



Detailed Statement of Reason(s) for Applying for Dev. Variance/Special Exception:

1. Development Standards Variance from the requirements of Article 7, Chapter 3 of the City of Franklin Zoning Ordinance to allow the construction of garages and carports as accessory structures in the MXR zoning district.
Commitment 1 - locations of carports to be about the western and northern parking areas, while the garages will be about the eastern parking area. Actual design to be in substantial compliance with the included exhibit dated April 13, 2022.
Commitment 2 - at no point in time shall the carports be enclosed with any walls.
 - a. General Welfare: The approval will not be injurious to the public health, safety, morals, and general welfare of the community as both the carports and garages simply provide covered and enclosed areas of refuge for parked vehicles. All other development standards related to the accessory structures are met.
 - b. Adjacent Property: The use and value of the area adjacent to the property included in the variance will not be affected in a substantially adverse manner, as the western adjoiner is a public roadway. There are residential components to the west that will be shielded from the carports by required buffer yards and landscaping. The adjacent property to the east is a vacant lot, also zoned MXR, and the next lot west is a drive-thru restaurant. The property to the north is a common area with a detention facility.
 - c. Practical Difficulty: The strict application of the terms of the Ordinance will result in a practical difficulty in the use of the property, because higher-end multi-family often includes covered/enclosed parking as an amenity. As dwelling, multi-family is a use for the property that is a Special Exception, the intent of the ordinance in restricting these accessory structures does not specifically relate to that use.
2. Development Standards Variance from Article 5, Chapter 4 of the City of Franklin Zoning Ordinance to allow the main entrance of the primary use to NOT face the public right-of-way of the highest Thoroughfare Plan classification.
 - a. General Welfare: The approval will not be injurious to the public health, safety, morals, and general welfare of the community as the orientation of the structure has no bearing on those issues.

- b. **Adjacent Property:** The use and value of the area adjacent to the property included in the variance will not be affected in a substantially adverse manner, as the architectural colors and materials about all elevations will be consistent. The direction of the front-facing elevation has no impact to the use and value of the adjacent properties.
 - c. **Practical Difficulty:** The strict application of the terms of the Ordinance will result in a practical difficulty in the use of the property, because the property is actually situation on the corner roads both classified as Local and the front elevation faces Fairway Lakes Drive in lieu of Longest Drive; however, due to the fact that King Street is adjacent to the south of Longest Drive, it has been determined that the south elevation should be the “front”. In addition to this unique condition, the width of the lot facing King Street is not sufficient for the front-elevation/main entrance of the proposed structure.
- 3. **Development Standards Variance from Article 7, Chapter 2 of the City of Franklin Zoning Ordinance to allow for a maximum building height of 50’.**
 - a. **General Welfare:** The approval will not be injurious to the public health, safety, morals, and general welfare of the community as the additional height simply allows for the shielding of on-roof mechanical equipment.
 - b. **Adjacent Property:** The use and value of the area adjacent to the property included in the variance will not be affected in a substantially adverse manner, as the architectural colors and materials about all elevations will be consistent. The direction of the front-facing elevation has no impact to the use and value of the adjacent properties.
 - c. **Practical Difficulty:** The strict application of the terms of the Ordinance will result in a practical difficulty in the use of the property, because although mechanical appurtenances may exceed the permitted height standards, they must be shielded. The additional parapet height allows for the shielding of these exempt facilities.
- 4. **Special Exception from the requirements of Article 3, Chapter 2 of the City of Franklin Zoning Ordinance to allow the construction of dwelling, multi-family (more than 2 dwelling units) as the primary use within the MXR zoning district.**
 - a. **General Welfare:** The approval will not be injurious to the public health, safety, morals, and general welfare of the community as the location of the property serves as a good location for the proposed multi-family development to serve as a transitional use from the commercial uses developed along Paris Drive and the single-family use within the Fairway Lakes subdivision.
 - b. **Development Standards:** The requirements and developments standards for the requested use as prescribed by the Zoning Ordinance will be met with the exception of the variances listed above.

- c. Ordinance Intent: Granting the special exception will not be contrary to the general purposes served by this Ordinance and will not permanently injure other property or uses in the same zoning district and vicinity, because the proposed multi-family development will provide customers to the retail/restaurant establishments in the area.
- d. Comprehensive Plan: The proposed use will be consistent with the character of the zoning district in which it is located, and the Franklin Comprehensive Plan as can be read in Chapter 6 of the Comprehensive Plan:

Multifamily residential areas are intended to provide high-density residential options located in close proximity to appropriate goods and services, transportation routes, and parks and open spaces.

Multi-family residential areas are intended as transitional areas between activity centers and lower-density residential areas. As such, they should have strong street and pedestrian connections to these types of adjacent land uses.

Multi-family residential areas are encouraged to be incorporated into surrounding street systems and land use patterns, rather than existing as isolated developments relying primarily on internal streets. Multi-family residential developments should be provided with convenient pedestrian access to neighborhood and community activity centers and to parks and open spaces. These areas should also include strong connections to the Greenways Trail system.

All of these conditions are realized on this specific property.