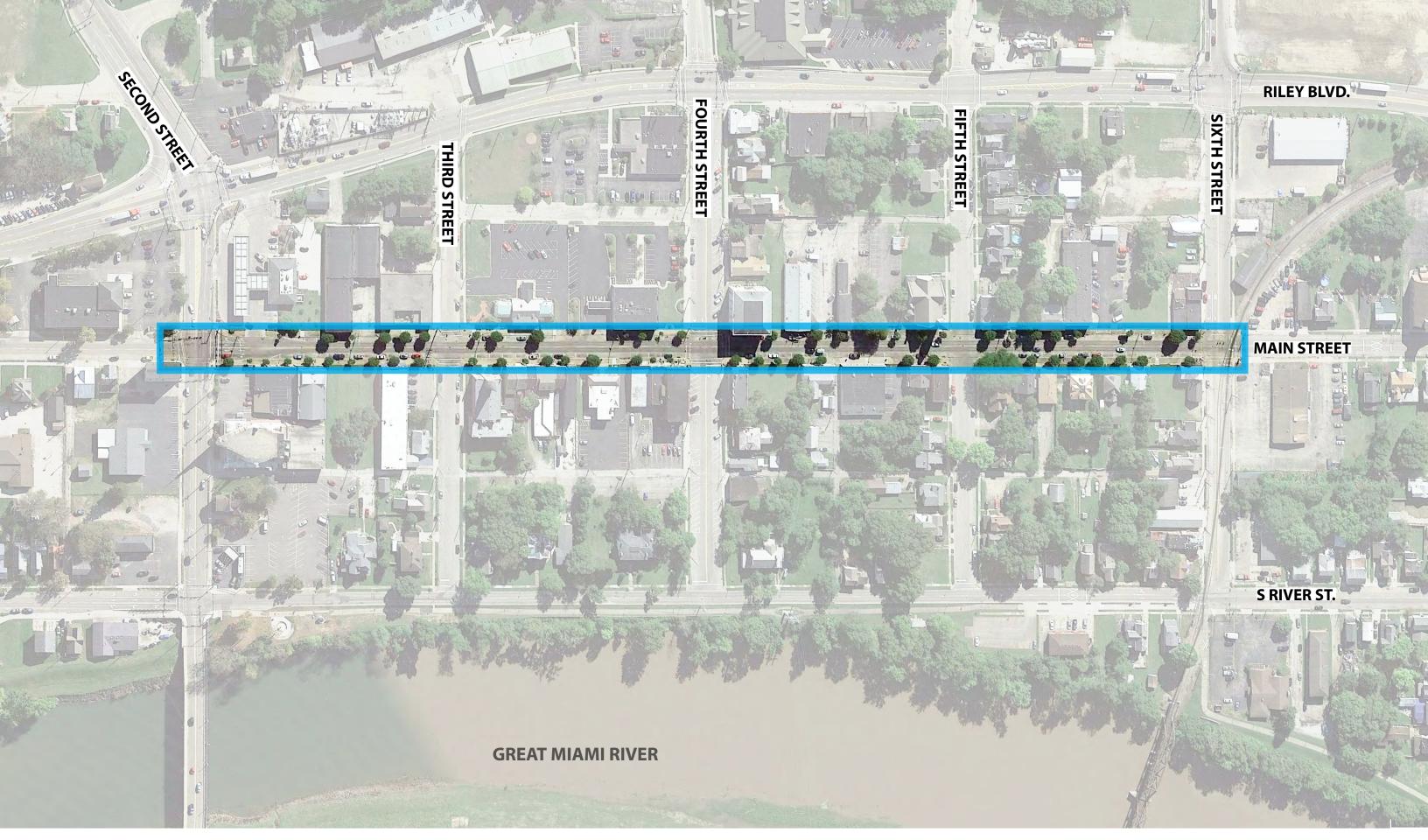


VISION, GOALS, & OBJECTIVES

- Explore an adaptable streetscape framework that introduces two-way traffic and balances on-street parking with expanded sidewalk spaces to support an active street life
- Create a pleasant and properly scaled environment for pedestrians, with enough landscape and lighting to provide comfort and safety.
- Strengthen the sense of place along Main Street in Downtown Franklin.

- Integrate special paving and elements that enrich the experience of the corridor.
- Consider important sight lines and visibility to unique architecture.
- Capture the intersection at Fourth and Main as a vibrant civic crossroads.
- Coordinate synergistic opportunities with existing open spaces, adjacent businesses, and proposed infill opportunities.





STUDY AREA





SITE OPPORTUNITIES & CONSTRAINTS





MAIN STREET: **STREETSCAPE PLAN**





ENLARGEMENT: SECOND TO THIRD STREETS





ENLARGEMENT: THIRD TO FOURTH STREETS





ENLARGEMENT: FOURTH TO FIFTH STREETS





ENLARGEMENT: FIFTH TO SIXTH STREETS





ARRIVAL @ SIXTH & MAIN





TYPICAL INTERSECTION ENHANCEMENTS





CIVIC CROSSROADS @ FOURTH & MAIN





STREETSCAPE IMPROVEMENTS TO SUPPORT VIBRANT STREET LIFE





A PLACE TO SEE AND BE SEEN





A UNIQUE EXPRESSION OF PEOPLE & PLACE





CONNECTING FRANKLIN'S DOWNTOWN & RIVER CORRIDORS





















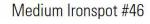
Concrete pavers tend to fade and chip over time, while clay pavers are long-lasting and remain color-fast, making them cost-effective, lower maintenance, and attractive years after installation.





PROPOSED PAVERS







Manganese Ironspot

- Opportunity to be unique to Franklin/ different from peer communities
- Herringbone pattern (field)
- Soldier course (frame)











BENCH PLANTERS CUSTOM, BRANDED BIKE RACKS







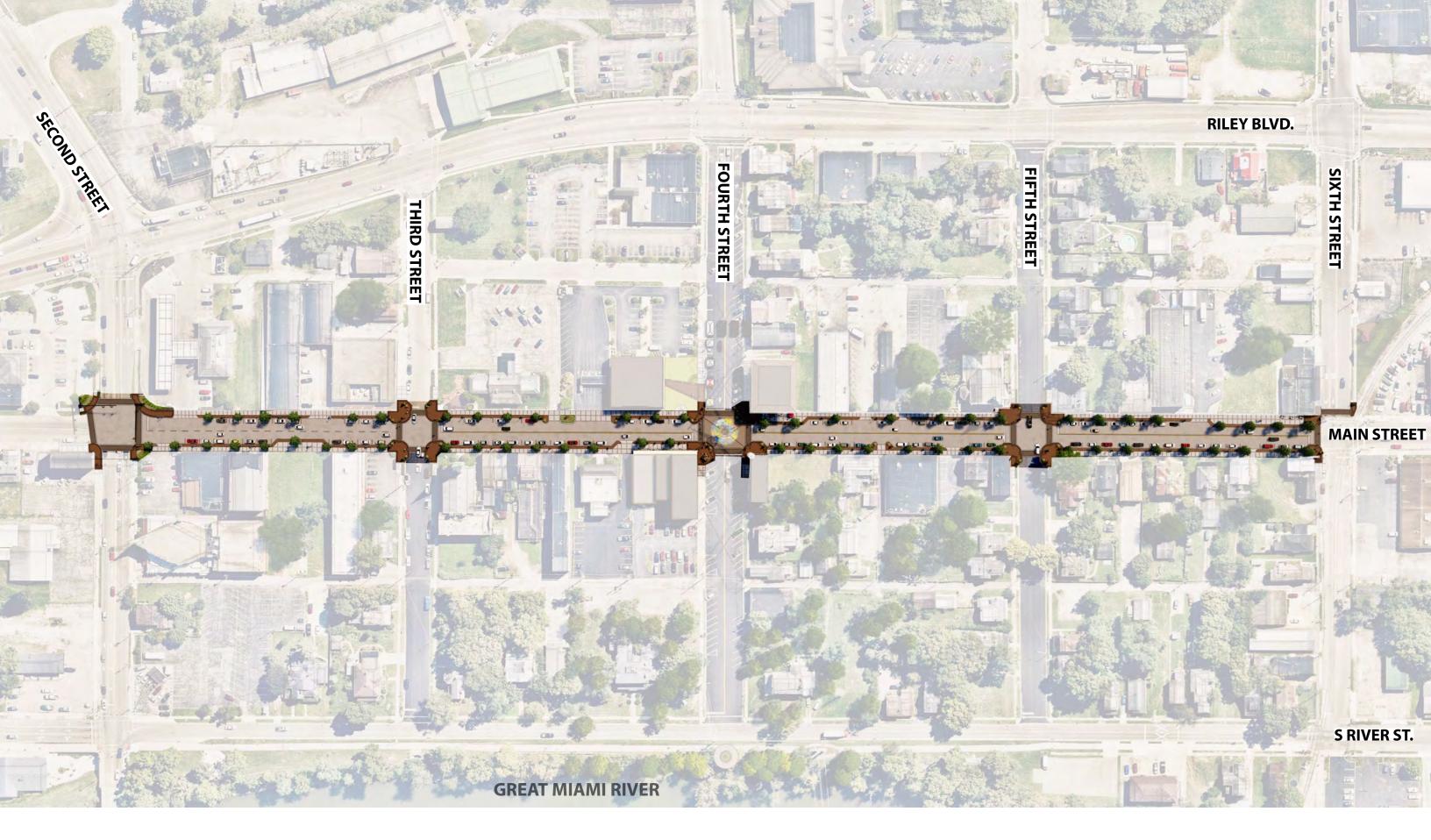
LANDSCAPE FORMS: Alcott



LANDSCAPE FORMS: Alcott

COORDINATED FAMILY OF SITE FURNISHINGS





MAIN STREET: PRELIMINARY STREETSCAPE PLAN

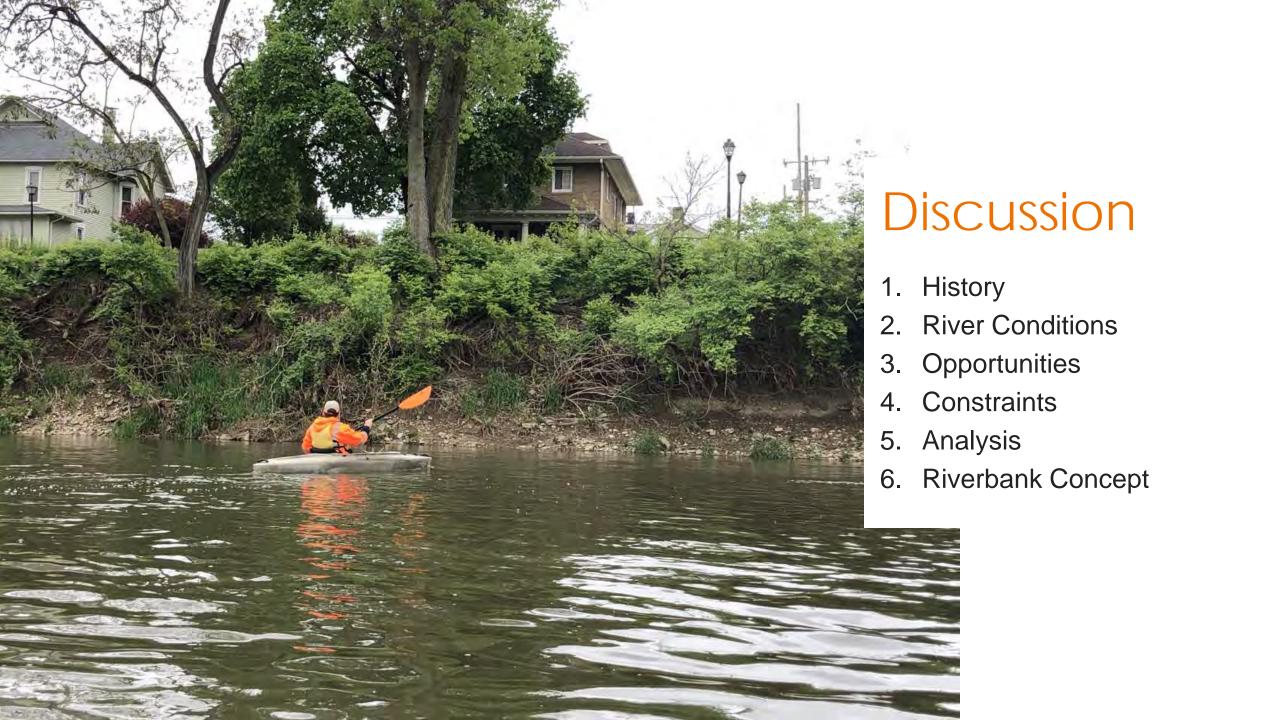




Stantec

City of Franklin Riverbank

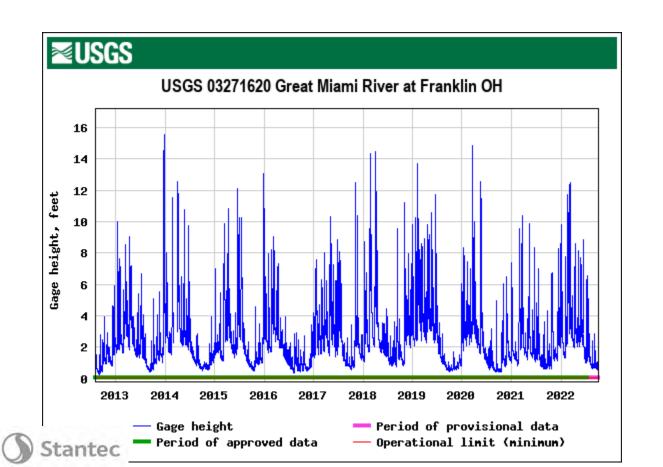
Council Retreat

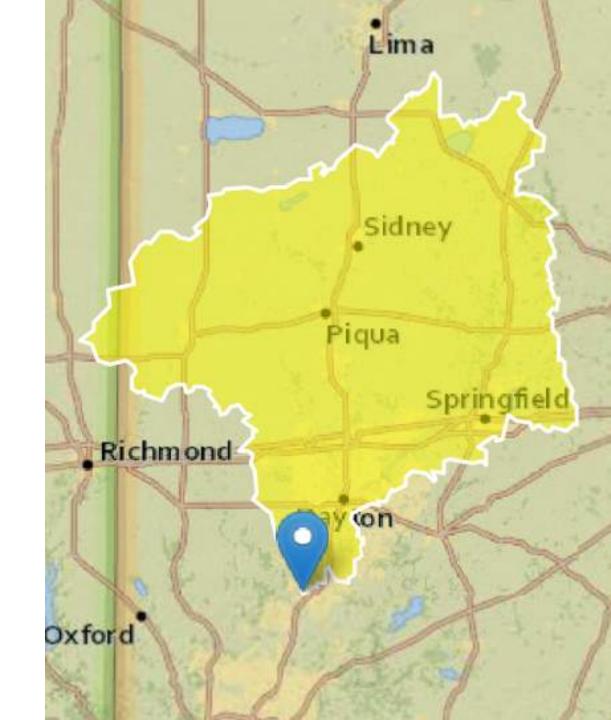


Great Miami River

Franklin

Watershed Area ~2,730 square miles

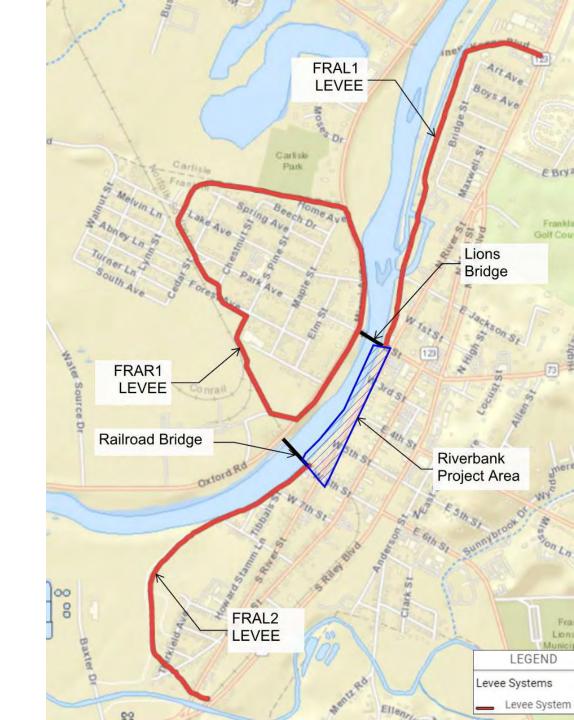




Flood Control System

Miami Conservancy District

- Constructed channel improvements
- Levees and Floodwalls
 - Ring Levee (FRAR1)
 - Levee upstream of 2nd Street (FRAL1)
 - Levee downstream of 6th Street (FRAL2)
- Floodgates





Flood Control System



Flood Control System



FEMA Maps

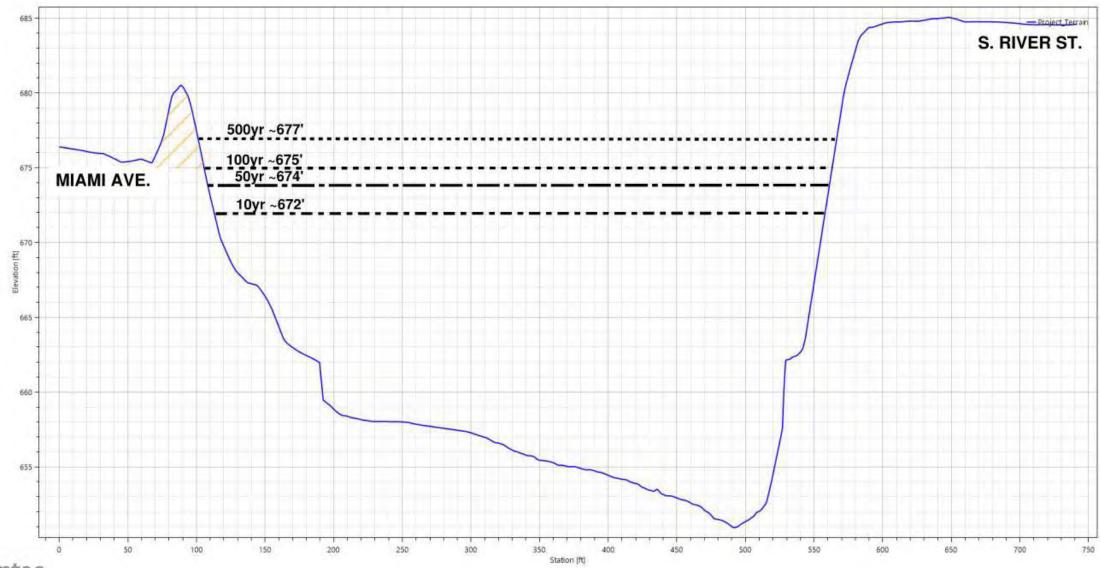
Effective Flood Insurance Rate Maps

- Maps show FRAL1, FRAL2, FRAR1 levees
- Levees Accredited
- Depicting showing reduced flood risk
 - 1% Flood Event





Flood Levels





Gemorphology

Site Visit

- River Dynamics
- Scour and Erosion
- Stability



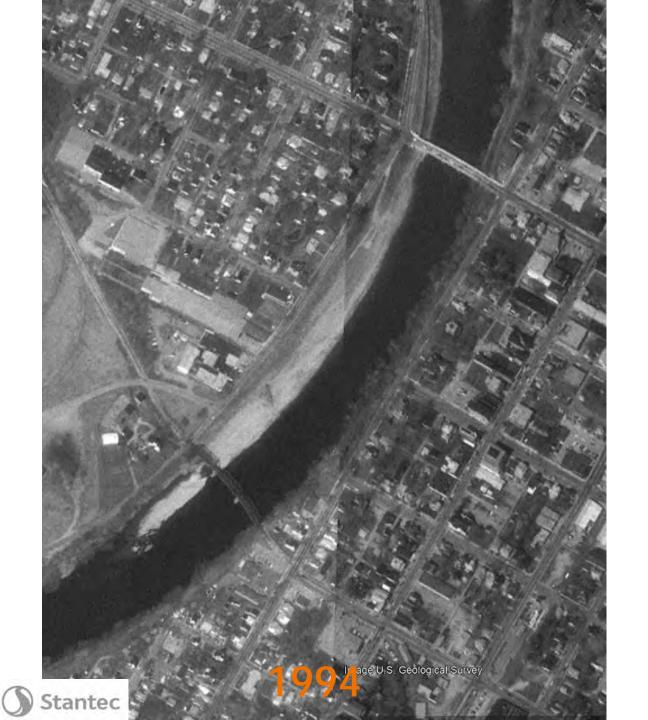


River Dynamics

- River evolution over time:
 - Changes in
 - Channel Shape?
 - Channel Width?
 - Erosion?
 - Deposition?













Geomorphology



Site Visit

- Bank Stability
- Sediment and Bed Characteristics



Gemorphology

Bank Scour and Erosion

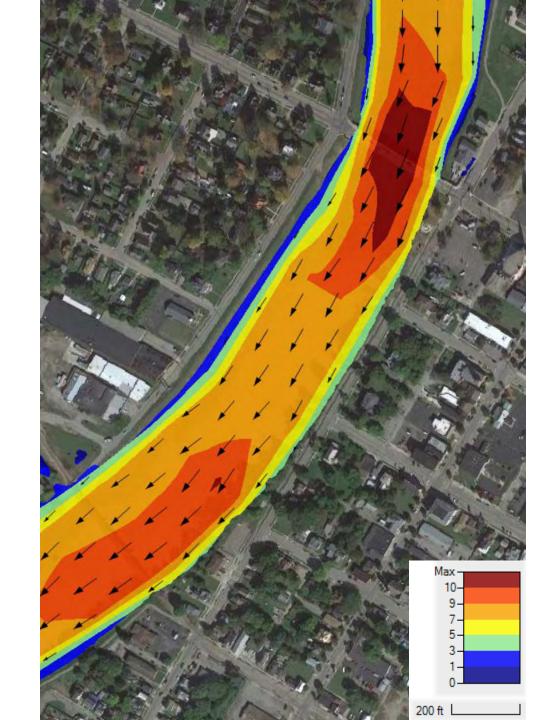
- Largely Stable
- Some localized Erosion
- Outer Bend Channel Deeper





Hydraulic Modeling

Flood Flows and Velocities









Riverbank Opportunities

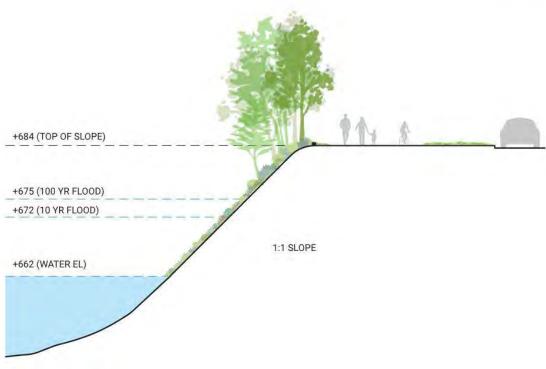
- Multi-Modal Access
 - Pedestrian
 - Bike
 - Kayak
- Riverfront Views
- Safe Interaction with River
- Cohesive with Development



Riverbank Condition



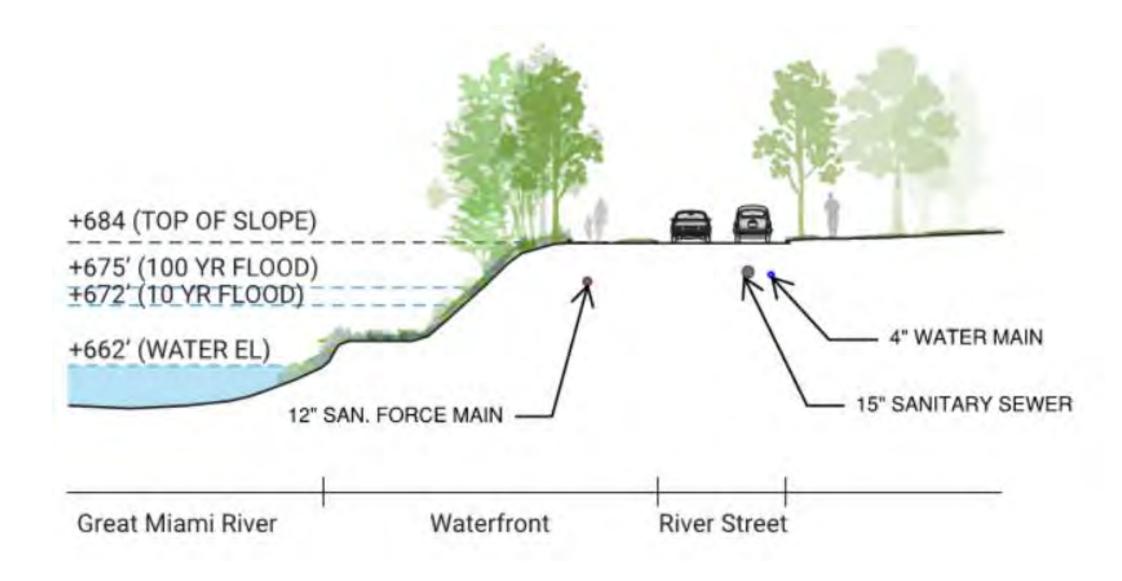




River St Looking North

Existing Slope

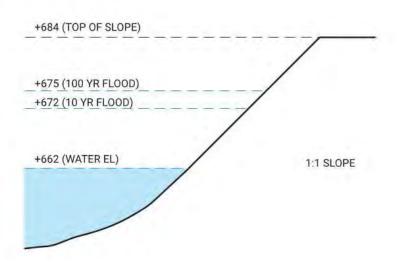




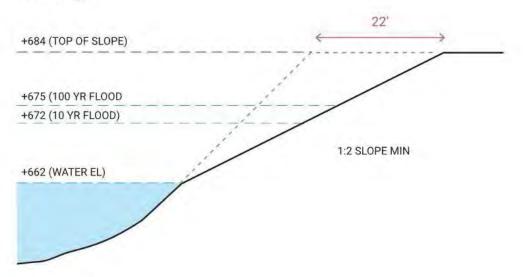


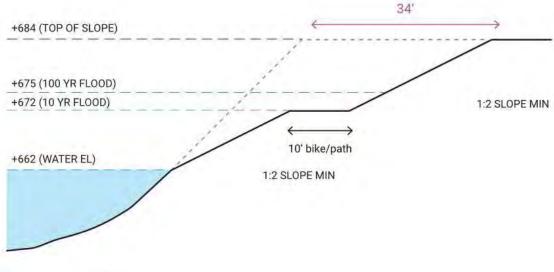
Typical River Street Section

Slope Modifications



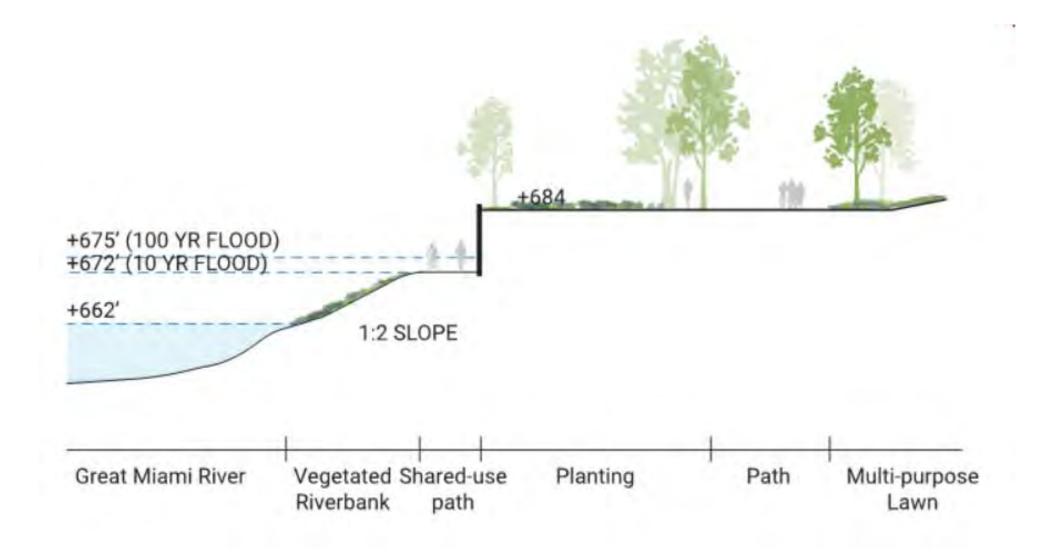
Existing





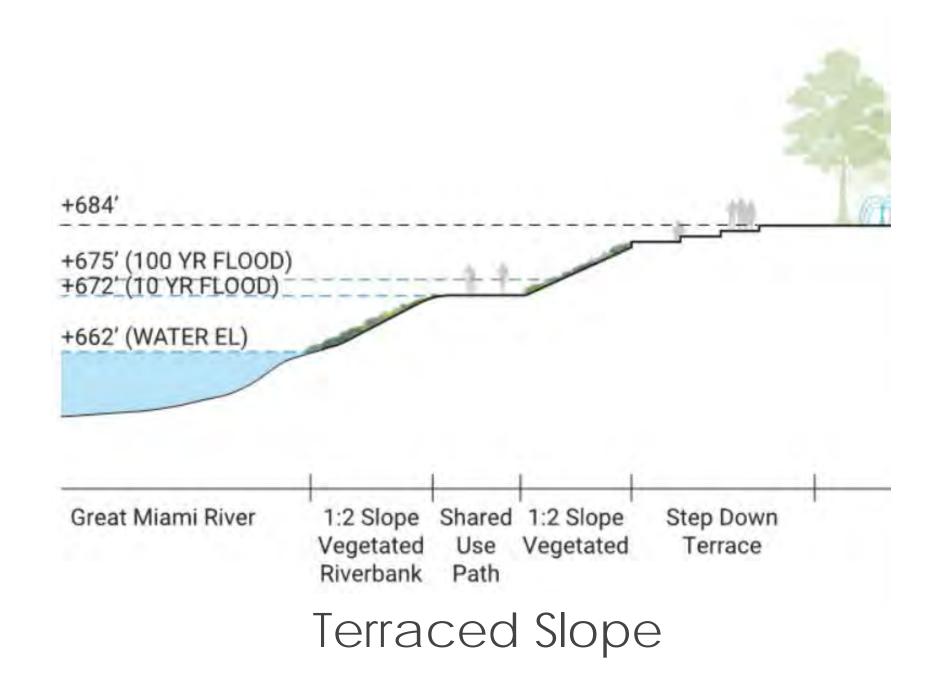


Approach 2

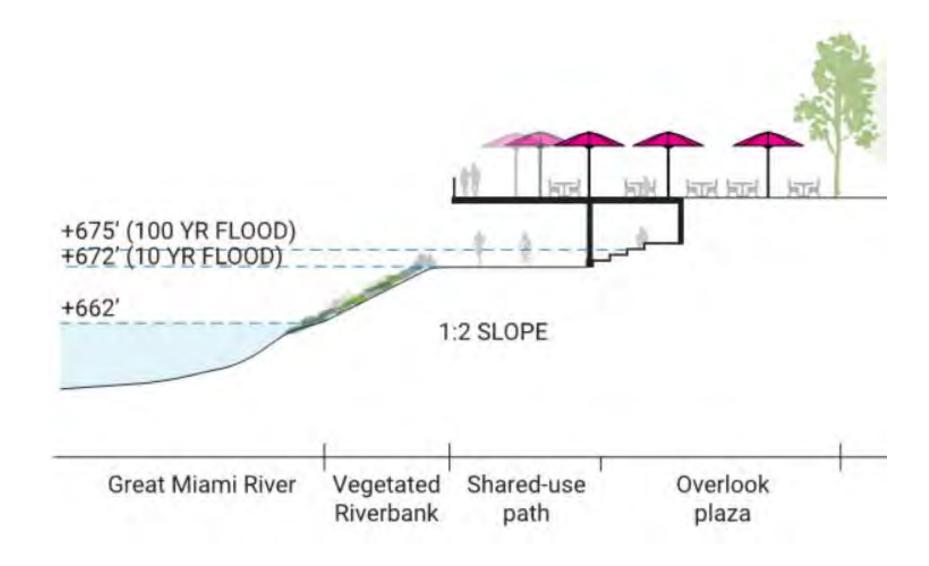


Design Concepts



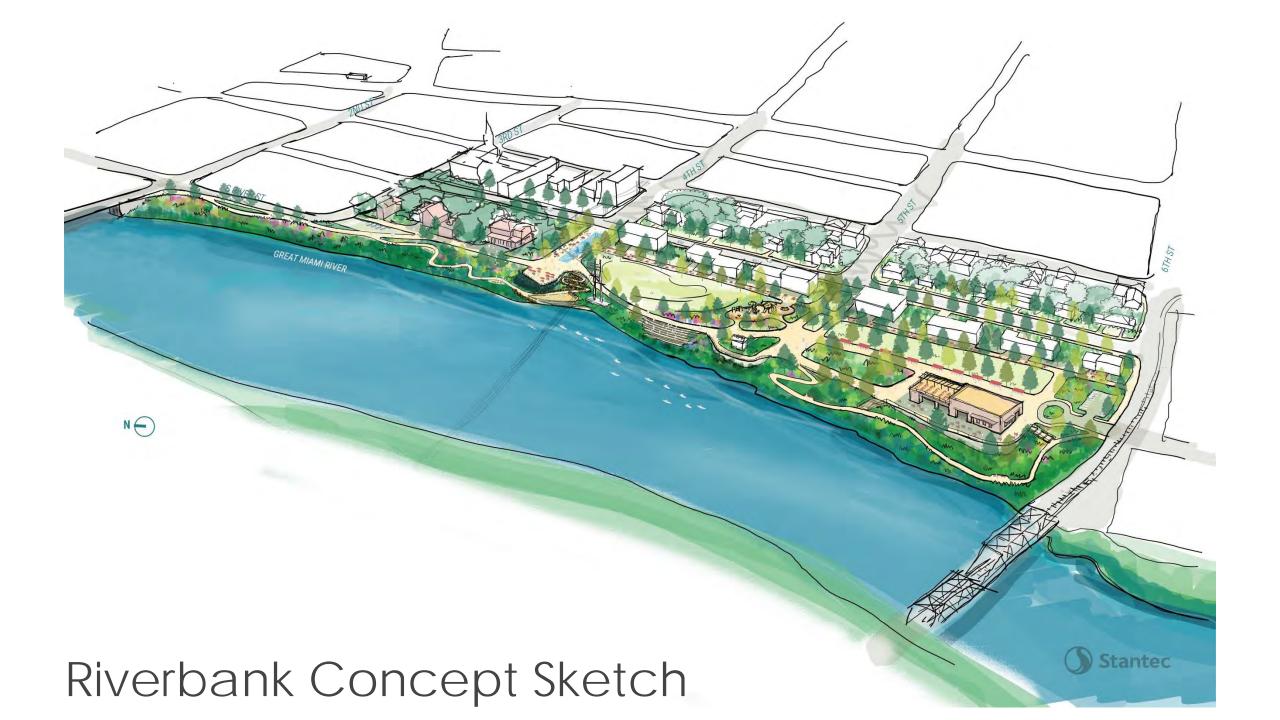






Cantilevered Overlook







ENVISIONING A NEW RIVERFRONT EXPERIENCE

While crafting new riverfront treatments and conditions, our process is guided by thoughtful consideration of the following:

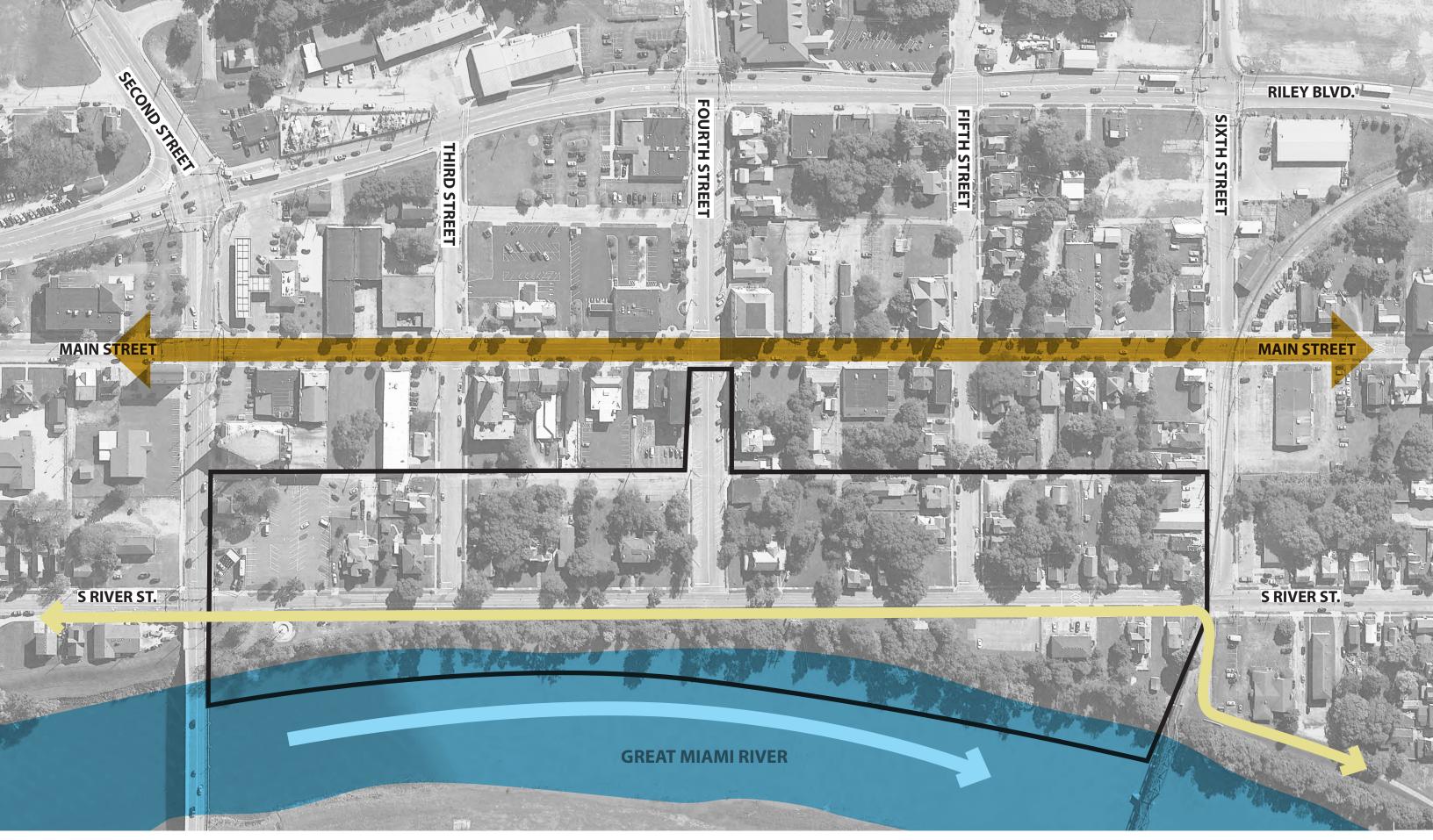
- Defining the Study Area
- Synergizing with Main Street
- Coordinating with River Slope Layback
- Balancing Development Opportunities with Riverfront Park





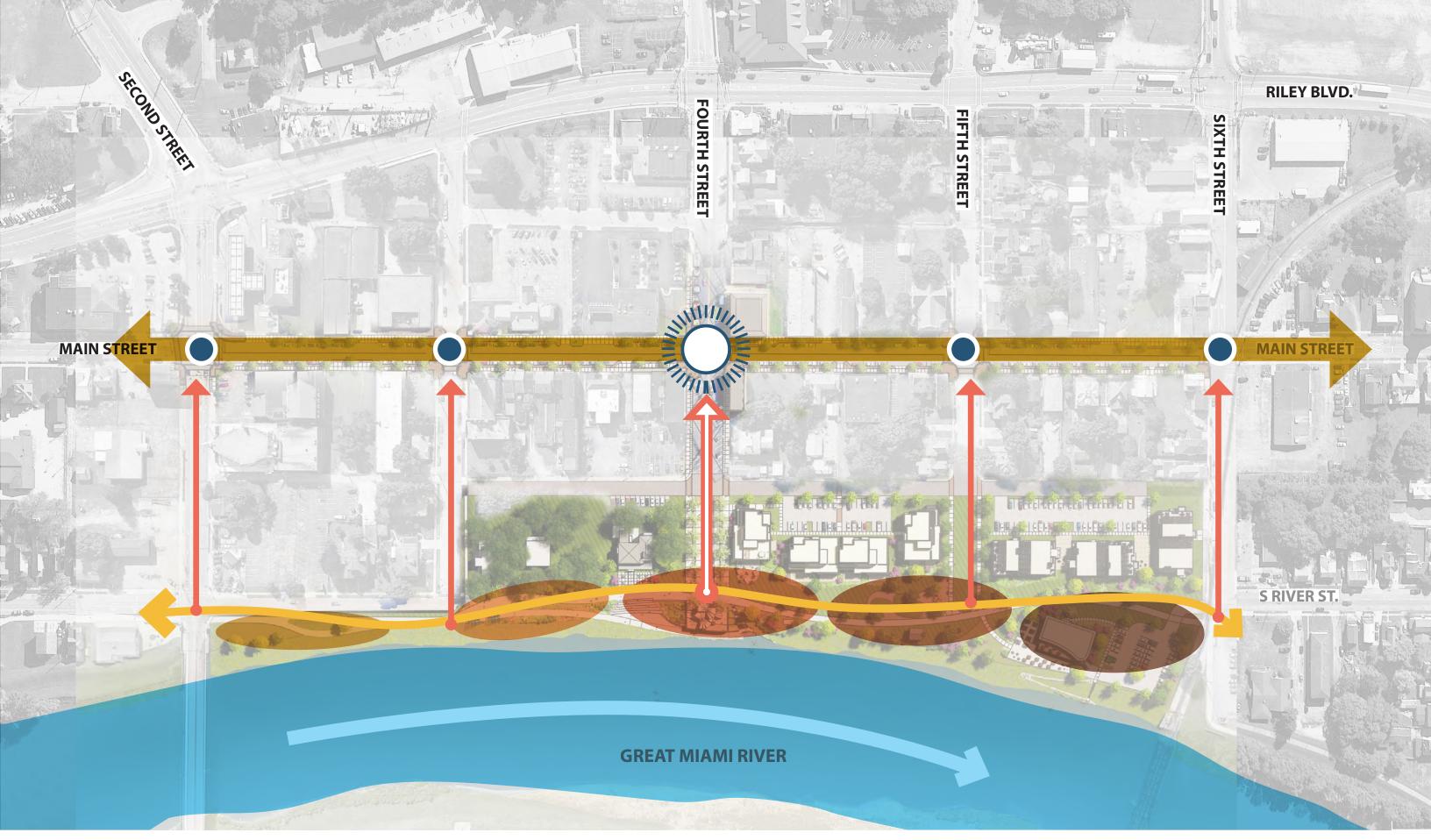
FOCUS AREA





TWO INFLUENCES





GREATER THAN THE SUM OF ITS PARTS

There is an opportunity to connect a series of river-facing "outdoor rooms" with a regional multi-purpose path and strengthen linkages with revitalizing Main Street.







LEGEND

- 1 Multi-purpose path connection
- 2 Extend civic realm from Fourth Street crossroads to festival street, interactive plaza/water feature and grand overlook at the Great Miami River
- 3 Accessible path connecting upper paths with terraced seating and river access
- 4 Riverview Swings
- 5 History-themed play environment and picnic grove at Log Cabin
- 6 Brewery/Restaurant with river views and outdoor dining terrace
- 7 Parking and kayak access path to river
- 8 Widened Alleys
- 9 Future development





BIRD'S EYE VIEW





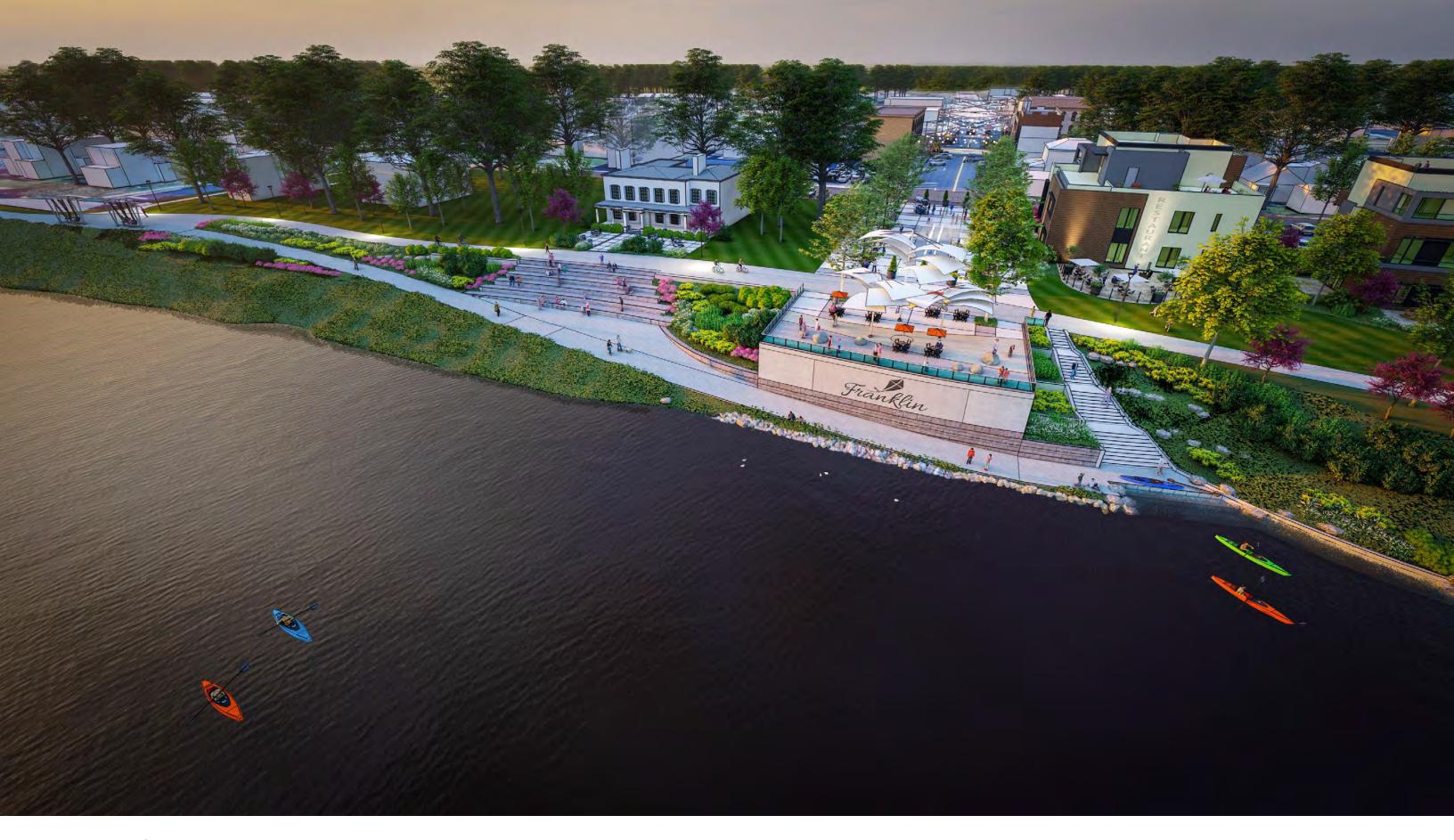
RIVER VIEWS, ACCESS & ACTIVATION





CELEBRATING THE RIVER AS A BLUEWAY





LIVE, WORK, PLAY, PADDLE





CONTEMPORARY LIFE ON THE RIVER





A PLACE FOR COMMUNITY





CELEBRATING FRANKLIN'S UNIQUE RIVER CITY LEGACY





LEGEND

- 1 Multi-purpose path connection
- 2 Extend civic realm from Fourth Street crossroads to festival street, interactive plaza/water feature and grand overlook at the Great Miami River
- 3 Accessible path connecting upper paths with terraced seating and river access
- 4 Riverview Swings
- 5 History-themed play environment and picnic grove at Log Cabin
- 6 Brewery/Restaurant with river views and outdoor dining terrace
- 7 Parking and kayak access path to river
- 8 Widened Alleys
- 9 Future development







Scope of Work:



Evaluate the expected number of trips to be generated by the proposed developments and distribute them on the road network based on the travel patterns to and from the site.



Evaluate the traffic impact: level of service, queues of the proposed developments in the study area with focus on Main Street, River Street, and gateways into Downtown.



Summarize the findings and provide suggested improvements.

Methodology:



Synchro Model • A synchro model was created with Main Street operating as two-way from south of the intersection of 3rd Street. Also, the model shows River Street closed between 3rd Street and 6th Street. The traffic volumes were re-distributed accordingly.

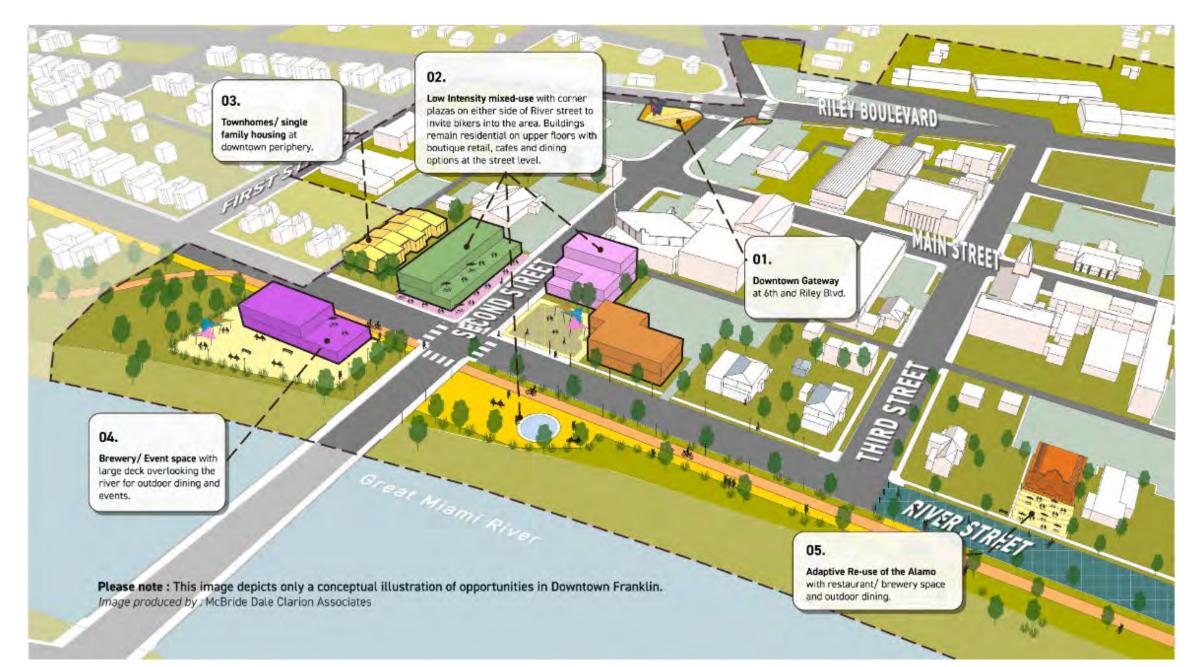
Trip Generation

- The concept plans provided by McBride Dale Clarion Associates and the feedback provided by the City of Franklin were utilized to come up with *trip generation for the proposed developments at the three locations: a) 6th Street and Riley Blvd. b) Riverfront c) 2nd Street and River Street.
- *ITE Trip Generation Manual, 11th Edition was utilized to come up with trip generation

Full Design Build Traffic Volumes The trips generated by the proposed development were distributed in the study area based on the expected travel patterns to and from the sites. These trips were further combined with the existing traffic volumes to get the full design build traffic volumes.

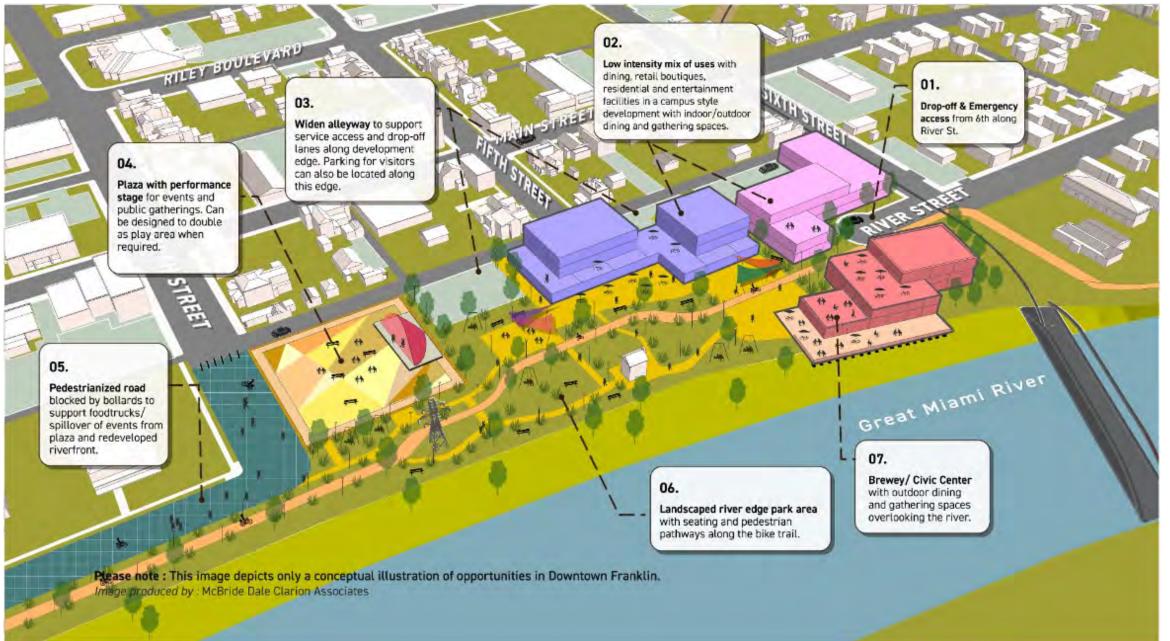
Proposed Development - 2nd Street and River Street





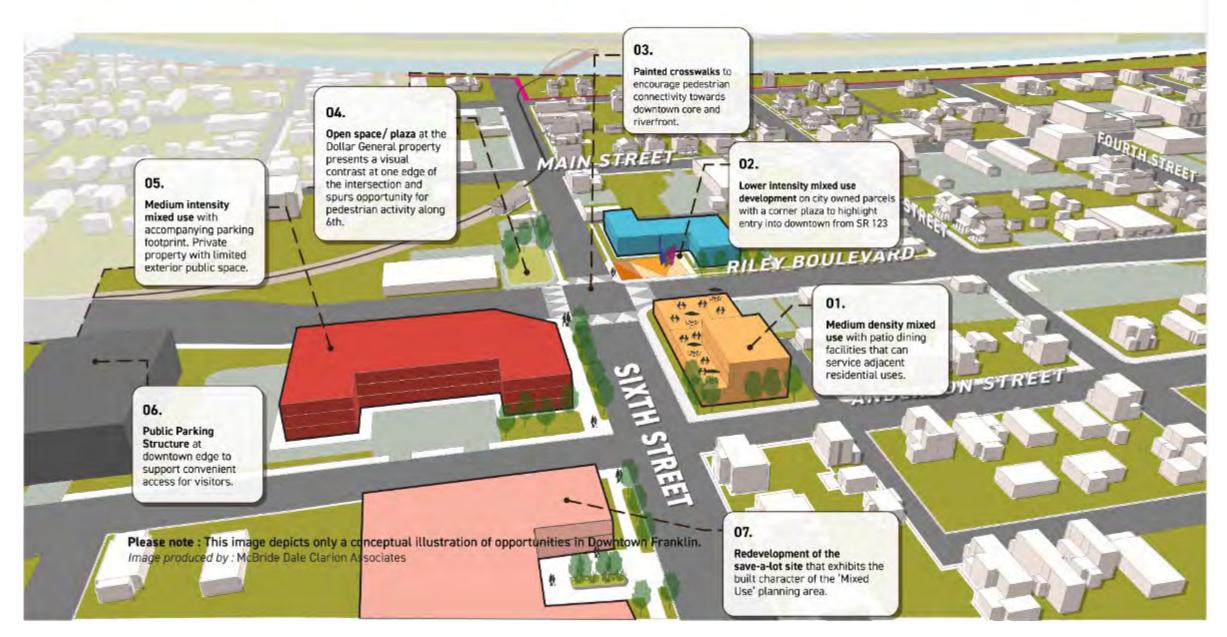
Proposed Development - Riverfront





Proposed Development - E 6th Street and Riley Blvd.





Proposed Development - Trip Generation Summary



Riverfront									
Proposed Land Use	ITE Land Use	ITE Land Use Code	Independent Variable	AM Peak			PM Peak		
				Entering	Exiting	Total	Entering	Exiting	Total
Medium Intensity Residential	Multifamily Housing (Low-Rise)	220	45 units	- 79	71	150	172	169	341
Medium Intensity Commercial	Shopping Plaza(40-150k sq.ft.), No Super-Market	821	65,000 sq.ft.						
6th and Riley									
Proposed Land Use	ITE Land Use	ITE Land Use Code	Independent Variable	AM Peak			PM Peak		
				Entering	Exiting	Total	Entering	Exiting	Total
Medium Intensity Residential	Multifamily Housing (Low-Rise)	220	53 units	145	113	258	292	305	597
Medium Intensity Commercial	Shopping Plaza(40-150k sq.ft.), With Super Market	821	62,000 sq.ft.						
	River	and 2nd							
Proposed Land Use	ITE Land Use	ITE Land Use Code	Independent Variable	AM Peak			PM Peak		
				Entering	Exiting	Total	Entering	Exiting	Total
High Intensity Residential	Multifamily Housing (Low-Rise), With Additional Residential Units	220	95 units	- 88	86	174	189	180	369
High Intensity Commercial	Shopping Plaza(40-150k sq.ft.), No Super Market, With Event Center	821	70,000 sq.ft.						

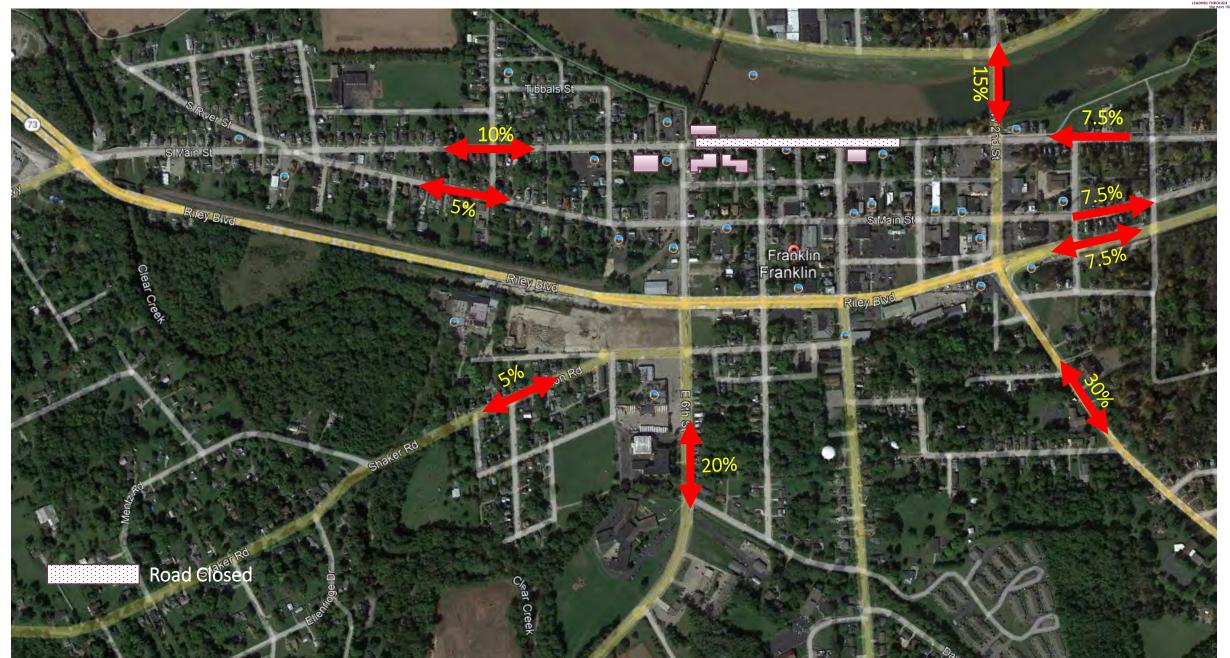
A total of 582 trips and 1307 trips are expected to be generated by the proposed developments in the AM Peak and PM Peak hours, respectively.

Trip Distribution - 2nd Street and River Street



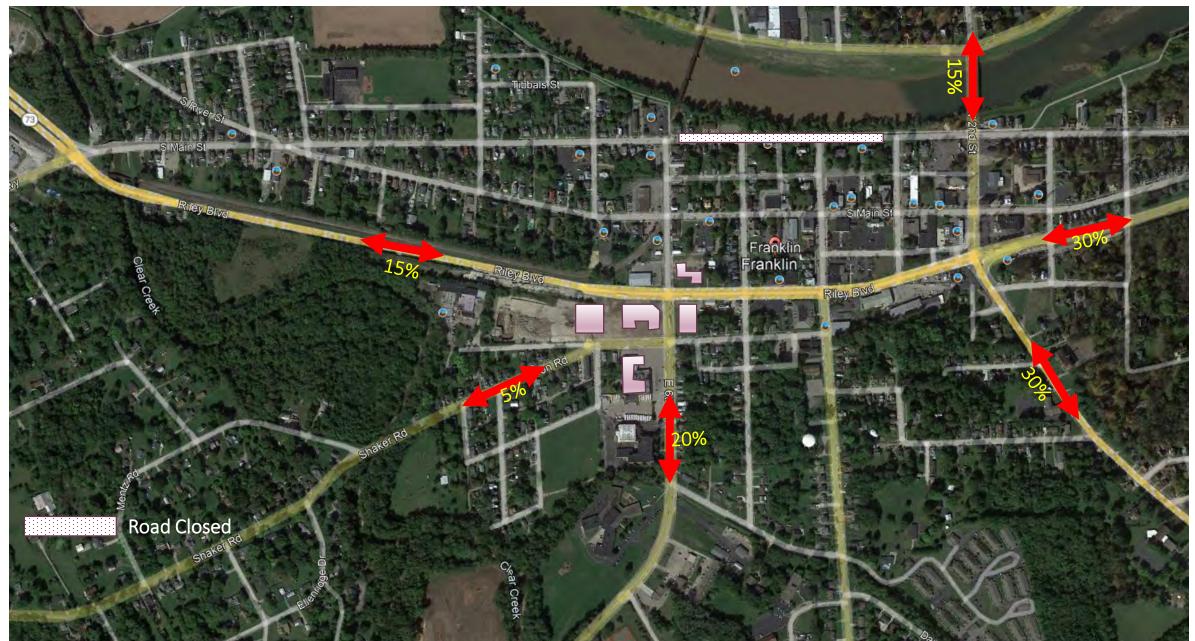
Trip Distribution - Riverfront





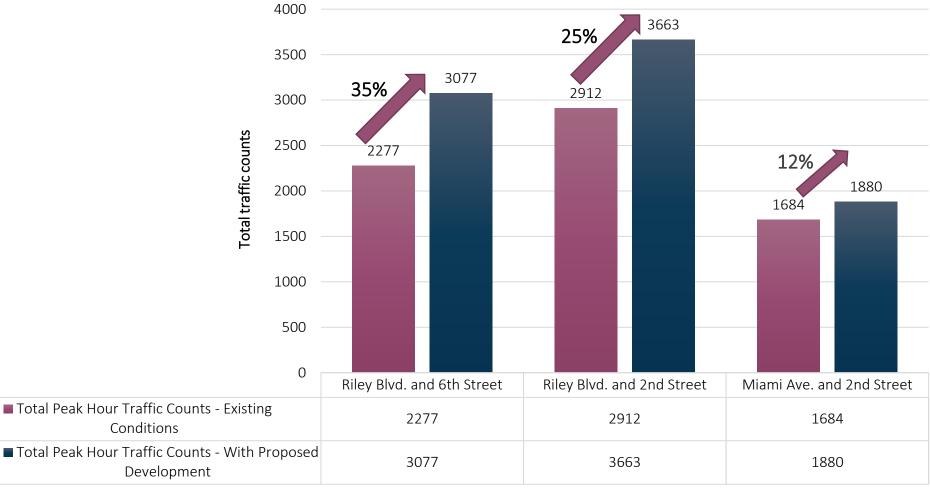
Trip Distribution - E 6th Street and Riley Blvd.







Comparison Between Total Traffic Counts - Existing Conditions v/s With Proposed Development



Proposed Improvements



Install a Single-lane Roundabout at the intersection of 2nd Street and Miami Avenue



Proposed Roundabout Concept 2nd Street at Miami Ave.

Why a Roundabout?

- ☐ Traffic volumes 12%
- ☐ Westbound queues extend beyond the bridge and block River Street.
- ☐ Increased delays with the current configuration.
- ☐ A roundabout at this location is expected to mitigate excess queues and delays.
- ☐ 35 crashes with 1 fatality have occurred in the last five years.
- ☐ FHWA has found a 48% reduction in crashes and a nearly 80% drop in serious injury and deadly crashes with the installation of roundabouts.





Proposed Concept 2nd Street at Riley Blvd.

- Lane Reconfiguration at the intersection of Riley Blvd. and 2nd Street:

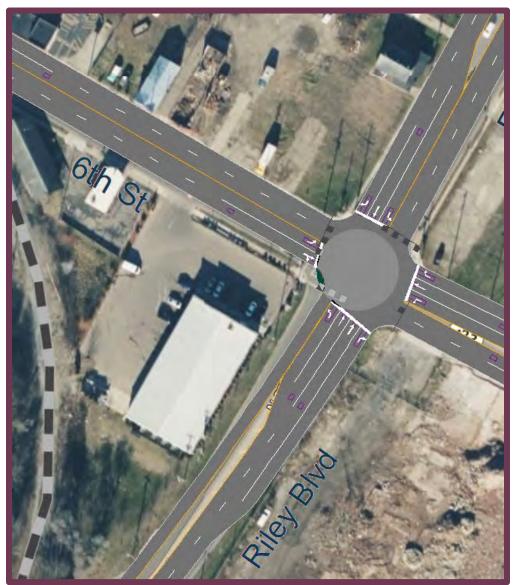
 Westbound Approach on 2nd Street (Dual left-turn lanes, one thru lane,
 and one channelized right-turn lane); Northbound Approach on Riley Blvd.

 (One left-turn lane, one thru lane, and one shared thru-right lane)
- Lane Reconfiguration at the intersection of Main Street and 2nd Street: Westbound Approach on 2nd Street (one left-turn lane, and one shared thru-right lane); Northbound Approach (one shared thru-left lane, and one shared thru-right lane) considering Main Street being two-way.

Why Lane/Phasing Reconfigurations?

- ☐ Traffic volumes ↑ 25%
- ☐ Dual left-turn lanes would improve capacity
- Delays and queues are reduced
- Overall operation improves
- ☐ FHWA estimates a 29% in severe/injury crashes at intersections with double left-turn lane treatment with a protected left-turn phase.





Proposed Concept 6th Street at Riley Blvd.

- Lane Reconfiguration at the intersection of Riley Blvd. and 6th Street: Westbound Approach on 6th Street (one left-turn lane, one thru lane, and one right-turn lane); Northbound Approach (one left-turn lane, two thru lanes, and right-turn lane)
- Update Signal Phasing Operation at the intersection of Riley Blvd.
 and 6th Street

Why Lane/Phasing Reconfiguration?

- ☐ Traffic volumes ↑ 35%.
- ☐ Additional turn lanes will increase capacity.
- ☐ Updated Phasing operation is expected to improve operations
- ☐ 49 crashes have occurred in the last 5 years.
- ☐ 60% are rear-end, left-turn, and right-turn crashes. The proposed improvements are expected to mitigate those crashes.





Proposed Concept - Roberts Ave. and 7th St Extension to Riley

Close Anderson Street south of 6th Street and extend Roberts Ave. and 7th Street to Riley Blvd.

Why Extend 7th St. and Roberts Ave.?

- ☐ Improves traffic flow along 6th Street
- ☐ The proposed extension of 7th Street and Roberts Ave. to Riley Blvd. would divert northbound traffic to Riley Blvd. and reduce delays and queues on 6th Street
- ☐ Reduces the number of stops along 6th Street (Riley to Sunnybrook)
- ☐ Improves access to rear of new Franklin High School
- ☐ These improvements are suggested in addition to the improvement at 6th Street and Riley Blvd. to improve the overall traffic operation



- Make Main Street two-way (one lane in each direction) from the intersection of Farm Avenue to 2nd Street
- Make River Street two-way (one lane in each direction) from the intersection of Farm Avenue to 6th Street



Proposed Intersection Concept at River/Main and Farm

Why Main/River St. Two-Way?

- ☐ Two-way streets minimize the distance between an origin and destination
- ☐ Two-way streets have been found to be safer than one-way streets.
 - One-way streets
 - Higher speed
 - o Fewer stops
 - Reduced driver attention
 - Two-way streets
 - Lower speed
 - More stops
 - Better driver attention
 - On-Street Parking to remain





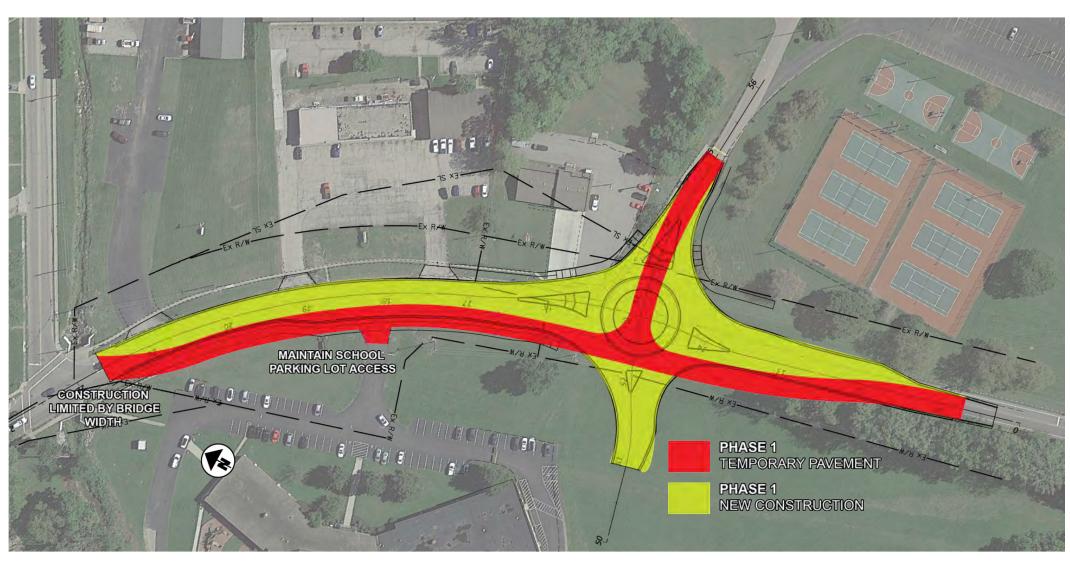
Community Park Roundabout Summary - Maintenance of Traffic Alternatives



Alternative	Advantages	Disadvantages	MOT Alternative Cost	Construction Duration
DETOUR Both Directions	 Access available to the entire area No temporary pavement Better Bid Prices Safer for Traveling Public 	 Inconvenience to traveling public Access to Community Park only via the Franklin Woods neighborhood First Responders' must detour 	\$110,000	5 months
DETOUR <i>One Direction</i> (Westbound <i>Traffic</i>)	Maintains Eastbound traffic	 Inconvenience to traveling public Higher Bid Prices Limited access to the construction area Longer construction duration 	\$416,000	8 months
NO DETOUR (Maintain Both Eastbound and Westbound Traffic)	 Maintains both Eastbound and Westbound traffic First Responders have full access along SR-123 (Eastbound & Westbound) 	 Higher Bid Prices Limited access to the construction area Longest construction duration 	\$560,000	9 months

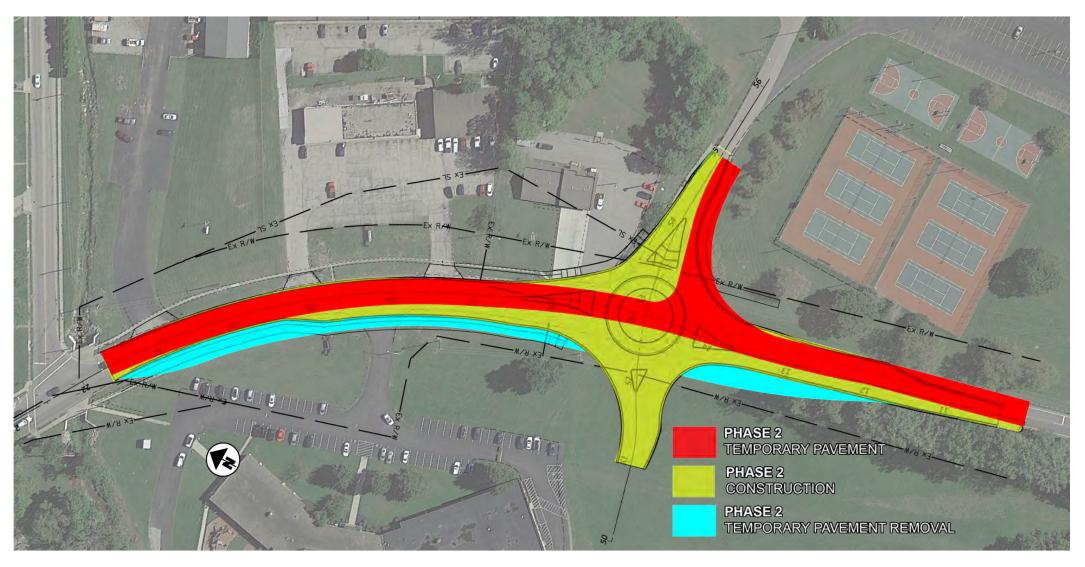
123 Roundabout – Phase 1 Maintenance of Traffic





123 Roundabout – Phase 2 Maintenance of Traffic





123 Roundabout – Phase 3 Maintenance of Traffic





Downtown Franklin

PLANNING & ZONING UPDATES

June 2022

In Progress

DOWNTOWN

MASTER PLAN

McBride Dale Clarion

ZONING UPDATE McBride Dale Clarion



THE PROCESS



Project Initiation & Understanding

Existing Conditions Analysis

Schematic Visioning

Council Retreat Meeting

WE MET HERE LAST

Revision & Determining Details of Planning Areas

Citizens Advisory Committee Meeting & Survey

Open House Event

Plan Draft/Zoning Code Draft ·····►

WE ARE HERE NOW

Plan/Code Review and Comments

Revisions & Final Drafts

Plan/Code Adoption

In this time, we.....

- Explored further visioning & buildout options for Riverfront, Sixth St & Riley Blvd, Second & River St and the Food Truck Pad Site
- Set up a Plan template
- Presented to and engaged in a Visual Preference exercise with the CAC for Planning Areas
- Began Drafting Strategic Recommendations for each Planning Area
- Began work on Plan Draft Document
- Presented Planning Areas at Community Open House for Input
- Analyzed feedback from Open House and determined draft recommended uses and guidelines for planning areas



PLAN STRUCTURE

- 1. Introduction
- 2. Plan Context & Background
- 3. The Vision for Downtown
- 4. Place
 - Planning Areas Map
 - Breakdown by Area (Five Planning Areas)
 - Detailed Analysis & Identified Opportunities
 - Strategic Recommendations
 - Development Guidelines
 - Encouraged Uses
 - Potential Buildout Scenarios

5. Connections

- Proposed Connectivity in Downtown
- Strategic Recommendations for Activation
- Potential Improvements (Sections)

6. Experience

- Art & Cultural Character (Map & List of Assets/Events)
- Strategic Recommendations for making Downtown a Destination
- Gateways, Wayfinding & Signage
- 7. Action Plan (List of Implementation items)

Introduction & Background

The plan provides an overview of the Downtown Plan's process and formulation. This includes:

- Context and background of Downtown Franklin
- Community input and desires
- Existing conditions analysis (this includes walkability, cultural assets, parking availability, and landuses)
- A three-part plan approach : Place, Experience, and Connections



Key Goals

- Plan for an economically sound and investable Downtown
- 2. Facilitate a safe and engaging experience for residents and visitors
- 3. Pursue a flexible Downtown that caters to changing needs while protecting our inherent character and style
- 4. Discover and grow into the 'Franklin' brand

ASPIRATIONAL GOALS

1. Plan for an economically sound and investable Downtown

Revitalize the Economy through:

- Supporting local businesses through facade supporting to accountesses unlough racate improvements programs & other improvement
- > Attracting/ incentivizing new business interests
- Infill and redevelopment

32 FRANKLIN, OHIO

- Encouraging contiguous commercial/office uses at
- Updating and diversifying the housing stock, and promoting downtown as an ideal place to live and

2. Facilitate a safe and engaging experience

Strengthen the experience of Downtown through :

- > Refocusing on the pedestrian experience
- Developing the public realm by creating outdoor 'third places' and activated areas
- > Providing expanded dining and entertainment options
- Creating a safer environment through adopting an 'Eyes on the Street' strategy and installing consistent
- > Establishing clear connections (vehicular, pedestrian
- > Providing convenient access to parking

3. Pursue a flexible Downtown that caters to changing needs while protecting our inherent

Celebrate our uniqueness and spirit through:

character and style

- > Blending the new with existing and treasured character and history
- > Preserving important historic landmarks
- > Celebrating our history and culture (through signage and other educational elements)
- > Creating attractions that can invite new people into Downtown (co-working spaces, recreation facilities, riverfront parks, etc)
- > Responding to regional and national trends in

4. Discover and grow into the 'Franklin' brand

Become a regional destination through:

- > Installing distinct style of streetscapes, gateways and
- > Encouraging unique experiences that invite people to
- > Establishing views and recreational opportunities along the riverfront
- > Making Downtown family friendly (with children's play spaces, splashpads, etc.)
- > Presenting opportunities for a live-work-play culture
- > Attracting a younger demographic to invest and settle

Downtown Master Plan 33

PLACE Strategic Recommendations

DOWNTOWN CORE Planning Area











- 1. Highlight and celebrate unique historic architectural buildings
- 2. Encourage new development that complements the existing character
- 3. Create **signage and wayfinding** that highlight landmarks in Downtown by connecting them with a 'Culture Trail'
- 4. Encourage infill of vacant and underutilized properties to create a more vibrant Downtown.

 Contiguous active storefronts also increases pedestrian safety and activity
- 5. Pursue opportunities for pop-up/ temporary plazas or event spaces within vacant and available areas
- 6. Pursue **new business interests** that can spur more development in Downtown
- 7. Present marketing strategies and bolster local businesses with grants, funding support, and consistent patronage
- 8. Install **pedestrian scale lighting** to support a safe and engaging experience and to spur vibrant nightlife & full use of these spaces even after work hours
- 9. Improve the **streetscaping of Main Street** to present a more aesthetic corridor and easily accessible parking
- 10. Create an enjoyable Main Street experience that brings more people, revenue, and development interests into Downtown

Strategic Recommendations

MIXED USE Planning Area











- 1. Incorporate Gateway elements such as arches, monument signs, etc. to highlight the entryways into downtown
- 2. Infill and develop vacant lots. New, large developmental interests in Downtown should be directed to these areas.
- 3. Encourage good quality, high intensity mixed use developments that can strengthen activity around downtown fringes and bring further investment into the area
- 4. Under-utilized properties can be **infilled with new uses** that offer **unique experiences** such as cafes or boutique retail. Adaptive re-use can be used to help activate empty spaces and bring people into downtown
- **5.** Pedestrian connectivity is a large priority here. Street furniture, buffers from the street edge, even and well-maintained sidewalks, and interesting facades can encourage and support walkability
- 6. Install **pedestrian scale lighting** to support a safe and engaging experience and to spur vibrant nightlife & full use of these spaces even after work hours
- 7. Pursue wide, inviting sidewalks with clear wayfinding to support a park-once and walk lifestyle within Downtown
- **Discourage street front open parking lots!** They are a hindrance to active & walkable downtown streets. Orient parking in this area away from the street edge
- 9. Explore options to turn existing front parking lots into open plazas or dining spaces

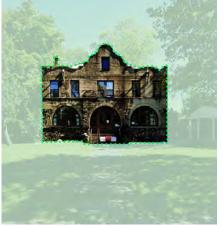
Strategic Recommendations

RIVERFRONT Planning Area











- Close River Street to vehicular traffic and create a bike
 & pedestrian friendly corridor
- 2. Configure a walk and bike path to meander along the river's edge and through any new developments in this area
- 3. Explore the potential for a plaza or gathering space as a focal point at the junction of Fourth and River Street
- Activate plaza at Second St & River St through facilities such shade structures, signage and lighting to make it more inviting
- **5.** Adaptive reuse of the Alamo building maybe a restaurant with outdoor dining!
- 6. Infill and redevelopment of underutilized and vacant lots with low intensity mixed uses
- 7. Safe and enjoyable experiences of the Riverfront through strategic lighting, clear wayfinding, regular programming, and increased police patrols. Lighting in particular can encourage active, safe, and full use of the area through the day and into the night!
- 8. Views and vistas can be capitalized upon by managing riverbank foliage and adding shaded gathering spots, seating, swings and other interesting elements that allow people to comfortably enjoy the river edge

Strategic Recommendations

CIVIC & TRANSITION Planning Areas







DOWNTOWN MASTER PLAN
McBride Dale Clarion

CIVIC Planning Area

- Pursue opportunities to create spaces and infrastructure that can support social events and programmed activities within this area
- Municipal building parking lots can be consolidated with alleyway parking and offered for public parking after work hours and weekdays to encourage people to spend more time in Downtown
- 3. Provide provisions for bike parking and other conveniences to incentivize bikers on the river trail into Downtown

TRANSITION Planning Area

- 1. Walkability within and around the transition residential neighborhoods should be improved. There is a need for treating uneven pavements, requiring high standards of property maintenance, and traffic speed control mechanisms along neighborhood streets
- 2. The aging housing stock in Downtown Franklin needs to be updated and bolstered. As new development occurs, it should focus on meeting the housing demand with high quality, modern residential options
- This area has the potential to accommodate **residential** scale mixed use such as live/work units and low intensity office

CONNECTIVITY

Strategic Recommendations

Improved Circulation & Accessibility

- 1. Establish safe and convenient circulation by installing clear wayfinding and signage for pedestrian and vehicle use.
- 2. Employ traffic calming measures such as bump outs, mid-block crossings, streetside parking, etc. Slower vehicular traffic promotes pedestrian safety and contributes to more active usage and enjoyment of the Downtown area.
- 3. Reconfigure available parking away from active corridors such as Main St and Fourth St. Explore options to adapt underutilized street facing parking lots for pop up uses such as plazas, interactive play areas, and other such uses
- 4. Promote full use of alleyways by heightening visibility and accessibility. Encourage parking, outdoor dining and active facades along the alleys









CONNECTIVITY

Strategic Recommendations

Improved Circulation & Accessibility

- 5. Incorporate elements from the Main St. streetscape design throughout Downtown to maintain visual and experiential cohesion for users. This can include street trees, pavers, lighting and furniture elements that contribute to a comfortable pedestrian experience.
- 6. Install arch gateways and monument signs at the intersection of Sixth St & Riley Blvd., and Second St & Riley Blvd. to signify prominent vehicular entry points into Downtown.
- 7. Create smaller gateways or gathering nodes at Second St & River St., and Main St & Fourth St to serve as significant anchors for pedestrians and bike users. This creates public destinations and can encourage increased bike and foot traffic from the trail.
- 8. Promote an active bike culture in Franklin through pursuing opportunities to incorporate bike infrastructure such as shared bike lanes, 'sharrow' signage, bike racks, etc into the Downtown fabric.





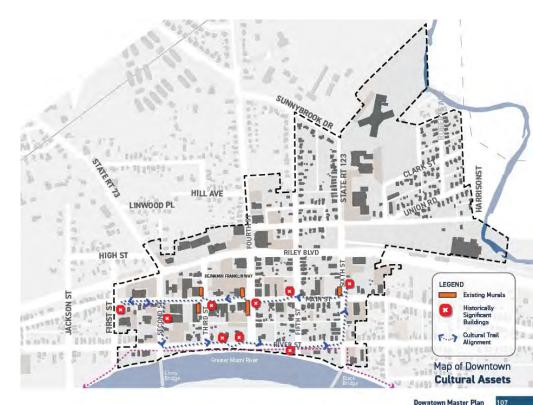


EXPERIENCE

Strategic Recommendations

Establish Unique Identity and Brand

- Create a Cultural Trail that highlights and celebrates local history and identity. Install signage and markers to call out historic architecture and local murals for visitors.
- 2. Create an **online website** that presents information on attractions, amenities and events available in Downtown. This can serve to promote visitor interest and raise awareness of Franklin's identity in the region.
- 3. Pursue a **brand and signage plan** that creates a unique visual style that complements local character.
- 4. Prioritize safety by installing regularly spaced pedestrian scale lights and continued patrol efforts to help establish a safe and comfortable environment for residents and visitors through day and night.







EXPERIENCE

Strategic Recommendations

Establish Unique Identity and Brand

- 5. Pursue bold and engaging placemaking strategies such as repurposing available vacant areas for pocket parks, interactive art and lighting installations, play equipment, etc.
- 6. Utilize retractable bollards and other temporary blockage measures to close Main St and Fourth St for outdoor events. This can be further supported by the public parking at the Municipal building, the recently constructed food truck site and the riverfront area.
- 7. Collaborate with the local community and interest groups to expand programming and create regularly scheduled events that are unique to Franklin. Frequent and successful social events can bring the community together, elevate local pride and image, and boost regional interest in the Downtown Franklin area.

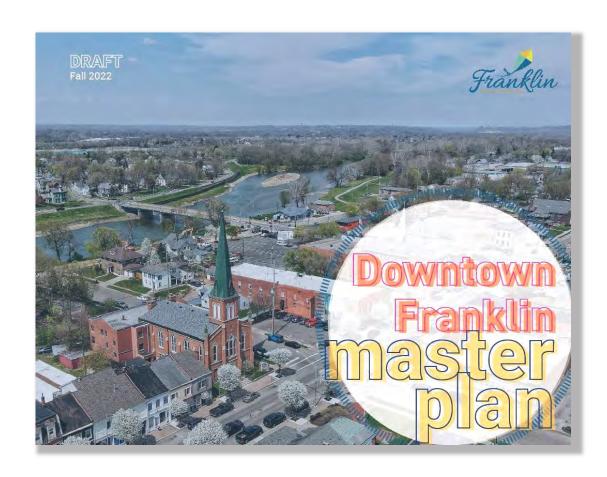






Next Steps include...

- Completion and Review of Plan draft
- Plan Revisions
- Present plan to Planning Commission and initiate adoption
- Begin implementing plan recommendations



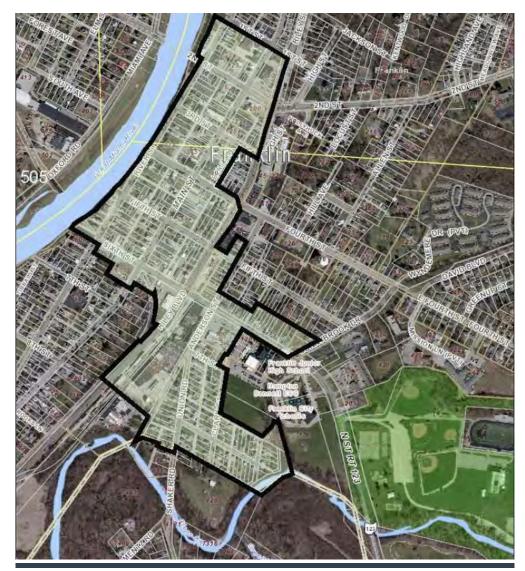
Zoning Code Update

Progress Report

June 2022

SCOPE of SERVICE

- Update the Zoning Code to reflect the new vision and recommendations established in the Downtown Master Plan
- Replace the existing C-3 Zoning District with new zoning districts that reflect the uses, building size and scale, and design recommendations from the Plan
- The boundaries of the new districts will match the Master Plan's 5 planning areas



Downtown Revitalization Area Extents

Proposed Zoning Districts

- Downtown Core Planning District to D-1 Downtown Core Zoning District
- Mixed Use Planning District to D-2 Mixed Use Zoning District
- Riverfront Planning District to D-3 Riverfront Zoning District
- Civic Planning District to D-4 Civic Zoning District
- Transitional Planning District to D-5 Transitional Zoning District

Key Gateways



- Review and update which uses will be permitted in the Downtown Zoning Districts
 - New Uses government facilities, public plazas/gathering areas, breweries/distilleries/cideries/wineries, business incubation, co-working facilities, makerspace, etc.
 - Uses No Longer Permitted auto-related uses (gas stations, car washes, auto sales, etc.), drive-thru uses, veterinary services, variety stores and price-point retailers
 - Customization within Downtown permitted and conditional uses vary between the five proposed districts to allow for ensuring uses are allowed where appropriate
 - Use Standards new use-specific standards are proposed to provide specific regulations that apply only to specific uses such as live/work dwellings, outdoor dining, parking, mobile uses, etc.

- Review and update dimensional standards
 - Maximum Setbacks proposed front yard setbacks for the Downtown Core and Mixed Use districts include a maximum setback to ensure new buildings are located close to the street edge.
 - No Minimums the proposed districts do not have minimum setback requirements (except for the transition district) to allow for maximum flexibility.
 - Increased Height the minimum height is proposed to increase in all the downtown districts from 25' (in existing C-3) to between 30'-60' depending on the district.





Examples of infill development and townhomes

- New design standards
 - Character new development shall complement the existing character, while allowing creativity in design.
 - Materials a variety of materials and higher quality materials will be required.
 - Form/Massing buildings will need to be articulated with color or material changes – on all 4 sides.
 - Window Openings pedestrianoriented windows will be required along the street front.
 - Screening mechanical units will need to be screened from view.





Examples of infill development and townhomes

- Other Changes
 - Landscaping existing landscaping requirements will apply as appropriate.
 - Signage the sign regulations will need to be updated in the code – additional discussions may be needed on this (what kinds of signs do you want to see/not want to see in downtown?)
 - Parking parking requirements can be exempted for parcels that cannot provide it based on their size/shape, but parking will be required for lots that can provide it (parking may need additional consideration on a more district-wide basis).





Examples of infill development and townhomes

Next Steps include...

- Review of Zoning Regulations
- Update and Complete Zoning Regulations
- Present Zoning Regulations to Planning Commission for recommendation
- Present to City Council for adoption

DOWNTOWN FRANKLIN

Proposed Downtown Zoning Regulations

Section 1107.11 Downtown Districts

- a) Intent. The intent and purposes of the Downtown Districts are to implement the vision and recommendations of the Downtown Franklin Master Plan and as follows:
 - D-1: <u>Downtown Core</u>: The intent of the D-1 Downtown Core District is to promote a mixed use traditional downtown center that is a destination within the region for culture, dining, shopping, and recreation.
 - D-2: Mixed Use: The intent of the D-2 Mixed Use District is to identify areas within Downtown
 Franklin for key mixed-use developments that include a diverse mix of uses at an intensity to
 catalyze development throughout Downtown Franklin.
 - D-3: Riverfront: The intent of the D-3 Riverfront District is to establish a multi-use destination along the Great Miami River, that attracts people for commercial, recreation, or leisure experiences.
 - 4) <u>D-4: Civic:</u> The intent of the D-4 Civic District is to identify areas within Downtown Franklin for civic destinations that provide a variety of key services to Franklin residents and the region.
 - 5) <u>D-5: Transitional:</u> The intent of the D-5 Transitional District is to provide a variety of residential development types, styles, and price points that cater to existing Franklin residents, while also attracting new residents into the city.

b) Use Standards

- 1) Use Permissions
 - A) <u>Permitted Uses:</u> A "P" in a cell indicates that a use is allowed-by-right in the respective zoning district. Permitted uses are subject to all other applicable regulations of this code.
 - B) <u>Conditional Uses:</u> A "C" in a cell indicates that a use may be permitted if approved through the conditional use process (section XXX). Conditional uses may be subject to use-specific standards that are identified in the last column of Table XXX. Conditional uses are subject to all other applicable regulations of this code, including the conditional use review standards set forth in section XXX.
 - C) <u>Prohibited Uses:</u> A blank cell in Table XXX indicates that a use is prohibited in the respective zoning district. If a use is not listed on Table XXX, then it shall also be considered prohibited, unless approved specifically through the similar use determination as established in section 1115.09(f): Determination of Similar Uses.