



City of Franklin

Mailing Address:
109 3rd Ave S
Franklin, TN 37064
(615) 791-3217

Meeting Agenda

Work Session

Tuesday, June 23, 2026

5:00 PM

Williamson County
Auditorium

MEETING LOCATION

Williamson County Auditorium
1320 West Main Street

CALL TO ORDER

CITIZEN COMMENTS

Comments on agenda items may be made in person or by emailing recorder@franklinton.gov before noon on the day of the meeting. Comments will be submitted for the record.

WORK SESSION DISCUSSION ITEMS

1. Williamson Inc Economic Development Report

Sponsors: Nathan Zipper

2. *Consideration Of Event Permit For The Heritage Ball Sponsored By The Heritage Foundation At The Park At Harlinsdale Farm On September 12, 2026

Sponsors: Lisa Clayton, Milissa Reiersen, Monique McCullough

3. Consideration Of Event Permit For Christmas Parade Sponsored By Downtown Franklin Rotary Club On December 5, 2026

Sponsors: Milissa Reiersen, Monique McCullough

4. Consideration Of COF Contract No. 2026-0094, With Franklin Noon Rotary For The "Franklin Rodeo Plaza" At Jim Warren Park

Sponsors: Lisa Clayton, Heather Eusebio

5. *Consideration Of Amendment 2 To COF Contract No. 2023-0033, With Axon Enterprise For Additional Axon Fleet 3 Equipment Body Cameras And Additional 5 Licenses For A Cost Of \$114,877.32

Sponsors: Deb Faulkner

6. Consideration Of Resolution 2026-27, A Resolution To Adopt The 2026 Transit Master Plan

Sponsors: Paul Holzen, Max Baker

7. Consideration Of Amendment 3 To COF Contract No. 2020-0286, With Westlaw Subscription To Add CoCounsel At A Cost Of \$90,864

Sponsors: Shauna Billingsley

8. *Consideration Of Resolution 2026-13, A Resolution Acknowledging A Concept Plan For The Former DePriest Property And Closure Of A Portion Of Strahl Street And Future Unification Of The Property As Park Space
WS 5/26/26

Sponsors: Lisa Clayton, Heather Eusebio

9. Follow-Up Discussion On Armistead Infrastructure Development District — Lien Ratios And Affordable Housing Component
WS 6/9/26

Sponsors: Shauna Billingsley, Walter Denton

10. Follow-Up Discussion Of City Hall Redevelopment Block Park Funding Options
WS 6/9/26

Sponsors: Eric Stuckey, Mark Hilty, Lisa Clayton

OTHER BUSINESS

ADJOURN

Anyone needing accommodations due to disabilities please contact the ADA Coordinator at 615-791-3277 at least 24 hours prior to the meeting.



File #: 26-0456

DATE: 6/23/2026

TO: Board of Mayor and Aldermen

FROM: Eric Stuckey, City Administrator
Nathan Zipper

SUBJECT:

Williamson Inc Economic Development Report

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning

BACKGROUND/STAFF COMMENTS:

(Brief description of the history and supporting information regarding the item, including an explanation of why staff is recommending the action.)

FINANCIAL IMPACT:

(Include the cost of the item, how the item will be funded, which fund it will come from, if there are grants or loans involved and whether the item is included in the current approved budget.)

RECOMMENDATION:

Staff recommends that the Board of Mayor and Aldermen approve (item name).



File #: 26-0778

DATE: 6/23/2026

TO: Board of Mayor and Aldermen

FROM: Eric Stuckey, City Administrator
Lisa Clayton, Director of Parks & Recreation
Milissa Reiersen, Chief Communications Officer
Monique McCullough, Public Outreach & Special Events Supervisor

SUBJECT:

*Consideration Of Event Permit For The Heritage Ball Sponsored By The Heritage Foundation At The Park At Harlinsdale Farm On September 12, 2026

PURPOSE:

The purpose of this memo is to outline recommendations for the Heritage Foundation's annual Heritage Ball.

BACKGROUND/STAFF COMMENTS:

The Heritage Foundation has requested the use of The Park at Harlinsdale Farm for their annual Heritage Ball scheduled for September 12, 2026. This would be the first time in many years the event is held at Harlinsdale Farm. The applicant has requested the use of the park from September 3rd – September 15th. Estimated attendance is 780.

The Heritage Ball has historically concluded at midnight. However, following concerns received after last year's event from area residents regarding the noise, City staff recommends the Heritage Ball conclude by 11:00 p.m. in accordance with the City's noise ordinance.

FINANCIAL IMPACT:

The applicant is responsible for the cost of staff, facility usage, and any damage that occurs during the event (including set-up and tear-down).

RECOMMENDATION:

Staff recommends approval with the following conditions:

- Applicant will provide copy of Good Neighbor letter which will be distributed to affected neighborhoods.
- Event ends by 11 p.m.
- Applicant will provide a detailed map and meet with Special Events Advisory Team at least two months prior to event to go over final layout and details.

Parks Department:

- All coordinating regarding the event, including fees and pre-event site meetings, will be done with the Programming Division at the Parks Department.

Risk Management:

- Applicant will provide certificate of insurance with liquor liability naming the City as additional insured. COI must cover all days applicant is on the property.
- Any hired providers must have insurance covering their activity, equipment and service, naming the City as additional insured. Insurance needs to include the entire time from set up to breakdown.

Police Department:

- Applicant will hire recommended number of extra-duty Franklin Police Officers to provide security and traffic control.

Sanitation and Environmental Services Department:

- Applicant will lease dumpsters from the Sanitation and Environmental Services Department
- Applicant will provide volunteers to pick up any trash associated with the event.

Fire Department:

- Applicant must adhere to requirements provided by the Fire Marshal's office

Building & Neighborhood Services Department:

- It will be necessary to pull an electrical permit and have an inspection for this event.

Billing and Licensing:

- Applicant must obtain a Beer Permit from the City's Beer Board.

OFFICE USE ONLY
Permit No:



City of Franklin Special Event Permit Application

*Application is Due 90 Days Prior to Scheduled Event.
Please read application carefully and fully complete each section.
A non-refundable application fee of \$100 is due at time of filing.*

Note: Filing this application does not guarantee that you request will be granted.

Please list all that apply: Ball

- 1. Name/purpose of event:** 53rd Annual Heritage Ball
- 2. Location Requested:** (if Temporary Street Closure, list major roads to be closed):
Harlinsdale Farm
- 3. Date or dates of event:** 09/12/2026
- 4. Start/End Times of Event:**
September 12th; 5p-12a

What date/time will set-up begin? 9/3/2026 9:00 AM

What date/time will tear-down be complete? 9/15/2026 5:00 PM

**Note: Event is responsible for cost of staff required during this time (including Franklin Police Officers). Read Additional Requirements section for more information).*

- 5. Time of Street Closure (if applicable):**
4:00pm
- 6. An estimated number expected to attend during the course of the event:**
Spectators/Attendees: 700 Event Staff/Volunteers:80 Total:780
- 7. Name of applicant and Organization Requesting Permit** (at least one applicant must be a resident of the City of Franklin; or the organization must be located in the City limits of Franklin): **Applicant / Organization Requesting Permit**
Ian Hunt
Heritage Foundation
Po Box 723
Franklin, TN 37065
[REDACTED]
[REDACTED]
Person in charge on day of event: Jayme Smith
Cell: [REDACTED] **E-mail address:** [REDACTED]
Name and Cell Number of at least two others available on day of event:
Name: Ian Hunt **Cell:** [REDACTED] **E-mail address:** [REDACTED]
Name: Heidi Hood **Cell:** [REDACTED] **E-mail address:** [REDACTED]

8. **DETAILED description of the event** (include information regarding the appropriateness of the event for all ages. If available, include the names and descriptions of acts/performers) :
53rd Annual Heritage Ball

9. **ENCLOSE A DETAILED PDF MAP** of the event site and/or route, detailing any temporary or permanent structures, street closures, parking, etc. If applicable, list the location, blocks, streets, and/or intersections in which such an event will occur. **For large-scale events, a map or maps should be obtained from the City's GIS division.**

If also submitting a CAD file, please ensure that it is in DWG file format, and projected in TN State Plane NAD83

Please detail any restricted parking areas on the event map.

Event Map: [26-0912 Dinner Tent 052026.pdf](#)

10. **Please attach a list (in PDF format)** containing the names, addresses, and phone numbers of the Chairperson of the organization and all other persons involved in the management or control of the organization and/or committee.

Administrative Contact List: [2026 Staff List.pdf](#)

11. **Where is your organization based?** Williamson County

12. **Is your organization authorized to do business in Tennessee?** Yes

13. **Is your organization a tax-exempt organization as described by the Internal Revenue Code Section 501(c)(3) or a not-for-profit organization?** Yes

IRS tax exemption letter: [2023 Sales Tax Exemption USE THIS ONE TIL 2027 \(2\) \(1\).pdf](#)

14. **Will you charge an admission fee?** Yes

Average admission fee: 500

15. **Will you charge a vendor participation fee?** No

Average vendor participation fee?

16. **Total Estimated Revenue from vendors, ticket sales, and sponsorship to event organizer:**

17. **Will any charity, gratuity, or offers be solicited or accepted during the event?** Yes

18. **Is this event a fundraiser?** Yes

What organization will be the benefactor of event? Heritage Foundation of Williamson County

What percentage of funds will they receive? 100

19. **Will parking in the area of the event need to be restricted or prohibited?** Yes

20. **Will any sound amplification equipment be used during the event?** Yes

21. **Applicant must also include a copy of the insurance certificate indicating coverage and listing the City of Franklin as an additional insured**

***For stages, tents, etc. constructed on site prior to the event, that date must be included on the Certificate of Insurance provided to the City of Franklin. Stages MUST be removed from the site at end of the event.

***Rented inflatables/interactives that are set up and manned by the applicant must be included specifically in the applicant's Certificate of Insurance.

If you already have your insurance certificate, please upload it now in pdf format. Otherwise, your insurance certificate will need to be submitted before your event is approved.

Insurance Certificate:

22. **What, if any, vendors will be present at event?** (i.e. medical related, shirts, arts, etc.) **Please provide detailed list.**
Southern Events, Amos Gott Designs
Fill list not ready yet
23. **Will food, beverages, or merchandise be sold or given away?** No
Clean-up of the area is required. Please attach your clean-up and recycling plan, including name of clean-up provider with contact information for person who will be on on-site during event. See Question #26.
Clean Up Plan and Provider:
24. Events under 200 participants require a \$250 refundable security deposit at the time of approval. For events over 200, a \$1000 security deposit is required upon approval. If the applicant fails to restore the property to its prior condition, then the applicant shall be responsible to the City of Franklin for any costs incurred in restoring the property after the event. Surrender of the deposit in no way relieves the applicant of the responsibility for any costs incurred by the City of Franklin in excess of the deposit. Applicant's event coordinator or representative and a City of Franklin representative will conduct a Pre-Event meeting prior to event date for Pre-Event Check List Site Review. *At the end of the event, a Post-Event Check List shall be completed by the Applicant's event coordinator, or representative, and a City of Franklin representative to re-assess the site for trash and damage, and to secure with caution tape and signage (provided by event group) any tents left for removal.* Damage deposit will be refunded after a satisfactory Post Event Check List has been completed and signed off on by both the City of Franklin and organization requesting event.
***NOTE:** Events that include deep frying cooking oil operations are required to have a grease pit on-site and contract with a grease waste hauler to handle the grease waste and removal of the grease pit. A copy of this agreement shall be filed along with this application. The primary event sponsor is required to remove all cooking grease from the site immediately after the event. Illegal dumping of cooking grease will be prosecuted. *Please read Additional Requirements section of this application for more information.*
25. **Will you require a temporary water tap?** No
If yes, please list exact locations:
26. **Will alcohol, beer, and/or wine be given away or sold?** Yes
If yes, a permit from the relevant board is required. Please read Additional Requirements section of this application for more information.
27. **Will your event include tents or other temporary structures, propane use, or open flames?** Yes
Tents 400 sq. ft. or larger (or, if cooking operations are under the tent, 200 sq. ft. or larger) require a special inspection from the Franklin Fire Department. All tents must meet the requirements of Chapter 31 of the International Fire Code. Tents 20-ft by 20-ft or larger much have an approved label or documentation showing the tent fabric meets all flammability requirements. Tents larger than 400-SF must be inspected and approved by the fire department before the event opens. All cooking operations must be inspected and approved by the fire department before the event opens. Cooking operations will be periodically inspected throughout the event. Tents should be taken down on the date the event has ended. ***Please read the Additional Requirements section of this application for more information.***
28. **Attach Good Neighbor Letter and Mailing List used.** *Please read Additional Requirements section of this application for more information.*
Good Neighbor Letter: [2026 - Good Neighbor Letter Ball.pdf](#)
Good Neighbor Letter Mailing List: [Dickens_CoF RESIDENT_Mailing List \(1\).xlsx](#)



Rules and Regulations

Please Read All Attachments Before Signing Application.

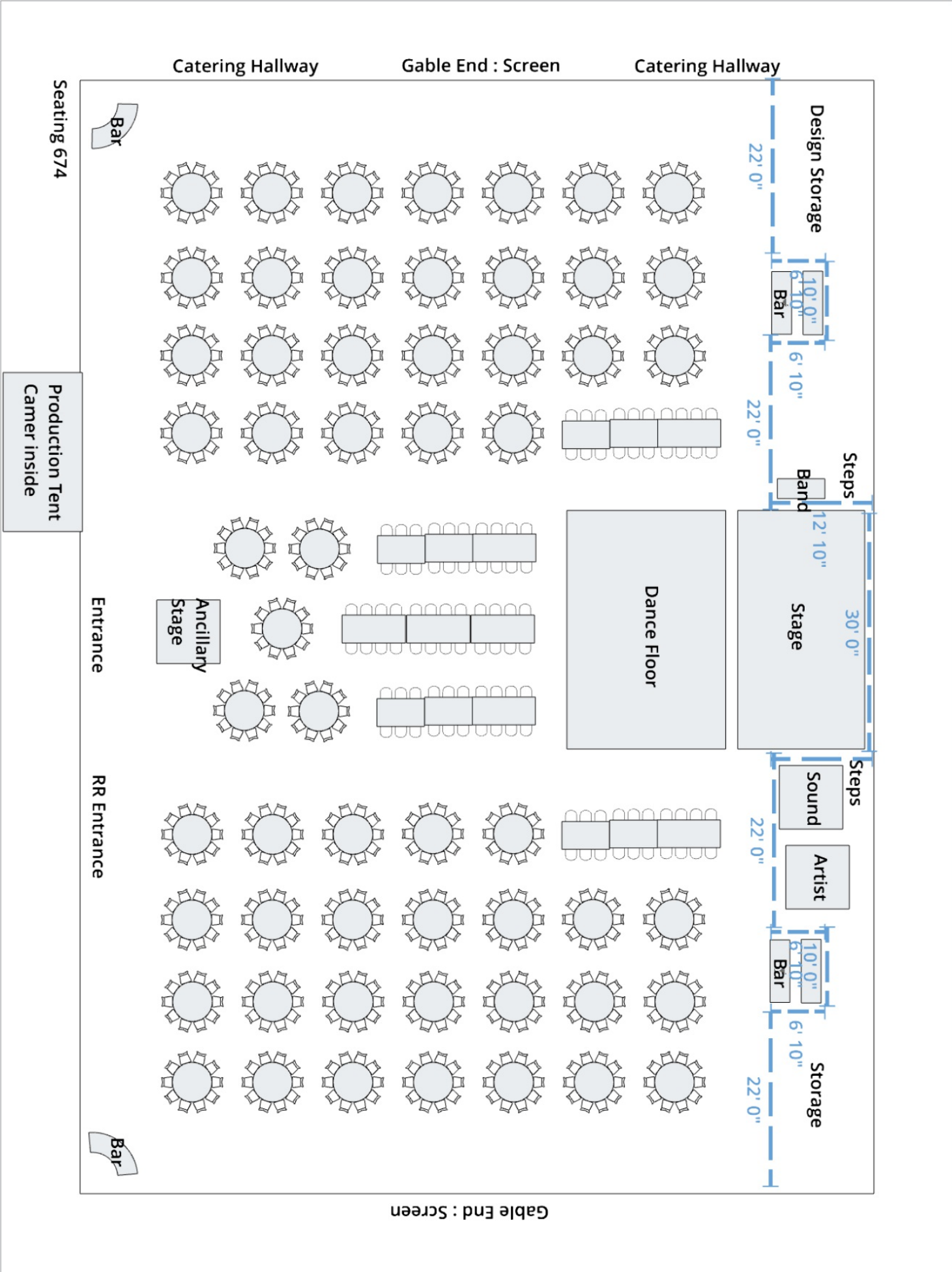
- 1) I/We agree to abide by all ordinances and regulations of the City of Franklin and all State and Federal Laws.
- 2) I/We agree to abide by all conditions placed upon the event by the City Administrator and the Board of Mayor and Aldermen.
- 3) I/We do swear or affirm that all of the information given in this application is true and complete.
- 4) I/We do swear or affirm that the organization is located in the city limits of Franklin and/or one of the applicants is a resident of the City of Franklin, Tennessee.
- 5) I/We do hereby agree to assume the defense of and indemnify and save harmless the City, its mayor, aldermen, boards, commissions, officers, employees and agents, from all suits, actions, damages or claims to which the City may be subjected of any kind or nature whatsoever resulting from, caused by, arising out of or as a consequence of such event and the activities permitted in connection there with.
- 6) I/We agree to submit a certificate of insurance prior to the event in an amount determined by the City naming the City of Franklin and its employees as additional insured. The City may require the sponsor and/or vendor provide higher levels of insurance, coverage, and policies as deemed reasonable and necessary based on specific event risk factors and review by the City's insurer.
- 7) I/We agree, if holding the special event on City property, to return the site to its pre-event condition at the conclusion of the event.
- 8) I/We agree to provide a copy of the signed Event Application to any vendors, planners, and related parties associated with the event to ensure they are familiar with the guidelines set forth herein.
- 9) I/We understand and acknowledge that all vendors, acts, performers, organizers, and patrons must not violate any laws pertaining to adult entertainment as defined by Tennessee State law.
- 10) I/We understand that I/we assume the responsibility of the actions of any vendors, planners, and related parties for this event.
- 11) I/We understand that granting of Special Event Permit does not imply granting of other permits that are separately required.
- 12) The application for an event permit shall be filed not less than 90 days nor more than 364 days prior to the scheduled date of such event. Suggested filing is at least 180 days prior to scheduled event. Events should not be advertised or promoted until an event permit has been obtained from the City. Failure to file in a timely manner may result in denial of a permit.
- 13) I/We understand that event permit holders may be responsible for 100 percent of the costs incurred by the City for staff time and resources.

BY: Ian Hunt Director of Facilities and Event Support Date: 5-27-26
(Signature and title – must be officer of organization)

Approved by the Board of Mayor and Aldermen on _____, 20____

Dr. Ken Moore, Mayor

Eric S. Stuckey, City Administrator



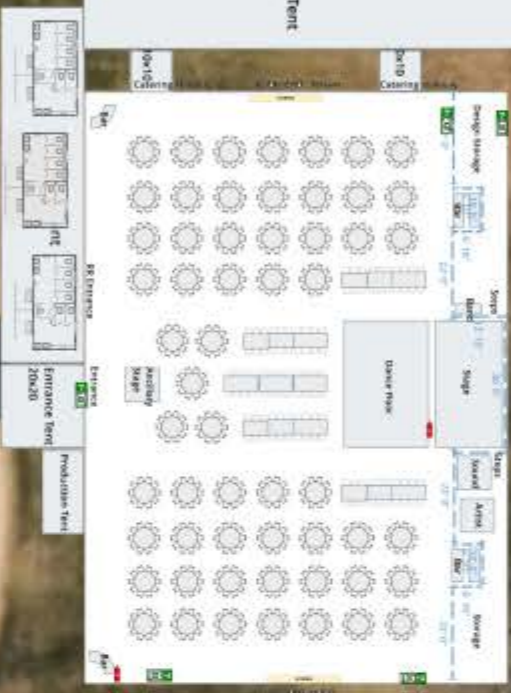
10 Feet



Dumpster

Cocktail Party, Late Party, Silent Auction

Catering Tent 30x60



Cocktails

Cocktails

Flour & Forge

Guided Checkin

Step & Repeat

Sponsor

Event Name: 53rd Annual Heritage Ball

FORM C

Signature: _____



Buildings, Structures, & Power Sources

If your special event includes any of the following, you may need to obtain a permit from the Building and Neighborhood Services Department. Please check any that apply.

Any site-built platforms (stages) and/or bleachers, Any electrical work utilizing site-constructed equipment or wiring, Any electrical equipment or work utilizing in excess of 120 volts, Any cooking equipment requiring site modifications or additions (duct work, exhaust systems, electrical work, etc.), or that utilizes in excess of 120 volts;

Building permits and/or inspections also may be required whenever deemed necessary, due to unique conditions, shoddy construction, substandard assembly or set-up, unqualified assemblers, lack of maintenance, or dilapidation of equipment, materials or systems.

All Permit applications are subject to permit fees.

If you have any questions about whether you need to apply for a permit from the Building & Neighborhood Services Department, please call 615-794-7012.



HISTORIC
FRANKLIN
TENNESSEE

Signature: _____

Sound Amplification

In accordance with Title 11 Chapter 4 of the Franklin Municipal Code (*Offenses Against the Peace and Quiet*), amplification of sound located in or within 100 feet of a residential property line which is plainly audible is prohibited between the hours of 10:00 p.m. and 7:00 a.m. Sunday through Thursday and between the hours of 11:00 p.m. and 7:00 a.m. Friday and Saturday except for special events where a special permit has been obtained from the City of Franklin authorizing such event. In the event that a special event permit has been obtained from the City of Franklin, no other amplification of sound will be permitted within the area of the special event except that which has been applied for and authorized by the city pursuant to the permit application.

Applicant/Organization: Ian Hunt - Heritage Foundation

Event Name: 53rd Annual Heritage Ball

Event Date(s): 09/12/2026

- 1. Time amplification equipment will be used:** From: 5:30 PM To: 11:55 PM
- 2. Exact locations sound amplification equipment will be used** (*i.e. stage located on Second Avenue*). Provide map/layout if necessary:
Harlinsdale Farm - Tractor Supply Arena

Sound Amplification Map: [26-0912 Dinner Tent 052026.pdf](#)

- 3. For what purpose will sound amplification be used?** *Please list all that apply:*
Announcements/Speeches,Band/Singers,Sound System
- 4. Type of Amplifier:** PA System
- 5.**

Number of Amplifiers: TBD	Number of Speakers: TBD	Number of Performers: TBD
----------------------------------	--------------------------------	----------------------------------
- 6. Name and Cell Number of at least two coordinators who will monitor the sound level and respond to complaints and violations:**

Name: Ian Hunt	Cell: [REDACTED]	E-Mail: [REDACTED]
Name: Jayme Smith	Cell: [REDACTED]	E-Mail: [REDACTED]

Authorized Signature: Ian Hunt

Date: 05/27/2026

The City of Franklin's Municipal Code (Title 11, Chapter 4) allows for exceptions to the City's noise standards for City authorized or sponsored events. However, the City retains the right to ask for a change of an event's location or time in an attempt to decrease the number of people impacted by event noise. The City may refuse a special event application based on noise complaints by neighboring businesses and residents. The City therefore encourages event-holders to work with neighbors to alleviate negative impacts wherever possible. At minimum, you should plan to point speakers away from residences.

Staff Conditions:

Staff recommends approval with the following conditions:

- Applicant will provide copy of Good Neighbor letter which will be distributed to affected neighborhoods.
- Event ends by 11 p.m.
- Applicant will provide a detailed map and meet with Special Events Advisory Team at least two months prior to event to go over final layout and details.

Parks Department:

- All coordinating regarding the event, including fees and pre-event site meetings, will be done with the Programming Division at the Parks Department.

Risk Management:

- Applicant will provide certificate of insurance with liquor liability naming the City as additional insured. COI must cover all days applicant is on the property.
- Any hired providers must have insurance covering their activity, equipment and service, naming the City as additional insured. Insurance needs to include the entire time from set up to breakdown.

Police Department:

- Applicant will hire recommended number of extra-duty Franklin Police Officers to provide security and traffic control.

Sanitation and Environmental Services Department:

- Applicant will lease dumpsters from the Sanitation and Environmental Services Department
- Applicant will provide volunteers to pick up any trash associated with the event.

Fire Department:

- Applicant must adhere to requirements provided by the Fire Marshal's office

Building & Neighborhood Services Department:

- It will be necessary to pull an electrical permit and have an inspection for this event.

Billing and Licensing:

- Applicant must obtain a Beer Permit from the City's Beer Board.



File #: 26-0780

DATE: 6/23/2026

TO: Board of Mayor and Aldermen

FROM: Eric Stuckey, City Administrator
Milissa Reiersen, Chief Communications Officer
Monique McCullough, Public Outreach & Special Events Supervisor

SUBJECT:

Consideration Of Event Permit For Christmas Parade Sponsored By Downtown Franklin Rotary Club On December 5, 2026

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning recommendations for the annual Christmas Parade.

BACKGROUND/STAFF COMMENTS:

The Downtown Franklin Rotary Club has submitted its application for the annual Franklin Christmas Parade, scheduled for December 5 at 1 p.m. This year, the club is proposing a reversed parade route—beginning at 11th Avenue and Main Street and ending at 11th Avenue and Highway 96W. Organizers believe the change will position Main Street as the true “centerpiece” of the event rather than placing it near the end of the route. There is also the possibility that this adjustment may allow neighborhood streets to reopen sooner.

Estimated attendance is 45,000.

FINANCIAL IMPACT:

The Downtown Franklin Rotary Club will pay for extra-duty police officers to work the event.

RECOMMENDATION:

The City's Special Events Advisory Team (SEAT) has reviewed the application and recommends approval with the following conditions:

- Applicant must notify affected neighborhoods of the event and street closures

Risk Management:

- Applicant will provide a certificate of insurance naming the City as an additional insured.
- Any accidents or injuries occurring during the event should be reported to City representatives immediately.
- Event organizers will notify all participants that, for safety reasons, candy cannot be thrown from floats.

Streets Department:

- Department will put out Message Boards several days prior to the event to notify motorists of closures.
- Department will put out bike barricades along Main Street for crowd control.
- Department will provide clean-up crew after the event.

Police Department:

- Applicant will hire the recommended number of extra-duty Franklin Police Officers to provide security and traffic control for the event.

Sanitation and Environmental Services Department:

- Department will provide rollout containers along the parade route.
- Applicant will provide volunteers to do clean-up after the event.

Parks Department:

- Applicant will work with Department to determine locations and rules/regulations for staging areas at Jim Warren Park.

OFFICE USE ONLY

Permit No:



HISTORIC
FRANKLIN
TENNESSEE

City of Franklin Special Event Permit Application

*Application is Due 90 Days Prior to Scheduled Event.
Please read application carefully and fully complete each section.
A non-refundable application fee of \$100 is due at time of filing.*

Note: Filing this application does not guarantee that you request will be granted.

Please list all that apply: Parade/March

1. **Name/purpose of event:** 2026 Downtown Franklin Christmas Parade presented by Downtown Franklin Rotary Club
2. **Location Requested:** *(if Temporary Street Closure, list major roads to be closed):*
See attached map

3. **Date or dates of event:** 12/05/2026

4. **Start/End Times of Event:**

Parade staging will begin around 10am in Jim Warren Park and at the FFD Office on Hwy 96.
Parade Line-up will begin at noon (12pm)
Parade itself will start at 1:00pm

Parade should last approximately 2hours

Parade clean-up should be complete by 5:00pm

What date/time will set-up begin? 12/6/2025 8:00 AM

What date/time will tear-down be complete? 12/6/2025 5:00 PM

**Note: Event is responsible for cost of staff required during this time (including Franklin Police Officers). Read Additional Requirements section for more information).*

5. **Time of Street Closure** *(if applicable):*

We would like all streets along the initial parade route to be closed by 11:45am so that we can begin lining up the parade participants at 12:00pm (noon). The parade itself will start at 1:00pm

6. **An estimated number expected to attend during the course of the event:**

Spectators/Attendees: 45,000

Event Staff/Volunteers:150

Total:45,150

7. **Name of applicant and Organization Requesting Permit** (at least one applicant must be a resident of the City of Franklin; or the organization must be located in the City limits of Franklin): **Applicant / Organization Requesting Permit**

Alan Simms
Downtown Franklin Rotary Club
119 LEWISBURG AVE
FRANKLIN, TN 37064-2883

Person in charge on day of event: Sharon Thompson

Cell: [REDACTED]

E-mail address: [REDACTED]

Name and Cell Number of at least two others available on day of event:

Name: Alan Simms

Cell: [REDACTED]

E-mail address: [REDACTED]

Name: Jamie Villers

Cell: [REDACTED]

E-mail address: [REDACTED]

8. **DETAILED description of the event** (include information regarding the appropriateness of the event for all ages. If available, include the names and descriptions of acts/performers) :
A traditional family-friendly parade celebrating Christmas and the arrival of Santa Claus into Franklin.

9. **ENCLOSE A DETAILED PDF MAP** of the event site and/or route, detailing any temporary or permanent structures, street closures, parking, etc. If applicable, list the location, blocks, streets, and/or intersections in which such an event will occur. *For large-scale events, a map or maps should be obtained from the City's GIS division.*
If also submitting a CAD file, please ensure that it is in DWG file format, and projected in TN State Plane NAD83

Please detail any restricted parking areas on the event map.

Event Map: [Rotary Christmas Parade reverse direction map.pdf](#)

10. **Please attach a list (in PDF format)**, containing the names, addresses, and phone numbers of the Chairperson of the organization and all other persons involved in the management or control of the organization and/or committee.

Administrative Contact List: [2026 DFRC Officers.xlsx](#)

- 11. **Where is your organization based?** Williamson County
- 12. **Is your organization authorized to do business in Tennessee?** Yes
- 13. **Is your organization a tax-exempt organization as described by the Internal Revenue Code Section 501(c)(3) or a not-for-profit organization?** Yes
IRS tax exemption letter: [TN Tax Cert.pdf](#)
- 14. **Will you charge an admission fee?** No
Average admission fee:
- 15. **Will you charge a vendor participation fee?** No
Average vendor participation fee?
- 16. **Total Estimated Revenue from vendors, ticket sales, and sponsorship to event organizer:**
- 17. **Will any charity, gratuity, or offers be solicited or accepted during the event?** No
- 18. **Is this event a fundraiser?** Yes
What organization will be the benefactor of event? Downtown Franklin Rotary Club Foundation
What percentage of funds will they receive? 100% - expenses
- 19. **Will parking in the area of the event need to be restricted or prohibited?** Yes
- 20. **Will any sound amplification equipment be used during the event?** Yes

21. **Applicant must also include a copy of the insurance certificate indicating coverage and listing the City of Franklin as an additional insured**

***For stages, tents, etc. constructed on site prior to the event, that date must be included on the Certificate of Insurance provided to the City of Franklin. Stages MUST be removed from the site at end of the event.

***Rented inflatables/interactives that are set up and manned by the applicant must be included specifically in the applicant's Certificate of Insurance.

If you already have your insurance certificate, please upload it now in pdf format. Otherwise, your insurance certificate will need to be submitted before your event is approved.

Insurance Certificate:

22. **What, if any, vendors will be present at event?** (i.e. medical related, shirts, arts, etc.) **Please provide detailed list.**
NONE

23. **Will food, beverages, or merchandise be sold or given away?** No

Clean-up of the area is required. Please attach your clean-up and recycling plan, including name of clean-up provider with contact information for person who will be on on-site during event. See Question #26.

Clean Up Plan and Provider:

24. Events under 200 participants require a \$250 refundable security deposit at the time of approval. For events over 200, a \$1000 security deposit is required upon approval. If the applicant fails to restore the property to its prior condition, then the applicant shall be responsible to the City of Franklin for any costs incurred in restoring the property after the event. Surrender of the deposit in no way relieves the applicant of the responsibility for any costs incurred by the City of Franklin in excess of the deposit. Applicant's event coordinator or representative and a City of Franklin representative will conduct a Pre-Event meeting prior to event date for Pre-Event Check List Site Review. *At the end of the event, a Post-Event Check List shall be completed by the Applicant's event coordinator, or representative, and a City of Franklin representative to re-assess the site for trash and damage, and to secure with caution tape and signage (provided by event group) any tents left for removal.* Damage deposit will be refunded after a satisfactory Post Event Check List has been completed and signed off on by both the City of Franklin and organization requesting event.
NOTE: Events that include deep frying cooking oil operations are required to have a grease pit on-site and contract with a grease waste hauler to handle the grease waste and removal of the grease pit. A copy of this agreement shall be filed along with this application. The primary event sponsor is required to remove all cooking grease from the site immediately after the event. Illegal dumping of cooking grease will be prosecuted. *Please read Additional Requirements section of this application for more information.

25. **Will you require a temporary water tap?** No

If yes, please list exact locations:

26. **Will alcohol, beer, and/or wine be given away or sold?** No

If yes, a permit from the relevant board is required. Please read Additional Requirements section of this application for more information.

27. **Will your event include tents or other temporary structures, propane use, or open flames?** No

Tents 400 sq. ft. or larger (or, if cooking operations are under the tent, 200 sq. ft. or larger) require a special inspection from the Franklin Fire Department. All tents must meet the requirements of Chapter 31 of the International Fire Code. Tents 20-ft by 20-ft or larger must have an approved label or documentation showing the tent fabric meets all flammability requirements. Tents larger than 400-SF must be inspected and approved by the fire department before the event opens. All cooking operations must be inspected and approved by the fire department before the event opens. Cooking operations will be periodically inspected throughout the event. Tents should be taken down on the date the event has ended. ***Please read the Additional Requirements section of this application for more information.***

28. **Attach Good Neighbor Letter and Mailing List used.** *Please read Additional Requirements section of this application for more information.*

Good Neighbor Letter: [Good Neighbor.pdf](#)

Good Neighbor Letter Mailing List: [Good Neighbor.pdf](#)



DOWNTOWN FRANKLIN ROTARY CLUB CHRISTMAS PARADE ROUTE

PRIORITY QUEUING	PARADE ROUTE
QUEUING ROUTE 1 (Bands and Dancers)	PRESSURE RELIEF
QUEUING ROUTE 2 (Walking Participants)	DISPERSION ROUTE
QUEUING ROUTE 3 (Motorized Vehicles)	

Downtown Franklin Rotary Club
Friday, June 12, 2026

Monique McCullough
Special Events/Public Outreach
City of Franklin, Tennessee

Dear Monique,

The Downtown Franklin Rotary Club has been honored to coordinate the annual Downtown Franklin Christmas Parade since 2023, when we proudly assumed this responsibility from the Kiwanis Club.

Each year, following the parade, we meet with our partners - including the City of Franklin - and gather feedback from participants and the community to ensure the event runs smoothly and to identify opportunities for continued improvement.

As you know, last year we were able to utilize the City's stage from the Tree Lighting ceremony to provide live commentary throughout the parade. The response from both participants and spectators was overwhelmingly positive, and we believe this addition significantly enhanced the overall experience.

For this year's parade, we are proposing a small but meaningful adjustment. While the parade route itself remains unchanged, we plan to reverse the direction - beginning at 11th and Main and concluding at 11th and Highway 96. We believe this change will bring renewed energy to the event by allowing the full length of Main Street to serve as the centerpiece of the parade rather than appearing near the end. This shift will create a more vibrant, engaging, and hometown-focused atmosphere for participants and spectators alike.

Also, while we'll need to see how it works in practice, this change may also make it possible to reopen some of the neighborhood streets a little earlier than in past years, which could help lessen the overall impact on residents.

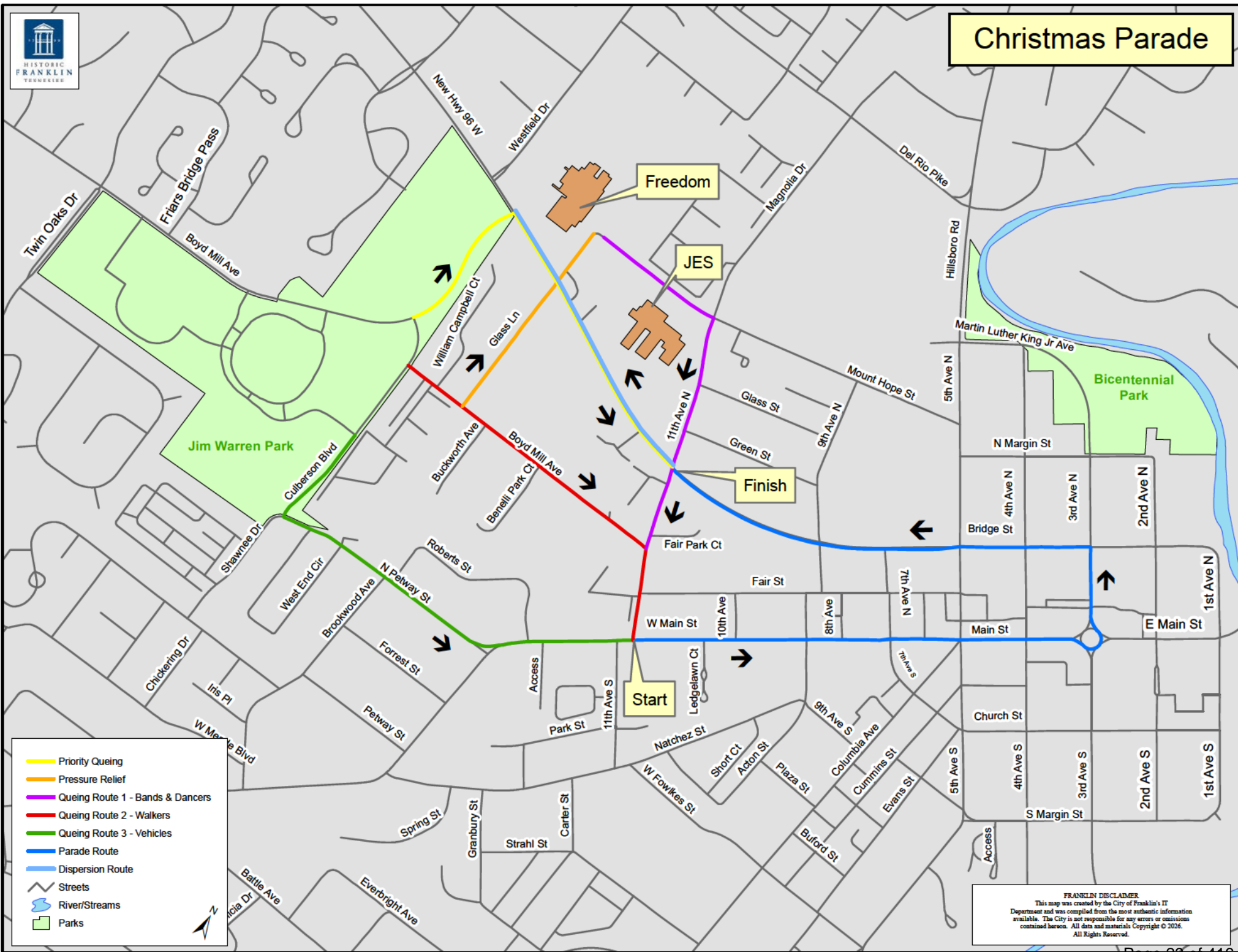
We appreciate our continued partnership with the City of Franklin and look forward to working together to make this year's parade the best yet.

Sincerely,

Sharon Thompson & Alan Simms
Parade Directors
Downtown Franklin Rotary Club



Christmas Parade



- Priority Queing
- Pressure Relief
- Queing Route 1 - Bands & Dancers
- Queing Route 2 - Walkers
- Queing Route 3 - Vehicles
- Parade Route
- Dispersion Route
- Streets
- River/Streams
- Parks

FRANKLIN DISCLAIMER
 This map was created by the City of Franklin's IT Department and was compiled from the most authentic information available. The City is not responsible for any errors or omissions contained herein. All data and materials Copyright © 2026. All Rights Reserved.

Event2026 Downtown Franklin
Name:Christmas Parade presented
by Downtown Franklin
Rotary Club



HISTORIC
FRANKLIN
TENNESSEE

FORM C

Signature: _____

Buildings, Structures, & Power Sources

If your special event includes any of the following, you may need to obtain a permit from the Building and Neighborhood Services Department. Please check any that apply.

Any site-built platforms (stages) and/or bleachers

Building permits and/or inspections also may be required whenever deemed necessary, due to unique conditions, shoddy construction, substandard assembly or set-up, unqualified assemblers, lack of maintenance, or dilapidation of equipment, materials or systems.

All Permit applications are subject to permit fees.

If you have any questions about whether you need to apply for a permit from the Building & Neighborhood Services Department, please call 615-794-7012.

Event 2026 Downtown
Name: Franklin
Christmas
Parade
presented by
Downtown
Franklin
Rotary Club



Signature: _____

Sound Amplification

In accordance with Title 11 Chapter 4 of the Franklin Municipal Code (*Offenses Against the Peace and Quiet*), amplification of sound located in or within 100 feet of a residential property line which is plainly audible is prohibited between the hours of 10:00 p.m. and 7:00 a.m. Sunday through Thursday and between the hours of 11:00 p.m. and 7:00 a.m. Friday and Saturday except for special events where a special permit has been obtained from the City of Franklin authorizing such event. In the event that a special event permit has been obtained from the City of Franklin, no other amplification of sound will be permitted within the area of the special event except that which has been applied for and authorized by the city pursuant to the permit application.

Applicant/Organization: Alan Simms - Downtown Franklin Rotary Club

Event Name: 2026 Downtown Franklin Christmas Parade presented by Downtown Franklin Rotary Club

Event Date(s): 12/05/2026

- 1. Time amplification equipment will be used:** From: 12:00 PM To: 3:00 PM
- 2. Exact locations sound amplification equipment will be used** (*i.e. stage located on Second Avenue*). Provide map/layout if necessary:
We will utilize the stage and audio that is utilized for the Tree Lighting event that is held the evening before the parade

Sound Amplification Map: [Sound Amplification.pdf](#)

- 3. For what purpose will sound amplification be used?** Please list all that apply: Announcements/Speeches, Sound System
- 4. Type of Amplifier:** Fixed, PA System
- 5.**

Number of Amplifiers: TBD	Number of Speakers: TBD	Number of Performers: One or two
----------------------------------	--------------------------------	---
- 6. Name and Cell Number of at least two coordinators who will monitor the sound level and respond to complaints and violations:**

Name: Sharon Thompson	Cell: [REDACTED]	E-Mail: [REDACTED]
Name: Alan Simms	Cell: [REDACTED]	E-Mail: [REDACTED]

Authorized Signature: Alan Simms

Date: 05/06/2026

The City of Franklin's Municipal Code (Title 11, Chapter 4) allows for exceptions to the City's noise standards for City authorized or sponsored events. However, the City retains the right to ask for a change of an event's location or time in an attempt to decrease the number of people impacted by event noise. The City may refuse a special event application based on noise complaints by neighboring businesses and residents. The City therefore encourages event-holders to work with neighbors to alleviate negative impacts wherever possible. At minimum, you should plan to point speakers away from residences.

The sound amplification will be the same that is utilized for the Tree Lighting the evening before the parade

Staff Conditions:

Staff recommends approval with the following conditions:

- Applicant must notify affected neighborhoods of the event and street closures

Risk Management:

- Applicant will provide certificate of insurance naming the City as additional insured.
- Any accidents or injuries occurring during the event should be reported to City representatives immediately.
- Event organizers will notify all participants that, for safety reasons, candy cannot be thrown from floats.

Streets Department:

- Department will put out Message Boards several days prior to event to notify motorists of closures.
- Department will put out bike barricades along Main Street for crowd control
- Department will provide clean-up crew for after the event.

Police Department:

- Applicant will hire the recommended number of extra-duty Franklin Police Officers to provide security and traffic control for the event.

Sanitation and Environmental Services Department:

- Department will provide rollout containers along the parade route
- Applicant will provide volunteers to do clean-up after the event

Parks Department:

- Applicant will work with Department to determine locations and rules/regulations for staging areas at Jim Warren Park.



File #: 26-0173

DATE: 6/23/2026
TO: Board of Mayor and Aldermen
FROM: Eric Stuckey, City Administrator
Lisa Clayton, Director of Parks & Recreation
Heather Eusebio, Research & Planning Specialist

SUBJECT:

Consideration Of COF Contract No. 2026-0094, With Franklin Noon Rotary For The "Franklin Rodeo Plaza" At Jim Warren Park

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning Ownership and Maintenance Agreement between the City of Franklin and the Franklin Noon Rotary Club for the installation, ownership, and long-term maintenance of a statue and related improvements at Jim Warren Park.

BACKGROUND/STAFF COMMENTS:

The Franklin Noon Rotary Club has partnered with the City of Franklin to develop the "**Franklin Rodeo Plaza**" at Jim Warren Park, including the installation of a commemorative statue recognizing the site's historical significance as a former rodeo location. The project will include the statue, plaza improvements, landscaping, lighting, pathways, flagpoles, signage, and related infrastructure enhancements.

The proposed agreement establishes the responsibilities of both parties concerning project funding, installation, ownership, maintenance, and long-term care of the statue and associated improvements.

FINANCIAL IMPACT:

The total Rotary Plaza project is currently estimated at approximately One Hundred Seventy Thousand Five Hundred and No/100 Dollars (\$170,500.00), exclusive of the final statue cost. Based on current estimates:

- Franklin Noon Rotary Club contribution: approximately Sixty-Six Thousand And No/100 Dollars (\$66,000.00) (does *not* include cost of statue)

- City of Franklin contribution: approximately One Hundred Four Thousand Five Hundred and No/100 Dollars (\$104,500.00)

RECOMMENDATION:

Staff recommends that the Board of Mayor and Aldermen approve COF Contract No. 2026-0094.

**AGREEMENT WITH THE FRANKLIN NOON ROTARY CLUB REGARDING
OWNERSHIP AND MAINTENANCE OF INSTALLATIONS AND OTHER TERMS
RELATED TO THE JIM WARREN PARK ROTARY PLAZA PROJECT
COF Contract No.: 2026-0094**

This Agreement regarding the ownership of installations, maintenance of installations, and certain other project terms related to the Jim Warren Park Rotary Plaza project (“Agreement”) is entered into as of the ___ day of _____, 2026, by and between City of Franklin, Tennessee, a Tennessee municipal corporation (“City”), and The Franklin Noon Rotary Club, a Tennessee nonprofit organization (“Rotary”). The City and Rotary may be referred to individually as a “Party” and collectively as the “Parties.”

1. RECITALS

WHEREAS, the City owns and operates Jim Warren Park, located in Franklin, Tennessee (“Park”); and

WHEREAS, Rotary desires to contribute funds and/or labor toward the design, fabrication, and installation of a statue (“Statue”) to be placed in the Park as part of a project to create an area within the Park named the Rotary Plaza; and

WHEREAS, the City also desires to contribute funds toward the construction of the Rotary Plaza site, with the understanding that no funds shall be exchanged between the Parties; and

WHEREAS, the Parties desire to set forth their respective responsibilities regarding ownership, installation, maintenance, and long-term care of the Statue, and to define certain terms related to the overall project.

NOW, THEREFORE, in consideration of the mutual covenants herein, the Parties agree as follows:

2. CONTRIBUTIONS AND INSTALLATION

2.1 Contributions.

Each Party shall contribute funds and/or labor toward the project as mutually agreed upon in writing. No funds shall be paid by one Party to the other.

2.1.1 Expenditure of Funds. Anticipated approximate costs for the Rotary Plaza project are attached hereto as Exhibit A. The Parties agree that the maximum cost to the Rotary shall be up to Sixty-Six Thousand and No/100 Dollars (\$66,000.00), with all remaining costs being paid by the City. The Parties further agree that all funds shall be paid directly to the vendors hired for the project and not to each other, and the Parties shall freely share information about payments made to verify the terms of this Agreement have been met.

2.1.2. Choice of Vendors, Contractors. The Parties agree that, except for the vendor providing the Statue, all vendors and contractors shall be located and engaged by the City, which shall follow its usual and customary procurement process. The choice to contract with any particular vendor or contractor, except for the vendor providing the Statue, shall be solely the responsibility of, and at the discretion of, the City.

2.2 Installation.

The Statue shall be installed at a location within Jim Warren Park approved by the City. Installation shall be coordinated with and subject to all City standards, codes, and permitting requirements. Rotary shall coordinate with the City of Franklin Parks and Recreation Department regarding the design, fabrication, and installation of all plaques. All plaque donations shall be administered by Rotary and shall be subject to review and approval by City in accordance with City standards and policies.

2.3 Interpretive and Sponsorship Signage.

(a) **Interpretive Signage.** Rotary shall fund the design and fabrication of interpretive signage associated with the Statue, intended to provide historical context and educational information related to the Statue and the Park’s significance, including its history as a former rodeo site. All interpretive signage content, design, materials, size, and placement shall be subject to review and approval by the City and shall comply with applicable City standards and policies. Installation of interpretive signage shall be performed by the City of Franklin Parks and Recreation Department. The Rotary shall be responsible for replacement of the interpretive signage every ten (10) years, or sooner if necessary due to normal wear, weathering, or changes in Park standards.

(b) **Sponsorship and Recognition Signage.** Any sponsorship or donor recognition signage acknowledging Rotary’s contribution shall comply with the City of Franklin, Tennessee Naming Rights Policy and all other applicable City policies and standards. Rotary shall be responsible for funding any approved sponsorship or recognition signage. The City shall approve the final wording, size, materials, and placement of such signage, and installation shall be coordinated through the City.

3. OWNERSHIP

3.1 Transfer of Ownership.

Upon final installation and acceptance of the Statue by the City, full ownership of the Statue shall vest in the City.

3.2 No Reversion.

Except as expressly provided herein, Rotary shall have no ownership interest in the Statue after installation.

4. MAINTENANCE AND CARE

4.1 City Responsibilities.

The City shall be responsible for:

- (a) Routine maintenance and care of the Park; and
- (b) Routine cleaning and general upkeep of the Statue; and
- (c) Maintenance of landscaping, sidewalks, lighting, and other Park infrastructure surrounding the Statue.

4.2 Rotary Responsibilities for Major Damage (25-Year Term).

For a period of twenty-five (25) years from the date of installation (“Maintenance Term”), Rotary shall be responsible, at its sole cost, for repair or replacement of the Statue resulting from major damage, including but not limited to:

- (a) Structural failure or material degradation;
- (b) Weather-related damage, including damage caused by storms, flooding, wind, or temperature extremes;
- (c) Manufacturing or fabrication defects.

4.3 Exclusions.

Rotary shall not be responsible for:

- (a) Routine cleaning or minor cosmetic wear;
- (b) Damage caused by vandalism, criminal acts, or vehicular impact;
- (c) Damage caused by City negligence or willful misconduct.

To the fullest extent permitted by law, the City shall not be responsible at any point for replacement of the Statue if damaged by natural or unforeseen causes.

5. DAMAGE NOTIFICATION AND REPAIRS

5.1 Notice.

The City shall provide written notice to Rotary of any major damage covered under Section 4.2.

5.2 Repair Timeline.

Rotary shall commence repair or replacement within a reasonable time, not to exceed ninety (90) days after receipt of notice, unless extended by mutual written agreement.

6. REMOVAL OR RELOCATION

6.1 City Authority and Collaborative Decision-Making.

The Statue shall be located within a City park that has historical significance as a former rodeo site. Subject to the terms of the Tennessee Heritage Protection Act and any other applicable local, state, or federal laws, the City reserves the right to consider removal or relocation of the Statue in connection with future park improvements, public safety concerns, preservation of the site’s historical character, or other municipal purposes. Any such removal or relocation shall be a

decision made solely by the City, with good-faith consideration given to the historical context of the site, the intent of the Statue, and the continued public benefit of its placement.

6.2 Notice to Rotary and Consultation.

The City shall provide Rotary with reasonable advance written notice of any proposed removal or relocation of the Statue, when practicable. Following such notice, the City and Rotary shall confer and work cooperatively to evaluate the need, timing, and location of any relocation, including potential alternative sites within the park or elsewhere on City property that maintain the Statue’s historical and community significance.

7. INDEMNIFICATION

To the extent permitted by Tennessee law, Rotary shall indemnify and hold harmless the City, its officers, and employees from claims arising out of Rotary’s obligations under Section 4.2.

8. TERM AND TERMINATION

8.1 Term.

This Agreement shall commence on the date of installation and shall remain in effect for twenty-five (25) years.

8.2 Early Termination.

This Agreement may be terminated only by mutual written consent of the Parties.

9. GENERAL PROVISIONS

9.1 Governing Law, Choice of Forum, Venue.

This Agreement shall be governed by the laws of the State of Tennessee. The parties’ choice of forum and venue shall be exclusively in the courts of Williamson County, Tennessee. Any provision of this Agreement held to violate a law or regulation shall be deemed void, and all remaining provisions shall continue in force.

9.2 Entire Agreement.

This Agreement constitutes the entire agreement between the Parties and supersedes all prior discussions.

9.3 Amendments.

Any amendment must be in writing and signed by both Parties.

9.4 Assignment.

Rotary may not assign its obligations without the City’s prior written consent.

9.5 No Partnership.

Nothing herein shall be construed to create a partnership or joint venture between the Parties.

10. SIGNATURES

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date first written above.

CITY OF FRANKLIN:

CITY OF FRANKLIN, TENNESSEE

By: _____
Dr. Ken Moore, Mayor

Date: _____

ATTEST:

By: _____
Cayce Anderson, City Recorder

Date: _____

APPROVED AS TO FORM BY:

William E. Squires, Deputy City Attorney

THE FRANKLIN NOON ROTARY CLUB:

By: _____

Name: _____

Title: _____

Date: _____

Franklin Noon Rotary Statue Plaza Itemized Budget with Assigned Responsibilities

CONTRACT 2026-0094 ATTACHMENT

Items Purchased To Date

Date Purchased	Vendor	Description	Cost	RESPONSIBLE PARTY	
9/9/2025	John Bouchard & Sons Co.	Metal Frame & Grate For Drain Box	\$ 736.00	City of Franklin	
9/11/2025	Williamson Pipe Supply Co.	100' of 15" Pipe	\$ 1,218.00		
9/12/2025	Vulcan	Stone	\$ 1,647.11		
9/16/2025	Vulcan	Stone	\$ 2,428.82		
9/19/2025	Vulcan	Stone	\$ 1,439.02		
9/19/2025	Foley Products Co.	Drain Box	\$ 978.50		
9/15/2025	Discount Plumbing	Supplies for Electrical Sleeves	\$ 367.49		
9/17/2025	True Value	2" x 10' PVC Sleeves	\$ 33.98		
10/14/2025	Discount Plumbing	Plumbing Supplies	\$ 47.10		
10/17/2025	Vulcan	Stone	\$ 528.01		
10/17/2025	COOP	Seed & Straw	\$ 214.00		
10/21/2025	Home Depot	Rebar Safety Caps	\$ 71.76		
10/24/2025	True-Line Coring & Cutting	Cut 24" Hole in Drainage Box	\$ 717.50		
		Concrete Footers	\$ 3,838.00		
Labor Provided by the City of Franklin Has Not Been Calculated			Total	\$ 14,265.29	

Items To Be Purchased

Vendor	Description	Cost	RESPONSIBLE PARTY	
Living EXO LLC.	Retaining Wall Surrounding Statue	\$ 8,609.34	Franklin Noon Rotary	\$ 8,609.34
Living EXO LLC.	Gravel & Soil to Backfill Retaining Wall Surrounding Statue	\$ 5,880.00	Franklin Noon Rotary	\$ 5,880.00
Living EXO LLC.	Electrical Installation - New Panel, Statue Uplighting, Misc. Materials	\$ 21,640.00	Split 50%-50%: \$10,820 each	\$ 10,820.00
Living EXO LLC.	Rotary Sign Wall in Front of Flag Poles	\$ 8,609.33	Franklin Noon Rotary	\$ 8,609.33
Living EXO LLC.	Wing Wall 3a	\$ 4,304.67	Franklin Noon Rotary	\$ 4,304.67
Living EXO LLC.	Wing Wall 3b	\$ 4,304.67	Franklin Noon Rotary	\$ 4,304.67
Living EXO LLC.	Electrical Installation - Pathway Lighting Bollards, Flag Pole Uplighting, Misc. Materials	\$ 25,632.00	Split 50%-50%: \$12,816 each	\$ 12,816.00
Parks Dept.	3 - Flag Poles & Installation Materials	\$ 5,235.00	City of Franklin	\$ 5,235.00
Parks Dept.	Landscaping (\$4,356 Tree Bank)	\$ 16,356.00	City of Franklin	\$ 16,356.00
CoF Concrete Contractor	Install Concrete Pathways and Circular Plaza (Ben Worley Est.)	\$ 45,000.00	City of Franklin	\$ 45,000.00
		Total	\$ 145,571.01	
		Franklin Noon Rotary's Total	\$ 55,344.01	
		City of Franklin's Total	\$ 90,227.00	

Items Provided by Franklin Noon Rotary

Vendor	Description	Cost	RESPONSIBLE PARTY	
Scott Rogers Art LLC.	Statue	???	Franklin Noon Rotary	
Alley-Cassetty	Donating Stone - Veneer, Coping	\$ -		
Living EXO LLC.	Concrete Base	\$ 10,663.92		
		Total	\$ 10,663.92	

Grand Total	\$ 170,500.22
Sub-Total for Franklin Noon Rotary: Statue Price Missing	\$ 66,007.93
Sub-Total for City of Franklin:	\$ 104,492.29



City of Franklin

109 3rd Ave S.
Franklin, TN 37064
(615) 791-3217

File #: 26-0524

DATE: 6/23/2026
TO: Board of Mayor and Aldermen
FROM: Eric Stuckey, City Administrator
Deb Faulkner, Police Chief

SUBJECT:

*Consideration Of Amendment 2 To COF Contract No. 2023-0033, With Axon Enterprise For Additional Axon Fleet 3 Equipment Body Cameras And Additional 5 Licenses For A Cost Of \$114,877.32

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning Amendment 2 to COF Contract No. 2023-0033.

BACKGROUND/STAFF COMMENTS:

Axon is the current provider for the Franklin Police Department's operations related camera/video systems. This amendment will allow the Franklin Police Department to purchase an additional three (3) New Body Worn Cameras and an additional five (5) licenses for new officers. This contract will terminate on August 31, 2035.

FINANCIAL IMPACT:

The total cost of amendment 2 will be \$114,877.32 and will be absorbed within the City's General Fund.

RECOMMENDATION:

Staff recommends that the Board of Mayor and Aldermen approve Amendment 2 to COF Contract No. 2023-0033.

AMENDMENT NO. 2 TO
COF CONTRACT NO. 2023-0033

ENTERED INTO by and between the CITY OF FRANKLIN, TENNESSEE (the “City”) and AXON ENTERPRISE, INC. (“Axon”) as of this _____ day of _____, 2026.

RECITALS:

WHEREAS, the City and Axon entered into an agreement (COF Contract No. 2018-0027) dated May 24, 2018 (the “Agreement”); and

WHEREAS, the City and Axon also entered into a second agreement (COF Contract No. 2023-0033) dated June 14, 2023 (the “Amendment No. 1”); and

WHEREAS, the City and Axon also entered into a third agreement (COF Contract No. 2023-0033) dated July 9, 2025 (the “Current Agreement”); and

WHEREAS, the purpose of all Agreements are to provide public safety video surveillance solutions with related Equipment, Software, and Accessories; and

WHEREAS, the parties desire to amend COF Contract No. 2023-0033, Amendment No. 1 to account for new licenses and fees at an increase contract cost of One Hundred and Fourteen Thousand, Eight Hundred Seventy-Seven and 32/100 Dollars (\$114, 877.32); and

WHEREAS, the City and Axon desire to amend COF Contract No. 2023-0033 as set forth herein.

NOW, THEREFORE, in consideration of these premises and the mutual promises contained herein, it is agreed by and between the parties as follows:

1. **Supersession:** COF Contract No. 2023-0033, Amendment No. 1 is superseded, and its terms shall now be governed under this Amendment.
2. **All Other Terms Unchanged:** Except as amended herein, all other provisions of COF Contract No. 2023-0033 remain in full force and effect.
3. The Agreement is hereby amended to add the services, equipment, and software identified in Attachment 1 at a total contract cost of Eight Hundred Fifty Thousand Three Hundred Seventy-Seven and 32/100 Dollars (\$850,377.32).
4. The City will receive additional body camara bundles including software.
5. The parties desire to maintain the contract term for ten (10) years, terminating on August 31, 2035.
6. **Waiver.** Neither party’s failure nor delay to exercise any of its rights or powers under this Amendment will constitute or be deemed a waiver or forfeiture of those rights or powers. For a waiver of a right or power to be effective, it must be in writing signed by the waiving party. An effective waiver of a right or power shall not be construed as either (a) a future or continuing waiver of that same right or power, or (b) the waiver of any other right or power.

7. Severability. If any term or provision of the Amendment is held to be illegal or unenforceable, the validity or enforceability of the remainder of the Amendment will not be affected.
8. Precedence. In the event of conflict between this Amendment and the provisions of the previous Agreement(s), or any other contract, agreement or other document to which this Amendment may accompany or incorporate by reference, the provisions of this Amendment will, to the extent of such conflict (or to the extent the Agreement is silent), take precedence unless such document expressly states that it is amending this Amendment.
9. Entire Agreement. The Amendment between the parties supersedes any prior or contemporaneous communications, representations or agreements between the parties, whether oral or written, regarding the subject matter of the entire Amendment. The terms and conditions of this Amendment may not be changed except by an amendment expressly referencing this Amendment by section number and signed by an authorized representative of each party.
10. Additions/Modifications. If seeking any addition or modification to the Amendment, the parties agree to reference the specific paragraph number sought to be changed on any future document or purchase order issued in furtherance of the Amendment, however, an omission of the reference to same shall not affect its applicability. In no event shall either party be bound by any terms contained in any purchase order, acknowledgement, or other writings unless: (a) such purchase order, acknowledgement, or other writings specifically refer to the Amendment or to the specific clause they are intended to modify; (b) clearly indicate the intention of both parties to override and modify the Amendment; and (c) such purchase order, acknowledgement, or other writings are signed, with specific material clauses separately initialed, by authorized representatives of both parties.
11. Breach. Upon deliberate breach of the Amendment by either party, the non-breaching party shall be entitled to terminate the Amendment without notice, with all of the remedies it would have in the event of termination and may also have such other remedies as it may be entitled to in law or in equity.
12. Survival. This Amendment shall survive the completion of or any termination of the original contract, revised contract, or agreement or other document to which it may accompany or incorporate by reference.
13. All other provisions of the Current Agreement dated July 9, 2025 are unchanged and remain in full force and effect.

CITY:

CITY OF FRANKLIN, TENNESSEE

By: _____
Dr. Ken Moore, Mayor

Date: _____

ATTEST:

By: _____
Eric Stuckey, City Administrator

Date: _____

APPROVED AS TO FORM BY:

Ronda D. Webb, Staff Attorney

AXON ENTERPRISE, INC.

By: _____

Print Name & Title: _____

Date: _____



File #: 26-0397

DATE: 6/23/2026
TO: Board of Mayor and Aldermen
FROM: Paul Holzen, Director of Engineering
Max Baker, Multi-Modal Coordinator

SUBJECT:

Consideration Of Resolution 2026-27, A Resolution To Adopt The 2026 Transit Master Plan

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning Resolution 2026-27, a resolution to adopt the 2026 Transit Master Plan.

BACKGROUND/STAFF COMMENTS:

Developed to provide recommendations and a vision-based guide for the Franklin Transit Authority, the Franklin Transit Master Plan includes a 10-year plan for capital investments and recommendations for serving the transportation mobility needs of the population served by the Authority. The Plan includes analysis of a variety of service delivery options and scenarios for consideration by the public, users of the system, and community stakeholders in selecting the preferred scenario. Analysis of costs and revenues along with ridership-based performance metrics are used to evaluate the performance and development of a fiscally constrained plan that includes strategies to address inter-regional travel needs, regional travel needs, and local travel needs alike. The Franklin Transit Authority has contracted outside consultant support from Benesch in partnership with Varallo Public Relations to provide these transportation planning services. The Plan was recommended by the Franklin Transit Authority and adopted by the Franklin Municipal Planning Commission.

FINANCIAL IMPACT:

No impact at this time.

RECOMMENDATION:

Staff recommends that the Board of Mayor and Aldermen approve Resolution 2026-27.

RESOLUTION 2026-27

A RESOLUTION OF THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN TO ADOPT THE 2026 TRANSIT MASTER PLAN

WHEREAS, the City of Franklin is one of the fastest growing communities in the State of Tennessee and has experienced continual growth and development since the 1980s; and

WHEREAS, this growth pattern is expected to continue and to place increasing demands on the City's transportation network; and

WHEREAS, pursuant to *Tennessee Code Annotated* (T.C.A.) § 13-4-201, it is the function and duty of the Franklin Municipal Planning Commission (FMPC) to adopt an official general plan for the physical development of the City of Franklin; and

WHEREAS, the FMPC may from time to time amend, extend or add to the plan or carry any part of subject matter into greater detail; and

WHEREAS, the Transit Master Plan serves as a long range plan for the transit system based on existing and proposed land uses; and

WHEREAS, the 2026 Transit Master Plan provides recommendations and a vision-based guide for the Franklin Transit Authority, including a 10-year plan for capital investments and recommendations for serving transportation mobility needs of Franklin; and

WHEREAS, the Board of Mayor and Aldermen believes it is in the best interest of the City of Franklin to adopt the 2026 Transit Master Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE, AS FOLLOWS:

The 2026 Transit Master Plan, entitled "Franklin Transit Master Plan," is hereby adopted and will also be adopted by the Franklin Transit Authority in BAI-8-4-26A and FMPC in Resolution 2026-26, along with the accompanying maps, exhibits, policies, and proposed projects listing.

IT IS SO RESOLVED AND DONE on this ____ day of _____, 20__.

ATTEST:

CITY OF FRANKLIN, TENNESSEE:

By: _____
Cayce Anderson
City Recorder

By: _____
Dr. Ken Moore
Mayor

Approved as to Form:

By: _____
Shauna R. Billingsley
City Attorney



Franklin Transit Master Plan

BOMA Work Session

June 23, 2026

Agenda



Recap of Activities



Recap of Key
Recommendations



Financial Plan



Timeline

10-Year Transit Master Plan

Develop a 10-year, vision-based Transit Master Plan

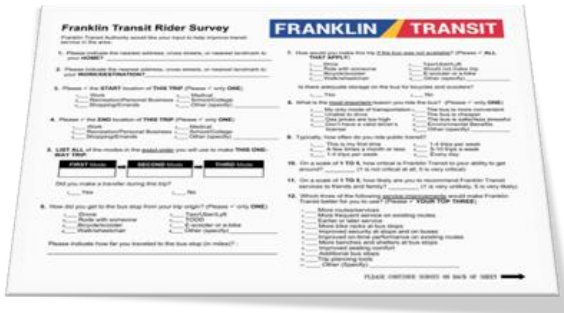
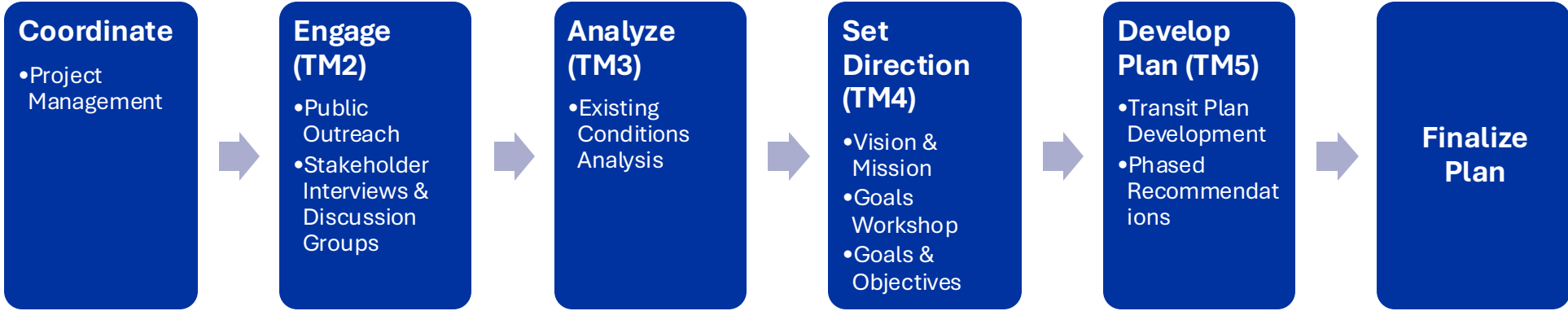
Analyze and address local and regional mobility needs

Respond to growth-related challenges

Use public input, data analysis, and fiscal considerations to shape recommendations

Guide capital investment and service delivery via financial and implementation plans

Recap of Activities



Public Outreach

Completed Outreach

97 fixed route
rider surveys

400+ public
input surveys

22 TODD
rider surveys

24 transit
operator and
staff surveys

12
Stakeholder
interviews

30 discussion
groups
attendees

6 public
workshops/
meetings

1,300+ virtual
room visits

63,000+
social media
interactions

Recommendations & Implementation Guidance

Key Recommendations

Outreach & Communications Improvements

- Launch structured outreach strategy
- Transition microtransit branding
- Strengthen local & regional partnerships



Planning & Policy Development

- Develop service design & performance standards
- Complete ADA transition plan
- Conduct comprehensive operational analysis



Capital & Technology Improvements

- Conduct transit technology assessment
- Implement mobile fare payment
- Upgrade AVL, APCs, scheduling & dispatch
- Improve bus stops & infrastructure



Key Recommendations

Transparency & Performance Monitoring

- Implement KPIs & performance dashboards
- Establish routine reporting for data-driven decision-making
- Improve internal & public-facing performance reporting



Service Improvements

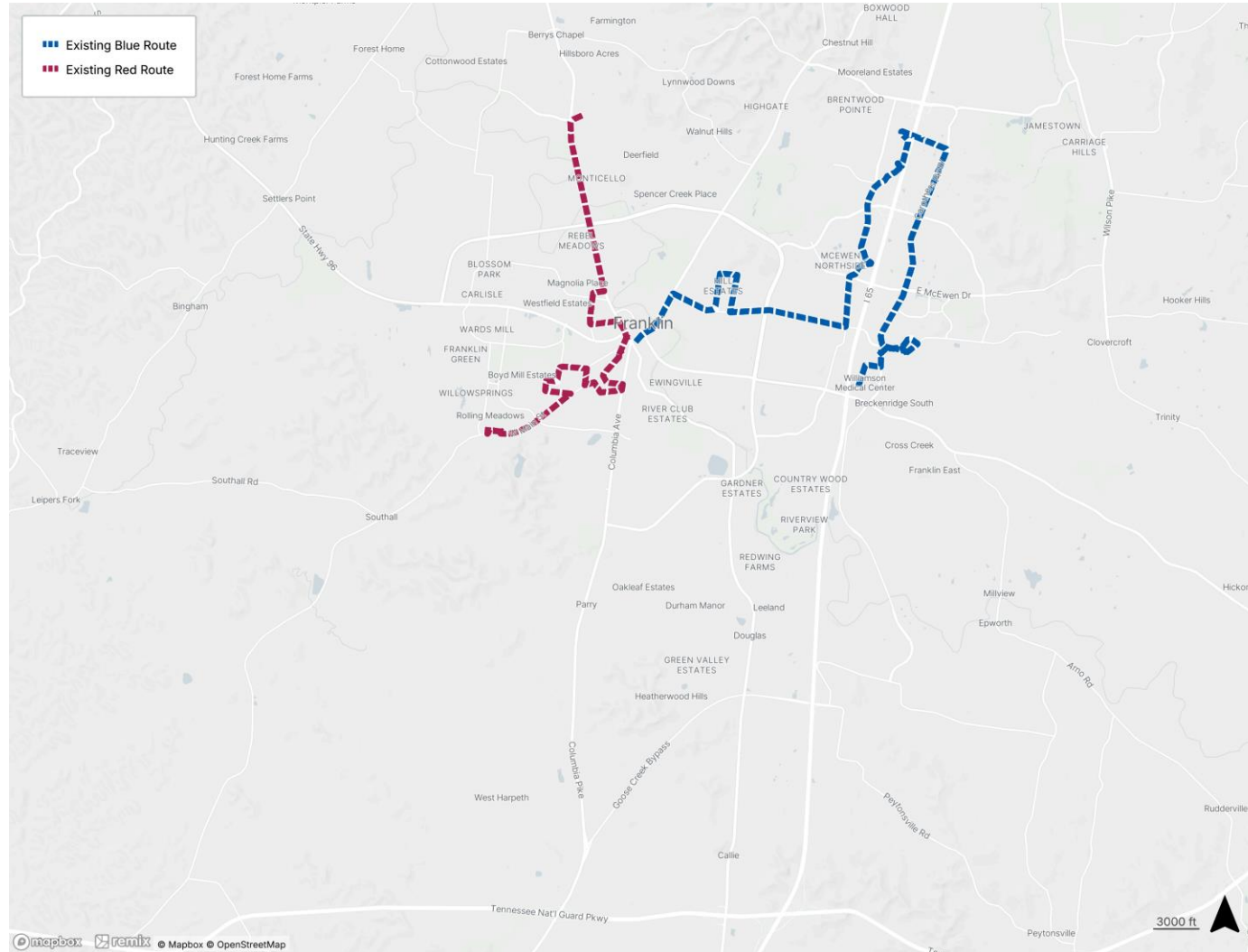
- Launch Cool Springs microtransit pilot
- Modify existing fixed routes using enhanced data
- Expand service hours incrementally based on demand
- Plan future service expansion based on performance/demand



Conceptual Service Improvements

Current Services

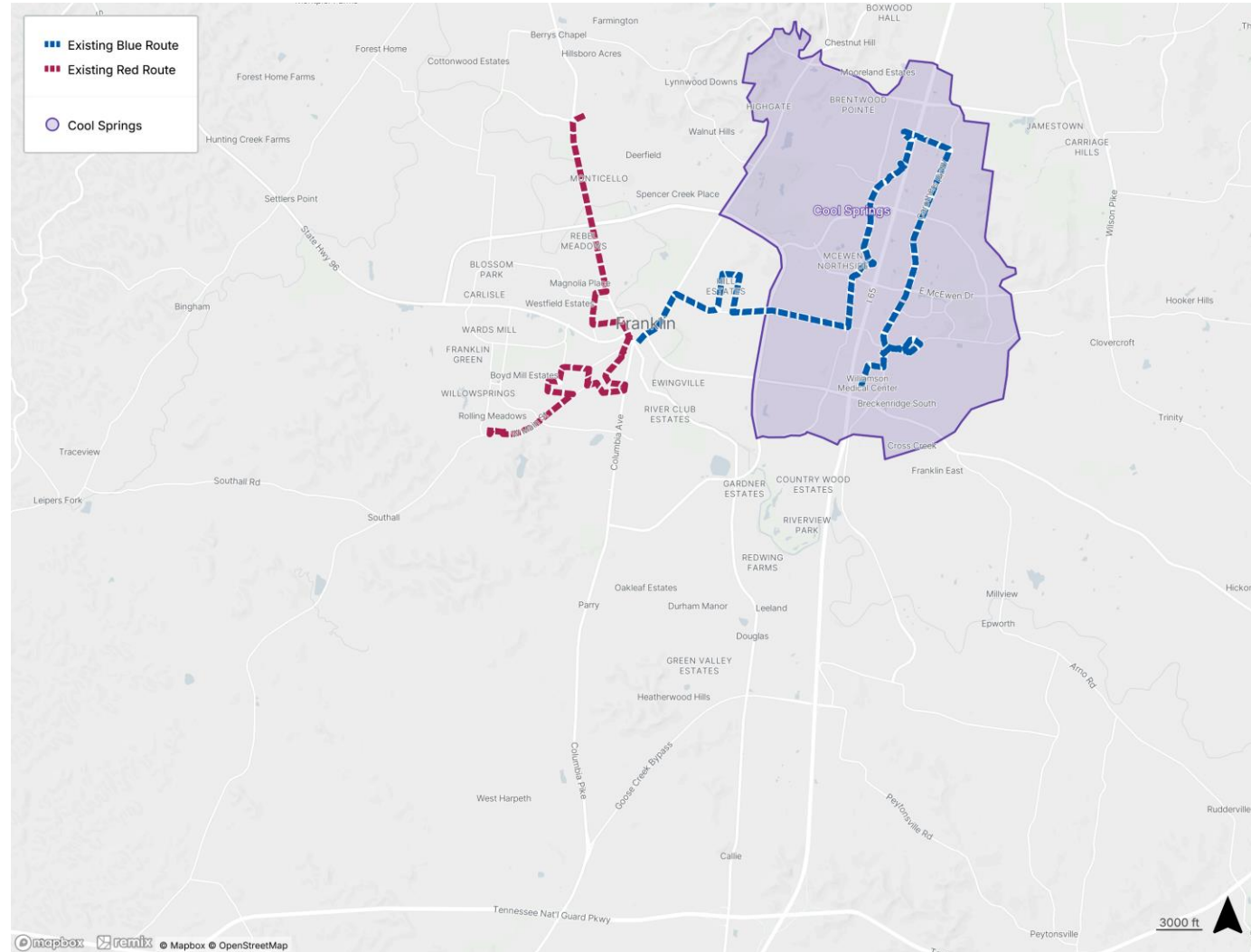
- Excluding TODD



Conceptual Service Improvements



Pilot microtransit in Cool Springs

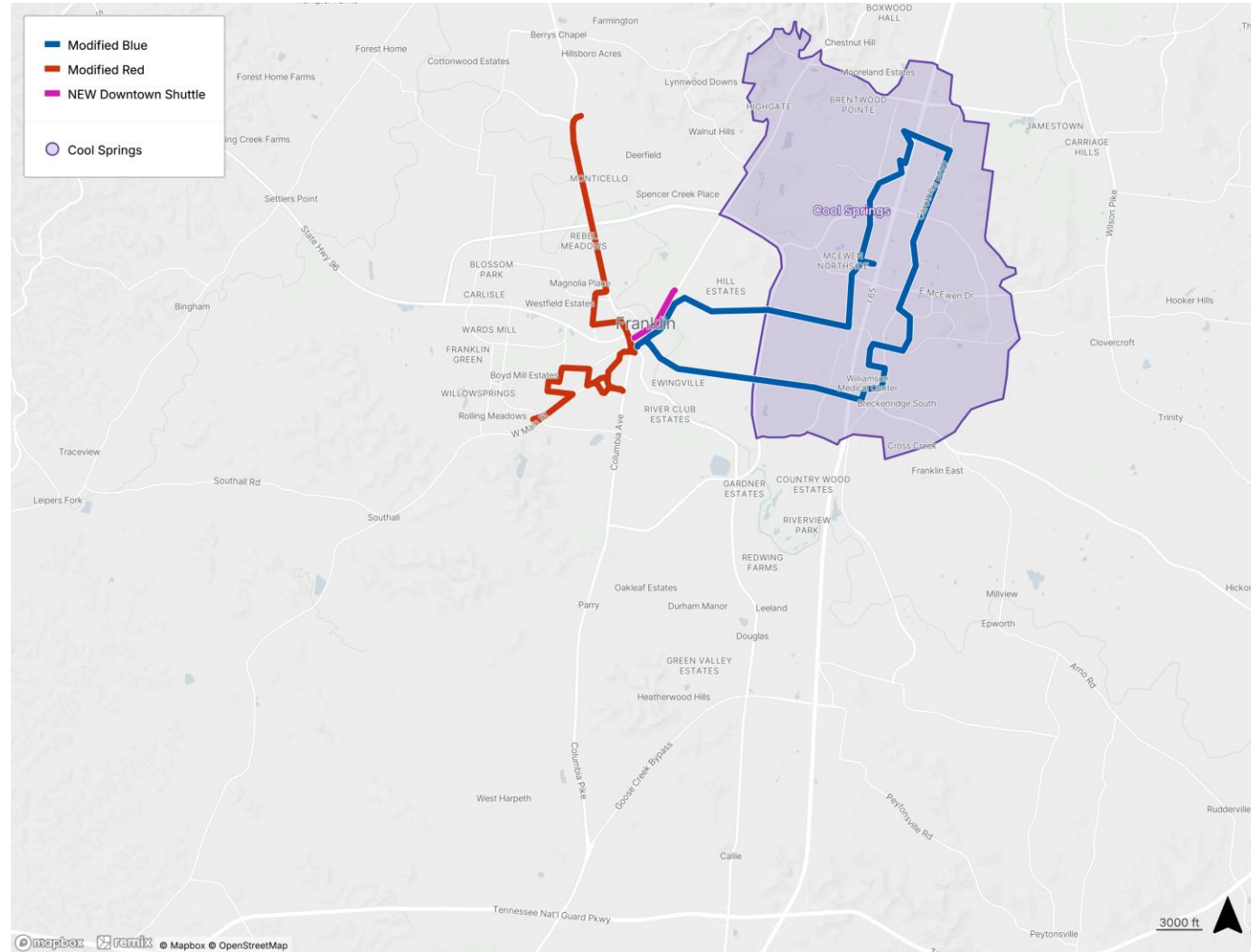


Conceptual Service Improvements



Modify existing routes

Add downtown shuttles



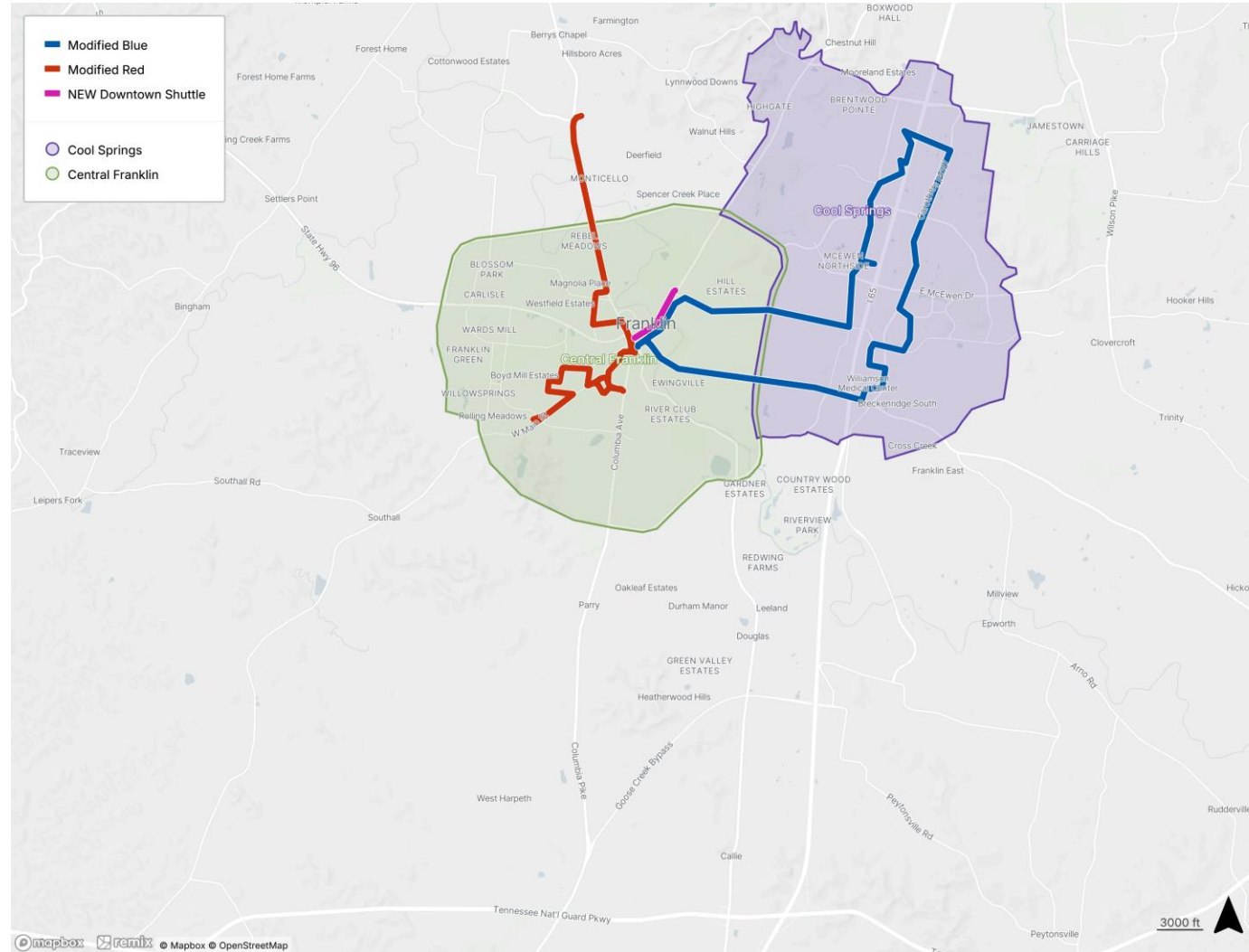
Conceptual Service Improvements



4

FRANKLIN
TRANSIT

Add Central Franklin microtransit



Conceptual Service Improvements

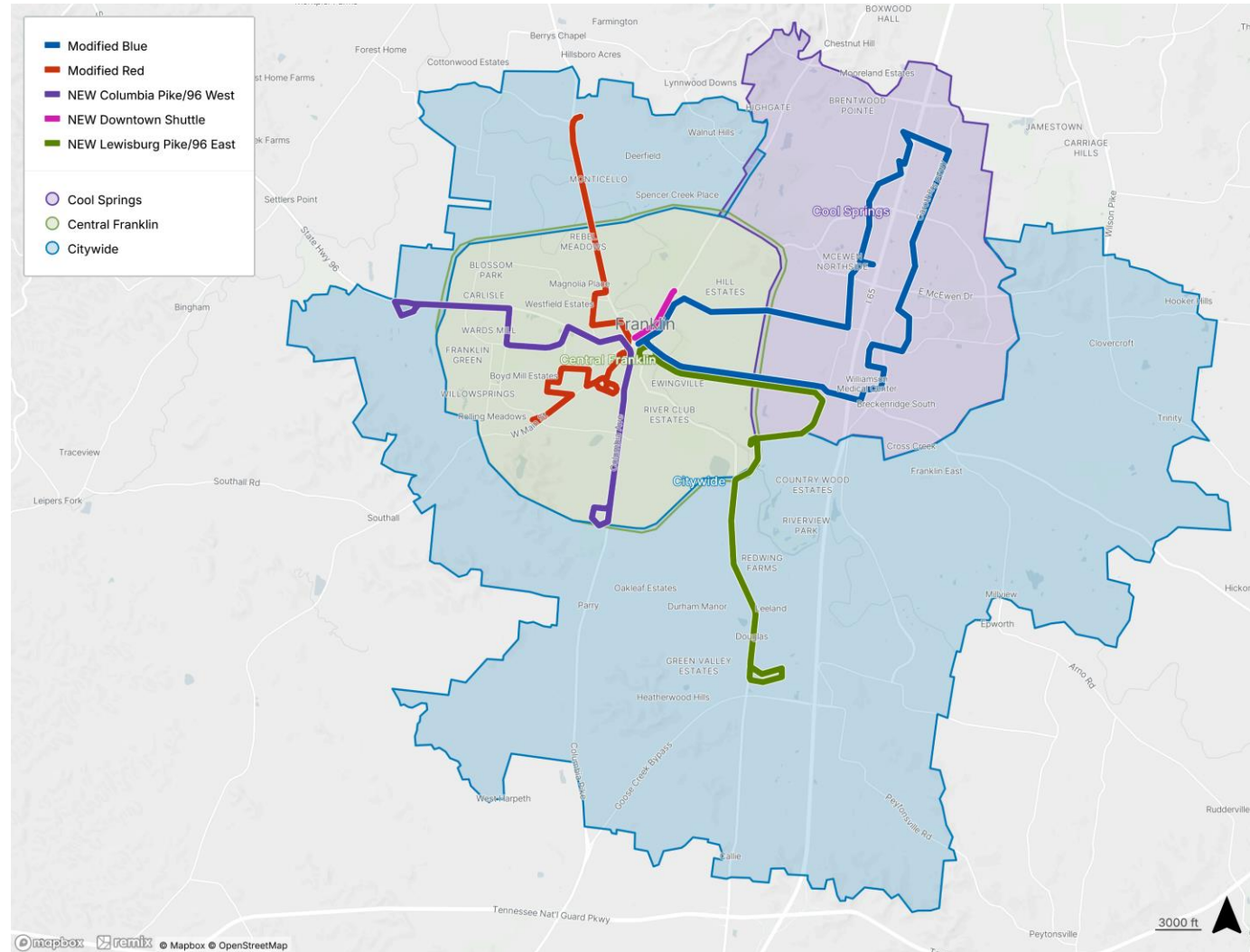


6

FRANKLIN
TRANSIT

Add local fixed routes

Add citywide microtransit

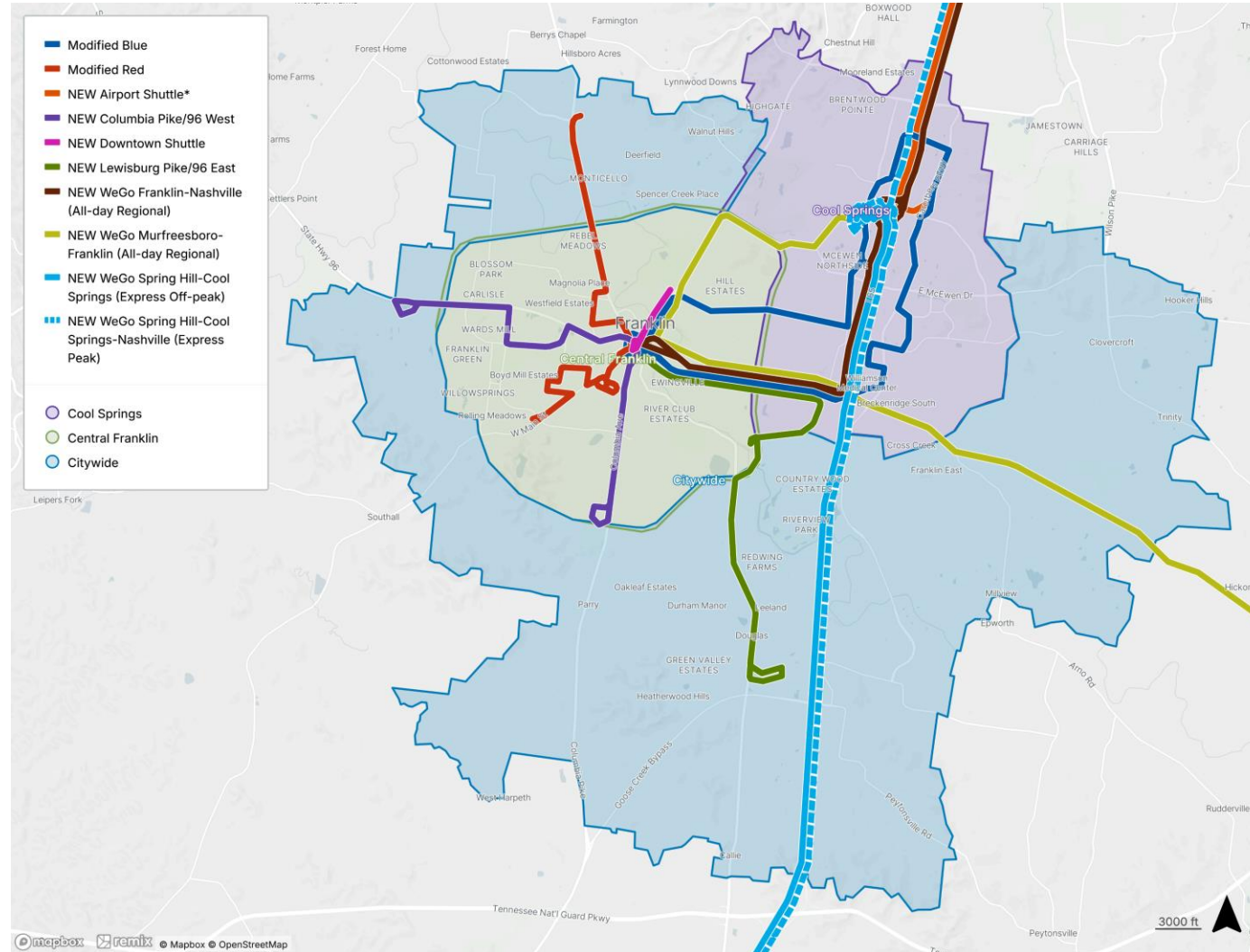


Conceptual Service Improvements

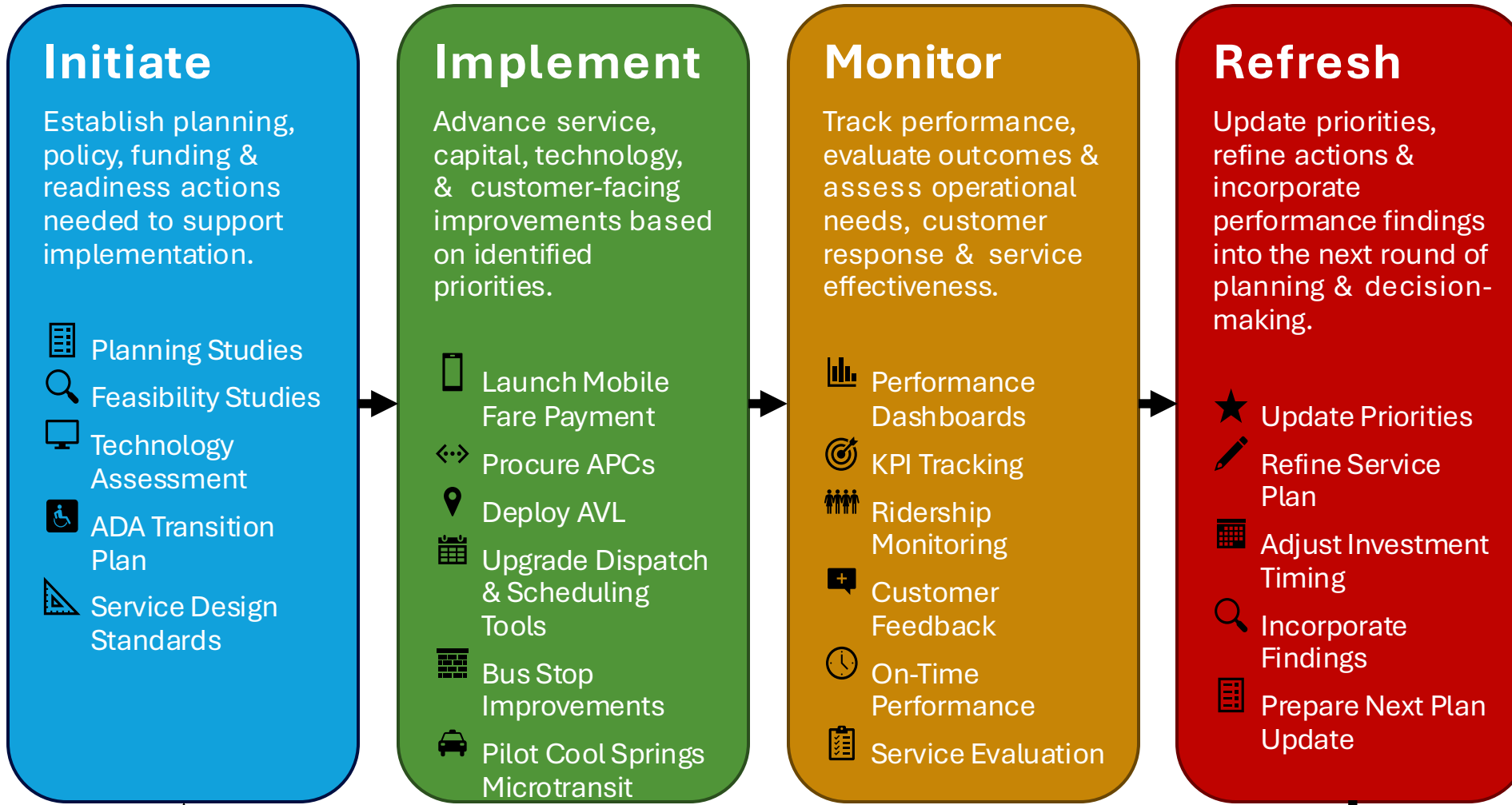


Add WeGo regional fixed routes

- *Airport Shuttle is a regional route not identified by WeGo



Implementation Roadmap & Sequencing



Some actions can proceed in parallel, while others depend on funding, procurement & implementation readiness.

Financial Plan

Financial Plan Overview

Costs out 10-year phased recommendations

Incorporates planning-level estimates of expenses associated with current and future service

Identifies unfunded expenses based on anticipated funding

Funded & Unfunded Recommendations

Item	Fiscal Years	Ten-Year Cost
Operations		
Existing Blue and Red routes	2027-2036	\$14,818,000
Existing special services	2027-2036	\$5,596,000
Traditional TODD service (assuming full Mobility on Demand implementation)	2027-2036	\$16,137,000
Cool Springs microtransit	2027-2036	\$5,739,000
Downtown shuttle/circulator	2028-2036	\$2,194,000
Extended fixed route service span*	2029-2036	\$3,281,000
Central Franklin microtransit*	2030-2036	\$6,566,000
Citywide microtransit*	2032-2036	\$6,521,000
New local fixed routes*	2032-2036	\$5,193,000
Increased fixed route frequency*	2034-2036	\$5,417,000
Sunday fixed route service*	2034-2036	\$1,313,000
Capital		
Upgrade real-time information and tracking, scheduling, and dispatch tools	2027	\$15,000
Install Automatic Passenger Counters (APCs) across the entire fixed route fleet	2027	\$115,000
Launch mobile fare payment	2027	\$3,000
Vehicle Purchases	2027-2036	\$11,394,000
Bus stop improvements	2027-2036	\$397,000
Bus stop shelters	2027-2036	\$1,918,000
Implement Wi-Fi across the entire fleet	2028	\$25,000
Open-loop payment	2029	\$54,000
Planning		
ADA Transition Plan	2027	\$40,000
Microtransit feasibility and technology assessment	2027	\$200,000
Development of design standards	2027	\$60,000
Development of bus stop guidelines	2028	\$72,000
Comprehensive Operations Analysis (COA)	2029	\$159,000
Integrated Capital Improvement Plan and Transit Asset Management Plan	2029 and 2033	\$91,000
Refresh Transit Master Plan	2031	\$134,000
Update Transit Master Plan	2036	\$312,000

*Unfunded

Timeline

Task	May	June	July	August
BOMA Work Session Present: <i>Draft Transit Master Plan</i>		6/23		
Franklin Municipal Planning Commission Adoption: <i>Transit Master Plan</i>		6/25		
BOMA Meeting Adoption: <i>Transit Master Plan</i>			07/14	
FTA Board Meeting Adoption: <i>Draft Transit Master Plan</i>				8/4

Questions?



**FRANKLIN
TRANSIT**

Franklin Transit Master Plan

June 2026

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DRAFT

1 INTRODUCTION

The Franklin Transit Master Plan establishes a 10-year framework for improving public transportation in the City of Franklin. The study evaluates existing transit service, identifies mobility needs, develops improvement alternatives, and phases recommended actions into an implementation program supported by a financial plan. The project scope directs the study to produce a vision-based guide for Franklin Transit Authority, evaluate service delivery options and scenarios, and develop a fiscally constrained plan that addresses local, regional, and inter-regional travel needs.

Franklin continues to grow as both a residential community and a major employment center within the greater Nashville region. The city's population in 2025 was estimated to be 93,921 and is projected to grow to 102,996 by 2030 and 122,266 by 2040. Employment remains concentrated in Downtown Franklin, Cool Springs, and other major corridors. These trends increase travel demand and strengthen the need for a transit system that improves access to jobs, schools, medical services, shopping, and regional destinations.

The Transit Master Plan was built from four main inputs. First, the project team conducted prolific public outreach to understand rider experience, unmet mobility needs, and community priorities. Second, the team evaluated existing conditions, including demographics, employment, land use, major activity centers, travel demand, multimodal conditions, and current transit service. Third, the team worked with the Transit Master Plan's Technical Advisory Group and the Franklin Transit Authority Board to define goals, objectives, and performance measures. Fourth, the team used those findings to identify transit needs, develop alternatives, phase recommendations, and prepare the implementation and financial plans.

Franklin Transit already provides important local mobility, but the current system does not fully match the city's growth, travel patterns, or public expectations. Current riders depend on the service for essential trips. Many non-riders know transit exists but do not see the current system as easy to use or relevant to the trips they make. The Plan therefore focuses on practical improvements that strengthen the existing system, reduce barriers to use, improve customer understanding, and support better service decisions over time.

2 SUMMARY OF PUBLIC INVOLVEMENT

Public outreach and engagement are essential to the success of any master plan. For the Franklin Transit Master Plan, these efforts were especially important because they ensured that community voices were heard and that public input meaningfully shaped the project. Effective engagement helps confirm that residents and stakeholders feel valued, and it strengthens the overall planning process.

A thorough understanding of Franklin’s mobility needs and current transit services requires outreach that is intentional, inclusive, and reflective of the community. By engaging riders, non-riders, stakeholders, community partners, and elected officials, a wide range of perspectives were gathered. This input helped identify how the existing system is performing, what mobility needs remain unmet, and what residents hope transit will become in the future.

The qualitative input from local stakeholders provides essential context that complements the quantitative data analysis. This input offers insight that numbers alone cannot capture. Local stakeholders have direct knowledge of streets, corridors, and travel patterns; familiarity with past plans and ongoing initiatives; and an understanding of how the Transit Master Plan can integrate with other efforts already in progress. This information serves as a critical foundation before developing recommendations. It ensures the plan reflects local priorities, aligns with previous work, and builds on the momentum already established within the City of Franklin.

The following sections provide an overview of the public involvement activities conducted for the Franklin transit Master Plan. It summarizes the engagement methods used, describes key events, and highlights major findings from each. Collectively, these outreach efforts helped shape a clearer picture of how transit currently supports the community and how it can better serve Franklin in the years ahead.

2.1 Public Involvement Plan

In order to best execute outreach for this plan, the project team developed and implemented the Public Involvement Plan (PIP), which includes proven methods and a “menu of activities” that ensure sufficient opportunities for engagement and participation. The PIP functions as the blueprint for all outreach efforts throughout the planning process, guiding when, where, and how engagement activities are carried out. The feedback collected through these activities is then incorporated into the analysis and used to shape solutions that respond directly to community needs and priorities. This plan can be found in Appendix A.

2.2 Technical Advisory Group (TAG)

A Technical Advisory Group was convened to help oversee the Study process, provide guidance and input throughout the effort, and review all deliverables. Working with city staff, a list of key individuals was invited to participate and formalized as the TAG for the duration of the study.

2.2.1 TAG Members

The TAG is composed of representatives from multiple local and regional agencies, departments, and stakeholder groups. This structure ensures that all concepts and potential solutions are reviewed from a variety of perspectives, including operations, planning, policy, funding, land use, and community impacts. Bringing these viewpoints together allows the project team to identify opportunities, surface potential challenges early, and confirm that recommendations are practical, coordinated, and aligned with the City’s broader goals.

The TAG plays a critical role in grounding the plan in local context and institutional knowledge. Members provide insights into existing conditions, previous plans, ongoing initiatives, and operational realities that inform the analysis. Their input helps validate assumptions, strengthen methodologies, and ensure that the final recommendations reflect a shared understanding across participating partners.

The complete list of members is included below in Table 2-1.

TABLE 2-1: TECHNICAL ADVISORY GROUP (TAG) MEMBERS

Name	Agency	Title
Max Baker	City of Franklin	Multi-Modal Coordinator
Felix Castrodad	WeGo	Director of Planning & Grants
Jessica Dauphin	Transit Alliance	President and CEO
Walter Denton	City of Franklin	Assistant City Administrator
Jerry Hatcher	City of Franklin	Street Director
Debbie Henry	The TMA Group	President and CEO
Stanton Higgs	The TMA Group	Chief Operating Officer
Lee Kirkpatrick	Franklin Special School District	Supervisor
Mike Matteson	Williamson County	Director of Community Development
Kaitlyn McClanahan	TDOT	Public Transportation Section Manager
Andrew Orr	City of Franklin	Long Range Planning Supervisor
Sharmila Patel	The TMA Group	Grants and Procurement Director
John Schroer	Franklin Transit Authority	FTA Chair
Michael Skipper	GNRC	Executive Director
Daniel McDonnell	GNRC	Director of Transportation and Infrastructure
Tom Fox	GNRC	Public Transportation Coordinator
Yvette Taylor	Federal Transit Administration	Region 4 Regional Administrator
Micah Wood	Thompson’s Station	Town Administrator and Town Planner
Wally Blain	Benesch	Project Manager
Yash Nagal	Benesch	Deputy Project Manager
Joel Rey	Benesch	Senior Transit Advisor
Elizabeth Howe	Varallo Public Relations	Outreach Specialist
Deb Varallo	Varallo Public Relations	Outreach Director

2.2.2 Meetings

There are four TAG meetings held during the study. The first meeting of the TAG served as a project orientation meeting designed to introduce the group to the study. The second meeting reviewed early outreach efforts and initial findings from the existing conditions and trend & peer analyses. Following the second meeting, a workshop was held to develop goals and objectives for Franklin Transit to better inform what the recommendations for this plan should be. The third meeting reviewed the existing conditions analysis, the finalized goals and objectives, and the discussion of transit needs and alternatives. The fourth and final meeting focused on recommendations and the final report preparation. The dates of the TAG meetings are listed below.

- Kickoff meeting: 09/08/2025
- Meeting #2: 11/10/2025
- Goals and Objectives workshop: 12/02/2025
- Meeting #3: 03/05/2026
- Meeting #4: 04/07/2026

The TAG meeting structure was intentionally designed to align with the major phases of the study and to ensure coordinated input at each step. Each meeting corresponds to an important decision point in the planning process. This approach allows the project team to present findings, gather feedback, and refine the analysis before advancing to the next phase. It ensures that the TAG's guidance is incorporated when it is most useful, such as during goal development, evaluation of alternatives, and formation of recommendations.

Organizing the meetings around specific milestones also supports transparency and collaboration. TAG members can track progress, understand how each task builds on previous work, and confirm that the analysis remains consistent with local priorities and operational realities. The dedicated Goals and Objectives workshop provides an additional opportunity for focused discussion and consensus-building, ensuring that the framework guiding the recommendations reflects shared priorities across stakeholder groups.

This structure allows the TAG to contribute throughout the study instead of only at one point in time, which strengthens the final Transit Master Plan and improves coordination among local and regional partners.

2.3 Stakeholder Interviews

As part of the Franklin Transit Master Plan, Individual and small group stakeholder interviews were conducted to obtain in-depth input from representatives across the public, private, and institutional sectors. These discussions provided qualitative insight into the community's mobility priorities and helped identify opportunities for collaboration, service refinement, and system growth. Stakeholder engagement complemented the rider and public surveys by highlighting operational and policy considerations from organizations that regularly interact with Franklin transit and its customers.

City staff broadened the interview effort to include additional partners and community voices. This expanded outreach strengthened the analysis by incorporating perspectives that were not originally

anticipated and ensured that the plan reflects a more complete understanding of local needs, concerns, and expectations.

Capturing stakeholder perspectives is essential because many interview participants work directly with residents, operate services, or manage facilities that depend on transit access. Their familiarity with day-to-day mobility challenges, development trends, and community expectations helps verify assumptions, identify issues not evident in data, and highlight opportunities for coordination across agencies, employers, and service providers. Incorporating this insight ensures the plan reflects actual conditions and aligns with Franklin's long-term goals.

Input from community leaders and organizational partners also matters because the final recommendations must be workable and supported by the individuals who will help communicate and advance them. Transit improvements are more likely to succeed when they resonate with advocates who understand local priorities and can explain the benefits to constituents. Early engagement with these champions helps build support for implementation and results in recommendations that are practical and widely accepted.

Strong engagement also creates a pathway for ongoing communication after new services are introduced. Stakeholders who are involved from the beginning are more likely to provide feedback on performance, identify areas for adjustment, and help guide refinements long after the study concludes. This continued dialogue promotes trust between the community and the transit system and supports a long-term culture of improvement.

2.3.1 Participants

Participants in the stakeholder interview process included representatives from:

- City of Franklin
- Williamson County
- WeGo
- Metro Nashville and Davidson County
- Tennessee Department of Transportation (TDOT)

Each participant offered perspectives on how transit supports community goals such as workforce access, economic development, and mobility for older adults and individuals with disabilities. The diversity of interview participants ensures that both policy level and user-oriented perspectives were incorporated into the planning process.

2.3.2 Stakeholder Insights

The stakeholder interviews revealed strong recognition of Franklin Transit's value within the community, particularly as a reliable transportation option for those without access to a private vehicle. Several stakeholders emphasized that transit contributes to local economic vitality by connecting workers to employment centers and supporting access to educational and healthcare facilities.

While overall sentiment toward Franklin Transit was positive, stakeholders identified several areas for improvement. The most frequently noted needs included expanding the service area to match growth

patterns, enhancing regional connectivity, and extending service hours to accommodate shift workers. Some participants also underscored the importance of improving public awareness and promoting the system as a convenient option for a wider range of users. Collectively, the interviews highlighted a shared vision for a more visible, flexible, and regionally integrated transit system that continues to serve Franklin’s evolving mobility needs. A more detailed summary of stakeholder insights is depicted in Figure 2-1.

FIGURE 2-1: SUMMARY OF STAKEHOLDER INTERVIEWS

Awareness and perception of transit should be improved

- High awareness among stakeholders, but limited offerings and low convenience/connectivity.
- Transit seen as essential for equity and accessibility, though underutilized and perceived as only for those without cars.
- Public perception: car-centric culture, lack of respect for riders, limited visibility of services.
- Need for rebranding & education to build broader community buy-in.

Perception of lack of service beyond essential trips

- Most stakeholders have not personally used Franklin Transit mainly due to limited routes, schedules, and convenience.
- Franklin Transit generally serves basic needs but not everyday trips.
- The lunch shuttle helped raise awareness of Franklin Transit, but the systems reliability and coverage remain issues.

Strong desire for more local and regional transit options

- Strong consensus for more transit and mobility options including:
 - Circulators in downtown and Cool Springs
 - Microtransit
 - Micromobility
 - Local connections to parks, schools, and special events
 - Regional connectivity (I-65 corridor, Spring Hill, Nashville, BNA)

Stakeholders are looking into the future to plan for changing mobility needs

- There is an expectation of continued growth and increased traffic congestion.
- Work-from-home, an aging population, and mixed-use development (Berry Farms, Goose Creek, Cool Springs) will reshape demand.
- Transit should utilize emerging technologies and promote multimodal integration.

Numerous ideas to market transit

- Improve visibility and branding through social media and physical ads.
- Partner with employers, schools and other local organizations.
- Market with a viable and successful project.
- Focus messaging on reliability, convenience, and community value.

2.4 Discussion Group Workshops

The project team hosted two fifteen-person discussion group workshops at the Eastern Flank Event Facility in Franklin on September 30 and October 1 in 2025. Select Franklin Transit users and advocates were invited to participate. These small setting workshops permit more in-depth discussion about transit needs and issues compared to a survey. Table 2-2 lists the discussion group workshop attendees.

The workshops played an important role in the engagement process by creating space for detailed conversations with individuals and organizations that understand Franklin’s mobility needs firsthand. The format encouraged open dialogue, allowed participants to share real experiences using the system, and helped the project team explore issues in greater depth than broader outreach tools allow. These discussions provided insight into daily mobility challenges, unmet needs, service expectations, and opportunities for coordination with local partners. They also allowed the team to test ideas directly with users, validate themes emerging from the data analysis, and ensure the recommendations reflect practical, user-focused perspectives. The relationships formed through these sessions support a long-term feedback loop between the community and decision makers, helping services evolve beyond the life of this study and strengthening trust in the transit network.

Key takeaways from the discussion group workshop are summarized in Figure 2-2. Discussion group participants have experience using Franklin Transit but still highlighted that the public awareness of the service is low. They asserted that transit is an essential service for the community and believed that Franklin Transit should focus on improving the service’s accessibility, service span, and its regional connections.

TABLE 2-2: LIST OF DISCUSSION GROUP ATTENDEES

Name	Agency / Company	Date
Ned Dannenberg	Bike Walk Franklin	September 30
Paul Holzer	City of Franklin	September 30
Debbie Henry	TMA Group	September 30
Sterling Ains	TMA Group	September 30
Lee Rose	Brightstone	September 30
Brooke Tanner	The ARC of Williamson County	September 30
Ryan N. Hall	Airport Authority / BNA	September 30
Kevin Riggs	Williamson County Homeless Alliance	September 30
Debbie Henry	TMA Group	October 1
Sharmila Patel	TMA Group	October 1
Bryan Pogue	GraceWorks	October 1
Brad Runn	TMA Group	October 1
Mindy Tate	Franklin Tomorrow	October 1
Jessica Dauphin	TMA Group	October 1
Kel McDowell	Williamson, Inc.	October 1
Staci Davis	Waves, Inc.	October 1
Carter Napier	City of Spring Hill, TN	October 1

FIGURE 2-2: DISCUSSION GROUP WORKSHOP SUMMARY

Participants had prior experience with both fixed route and TODD services.

- Most used transit for special events, work programs, or occasional trips
- Barriers for use included:
 - Limited service span
 - Lack of regional connections
 - Confusion about TODD vs. Shuttle
 - Few visible stops or shelters

Awareness of Franklin Transit was described as low among residents and visitors.

- Suggested outreach included short social media videos, mailed neighborhood flyers, and better digital tools such as apps and websites.
- Collaboration with schools, the visitor bureau, and community organizations could broaden visibility.

Transit was viewed as essential for connecting people, jobs, and destinations.

- Participants valued its role in affordability, independence, and reducing downtown parking demand.
- FTA was seen as responsive and community-focused, with courteous drivers and clean vehicles.
- Participants encouraged clearer communication about available services and eligibility differences.

Priorities for improvement focused on service span, regional connections, and accessibility.

- Strong interest was expressed in linking to WeGo routes.
- Suggestions included adding microtransit or on-demand zones and creating shuttles for events including sports.
- Better biking access, flexible fares, and rider orientation programs were also mentioned.

Participants identified several underserved areas:

- Murfreesboro Road
- McEwen Northside
- Community healthcare facilities
- Westhaven
- Berry Farms
- McKay's Mill

Success was defined as a system that is easy to use, visible, and reliable.

- Participants emphasized safe sidewalks and accessibility to reach stops.
- Circulator or microtransit loops linking Cool Springs, the Factory, and Downtown were widely supported.
- Many favored balancing coverage and frequency to focus service where demand is strongest.

2.5 Community Workshops

Supporting the plan's outreach efforts, the community workshops held at the Franklin Special District, Williamson County Library, and Columbia State Community College drew approximately 30 to 35 attendees. Participants represented a range of perspectives, including frequent riders, local employees, and residents. Feedback during these sessions consistently highlighted the reliability and courteous nature of Franklin Transit's service. However, participants emphasized that the existing network does not adequately serve their full range of travel needs.

The workshops allowed the project team to engage with individuals who experience mobility challenges firsthand and who may not participate in more formal or technical outreach settings. These sessions provided direct insight into how residents navigate the current system, what barriers limit their use of transit, and which improvements would make the greatest impact on daily travel. The discussions also helped validate findings from surveys and data analysis, ensuring that the plan reflects both quantitative evidence and real community experience. By drawing from multiple locations and venues, the workshops captured a diverse cross-section of perspectives across the city, strengthening the relevance and applicability of the recommendations.

The community workshops functioned as interactive, discussion-driven sessions rather than formal presentations. Participants were encouraged to share travel experiences, identify areas with limited service, and propose improvements directly on maps and worksheets provided. Attendance was modest yet engaged, allowing for detailed conversation about daily mobility challenges in Franklin. Each venue attracted slightly different participant profiles which provided a variety of inputs. This ensured that community feedback represented a cross-section of transit perspectives across the city.

2.5.1 Community Workshop Insights

When presented with interactive exercises asking participants to choose between two options in a set of preference questions, the participants were largely split in their decisions. When asked if they preferred expanding fixed route service or expanding on demand transit, the results were nearly evenly split, although nearly a quarter of participants indicated they were neutral (Figure 2-3). When asked about preferring increasing frequency or expanding coverage, there was a slight favor of expanding coverage, while approximately a quarter of participants remained neutral on the topic (Figure 2-4).

FIGURE 2-3: COMMUNITY WORKSHOP INPUT | EXPANDING FIXED ROUTE VERSUS EXPANDING ON-DEMAND

Preference:

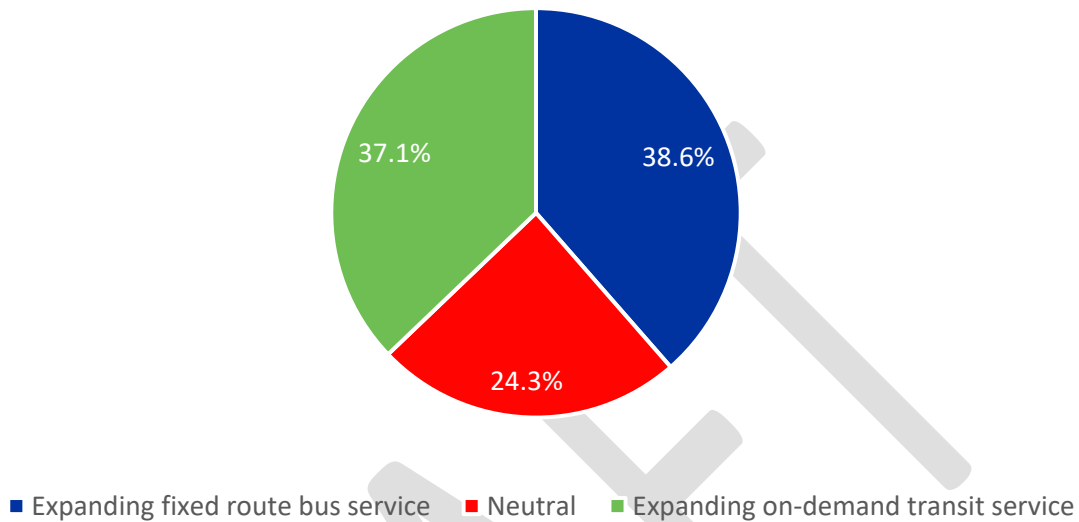
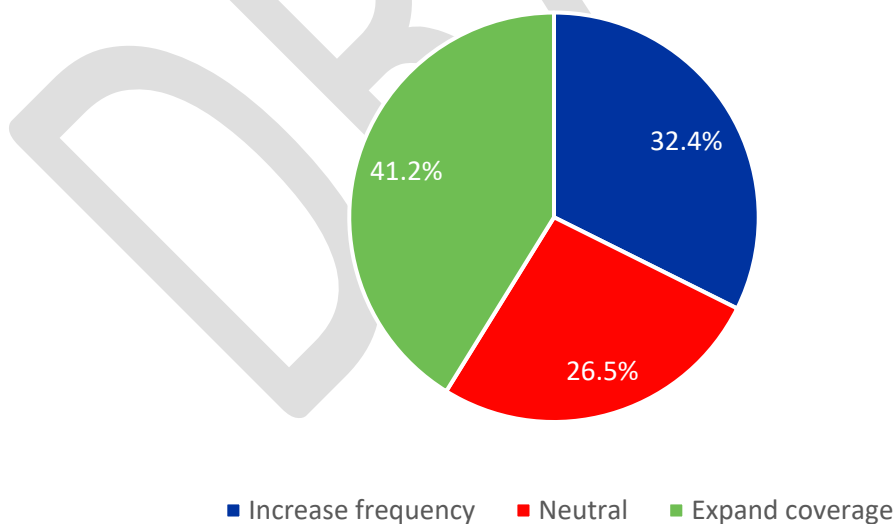


FIGURE 2-4: COMMUNITY WORKSHOP INPUT | INCREASING FREQUENCY VERSUS EXPANDING COVERAGE

Preference:

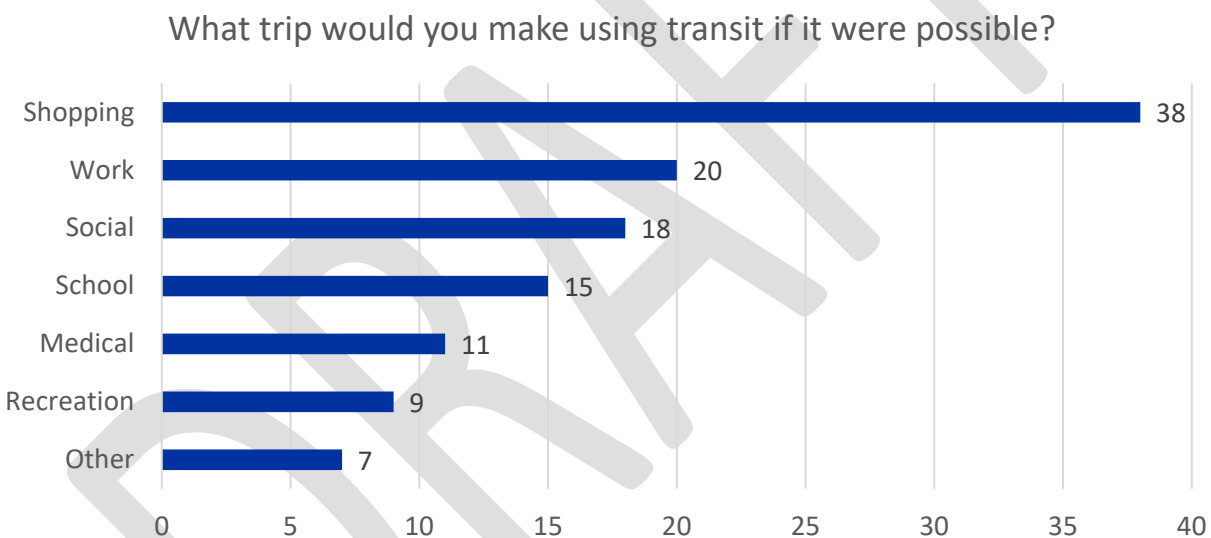


The preference results shown in Figures 2-3 and 2-4 are meaningful for the study because they reveal that residents place value on different aspects of the transit network, and no single direction overwhelmingly dominates. The near-even split between expanding fixed-route service and expanding

on-demand service indicates that the community sees benefits in both service models. Similarly, the slight preference toward expanding coverage, paired with a sizeable share of neutral responses, shows that many participants are weighing trade-offs and may not have strong preferences without additional information. Understanding this distribution of perspectives is important for the planning effort because it demonstrates the need to evaluate multiple service scenarios rather than relying on a single approach. The results support a balanced strategy that considers fixed-route enhancements alongside targeted on-demand improvements, while also exploring ways to expand access without compromising reliability. This insight helps ensure that the final recommendations reflect the diverse priorities of Franklin’s residents and that the plan responds to the varied mobility needs identified during the workshops.

Community workshop participants were also able to indicate which types of trips they would like to make using transit. Shopping was the number one trip type preferred, although many participants indicated they would like to use transit for other types of trips as well (Figure 2-5).

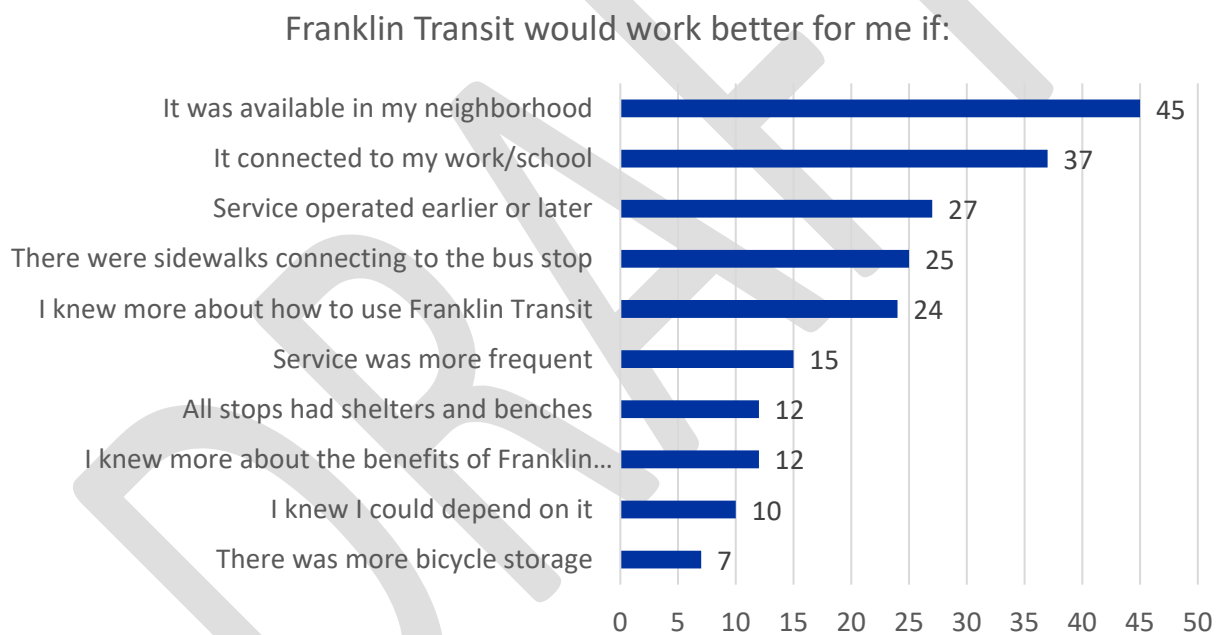
FIGURE 2-5: COMMUNITY WORKSHOP INPUT | “WHAT TRIP WOULD YOU MAKE USING TRANSIT IF POSSIBLE?”



The trip-type results shown in Figure 2-5 are important because they help clarify the kinds of travel needs that transit must be able to support in Franklin. The strong interest in using transit for shopping and work trips indicates a need for services that connect major commercial areas, employment centers, and retail destinations throughout the city. Interest in social, school, and medical trips highlights the importance of reliable midday and off-peak service, as well as connections to community facilities and essential services. Although recreation and “other” trips ranked lower, their presence shows that residents view transit as a tool for a broad set of daily activities rather than only work-based travel. Understanding these preferences help guide the design of future service scenarios by identifying the destinations, trip purposes, and time periods that are most important to the community. This insight supports recommendations that focus on improving access to key activity centers and expanding mobility options for a wider range of trip types.

A crucial component of the interactive exercises was to understand what improvements to Franklin Transit they desire the most and would make it easier for them to use the service. The results shown in Figure 2-6 help clarify the specific conditions that would make Franklin Transit more usable for residents. Strong interest in having service available within neighborhoods and in creating direct links to work or school shows that access and convenience are central factors in whether people choose to ride. Requests for earlier or later service, better sidewalk connections, and clearer information about how to use the system point to both operational and infrastructure needs that shape the overall travel experience. Lower, but still meaningful, responses related to shelters, reliability, and bicycle storage indicate that comfort and ease of connecting to transit also play a role. Together, these insights guide the design of service options that respond directly to what residents say they need in order to use transit more often, helping the plan focus on changes that can strengthen ridership and expand mobility across the city.

FIGURE 2-6: COMMUNITY WORKSHOP INPUT | “FRANKLIN TRANSIT WOULD WORK BETTER FOR ME IF”



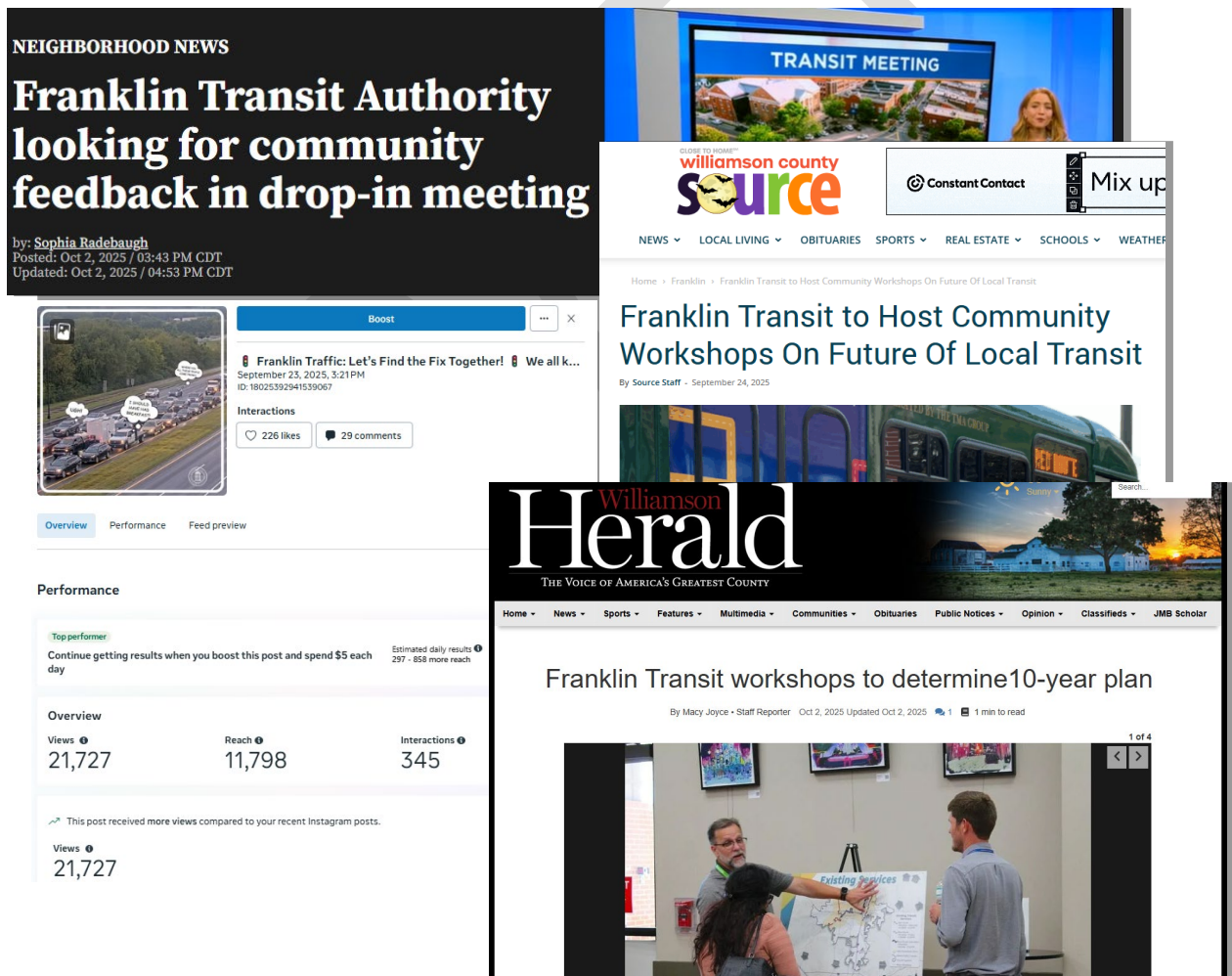
2.6 Social Media and Online Project Materials

The Franklin Transit Master Plan employed a digital engagement strategy and outreach efforts through social media, online materials, and video testimonials. These tools were developed to expand public awareness, increase accessibility to project information, and encourage participation beyond in-person events and surveys previously outlined in this section. Social media posts and online content provided regular project updates, links to surveys, and opportunities for the community to share feedback. Collectively, these online tools ensured a broad and inclusive approach to public engagement, reaching audiences who may not have participated or been aware of the project via traditional means.

City staff made a deliberate effort to extend the reach of these materials by actively promoting the project across multiple platforms, coordinating with community partners, and responding to questions submitted online. Their work ensured that residents who could not attend workshops, discussion groups, or meetings still had clear pathways to learn about the plan and contribute their perspectives. This extra level of commitment helped the project team hear from a wider segment of the community, strengthened transparency, and demonstrated a strong desire to keep residents informed throughout the planning process. The City’s proactive approach also supported ongoing awareness of the study and reinforced trust by showing that public input was welcomed at every stage.

Figure 2-7 highlights some of the social media posts and news articles that were shared in order to educate the public about the plan and encourage them to provide feedback about Franklin Transit.

FIGURE 2-7: SAMPLE OF SOCIAL MEDIA POSTS AND NEWS ARTICLES ABOUT THE FRANKLIN TRANSIT MASTER PLAN



The collage features three main items:

- Facebook Post:** Titled "Franklin Transit Authority looking for community feedback in drop-in meeting" by Sophia Radehaugh. It includes a photo of a traffic jam and a performance overview showing 21,727 views, 11,798 reach, and 345 interactions.
- Williamson County Source Article:** Titled "Franklin Transit to Host Community Workshops On Future Of Local Transit" by Source Staff, dated September 24, 2025. It features a photo of a transit meeting.
- Williamson Herald Article:** Titled "Franklin Transit workshops to determine 10-year plan" by Macy Joyce, dated October 2, 2025. It includes a photo of people at a workshop looking at a map.

2.7 Fixed Route Rider Survey

The fixed route rider survey was conducted to better understand the characteristics, experiences, and needs of current Franklin transit users. Since fixed route riders rely on transit more heavily than the general population, their input is critical for identifying operational improvements, service gaps, and priorities for investment. The survey results provide statistically meaningful insights that help explain who the system currently serves and how well it functions from the rider’s perspective.

The survey was administered from September 29 to October 1, 2025. Responses were collected on board the Red and Blue Routes and at the Franklin Transit Center. A total of 97 responses were collected. The survey was comprised of 24 questions related to travel behavior, daily trip needs, satisfaction with service, demographic characteristics, and potential improvements.

2.7.1 Fixed Route Rider Survey Results

Key takeaways from the fixed route rider survey are highlighted in the section below, while a full list of all results from the survey are included in Appendix B.

Fixed Route Rider Demographics

Fixed route rider survey results indicate that riders represent a distinct segment of Franklin’s population. Riders tend to have lower household incomes than the citywide average and are more likely to lack access to a personal vehicle. Two thirds of riders reported having no vehicle available in their household. The age distribution also skews older with many riders aged 55 or above, as seen in Figure 2-8. The racial and ethnic composition of fixed route users is also much more diverse than the general population of the city, as only 38% of riders identify as White (Figure 2-9).

FIGURE 2-8: FIXED ROUTE RIDER SURVEY | AGE

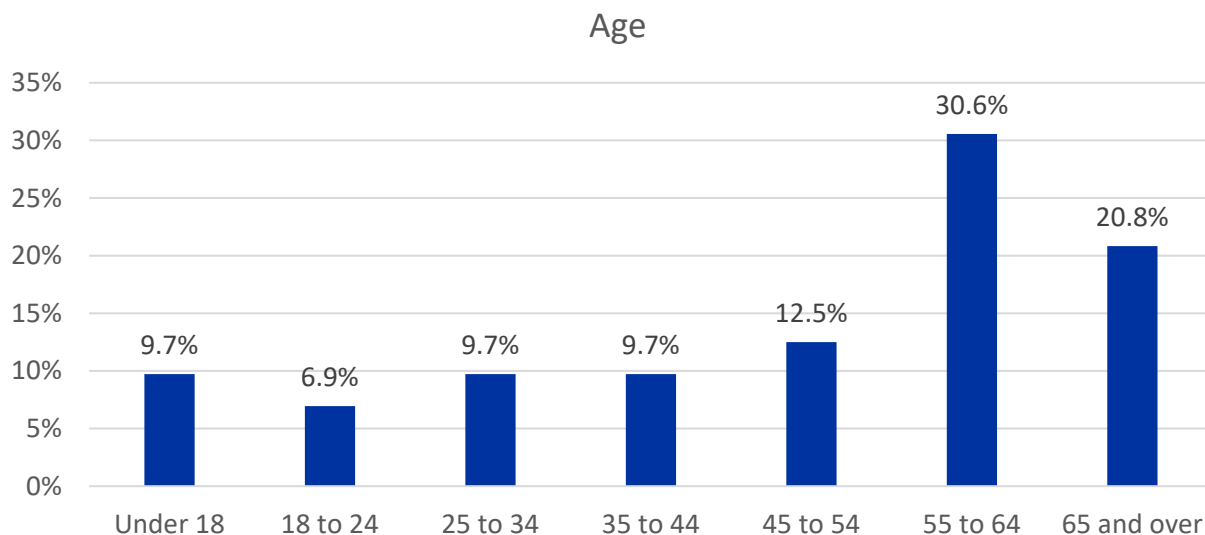
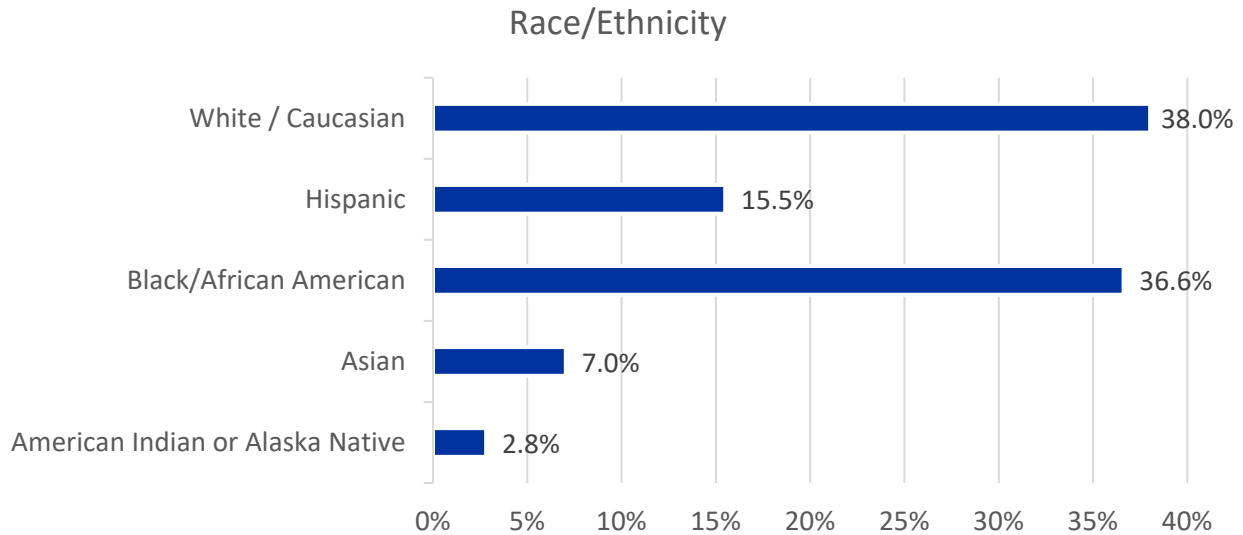
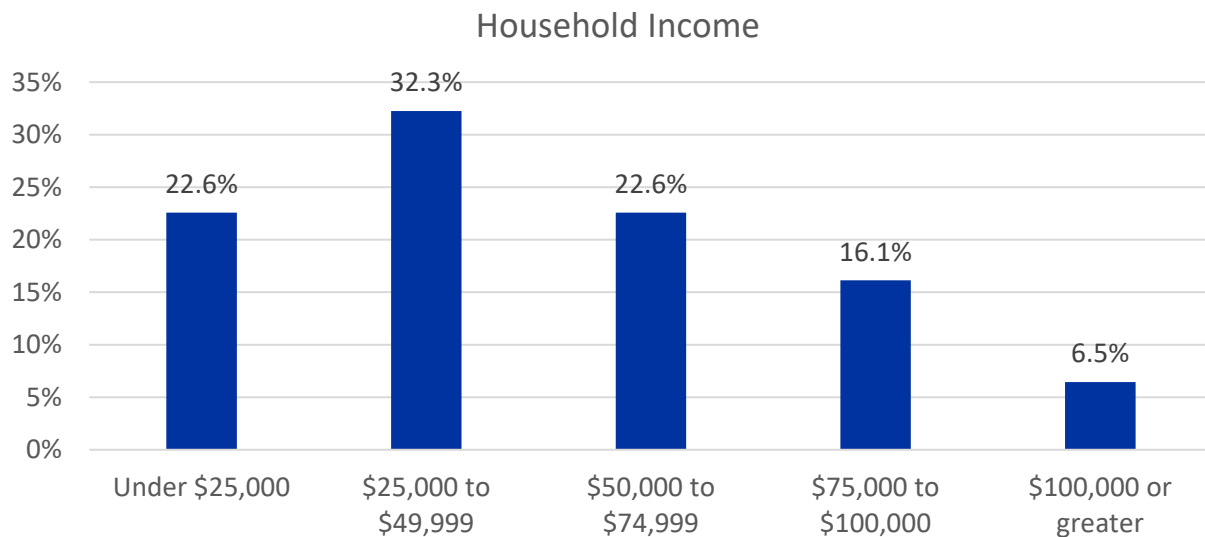


FIGURE 2-9: FIXED ROUTE SURVEY | RACE/ETHNICITY



The demographic profile also differs notably from Franklin’s general population in terms of income and access to transportation. Evident in Figure 2-10, over 90 percent of surveyed riders reported household incomes below the city’s median, and more than half earn less than \$50,000 annually.

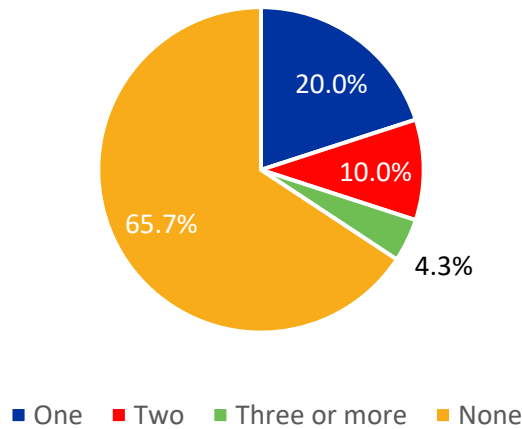
FIGURE 2-10: FIXED ROUTE RIDER SURVEY | HOUSEHOLD INCOME



Additionally, approximately two-thirds of riders do not have access to a personal or shared vehicle, underscoring the essential nature of fixed route service for their daily mobility (Figure 2-11). Collectively these findings demonstrate that Franklin Transit’s fixed route system serves a distinct population segment with limited transportation alternatives, reaffirming the agency’s critical function as a lifeline service for many in the community.

FIGURE 2-11: FIXED ROUTE RIDER SURVEY | NUMBER OF VEHICLES PER HOUSEHOLD

Number of Vehicles per Household



Fixed Route Rider Usage of Franklin Transit

Most riders use Franklin transit frequently and for essential travel. Most respondents reported using the service for at least one year, and more than one-third have been regular riders for over five years (Figure 2-12). Indicated in Figure 2-13, the vast majority ride multiple days per week, indicating that transit plays a central role in their daily routines for commuting, errands, and other essential trips. These trip purposes highlight the importance of reliable service spans, dependable schedules, and clear connections to major destinations.

FIGURE 2-12: FIXED ROUTE RIDER SURVEY | “HOW LONG HAVE YOU BEEN USING FRANKLIN TRANSIT?”

How long have you been using Franklin Transit?

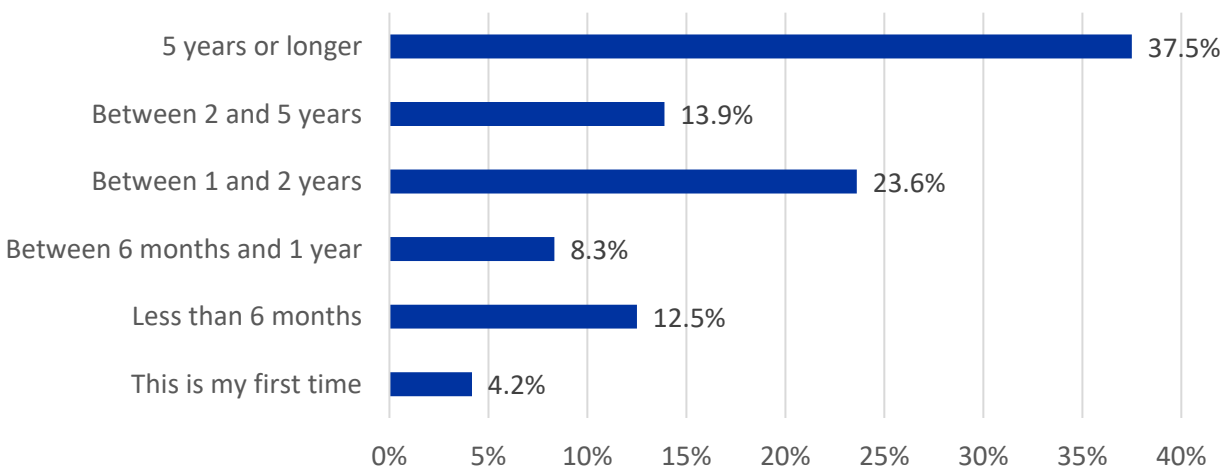
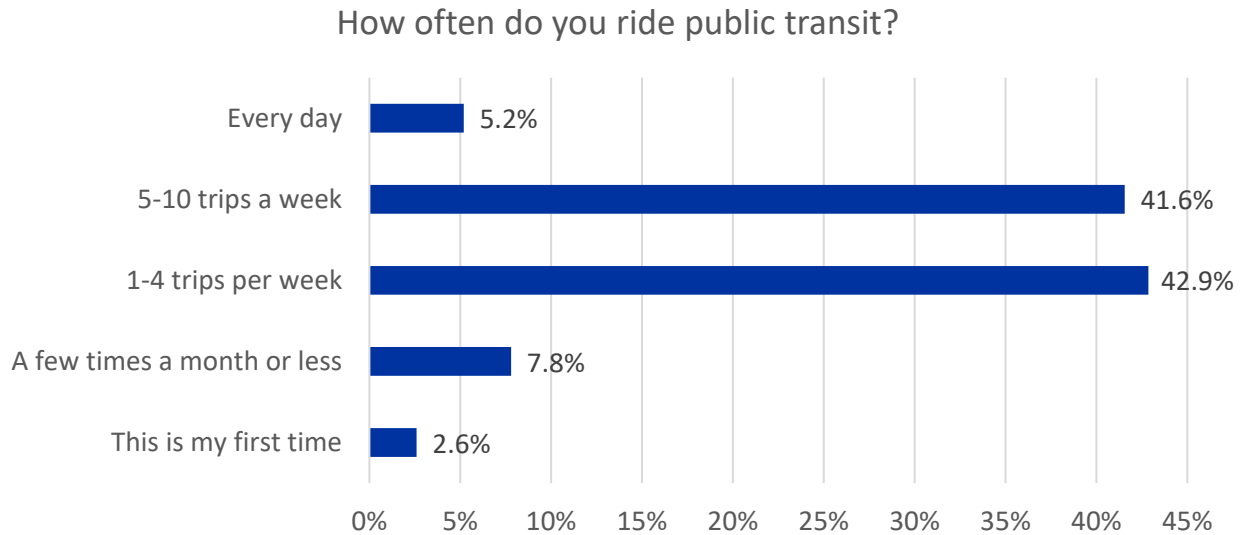


FIGURE 2-13: FIXED ROUTE RIDER SURVEY | “HOW OFTEN DO YOU RIDE PUBLIC TRANSIT?”

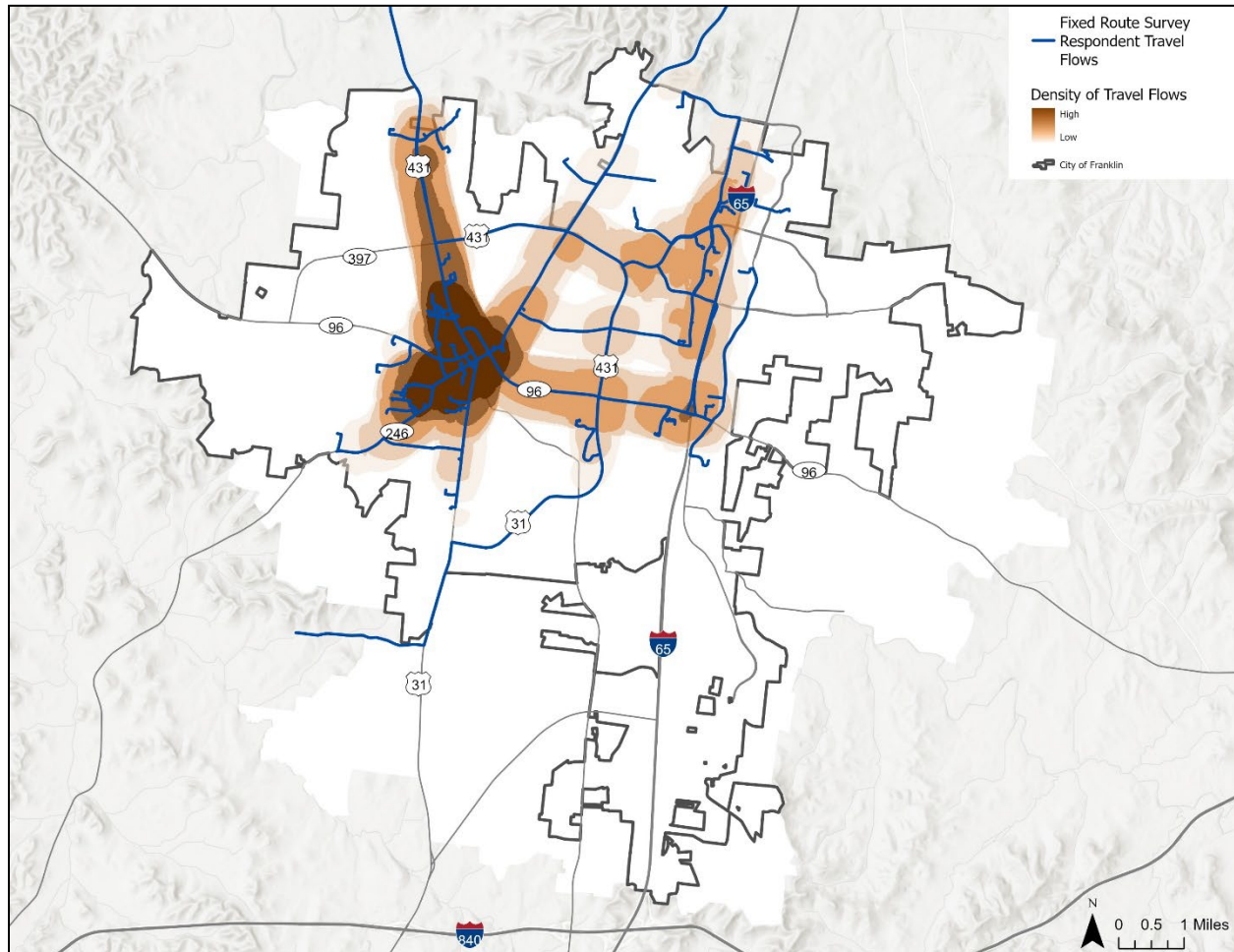


Fixed Route Rider Travel Flows

Map 2-1 illustrates the travel flows of the reported trips taken by fixed route riders, according to their survey responses. Based on the reported typical origins and destinations, most riders’ trips cluster around downtown Franklin and corridors served by the Red route. Some additional flows occur along major arterials and the Cool Springs area. The concentration of trips around the Franklin Transit Center reinforces its role as the transit network’s primary hub.

These travel flow patterns show that the existing service is capturing important corridors but also suggest opportunities to better align routes with growing destinations, especially where travel demand is high but fixed route service is limited.

MAP 2-1: FIXED ROUTE SURVEY RESPONDENT TRAVEL FLOWS



Fixed Route Rider Reliance on Franklin Transit

The fixed route rider survey underscored how heavily riders heavily rely on the service to meet their needs, as about three-quarters of respondents deemed Franklin Transit “very critical” in their ability to get around (Figure 2-14). The reasoning for this is clarified in Figure 2-15, which attributes riders’ critical reliance on the service because it is their only transportation option, because they can’t drive, or because they prefer it to their alternatives.

FIGURE 2-14: FIXED ROUTE RIDER SURVEY | “HOW CRITICAL IS FRANKLIN TRANSIT IN YOUR ABILITY TO GET AROUND?”

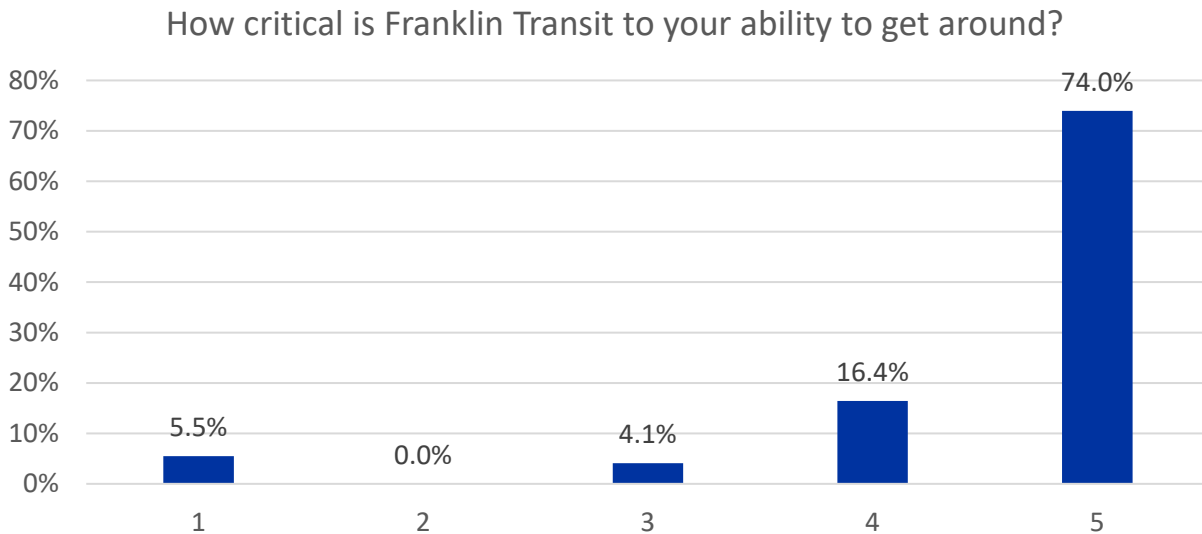


FIGURE 2-15: FIXED ROUTE RIDER SURVEY | “WHAT IS THE MOST IMPORTANT REASON YOU RIDE THE BUS?”

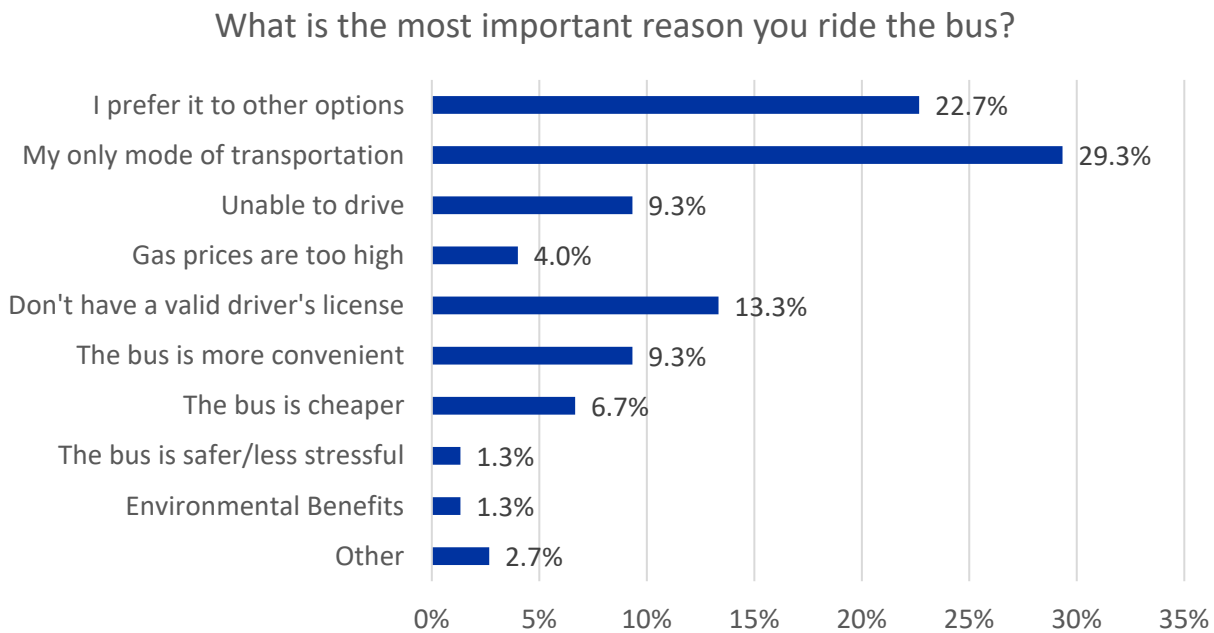
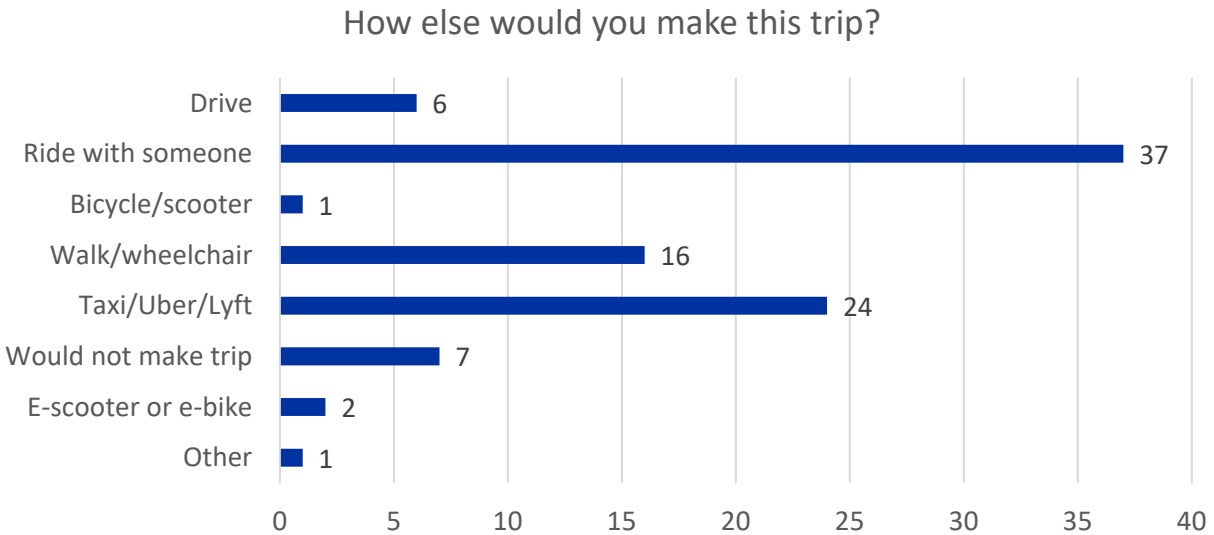


FIGURE 2-16: FIXED ROUTE RIDER SURVEY | “HOW ELSE WOULD YOU MAKE THIS TRIP?”



Fixed Route Rider Satisfaction

Overall, fixed route riders are very satisfied with all aspects of the service. Figure 2-17 depicts most survey respondents as very likely to recommend Franklin Transit to friends or family. However, the survey also highlighted unmet needs, evident in Figure 2-18 and Figure 2-19, respectively. Riders expressed interest in:

- More routes so that more destinations can be reached
- Longer service hours, especially earlier in the morning and later in the evening
- More frequent buses
- Additional shelters, benches, and bus stop amenities

These desired improvements align closely with the demographic patterns and rider usage data. Riders depend heavily on the system, and expanded service would materially improve their access to daily necessities.

FIGURE 2-17: FIXED ROUTE RIDER SURVEY | “HOW LIKELY ARE YOU TO RECOMMEND FRANKLIN TRANSIT?”

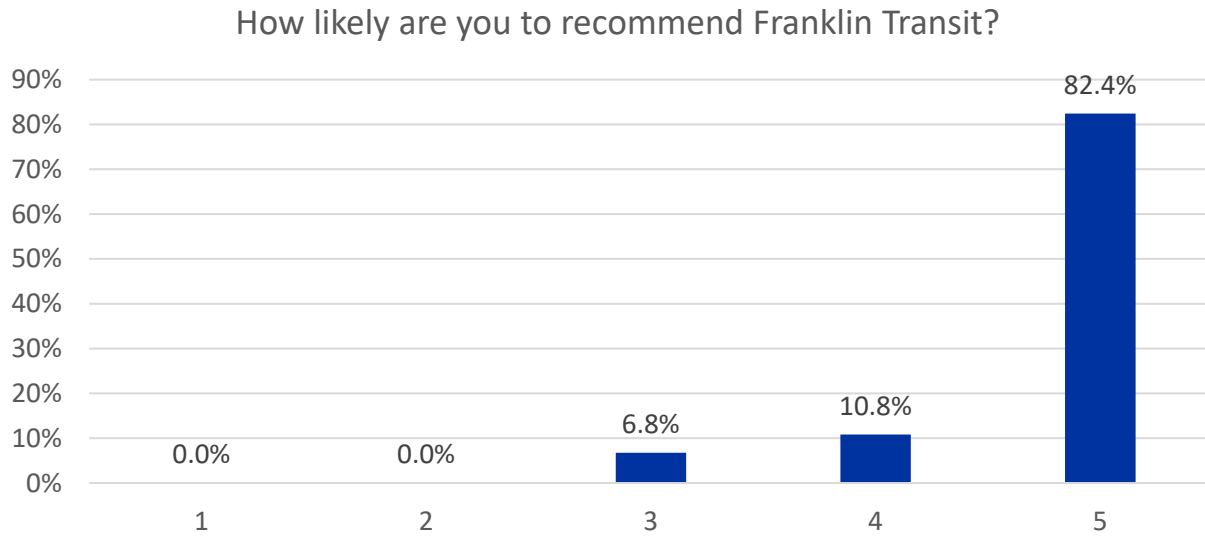


FIGURE 2-18: FIXED ROUTE RIDER SURVEY | SATISFACTION OF CONNECTIONS TO REGIONAL TRANSIT SERVICES

Connections to Regional Transit Services

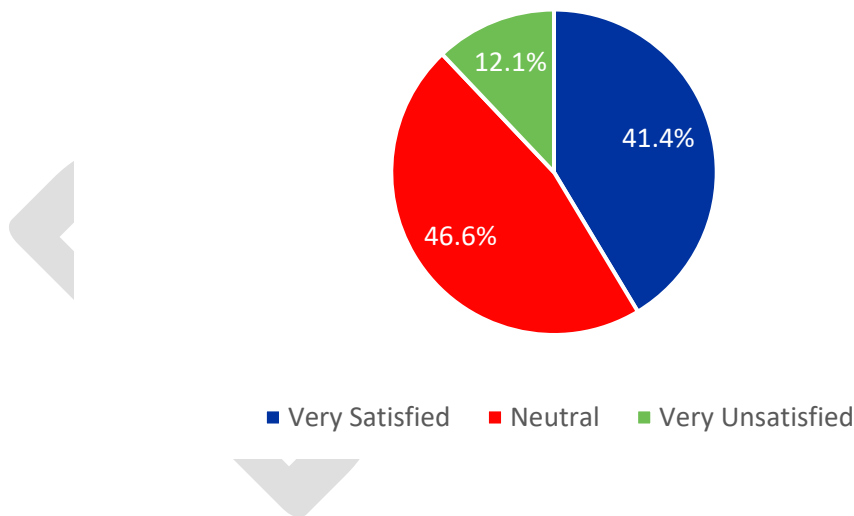
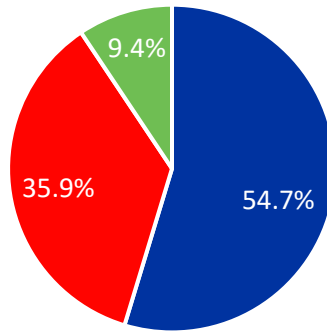


FIGURE 2-19: FIXED ROUTE RIDER SURVEY | SATISFACTION OF SERVICE HOURS

Service Hours



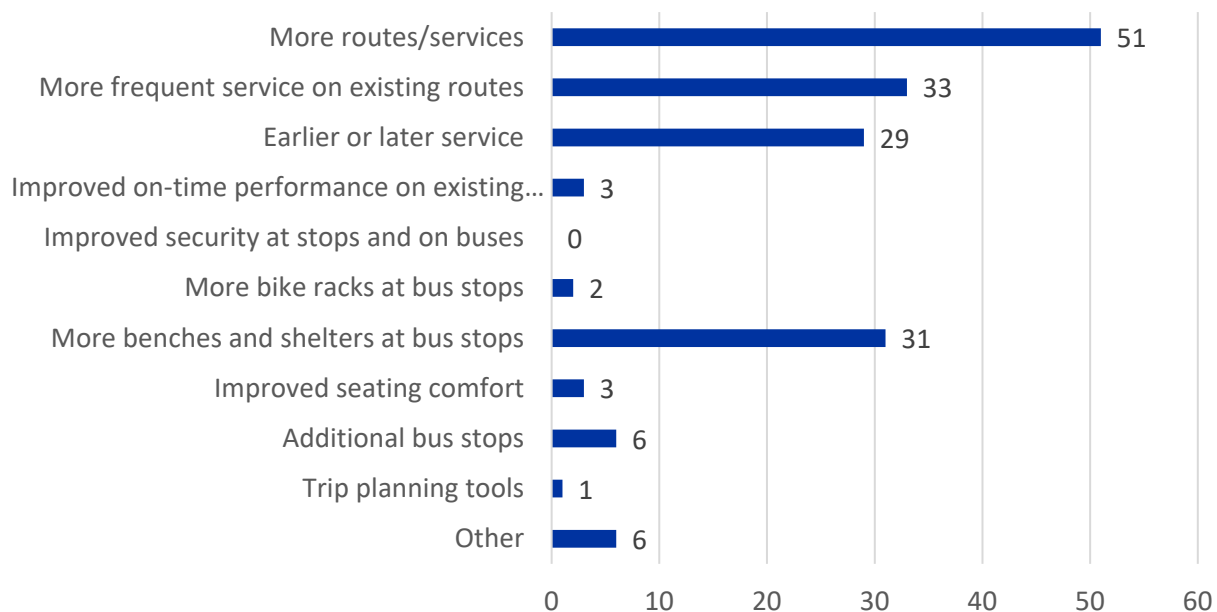
■ Very Satisfied ■ Neutral ■ Very Unsatisfied

Fixed Route Rider Desired Improvements

There are a variety of improvements to Franklin Transit that its fixed route riders desire, listed in Figure 2-20. Fixed route riders overwhelmingly want more routes and services. The current two routes leave many destinations unserved except by TODD, which they might not prefer its flexibility and its higher fares. Many riders also request improved frequency, increased service span, and more bus stop benches and shelters.

FIGURE 2-20: FIXED ROUTE RIDER SURVEY | “WHICH OF THE FOLLOWING SERVICE IMPROVEMENTS WOULD MAKE FRANKLIN TRANSIT BETTER?”

Which of the following service improvements would make Franklin Transit better?



2.8 TODD Rider Survey

A telephone survey of Franklin Transit’s TODD riders was conducted to collect direct feedback from users of the agency’s demand-response service. This survey provided valuable insight into how TODD supports mobility for residents with limited access to fixed route service and those requiring more flexible trip scheduling. The results offer a deeper understanding of rider characteristics, satisfaction levels, and areas for improvement specific to this service type.

2.8.1 Survey Instruments

The TODD rider survey was administered via structured telephone interviews, allowing participants to respond at their convenience while maintaining consistent data collection across respondents. The survey instrument was designed to mirror the structure of the fixed route rider questionnaire, focusing on trip purpose, service satisfaction, frequency of use, and demographic information. Questions also addressed operational aspects unique to the TODD program, including the booking and scheduling process, customer service experience, and overall service reliability. This format provided a balanced combination of quantitative data and qualitative feedback which captures the user experience in more detail.

2.8.2 Survey Efforts

A total of 22 TODD rider surveys were completed. Respondents generally represented older adults and individuals with disabilities, reflecting the program's role in serving riders with specialized mobility needs. Most participants reported being frequent and long-time users who rely on TODD primarily for work and medical-related trips. Satisfaction with the service was generally high; however, respondents consistently identified challenges related to the scheduling process and occasional delays in trip coordination. These responses highlight the importance of operational efficiency and communication in maintaining service reliability for TODD riders. Overall, the survey confirms that the TODD service provides an essential mobility option for residents who depend on it, yet opportunities exist to refine scheduling and improve overall user convenience.

2.8.3 TODD Rider Survey Results

Results from the TODD rider survey reveal that users of Franklin Transit's demand-response service share similar characteristics with fixed route riders but are, on average, older and more likely to have a disability (Figure 2-21). Most respondents identified as frequent and longtime users who rely on TODD primarily for essential trips such as work and medical appointments (Figure 2-22 and Figure 2-23).

Rider feedback from the TODD rider survey highlighted the need for a more efficient and predictable scheduling experience, with several respondents noting challenges in booking trips and long wait times. To address these concerns, the study will evaluate modern technology solutions built on Software as a Service (SaaS) platforms. SaaS refers to cloud-based software that enables real-time booking, automated scheduling, and streamlined communication between riders and dispatch. Such systems can reduce uncertainty for riders, shorten waiting times, and support a more flexible and reliable TODD experience. Aligning the evaluation of these tools with rider feedback ensures that improvements directly respond to the issues raised by those who use the service most.

Overall satisfaction with the service was high, particularly regarding reliability and driver courtesy; however, respondents identified the scheduling process as an area in need of improvements. Several participants expressed challenges with booking and waiting times, indicating a desire for a more efficient and flexible reservation system (Figure 2-24). These findings confirm that the TODD program plays a critical role in meeting the mobility needs of residents with limited transportation options. A full summary of all TODD rider survey results is provided in Appendix C.

FIGURE 2-21: TODD RIDER SURVEY | “WHICH FARE DID YOU PAY FOR YOUR LAST ONE-WAY TRIP?”

Which fare did you pay for your last one-way trip?

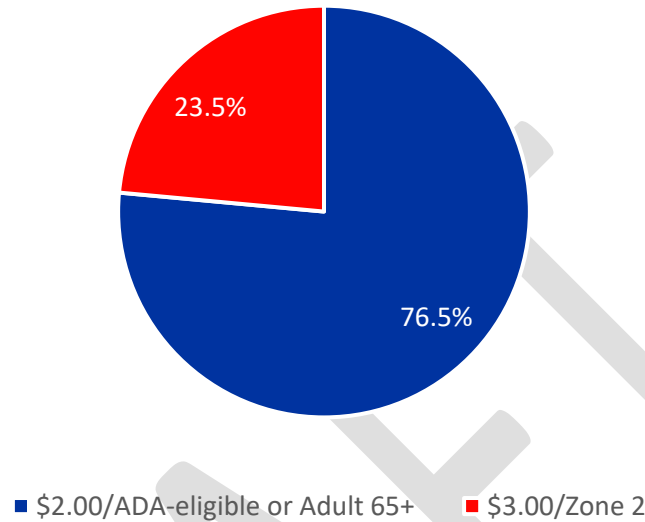


FIGURE 2-22: TODD RIDER SURVEY | “WHAT WAS THE PURPOSE OF YOUR MOST RECENT TODD TRIP?”

What was the purpose of your most recent TODD trip?

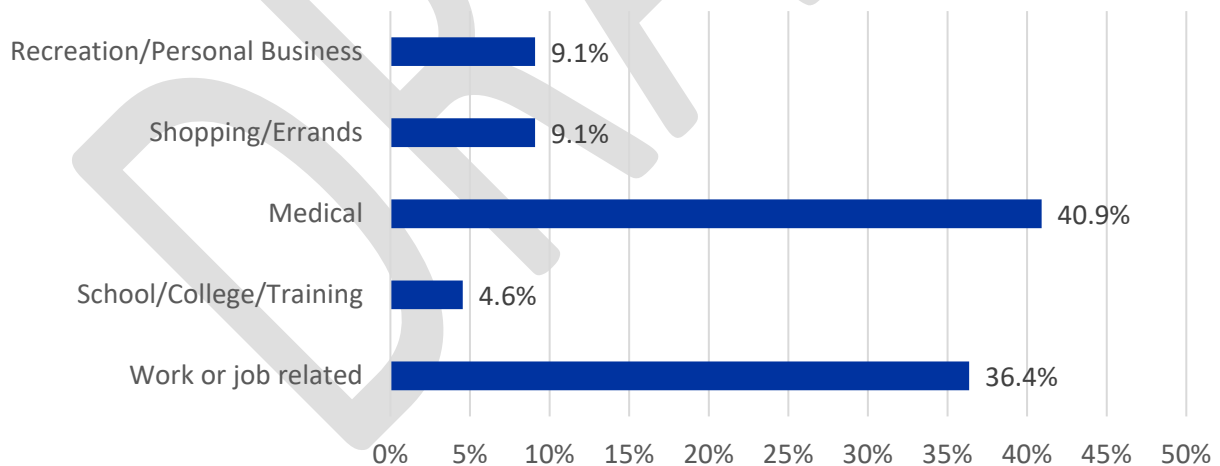


FIGURE 2-23: TODD RIDER SURVEY | “WHAT IS THE MOST IMPORTANT REASON YOU RIDE TODD?”

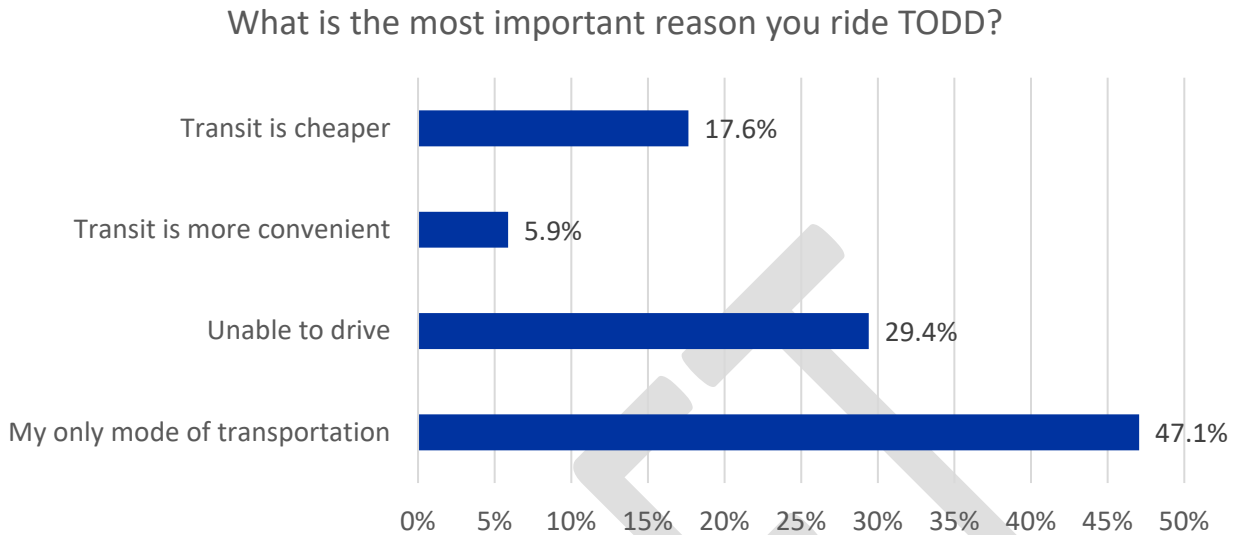
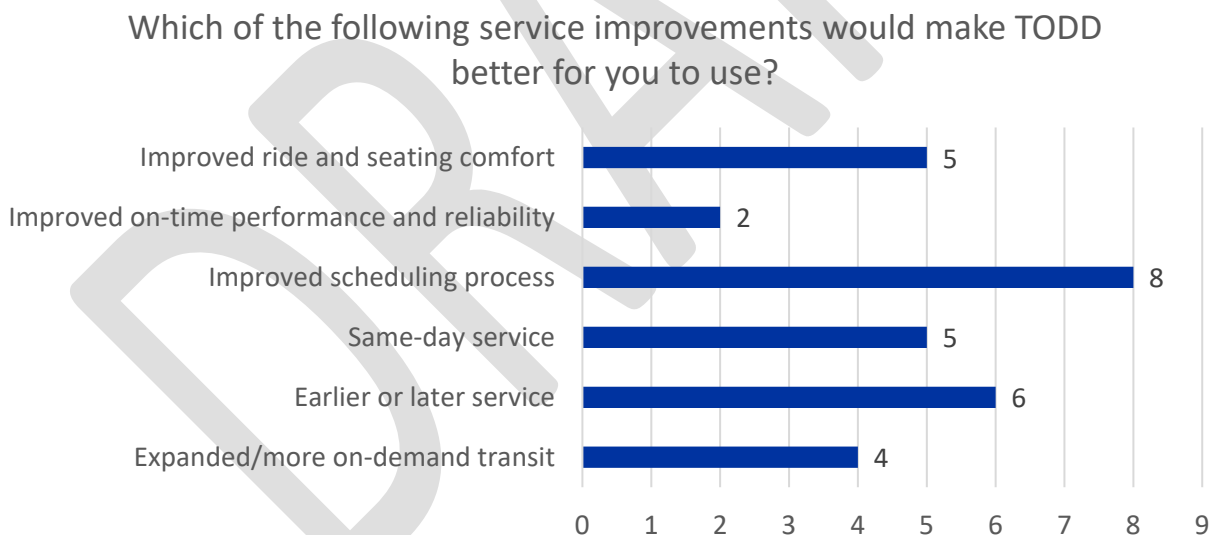


FIGURE 2-24: TODD RIDER SURVEY | “WHICH OF THE FOLLOWING SERVICE IMPROVEMENTS WOULD MAKE TODD BETTER FOR YOU TO USE?”



2.9 Virtual Public Input Survey

To better understand the needs and concerns of the general public, and specifically people who do not use transit currently and/or cannot participate in other outreach events, the project team conducted a virtual public input survey. Digital engagement options are essential for capturing voices that traditional meetings often miss. Virtual tools allow people to participate on their own time, from any device, and without the barriers that limit many residents from attending in person. This helps ensure feedback

reflects the full community, including people who do not use transit currently, work non-traditional hours, have mobility or transportation constraints, or prefer online communication.

The public input survey was developed with its primary focus on identifying mobility needs in the community. The survey was administered via the plan’s virtual meeting room that served as a project webpage linked to the City of Franklin and Franklin Transit Authority’s webpage. The public was made aware of the virtual room and the survey opportunity through various means and outlets, such as notices on the buses, press releases, social media blasts, etc.

2.9.1 Virtual Room

The virtual meeting room was developed as a method for providing continual communication to the public regarding the Franklin Transit Master Plan. Project materials, such as PowerPoint presentations, fact sheets, informational boards, technical reports, surveys, and sign-in sheets were accessible to the public in this on-demand format. Figure 2-25 is a screenshot of the plan’s virtual room, depicting some materials explaining existing conditions in Franklin, interactive public input exercises, and a link to the public input survey.

FIGURE 2-25: SCREENSHOT OF THE VIRTUAL ROOM



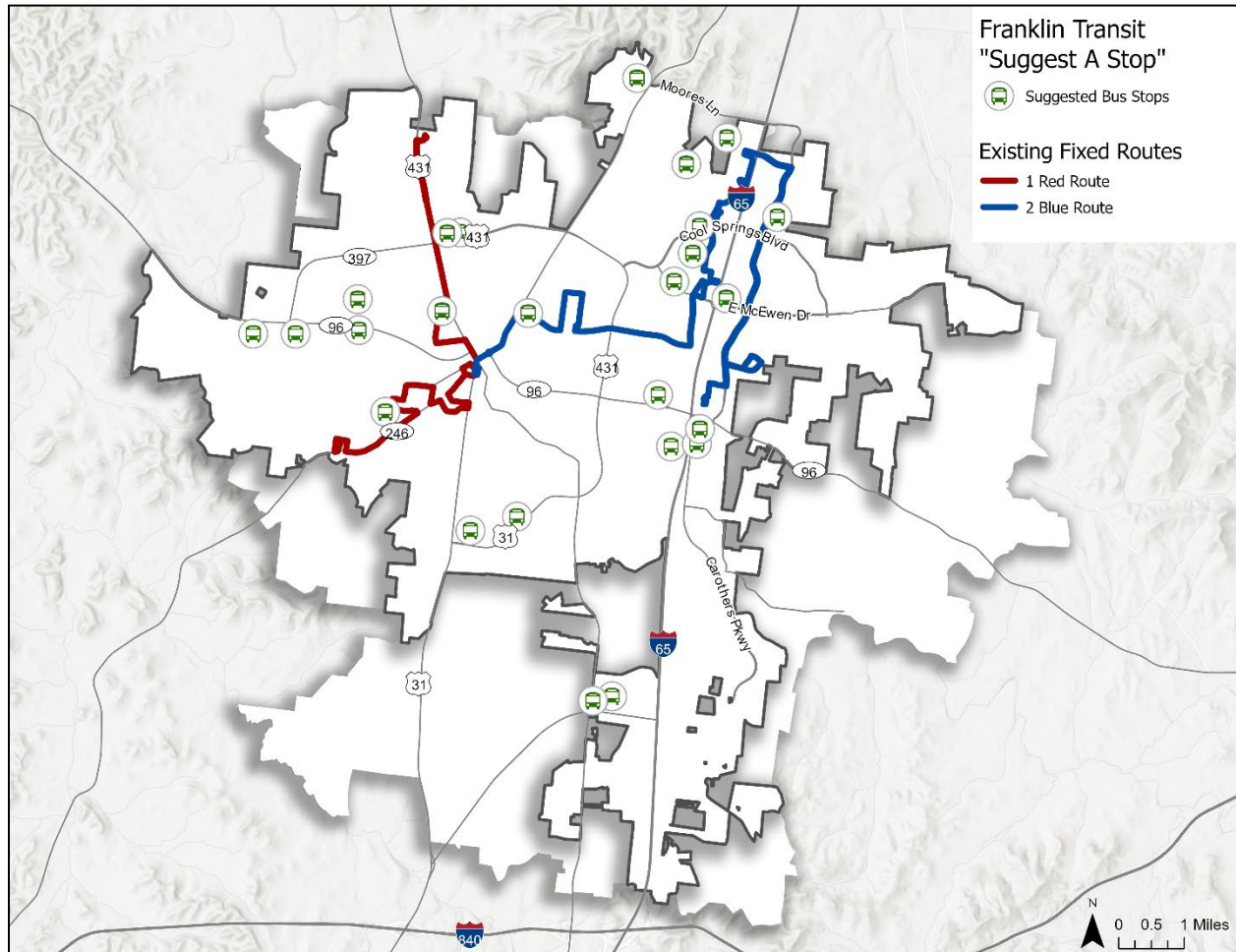
2.9.2 “Suggest A Stop” Survey

In tandem with the Franklin Transit Master Plan, Franklin Transit launched “Suggest A Stop” virtual form on its website, where people could suggest a location they believe should be served by transit that was not already served. The form received dozens of responses, of which the locations for new bus stop suggestions were mapped in Map 2-2.

New bus stop locations were suggested all across Franklin, and most are not close to either of the existing fixed routes. The suggested locations include social services and recreation centers, shopping centers, residential neighborhoods, and mixed-use centers. There were multiple requests for

Westhaven, a large and fast-growing community on the far west side of the city, and for Reid Hill Commons, a neighborhood west of Downtown where a significant number of residents do not drive.

MAP 2-2: INPUT FROM "SUGGEST A STOP" FORM



2.9.3 Public Input Survey

Through November 17, 2025, 306 responses were received from the public input survey. In contrast to the rider survey, this outreach effort reflected a broader segment of the Franklin community, including many individuals who do not currently use transit. The results indicate that while most respondents are aware of Franklin transit, they often choose not to ride because currently routes do not reach their desired destinations or because they prefer to drive themselves.

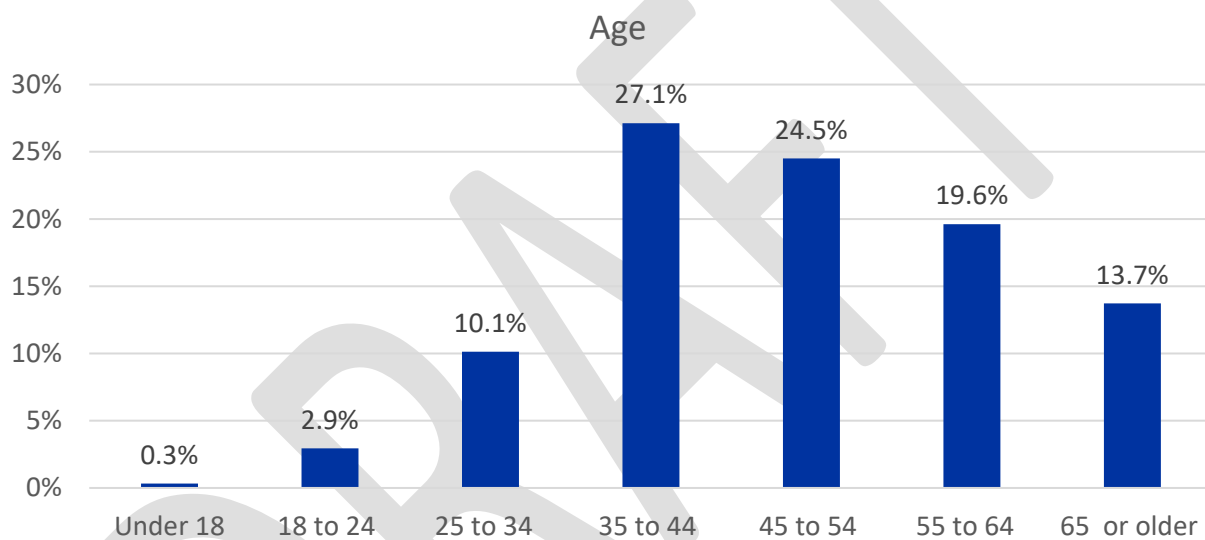
Despite this, there is strong public interest in expanding and improving transit services. Most respondents indicated that additional routes, longer service hours, and more frequent buses would make the system more appealing. The data also suggests that residents value the presence of transit in Franklin and recognize its importance, even if they are not active users. This combination of awareness.

Limited utilization, and strong support for service enhancement reflects an opportunity for the agency to broaden its reach through strategic expansion and improved accessibility.

Public Input Survey Demographics

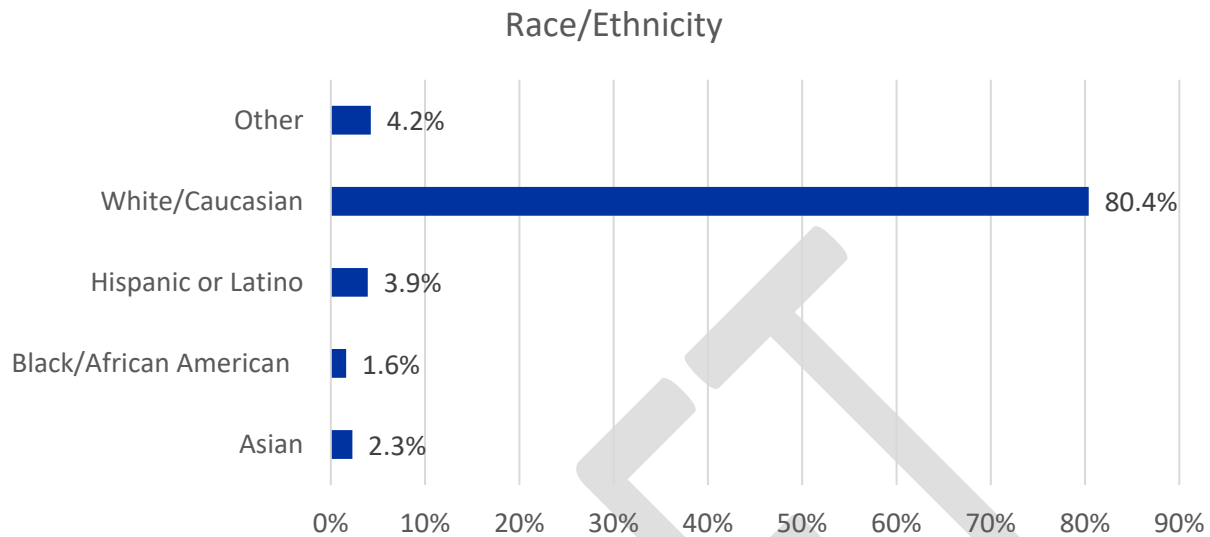
The demographic makeup of the public input survey respondents closely aligns with Census data representing the entire population of Franklin and differs significantly from that of the fixed route riders. Shown in Figure 2-26, the age of public input survey respondents loosely resembles a normal distribution, with the 35 to 44 age range representing the plurality of respondents. This contrasts with the fixed route rider survey, where the age of respondents skews older, likely due to senior citizens having less of an ability to drive themselves where they need to go.

FIGURE 2-26: PUBLIC INPUT SURVEY | AGE



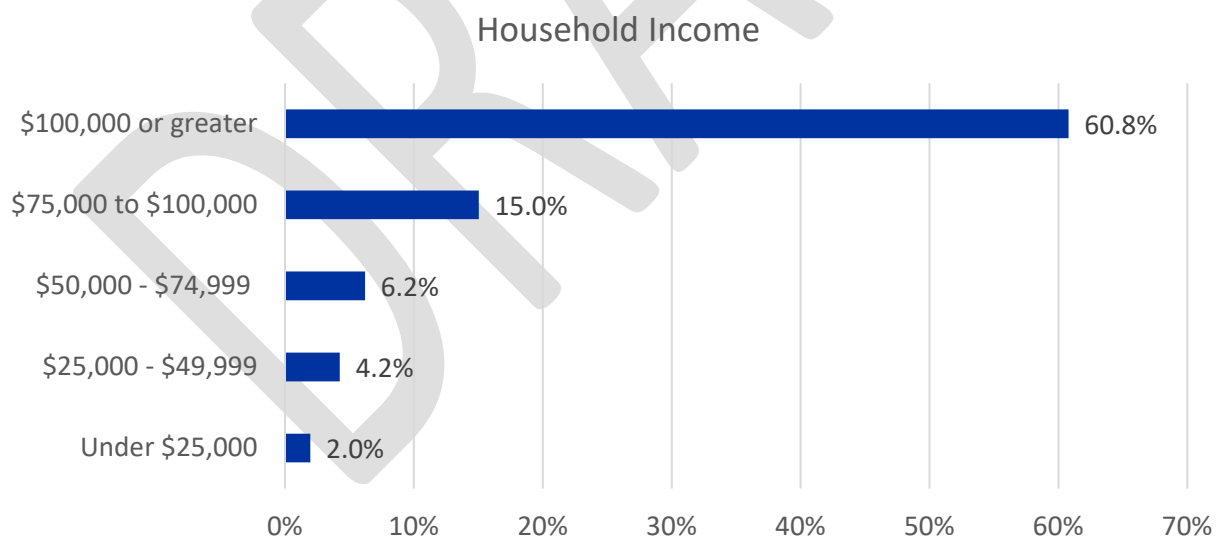
The racial and ethnic composition of public input survey respondents is largely White, in contrast to the more diverse group of fixed route riders (Figure 2-27).

FIGURE 2-27: PUBLIC INPUT SURVEY | RACE/ETHNICITY



Most public input survey respondents report a high household income, with over 60% reporting an annual household income greater than \$100,000 as seen in Figure 2-28. These households have a much greater capability to front personal transportation costs than a typical fixed route rider household.

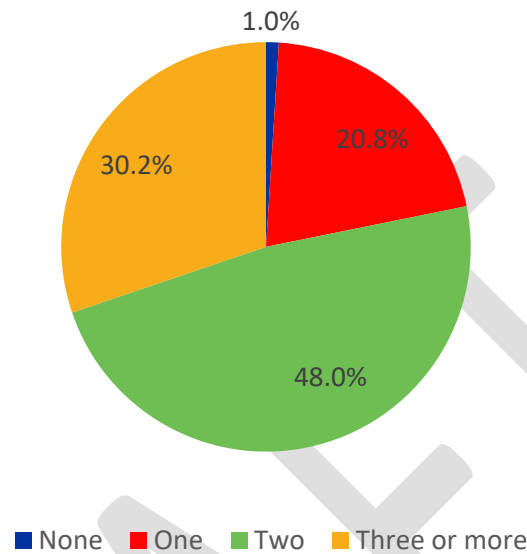
FIGURE 2-28: PUBLIC INPUT SURVEY | HOUSEHOLD INCOME



Virtually all public input survey respondents reported that they have access to a personal vehicle (Figure 2-29). This indicates that public transit is not a necessity for these respondents, as they typically have more transportation options than a typical current fixed route rider.

FIGURE 2-29: PUBLIC INPUT SURVEY | NUMBER OF HOUSEHOLD VEHICLES

Number of Household Vehicles



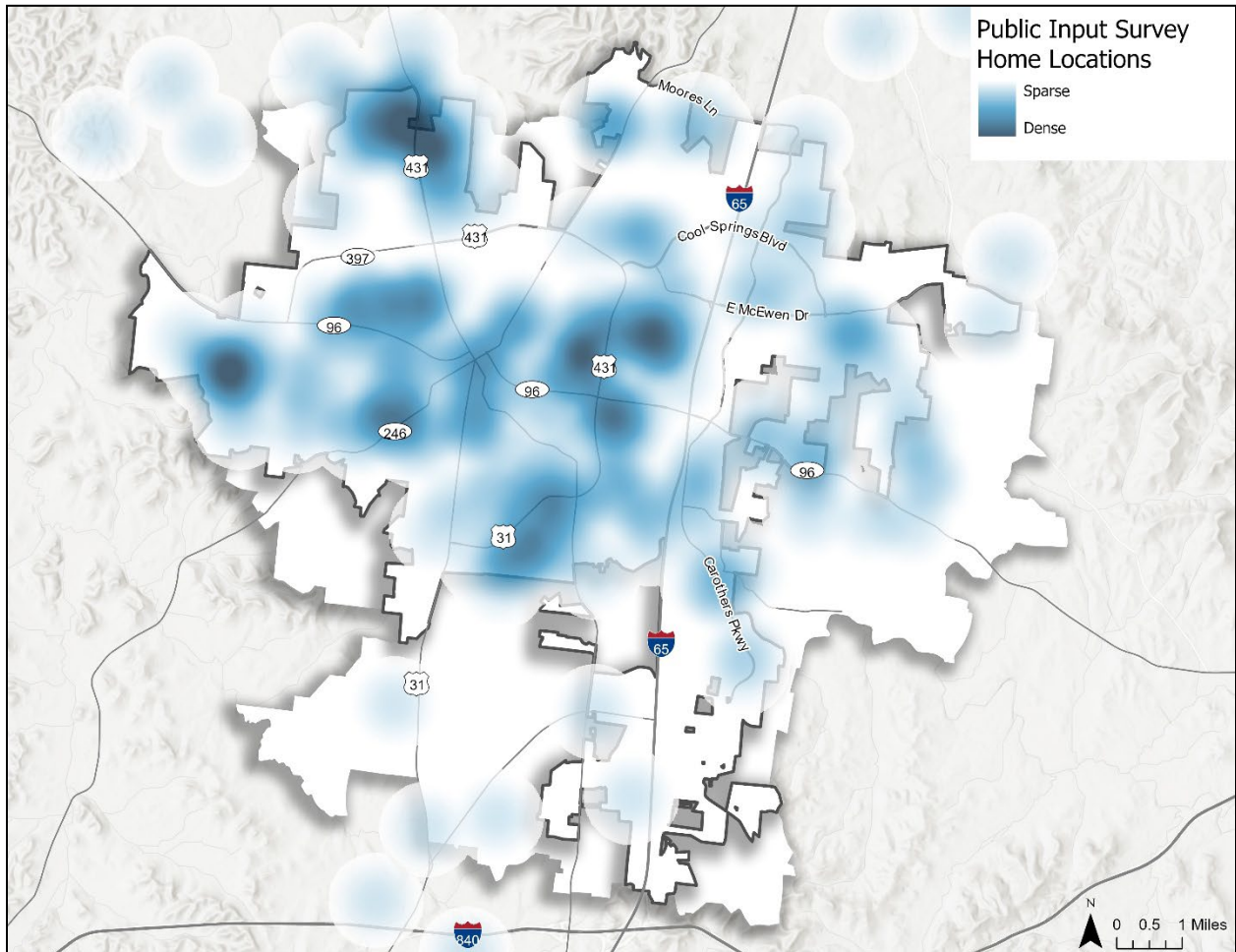
Collectively, these demographic findings demonstrate that the public input survey reached a large enough sample size representing the population of Franklin as a whole, and that most respondents are able to meet their mobility needs without using public transit, unlike the fixed route rider survey respondents. While they do not currently depend on transit, public input overall indicates a desire for better service and expanded mobility options in the area.

Public Input Survey Respondent Travel Flows

To understand typical trips taken by Franklin residents and workers, public input survey participants were asked to point out their home locations and their work/school locations on a map. This dataset reveals where people who generally do not currently take transit live and work, but more importantly reveals the specific commuting travel flows they make and how that aligns with the general public’s desired routes and destinations to be served.

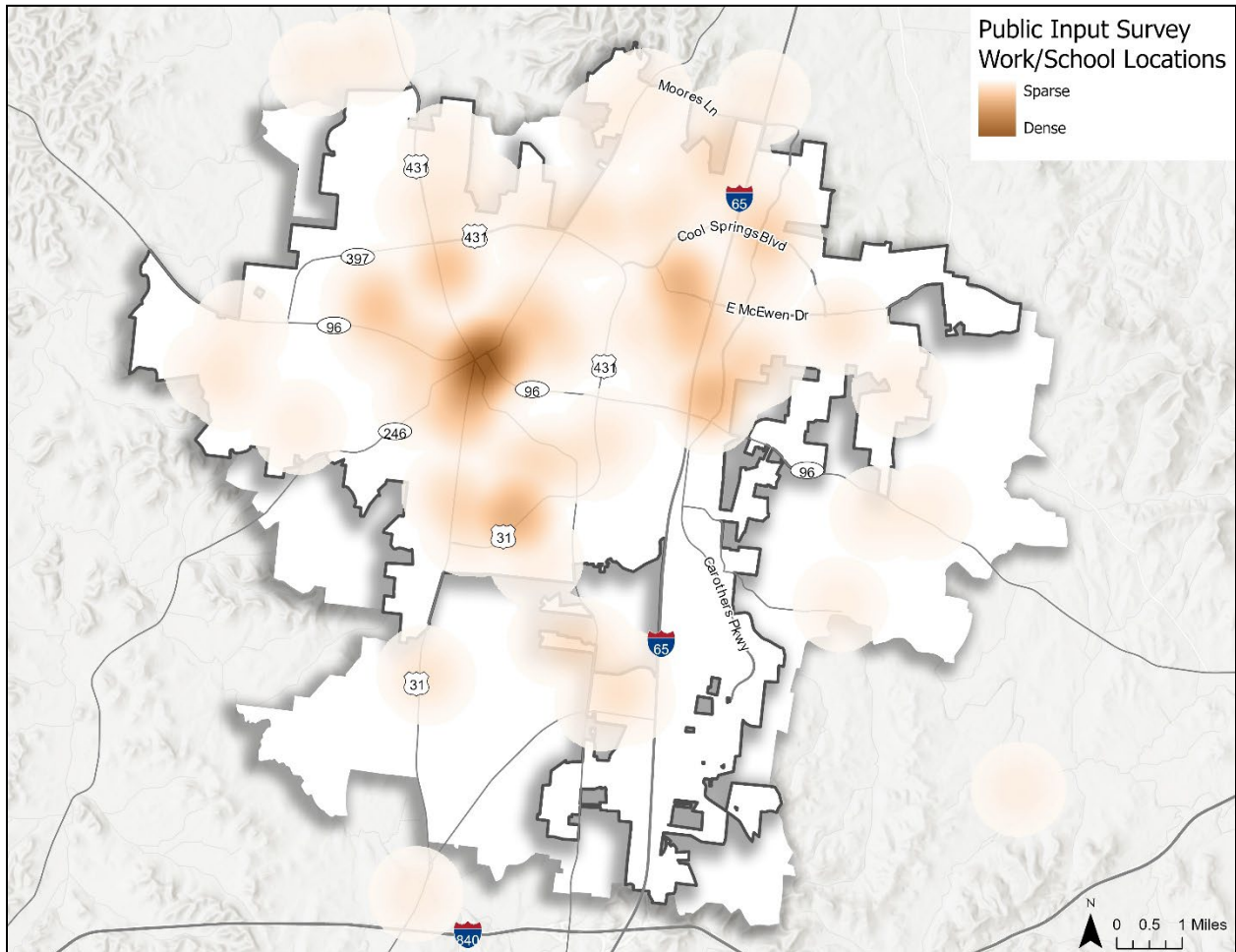
Map 2-3 documents clusters of home locations of public input survey respondents. The largest clusters of respondent residences are found west of Interstate 65 and north of the southern end of Mack Hatcher Parkway, which includes many established residential areas of the city, and excludes largely commercial areas like Cool Springs and Carothers Parkway.

MAP 2-3: PUBLIC INPUT SURVEY | RESPONDENT HOME LOCATIONS



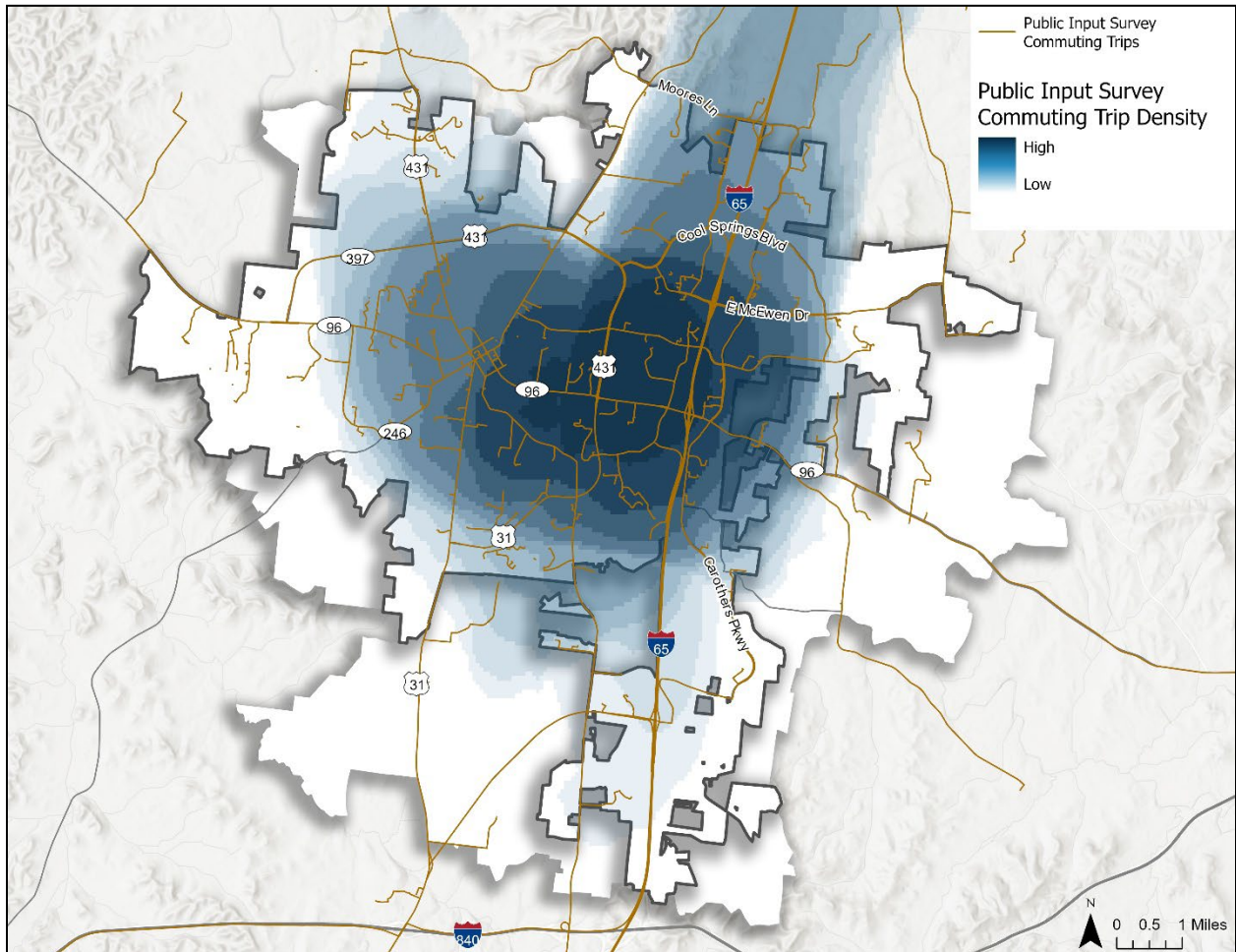
Similarly, Map 2-4 depicts the clusters of work and school locations of public input survey respondents. Unlike the home locations, the work and schools locations are not as uniformly distributed. By far, the highest concentration of workers and students travel to Downtown Franklin, while a smaller cluster is found in the Cool Springs area. This data underscores the importance of those two locations as commercial anchors in the city that can support transit relatively well.

MAP 2-4: PUBLIC INPUT SURVEY | RESPONDENT WORK/SCHOOL LOCATIONS



Connecting the respondents' home and work/school locations as individual trip pairs, Map 2-5 shows each public input survey respondent's commuting travel flow as well as the density of all respondents' commuting travel flows. While the public input survey respondents travel throughout the entire city for work and school, most commuting trips are concentrated between Downtown Franklin and Cool Springs, indicating that the plurality of commuting trips to or from the City of Franklin begin, end, or pass through those two areas, again suggesting the demand for transit in those areas.

MAP 2-5: PUBLIC INPUT SURVEY | RESPONDENT COMMUTING TRIPS



Public Input Awareness of Franklin Transit

According to responses shown in Figure 2-30, the vast majority of residents are aware of the existence of transit in Franklin, but only a third of respondents know about Franklin Transit and where it goes. Some of the lack of awareness of Franklin Transit can be contextualized by the data presented in Figure 2-31, which explains that a significant number of non-riders do not use Franklin Transit because they prefer to drive or because the service does not serve the destinations they want to go to, among other reasons. Taken together, these findings indicate a dual need: improving and expanding transit services to better match travel patterns in Franklin, and significantly strengthening outreach and marketing so more residents understand what Franklin Transit offers and how it can meet their mobility needs.

FIGURE 2-30: PUBLIC INPUT SURVEY | “WHAT IS YOUR LEVEL OF AWARENESS OF TRANSIT/PUBLIC TRANSPORTATION SERVICES IN THE CITY OF FRANKLIN?”

What is your level of awareness of transit/public transportation services in the City of Franklin?

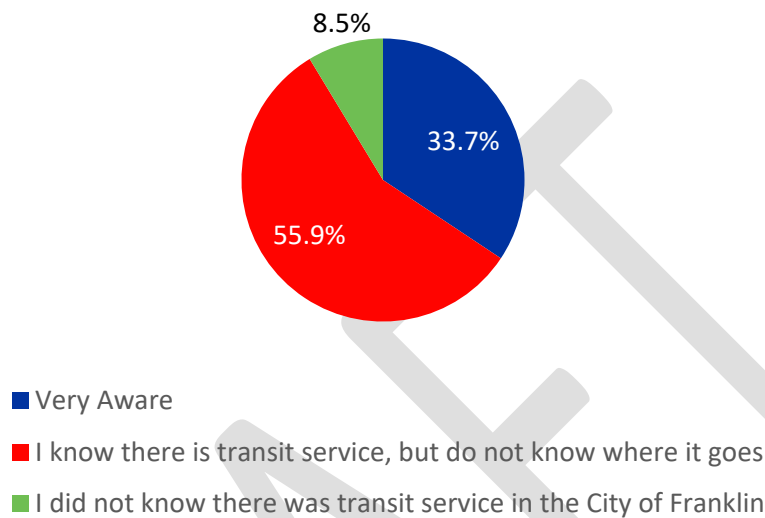
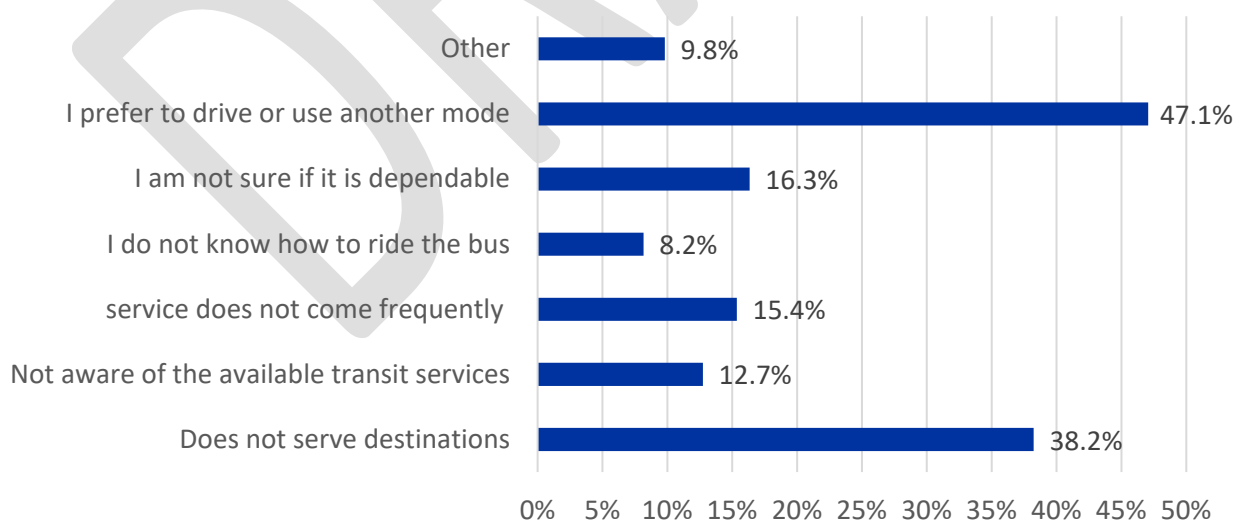


FIGURE 2-31: PUBLIC INPUT SURVEY | “IF YOU DO NOT CURRENTLY USE FRANKLIN TRANSIT AUTHORITY’S SERVICES, WHAT ARE THE REASONS?”

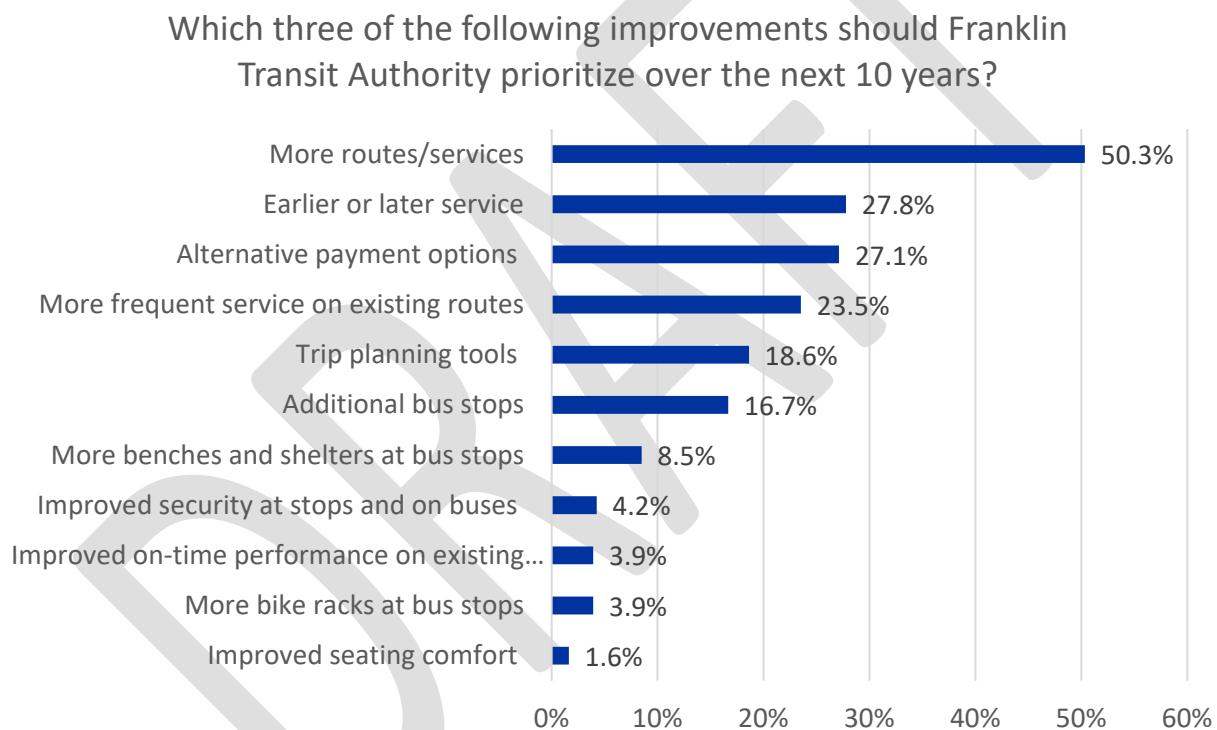
If you do not currently use Franklin Transit Authority's services, what are the reasons?



Public Input Desired Improvements

Similar to fixed route riders, there are a variety of improvements to Franklin Transit that public survey respondents desire, listed in Figure 2-32. The general public overwhelmingly want more routes and services. The current two routes leave many destinations unserved except by TODD, which they might not prefer the wait time associated with the service relative to driving a personal vehicle. Many respondents also request improved frequency, increased service span, and fare payment options other than cash and tickets. These preferences will directly shape the service recommendations presented later in this study, ensuring that proposed improvements respond to what residents say they need most and align with the gaps identified through this input.

FIGURE 2-32: PUBLIC INPUT SURVEY | “WHICH OF THE FOLLOWING IMPROVEMENTS SHOULD FRANKLIN TRANSIT AUTHORITY PRIORITIZE OVER THE NEXT 10 YEARS?”



Additional Comments from Public Input Survey

The open-ended comments in the public input survey revealed strong opinions about transportation priorities in Franklin. The most common sentiment was a preference for roadway improvements rather than expanding transit. Many residents felt that public transit would not significantly reduce congestion and expressed concerns that development has outpaced existing road infrastructure. Comments frequently called for widening major corridors, addressing bottlenecks, and improving traffic flow before further transit investment is considered.

Although roadway concerns dominated the feedback, several residents highlighted the need for better walking and biking infrastructure. Requests included safer sidewalks, improved bike lanes, and more connected greenways. Some respondents shared that they would prefer to walk or bike for certain trips if facilities were safer and more convenient.

There were also comments that pointed to confusion about how the existing transit system works. Several residents noted that routes, maps, and payment information are not clear. Others said that they might use transit if they understood the service better. A smaller set of comments focused on specific transit improvements, such as later service hours, weekend service, and expanded coverage to destinations like Cool Springs, Berry Farms, and medical facilities.

A minority of respondents voiced interest in regional rail, park and ride options, and additional commuter choices. A few residents also shared positive experiences with current services such as the downtown shuttle and special event transit. Overall, the comments reflect a community that strongly prioritizes roadway investment but also recognizes the value of improved mobility options for pedestrians, cyclists, and residents who cannot or prefer not to drive.

2.10 Transit Staff Surveys

In addition to gathering input from users and potential users of Franklin Transit, valuable insight was collected from Franklin Transit's bus operators and administrative staff. Transit operators and staff offer insight that often does not appear in data alone. Bus operators interact with passengers daily, hear concerns firsthand, observe challenges in real time, and serve as the face of the organization. Their on-the-ground experience provides context about how riders actually use the system and where improvements are needed. Administrative employees also carry important institutional knowledge about scheduling, operations, and customer service, giving them a clear view of how internal processes and external factors shape overall performance.

The information provided by 23 of the Franklin Transit staff members pertains to their perspective on what does and does not work well for Franklin Transit, perception of user perception of the service, and what improvements should be made. These unique perspectives from staff involved with Franklin Transit on a daily basis are especially valuable due to their intimate knowledge of the service and how the public interacts with Franklin Transit. Figure 2-33 highlights key takeaways from this survey effort, noting the strengths and weaknesses of the current operation of Franklin Transit as well the perspectives on customer satisfaction and concerns. Complete responses to the transit operator and administrative staff surveys can be found in Appendix D.

FIGURE 2-33: SUMMARY OF FRANKLIN TRANSIT OPERATOR AND STAFF SURVEYS

What is working well

- Drivers consistently cite a great group staff and a dependable fleet
- The convenience and usefulness of the service for passengers
- Timely transfers between the Blue and Red routes

What needs improvement

- The most common concerns center on scheduling, dispatch availability and responsiveness, and communication among operators and staff
- Requests for more training, especially for wheelchair lift procedures, appear more than once
- The implementation of tools that improve scheduling

Staff and operator reports of passenger concerns

- Long wait times and late buses are the most frequently mentioned
- Some passengers struggle with the ride scheduling process
- A few drivers note minimal complains

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2.11 Public Meetings for Input on Transit Improvement Alternatives

Similar to the community workshops held earlier in the planning process, public meetings occurred later in the planning process, after development of the transit improvement alternatives, to gather input on those proposed alternatives included in the draft plan. These meetings included a variety of activities and methods to appropriately engage attendees. The draft plan was made available online in the project’s virtual meeting room for public review prior to the meetings.

To maximize opportunities for citizen participation, these public meetings were coordinated to piggyback on other community events to ensure turnout. The meetings were also held at different times (day and evening) to accommodate a variety of work and personal schedules. City staff also coordinated the advertising and promoting the meetings.

2.11.1 Summary of Meetings

Let’s Taco ‘Bout Transit (05/05/2026)

Participants enjoyed a free taco bar while reviewing information about the Transit Master Plan and sharing their thoughts. Specifically, the transit improvement alternatives were presented, and participants were asked to indicate which of those three improvements they would prioritize.



Touch A Truck (05/15/2026)

Trucks, equipment, and vehicles of all shapes and sizes were on display at Jim Warren Park where children were able to touch, climb-on, and explore the vehicles such as fire trucks, police cars, tractors, back hoes, and tow trucks. Franklin Transit brought a trolley to the event, where participants were able to board the trolley and review the proposed transit improvement alternatives with staff.



State of the City (05/20/2026)

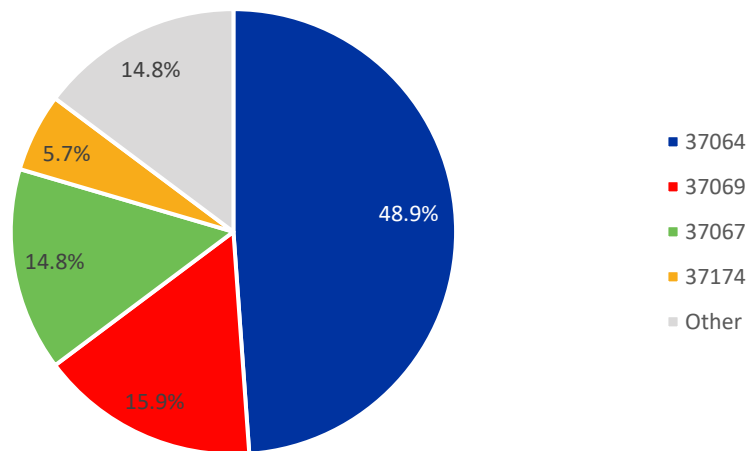
For Franklin's annual State of the City address, Mayor Dr. Ken Moore rode a Franklin Transit Trolley highlighting transportation and infrastructure improvements around town. His talking points focused on managing traffic congestion, expanding route services, and investing in technology.

2.11.2 Public Input Results

Published online and advertised through the City of Franklin's and Franklin Transit Authority's social media outlets, a survey was administered to document and analyze feedback on the proposed transit improvement alternatives. The survey asked respondents some identifying information, their level of agreement with the alternatives, and their top three prioritized alternatives. There were 90 responses recorded. Additionally, 85 people indicated their top three prioritized alternatives at the "Let's Taco 'Bout Transit" event.

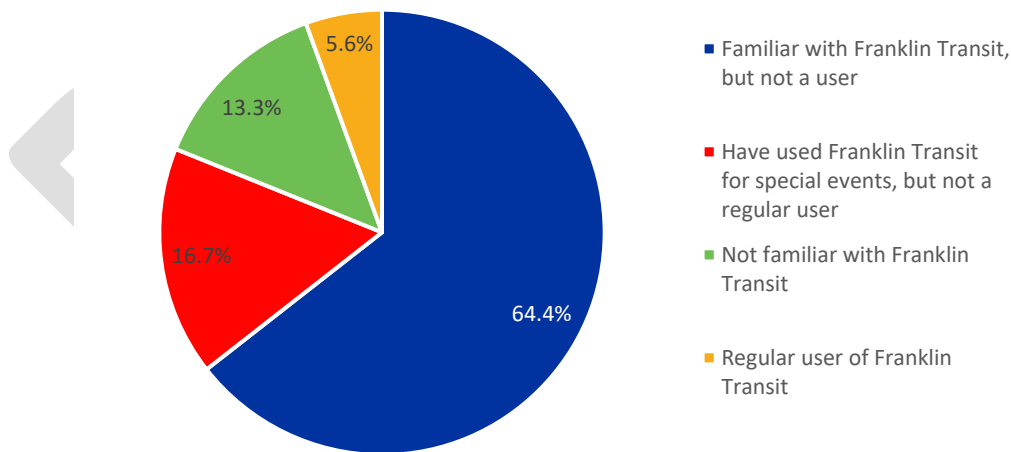
Evident in Figure 2-34, about half of all survey respondents reside in the 37064 ZIP code, which generally covers all areas inside of Mack Hatcher Parkway, as well as most areas south of Highway 96. About fifteen percent of respondents each live in the 37067 and 37069 ZIP codes. 37067 represents areas outside of Mack Hatcher Parkway, north of Carothers Road, and east of Franklin Road. 37069 represent areas north of Mack Hatcher Parkway and west of Franklin Road. About 20 percent of respondents indicated they lived in another ZIP code.

FIGURE 2-34: ZIP CODES OF PUBLIC FEEDBACK SURVEY RESPONDENTS



Nearly two-thirds of respondents have heard of Franklin Transit but do not use it (Figure 2-35). Only about 6% of respondents actually regularly use Franklin Transit. However, only about 13% have never heard of Franklin Transit.

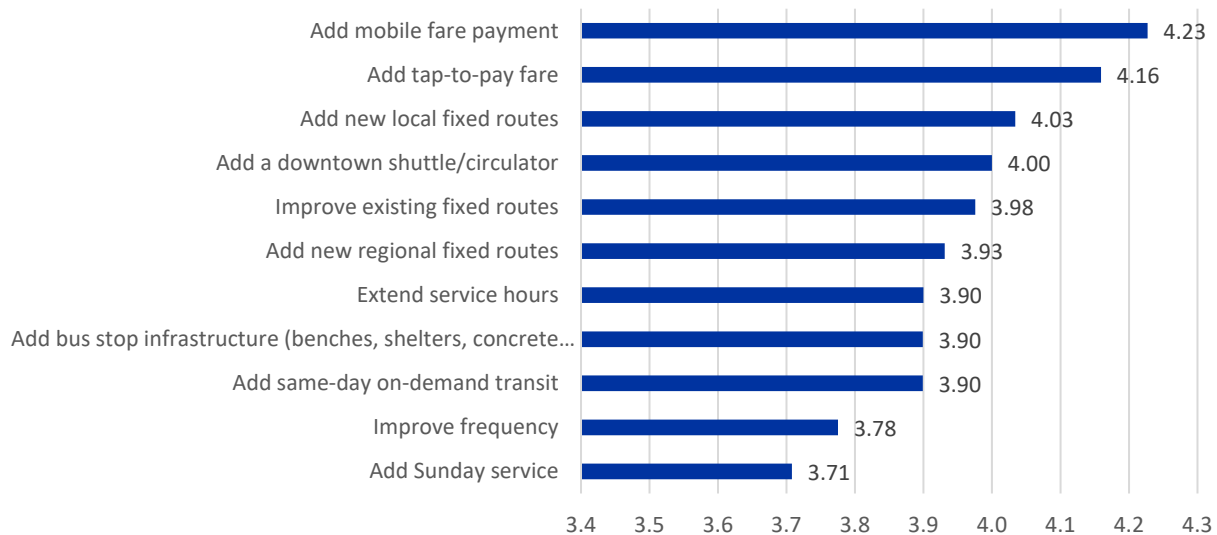
FIGURE 2-35: LEVEL OF FAMILIARITY WITH FRANKLIN TRANSIT



When asked how strongly they agree with each alternative, respondents on average agreed with each alternative. Respondents were asked to rate their level of agreement on a five-point Likert scale ranging from “strongly disagree” (scored as 1) to “strongly agree” (scored as 5). Shown in Figure 2-36, adding and improving fare payments emerged as the most universally agreed upon alternatives, signifying that a majority of people who took the survey (non-riders) would be more

likely to ride the service if fare payment options were expanded. On the other hand, the most neutral or negative sentiments were associated with adding Sunday service and improving frequency, improvements that are not the most appealing to those who do not currently use the service.

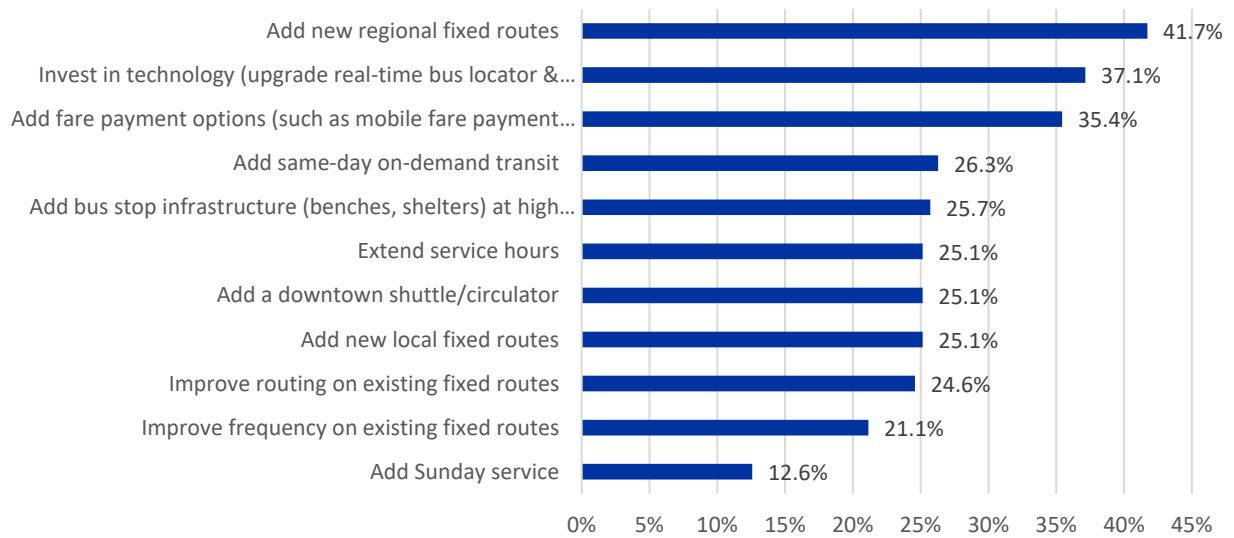
FIGURE 2-36: LEVEL OF AGREEMENT WITH TRANSIT IMPROVEMENT ALTERNATIVES



Expanding upon their views of the proposed alternatives, survey respondents were finally asked to prioritize their top three transit alternatives, so that the public’s most desired transit improvements could be revealed. The results are documented in Figure 2-37. With over 40% of respondents placing it in their top three, adding new regional fixed routes was the most frequently prioritized alternative in the survey. This emphasizes the general public’s desire for regional connectivity to Franklin and throughout Middle Tennessee, especially for non-riders whose commuting, medical, or recreational needs are not exclusively satisfied through intracity transit.

Technology and fare payment upgrades were also highly prioritized, signifying the desire for added convenience to create a more streamlined travel experience when using Franklin Transit. In line with rating each alternatives, adding Sunday service and improving frequency on existing routes were the least prioritized alternatives. This reiterates the desire for new services and features instead of building upon existing services.

FIGURE 2-37: PERCENT OF PUBLIC FEEDBACK SURVEY RESPONDENTS WHO MADE EACH ALTERNATIVE A TOP-THREE PRIORITY



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3 INVENTORY & ASSESSMENT OF EXISTING CONDITIONS

A critical first step in a transit planning and analysis effort is to gain an understanding of two key factors: how transit is performing and the context in which the services are operating. This inventory and assessment of existing conditions focuses on examining the demographic, socioeconomic, and operating contexts of Franklin Transit Authority's service area, the current performance of its services, and the planning and policy framework within which it functions. It also seeks to highlight a peer and trend performance analysis for the Authority and several of its peer agencies.

3.1 Existing Operating Environment Analysis

This subsection introduces the demographic and employment patterns that influence how people travel within Franklin. Understanding these conditions is significant because they shape transit demand and reveal the communities and locations that may need enhanced services.

A clear understanding of the current urban and transit environment is essential for effective transit planning. This section outlines the geographic and demographic context of Franklin Transit Authority's (FTA) service area within the City's state-mandated Urban Growth Boundary (UGB), which is comprised of currently unincorporated and undeveloped areas area that could be annexed and developed in the future. Official data is referenced to inform service planning and future decision making. The trends identified here will inform later steps in the plan by helping determine which areas may require new connections, service adjustments, or targeted investments.

3.1.1 Description of Service Area

Franklin Transit serves the City of Franklin, located in central Williamson County, Tennessee. As a growing county in the state, Williamson County presents a unique blend of historic character, and emerging regional importance. City of Franklin is situated approximately 20 miles south of downtown Nashville and acts as both a residential hub and economic center in the southern portion of the greater Nashville area.

Franklin Transit Authority's primary service area includes the City of Franklin with key destinations including its historic downtown, the Cool Springs commercial district, major medical facilities, educational institutions, and residential neighborhoods.

Williamson County's strategic location along Interstate 65 contributes to its rapid growth and high levels of regional connectivity. The area is also served by major roads such as Columbia Avenue, Franklin Road, Murfreesboro Road, and Mack Hatcher Parkway, which influences travel patterns and transit accessibility across the city.

Population

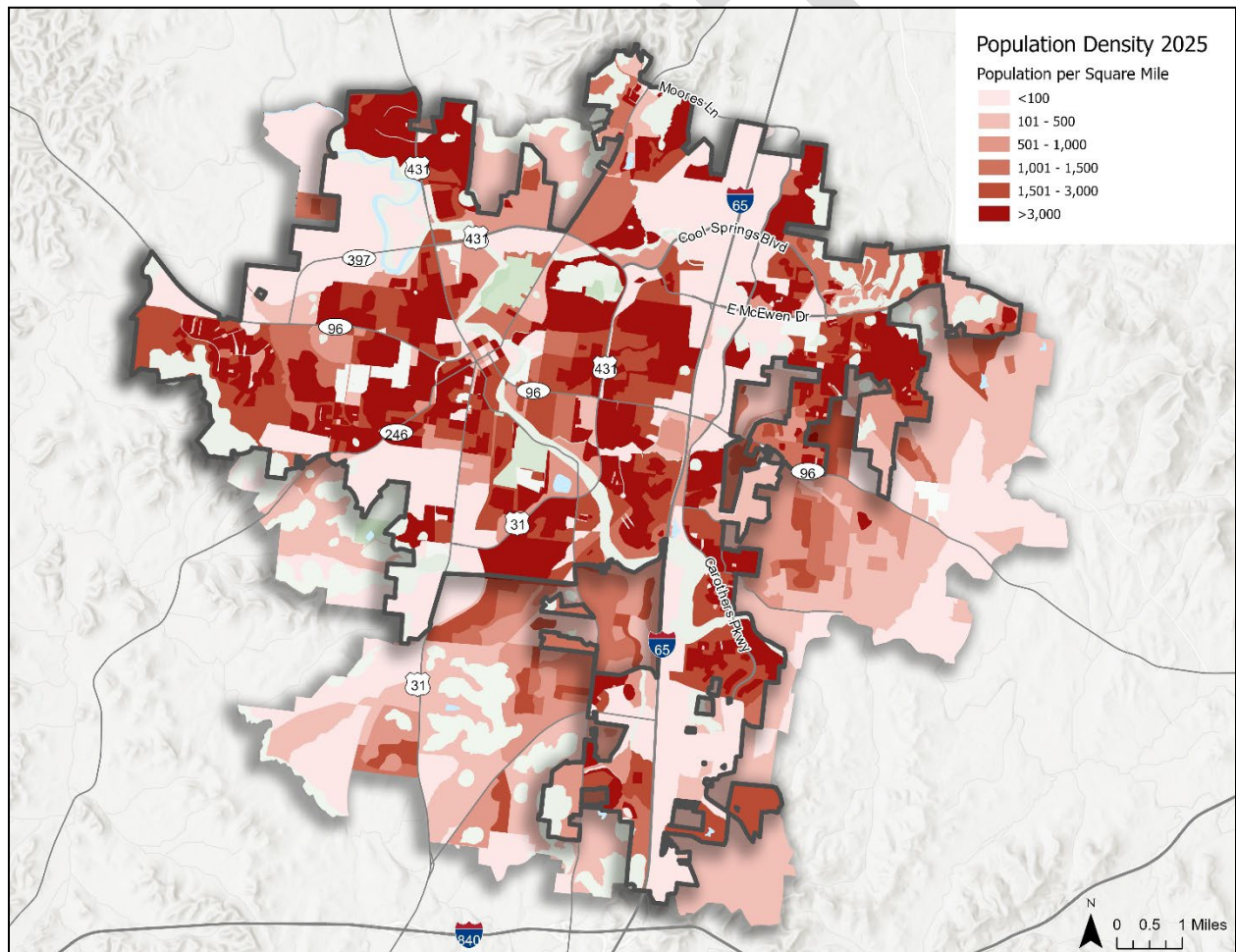
Population is a critical consideration in transit planning, as it often correlates with the demand for public transportation services. In Williamson County, the City of Franklin serves as the primary urbanized area and accounts for a substantial share of transit demand. Franklin's population is 92,230 according to the

City of Franklin 2024 Development Report, and is projected to continue to grow, reaching 103,792 by 2030 and 123,062 by 2040 according to the report.

Population Density

Map 3-1 portrays that the City of Franklin’s highest population densities are concentrated in many of the established developed areas along major corridors. Surrounding these areas are medium density areas, while much of the east and south areas within the UGB remain in lower density categories of fewer than 1,500 residents per square mile. This pattern reflects a concentration of population near established commercial centers and major transportation routes, with more dispersed developments in outlying neighborhoods.

MAP 3-1: POPULATION DENSITY 2025 | CITY OF FRANKLIN

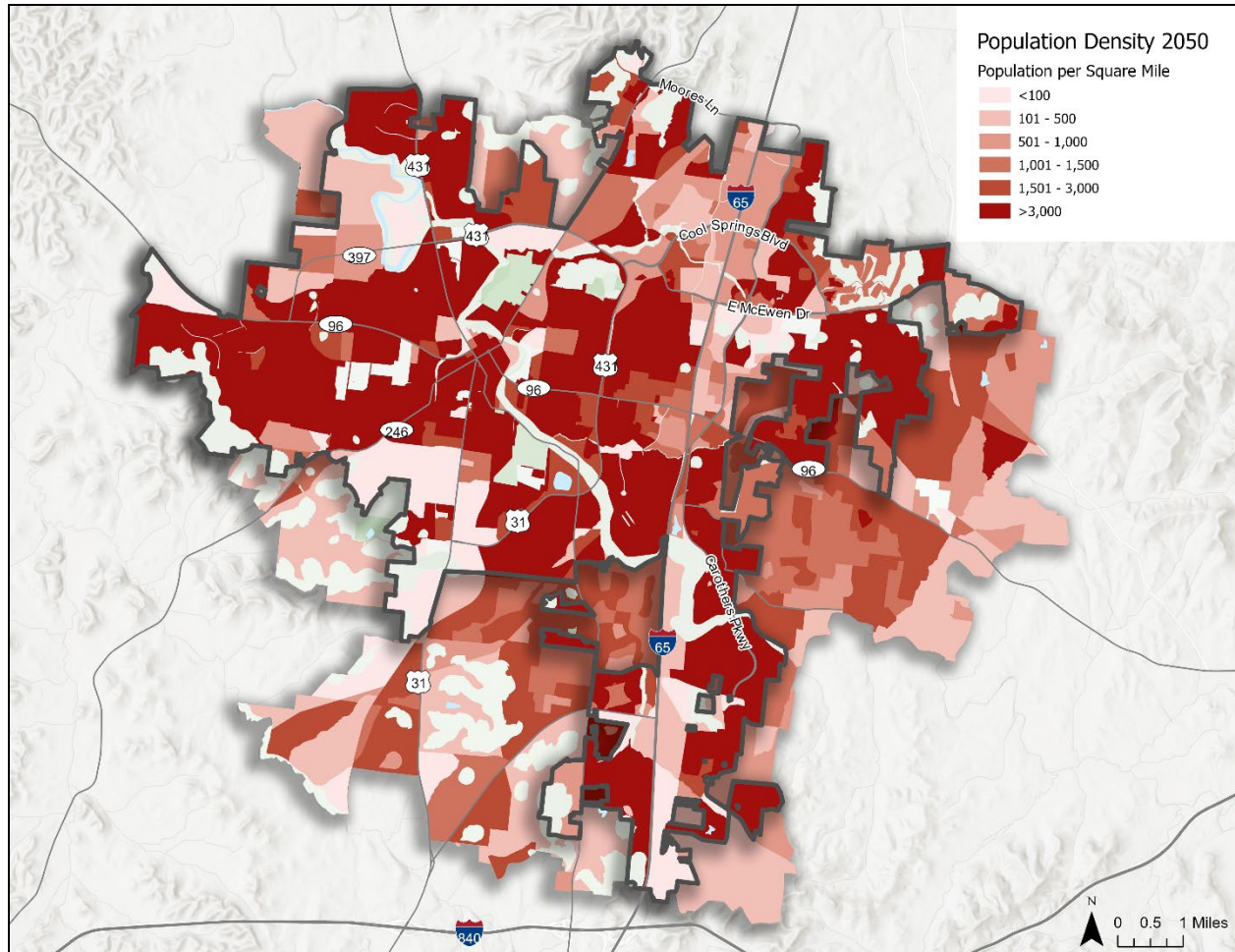


Source: Greater Nashville Regional Council Regional Growth Allocation Model

Map 3-2 shows that by 2050, the projected population growth is projected to extend beyond the current high-density core, creating a broader and more continuous band of medium to high density areas across the city. Nearly all areas within the city limits will experience significant increases, as will southern and

eastern portions outside the city limits. These shifts indicate that future transit demand will not only intensify in existing corridors but also potentially emerge in currently underserved areas, emphasizing the need for long term infrastructure and service planning.

MAP 3-2: POPULATION DENSITY 2050 | CITY OF FRANKLIN

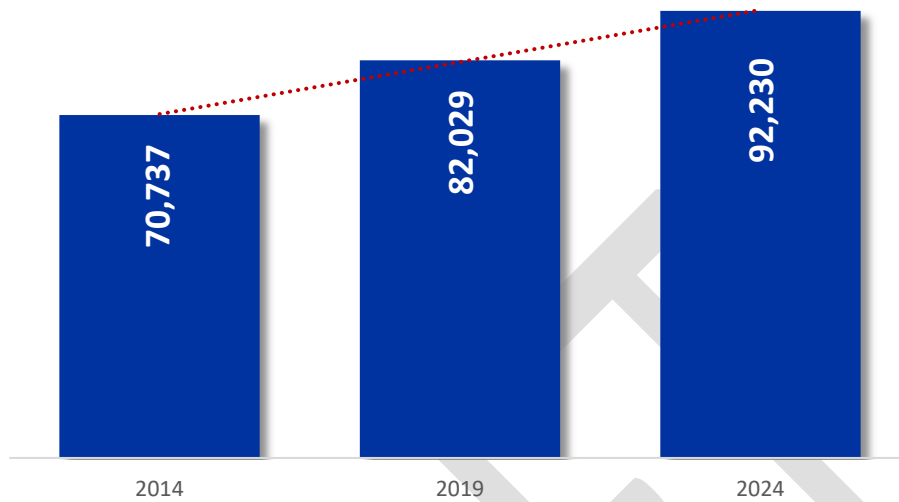


Source: Greater Nashville Regional Council Regional Growth Allocation Model

Figure 3-1 presents City of Franklin’s population over the past decade. The City of Franklin has experienced steady and substantial population growth since 2014, when the city’s population was approximately 70,737. By 2019, that number had risen to around 82,029 (an increase of nearly 16% in just five years). Growth has continued, reaching around 92,230 residents in 2024, representing an overall increase of 30% since 2014.

This consistent pace of growth places increasing demands on transportation infrastructure and transit services, making proactive planning essential to accommodate future needs while preserving mobility and accessibility for all residents.

FIGURE 3-1: CITY OF FRANKLIN POPULATION | 2014-2024



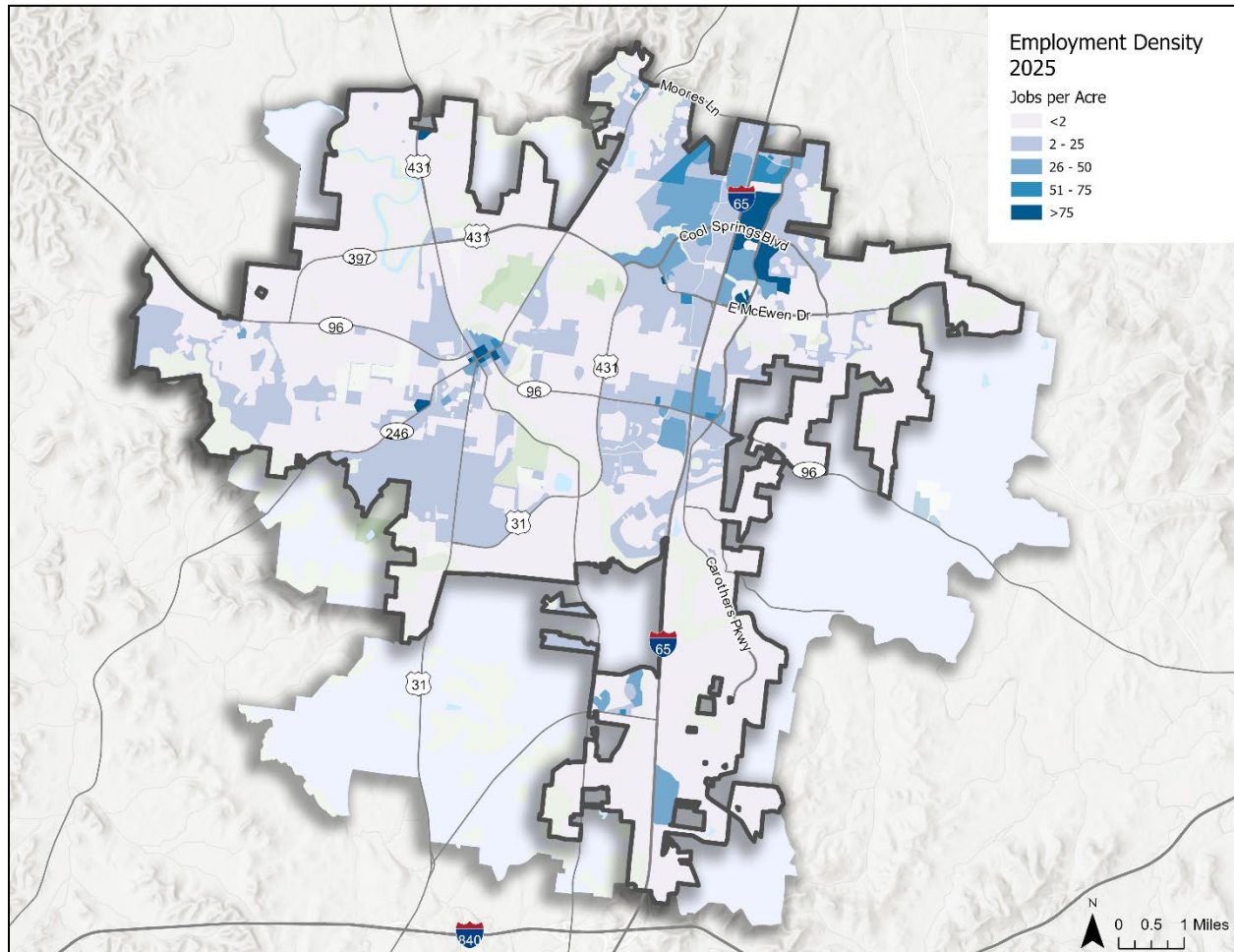
Source: City of Franklin 2024 Development Report

Employment Density

Employment density projections illustrate the distribution of jobs across the city and how employment centers are expected to grow overtime. These maps highlight the locations where transit service may be critical to support commuting patterns and economic activity between 2025 and 2050.

Map 3-3 shows employment density in the City of Franklin in 2025. Employment density is concentrated along major roadways (especially along Interstate 65) and within the city’s central and eastern areas. Clusters of high job density appear near existing employment centers, while the southern and western areas remain relatively low in job density. This pattern indicates that connection between residential neighborhoods to these employment hubs is of high importance.

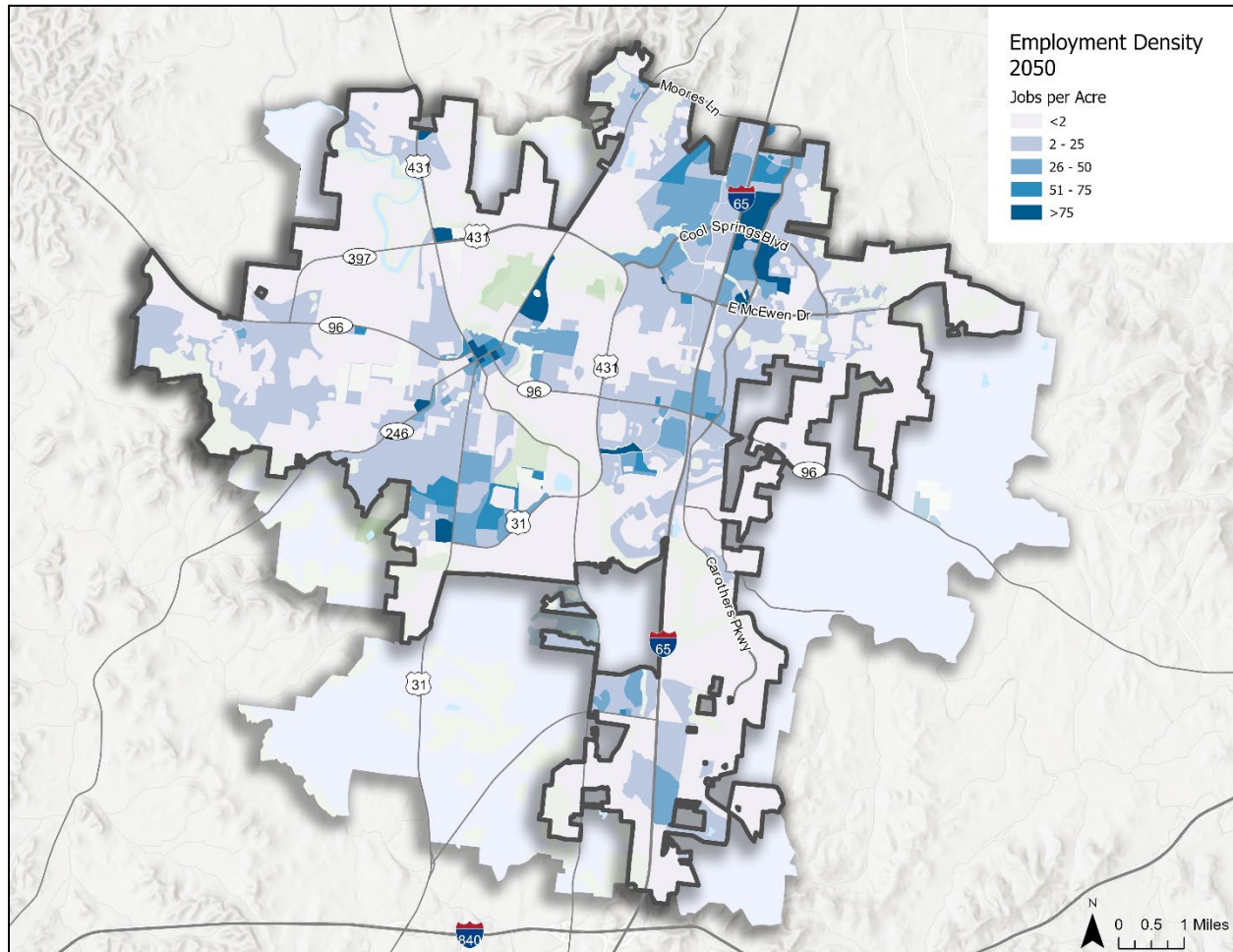
MAP 3-3: EMPLOYMENT DENSITY 2025 | CITY OF FRANKLIN



Source: Greater Nashville Regional Council Regional Growth Allocation Model

Map 3-4 shows the projected employment density in the City of Franklin by 2050, when employment density is projected to intensify and spread further across the city, especially along the north-south corridors (such as Columbia Avenue) and the central city. High density employment centers become more widespread, exceeding 75 jobs per acre in several locations. Pending major commercial developments are focused on the Carothers Parkway and Berry Farms areas, including Reams Fleming and In-N-Out Burger, as well as mixed-use developments including Ovation and McEwen Northside. This expansion supports the intention of stronger transit connectivity between growing residential areas and emerging job clusters to support workforce mobility.

MAP 3-4: EMPLOYMENT DENSITY 2050 | CITY OF FRANKLIN

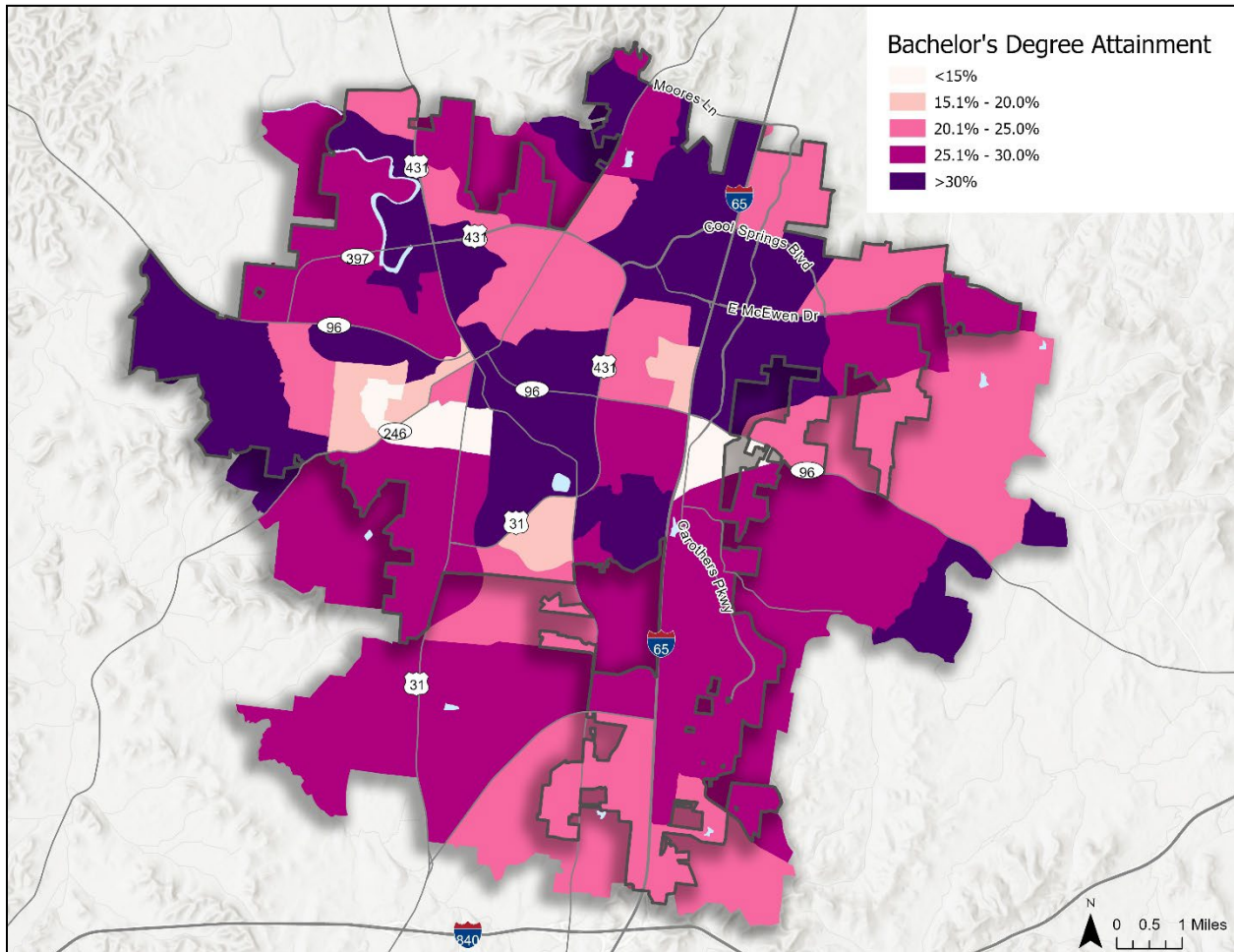


Source: Greater Nashville Regional Council Regional Growth Allocation Model

In relation to employment, a strong educational profile directly connects to employment and transit demand. Map 3-5 expresses the distribution of individuals with an attained bachelor's degree. In the City of Franklin, approximately 36.6% of residents hold a bachelor's degree or higher. The map reveals that bachelor's degree attainment is most concentrated in central and northern Franklin, particularly around major corridors like Interstate 65 and in Cool Springs, where high employment density and professional job centers are also located.

These areas attract a large share of daily commuters, increasing the need for reliable, high-capacity transit connections. Additionally, residents with higher education often work in regional job centers and may require countywide transit options. Ensuring accessibility may be critical for supporting workforce mobility.

MAP 3-5: BACHELOR'S DEGREE ATTAINMENT | CITY OF FRANKLIN | 2023



Source: ACS 5-Year Estimates (2019-2023)

Major Employers

With leading industries spanning healthcare, manufacturing, finance, and corporate services (as seen in Table 3-1), the largest employers include Community Health Systems, Williamson Medical Center, and Lee Company, highlighting the city's strong healthcare and service sector base. Other significant employers such as Nissan North America, Cigna Healthcare, and Mars Petcare reflect a mix of advanced manufacturing, corporate, and specialized industries.

Additional medium sized employers such as Schneider Electric, Ramsey Solutions, and eviCore Healthcare contribute to the city's economic diversity, alongside firms in financial services and technology, including Jackson National Life Insurance and MEDHOST. Several major companies such as Verizon Wireless, Optum, Ford Motor Credit, and Healthways also maintain operations in Franklin, further strengthening the employment base.

This concentration of large employers underscores the importance of transit connections between residential areas and job centers, High commuter volumes associated with healthcare campuses, manufacturing facilities and corporate offices reinforce the need for reliable transit services.

TABLE 3-1: TOP 10 MAJOR EMPLOYERS | CITY OF FRANKLIN | 2024

Employer	Employees	% of City total
Community Health Systems	3,923	7.68%
Williamson Medical Center	1,900	3.72%
Lee Company	1,616	3.16%
Nissan North America	1,550	3.03%
Cigna Healthcare	1,500	2.94%
Mars Petcare	1,240	2.43%
Schneider Electric	1,080	2.11%
Ramsey Solutions	1,054	2.06%
eviCore Healthcare	653	1.28%
Jackson National Life Insurance Co.	634	1.24%

Source: City of Franklin Annual Comprehensive Financial Report (2024)

3.1.2 Demographic Characteristics and Trends

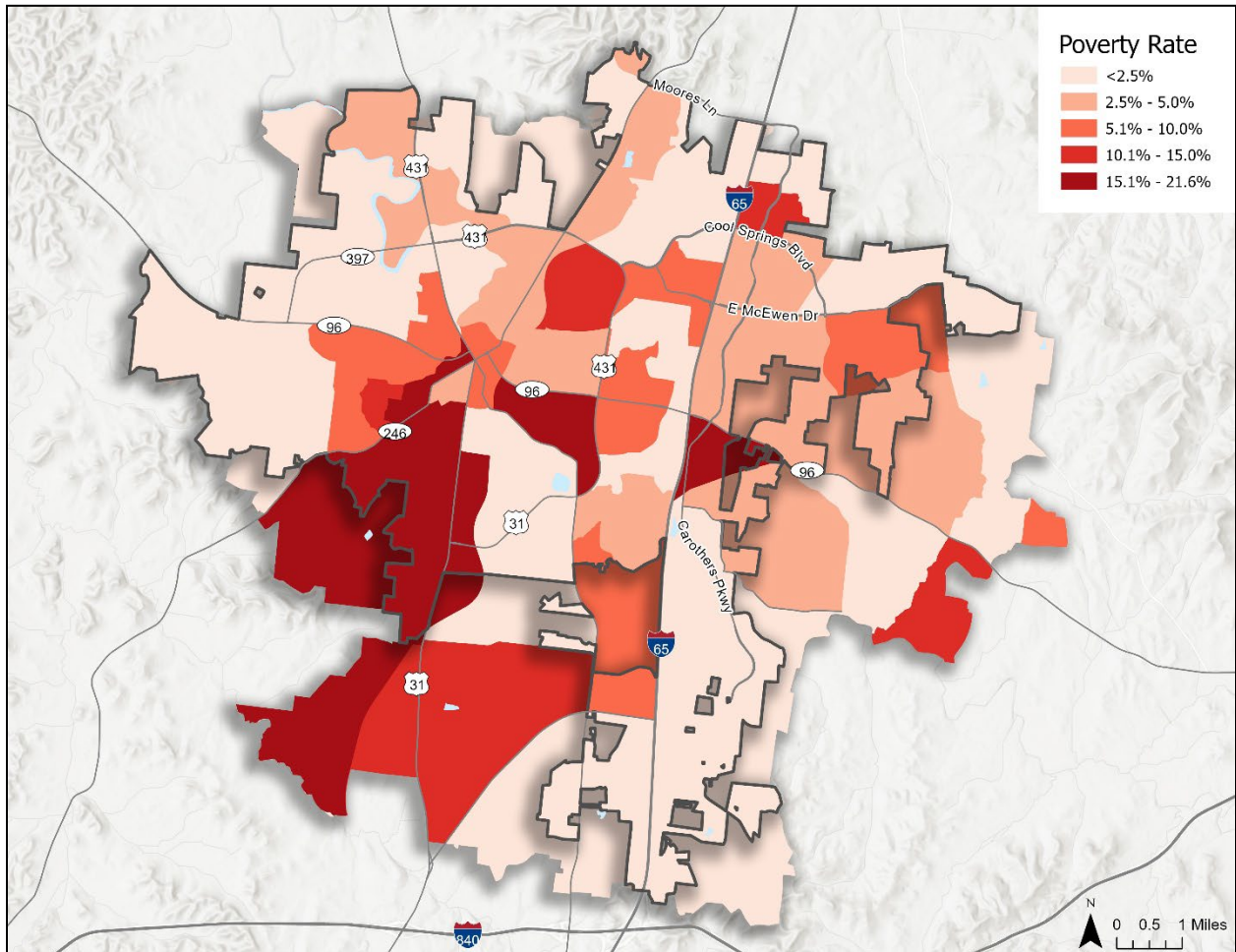
The City of Franklin has experienced consistent population growth over the past decade. Alongside population increases, the city’s demographic composition is evolving. Current demographic trends are expected to shape future transportation needs. These changes underscore the importance of aligning transit service planning with the communities shifting characteristics to ensure equitable, efficient, and accessible mobility for all residents. Demographic data was examined at the Census block group level, providing neighborhood-level granularity to highlight differences throughout the City of Franklin.

Income and Poverty

The City of Franklin is characterized by higher household incomes. The median household income in the city is approximately \$115,000, while the United States only has a median household income of \$78,538. However, block group data across Franklin reveals significant variation.

MAP 3-6 shows the distribution of individual living below the poverty level across the City of Franklin. The highest concentrations of individuals in poverty are largely clustered near the central and western portions of City of Franklin, particularly around Columbia Avenue and the downtown region. Moderate poverty levels extend outward in pockets along major corridors, which may coincide with higher concentrations or rental housing and more limited access to high income employment sectors.

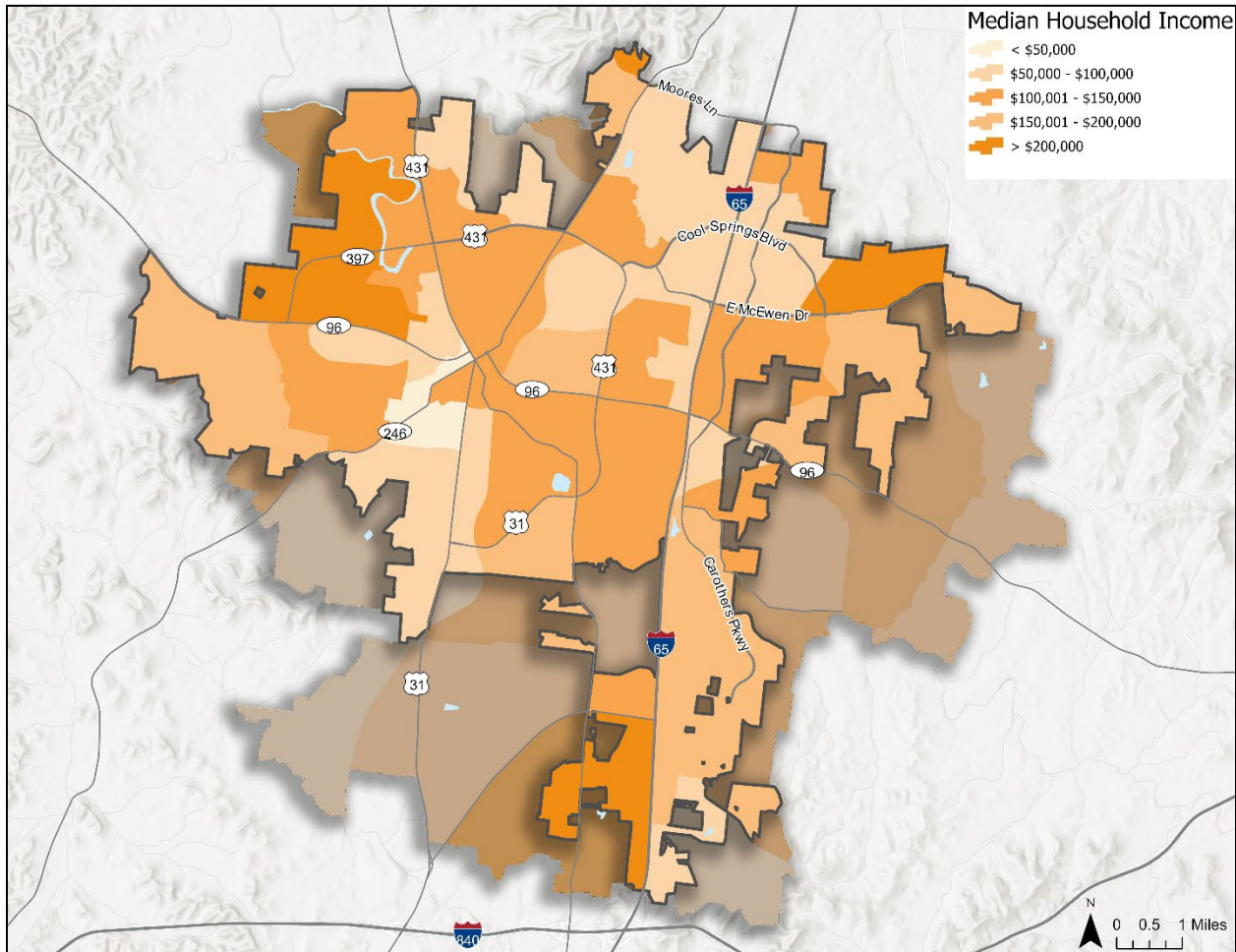
MAP 3-6: POVERTY DISTRIBUTION | CITY OF FRANKLIN | 2023



Source: ACS 5-Year Estimates (2019-2023)

Map 3-7 depicts the median household income distribution in City of Franklin. The map indicates that the highest income areas, with median household incomes exceeding \$200,000, are located furthest from the center of the city. Central and western Franklin, including areas that overlap with higher poverty concentrations, show median incomes between \$50,000 and \$100,000. This spatial disparity highlights the city’s economic diversity and points to potential gaps in access to wealth building opportunities, which may affect future housing, transportation, and community development strategies.

MAP 3-7: MEDIAN HOUSEHOLD INCOME | CITY OF FRANKLIN | 2023



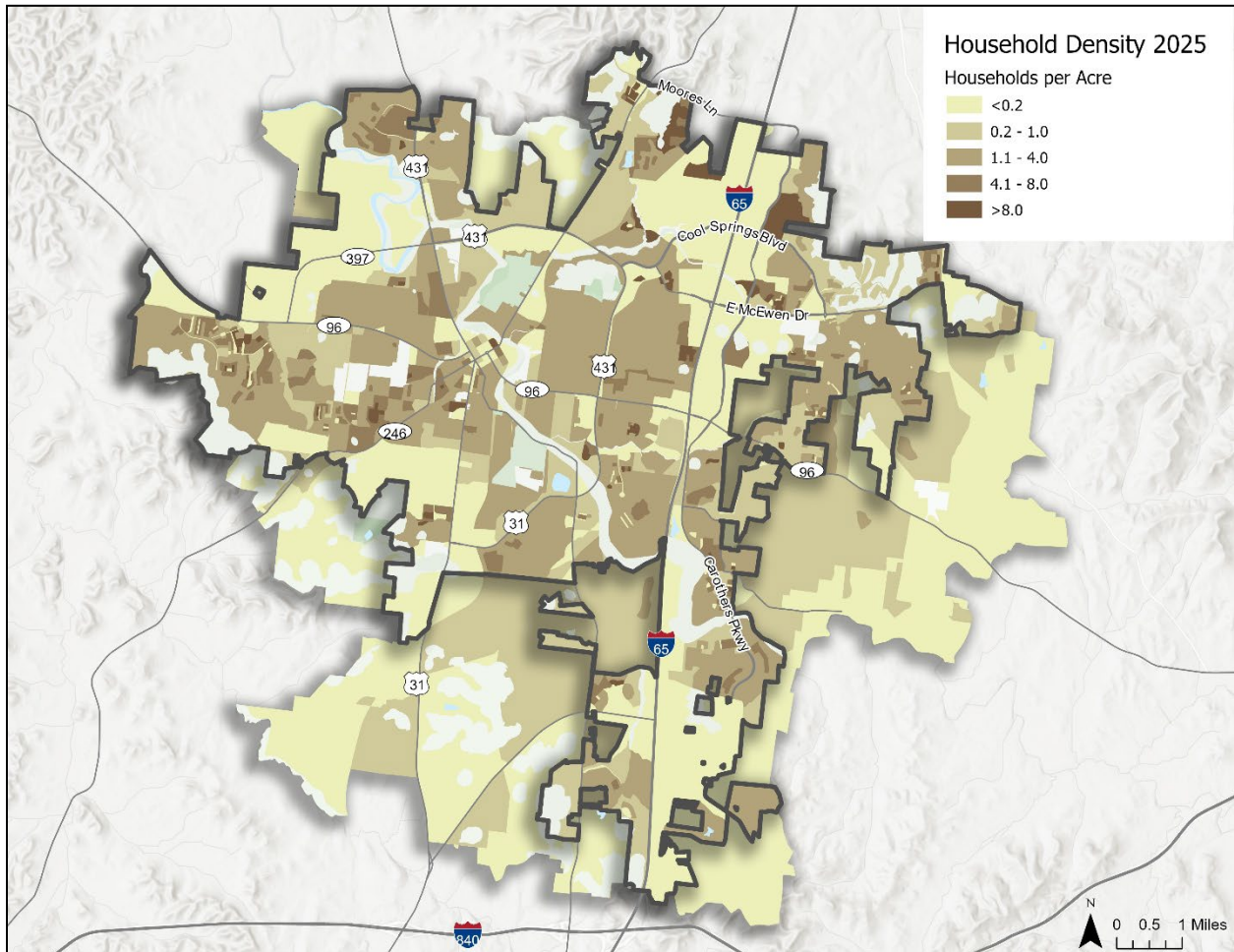
Source: ACS 5-Year Estimates (2019-2023)

Household Density

Household density projections highlight where housing growth is expected to occur in Franklin. Referencing projections from the Greater Nashville Regional Council’s Regional Growth Allocation Model used for its 2026-2050 Regional Transportation Plan, the following maps show how household concentrations will shift between 2025 and 2050.

Map 3-8 shows household density in 2025. Household density is projected to be highest in the center of the city and along major city corridors. Lower household counts remain in non-residential areas and along the outer edges of the city, especially to the south and east, where development may be less dense.

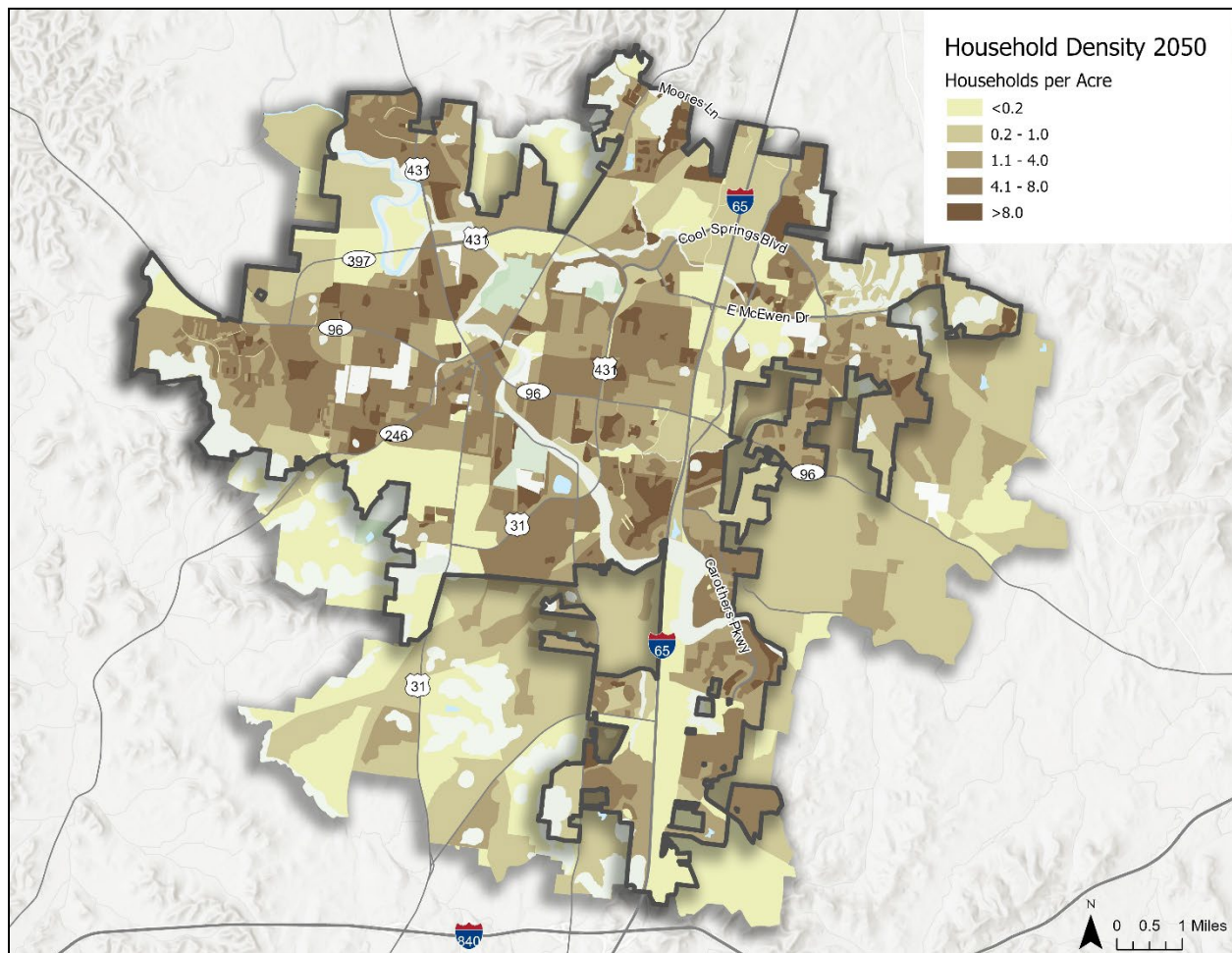
MAP 3-8: HOUSEHOLD DENSITY 2025 | CITY OF FRANKLIN



Source: Greater Nashville Regional Council Regional Growth Allocation Model

Map 3-9 showcases projected household density by 2050 in the City of Franklin. By 2050, household density is estimated to increase significantly across the city, with expansion of high-density areas spreading outward from the core. Many neighborhoods across the city show growth, reflecting continued suburban development and infill. This shift suggests increased demand for transit service not only in the urban core but also in growing suburban areas.

MAP 3-9: HOUSEHOLD DENSITY 2050 | CITY OF FRANKLIN



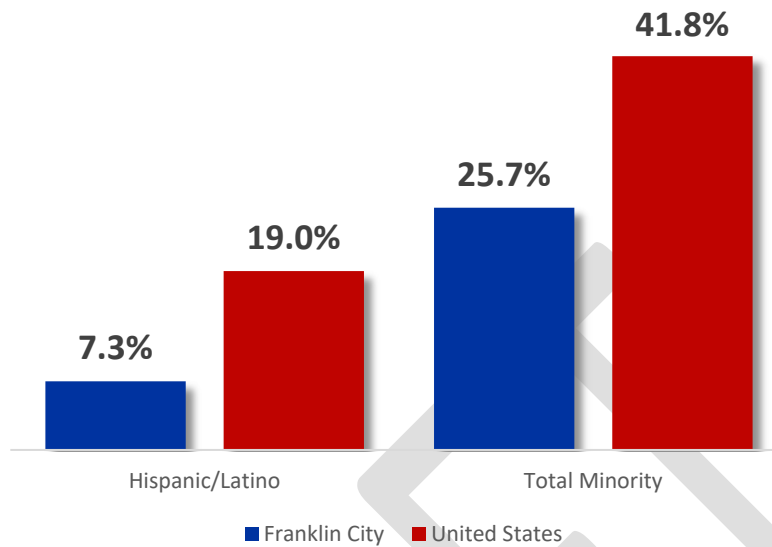
Source: Greater Nashville Regional Council Regional Growth Allocation Model

Minority Population

The City of Franklin has a higher proportion of minority residents compared to Williamson County as a whole. Minority groups make up 25.7% of the city’s population, while the nationwide share is 41.8% as seen in Figure 3-2. This reflects a diverse demographic composition within the city relative to the surrounding suburban and rural areas in the county.

The Hispanic/Latino community represent a notable portion of this diversity. In the City of Franklin, 7.3% (around 6,236 people) of residents identify as Hispanic or Latino, compared to 19% nationwide also seen in Figure 3-2.

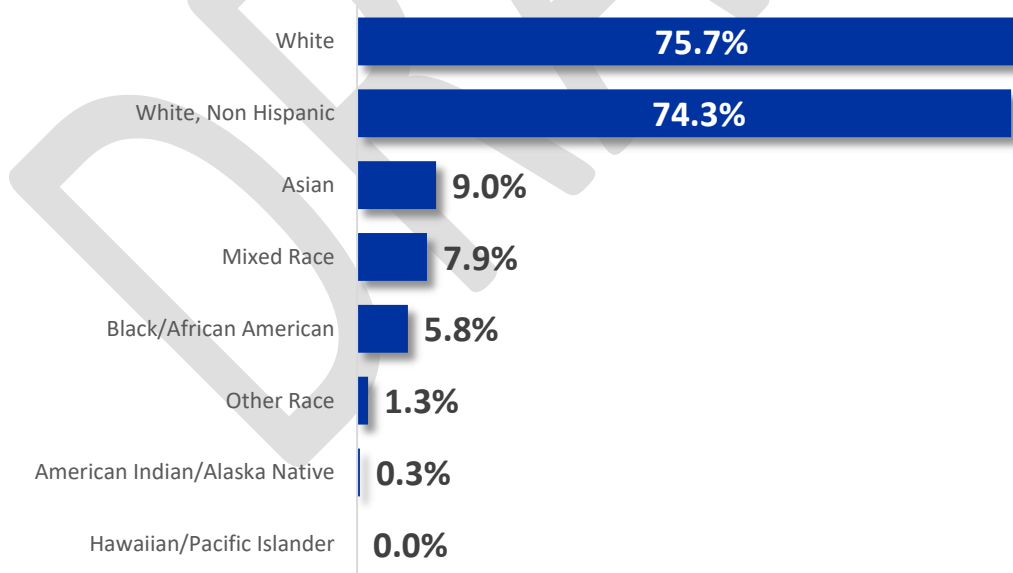
FIGURE 3-2: ETHNICITY AND TOTAL MINORITY | CITY OF FRANKLIN | 2023



Source: ACS 5-Year Estimates (2019-2023)

As presented in Figure 3-3, most of the city’s racial composition includes around 5.8% Black or African American, 7.9% mixed race, 9.0% Asian and 74.3% of residents identifying as White, non-Hispanic.

FIGURE 3-3: RACIAL COMPOSITION | CITY OF FRANKLIN | 2023

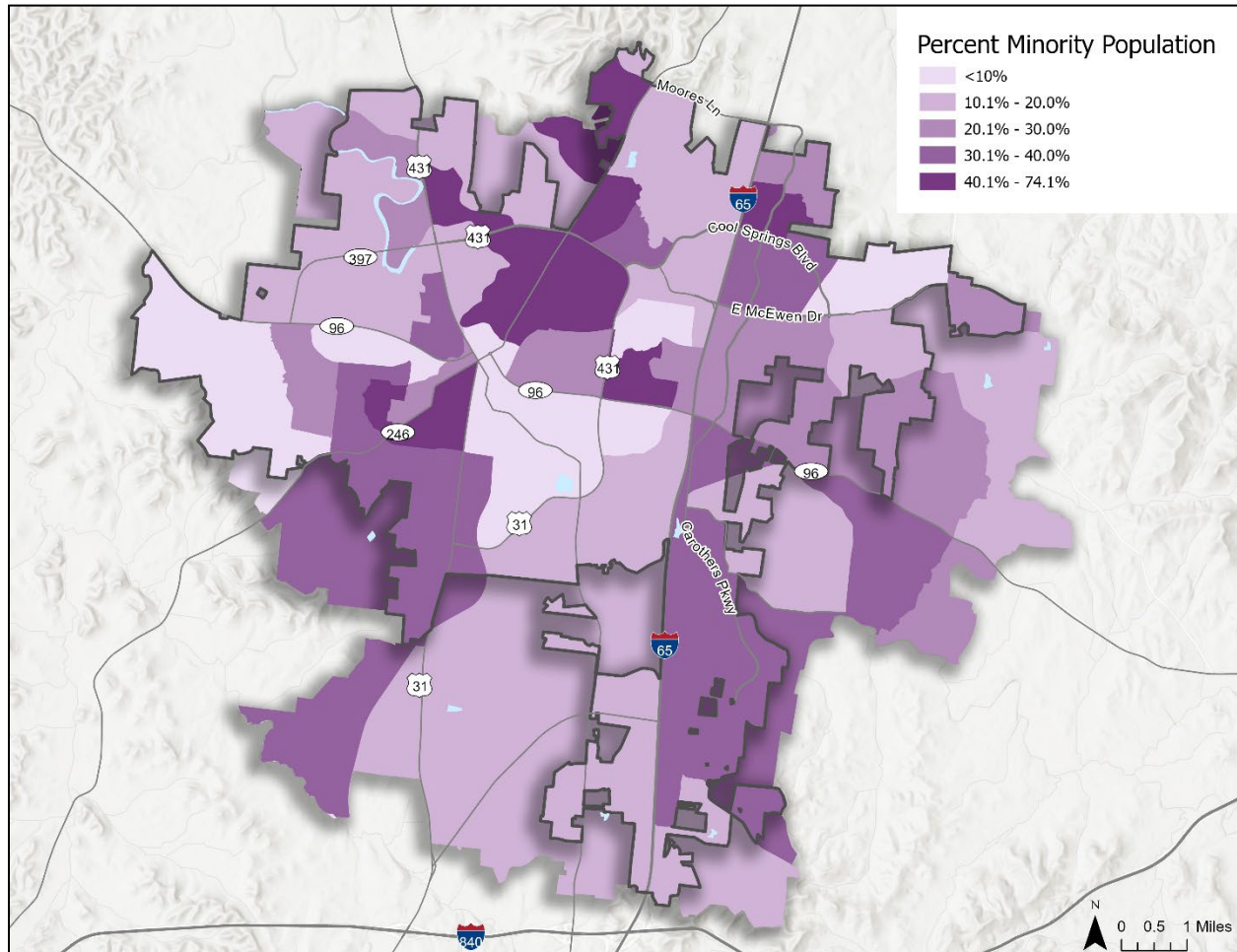


Source: ACS 5-Year Estimates (2019-2023)

Map 3-10 highlights that the highest concentrations of minority populations are located near the center of the city, but lower concentrations of minority groups are found throughout Franklin. This

distribution indicates that minority communities are clustered near central neighborhoods and key employment corridors, which is important to consider for equitable transit access and service planning.

MAP 3-10: MINORITY DISTRIBUTION | CITY OF FRANKLIN | 2023



Source: ACS 5-Year Estimates (2019-2023)

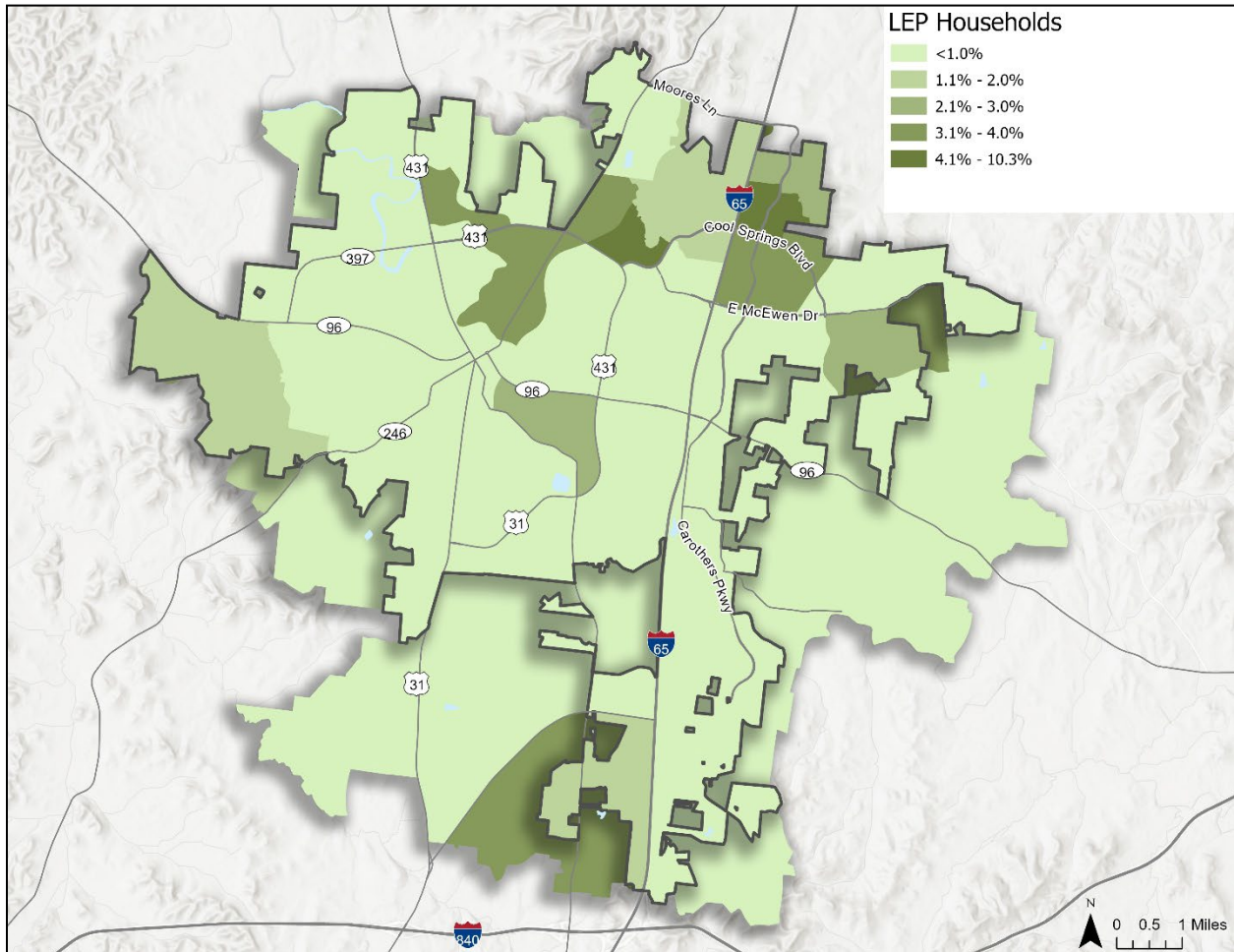
Language

In the City of Franklin, around one percent of the households have Limited English Proficiency (LEP), representing approximately 351 households out of around 35,730. This figure is much less than the national average of 8.4%. This indicates that language barriers are relatively rare across both areas but are slightly more prevalent in City of Franklin compared to the county.

Map 3-11 presents the distributions of LEP households in the City of Franklin. It can be inferred that while most areas of the city have very low rates of LEP (often fewer than 0.15% of households), there are concentrated pockets of higher LEP households towards the north end of the city, particularly in and around Cool Springs. There, some block groups reach up to 10% LEP households. These localized concentrations suggest that City of Franklin has an overall relatively small LEP population. Language

access and equity considerations are most relevant in these central and northeastern neighborhoods, where denser housing and proximity to employment centers likely shape these patterns.

MAP 3-11: LIMITED ENGLISH PROFICIENCY HOUSEHOLDS | CITY OF FRANKLIN | 2023



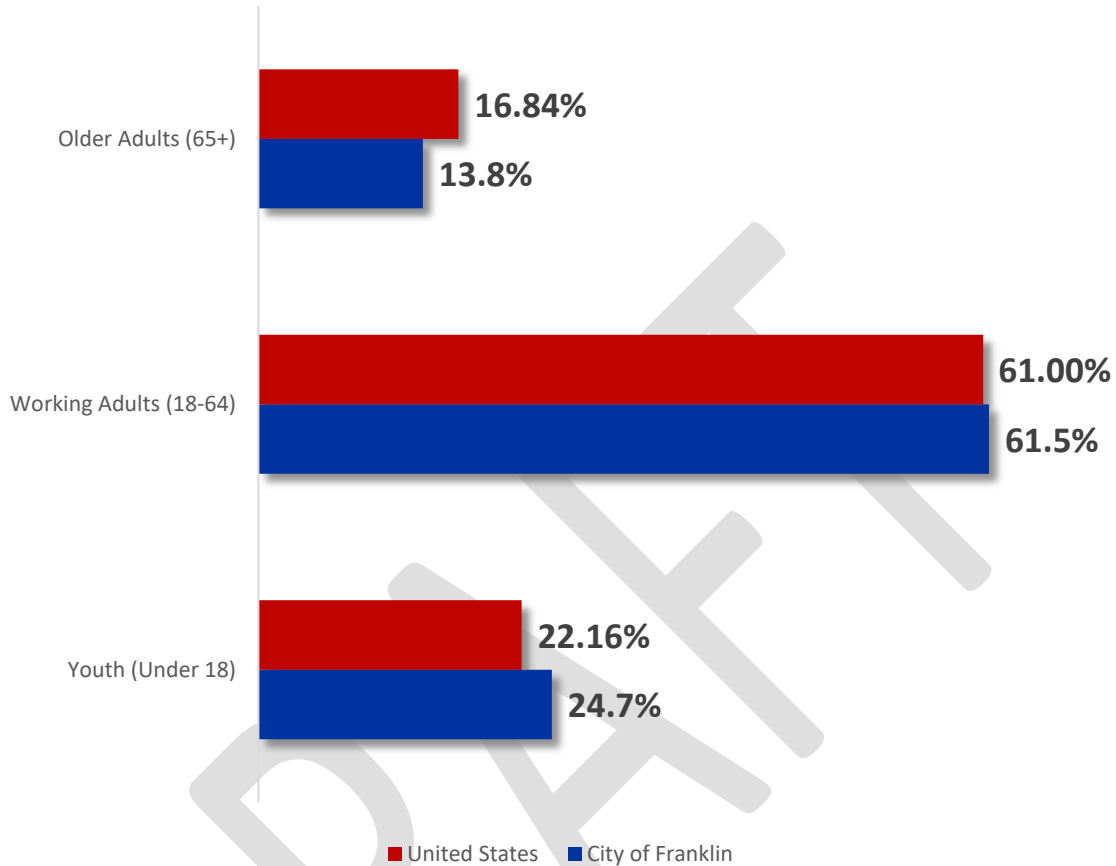
Source: ACS 5-Year Estimates (2019-2023)

Age

Age significantly influences individual transportation needs, as different age groups face unique challenges and requirements. Figure 3-4 shows that more than half of the City’s residents are working age (18 to 64) while more than 1 in 5 residents are younger than 15 years old.

Young adults (15-24 years) represent around 13% of the population in both the City of Franklin and in the United States as a whole, while the youth (under 18 years) represent about a quarter of the population in the City of Franklin as seen in Figure 3-4. These groups often rely on transit because many are students or early-career workers without regular access to private vehicles.

FIGURE 3-4: AGE DISTRIBUTION IN THE CITY OF FRANKLIN AND WILLIAMSON COUNTY | 2023

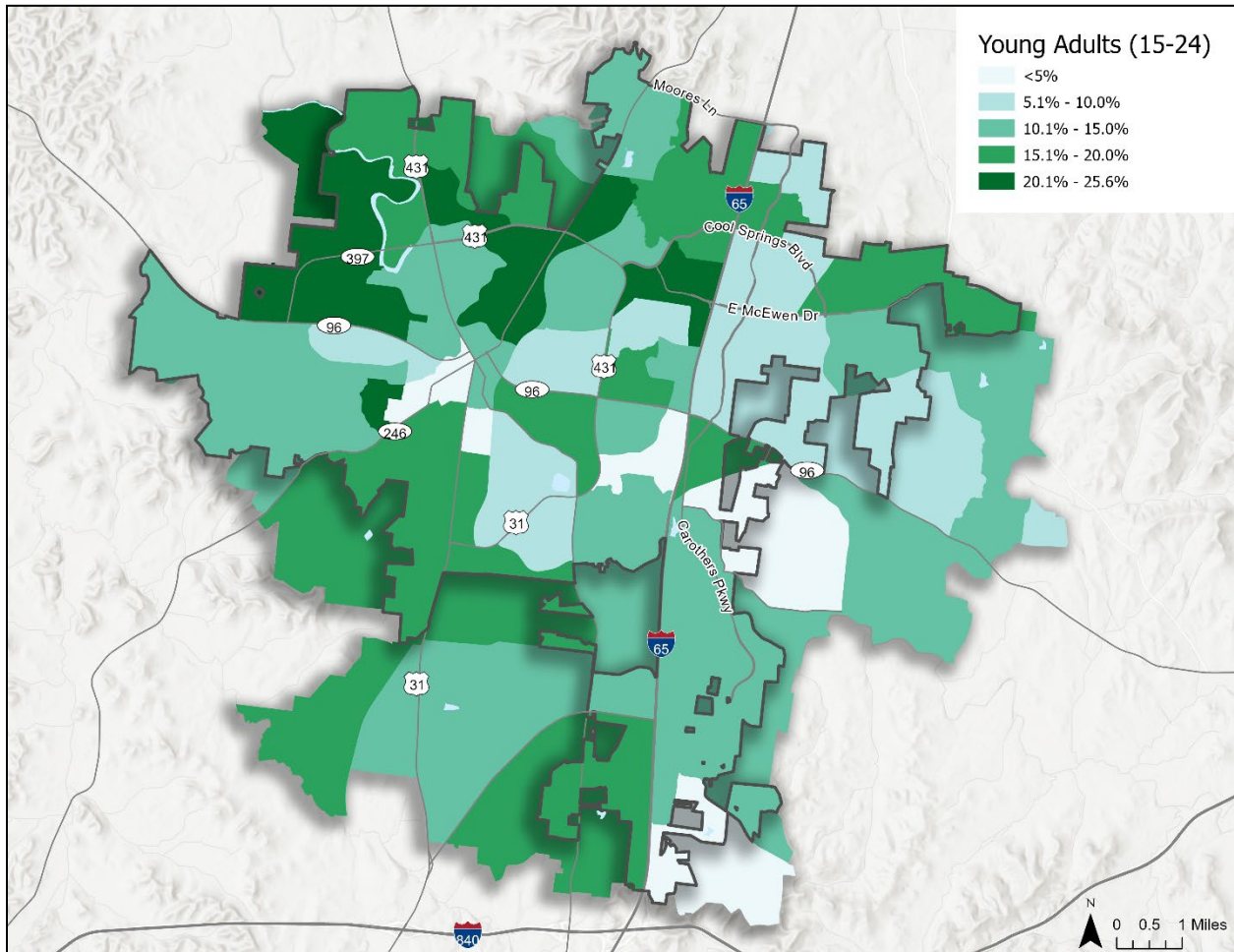


Source: ACS 5-Year Estimates (2019-2023)

Map 3-12 depicts the distribution of the young adult (15-24) population in the City of Franklin. The map shows that the young adult population is concentrated in the northern and central areas of Franklin, with some higher counts near major road corridors and closer to the city core. Lower concentrations appear in the southern and more suburban parts of the city, suggesting that younger residents are less prevalent in low density, automobile-dependent neighborhoods.

Working age (25-64 years) and older adults (65+ years) form another substantial portion of the population. In the City of Franklin around 61% of the population represent working age while approximately 14% represent an older adult population. Nationwide, around 61% of the population represent working age and approximately 17% represent older adults. Working adults may primarily use transit for commuting and access to commercial areas whereas older adults may depend on transit for healthcare services, shopping, and social engagement, emphasizing the need for accessible vehicles, reduced waiting times, and stops near essential services.

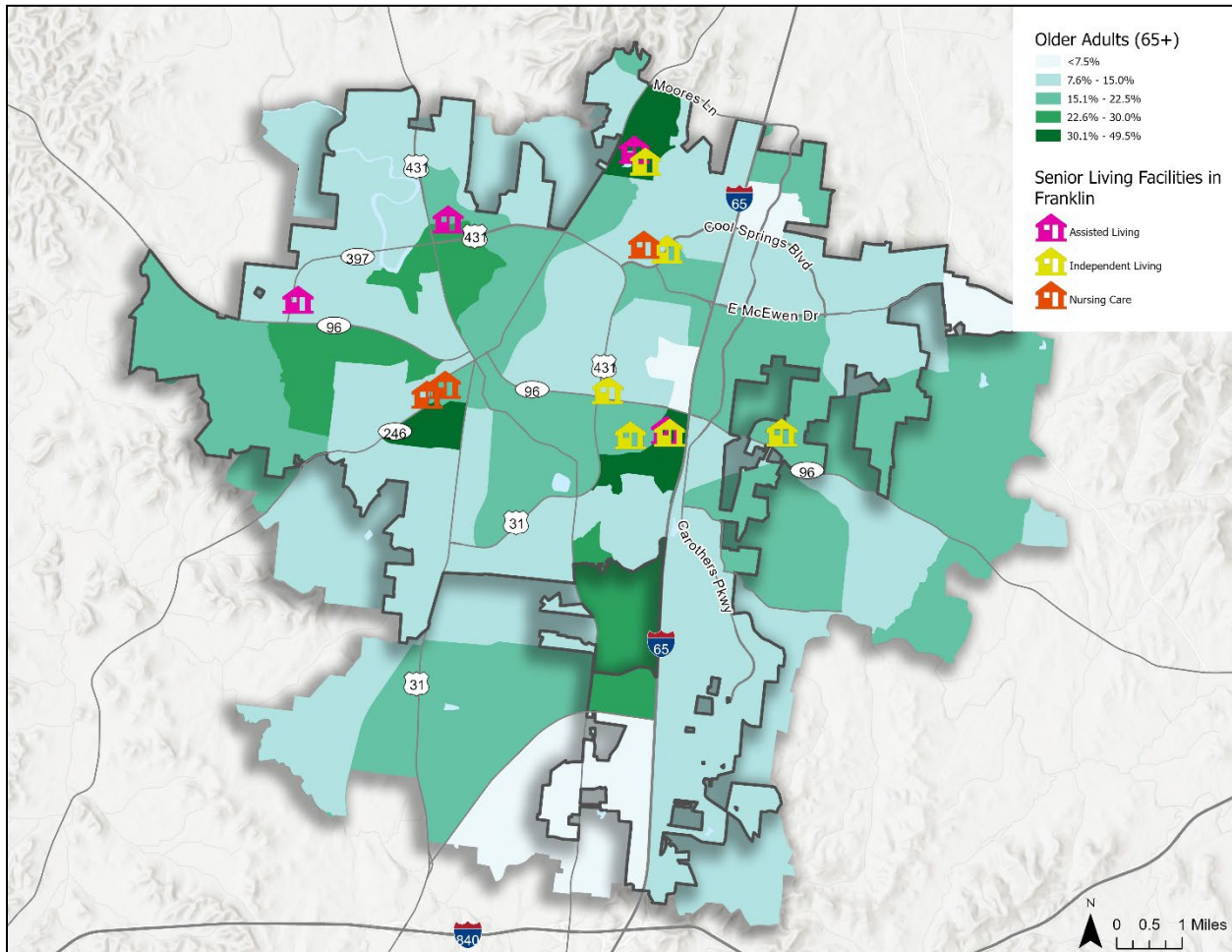
MAP 3-12: YOUNG ADULTS (15-24) | CITY OF FRANKLIN | 2023



Source: ACS 5-Year Estimates (2019-2023)

Map 3-13 depicts the older adult (65+) distribution within the City of Franklin. Stronger concentrations are portrayed in the western and eastern portions of Franklin, as well as some select central neighborhoods. The relatively broad spread of this distribution indicates that older residents are present throughout the city, emphasizing the importance of accessible transit across all areas rather than only in the core. However, the map also indicates the location of living facilities for older adults and suggests the high number of residents at these facilities contributes to the high rate of older adults living in those areas. Their presence near major corridors also suggests that the transit connections to healthcare, shopping, and community services should be prioritized.

MAP 3-13: OLDER ADULTS (65+) | CITY OF FRANKLIN | 2023



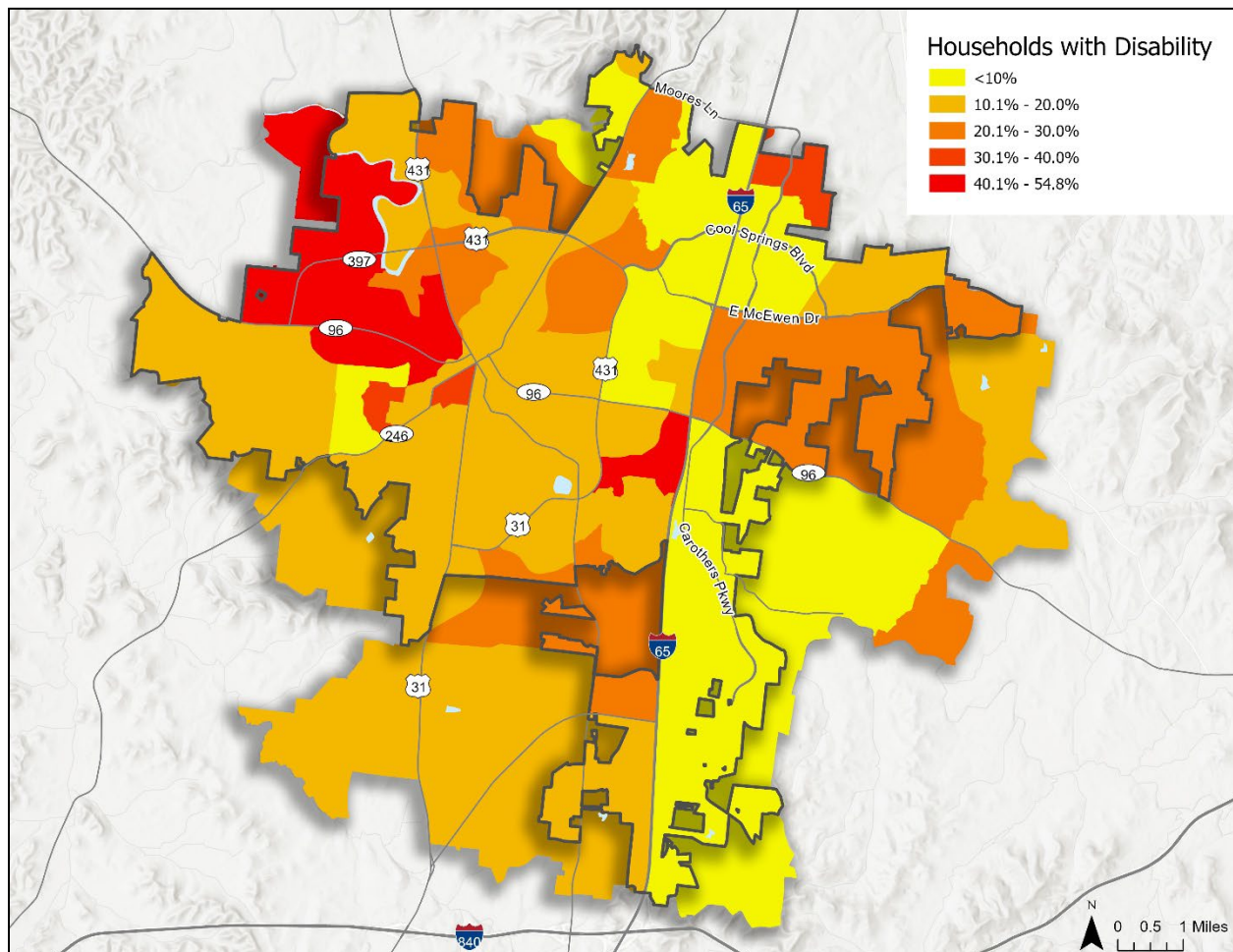
Sources: ACS 5-Year Estimates (2019-2023); Housing Needs Assessment for Franklin, Tennessee (2025)

Population with Disabilities

Around 16% of households in the City of Franklin include at least one person with a disability, lower than the national average of 26%. This highlights the importance of designing transit services that are fully accessible. Ensuring accessibility not only serves residents with mobility challenges but also benefits seniors and others who may require temporary assistance, making the system more equitable and usable for the entire community. Local organizations support individuals with intellectual and development disabilities, including the Arc of Williamson County, BrightStone, and Waves.

Map 3-14 shows that these households are more heavily clustered in northern and central parts of the city, with several areas exceeding 40% of households per block group. Moderate clusters extend to the western and southern portion of the city along major corridors, while the lowest counts are generally found along Interstate 65.

MAP 3-14: HOUSEHOLDS WITH DISABILITY | CITY OF FRANKLIN | 2023



Source: ACS 5-Year Estimates (2019-2023)

Access to Personal Vehicles

Across Williamson County, around 2.5% of households report they do not own a vehicle. While this overall share is relatively small, especially in comparison to the national average of 8.3%, MAP 3-15 of the City of Franklin helps portray the spatial distribution of where these zero-vehicle households are concentrated across the city.

In the City of Franklin, the zero-vehicle households tend to cluster near Downtown and the Cool Springs area, reflecting places where residents may rely more heavily on transit, walking, or shared rides. Since Franklin is a suburban city built largely around automobile use, even a small number of zero-vehicle households represent a population that is at greater risk of transportation barriers in accessing jobs, healthcare, and daily needs. Concentrations in specific areas, particularly along major corridors such as Interstate 65, Murfreesboro Road, and Cool Springs Boulevard are indicators of zero-vehicle households.

MAP 3-15: ZERO-VEHICLE HOUSEHOLDS | CITY OF FRANKLIN | 2023

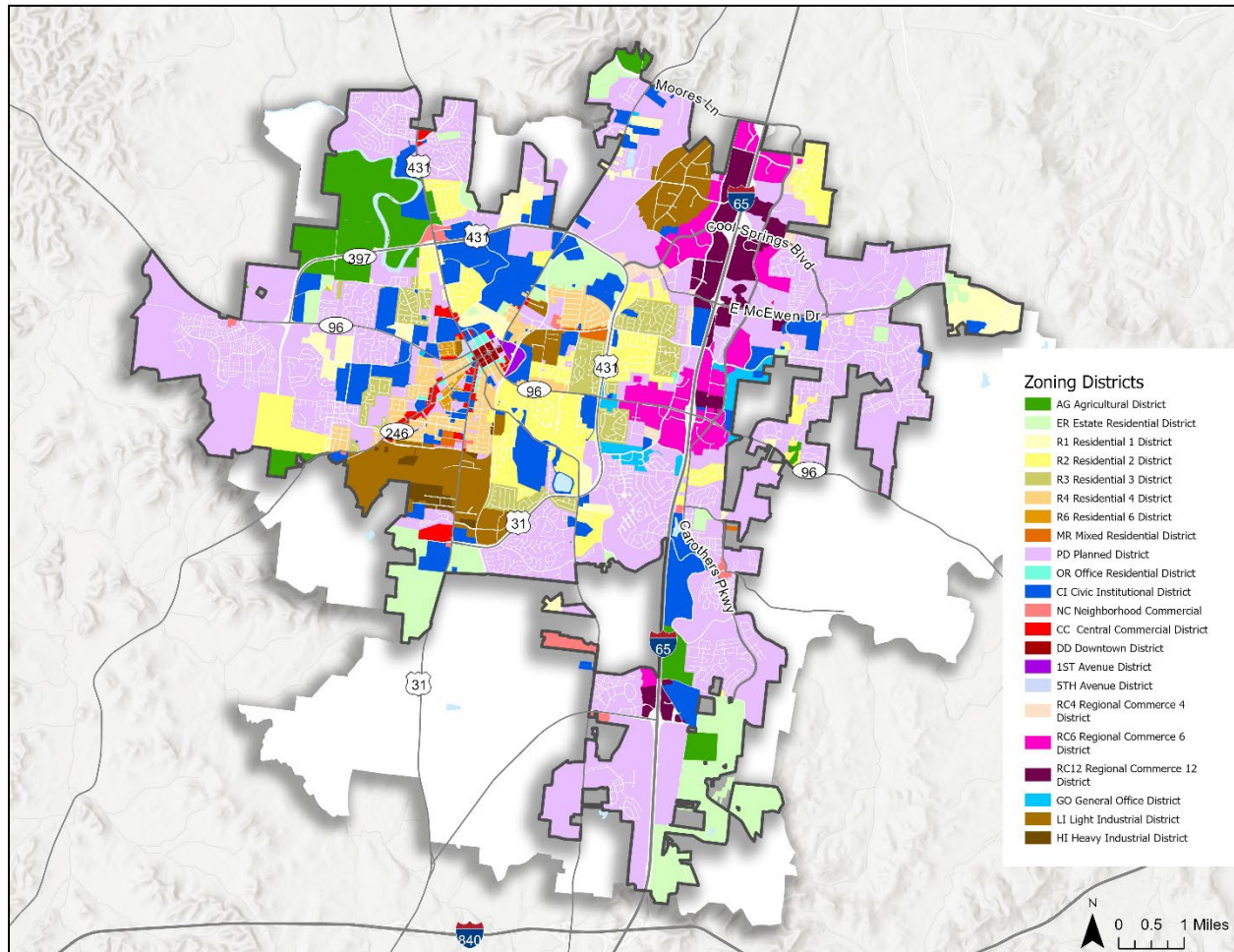


Source: ACS 5-Year Estimates (2019-2023)

3.1.3 Land Use

Map 3-16 visualizes the current zoning districts across the City of Franklin. The “Planned” District is the largest zoning district in the City of Franklin by land area, which is mostly found on the outskirts of the city. Other common types of land uses in Franklin include Residential (throughout Franklin), Mixed Residential (largely in the Cool Springs area), and Light Industrial and Civic and Industrial. The current land use signifies the significant growth and sprawl in Franklin that is largely suburban in nature but also indicates areas conducive to generating transit demand such as mixed uses in Downtown and the Cool Springs area.

MAP 3-16: CITY OF FRANKLIN ZONING DISTRICTS

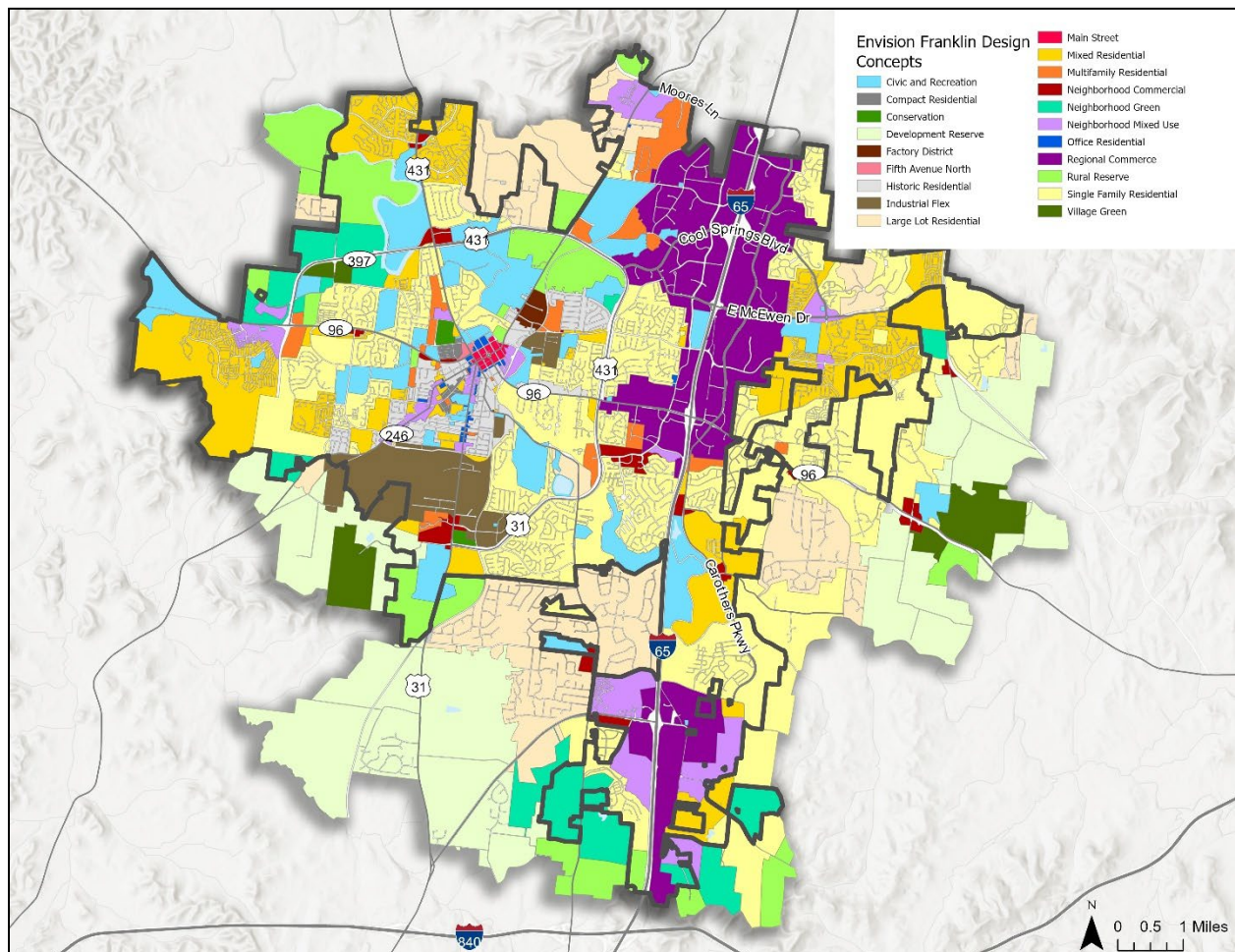


Source: City of Franklin Zoning Ordinance, 2025

Planning for future development, the City of Franklin adopted *Envision Franklin*, its comprehensive plan that establishes guidelines for the city’s growth, land use, and development. The cornerstone of this plan is its design concepts assigned to each parcel in the city, defining future land use in Franklin. Each design concept dictates primary land uses, secondary land uses, and building form, character, and height.

There are a number of design concepts which can facilitate a significant transit rider base by generating high densities of population, jobs, and activities due to their densities. These include Factory District, Main Street, Neighborhood Mixed Use, and Regional Commerce. Similar to current land use, the locations where the aforementioned design concepts are permitted are at Franklin’s largest developments, including Downtown Franklin, The Factory at Franklin, Cools Springs, Berry Farms, and Westhaven (Map 3-17).

MAP 3-17: ENVISION FRANKLIN DESIGN CONCEPTS



Source: Envision Franklin, 2024

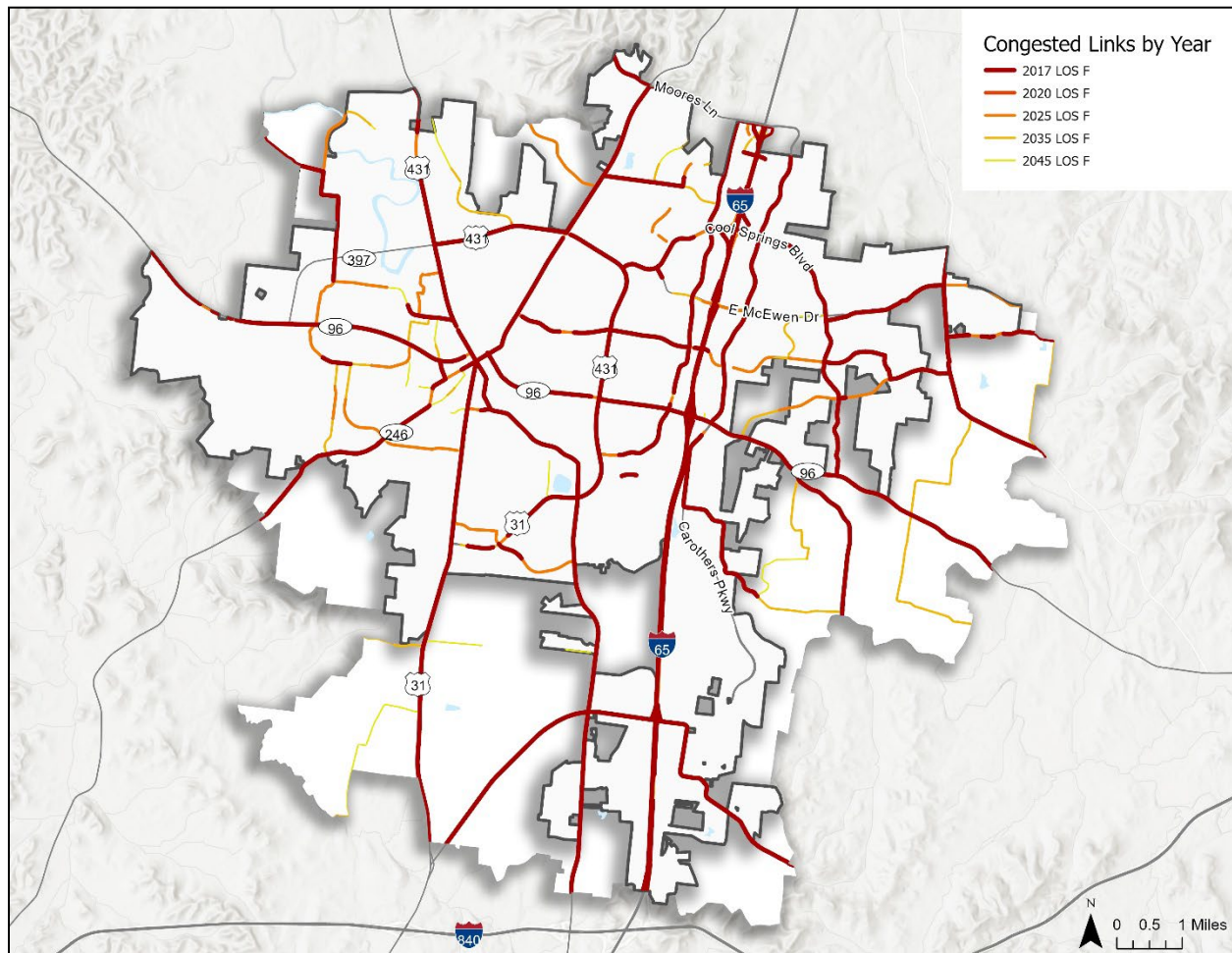
3.1.4 Roadway and Traffic Conditions

Franklin’s roadway network already experiences significant congestion, particularly along major highways and core corridors. Portraying the Greater Nashville Regional Council’s Activity-Based Travel Demand Model used for its 2026-2050 Regional Transportation Plan, Map 3-18 depicts roadways by the projected year they experience severe congestion in terms of Level of Service failure (LOS F). In 2017, all of Franklin’s existing major arterial segments were identified as highly congested. By 2025, congestion patterns were projected to intensify and occur on additional corridors such as Liberty Pike, Del Rio Pike, Boyd Mill Avenue, and Clovercroft Road.

By 2035, congestion is projected to worsen across downtown and the east of the City of Franklin as additional segments of Carothers Parkway, Clovercroft Road, Downs Boulevard, Boyd Mill Avenue, and Horton Lane carry more vehicles. Spencer Creek Road and North Chapel Road are new additions to the list of corridors with significant congestion.

By 2050, much of East Franklin is expected to be severely impacted, with roads such as East McEwen Drive, Natchez Street, Magnolia Drive, Spencer Creek Road, Del Rio Pike, Liberty Pike, and Cedarview Lane projected to experience heavily congested conditions as well.

MAP 3-18: FRANKLIN ROADS BY YEAR OF LEVEL OF SERVICE FAILURE



Source: Greater Nashville Regional Council Activity Based Travel Demand Model

3.1.5 Multimodal Conditions

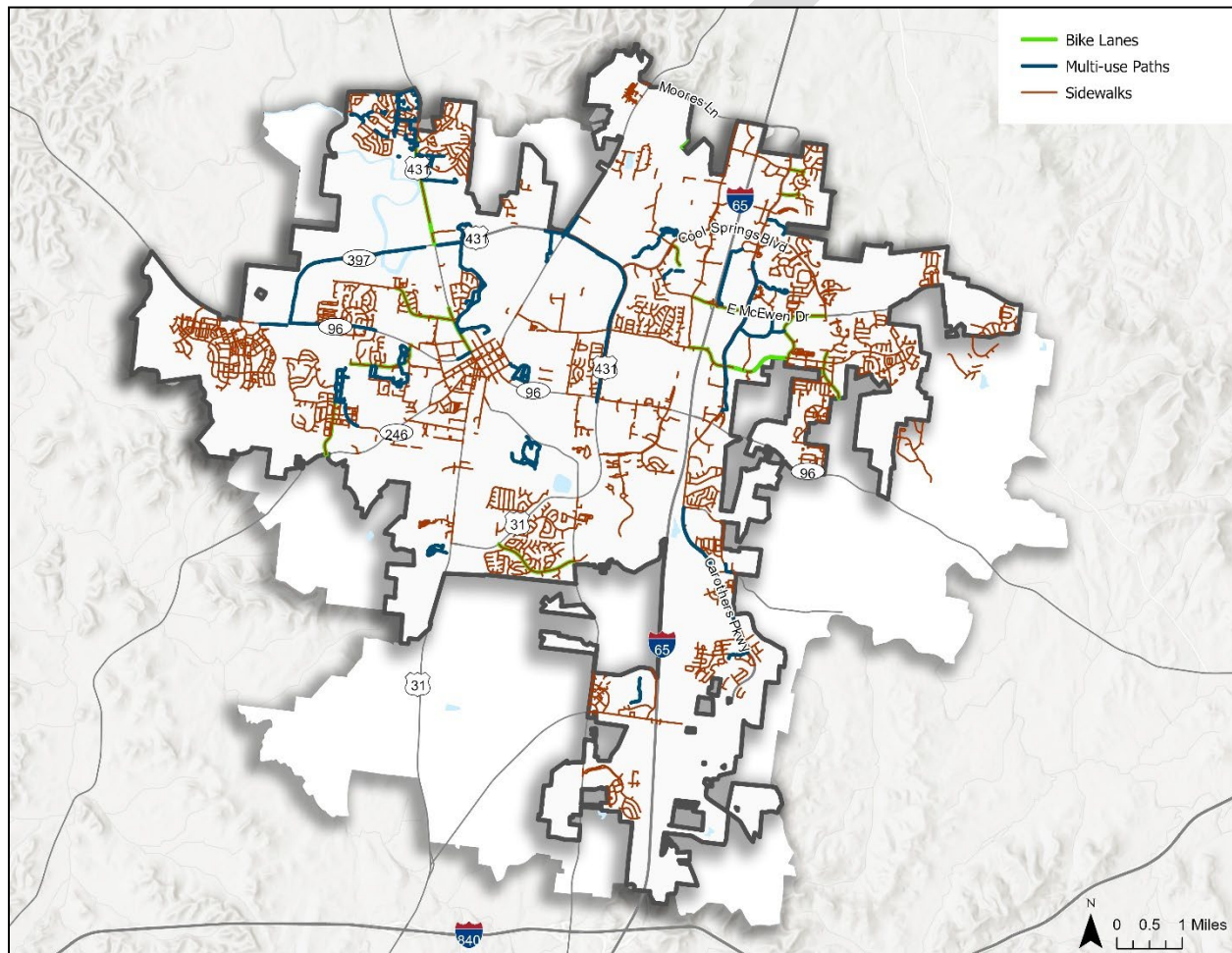
The multimodal conditions analysis evaluates how Franklin’s transportation network supports safe, connected, and efficient movement across all modes including transit, walking, bicycling, and vehicular travel. This assessment considers infrastructure quality, connectivity between modes, and accessibility to key destinations.

Map 3-19 depicts the City’s sidewalks, bike lanes, and multi-use paths which support multimodal transportation. Sidewalks are found in established areas such as Downtown but also in some new developments like Westhaven. Sidewalks are limited along major arterials, with only Carothers Parkway and Mallory Lane offering comprehensive and contiguous sidewalk coverage. On the other hand, bike

lanes are relatively scarce throughout the city, and there is no real pattern or connectivity of the existing bike lanes. Multi-use paths are a bit more prevalent than bike lanes, although many of those paths are designed for recreational use away from roads. However, there are multi-use paths along certain segments of major arterials like Carothers Parkway and Mack Hatcher Parkway.

Overall, Franklin’s multimodal transportation network is limited in its ability to support transit. Only a handful of areas and corridors in Franklin are presently able to support first and last mile connections to existing transit stops.

MAP 3-19: SIDEWALKS, BIKE LANES, AND MULTI-USE PATHS IN THE CITY OF FRANKLIN



These population and employment trends show how Franklin is changing and where future travel demand is likely to grow. Understanding these dynamics is important because they shape the types of trips residents need to make and the areas that may require stronger connections. The information in section 3.1 will help guide the development of service strategies later in the plan and will support the next steps in the analysis and prepare the foundation for evaluating how well the current network meets the community’s evolving needs.

3.2 Latent Demand Analysis

A latent demand analysis was conducted to address the possibility of unserved or underserved demand in the City of Franklin. This ensures that the resulting future vision for transit accommodates unserved or underserved areas within the operating environment that have latent ridership demand for transit service. The latent demand analysis will use several innovative and transit-specific planning and market analysis tools that assist in identifying transit-supportive populations and travel markets.

Latent demand refers to potential transit use that does not appear in current ridership data because service is limited, indirect, or not available at the times or places people need it. In other words, some residents may want to use transit but do not today because the system does not yet meet their travel needs. For example, a neighborhood with many workers, seniors, or households without access to a vehicle may show low transit ridership if buses do not operate early enough, frequently enough, or close enough to homes and destinations. In these cases, low ridership reflects service constraints rather than lack of interest in transit.

Two GIS analyses were utilized to supplement population and employment data. The Transit Orientation Index (TOI) measures levels of traditional rider markets, such as older adults, youth, low-income, and zero-vehicle households, compared to existing transit coverage, to gauge propensity for transit use. The Density Threshold Assessment (DTA) illustrates the relationship between the discretionary market (potential passengers living and/or working in higher-density areas who may choose to use transit) and the use of transit as a commuting alternative.

The insights from this analysis will carry forward into the next stages of the plan by informing where service alternatives should be explored and where unmet or emerging demand can be addressed through targeted recommendations.

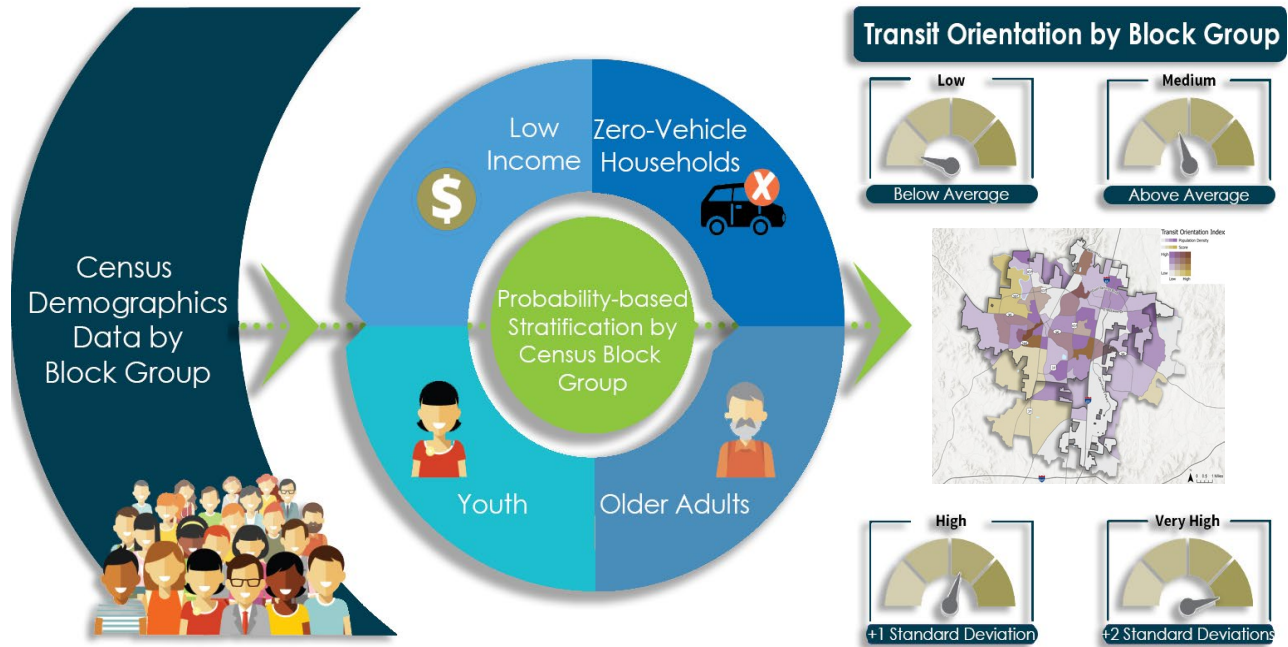
3.2.1 Transit Orientation Index (TOI)

A TOI assessment assists in identifying areas where a traditional transit market exists. To create the TOI for this analysis, demographic data from the 2023 American Community Survey (ACS) 5-Year Estimates were compiled at the census block group level and categorized according to each block group's relative ability to support transit based on the prevalence of four characteristics. These four socioeconomic and demographic characteristics are traditionally associated with support for transit and were used to develop the TOI:

- Proportion of population ages 15-24 (young adults)
- Proportion of population age 65 and over (older adults)
- Proportion of population below poverty level (low income)
- Proportion of households with no vehicles (zero-vehicle households)

Considering the prevalence of these four factors influencing tendency of transit use, the TOI categorizes transit propensity by block group as "low," "medium," "high," or "very high." This assessment improves the understanding of where transit in Franklin serves populations with typical transit rider demographics. The TOI process is summarized in Figure 3-5.

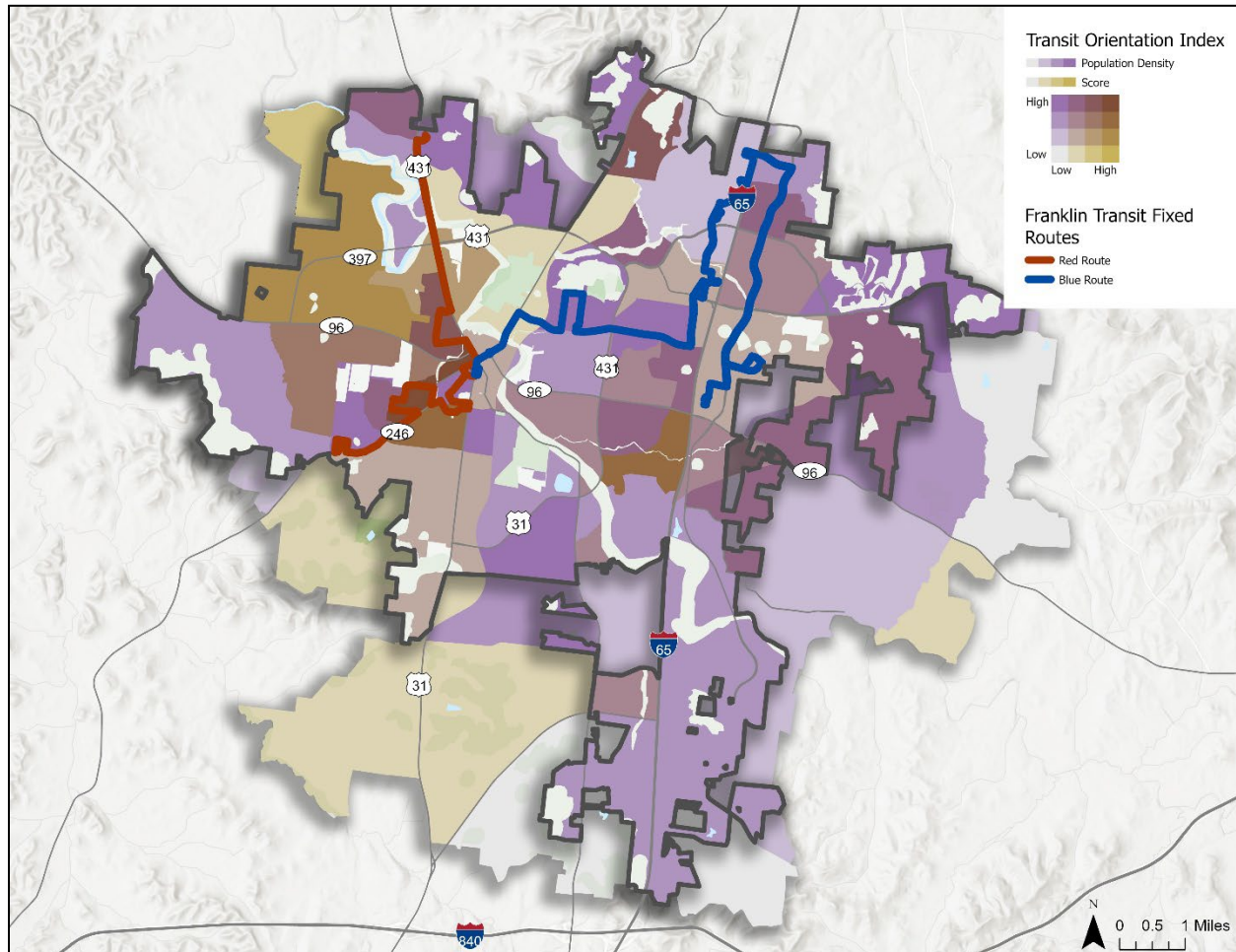
FIGURE 3-5: TRANSIT ORIENTATION INDEX METHODOLOGY



Map 3-20 shows that the highest transit propensity in the City of Franklin is focused around the central core and major corridors, particularly along Mack Hatcher Parkway, Columbia Avenue, and Cool Springs Boulevard. These areas score higher because they combine relatively denser housing with demographic factors such as a concentration of young adults (15-24), older adults (65+), lower income households and zero-vehicle households.

By contrast, peripheral neighborhoods and more suburban style developments, particularly toward the southern and western edges of the city, tend to have lower TOI scores. This reflects lower population density, higher vehicle ownership, and fewer residents in age or income groups traditionally associated with transit use.

MAP 3-20: TRANSIT ORIENTATION INDEX | CITY OF FRANKLIN | 2023



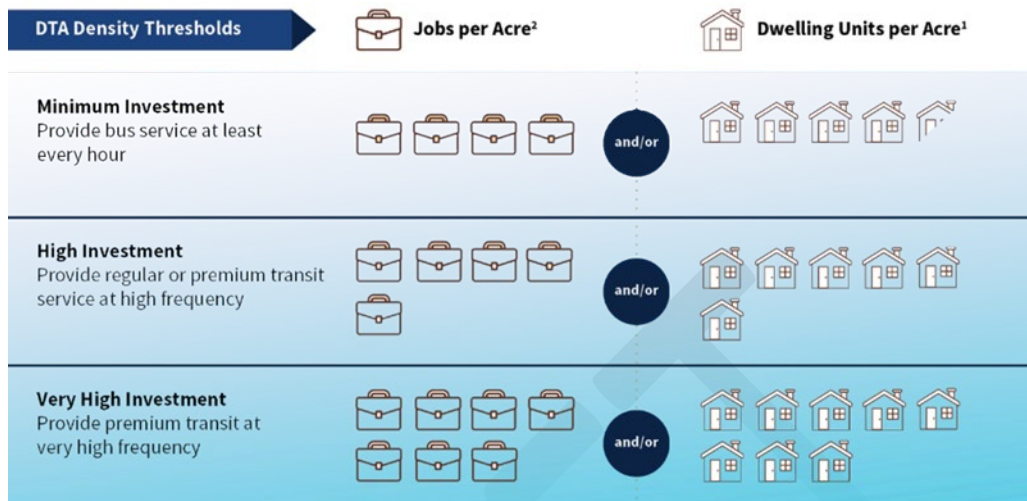
Source: ACS 5-Year Estimates (2019-2023)

3.2.2 Density Threshold Assessment (DTA)

The discretionary market refers to the potential riders living in higher-density areas served by transit who may choose to use it despite having other mobility options. To spatially represent and analyze the discretionary market, the DTA was conducted for the City of Franklin to identify areas that have transit-supportive residential and employment density levels. Areas with higher residential and employment density tend to generate more consistent transit use because more trips begin and end within a walkable distance of transit stops.

Employment and housing data was retrieved from the Greater Nashville Regional Council Regional Growth Allocation Model. Using the model’s data outputs, traffic analysis zones are mapped to show dwelling units per acre and jobs per acre at a scale close to neighborhood level. Three density thresholds were developed to indicate whether an area may have sufficient density to sustain a level of fixed route transit operations. The analysis assesses an area’s ability to support a “minimum,” “high,” or “very high” transit service level investment. These thresholds are detailed in Figure 3-6.

FIGURE 3-6: DTA DENSITY THRESHOLDS



¹ TRB, National Research Council, TCRP Report 16, Volume 1 (1996), "Transit and Land Use Form," November 2002, MTC Resolution 3434 TOD Policy for Regional Transit Expansion Projects.

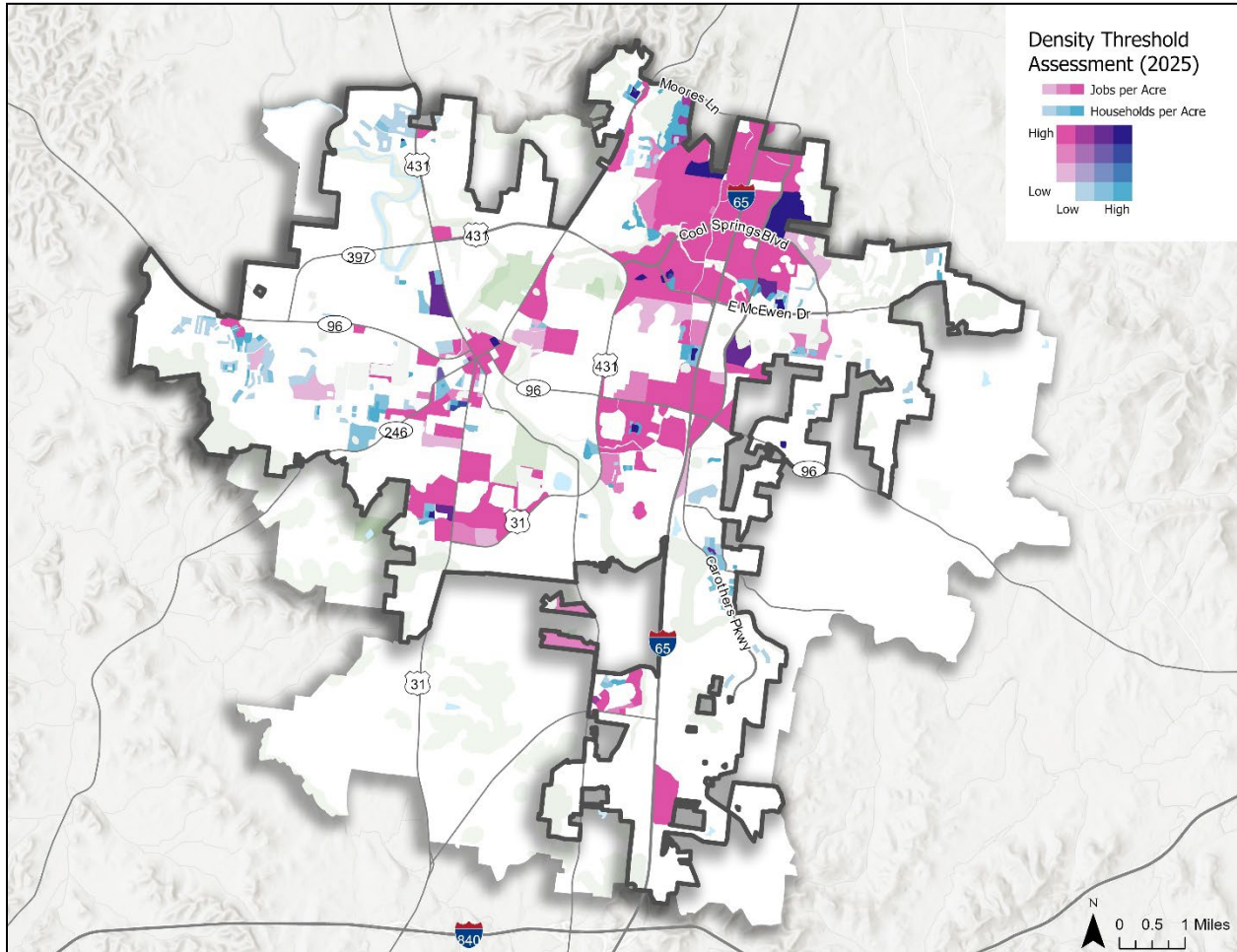
² Based on review of research on relationship between transit technology and employment densities.

Map 3-21 expresses DTA for the City of Franklin in 2025. The map shows that transit supportive density is concentrated in near downtown Franklin and the Cool Springs area.

The Cool Springs area stands out as the city's largest employment hub, while residential density remains modest. Other areas exhibiting high densities of employment include the greater Murfreesboro Road corridor west of Mack Hatcher Memorial Parkway and the commercial and industrial areas along Columbia Avenue north of Mack Hatcher Memorial Parkway. Only a few clusters near Downtown Franklin and west of Interstate 65 exceed household density thresholds for investment in transit. This reflects an overall pattern that explains that the City of Franklin's housing stock is not especially dense and may limit the areas where transit is likely to thrive for discretionary riders.

The center of Franklin, including the historic downtown core, exhibits different density patterns. While densities are not as high as in Cool Springs, the downtown area emerges as a notable cluster which can generate a more localized pattern of trips.

MAP 3-21: DENSITY THRESHOLD ASSESSMENT (2025) | CITY OF FRANKLIN

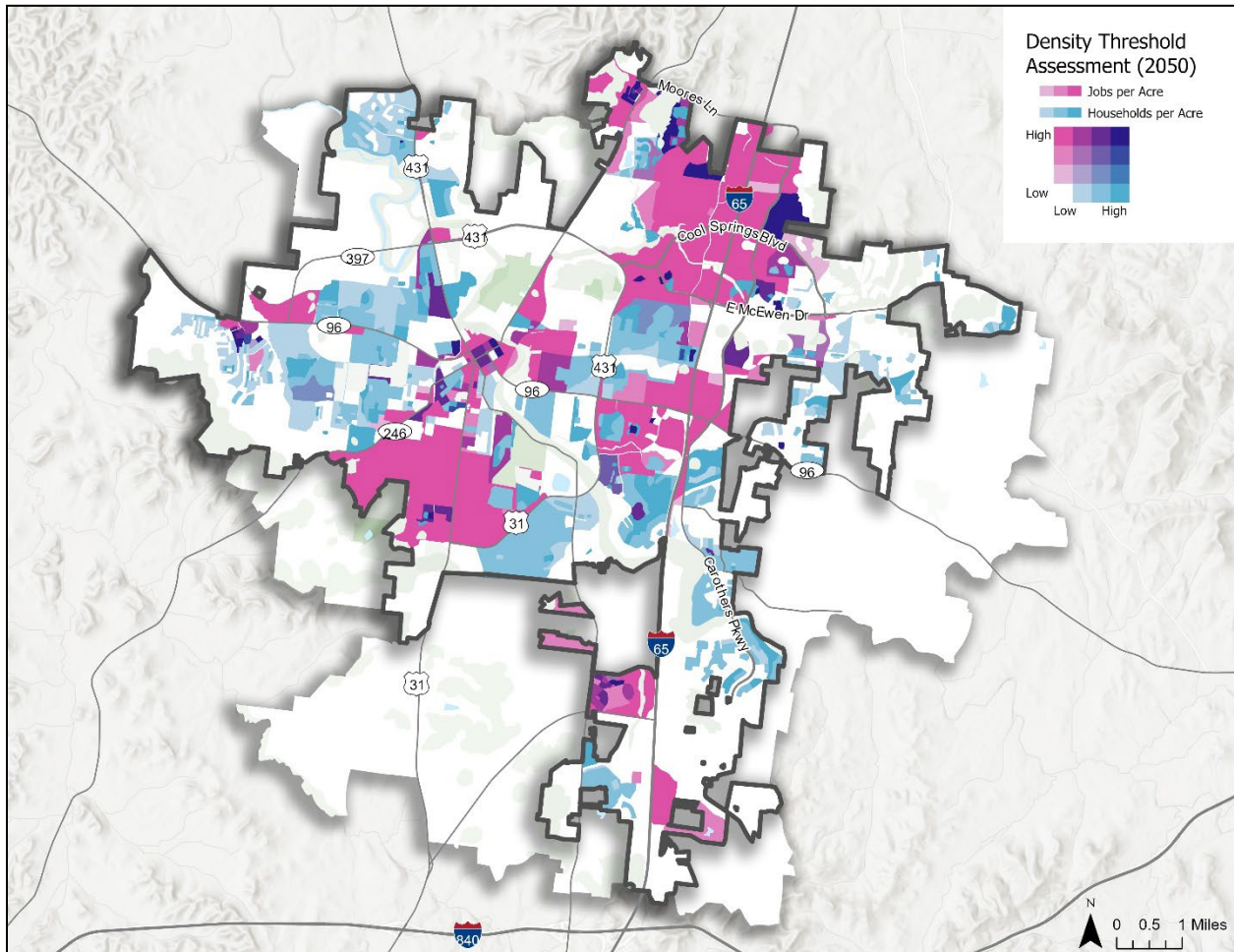


Source: Greater Nashville Regional Council Regional Growth Allocation Model

Looking 25 years into the future, Map 3-22 illustrates the projected 2050 DTA where incremental growth is depicted in both residential and employment density. Employment Density patterns continue to intensify along Cool Springs Boulevard and extend south toward McEwen Drive and portions of Interstate 65. Residential density is also projected to expand outward from central Franklin, with more areas crossing transit-supportive thresholds than in 2025. However, because Franklin is not a high-density housing market, these gains are relatively modest. The maps suggest a strengthening of existing nodes rather than the emergence of new ones.

To evaluate, the comparison between 2025 and 2050 conditions indicates that Cool Springs Boulevard and adjacent neighborhoods will remain the most promising areas for transit investment for the discretionary market. While employment growth is projected to significantly reinforce this corridor, residential density may continue to grow modestly.

MAP 3-22: DENSITY THRESHOLD ASSESSMENT (2050) | CITY OF FRANKLIN

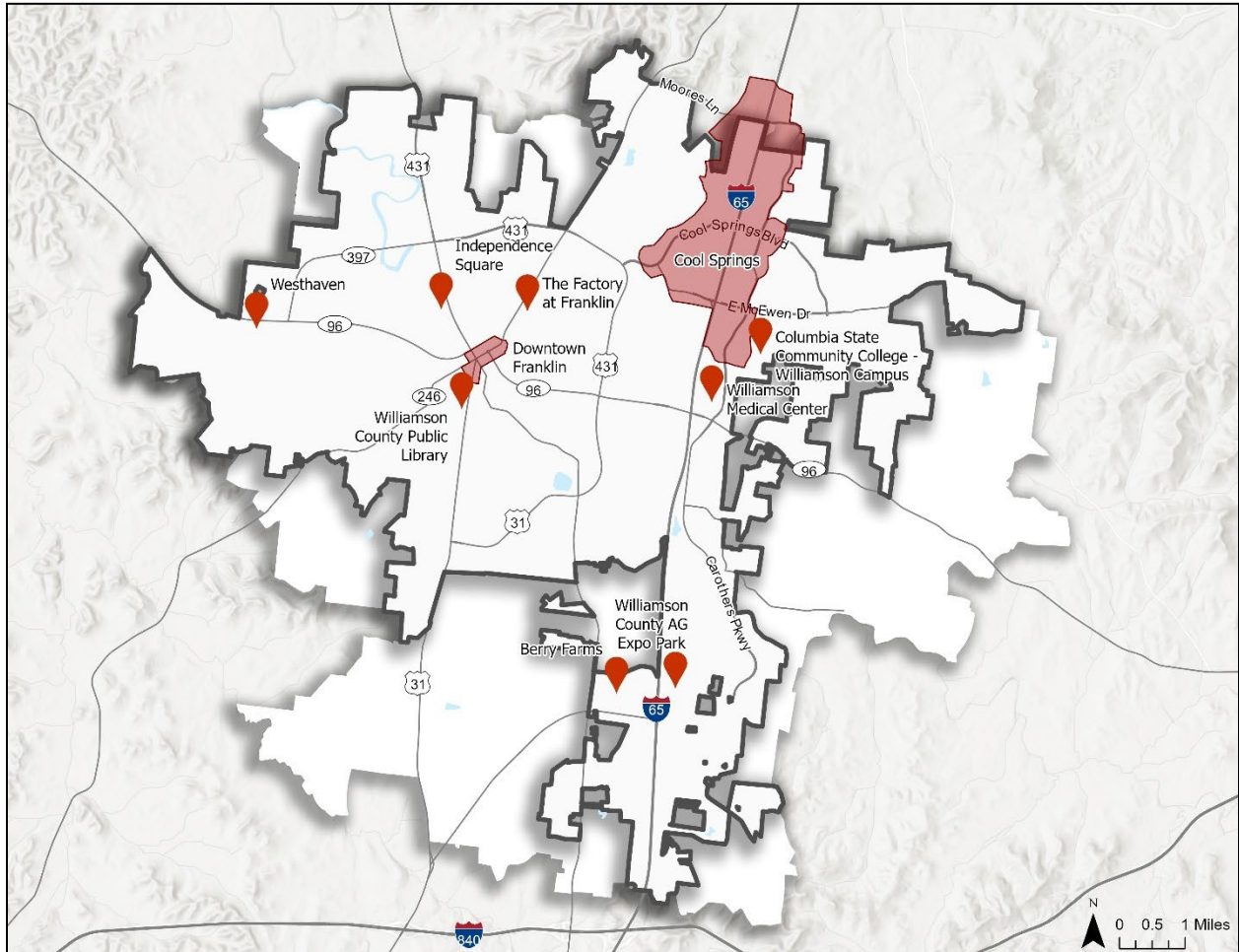


Source: Greater Nashville Regional Council Regional Growth Allocation Model

3.2.3 Major Activity Centers, Travel Demand Patterns, and Commute Patterns

Activity centers are critical for transit, as they effectively drive one end of most travel flows, including transit trips. An activity center analysis identifies these major trip generators throughout the City of Franklin to determine whether transit is serving key locations for users. Activity centers reviewed include major employment locations and other locations identified as transit generators, such as higher education institutions, health and medical facilities, government services, major shopping destinations, and other attractions and points of interest. The identified major activity centers are depicted in Map 3-23, and reflect locations in Franklin with high levels of transit demand, density, employment, and/or overall travel flows.

MAP 3-23: MAJOR ACTIVITY CENTERS IN FRANKLIN



Commuter Inflow and Outflow

In addition to analyzing local demographics and employment locations, examining commuter travel patterns helps clarify potential transit demand for work-related trips.

The commuter flow analysis highlights Franklin’s role as both a regional employment center and a residential community for workers employed elsewhere in the Nashville metropolitan area. According to Longitudinal Employer-Household Dynamics (LEHD) data provided in Table 3-2, approximately 29.8% of Franklin residents work within the city itself, while 35.9% commute to Nashville, reflecting the city’s proximity and strong regional employment linkage. Other notable outflow destinations include Brentwood (8.1%).

TABLE 3-2: WHERE FRANKLIN RESIDENTS WORK | 2022

Municipality	Count	Percentage
Nashville	13,870	35.9%
Franklin	11,497	29.8%
Brentwood	3,123	8.1%
Murfreesboro	749	1.9%
Memphis	726	1.9%
Smyrna	568	1.5%
Berry Hill	503	1.3%
Chattanooga	471	1.2%
Columbia	414	1.1%
Knoxville	400	1.0%
All other locations	6,316	16.3%

Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics, 2022

Conversely, Franklin attracts a substantial inbound workforce as only around 13.1% of people working in Franklin also reside within the city (portrayed in Table 3-3). Around 19.4% commute from Nashville, and smaller shares arrive from Spring Hill (around 7.4%), Murfreesboro (around 4.6%), and surrounding communities across neighboring counties. This flow illustrates Franklin’s integration into the Nashville metropolitan area’s labor market that supports a daytime population that exceeds its residential base.

TABLE 3-3: WHERE FRANKLIN WORKERS LIVE | 2022

Municipality	Count	Percentage
Nashville	17,076	19.4%
Franklin	11,497	13.1%
Spring Hill	6,482	7.4%
Murfreesboro	4,069	4.6%
Brentwood	3,075	3.5%
Columbia	2,203	2.5%
Smyrna	1,534	1.7%
Nolensville	1,243	1.4%
Clarksville	1,165	1.3%
Thompson's Station	1,012	1.1%
All other locations	38,674	43.9%

Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics, 2022

In addition to those who commute to work, the ACS reported that 11,752 Franklin residents work from home, representing about one-quarter of working Franklin residents. This signals that a significant portion of Franklin residents do not have work-related mobility needs.

These patterns reinforce the need for strong local services to accommodate local commuting and regional connectivity to major employment areas, particularly toward Nashville and Brentwood. Aligning future routes and park-and-ride facilities with these dominant flow patterns will enhance system efficiency and capture a larger share of daily commuter demand.

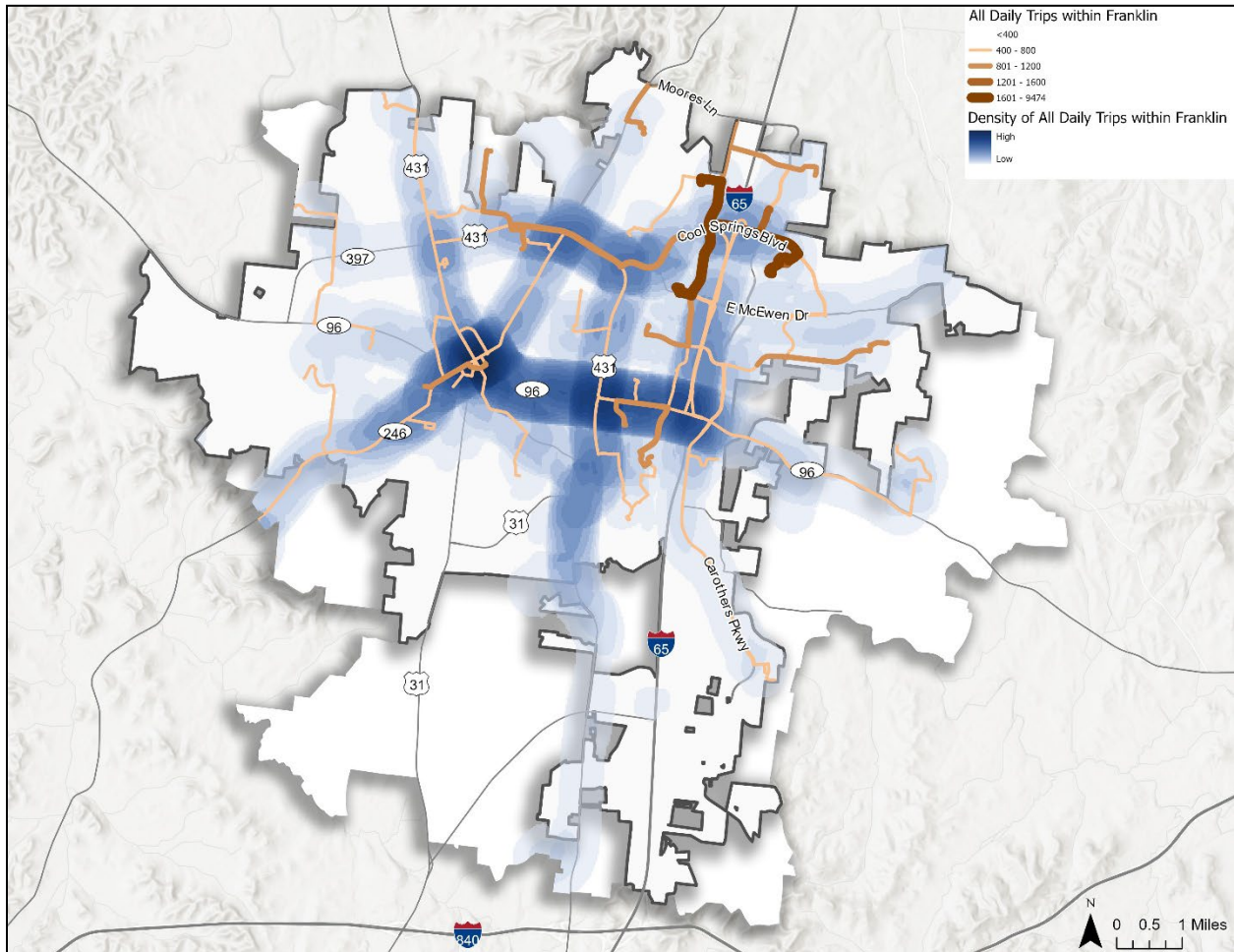
Personal Travel Flows

Map 3-24 illustrates the spatial distribution of estimated total daily personal trips within the City of Franklin for Fall 2024. Darker orange lines represent more trips between the ends of those lines while lighter orange lines represent less trips between the ends of those lines. These data are sourced from Replica, a mobility and economic activities data management tool. Replica estimates travel trends based on various data sources, including road traffic, mobile device location data, and financial transactions. These data are compiled and estimated to determine changes in mode and purpose, as well as socioeconomic and travel characteristics.

With areas shaded lighter blue representing lower trip densities and areas shaded darker blue representing higher trip densities, the highest daily trip densities occur within Downtown Franklin and the Cool Springs area, reflecting the concentration of employment, commercial, and institutional destinations that generate two-way travel throughout the day. Additional clusters of activity are evident along Columbia Avenue, Murfreesboro Road, Mack Hatcher Parkway, and adjacent neighborhoods, emphasizing these corridors as the city's primary commuting corridors.

Lower yet consistent levels of trip activity extend outward from these cores into residential neighborhoods, demonstrating Franklin's layered pattern of mobility where suburban areas rely on a few key arterial roads for access to retail, services, and employment. The map's gradient of trip density portrays the importance of maintaining frequent, well serviced transit along downtown and the Cool Springs area while enhancing first/last mile connectivity from surrounding neighborhoods. These patterns mirror Franklin's broader land use and commuting trends indicating that much of the travel demand can be effectively supported by strengthening the local transit network.

MAP 3-24: ESTIMATED TOTAL DAILY TRIPS WITHIN THE CITY OF FRANKLIN | FALL 2024



Source: Replica, Fall 2024

Together, the Transit Orientation Index (TOI) and Density Threshold Assessment (DTA) highlight the areas of Franklin most likely to support stronger, more productive transit service both today and in the future. These findings show that while transit-supportive characteristics are concentrated in the city's core and major employment corridors, pockets of unmet or emerging demand exist elsewhere as well. Understanding where latent demand clusters provide essential context for the service alternatives that follow, ensures that future recommendations directly respond to documented need rather than solely existing service patterns. As the plan progresses, these insights will guide the development of a transit network that aligns with demographic realities, land use conditions, and the city's projected growth.

3.3 Local Plans & Policies Analysis

Understanding the governance and financial structure of Franklin transit is essential for evaluating the agency's capacity to maintain and improve its services. This section provides context for how decisions are made, how services are funded, and the constraints and opportunities that shape day-to-day operations. Introducing this information here helps establish the institutional framework within which all future recommendations must realistically function.

Recent plans relevant to this study were reviewed to establish the planning and policy context in which Franklin Transit operates. This section summarizes each plan and highlights key takeaways to clearly convey their relevance and identify previously documented needs, gaps, or recommendations related to transit service, infrastructure, and mobility outcomes.

In addition to plan-level guidance, adopted zoning ordinances, street standards, and multimodal design policies provide a strong regulatory framework that supports pedestrian-oriented and transit-supportive development throughout the City of Franklin. These policies emphasize connected sidewalk networks, accessible pedestrian circulation, integration of multi-use paths and greenways, and the safe accommodation of pedestrians, bicyclists, and transit users within the public right-of-way. The City's regulations also establish development thresholds that trigger the provision of transit infrastructure and amenities when conditions warrant, reinforcing the role of land use and development decisions in shaping transit accessibility, stop placement, and operational viability.

The policy review in this section provides an initial baseline of how local jurisdictions reference transit within their planning frameworks. However, a full understanding of the relationship between transit and land use requires a more detailed, code-based analysis of municipal and neighboring jurisdictions' zoning ordinances, land development codes, and comprehensive plans. Future studies should apply a deeper methodological review to evaluate:

- Density and intensity allowances that influence transit productivity
- Mixed-use and transit-oriented development provisions
- Street design and access management standards that shape multimodal connectivity
- Alignment between future land-use designations and planned transit corridors
- Regulatory gaps or inconsistencies that affect transit-supportive development patterns

A similar approach was applied during the Palm Tran policy and code review effort, where comprehensive plan policies, zoning districts, and development regulations were evaluated to determine their impact on transit operations for the agency, which provides fixed route and paratransit service in Palm Beach County, Florida. That analysis revealed several key findings:

- Transit-Oriented Development (TOD) and mixed-use policies varied significantly across municipalities, creating uneven levels of transit support.
- Some zoning districts permitted densities that aligned with high-frequency service, while others imposed dimensional and parking standards that constrained transit viability.
- Multimodal requirements, such as sidewalk connectivity and right-of-way dedication standards, influenced access to Palm Tran stops and corridors.

- Many comprehensive plans included goals related to modal split or multimodal connectivity but lacked accompanying regulatory mechanisms in their land development codes.

This type of code-level review demonstrated how local planning frameworks directly shape service performance, stop spacing opportunities, corridor productivity, and long-term network expansion. Applying this depth of analysis within future phases of this study will provide a more complete understanding of how land-use systems support or hinder transit growth.

In addition, reviewing transit-related policies and plans in Franklin and neighboring jurisdictions provides essential context for understanding existing transportation conditions and anticipated service needs. These studies trace the progression of the City's efforts to respond to growing travel demand, improve mobility options, and support overall quality of life. They document how travel behavior, land use, employment patterns, and system performance have evolved, and they clarify where projected development or regional land-use decisions may generate future transit demand or warrant service expansion.

The insights drawn from these documents will be important inputs to the Transit Master Plan's recommendations, ensuring that proposed strategies build on previous work, respond to demonstrated needs, and align with ongoing regional initiatives.

The following summaries highlight key findings from each plan and study.

TABLE 3-4: PLANS REVIEW

Plan	Summary	Key Takeaways
<p>Cool Springs Circulator</p>	<p>This is a white paper that provides information and research on a potential Cool Springs circulator, as well as information on existing conditions in the Cools Springs area. The paper outlines key points about case studies that provide “additional considerations regarding funding, simplicity of service, and markets served”. Some key elements include that one cent of a tax increase has been allocated to multimodal transportation. Existing services are laid out, with the Franklin Transit Authority handling local services for the city of Franklin, and the Regional Transportation Authority running an express bus to Nashville.</p>	<ul style="list-style-type: none"> • Increasing levels of suburb-to-suburb and reverse commuting. • Dedicated lanes and signal priority is important. • Connecting parking garages with downtown locations with a frequent bus offers a compelling “Park Once” option. • Ridership on a 15-minute frequency, one way loop line is very low at 150-200 on a day without an event at the convention center. • Many complementary services being investigated, including employer services, parking pricing, and queue jumps. • There are four main considerations for a potential circulator: <ul style="list-style-type: none"> ○ Frequency - Frequent service is one key to success, with ideal frequency of 10 minutes or better. ○ Primary market - Employees and visitors are the most common primary market for a circulator. ○ Route design - A need to reconcile a desire for simple, easy to understand service with a desire to connect existing transit services and additional markets. ○ Fare structure - Most circulators do not charge a fare.

Plan	Summary	Key Takeaways
<p>Cool Springs Corridor Transit Study (2017)</p>	<p>This study summarizes the research conducted into opportunities to relieve traffic congestion in the Cool Springs area. The study consisted of quantitative surveys given to residents and commuters, as well as analyzing the discussions which took place at three town halls.</p>	<ul style="list-style-type: none"> • Respondents traveled from as far away as 130 miles. Most commuters are from nearby places such as Franklin, Nashville and Spring Hill. • Age groups are evenly split, with a slight lean towards female over male. • Eight out of ten respondents leave their worksite at some point during the workday. • More than nine out of ten respondents say driving alone in their own vehicle is their primary mode of transportation. • Enthusiasm for a circulator bus or car on demand service is low at about 25 percent definitely or probably would consider using them, this is slightly lower than 33 percent for the same question for public transit in general. • Suggestions from the survey include adjusting traffic light timing, bike lanes, light rail, and a circulator. • Per feedback at the town halls, in order to reduce traffic congestion, it will require a combination of transportation modes, with attendees being very interested in light rail. • Nissan Americas and Ford Motor Credit are the two largest employers of respondents. • 88 percent of respondents do not telecommute • Cash incentives for carpooling, walking, or biking to work were the most appealing incentives to respondents. • Of students surveyed they primarily study in Cool Springs and have short commutes to school. • Cool Springs Boulevard is the most traveled route of respondents.

Plan	Summary	Key Takeaways
Cool Springs Multimodal Network Study (2015)	<p>This is a write-up of the study focused on improving the mobility options in the Cool Springs area of Franklin. It gives an overview of the findings in relation to the purpose and need of transportation improvements, short-, medium- and long-term recommendations, costs, evaluation of options, funding, and public input.</p>	<ul style="list-style-type: none"> • Cool Springs has seen rapid employment and residential growth. • The short-term focus is on increasing local mobility, with three options for adjusting the local transit network, alongside improved pedestrian and cyclist facilities. • The medium-term focus is on regional connectivity, with express buses and more infrastructure improvements. • In the long term, more off-peak service and investment in light rail or Bus Rapid Transit is recommended. • The first short term option of arterial bus routes scores the highest compared to the other two options but all 3 would allow for expansions into the medium and long term. • A small portion of the operating budget, and the majority of the capital budget comes from the federal government, proposals to raise funds include user fees, taxes, and value capture. • Barely any of the respondents have used transit in Franklin in the past 12 months. • In the open house, key takeaways include the need to find funding sources, land use density needs to increase, workforce housing, and the need to identify how to attract people to transit.

Plan	Summary	Key Takeaways
Franklin Transit Study (2017)	<p>This is a report which reviews and makes “service recommendations for the existing Franklin Transit Authority bus service in Franklin, Tennessee.” It provides options for new routes, revisions to existing routes, and on-demand transit service. Contents include demographics, travel patterns, existing transit services, service options, public meetings, operational changes, implementation plan, and future growth.</p>	<ul style="list-style-type: none"> • 69,000 people live in Franklin, of whom 13.2 percent are minority residents. The highest number of jobs are government work, with a lot of manufacturing as well. • Most workers within the study area live within the study area. A significant amount of workers in the area carpool. Most households own a car, with some neighborhoods having a lower than usual amount of vehicle ownership. • TMA Group runs 3 fixed route bus routes in the city running on hourly frequencies. Demand response services are available. A peak direction express bus is run by WeGo. • Option 1 involves cutting back the southern end of the southbound route and rerouting it to Westhaven. Option 2 involves transforming the southbound route into a fixed route/flex route hybrid, with service past the Target being on demand. Option 3 would be cutting the southbound route entirely and using the freed-up resources to run more services on another route. Option 4 would eliminate the southbound route and make a new one serving Seaboard Lane. Option 5 would eliminate most of the southbound route with a bit remaining, and a new route to the Galleria would be run. • No consensus was reached at the public meetings. Most did not support Option 4 and favored increased service and new routes. Option 3 was compared with Option 5 based on equity, ridership, time, coverage, and future growth. Option 5 was determined to be the preferred alternative. • It is recommended that uniform stop spacing be implemented, to install stop pull cords, and to paint the fixed route buses a different color than the TODD vehicles. • With option 5 operating costs will increase from \$1.9 million to \$2.5 million. • Next steps include frequency, service span, coverage, and technology improvements.

Plan	Summary	Key Takeaways
Franklin Transit Authority Zero Emission Transition Plan	<p>This is a series of technical analyses of the viability of transitioning Franklin Transit Authority from diesel-fueled buses to battery electric buses.</p>	<ul style="list-style-type: none"> • Current service blocks could not be completed by contemporary electric cutaway vehicles. Adjustments could be made. • Grants from the state could be pursued to help fund the transition. • Upgrades to the facilities would be necessary to charge the battery buses • The workforce would need to be trained in new maintenance procedures. • The transition would be implemented in two phases, with each phase having two five-year sections within it. • Recommendations: use level 2 electric chargers, coordinate with MTE, apply for low or no emissions vehicle grant, run a pilot program, wait for market developments in cutaway vehicles. • Key lessons include being flexible, beginning with the end in mind, and have a good relationship with original equipment manufacturers. • Using larger vehicles with bigger batteries could address the problem of battery vehicles not being able to complete their assigned blocks. Adjusting the service blocks and increasing the number of vehicles could also address this. • There is no current statewide mandate to transition to zero emission vehicles (ZEVs), but there are many federal funding opportunities. • A variety of procurement scenarios were considered, with battery electric cutaways and battery electric 35-foot buses being advanced along with mixed fuel source cutaways, battery electric, and internal combustion engine. The first option is more expensive at \$16.79 million, with the second option coming in at \$9.11 million. • Different facility layouts are proposed for different levels of electrification. • A new utility service would be needed for electric vehicle service. Three charging scenarios were modelled, based around previously mentioned options. • It is recommended to keep the fleet as cutaway vehicles.

Plan	Summary	Key Takeaways
Downtown Franklin On- and Off-Street Parking Occupancy and Duration Study (2022)	<p>In order to understand typical occupancy rates and parking dwell times of public and private parking in Downtown Franklin, a consultant collected data on the matter and analyzed the results. In general, parked vehicles strictly adhered to the posted time limits and occupancy was highest during the day on weekdays.</p>	<ul style="list-style-type: none"> • There are a variety of parking options in Downtown Franklin, including free on-street parking, free public parking garages, free public parking lots, paid private parking lots, and paid private parking garages. • The maximum peak parking occupancy of 78% of parking occurred at midday on weekdays. At this time, the 4th Avenue parking garage was at capacity, other free parking in the heart of Downtown was near capacity, and parking further from the center downtown and all paid parking was not near capacity. • After late afternoon on weekdays, parking occupancy drops significantly, and does not return to peak levels until the following weekday morning. • In order to prevent parking occupancy from reaching or exceeding capacity, the City can increase parking capacity, convert some free public parking spaces to paid, or increase transit capacity in the Downtown area so that employees or visitors do not need to rely on parking their personal automobiles in the area. • In 2025, the City of Franklin issued a Request for Qualifications to conduct an updated parking occupancy study, focusing on the effects of increasing paid private parking supply in Downtown.

Plan	Summary	Key Takeaways
South Corridor Study: Technical Evaluation Report (2021)	<p>This technical report, completed in 2021, analyzes the South Corridor of the Greater Nashville Regional Council’s LRTP and WeGo Transit’s Strategic Plan. This report goes over the goals and objectives of the South Corridor Study, the list of corridors and modes, the prescreening methodology, and the technical evaluation. Various modes of transit were analyzed, with their strengths and weaknesses for the given corridor being compared. This assessment was completed and the findings were planned to be used in the Final Report Document, moving towards a Locally Preferred Alternative.</p>	<ul style="list-style-type: none"> • The study as a whole is intended to provide stakeholders a series of short-, mid-, and long-term plans for implementing rapid transit in the corridor. • Public input on transit modes heavily favors Bus Rapid Transit, Commuter Rail, and Light Rail Transit. These three options were advanced. • Commuter rail would run primarily alongside CSX trackage, likely using Diesel Multiple Units (DMUS). • Light rail would run primarily along I-65, with a potential diversion to freight ROW approaching Franklin. • Bus Rapid transit would follow an alignment along I-65 as well, with a possible diversion onto arterial and collector roads between Nashville and Berry Hill, and Cool Springs and Franklin. • The BRT Hybrid option was found to have the highest estimated ridership, and the lowest cost. • Station area readiness varies considerably, from already transit supportive, to some changes needed, to significant changes needed. • This report leads into a final report building towards a Locally Preferred Alternative. • The Mule Town Trolley that was mentioned in the study has since been shuttered.

Plan	Summary	Key Takeaways
<p>Envision Franklin (2024)</p>	<p>Envision Franklin is the City’s adopted land use and growth policy document that guides development within the city and its Urban Growth Boundary. The plan outlines the intended character of future development, land use categories, growth areas, transportation networks, and design expectations. It establishes guiding principles that promote connected street patterns, walkable mixed-use environments, housing diversity, coordinated infrastructure, and multimodal accessibility. The plan provides long-term direction for how land use and transportation investments should align to support quality of life and sustainable growth.</p>	<ul style="list-style-type: none"> • Establishes the City’s vision for growth, development, and land use patterns through 2040. • Defines guiding principles emphasizing connected networks, walkability, multimodal mobility, and high-quality urban design. • Identifies place types and development concepts that influence future transit demand and service viability. • Highlights the relationship between land use decisions, transportation capacity, and community character. • Supports transit by encouraging density, mixed uses, and pedestrian-oriented design in priority growth areas. • Provides a framework for aligning the Transit Master Plan with long-term development policy and infrastructure planning.

Plan	Summary	Key Takeaways
Scope of Services for the Nashville Multimodal Mobility Master Plan (3MP) [2025]	<p>This scope of services describes the tasks to be performed by the consultant for the 3MP.</p> <p>The scope has been divided into eight tasks detailing the development and implementation of the 3MP.</p>	<ul style="list-style-type: none"> • Task 1 includes project initiation and management: kickoff meeting and notes, project management plan, and coordination meetings with documentation. • Task 2 delivers community engagement materials, including the final engagement plan, TAC and CAC meetings, project identity and branding, communication and digital materials (e.g., videos), and stakeholder workshops. • Task 3 provides draft and final presentations on existing plans, transportation performance, land use and growth, and street networks, along with draft and final Transit State of the System and Transportation System Assessment reports. • Task 4 includes draft and final presentations for the service, operations, and agency capacity analyses; the technology integration SWOT analysis; and the Transit System Gaps & Opportunities reports. • Task 5 produces the layered network and street plan deliverables: draft layered networks (ArcGIS Online and memo), draft street plans (ArcGIS Online), workshop materials, the final street plan (ArcGIS Online and report), and revised street detail sheets. • Task 6 develops the project list (Excel and ArcGIS Online formats), planning-level cost estimates, the performance measures and scoring memo, the scored project list, and project summary sheets with an interactive ArcGIS Online map. • Task 7 delivers the transit financial analysis and draft transit implementation plan. • Task 8 includes scenario development and plan finalization: a scenario summit (up to three consultant attendees), the final scenario with model results, the final transit plan, the 3MP outline, the final Multimodal Mobility Master Plan, and up to six strategy papers.

Plan	Summary	Key Takeaways
Housing Needs Assessment – Franklin, Tennessee (2025)	<p>This report evaluates the housing needs of Franklin, Tennessee. The analysis considered demographic characteristics and trends, economic conditions and initiatives, existing housing stock costs, performance, conditions and features, ancillary factors that impact the housing market, and community input. Housing gaps were identified by affordability and renting versus owning. It is intended by this study that local officials, stakeholders, and housing advocates can better understand the local housing market to drive housing policy decisions, attract growth, and enhance Franklin’s housing market.</p>	<ul style="list-style-type: none"> • The number of households in Franklin has grown rapidly and above the state average, while the age and wealth of new households skew higher. • The economy has grown notably, while unemployment remains low. • The housing stock is on average newer than other nearby areas, but numbers of renters are experiencing housing affordability issues. The sale price of homes has increased. • Franklin has a bus network and has several sites and buildings that could support further housing development. Costs may get in the way of new housing construction, and local zoning favors single family developments • The estimated total five-year housing gap (2025-2030) for Franklin is 10,036 units, with a gap of 3,798 rental units and 6,238 for-sale units. • Recommended housing strategies include: <ul style="list-style-type: none"> ○ Setting housing goals and priorities and explore housing funding resources. ○ Support the alignment of affordable housing alternatives with public transportation. ○ Continue to support the development of a variety of high-end housing products to meet existing demand and demographic projections. ○ Incentivize affordable workforce residential development. ○ Consider implementing or modifying policies to encourage or support the development of higher-density housing. ○ Explore efforts to encourage the development of senior-oriented housing to enable seniors to transition into more maintenance-free housing. ○ Reorganize and reprioritize efforts of the Franklin Housing Commission. ○ Consider implementing a proactive approach to attract and involve housing development partners. ○ Support and expand education and outreach campaign to help support housing initiatives.

The studies reviewed in this section demonstrate how the City of Franklin has evaluated transportation needs from multiple perspectives over the past decade. Each document addresses a specific component of the mobility system, including parking management, transit service availability, multimodal network design, land use, housing market pressures, commuter travel patterns, and both short- and long-range planning efforts. Regional and neighboring jurisdiction plans further illustrate how external growth and travel patterns influence demand within the city. Collectively, these documents reflect a comprehensive and progressively more integrated approach to understanding mobility challenges and informing policy decisions that support community objectives.

Envision Franklin builds on this progression by establishing the City's long term land use and growth policy framework. Its guiding principles define expectations for development form, neighborhood character, infrastructure coordination, and the incorporation of multimodal accessibility within evolving growth areas. The plan's emphasis on connected street networks, walkable development patterns, and housing diversity provides essential direction for assessing future transit demand and determining where transit investments are most likely to be effective.

This combined body of work provides a robust foundation for identifying system gaps, evaluating future needs, and developing recommendations for the Transit Master Plan. The governance and funding review further clarifies the institutional and financial parameters within which Franklin Transit operates. Understanding these parameters is critical for ensuring that potential service improvements and capital investments are feasible, scalable, and sustainable over the long term. This framework will guide the next phase of analysis as candidate strategies and service alternatives are refined.

3.4 Existing Services Analysis

This section provides an overview of how Franklin Transit's current services function and establishes the operating baseline for the Franklin Master Plan. Introducing this information here helps clarify how well the system serves existing travel needs and where adjustments may be warranted as the city continues to grow.

A detailed assessment of existing transit services is essential to ensure they effectively meet the needs of the community. This evaluation examines key operational factors such as service span, frequency, runtimes, governance, and funding. By analyzing these elements, it can be determined how well services align with demand, areas for improvement can be identified, and overall efficiency can be enhanced. Understanding governance and funding is also critical, as they influence the sustainability and potential expansion of transit operations. This review will provide valuable insights to guide data-driven decisions that strengthen the rationale behind future recommendations, ensuring they are grounded in how the system operates today.

3.4.1 System Overview

Franklin Transit provides two primary services, which are the fixed route and demand response (TODD) services. The fixed route network consists of the Red Line and the Blue Line which operate along key corridors, connecting residential neighborhoods with Downtown Franklin, the Cool Springs area, and other employment and retail destinations. Complementing the fixed routes, the TODD service offers

flexible, curb-to-curb shared rides for passengers within the city limits, focusing on accessibility for seniors, individuals with disabilities, and areas not directly served by fixed routes. Together, these services create a multimodal transit system that balances scheduled and demand responsive mobility options to meet diverse community travel needs.

Fixed Route

Franklin Transit operates two fixed routes, the Red route and the Blue route, that function as the backbone of the city’s public transit system. The Red route connects Fieldstone Farms with Bradford Drive at Davidson Drive, serving Independence Square, the Franklin Transit Center, and several key community destinations. It runs Monday through Friday from 6:40 AM to 6:02 PM and on Saturdays from 8:40 AM to 6:02 PM, with consistent 30-minute intervals. Saturday service is reduced from 9:00am to 5:51 PM with 30-minute intervals.

The Blue route links Williamson Medical Center, Columbia State College, CoolSprings Galleria, Walmart, and the Franklin Transit Center. Weekday service runs from 7:00 AM to 6:18 PM at 30-minute intervals, while Saturday service is reduced from 9:00 AM to 5:51 PM with 60-minute intervals and no service past CoolSprings Galleria. Together, these two fixed routes provide coverage to Franklin’s primary activity centers, though reduced frequency on weekends limits access to some destinations.

TABLE 3-5: FIXED ROUTE SERVICE SPAN AND FREQUENCY

	Blue	Red
Weekday service span	7:00 AM to 6:18 PM	6:40 AM to 6:02 PM
Saturday service span	9:00 AM to 5:51 PM	8:40 AM to 6:02 PM
Weekday frequency	30 minutes	30 minutes
Saturday frequency	60 minutes	30 minutes

Source: Franklin Transit

Demand Response (TODD)

Complementing fixed route service, Franklin Transit operates on-demand curb-to-curb service, which expands mobility for residents living outside fixed route areas or those needing more flexible scheduling. Reservations must be completed 24 hours prior to the desired pickup time. This service is particularly important for seniors, people with disabilities, and households with no vehicles, as it helps connect them to work, healthcare, and shopping.

Persons who qualify under criteria established under the Americans with Disabilities Act (ADA) are eligible for reservation priority for door-to-door TODD service. Generally, individuals who reside within ¼ of a mile in all directions from a Franklin Transit published fixed route and demonstrate a barrier to using the fixed route service because they are unable to travel to and from the bus stops, board or exit the bus, or understand how to ride and use the fixed-route system will qualify for this service. This service is provided within ¾ of a mile of a fixed route to qualified individuals who complete an application.

Special Services

In addition to TODD and its two primary fixed routes operated six days per week, Franklin Transit Authority operates special fixed route shuttles for local events. At the time of writing, a fixed route shuttle is offered for the Franklin Farmers Market and the Franklin Art Crawl. The Farmers Market route operates every Saturday from 8:00 AM to 12:00 PM between the Farmers Market and Liberty Elementary School. The Art Crawl route operates every first Friday of the month from 6:00 PM to 9:00 PM between the Franklin Transit Center and the Factory at Franklin. Each of these routes charges the same fares as the Red and Blue routes.

On September 15, 2025, Franklin Transit Authority commenced a Lunchtime Shuttle six-month pilot program. The Lunchtime Shuttle operates every 15 minutes on every weekday from 11:00 AM to 2:00 PM between the Franklin Transit Center, Franklin Public Square, and the Factory at Franklin. The Lunchtime shuttle is fare-free.

Other Transit Services in Franklin

In addition to Franklin Transit Authority, WeGo and Gray Line Tennessee provide regional transportation services to Franklin. WeGo’s Route 95 is a commuter route connecting Spring Hill, the Williamson County Ag Expo in Franklin, Vanderbilt University, and Downtown Nashville with four morning trips and four afternoon trips. Gray Line operates the airLINE airport shuttle between Nashville International Airport and the Marriott hotel in Cool Springs. It runs ten daily round trips and also connects to an extension of the route, the Franklin Connector, which stops at five additional hotels in Franklin as well as the Factory.

Fares

Franklin Transit’s fixed route fares are structured to remain affordable as represented in Table 3-6 and Table 3-8. Standard adult rides are \$1.00, while seniors and children under five rides for \$0.50, with lap children riding free. Special packaged passes are available, including a 10-ride pass at \$10.00 for adults or \$5.00 for seniors and riders with disabilities. A 31-ride pass is available at \$25.00 for adults or \$12.50 for seniors and disabled riders. These options encourage frequent ridership and make the system more accessible for cost-sensitive households.

TODD fares vary based on rider classification and zone traveled, as charted in Table 3-7. Passengers who are designated as ADA or 65+ pay \$2.00 for any one-way TODD trip. All other passengers pay \$3.00 each way if the trip occurs within ¾ of a mile of a fixed route and pay \$4.00 each way for trips to any other locations in Franklin.

TABLE 3-6: FIXED ROUTE FARE STRUCTURE

Fare Type	Standard Fare
Adult	\$1.00
Senior	\$0.50
Child (Under 5)	\$0.50
Lap Children	Free

Source: Franklin Transit

TABLE 3-7: TODD FARE STRUCTURE

Fare Type	Standard Fare	ADA/65+ Fare
2- within ¾ of a mile of fixed route	\$3.00	\$2.00
3- all other locations in Franklin	\$4.00	\$2.00

Source: Franklin Transit

TABLE 3-8: PASS FARE STRUCTURE

Pass	Adult 10 Ride	Adult 31 Ride
Regular	\$10.00	\$25.00
Senior	\$5.00	\$12.50
Disabled	\$5.00	\$12.50

Source: Franklin Transit

3.4.2 System and Route-Level Operating Statistics

Understanding Franklin Transit Authority’s operating statistics provides critical context for evaluating system performance, efficiency, and capacity. Key measures such as revenue hours and miles, vehicles operating in maximum service, operating expenses, and fare revenues highlight how the system allocates resources and delivers service across both fixed route and demand response modes of transit. These indicators, reported annually through the national Transit Database (NTD), establish a quantitative foundation for assessing service effectiveness, identifying strength and limitations, and informing future investment in the city’s transit network.

Revenue Hours

In 2024, Franklin Transit Authority reported a total of 32,391 annual vehicle revenue hours across all services. This includes 17,981 revenue hours for fixed route service and 14,410 revenue hours for demand response service. These hours represent the time vehicles were actively available to pick up passengers and excluding non-revenue operations.

Revenue Miles

Franklin Transit Authority vehicles accumulated 407,867 annual vehicle revenue miles in 2024. Of this total, 229,897 miles were attributed to fixed route service, while 177,970 miles came from demand response operations. These figures reflect the actual distance between buses and vans traveled while available for passenger service.

Vehicles Operated in Maximum Service

At maximum service levels, Franklin Transit Authority operated 16 vehicles in maximum service in 2025. 6 vehicles were used for fixed route and 10 vehicles were used for TODD. The total fleet size was 19 revenue vehicles, including spares and those not actively used. This indicates the system’s relatively small but balanced fleet distribution to meet both fixed route and demand response demand.

Financial Information

Franklin Transit Authority’s annual operating expenses totaled around \$3.34 million, with \$1.79 million dedicated to fixed route service and \$1.55 million for demand response. Passenger fares contributed

\$81,707 to operating revenue, representing a modest share of costs, while most of the funding came from local, state, and federal sources. Notably, Franklin Transit Authority also invested \$550,417 in capital expenses, primarily for motorbus service, funded largely through federal grants such as the Urbanized Area Formula Program (5307).

On-time Performance

Franklin Transit's buses generally run on time throughout the day, with only small delays during busy periods as observed during field review.

While Franklin Transit Authority (FTA) does not formally track on-time performance through automated systems, anecdotal data and field observations provide valuable insight into schedule reliability. Field observations and stakeholder feedback indicate that the Red Route frequently experiences schedule delays due to an actual run time that exceeds the scheduled run time, and deviations from the route requested by passengers that exacerbate delays. Adjusting the route's schedule to reflect actual conditions would improve on-time performance and operational reliability.

Despite not tracking on-time performance, Franklin Transit does employ real-time tracking technology, presented publicly on a monitor in the Franklin Transit Center and remotely via the free and publicly available Passio GO app. Dispatch and Riders are able to see the real-time location of fixed-route buses and the estimated time of arrival at a given bus stop.

3.4.3 Ridership Analysis

Ridership analysis provides critical insight into how Franklin Transit services are utilized across different modes and years, highlighting patterns of growth, productivity, and cost effectiveness. By examining annual totals, route and stop level distributions, and demand response activity, the analysis reveals how riders interact with the system and where travel demand is strongest. These indicators not only capture and summarize current service performance but also inform future planning by identifying which routes, destinations and service types play the largest role in meeting community mobility needs.

Annual Ridership

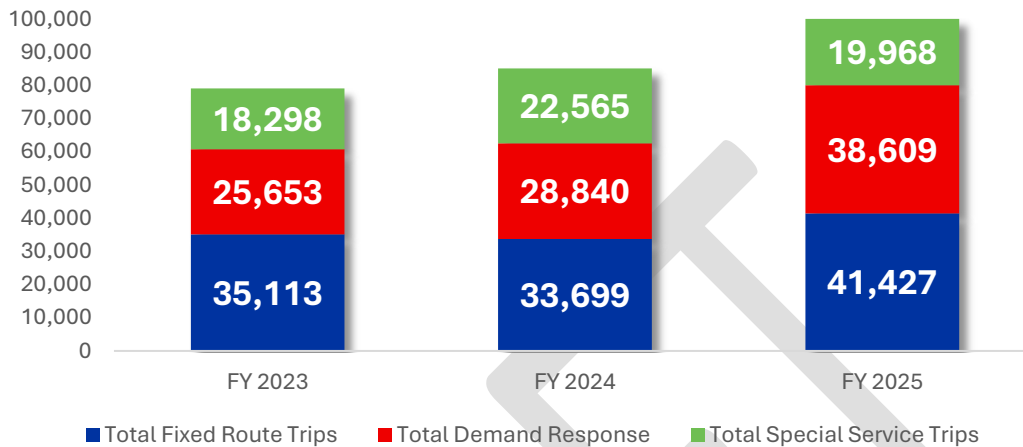
Franklin Transit has experienced steady ridership growth over the past three years (FY23 through FY25), with distinct patterns emerging between Fixed Route and TODD (demand response) services. In FY 2023, total system ridership reached 79,064 trips, made up of 35,113 Fixed Route trips and 25,653 TODD trips, supplemented by 18,398 special trips as seen in Figure 3-7.

By FY 2024, total ridership increased to 85,104 trips. While fixed route ridership dipped slightly to 33,699 trips, TODD expanded to 28,840 trips, signaling growing reliance on TODD as a flexible mobility option. Special service trips also rose to 22,565, reinforcing the role of tailored service offerings in overall system use.

Looking ahead, projections for FY 2025 anticipate total ridership reaching 100,004 trips. Fixed Route services are expected to rebound strongly to 41,427 trips, while TODD ridership is projected to continue climbing to 38,609 trips. Special service trips remain relatively stable at 19,968. This shift demonstrates a balanced growth pattern, with both fixed route and TODD contributing significantly to overall

ridership, reflecting the community’s need for reliable scheduled routes as well as flexible demand response options.

FIGURE 3-7: FRANKLIN TRANSIT TOTAL ANNUAL RIDERSHIP | FY 2023-2025



Source: Franklin Transit

Stop-level Ridership

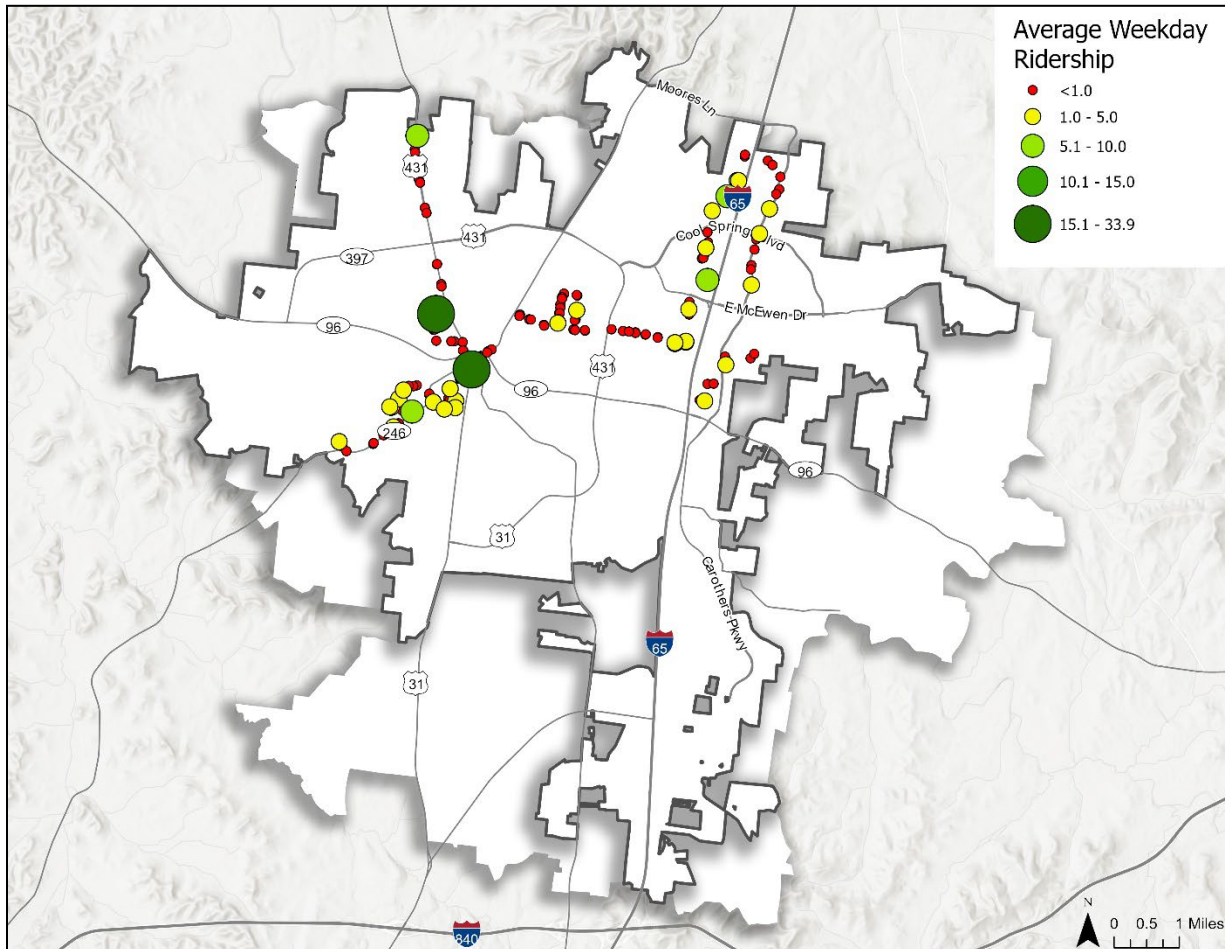
This study incorporated Automated Passenger Counter (APC) data to analyze boardings and load patterns at the individual bus stop level, providing a level of detail that was not previously available to Franklin Transit. Unlike traditional route-level ridership totals, which only show how a route performs overall, stop-level APC data reveals where passengers actually board, where activity drops off, and which segments may be overserved or underserved. This more granular dataset highlights variations in demand along each corridor that route-level reporting cannot capture, allowing the project team to pinpoint low-performing segments, identify strong activity clusters, and understand real-world travel behavior. By collecting stop-level APC data, this study gains the precision needed to evaluate route productivity, assess capacity needs, and frame future service recommendations, including where to reinforce fixed-route service, where routing adjustments may be appropriate, and where microtransit may offer a more efficient alternative.

Analysis of stop-level ridership data shows that most passengers use a small number of major stops, while many neighborhood stops see light activity. These ridership patterns are symbolized in Map 3-25.

The Franklin Transit Center is the busiest location, followed by Independence Square. Other stops experiencing moderate ridership include Fieldstone Farms, Walmart, CVS on Liberty Pike, and the CoolSprings Galleria.

Aside from stops with moderate ridership, other clusters of significant ridership can be found along Mallory Lane, Carothers Parkway, and along the portion of the Red route southwest of the Franklin Transit Center. As ridership grows, Franklin Transit can improve efficiency by focusing service and amenities at its busiest stops and reconsidering how low-ridership stops are served.

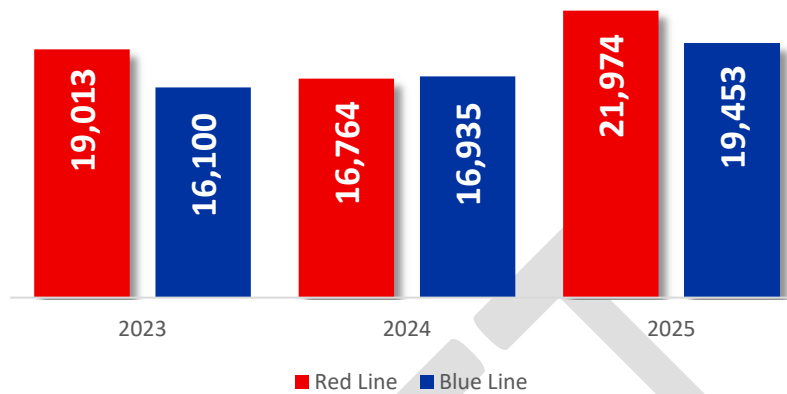
MAP 3-25: AVERAGE WEEKDAY FIXED ROUTE RIDERSHIP (SEPTEMBER AND OCTOBER 2025)



Route-level Ridership

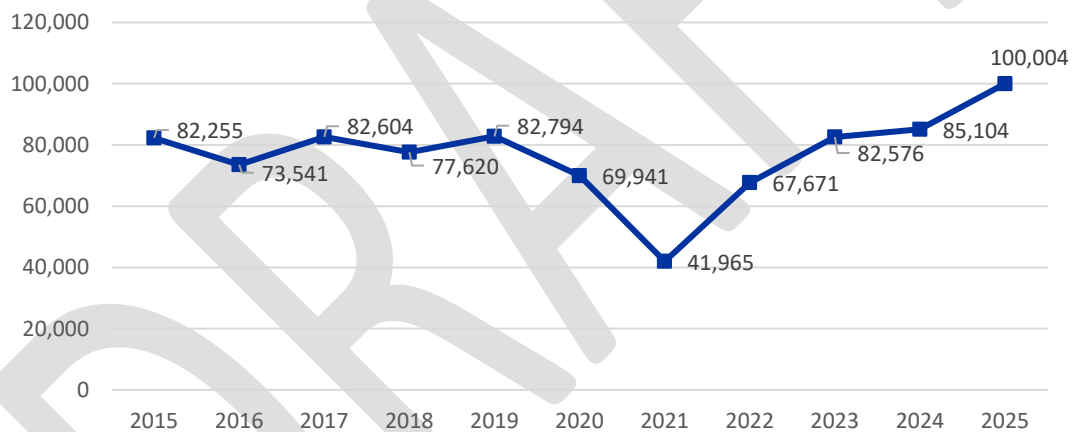
At the route level, seen in Figure 3-8, ridership patterns show the complementary role of Franklin’s services. In 2023, the Red route carried approximately 19,013 riders, the Blue route served 16,100, and TODD carried the largest share at 25,653 trips. Special event services added another 18,298 riders. In 2024, ridership on the Red route declined slightly to 16,764 while the Blue route increased to 16,935, balancing the fixed route services. TODD ridership rose to 28,840 trips, and special services grew to 22,565 riders. By 2025, projections show growth across all services, with the Red route (21,974) and Blue route (19,453) both gaining riders, while TODD is expected to surge to 38,609, confirming its role as the dominant service. This steady growth throughout the years is showcased in Figure 3-9.

FIGURE 3-8: FIXED-ROUTE RIDERSHIP DISTRIBUTION | FY 2023-2025



Source: Franklin Transit

FIGURE 3-9: TOTAL ANNUAL RIDERSHIP | 2015-2025



Source: National Transit Database, Franklin Transit

Productivity

Franklin Transit averaged 3.15 fixed route passenger trips per revenue hour and 2.00 demand response passenger trips per revenue hour in 2024, reflecting the challenges of operating in a suburban, low-density environment. While fixed routes maintain stable service levels, TODD’s strong growth demonstrates its role in improving efficiency by providing more flexible shared ride options compared to traditional paratransit.

Cost-efficiency

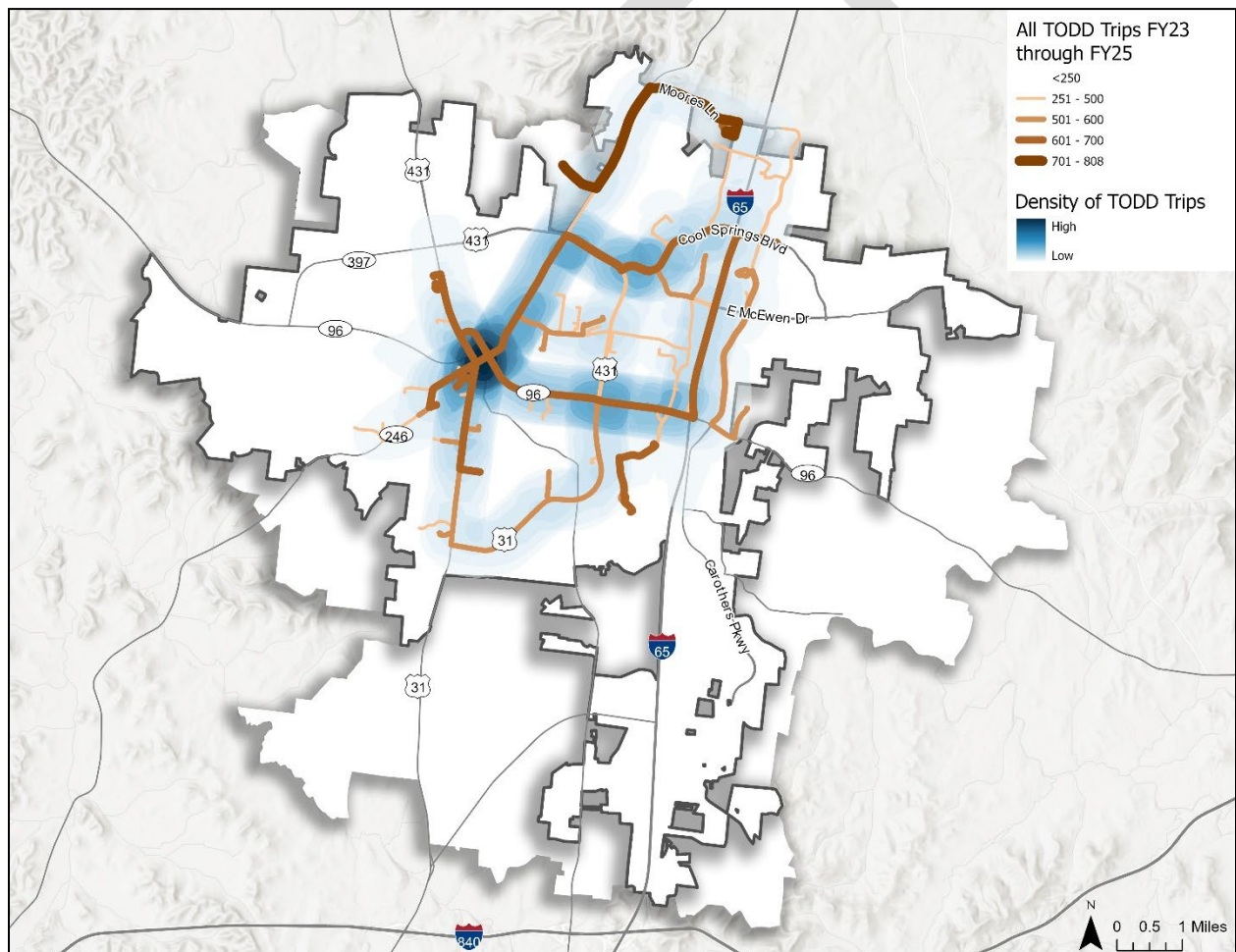
Franklin Transit averaged a cost of \$31.56 per fixed route passenger trip and \$53.90 per demand response trip in 2024. These figures are up from 2023, showing demand is falling slightly behind

increasing operating expenses. Along with productivity, cost-efficiency is a key indicator for how well a transit service is using their available resources.

TODD Destinations and Travel Flows

TODD travel patterns show strong demand for travel to Franklin’s major destinations, evident in Map 3-26 and Table 3-9. Major concentrations of TODD trips include employment centers such as Cool Springs and Downtown Franklin, shopping centers like Independence Square and Murfreesboro Road, and civic and educational institutions including, Columbia State Community College, and the Williamson County Library. These clusters of TODD trips displayed in the map illustrate how TODD complements fixed routes by serving areas where fixed route service may not be available or feasible, while still supporting access to jobs, shopping, education, medical services, and social services.

MAP 3-26: TODD TRIPS FY23-25



Source: Franklin Transit

TABLE 3-9: TOP TODD DESTINATIONS IN FY 2025

Location	Number of Trips
Oak Cottage for Women #2	1,478
4085 Mallory Lane	1,385
Nashville Child & Family Wellness Center	1,205
Independence Square	1,095
Lasko Metal	1,092
USPS	858
Franklin Elementary School	721
Williamson County Animal Hospital	709
Franklin Family YMCA	705
4601 Carothers Parkway Tower	675

Source: Franklin Transit

The review of Franklin Transit’s fixed routes, TODD service, special shuttles, fares, and operating performance provides a clear picture of how the system functions today. These findings reveal the strengths of the existing network, highlight operational challenges, and identify where the service may not fully align with current or emerging demand. This understanding is essential for shaping the next steps of the Master Plan, as it allows potential service alternatives to be evaluated against real operating conditions. The insights from this section will directly inform where adjustments, expansions, or new service concepts may be most effective as the plan moves toward developing recommendations.

3.5 Trend Analysis and Peer Review

This section evaluates Franklin Transit’s performance overtime and compares it to similar transit agencies to understand how well the system is operating within its broader industry context. This provides critical insight into the effectiveness, efficiency, and sustainability of Franklin Transit’s services and helps identify how operational outputs, ridership patterns, and financial indicators have evolved over time and how they compare with other transit agencies of similar size and service characteristics, By examining both internal trends and external peer data, the review establishes a factual basis for understanding Franklin Transit’s current performance, highlighting strengths, areas for improvement, and opportunities to enhance service delivery and resource utilization.

Charts depicting the complete results of the trend analysis and peer review are located in Appendix E of this plan. Table 3-10, section 3.5.2, and section 3.5.3 provide a concise summary of the findings from this trend analysis and peer review. Green text represent trends that are improving and performance better than most peers, yellow text represents performance typical compared to peers, and red text represents trends that are worsening and performance worse than most peers.

TABLE 3-10: TREND ANALYSIS AND PEER REVIEW FINDINGS

Performance Measures	Trend (2019-2023)	Compared to Peers
Fixed Route (Motorbus)		
Passenger Trips	Increasing	Below Average
Passenger Trips per Capita	Increasing	Below Average
Passenger Trips per Revenue Mile	Increasing	Below Average
Passenger Trips per Revenue Hour	Increasing	Below Average
Operating Expense per Capita	Increasing	Below Average
Operating Expense per Passenger Trip	Decreasing	Below Average
Operating Expense per Revenue Mile	Increasing	Average
Operating Expense per Revenue Hour	Increasing	Average
Farebox Recovery	Increasing	Below Average
Average Fare	Increasing	Average
Total Operating Expense	Increasing	Average
Service Area Population Density	Increasing	Below Average
Demand Response (TODD)		
Passenger Trips	Increasing	Average
Passenger Trips per Capita	Increasing	Above Average
Passenger Trips per Revenue Mile	Increasing	Average
Passenger Trips per Revenue Hour	Increasing	Average
Operating Expense per Capita	Increasing	Below Average
Operating Expense per Passenger Trip	Decreasing	Average
Operating Expense per Revenue Mile	Increasing	Below Average
Operating Expense per Revenue Hour	Increasing	Below Average
Farebox Recovery	Decreasing	Below Average
Average Fare	Decreasing	Below Average
Total Operating Expense	Increasing	Below Average
Service Area Population Density	Increasing	Average

Source: Federal Transit Administration, National Transit Database (NTD), via FTIS

3.5.1 Peer Selection and Process

Using 2023 National Transit Database (NTD) data, the pool of potential peers (all agencies listed in NTD) was scored through an objective assessment of eight standard key variables:

- Average speed (revenue miles/revenue hours)
- Passenger trips
- Revenue miles
- Service area population
- Service area population density
- Total operating expense
- Vehicles operated in maximum service (VOMS)
- Revenue hours

Maintaining separation by mode type, each agency was scored on each variable. The scores are based on an agency’s similarity to Franklin’s value for that variable for that year. An agency received 1 point when its performance value for a variable was within one standard deviation of Franklin’s performance value and 0.5 points for each variable that fell within two standard deviations of Franklin’s performance value. If an agency’s value fell outside of two standard deviations of Franklin’s performance value, no points were given for that variable.

After each agency was scored on each variable, the agencies were ranked based on the total points received. Following input and review by the Franklin Transit Master Plan’s Technical Advisory Group, a final list of peers was selected as indicated below in Table 3-11.

TABLE 3-11: PEER SELECTION

Peer	Reason
Round Rock, TX	Selected for a similar operating environment and types of service.
Greenville, SC	Selected as an aspirational peer with more robust service.
Cary, NC	Selected for a similar operating environment and rider demographic.
Murfreesboro, TN	Selected as an in-state peer with a similar operating environment.
Jackson, TN	Selected as an in-state peer that is also a transit authority.
Hamilton County, IN	Selected as an aspirational peer that operates only countywide microtransit.

The performance measures used in the trend analysis and peer review are listed below in Table 3-12.

TABLE 3-12: TREND ANALYSIS AND PEER REVIEW PERFORMANCE MEASURES

General	Effectiveness	Efficiency
Service Area	Passenger Trips per Capita	Operating Expense per Capita
Population Density	Passenger Trips per Revenue Mile	Operating Expense per Passenger Trip
Passenger Trips	Passenger Trips per Revenue Hour	Operating Expense per Revenue Mile
Total Operating Expense		Operating Expense per Revenue Hour
		Farebox Recovery
		Average Fare

Source: Federal Transit Administration, National Transit Database (NTD), via FTIS

Trend data (2019-2023) illustrates how Franklin’s services have changed over time, while peer comparisons highlight how Franklin performs against similar transit systems.

3.5.2 Fixed Route (Motorbus) Service

Franklin’s fixed route service performance has remained steady over the 2019-2023 review period, with gradual recovery following pandemic related ridership declines. The two-route system continues to serve the city’s primary activity centers, employment hubs, and residential areas with dependable weekday service. Peer analysis suggests that Franklin’s fixed route operations align closely with systems of similar size in terms of service area population, vehicle utilization, and operating expense, while maintaining efficient service coverage. Continued emphasis on frequency, stop-level accessibility, and connections to major trip generators will strengthen Franklin’s fixed route performance relative to peers in the coming years.

General Performance Indicators

Franklin’s fixed route service also experienced notable pandemic impacts. Ridership dropped to just over 27,000 in 2021 but rebounded to nearly 57,000 by 2023, surpassing levels before the pandemic. Service supply remained consistent, with revenue miles and hours showing minimal fluctuation, indicating Franklin’s commitment to maintaining regular service availability. Operating expenses increased steadily from \$1.08 million in 2019 to \$1.57 million in 2023.

In comparison with peers, Franklin’s fixed route service remains small in scale. Systems such as the Greenville Transit Authority and the Town of Cary operate significantly larger networks, while Franklin’s ridership aligns more closely with the City of Murfreesboro and City of Round Rock.

Effectiveness Measures

Franklin’s productivity improved substantially in recent years. Passenger trips per revenue hour reached 3.16 in 2023 (the highest in the past five years) while trips per revenue mile rose to 0.24. Passenger trips per capita also increased following the pandemic, reflecting the success of ridership recovery efforts.

The average service speed remained consistent at roughly 13 miles per hour, aligning with similar sized systems.

When compared to peers, Franklin’s fixed route productivity trails larger systems such as Greenville and Jackson transit Authority, both of which record higher passenger activity per service unity. However, Franklin performs comparable to Murfreesboro and better than Round Rock, suggesting that service levels are effectively meeting community needs given the system’s scale.

Efficiency Measures

Franklin’s operating expense per passenger trip peaked at nearly \$50 in 2021 but declined to \$27.64 in 2023, returning to efficiency levels before the pandemic. Expenses per revenue mile (\$6.67) and hour (\$87.38) rose gradually over time, consistent with regional cost increases. In comparison, Franklin’s per trip cost remains higher than Greenville and Jackson but lower than the town of Cary, placing it in a mid-range position among peers.

Franklin’s relatively young fleet (averaging around 6 years) supports dependable service quality and helps mitigate maintenance expenses. Overall, Franklin’s fixed route system shows positive momentum, with post pandemic ridership recovery levels driving improved productivity and cost efficiency.

3.5.3 Demand Response (TODD) Service

Trend data and peer comparisons indicate that Franklin’s TODD service represents a significant share of overall system activity, accounting for roughly one third of total passenger trips and nearly half of peak revenue vehicles. Over the 2019-2023 period, TODD ridership has shown stability relative to fixed route services, emphasizing its importance in meeting mobility needs, particularly for seniors, individuals with disabilities, and trips beyond fixed route coverage areas. Compared to peer systems, Franklin’s TODD performance is generally consistent in cost per passenger and service utilization, reflecting an efficient allocation of resources for a demand response operation of its scale.

General Performance Indicators

Franklin’s demand response service area population grew from about 81,000 in 2019 to nearly 87,000 in 2023. Passenger trips fell sharply during the pandemic, declining to fewer than 15,000 in 2021, before recovering to more than 25,000 by 2023. Service supply, measured in revenue miles and hours, followed a similar pattern with reduced levels in 2020-2021 and steady recovery thereafter. Operating expenses rose steadily, climbing from \$914,000 in 2019 to \$1.28 million in 2023, while vehicles operated in maximum service increased from four to six.

Compared to peers, Franklin provided more total trips than the Greenville Transit Authority and Hamilton County but fewer than the Town of Cary and Murfreesboro’s complimentary ADA paratransit service, operated by the Mid-Cumberland Human Resource Agency. This places Franklin in the mid-range of peer demand relative to its service area size and density.

Effectiveness Measures

Franklin’s productivity remained steady across the five-year period. Passenger trips per capita fell during the pandemic but improved to approximately 0.30 trips per resident in 2023 (higher than Greenville and

Round Rock but lower than Jackson. Passenger trips per revenue mile and hour also improved post-pandemic, reaching levels consistent with or slightly above smaller peers. The average service speed was around 12 miles per hour throughout the period, suggesting consistent operations despite fluctuating ridership.

When compared to peers, Franklin demonstrates strong per capita performance for a system relative to its size but remains below more established or higher demanding systems. Productivity metrics show room for improvement as Franklin continues to rebuild ridership and expand service utilization.

Efficiency Measures

Franklin's operating cost per trip peaked at more than \$63 in 2021 before dropping to about \$50 in 2023 as ridership recovered. Costs per revenue mile and hour increased relative to levels before the pandemic, reflecting higher fuel, labor, and maintenance expenses common across the industry. Compared to peers, Franklin's operating expense per trip is lower than the Town of Cary but higher than Jackson Transit Authority and Hamilton County, also indicating mid-range efficiency performance.

Overall, the trend analysis and peer review highlight how Franklin Transit's performance has evolved and where it stands relative to comparable agencies. These findings reveal the systems operational strengths, emphasize areas where targeted improvements may yield the greatest benefit, and provide a realistic understanding of what can be achieved moving forward. As the Master Plan advances into alternatives and recommendations, this performance baselines will play a critical role in ensuring proposals are grounded in evidence, responsive to demonstrated needs, and aligned with achievable peer benchmarks.

3.6 Summary

The analyses presented in this chapter establish the existing conditions baseline for the Franklin Transit Master Plan by documenting current demographic and employment trends, land use patterns, roadway congestion and performance, transit service characteristics, and ridership behavior. Together, these elements provide a comprehensive understanding of how people travel within and to Franklin today, where mobility needs are concentrated, and how current transit services perform within the broader transportation system.

The roadway congestion analysis provides important context for future transit planning by identifying corridors where travel demand is placing increasing pressure on the roadway network. As congestion worsens over time, particularly along key commuter and activity corridors, transit and demand management strategies represent critical tools for improving travel time reliability and reducing dependence on single-occupant vehicles without relying solely on roadway expansion.

The Transit Orientation Index highlights neighborhoods with demographic and socioeconomic characteristics associated with higher transit reliance, including households with limited vehicle access, older adults, and lower-income populations. This analysis supports equitable service planning by identifying areas where maintaining and enhancing transit access is particularly important.

Complementing this effort, the Density Threshold Assessment evaluates where residential and

employment densities are sufficient to support fixed-route transit and where flexible service models, such as microtransit, may be more appropriate given existing land use patterns.

The latent demand analysis further refines this understanding by identifying areas where current ridership may underrepresent true transit potential due to service limitations related to span, frequency, directness, or coverage. In these locations, low ridership does not necessarily indicate lack of demand but rather highlights opportunities where targeted service improvements could unlock additional use.

The review of existing transit services, ridership trends, and operational performance identifies structural constraints affecting system effectiveness, including route directness, service span, frequency, and reliability. These findings clarify where current resources are performing well and where modifications are needed to better align service with observed travel patterns and community needs.

The existing conditions assessment also builds upon a series of previously adopted City of Franklin plans and studies that have examined mobility from multiple perspectives, including land use, multimodal connectivity, congestion management, and long-range transportation needs. Collectively, these documents reflect an evolution in how the City has approached mobility planning, progressing from localized and corridor-focused analyses toward more integrated, systemwide strategies that align transportation, land use, and growth objectives.

The Transit Master Plan leverages this body of prior work by translating established policy direction and identified needs into transit-focused strategies that respond to updated conditions and community priorities. The findings documented in this chapter serve as the analytical foundation for the next phases of the study, informing the development and evaluation of service alternatives, including route restructuring, microtransit deployment, service span and frequency enhancements, and supporting capital investments. In subsequent chapters, these data-driven insights are integrated with public input, stakeholder goals, and financial considerations to advance recommendations that are operationally feasible, equitable, and responsive to Franklin's long-term mobility needs.

4 GOALS, OBJECTIVES & PERFORMANCE METRICS

The determination of goals, objectives, and performance metrics for a transit agency is a fundamental and critical step in the preparation of a transit master plan. To address the mobility needs of the City of Franklin's residents, workers, and visitors, Franklin Transit must pursue a set of goals that meet the needs of the community and implement recommendations identified in the plan for enhancing mobility throughout the entire city.

This section summarizes the goals and objectives for the Franklin Transit Master Plan, providing the policy direction implement the community's vision for transit over the next 10 years. The goals and objectives were developed by undertaking a joint workshop with the TAG and FTA Board.

4.1 Development of Goals and Objectives

To develop goals and objectives for transit in the community, a workshop was held with the TAG and FTA Board members. A series of recommended performance metrics for each objective were developed for measuring future success over time. A set of service standards was also developed for use in tracking service performance and guiding future service implementation and resource allocation (funding) decisions.

4.1.1 Goals and Objectives Workshop

Held at the Eastern Flank Event Facility on December 2, 2025, the Franklin Transit Master Plan goals and objectives workshop brought together members of the TAG and FTA Board to develop a logical vision and related goals and objectives for Franklin Transit.

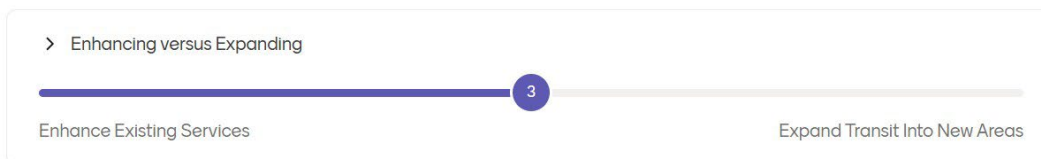
By employing a modified version of the Nominal Group Technique, the project team facilitated the brainstorming ideas from the participants and interactive voting to reach a consensus on the ideas to be developed into goals and objectives. Before the brainstorming portion of the workshop, the participants were briefed on results and data points from the Master Plan's outreach and engagement efforts. Additionally, members were primed with context-setting questions, stimulating consideration of potential decisions to be made by the Franklin Transit Authority, such as expanding fixed-route service versus expanding on-demand service, or improving existing services versus creating new services (see Figure 4-1).

FIGURE 4-1: GOALS AND OBJECTIVES WORKSHOP CONTINUUM QUESTIONS

Which approach should Franklin prioritize? 15 / 19



Which approach should Franklin prioritize? 16 / 19



After warming up with the context-setting questions, the workshop participants brainstormed ideas for goals. After reviewing the brainstormed ideas, these were grouped into twelve topical categories for ranking by participants. These twelve goals and their rankings are presented in Figure 4-2.

FIGURE 4-2: GOALS AND OBJECTIVES WORKSHOP HIGHEST-RANKED GOALS



After reviewing the final ranked goals, the workshop participants brainstormed ideas for objectives in a similar manner. After reviewing the brainstormed ideas, the participants ranked the top twelve objective ideas, as presented in Figure 4-3.

FIGURE 4-3: GOALS AND OBJECTIVES WORKSHOP HIGHEST-RANKED OBJECTIVES

Rank the objectives that received the most votes



4.1.2 Workshop Results

The context-setting questions played a key role in framing the goal- and objective-setting portion of the workshop by helping participants consider tradeoffs, priorities, and practical constraints before moving into brainstorming. By prompting discussion around issues such as service expansion versus service improvement, fixed-route versus on-demand service, and rider experience versus ridership growth, the questions encouraged participants to think strategically about where Franklin Transit should focus its efforts over the next decade.

Responses to the context-setting questions indicated broad agreement around a rider-focused approach that emphasizes usability, access, and reliability. Participants consistently highlighted the importance of making the system easier to understand and navigate, while maintaining strong support for transit-dependent riders. Strengthening local and regional connectivity also emerged as a shared priority. Rather than pursuing larger and more resource-intensive improvements, participants generally expressed a preference for practical strategies that could deliver tangible improvements within the ten-year timeframe of this plan.

These sentiments were carried directly into the brainstorming and voting exercises. The highest-ranked goals reflected an emphasis on improving the rider experience, technology, public correspondence, and service options that increase convenience and comfort for existing and potential transit users. Goals related to regional and citywide connectivity and continued support for transit-dependent riders also ranked highly, reinforcing the equity and access considerations discussed earlier in the workshop.

Similarly, the top-ranked objectives focused on specific actions that support these priorities, including simplifying the rider experience through technology, expanding microtransit to address service gaps, and strengthening rider education and awareness. Together, the highest-ranked goals and objectives

reflect a vision shared among the participants for Franklin Transit that prioritizes transparency, accessibility, and consistent service as the foundation for future growth and investment.

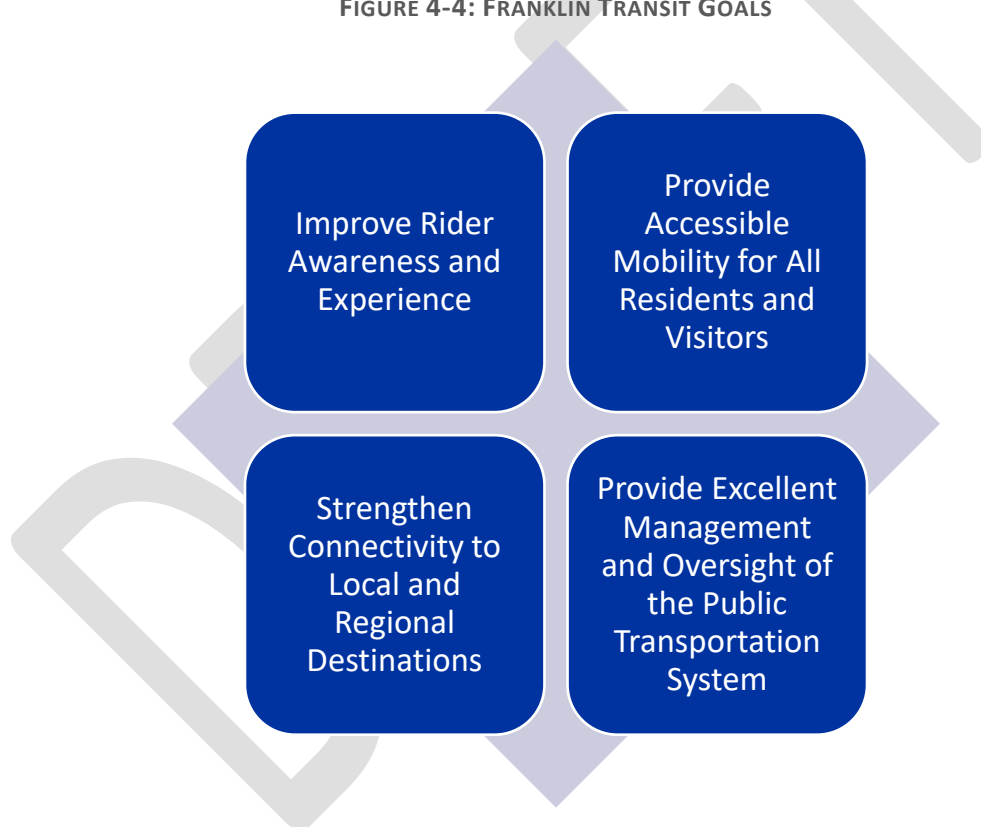
4.2 Transit Goals and Objectives

Following the completion of the goals and objectives workshop, the project team incorporated the ranked goals and objectives from the workshop into the formal development of the goals and objectives. After review by City staff and the TAG, the goals and objectives were finalized.

4.2.1 Goals

A goal is defined as a long-term end toward which efforts are ultimately directed. Figure 4-4 depicts the four main goals developed to guide the future decisions of the Franklin Transit Authority in implementing the recommendations of the Master Plan.

FIGURE 4-4: FRANKLIN TRANSIT GOALS



4.2.2 Objectives

Objectives are intermediate outcomes that are achievable and allow measurement of progress towards a goal. Listed below are the objectives associated with each goal.

Improve Rider Awareness and Experience

Focusing on current and potential riders of Franklin Transit, the following objectives for this goal reflect the desire for Franklin Transit to better connect with riders and make its transit services easier to use:

1. Achieve broad awareness about public transportation services offered in Franklin
2. Modernize fare payment and customer-facing tools
3. Build partnerships that expand access to mobility services and support rider growth
4. Enhance the customer experience

Provide Accessible Mobility for All Residents and Visitors

Emphasizing the inclusiveness of Franklin Transit, the following objectives for this goal ensure that transit services in Franklin adequately serve all potential users:

1. Maintain affordability of services
2. Modernize bus stop amenities
3. Expand transit access

Strengthen Connectivity to Local and Regional Destinations

In response to demand for transit service beyond typical local trips, the following objectives for this goal connect Franklin residents, visitors, and employees to destinations across Middle Tennessee and acknowledge demand for special event service:

1. Increase connectivity to regional transit providers
2. Improve access to major activity centers
3. Optimize decision making process for special event services

Provide Excellent Management and Oversight of the Public Transportation System

Ensuring the integrity of Franklin Transit Authority and its actions, the following objectives for this goal promote FTA to make informed data-driven decisions:

1. Improve the performance data quality
2. Improve public access to performance information
3. Drive changes to services offered based on performance data
4. Prioritize safety

4.3 Strategies and Tactics for Objectives

Following the refinement of the goals and objectives, strategies and tactics were developed to facilitate the execution of the goals and objectives. Strategies are specific plans of action to achieve an objective, and are carried out by one or more tactics, which are the actual initiatives undertaken to achieve the respective goals and objectives.

Table 4-1 lists the strategies and tactics to be used to carry out the goals and objectives.

TABLE 4-1: STRATEGIES AND TACTICS

Goals	Objectives	Strategies	Tactics
1. Improve Rider Awareness and Experience	1.1 Achieve broad awareness about public transportation services offered in Franklin	Develop a public outreach strategy	Identify public outreach event hotspots based on existing and potential riders.
			Acquire and maintain more social media followers
			Rebrand TODD as new microtransit service develops
			Conduct more public outreach and education events throughout the service area annually
	1.2 Modernize fare payment and customer-facing tools	Reduce dwell times and improve access to real-time information	Launch mobile fare payment
			Implement open-loop tap payment
	1.3 Build partnerships that expand access to mobility services and support rider growth	Establish employer, institutional, and community-based partnerships to improve access to transit	Partner with major employers to pilot employer-supported transit benefits and bulk pass programs
			Leverage partnerships to expand first-/last-mile connectivity and off-peak mobility
	1.4 Enhance the customer experience	Increase customer satisfaction	Increase rate of customer commendations
			Decrease rate of customer concerns
Decrease phone call wait time			
2. Provide Accessible Mobility for All Residents and Visitors	2.1 Maintain affordability of services	Establish reduced fare programs	Develop income-based reduced fare payment and similar eligibility programs
		Develop service equity guidelines	Develop fare and service equity thresholds related to changes in service
	2.2 Modernize bus stop amenities	Develop a multi-year bus stop improvement program	Develop an ADA Transition Plan
			Develop bus stop design guidelines
			Design and construct bus stop infrastructure
	2.3 Expand transit access	Expand fixed route coverage when feasible	Add fixed route service based on performance data
		Use microtransit to complement fixed-route service where traditional transit is less effective	Complete feasibility study and launch microtransit pilot service based on recommendations
3. Strengthen Connectivity to Local and Regional Destinations	3.1 Increase connectivity to regional transit providers	Identify local mobility hubs	Site, design, and construct local mobility hubs
		Integrate Franklin into regional trip planning and fare payment	Add Franklin Transit to a regional transit trip planning app and regional fare payment app/card
	3.2 Improve access to major activity centers	Identify major activity centers	Coordinate with regional agencies and neighboring jurisdictions to align service schedules and transfer opportunities
			Serve major activity centers with transit
3.3 Optimize decision making process for special event services	Evaluate impact of event service on regular service in terms of resource availability	Assess operational challenges related to special event service, including scheduling, additional labor needed, and the cost of that labor	
4. Provide Excellent Management and Oversight of the Public Transportation System	4.1 Improve the performance data quality	Modernize core transit technology systems	Install Automatic Passenger Counters (APCs) across the fleet
			Upgrade scheduling and dispatching tools
	4.2 Improve public access to performance information	Develop performance improvement program	Develop internal and public performance dashboards and reports
			Conduct a performance-driven service redesign (comprehensive operational analysis)
	4.3 Drive changes to services offered based on performance data	Improve operational reliability and performance transparency through data-driven analysis	Identify metrics to initiate service changes
			Monitor performance and adjust operating parameters yearly
			Reassess performance goals and targets annually
			Refresh performance improvement program every 5 years
			Expand service span based on comprehensive operational analysis
	4.4 Prioritize safety	Ensure fleet reliability	Increase frequency based on comprehensive operational analysis
Improve route directness and travel times based on comprehensive operational analysis			
Decrease maintenance-related delays in service			
	Protect people and assets	Adhere to the Preventative Maintenance Plan and update it every 5 years	
		Decrease the number of collisions and other safety incidents	

4.4 Key Performance Indicators and Performance Monitoring Program

Franklin Transit Authority will refresh performance monitoring program to evaluate progress toward achieving the adopted goals and objectives established in this Transit Master Plan. This monitoring program provides the implementation and accountability framework through which policy direction established by the FTA Board and the community is translated into measurable outcomes across fixed-route, microtransit, and ADA paratransit services.

The performance monitoring program operationalizes the goals and objectives by routinely tracking the associated Key Performance Indicators (KPIs) identified for each objective. Future performance results will be used to assess whether implemented strategies and tactics are achieving their intended outcomes and to inform adjustments to service delivery, resource allocation, and future plan implementation.

4.4.1 Relationship to Goals and Objectives

Each goal and supporting objective identified in this plan is associated with one or more KPI that defines how progress will be measured over time. The Performance Monitoring Program serves as the mechanism for tracking KPI performance on a regular basis, evaluating progress toward meeting adopted goals and objectives, identifying trends, challenges, and opportunities for improvement, and informing management actions and policy decisions.

Through this framework, performance monitoring directly supports the achievement of plan goals related to safety and reliability, mobility and productivity, customer experience, and financial stewardship.

4.4.2 Performance Tracking and Reporting

All KPIs associated with adopted objectives will be tracked monthly and evaluated against established minimum/maximum, target, and goal thresholds through a standardized performance dashboard organized by goal area and service type. Narrative summaries will also be included for interpreting results and identifying potential remediating actions when necessary. Dashboards will be presented as a standing agenda item at regularly scheduled FTA Board meetings in even numbered months. Quarterly summaries will be presented to the City of Franklin Board of Mayor and Aldermen to highlight systemwide progress and key trends. KPI thresholds will be reviewed annually and refined as needed to reflect changing conditions while maintaining alignment with adopted goals and objectives.

Conceptual Key Performance Indicators

The KPI framework establishes minimum/maximum, target, and goal thresholds to track safety, reliability, productivity, customer experience, and cost efficiency across all service types. Safety and fleet performance are monitored through preventable collisions and revenue miles between failures, while ridership growth, passenger trips per revenue hour, and on-time performance or completed trips assess demand and service effectiveness. Customer satisfaction is measured through concerns, commendations, and call response times. Table 4-2 details the conceptual KPIs and recommended values.

TABLE 4-2: CONCEPTUAL FRANKLIN TRANSIT KPIS

KPI	Purpose	Minimum/Maximum	Target	Goal
Preventable Collisions per 100,000 Vehicle Miles	Measures overall system safety performance across all service types	1.5	1.2	0.7
Revenue Miles Between Vehicle Failures	Measures fleet reliability and effectiveness of maintenance practices	6,500	7,500	8,500
Total System Ridership Growth	Measures overall transit demand and system utilization	+3%	+5%	+7%
Passenger Trips per Revenue Hour	Measures service productivity and effectiveness across all service types	2.5	3.0	3.5
Fixed Route On-Time Performance	Measures schedule reliability of fixed route service	70%	75%	80%
Percent of Demand Response Trips Completed	Measures schedule reliability of TODD and microtransit service	80%	85%	90%
Customer Concerns per 1,000 Trips	Measures issues with customer satisfaction	35	30	25
Customer Commendations per 1,000 Trips	Measures instances of excellent customer service	2	5	10
Operating Expense per Passenger Trip	Measures cost efficiency relative to service utilization	\$40	\$30	\$20
Percent of Calls Answered Within One Minute	Measures effectiveness of real-time customer support	90%	95%	99%

Monthly Performance Tracking

All KPIs associated with adopted objectives will be tracked monthly and evaluated against established minimum/maximum, target, and goal thresholds. A standardized monthly performance dashboard will be prepared summarizing results by goal area and service type. For each KPI, a narrative explanation will be provided to describe contributing factors, interpret results, and identify actions underway or planned. This ensures that performance outcomes are clearly linked to agency strategies and tactics.

FTA Board Reporting

Monthly performance results will be presented to the FTA Board as a standing agenda item. Board review will focus on progress toward meeting plan objectives, areas where performance is not meeting expectations, and actions required to remain consistent with adopted policy direction.

BOMA Reporting

Performance results will be summarized and reported quarterly to the City of Franklin’s Mayor and Aldermen. Quarterly reporting will emphasize systemwide progress toward plan goals, key performance trends, and notable actions taken in response to performance outcomes, reinforcing the connection between policy oversight and plan implementation.

Annual Review of Key Performance Indicators

As part of the annual evaluation of plan progress, minimum/maximum, target, and goal thresholds for all KPIs will be reviewed and refined as appropriate. Adjustments may be made to reflect changing system conditions, service modifications, or updated community priorities, while maintaining alignment with the adopted goals and objectives.

Guidance for Establishing Performance Thresholds

For each performance metric, the Franklin Transit Authority will establish a minimum/maximum, target, and goal threshold to support consistent evaluation and accountability. These thresholds are intended to reflect realistic system conditions, encourage continuous improvement, and support informed decision-making.

Thresholds will be set using a combination of historical performance trends, peer agency benchmarks where available, operating environment, resource constraints, and professional judgement.

The minimum/maximum threshold represents the lowest acceptable level of performance. Results below/above the minimum/maximum indicate underperformance and require immediate attention and corrective action.

The target threshold represents the expected level of performance under normal operating conditions. Targets should be challenging but achievable and serve as the primary benchmark for acceptable performance. The goal threshold represents a stretch outcome reflecting exceptional or best-in-class performance. Goals are aspirational and may not be met consistently across all reporting periods. Thresholds should be established to distinguish meaningful performance differences, avoid clustering results in a single category, and allow performance to improve incrementally over time.

Thresholds are not fixed. All minimum/maximums, target, and goal thresholds will be reviewed annually and adjusted as needed to remain realistic, relevant, and aligned with system conditions, service changes, and community expectations. This approach ensures that performance indicators drive action and accountability, not static compliance.

Performance Status Indicators

To clearly communicate progress toward achieving the identified objectives, all monthly dashboard reports will use standardized performance status indicators:

- **Red**— Minimum or maximum threshold not met; performance is inconsistent with adopted objectives
- **Yellow**— Minimum or maximum met but below target; performance requires monitoring or corrective action
- **Green**— Target met or exceeded; performance supports achievement of objectives
- **Gold**— Goal exceeded; performance exceeds expectations

A legend defining these indicators will be included on every dashboard to ensure consistency and transparency.

5 TRANSIT PLAN DEVELOPMENT

The Franklin Transit Master Plan draws on public engagement input and prior analyses of existing conditions, services, and latent demand to identify community mobility gaps and needs, then develop transit alternatives to address them. The identified alternatives are then phased as short, medium, and long term recommendations. The recommendations are also accompanied by a financial analysis to examine existing costs and revenues, identify potential future funding sources, and develop a corresponding financial plan for the Plan. The overall plan for implementation was informed by the goals and objectives identified by the Technical Advisory Group (TAG) and approved by Franklin Transit Authority. Franklin Transit’s goals are presented in Chapter 4 of this Plan. More information on the goals and objectives can be found in the “Goals, Objectives, & Performance Metrics” section of the Franklin Transit Master Plan.

FIGURE 5-1: FRANKLIN TRANSIT GOALS



5.1 Transit Needs Identification

The work of previous tasks, particularly the results of the engagement activities, was critical in the assessment of potential future transit service and capital/infrastructure improvement needs. This information is used in conjunction with local conditions data to evaluate the need for new, improved, modified, and/or expanded transit service, as well as other related enhancements that may be necessary to bolster mobility in Franklin.

5.1.1 Evaluation of Existing Conditions and Services

As presented previously in the Inventory & Assessment of Existing Conditions section of this plan, a significant level of analysis was completed on Franklin Transit and its service area. Such analysis is critical in a transit plan as it provides both context and structure for the development of potential recommendations for the service area. Using these various data and analyses, the project team evaluated the local service area, existing service demand, and service supply to identify any existing geographical or temporal gaps between identified needs and existing services so that these could be accounted for in the planning process.

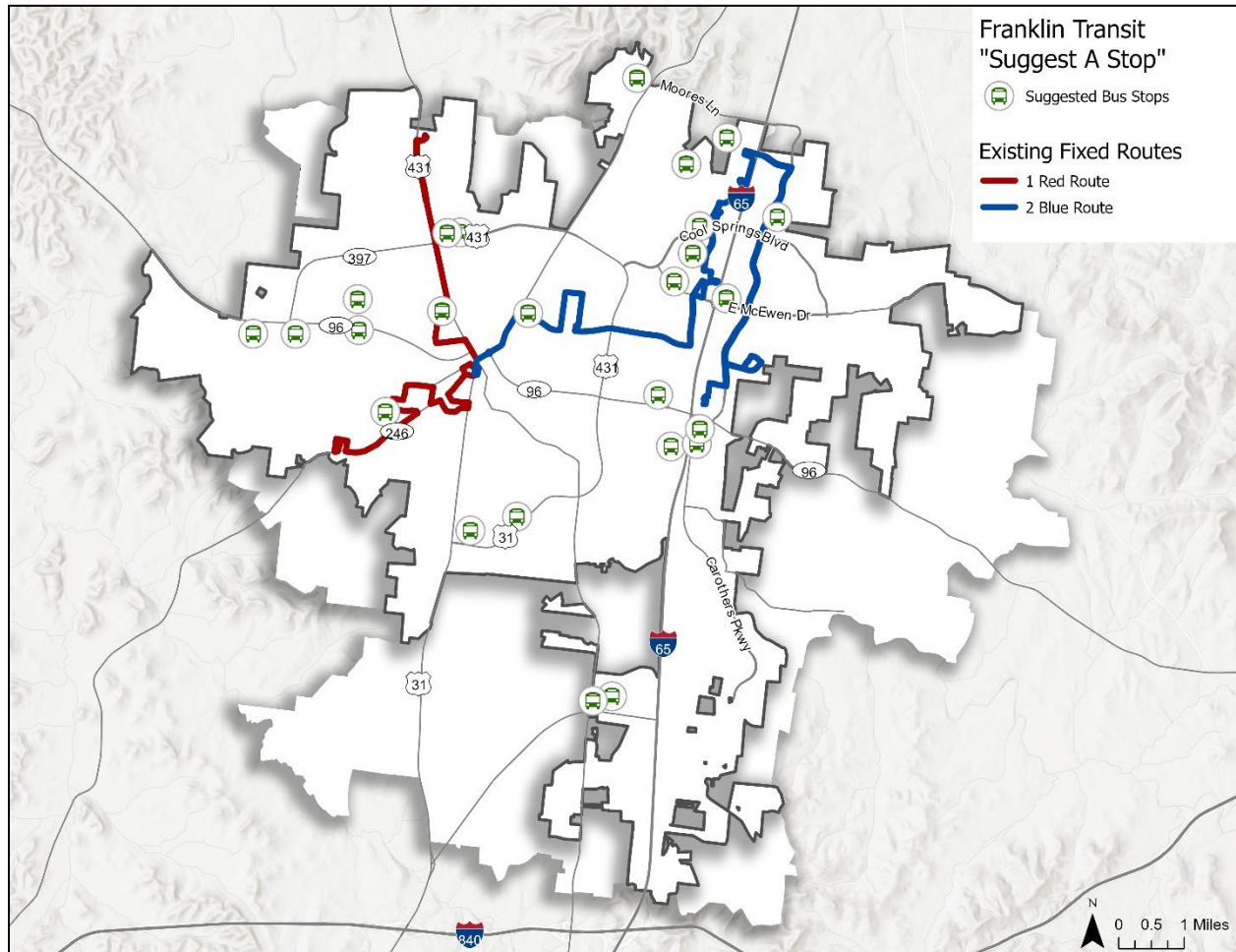
Key items (presented in more detail in those prior sections) that were assessed to identify transit needs within Franklin include the geographic distribution of transportation disadvantaged populations and discretionary transit users, demonstrated travel demand, major activity centers and employment patterns, and ridership data.

5.1.2 Evaluation of Public Input

As presented previously in the Public Involvement section of this plan, a significant amount of public input was gathered and analyzed. Input from riders and members of the community is crucial in the transit planning process as it can help identify and prioritize potential improvements that would have the greatest impact on the riding experience for current patrons, as well as encourage non-users to use transit. The project team evaluated the public input to identify any potential issues or desired enhancements for the current transit services and/or infrastructure that, if addressed, could help better meet the current and future mobility needs of the community so that these could be accounted for in the planning process.

Key results from public engagement (presented in more detail in those prior sections) that were assessed to identify transit needs for the City of Franklin include community workshop and survey input regarding perception of Franklin Transit and desired improvements (like desired bus stop locations as shown in Map 5-1), as well as travel patterns of current Franklin Transit users.

MAP 5-1: INPUT FROM "SUGGEST A STOP" FORM



5.1.3 Description of Transit Needs

The following transit needs were identified through the existing conditions analysis and public engagement process. These needs reflect consistent gaps in service, accessibility, and system performance and provide the basis for the recommended improvements.

Expand Fixed-Route Coverage

Public input indicates that the existing fixed-route network does not adequately serve many residential neighborhoods, commercial areas, and community destinations across Franklin. Riders and non-riders alike expressed a desire for transit service closer to where they live and for more direct access to employment, shopping, medical, and social service destinations.

Improve Regional Connectivity

Stakeholders and riders highlighted the importance of strengthening connections between Franklin Transit and regional destinations, employment centers, and neighboring transit systems. Improved

integration with regional services was identified as essential to supporting workforce mobility and expanding travel options beyond city limits.

Extend Service Hours

Multiple engagement activities identified service span as a constraint limiting the usefulness of transit, particularly for work, medical, and social trips that occur outside existing operating hours. Participants consistently noted the need for earlier morning and later evening service.

Increase Frequency and Improve Reliability

Frequent riders expressed that current headways limit flexibility and contribute to longer overall travel times. Improving frequency and maintaining reliable, predictable service were identified as critical to supporting daily mobility needs, particularly for riders who depend on transit as their primary mode of transportation.

Maintain a Balanced System of Fixed-Route and On-Demand Services

Public input indicates support for a transit system that includes both fixed-route and on-demand services. Engagement results did not show a strong preference for one service over the other, but rather emphasized the importance of having flexible options that respond to different trip purposes and rider needs.

Improve On-Demand Scheduling and Customer Experience

While overall satisfaction with the TODD service is high, riders identified challenges related to trip booking, scheduling efficiency, and wait times. These operational issues were consistently cited as areas for improvement.

Enhance Bus Stop Amenities and Passenger Comfort

Riders and community members identified the need for additional shelters, benches, and other amenities to improve comfort, safety, and accessibility at bus stops throughout the system.

Improve Pedestrian and Bicycle Access to Transit

Participants consistently noted that limited sidewalk coverage, unsafe crossings, and insufficient bicycle infrastructure reduce access to transit and discourage use, particularly for first- and last-mile connections.

Improve Transit Information, Education, and Marketing

Despite general awareness of transit in Franklin, many residents reported limited understanding of routes, fares, and how to use the system. Improved communication and outreach were identified as essential to expanding ridership.

Expand Fare Payment Options

Non-riders and occasional riders indicated that limited fare payment options are a barrier to use. More convenient and modern payment methods were identified as a system improvement that could increase accessibility and ease of use.

Coordinate Transit with Broader Transportation and Land Use Planning

Public input emphasized the importance of aligning transit investments with roadway improvements, land use patterns, and active transportation infrastructure to support a comprehensive mobility strategy for Franklin.

5.2 Transit Improvement Alternatives

In order to bridge the gap between the identified transit needs and the existing transit services in Franklin, several transit improvement alternatives were developed. The following alternatives form the basis of the phased recommendations and implementation plan, and are consistent in order to carry out the previously identified goals and objectives.

5.2.1 Service Improvements

Service improvements focus on refining the existing network and introducing new service options to improve the overall system performance and coverage. These include optimizing existing fixed routes to improve efficiency with demand, as well as conducting a microtransit feasibility study and launching a pilot program to evaluate flexible service options.

Additional improvements include extending the service span to better accommodate a wider range of trip needs, improving service frequency on existing routes, and introducing Sunday service. The alternatives also include adding new local, regional, and downtown fixed routes to expand service coverage and improve connectivity across the transit system.

5.2.2 Capital and Technology Improvements

Capital and technology improvements focus on upgrading infrastructure and systems to improve performance, data quality, and the overall rider experience. These include assessing and modernizing current technology which includes upgrades to scheduling and dispatch tools, installation of Automatic Passenger Counters (APCs), and improvements to real time information and vehicle tracking systems.

Additional improvements include launching mobile fare pay and open loop tap payment, designing and constructing additional bus stop infrastructure, and siting, designing and constructing mobility hubs.

5.2.3 Planning and Policy Development

Planning and policy development actions focus on establishing the framework needed to support and guide system improvements. These include developing a technology assessment and improvement strategy, completing a microtransit feasibility study, and conducting a Comprehensive Operational Analysis (COA).

More actions include developing an ADA Transition Plan and an outreach and engagement strategy, partnering with major employers to pilot employer supported transit benefits and bulk pass programs, and developing income based fare payment tiers and similar eligibility programs. The alternatives also include assessing operational challenges related to special event service, updating the Transit Master Plan and preventative Maintenance Plan every five years, and developing fare and service equity thresholds related to changes in service.

5.2.4 Outreach and Communications

Outreach and communications improvements focus on increasing awareness, improving communication and strengthening coordination with stakeholders. These include conducting additional public outreach and educational events. This also includes coordinating with stakeholders to support non-emergency medical transportation and access to essential services.

The improvements also incorporate acquiring and maintaining a stronger social media presence, redesigning schedules, maps, wayfinding, and communication materials for clarity and consistency, and coordinating service with regional agencies and neighboring jurisdictions. A recurring survey will also be established in order to receive customer feedback. Outreach and engagement strategies will be refreshed every five years to maintain effectiveness.

5.2.5 Transparency and Performance Monitoring

The transparency and performance monitoring improvements focus on strengthening system oversight. These pertain to developing and maintaining internal and public performance dashboards and reports as well as implementing Key Performance Indicators (KPIs).

Further actions include developing strategies for investment decisions based on performance, reassessing performance goals and targets annually, and monitoring performance to adjust operating parameters as needed. The performance improvements program will be refreshed every five years to ensure continued evaluation and system improvements.

5.3 Phased Recommendations

This section organizes the identified improvements into a phased structure to guide implementation over the 10-year planning horizon. The purpose of phasing is to align actions with funding, readiness and level of effort, while ensuring that early steps support later investments. Recommendations are grouped into ongoing, short-term, medium-term, and long-term timeframes. Each timeframe reflects a different role in the implementation process, from maintaining system performance to introducing new services and expanding the network. Together, these phases provide a clear path for advancing transit improvements in a coordinated and practical way.

5.3.1 Ongoing Recommendations

Ongoing recommendations are actions that continue throughout the life of the plan. Their purpose is to support day to day system performance, track progress, and ensure that decisions remain grounded in data and observed outcomes. These are not one-time improvements. They are continuous efforts that keep the system functioning effectively as conditions change.

The scope of ongoing actions includes performance monitoring, evaluation of service outcomes, updates to plans and policies, and routine maintenance practices. These efforts also support adjustments to service and operations based on ridership trends, customer feedback, and operational needs. As outlined in the implementation framework, this includes monitoring performance and refreshing priorities over time so that the system can respond to new conditions and remain aligned with community needs.

TABLE 5-1: ONGOING RECOMMENDATIONS

Category	Recommendation	Description
Capital and Technology Improvements	Design and construct additional bus stop infrastructure	Improve the physical infrastructure of bus stops, including signage, sidewalks, benches, shelters, trash cans, route maps, etc.)
	Site, design, and construct local mobility hubs	Identify, plan, design, and construct local mobility hubs to facilitate multimodal and multijurisdictional transfers
Planning and Policy Developments	Serve major activity centers with transit	Focus service on key destinations such as downtown, employment centers, medical facilities, schools, and shopping areas to improve access to the places people need to reach most often
	Partner with major employers to pilot employer-supported transit benefits and bulk pass programs	Work with large employers to test programs that reduce transportation costs for employees and increase transit use through subsidized passes or group purchasing agreements
Outreach and Communications	Conduct more public outreach and education events throughout the service area annually	Hold regular outreach events across different parts of the service area to share transit information, gather feedback, and improve public awareness of available services
	Coordinate with healthcare providers to support non-emergency medical transportation and access to essential services	Work healthcare partners to identify transportation needs, improve access to medical appointments, and support connections to essential services
	Acquire and maintain more social media followers	Expand the agency’s digital reach to share service updates, promote transit programs, and maintain regular communication with current and potential riders
	When applicable, redesign schedules, maps, wayfinding, and communications for clarity and consistency	Update customer-facing materials as service changes occur so riders can more easily understand routes, schedules, stops, and how to use the system
	Coordinate with regional agencies and neighboring jurisdictions to align service schedules and transfer opportunities	Work with regional transit providers, including WeGo and Murfreesboro Transit, to improve schedule coordination, strengthen transfer connections, and support regional mobility, including service options connecting Spring Hill to Nashville.
Transparency and Performance Monitoring	Develop strategy for investment decisions based on performance	Use ridership, productivity, cost, and service quality measures to guide decisions on where to maintain, improve, expand, or adjust transit investments

Category	Recommendation	Description
	Reassess performance goals and targets annually	Review ridership, productivity, on-time performance, and service coverage each year to confirm that performance targets remain realistic, relevant, and aligned with system priorities
	Monitor performance and adjust operating parameters yearly	Evaluate service performance each year and adjust operating elements such as span, frequency, routing, and vehicle assignment to respond to demand, improve efficiency, and address operational needs.

5.3.2 Short-term Recommendations (1 to 2 years)

Short-term recommendations focus on actions that can be implemented in the near term. The purpose of this timeframe is to deliver early improvements while establishing the foundation for future phases. These are typically higher-priority items that can move forward with limited complexity, lower cost, or minimal dependency on other actions.

The scope of short-term improvements focuses on practical changes that can improve the rider experience in the near future. These recommendations may include enhancements to existing services, the introduction of new service concepts, and smaller-scale capital or technology upgrades. This timeframe also includes planning and policy efforts that help prepare the system for future investments, such as refining service standards, improving fare payment systems, and strengthening customer-facing tools and resources. Overall, short-term actions are intended to be realistic and achievable within current constraints while helping build momentum for future phases of implementation.

TABLE 5-2: SHORT-TERM RECOMMENDATIONS

Category	Recommendation	Description
Service Improvements	Complete feasibility study and launch Cool Springs microtransit pilot service based on recommendations	Provide on-demand curb-to-curb transit that can be scheduled on an app with a maximum 30-minute wait time in the Cool Springs area
	Implement a Downtown Franklin circulator/shuttle	Provide a frequent circulator or shuttle connecting points of interest in Downtown Franklin and to parking
Capital and Technology Improvements	Add Franklin Transit to a regional transit trip planning app and regional fare payment app/card	Integrate Franklin Transit into a real-time trip planning or tracking app used by other transit systems, such as Transit app. Integrate Franklin Transit into a fare payment system used by other transit systems, such as WeGo's QuickTicket.
	Launch mobile fare payment	Launch an app that allows riders to pay transit fares using that app
	Install Automatic Passenger Counters (APCs) across the entire fixed route fleet	Install APC technology in each fixed route vehicle in order to facilitate the counting of each passenger boarding and alighting
	Develop bus stop design guidelines	Establish consistent standards for bus stop location, accessibility, signage, amenities, and shelter placement to support a more usable and recognizable transit system
	Upgrade real-time information and tracking, scheduling, and dispatch tools	Improve the technology used to manage service operations and customer information so staff can monitor service more effectively and riders can access more reliable real-time updates
	Implement Wi-Fi across the entire fleet	Install Wi-Fi in each revenue vehicle to enhance the customer experience and to facilitate open-loop fare payment technology.
Planning and Policy Developments	Develop service design standards	Establish service design guidelines for route spacing, stop spacing, span of service, frequency, directness, and coverage to support consistent service planning and future system changes
	Develop an ADA Transition Plan	ADA Transition Plan is a required document for public entities (state/local governments, agencies) with 50+ employees, detailing how they will make facilities, programs, and services accessible to people with disabilities. It acts as a roadmap to identify physical barriers, outline remediation methods, and schedule improvements, often focusing on sidewalks, curb ramps, and public buildings

Category	Recommendation	Description
	Develop a technology assessment and improvement strategy and procure a SaaS solution	Assess current transit technology needs, identify system gaps, and select a scalable software platform to support functions such as scheduling, dispatch, performance tracking, customer information, and reporting
	Develop income-based fare payment tiers and similar eligibility programs	Create a framework for reduced fare programs based on income or other eligibility criteria to improve affordability and expand access to transit for lower-income riders and other priority populations
	Assess operational challenges related to short-term or intermittent circumstances	Assess, plan for, and execute operations for special event services, road construction and detours, etc.
Outreach and Communications	Develop a public outreach and communications strategy	Create a structured approach for rider communication, public engagement, and service promotion that defines key messages, outreach methods, target audiences, and responsibilities
	Rebrand TODD as new microtransit service develops	Update the TODD service name, messaging, and rider materials to reflect the transition to a modern microtransit model and improve public understanding of the service
Transparency and Performance Monitoring	Develop internal and public performance dashboards and reports	Create reporting tools that track key service and operational metrics for staff, decision-makers, and the public to improve transparency and support data-driven decisions
	Adhere to the Preventative Maintenance Plan and update it every 5 years	Maintain a formal schedule for vehicle and equipment inspections, servicing, and replacement, and update the plan regularly to support safety, reliability, and asset longevity
	Implement Key Performance Indicators (KPIs)	Establish and track KPIs such as ridership, on-time performance, cost per trip, passengers per hour, and farebox recovery to support performance monitoring and guide future service and investment decisions

5.3.3 Medium-term Recommendations (3 to 5 years)

Medium-term recommendations build upon the early actions introduced in the short term and focus on more substantial improvements to the overall system. The purpose of this timeframe is to advance projects that require additional planning, coordination, funding, or infrastructure before they can be fully implemented.

The scope of medium-term improvements may include expanded services, larger capital investments, and technology upgrades that take more time to design and deliver. This phase can also involve refining

service design, improving connections between transit services and mobility options, and moving forward with projects identified during earlier planning efforts. Many of these recommendations rely on the foundation established in the short term, including policy development, funding coordination, and operational preparation.

TABLE 5-3: MEDIUM-TERM RECOMMENDATIONS

Category	Recommendation	Description
Service Improvements	Modify existing routes	Modify the routing and operations of the existing Blue and Red routes
	Extend service based on demand, or as identified in the COA	Provide Franklin Transit service outside current hours (Monday-Friday 7am to 6pm; Saturday 9am to 6pm)
	Launch Central Franklin microtransit zone	Provide on-demand curb-to-curb transit that can be scheduled on an app with a maximum 30-minute wait time inside of Mack Hatcher Parkway
Capital and Technology Improvements	Implement open-loop tap payment	Install open-loop fare payment technology in each revenue vehicle to facilitate tap-to-pay fares using credit cards, debit cards, Apple Pay, and Google Wallet
Planning and Policy Developments	Conduct a performance-driven service redesign—comprehensive operational analysis (COA)	Evaluate route performance, ridership patterns, productivity, and service coverage to identify opportunities to redesign service in a way that improves efficiency, effectiveness, and rider access
	Complete an integrated Capital Improvement Plan and Transit Asset Management Plan	Prepare a coordinated plan for capital investments and asset management that identifies replacement needs, improvement priorities, funding considerations, and long-term state of good repair strategies
	Refresh Transit Master Plan	Update the Transit Master Plan to reflect current system performance, community needs, development patterns, and implementation progress, and to establish the next set of transit priorities and actions

5.3.4 Long-term Recommendations (6 to 10 years)

Long-term recommendations focus on larger, system-level changes that shape the future of transit in the city. The purpose of this timeframe is to guide major investments and long-range decisions that take time to plan, fund, and implement.

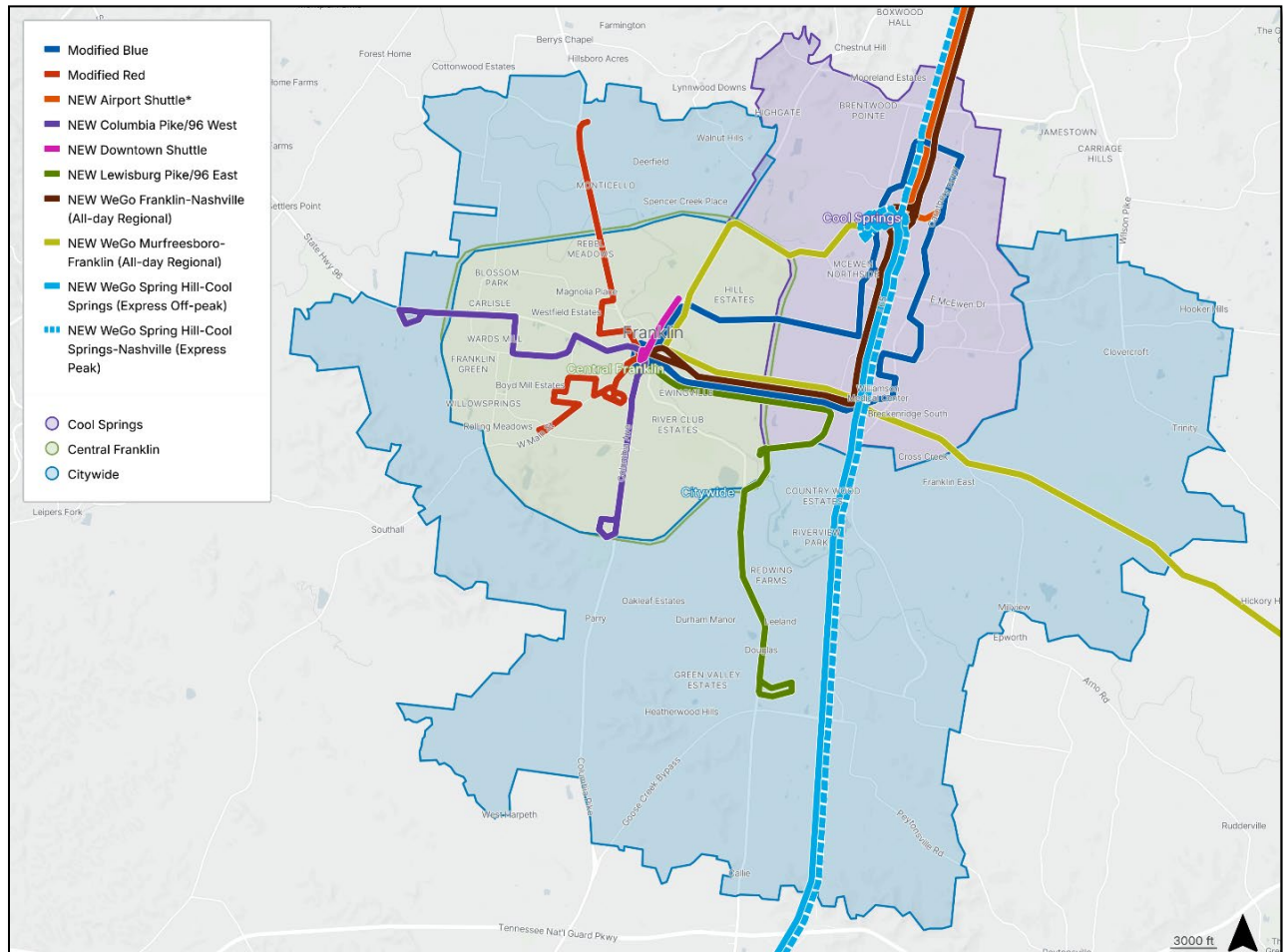
The scope of long-term improvements includes significant service expansion, potential restructuring of the network, and introduction of new technologies or service types. These recommendations may also strengthen connections to regional transit and increase service levels based on demand. Because of their scale, these actions often depend on earlier phases and require sustained funding and coordination over time.

TABLE 5-4: LONG-TERM RECOMMENDATIONS

Category	Recommendation	Description
Service Improvements	Extend service based on demand, or as identified in the COA/TMP	Provide Franklin Transit service outside current hours (Monday-Friday 7am to 6pm; Saturday 9am to 6pm)
	Launch citywide microtransit	Provide on-demand curb-to-curb transit that can be scheduled on an app with a maximum 30-minute wait time throughout the City of Franklin and within the Urban Growth Boundary
	Add local fixed route service based on performance data	Add fixed route service to corridors such as Columbia and Lewisburg Pikes, and to areas such as Berry Farms and Westhaven
	Increase fixed route frequency based on demand	Provide fixed-route transit service every 15 and 20 minutes or less based on need
	Add Sunday service	Provide fixed route and/or on-demand transit service on Sundays
	Add regional fixed route service based on performance data	Add fixed route service to destinations outside of Franklin including Nashville, Spring Hill, and Murfreesboro
Planning and Policy Developments	Adhere to the Preventative Maintenance Plan and update it every 5 years	
	Complete an integrated Capital Improvement Plan and Transit Asset Management Plan	Update the capital and asset management strategy to reflect current asset conditions, replacement priorities, expansion needs, funding opportunities, and long-term state of good repair objectives
	Update Transit Master Plan	Conduct a full update of the Transit Master Plan to reflect implementation progress, current system performance, updated community needs, and the next phase of transit priorities and investments.
Transparency and Performance Monitoring	Refresh performance improvement program every 5 years	Reevaluate performance measures, improvement priorities, and implementation actions every five years to ensure the program remains aligned with system needs, community goals, and operating conditions.

Map 5-2 below visualizes the potential combined fixed route and microtransit network at the end of the 10 years accounted for in the Franklin Transit Master Plan. It includes all potential services to be implemented, including modifications to the Blue and Red routes, new local fixed routes, new regional fixed routes, and microtransit across the entire City of Franklin.

MAP 5-2: POTENTIAL 10-YEAR BUILT-OUT TRANSIT NETWORK



5.4 Existing Transit Budget Review

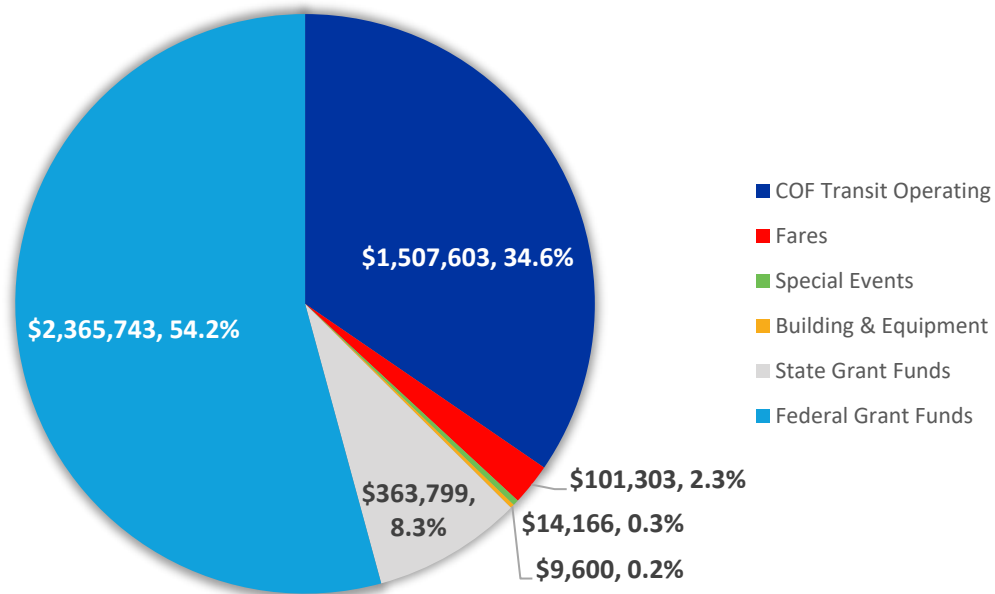
Understanding the financial structure of the existing transit system is essential to evaluating both current service performance and the feasibility of future improvements. This section examines how transit services are funded, how expenditure has evolved since service implementation, and what revenue streams may realistically support future growth. The review draws from the City’s proposed FY27 transit budget to establish a clear picture of cost allocation, dependencies and financial trends. This foundation is critical as the ability to address identified service gaps can be constrained or enabled by available and sustainable funding.

5.4.1 FY 2027 Operating Revenue Distribution

The FY 2027 operating revenue structure is heavily concentrated in federal and local funding sources as shown in Figure 5-2. Federal grant funds account for the largest share at around 54.2% (\$2.37 million), followed by the City’s operating contribution at approximately 34.6% (\$1.51 million). State grant funding represents a smaller portion at around 8.3% (\$363,799). All other revenue sources collectively make up a minimal share of the total. Fare revenue contributes around 2.3% (\$101,303), while special events (approximately 0.3%) and building and equipment rent (around 0.2%) are negligent in comparison.

Overall, the distribution highlights a system that is primarily supported through intergovernmental funding and local subsidies. Revenue generated directly from system use remains limited, indicating that ongoing operations and any future service improvements will continue to depend on grants and subsidies rather than fare revenue generation.

FIGURE 5-2: BREAKDOWN OF REVENUE FOR FY 2027



Source: FY 2027 Operating Budget | Franklin, Tennessee

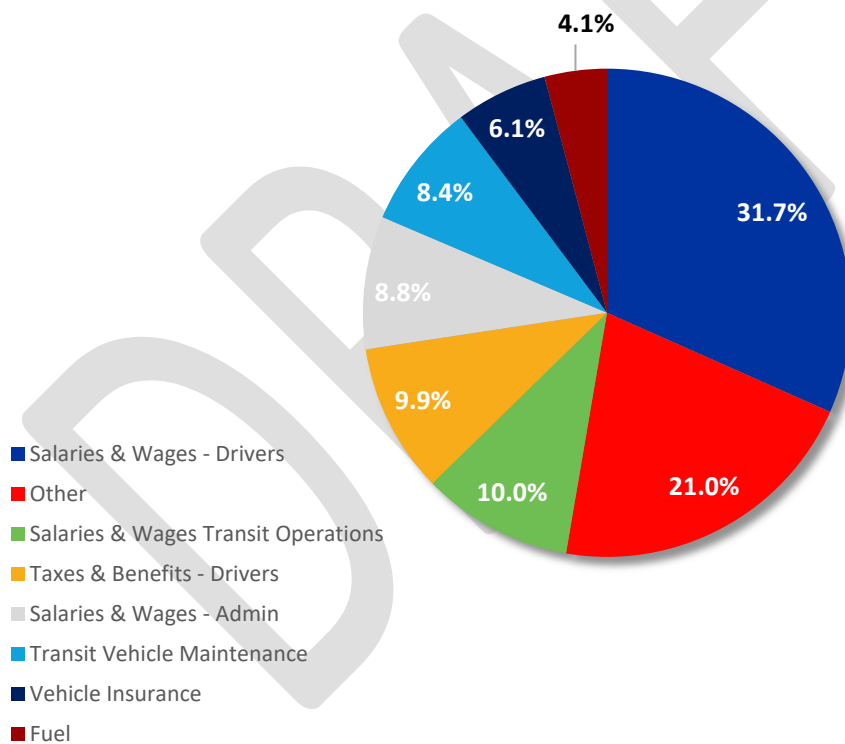
5.4.2 FY 2027 Operations

The FY 2027 operating expenditures (Portrayed in Figure 5-3) are primarily driven by labor related costs, which make up the largest share of total spending. Driver salaries alone count for around 31.7% of the total expenditure, followed by transit operations staff at around 10.0%, and driver related taxes and benefits at approximately 9.9%. Administrative salaries contribute an additional 8.8% which emphasizes the labor-intensive nature of transit service delivery.

Beyond personnel, key operating costs include transit vehicle maintenance (around 8.4%), vehicle insurance (around 6.1%), and fuel at approximately 4.1%. These are all essential to maintaining daily service operations. The remaining 21.0% of expenditure is distributed across a range of smaller categories including facility costs, professional services, utilities, and administrative support.

The overall distribution reflects a system where most costs are tied directly to workforce and service provision, with remaining expenditures supporting the infrastructure and operations necessary to sustain the transit service.

FIGURE 5-3: BREAKDOWN OF OPERATIONS FOR FY2027



Source: FY 2027 Operating Budget | Franklin, Tennessee

5.4.3 FY 2027 Capital Revenue and Expenditure Distribution

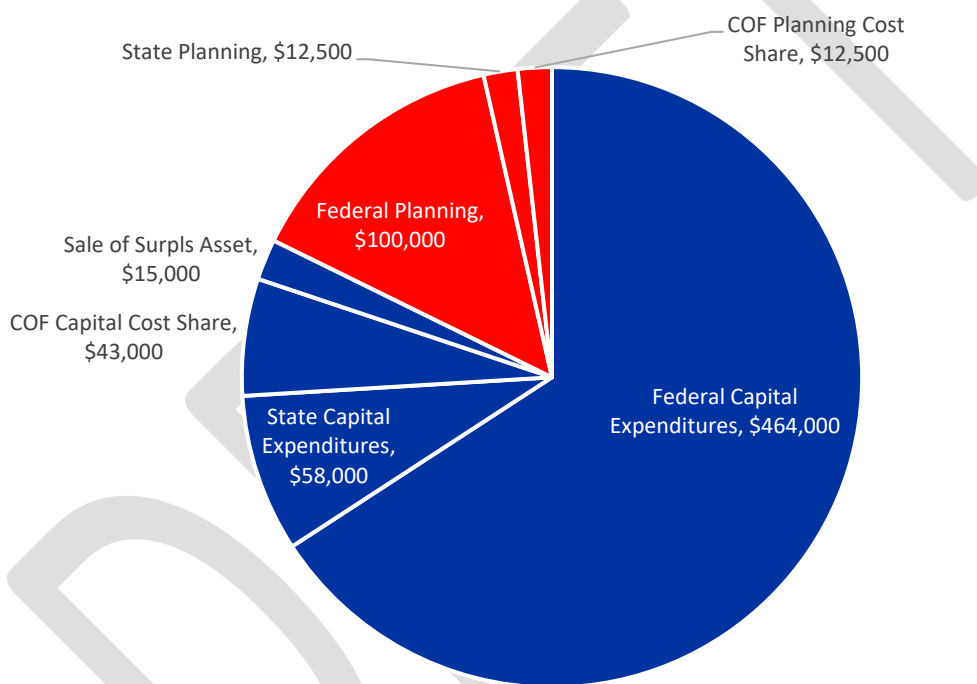
The FY 2027 capital program is primarily funded through federal sources, with smaller contributions from state and local funds. Figure 5-4 breaks this down, with capital expenditures symbolized in blue and planning expenditures in red. Federal Section 5307 capital funding represents the largest share at approximately 80.0% (\$464,000), reflecting the program’s reliance on federal investment for equipment.

State funding accounts for around 10.0% (\$58,000), while the City of Franklin’s capital cost share contributes around 7.4% (\$43,000). A minor portion of funding is taken from the sale of surplus assets (around 2.6%).

Planning related funding represents a smaller but consistent component of the capital program. Federal planning funds account for around 17.2% (\$100,000), with both state and local planning contributions each representing approximately 2.2% (12,000). These funds support ongoing planning and transit related activities, totaling around \$125,000.

This distribution highlights capital that is heavily dependent on federal funding. This structure reinforces the importance of federal programs in supporting capital investments and system maintenance.

FIGURE 5-4: BREAKDOWN OF CAPITAL AND PLANNING FOR FY2027



Source: FY 2027 Operating Budget | Franklin, Tennessee

5.5 Funding Sources Assessment

Sustaining and expanding Franklin Transit’s operations requires a diverse and dependable funding base that supports ongoing service and future growth. This section outlines current and potential funding sources that enable Rider to maintain and enhance transit across the Franklin transit service area, emphasizing the combined support from federal, state, and local partners. Reliable sources such as Federal Transit Administration (FTA) 5307 funds and contributions from the City of Franklin general funds will continue to be essential to Franklin Transit Authority’s financial stability. Meanwhile, new

opportunities (including competitive federal grants and locally generated revenues, such as taxes or fees) may prove critical to developing expanded and innovative transit offerings.

5.5.1 Current and Future Funding Sources

Table 5-5 summarizes the funding distribution for current and planned projects for Franklin Transit. Funding is primarily derived from federal sources, specifically the FTA Section 5307 program, with requires matching contributions from state and local sources. 5307 funds are a formula allocation that is split between all transit agencies in an Urbanized Area (UZA), and therefore an individual agency’s allocation has the potential to be limited as the needs increase for other agencies in the UZA.

Most projects follow a consistent funding structure, with federal funds covering approximately 80% of total costs whilst state and local contributions account for around 10% each. This structure is consistent across vehicle replacement and expansion, bus shelters, planning activities, and technological investments such as mobile fare collection and system hardware.

Table 5-5 also includes both committed and anticipated funding. Several projects, including planning efforts and ADA improvements under the Underserved Technical Assistance Project (UTAP) program, are identified as future or pending grants. These projects follow the same general funding structure but are yet to be subject to application and reward. Overall, this funding structure reflects a reliance on federal programs to support capital and planning projects.

TABLE 5-5: FRANKLIN TRANSIT FUNDING DISTRIBUTION (COMMITTED AND ANTICIPATED)

Funding Mechanism	Item	Description	Federal Contribution	State Contribution	Local Contribution	Total to Expend
5307	Replacement vehicles		\$1,547,000	\$193,375	\$193,375	\$1,933,750
5307	Expansion vehicles		\$1,034,000	\$129,250	\$129,250	\$1,292,500
5307	Bus shelters		\$434,740	\$54,343	\$54,343	\$543,425
5307	Mobile fare collection		\$52,000	\$6,500	\$6,500	\$65,000
5307	Hardware	Network, AVL/ Tracking, Dispatch, Scheduling	\$210,000	\$26,250	\$26,250	\$262,500
5307	Planning	Future studies	\$200,000	\$25,000	\$25,000	\$250,000
5307	Planning		\$200,000	\$25,000	\$25,000	\$250,000
Underserved Technical Assistance Project (UTAP)	ADA improvements and bus shelters	Future grant	\$334,000	\$41,750	\$41,750	\$417,500

5.5.2 Potential Funding Sources

As shown in Table 5-6, Franklin Transit has access to a range of federal and state administered funding programs that support both capital investments, planning and operational needs. Federal programs are centered around capital improvements. Programs such as Sections 5339(b) support system coordination and long-range planning. Additional funding sources, including programs such as STBG and Carbon reduction, may be available through MPO coordination, but are not directly controlled by the transit system.

State-administered programs provide more direct and flexible support for ongoing transit needs. Programs such as the State Operating Assistance Program (URDP) and Section 5310 supports operations and specialized transit services, while state coordinated planning programs are generally more accessible and tend to play a key role in maintaining service and supporting targeted improvements. Potential local revenue options in Tennessee are limited by state law. Any local option transit surcharge would require an adopted transit improvement program, voter approval by referendum, and satisfaction of state eligibility requirements.

TABLE 5-6: POTENTIAL FUNDING SOURCES

Funding Mechanism	Description	Approval Process	Uses
FTA 5339(b)	Discretionary grant for transit capital improvements under two categories: Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program.	Competitive application process, directly with the FTA through grants.gov	Grants for Buses and Bus Facilities: bus replacement, modernization, and facilities.
Enhancing Mobility Innovation	Competitive funding for pilot or demonstration projects, such as microtransit or technological service improvements.	Directly with the FTA through grants.gov	Innovative projects, including innovations in delivery models, financing, partnerships, and technology.
Surface Transportation Block Grant Program-Directly Attributable (STBG-DA)	Flexible funding for transportation capital improvements.	Programmed through MPO and may be flexed to transit projects.	Surface Transportation Block Grant Program-Directly Attributable (STBG-DA).
Carbon Reduction Act*	Designed to reduce CO ₂ emissions from on-road sources.	Through MPO	May support low emission transit investments when programmed through MPO.

Funding Mechanism	Description	Approval Process	Uses
Metropolitan Planning 5303/5304	Provides funding through the Office of Community Transportation (OCT) to support MPO-led planning activities, including long-range transportation planning and technical studies.	Administered through MPOs in coordination with TDOT and OCT.	Planning activities such as transportation studies, long-range plans, and system analysis.
Transportation Planning	Supports coordination between OCT and local agencies to guide land use and transportation infrastructure decisions.	Coordinated through TDOT OCT in partnership with local governments.	Planning and development of safe and efficient transportation systems.
Elderly and Persons with Disabilities (5310)	Provides transit capital assistance for organizations serving elderly individuals and people with disabilities.	Distributed through TDOT to eligible public and private providers.	Capital purchases such as vehicles and equipment for specialized transportation services.
IMPROVE Transit Investment Grant (IMPV)	State administered competitive grant supporting transit improvements.	Competitive application process administered by TDOT.	Transit projects that improve service, reduce congestion, and support economic development.
Bus and Bus-related Equipment and facilities Grant (5339)	Provides funding for replacement, rehabilitation, and purchase of buses and related facilities.	Administered through federal funds allocated by TDOT.	Capital investments include buses, maintenance facilities, and related infrastructure.
Job Access and Reverse Commute (JARC)	May support employment related transit services where applicable.	Administered through TDOT/federal coordination where applicable.	Operating and capital support for employment-related transit services.
State Operating Assistance Program (URDP)	Provides operating assistance to local governments to support transit services statewide.	Administered by TDOT to eligible transit providers.	Operating expenses for public transit systems.
Critical Trips Program (CTP)	Provides operating support for demand response services where applicable.	Administered by TDOT for eligible providers.	Operating support for demand-response and specialized transit services.

5.6 Implementation Plan

The implementation plan combines the recommended service, capital, technology, and policy improvements into a coordinated program for transit system development over a 10-year period. This plan is structured to align with the phased recommendations and provides a clear framework in a logical and feasible pattern.

Implementation is organized around a structured process that includes initiating, implementing, monitoring, and refreshing system improvements. The initial actions focus on establishing planning, policy, funding, and readiness to support future investments. These actions provide the foundation required to advance service and capital improvements in later phases.

Following this, implementation efforts advance prioritized service, capital, and technology improvements. These include enhancements to transit services, deployment of supporting infrastructure and technology, and improvements to customer-oriented services. The sequence of these actions reflects the need for early planning, procurement, and funding activities to allow for transit system changes.

Additionally, ongoing monitoring is a core component of the implementation plan. Performance will be tracked through measures to evaluate outcomes, assess service effectiveness, and identify operational needs. This process supports adjustments to service and investment decisions based on the observed performance and conditions.

Relative to this, the plan also includes periodic updates to integrate performance findings and the community's needs. Priorities and actions will be refined over time, informed by performance findings and data.

Table 5-7 presents the 10-year implementation plan as a coordinated program of operating, capital, technology, and planning actions that advance Franklin Transit in a logical and feasible sequence. The program aligns with the phased recommendations by starting with foundational actions such as planning, policy, funding, and system readiness, then moving into prioritized service and infrastructure improvements as those prerequisites are put in place. The plan also includes ongoing performance monitoring and periodic updates so the Franklin Transit Authority can refine future decisions based on observed outcomes, changing conditions, and evolving community needs.

TABLE 5-7: 10 YEAR IMPLEMENTATION PLAN

Item	Fiscal Years	Ten-Year Cost
Operations		
Existing Blue and Red routes	2027-2036	\$14,818,000
Existing special services	2027-2036	\$5,596,000
Traditional TODD service (assuming full Mobility on Demand implementation)	2027-2036	\$16,137,000
Cool Springs microtransit	2027-2036	\$5,739,000
Downtown shuttle/circulator	2028-2036	\$2,194,000
Extended fixed route service span	2029-2036	\$3,281,000
Central Franklin microtransit	2030-2036	\$6,566,000
Citywide microtransit	2032-2036	\$6,521,000
New local fixed routes	2032-2036	\$5,193,000
Increased fixed route frequency	2034-2036	\$5,417,000
Sunday fixed route service	2034-2036	\$1,313,000
Capital		
Upgrade real-time information and tracking, scheduling, and dispatch tools	2027	\$15,000
Install Automatic Passenger Counters (APCs) across the entire fixed route fleet	2027	\$115,000
Launch mobile fare payment	2027	\$3,000
Vehicle Purchases	2027-2036	\$11,394,000
Bus stop improvements	2027-2036	\$397,000
Bus stop shelters	2027-2036	\$1,918,000
Implement Wi-Fi across the entire fleet	2028	\$25,000
Open-loop payment	2029	\$54,000
Planning		
ADA Transition Plan	2027	\$40,000
Microtransit feasibility and technology assessment	2027	\$200,000
Development of design standards	2027	\$60,000
Development of bus stop guidelines	2028	\$72,000
Comprehensive Operations Analysis (COA)	2029	\$159,000
Integrated Capital Improvement Plan and Transit Asset Management Plan	2029 and 2033	\$91,000
Refresh Transit Master Plan	2031	\$134,000
Update Transit Master Plan	2036	\$312,000

5.7 Financial Plan

The financial plan provides a 10 year projection of the operating, capital, and planning costs associated with maintaining existing transit services and implementing the recommended improvements. This plan is based on current budget conditions and integrates estimates to support development of the system over time. The plan is structured to reflect both funded and unfunded costs, allowing for a clear understanding of anticipated expenses and potential funding gaps.

Consistent with the phased recommendations, costs are distributed over the implementation period and include ongoing costs, operating expenses and capital investments. These projections are intended to support a fiscally appropriate approach while identifying opportunities for expansion and overtime improvement.

5.7.1 Cost Assumptions for Financial Plan

Each operational improvement was assessed by using its expected number of revenue hours to assume future costs of operations. This assessment assumes that current transit operations will continue to have the same level of efficiency, using Franklin Transit's projected 2027 average fixed-route cost, \$98.62 per revenue hour, projected 2027 average paratransit/TODD cost, \$79.02 per revenue hour and an industry typical microtransit operating cost of \$75 per revenue hour. Additionally, other expected costs were assumed for projects regarding consolidation, new vehicle acquisitions, and future infrastructure. New cutaway vehicles are expected to cost \$140,000 each, and it is assumed that this vehicle type can be used for all local modes of Franklin Transit. That assumption does not preclude other smaller vehicle types, such as vans and minivans, from being used for on-demand services if desired. Finally, all costs are inflated annually, assuming an annual inflation rate of 3.03% considering the average annual inflation rate of the past 10 years. Cost assumptions in 2026 dollars are listed in Table 5-8.

TABLE 5-8: COST ASSUMPTIONS FOR RECOMMENDATIONS

Assumption	Amount
Fixed-route vehicle purchase (cutaway)	\$140,000
Demand response and microtransit vehicle purchase (cutaway)	\$140,000
Hourly fixed-route operating expense	\$98.62
Hourly paratransit/demand response operating expense	\$79.02
Hourly microtransit operating expense	\$75.00
Annual rate of inflation	3%
Transit Master Plan refresh	\$118,782
Transit Master Plan major update	\$237,564
ADA transition plan	\$40,000
Microtransit feasibility study and technology assessment	\$200,000
Development of service design standards	\$60,000
Development of bus stop design guidelines	\$70,000
Comprehensive Operations Analysis (COA)	\$150,000
Integrated Capital Improvement Plan and Transit Asset Management Plan	\$40,000
Launch of mobile fare payment	\$3,000
Open-loop fare payment	\$50,400
Automatic Passenger Counter (APC) installation	\$112,000
Fleet wi-fi implementation	\$24,000
Bus stop improvements (total)	\$337,500
Bus shelter installations (total)	\$1,634,000

5.7.2 Financial Plan Overview

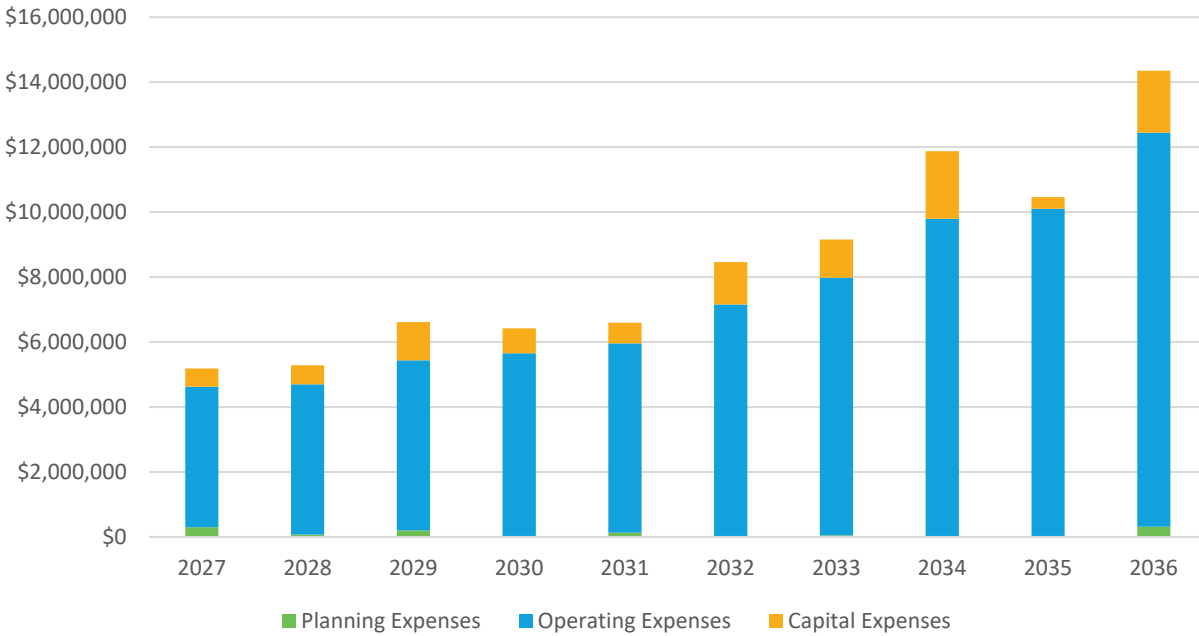
The financial plan includes annual projections for operating, capital, and planning expenses over the 10 year planning horizon. Operating expenses represent the largest share of total costs (Table 5-9) and reflect the ongoing provision and expansion of transit services. Capital expenses include investments in vehicles, infrastructure, and technology, while planning expenses support continued processes such as monitoring and development.

TABLE 5-9: DISTRIBUTION OF TOTAL PROJECTED EXPENSES

Horizon	Operating	Capital	Planning and Other	Total
2-Year (Short-term)	\$8,947,000	\$1,151,000	\$372,000	\$10,471,000
5-Year (Short and medium terms)	\$25,662,000	\$3,732,000	\$708,000	\$30,102,000
10-Year (Entire planning horizon)	\$72,777,000	\$10,556,000	\$1,069,000	\$84,401,000

Figure 5-5 details the total expenses by year, showing the gradual increase over time associated with increased levels of service and inflation.

FIGURE 5-5: TOTAL ANNUAL EXPENSES



The financial plan also identifies the portion of expenses that are currently funded versus those that remain unfunded. This distinction highlights the level of reliance on existing funding sources and the extent of additional funding required to fully implement the recommended improvements.

Over the planning horizon of the Transit Master Plan, operating costs increase as new services are introduced and as inflation increases costs annually (Figure 5-6). Capital costs vary by year based on factors such as timing of investments, while planning costs remain relatively stable and support ongoing system wide management and updates (Figure 5-7).

FIGURE 5-6: FUNDED VERSUS UNFUNDED OPERATING EXPENSES

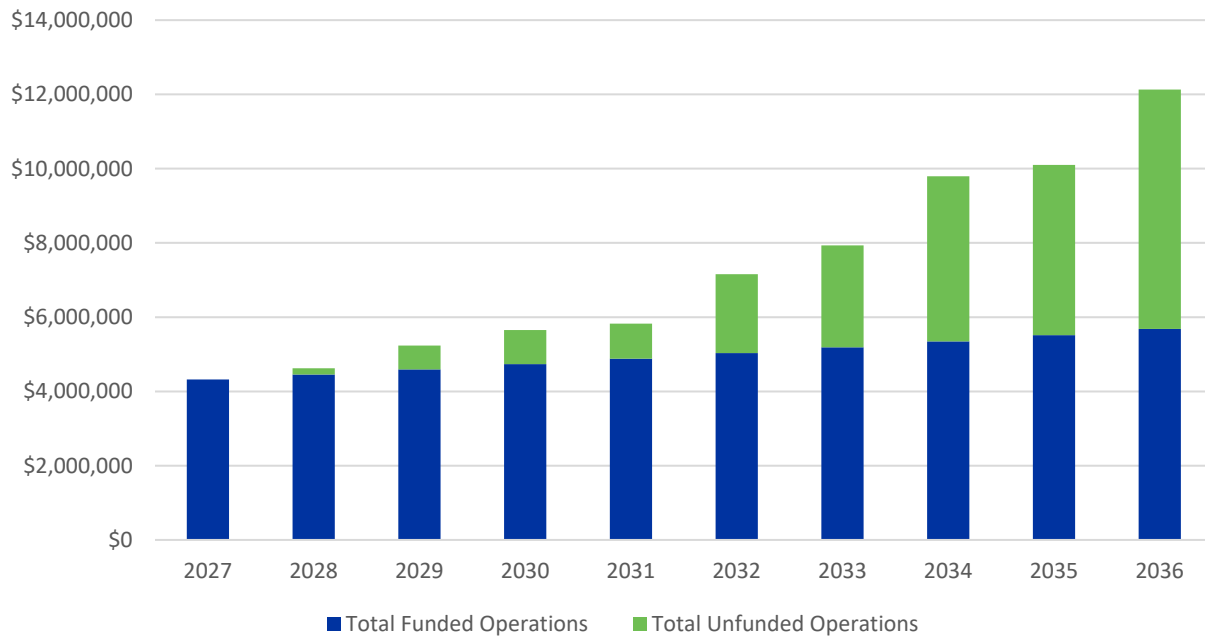
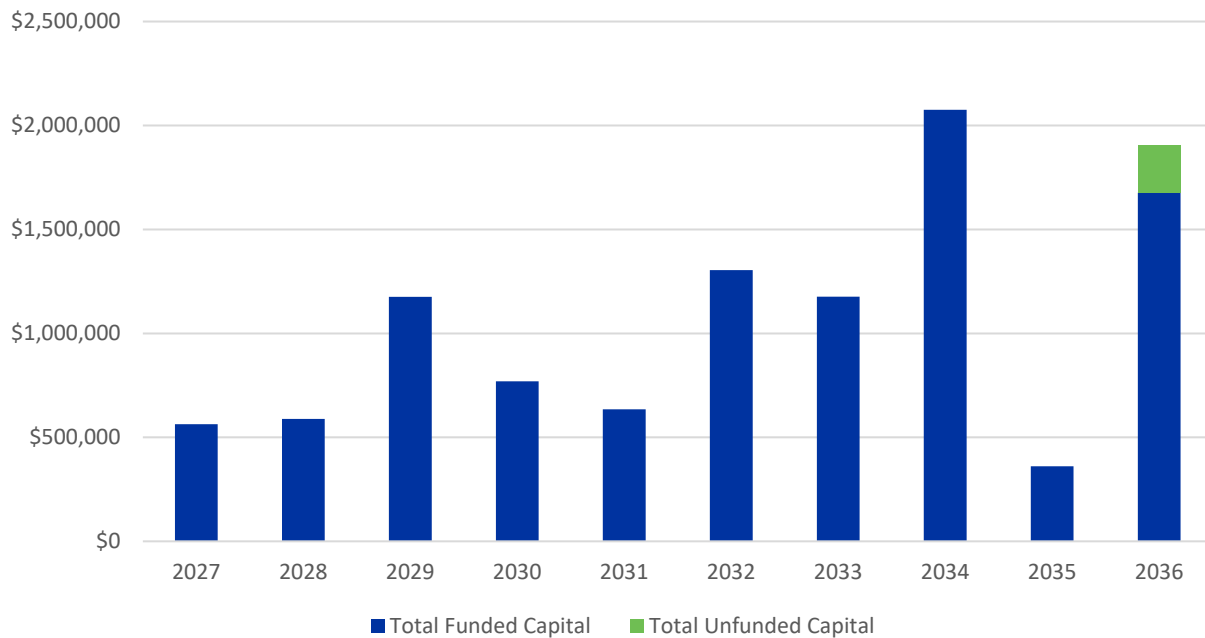


FIGURE 5-7: FUNDED VERSUS UNFUNDED CAPITAL AND PLANNING EXPENSES



6 CONCLUSION AND IMMEDIATE NEXT STEPS

The Franklin Transit Master Plan provides the City of Franklin with a practical 10-year framework for building a stronger, more accessible, and more modern transit system. The plan reflects public input, existing conditions analysis, adopted goals and objectives, and a phased set of recommendations that address service, capital, technology, policy, and communications needs. Together, these recommendations create a coordinated path for improving mobility, strengthening access to key destinations, and guiding future investment decisions.

The plan also establishes a clear direction for implementation. Near-term actions focus on foundational improvements that prepare Franklin Transit for future growth, including planning studies, policy development, technology upgrades, customer tools, and performance monitoring. Later phases build on that foundation through service expansion, stronger regional connections, improved infrastructure, and broader deployment of flexible service options such as microtransit. This structure allows Franklin Transit to improve the rider experience in the near term while building the data, technology, and institutional capacity needed for long-term system advancement.

Immediate next steps should focus on the planning and system-readiness actions identified for 2027 and 2028. These include the microtransit feasibility and technology assessment, ADA Transition Plan, development of service design standards, development of bus stop guidelines, upgrades to real-time information, scheduling, and dispatch tools, installation of Automatic Passenger Counters, and launch of mobile fare payment. Together, these actions establish the policy, technology, and operational foundation needed to support more data-driven service planning and future implementation. The microtransit feasibility and technology assessment is especially important because it will guide the design and launch of Franklin Transit's first technology-enabled microtransit zone in Cool Springs and create a practical path toward broader deployment over time.

The City should use this plan as a guiding framework rather than a fixed program of action. Funding availability, future studies, performance findings, and changing community priorities will shape implementation over time. As Franklin Transit collects better data, applies new technology, and reassesses system needs, the City can refine the timing, scope, and prioritization of recommended actions throughout the planning period. In that way, the Transit Master Plan provides both direction and flexibility as Franklin advances toward a more connected, more responsive, and more future-ready transit system.



City of Franklin

109 3rd Ave S.
Franklin, TN 37064
(615) 791-3217

File #: 26-0654321

DATE: 6/23/2026

TO: Board of Mayor and Aldermen

FROM: Eric Stuckey, City Administrator
Shauna Billingsley, City Attorney

SUBJECT:

Consideration Of Amendment 3 To COF Contract No. 2020-0286, With Westlaw Subscription To Add CoCounsel At A Cost Of \$90,864

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning Amendment 3 to COF Contract No. 2020-0286.

BACKGROUND/STAFF COMMENTS:


Staff is recommending approval of this contract to continue streamlining legal integration across the legal research platform Westlaw to add Co-Counsel.

FINANCIAL IMPACT:

This contract will incur a monthly charge of \$2,524 for 36 months. The cost will be covered within the current budgetary allotment. The approval requisition is attached for review and support.

RECOMMENDATION:

Staff recommends that the Board of Mayor and Aldermen approve Amendment 3 to COF Contract 2020-0286.

	<p>Order Form</p> <p>Order ID: Q-11568652</p> <p>Contact your representative john.perry@thomsonreuters.com with any questions. Thank you.</p>
---	--

Sold To Account Address

Account #: 1000126914
FRANKLIN CITY ATTORNEY
SHAUNA R BILLINGSLEY
PO BOX 305
FRANKLIN TN 37065-0305 US

Shipping Address

Account #: 1000126914
FRANKLIN CITY ATTORNEY
SHAUNA R BILLINGSLEY
PO Box 305
FRANKLIN TN 37065-0305 US

Billing Address

Account #: 1000126914
FRANKLIN CITY ATTORNEY
SHAUNA R BILLINGSLEY
PO Box 305
FRANKLIN, TN 37065-0305
US

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ProFlex Products
See Attachment for details

Material #	Product	Monthly Charges	Minimum Terms (Months)
40757482	West Proflex	\$2,524.00	36

Minimum Terms

Your subscription is effective upon the date we process your order (“Effective Date”) and Monthly Charges will be prorated for the number of days remaining in that month, if any. Your subscription will continue for the number of months listed in the Minimum Term column above plus any Bridge Term that may be outlined above counting from the first day of the month following the Effective Date. Your Monthly Charges during the first twelve (12) months of the Minimum Term are as set forth above. If your Minimum Term is longer than 12 months, then your Monthly Charges for each year of the Minimum Term are displayed in the Attachment to the Order Form.

Post Minimum Terms

Your subscription will automatically renew at the end of the Minimum Term for successive 12-month renewal terms (each, an “Automatic Renewal Term”), unless either party provides written notice of its intent to not renew at least 30 days prior to the beginning of an Automatic Renewal Term. We will notify you of any change in the Annual Charges at least 60 days before each Automatic Renewal Term begins. Submit your notice of nonrenewal to: <https://www.thomsonreuters.com/en-us/help/account-management/legal/orders/request-a-subscription-cancellation.html> or via postal mail to Customer Service, 2900 Ames Crossing Rd, Eagan, MN 55121.

For Federal government subscribers that chose a multi-year Minimum Term, those additional years will be implemented at your option pursuant to federal law.

Banded Product Subscriptions. You certify your total number of attorneys (full-time and part-time partners, shareholders, associates, contract or staff attorneys, of counsel, and the like), corporate users, personnel or full-time-equivalent students is indicated in this Order Form. Our pricing for banded products is made in reliance upon your certification. If we learn that the actual number is greater or increases at any time, we reserve the right to increase your charges to the market rate for all of your attorneys.

Miscellaneous

Material Change. If, at any time during the Minimum Term or the Renewal Term, there is a material change in your organizational structure including, but not limited to merger, acquisitions, combination, significant increase in the number of attorneys at a location covered by the agreement, divestitures, downsizing or dissolution, we will modify your rates proportionally. If you acquire the assets of, or attorneys from, another entity that is a current subscriber, you assume all obligations under the agreements that apply to those assets and attorneys, and you will pay the invoiced charges on both those agreements as they become due, until a superseding agreement is negotiated in good faith.

Charges, Payments & Taxes. You agree to pay all charges in full within 30 days of the date of invoice. You are responsible for any applicable sales, use, value added tax (VAT), etc. unless you are tax exempt. If you are a non-government customer and fail to pay your invoiced charges, you are responsible for collection costs including attorneys' fees.

Excluded Charges And Schedule A Rates. If you access products or services that are not included in your subscription you will be charged our then-current rate ("Excluded Charges"). Excluded Charges will be invoiced and due with your next payment. For your reference, the current Excluded Charges schedules are located in the below link. Excluded Charges may change from time-to-time upon 30 days written or online notice. We may, at our option, make certain products and services Excluded Charges if we are contractually bound or otherwise required to do so by a third party provider or if products or services are enhanced or if new products or services are released after the effective date of this ordering document. Modification of Excluded Charges or Schedule A rates is not a basis for termination under paragraph 9 the General Terms and Conditions.

<https://legal.thomsonreuters.com/content/dam/ewp-m/documents/legal/en/pdf/other/plan-2-pro-govt-agencies.pdf>
<http://static.legalsolutions.thomsonreuters.com/static/agreement/plan-2-pro-govt-agencies.pdf>

eBilling Contact. All invoices for this account will be emailed to your e-Billing Contact(s) unless you have notified us that you would like to be exempt from e-Billing.

Product Specific Terms

Document Intelligence Product Specific Terms: The following product specific terms shall apply to the Document Intelligence products on this order form, and are incorporated by reference: <http://www.thomsonreuters.com/document-intelligence-PST>.

Additional Terms for Services with Generative AI Skills: The following additional terms shall apply to Thomson Reuters Products with Generative AI Skills (including but not limited to all CoCounsel branded Products; all Products with AI Assisted Research; Contract Express, CLEAR Investigate, Westlaw Advantage; Practical Law or Practical Law Connect, with Dynamic Tool Set; Practical Law UK Premium; Practical Law Global Premium; HighQ), listed on this order form, and are incorporated into this order form by reference: <https://www.tr.com/legal-services-ai-terms>.

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- HighQ Product Specific Terms <http://tr.com/HighQ-PST>
- HighQ Service Levels: Thomson Reuters shall provide service availability, maintenance and support for the term of the Agreement. Details are available at: <http://tr.com/HighQ-SLA>. Note that Sections 3.3 of the SLA does not apply to any HighQ Light packages

The Federal Product Specific Terms can be found here: <http://tr.com/federal-product-specific-terms>

Product Specific Terms. The following products have specific terms which are incorporated by reference and made part of this Order Form if they apply to your order. They can be found at <https://static.legalsolutions.thomsonreuters.com/static/ThomsonReuters-General-Terms-Conditions-PST.pdf>. If the product is not part of your order, the product specific terms do not apply.

- Campus Research
- Hosted Practice Solutions
- ProView eBooks
- Time and Billing
- West km Software
- West LegalEdcenter
- Westlaw
- Westlaw Doc & Form Builder
- Westlaw Paralegal
- Westlaw Patron Access
- Westlaw Public Records

Drafting Tools Product Specific Terms: The following product specific terms shall apply to the Drafting Tools products (Drafting Assistant, Clause Finder, Clause Finder: Internal Agreements) on this order form, and are incorporated by reference: <https://www.thomsonreuters.com/draftingassistant-and-clausefinder-pst>.

Additional clauses applicable to: Westlaw Advantage, Practical Law Dynamic Tool Set, CoCounsel Essentials, Westlaw Advantage with CoCounsel Essentials, Practical Law with Dynamic Tool Set with CoCounsel Essentials, CoCounsel Legal

Additional Features and Functionality: During the term of this Agreement, Thomson Reuters may in its sole discretion issue updates, upgrades, patches, enhancements, or improvements that it makes generally available to its customers at no additional charges (collectively "Upgrades") which may be subject to usage limits. For the avoidance of doubt, Upgrades do not include (i) new services that are developed or acquired by Thomson Reuters or (ii) services or functionalities for which there are royalty requirements or licensing restrictions. Where your Service includes Westlaw Advantage and/or Practical Law Dynamic Tool Set, these Upgrades do not include access to additional or new content sets beyond those you have subscribed to as part of the Service.

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If TR imposes or modifies a usage limit under this clause, Customer may, within 30 days of TR's notice of the limit, provide written notice to TR requesting good faith negotiations. The parties shall explore commercially reasonable alternatives, which may include adjustments to usage limits or pricing.

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You may cancel a product or service with at least 30 days written notice if you do not receive sufficient appropriation of funds. Your notice must include an official document, (e.g., executive order, an officially printed budget or other official government communication) certifying the non-availability of funds. You will be invoiced for all charges incurred up to the effective date of the cancellation.

Acknowledgement: Order ID: Q-11568652

<hr/> <p style="text-align: center;">Signature of Authorized Representative for order</p> <p style="text-align: center;">Dr. Ken Moore</p> <hr/> <p>Printed Name</p>	<p style="text-align: center;">Mayor</p> <hr/> <p>Title</p> <hr/> <p>Date</p>
--	---

This Order Form will expire and will not be accepted after 9/4/2026.

Approved as to form:

Ronda Webb, Assistant City Attorney



Attachment

Order ID: Q-11568652

Contact your representative john.perry@thomsonreuters.com with any questions. Thank you.

Payment, Shipping, and Contact Information

Payment Method:

Payment Method: Bill to Account
Account Number: 1000126914
This order is made pursuant to:

Order Confirmation Contact (#28)

Contact Name: Billingsley, Shauna
Email: shauna.billingsley@franklintn.gov

eBilling Contact

Contact Name Shauna Billingsley
Email shauna.billingsley@franklintn.gov

Shipping Information:

Shipping Method: Ground Shipping - U.S. Only

ProFlex Multiple Location Details

Account Number	Account Name	Account Address	Action
1000126914	FRANKLIN CITY ATTORNEY	FRANKLIN TN 37065-0305 US	New

ProFlex Product Details

Quantity	Unit	Service Material #	Description
1	Each	40757482	West Proflex
3	Attorneys	43482985	CoCounsel Legal, National Primary, Enterprise Access, Government
3	Attorneys	42077755	Westlaw All Analytical, Enterprise access, Government
3	Attorneys	41935298	Westlaw, PeopleMap Premier and Company Investigator Module, Enterprise access, General counsel
3	Attorneys	42018822	CASE NOTEBOOK SUITE
3	Attorneys	41985648	Westlaw Related Documents, Enterprise access, Government

Account Contacts

Account Contact First Name	Account Contact Last Name	Account Contact Email Address	Account Contact Customer Type Description
Ellen	Hansen	ellen.hansen@franklintn.gov	TECHNICAL CONTACT
Ellen	Hansen	ellen.hansen@franklintn.gov	EML PSWD CONTACT

Lapsed Products

Sub Material	Active Subscription to be Lapsed
40757481	West Proflex
41935299	Westlaw, PeopleMap Premier and Company Investigator Module, Enterprise access, General counsel
41933493	Practical Law Premier, Enterprise access, Government
42018821	CASE NOTEBOOK SUITE
41974283	Westlaw Drafting Assistant, Government, Enterprise access
41985649	Westlaw Related Documents, Enterprise access, Government
42077754	Westlaw All Analytical, Enterprise access, Government
42510229	Westlaw Edge National Primary Law, Enterprise access, Government

Charges During Minimum Term

Material #	Product Name	Year 1 Charges per Billing Freq	% incr Yr 1-2*	Year 2 Charges per Billing Freq	% incr Yr 2-3*	Year 3 Charges per Billing Freq	% incr Yr 3-4*	Year 4 Charges per Billing Freq	% incr Yr 4-5*	Year 5 Charges per Billing Freq	Billing Freq
40757482	West Proflex	\$2,524.00	7.00%	\$2700.68	7.00%	\$2889.73	N/A	N/A	N/A	N/A	Monthly

Charges During Minimum Term

Pricing is displayed only for the years included in the Minimum Term. Years without pricing in above grid are not included in the Minimum Term. Refer to your Order Form for the Post Minimum Term pricing. Refer to Order Form for Billing Frequency Type.



Procurement Requisition

City of Franklin — Internal Use Only (Form No. 2)

Request for authorization to execute a City of Franklin purchase, the total value of which is equal to or more than \$20,000 but less than \$50,000

REQUISITION NO.	REQUISITION DATE	REQUISITIONING DEPARTMENT
3734	5/13/2026	Law
ITEM DESCRIPTION (SUMMARY) OF PRODUCT AND/OR SERVICE TO BE PURCHASED:		
This a request to fund an extension and expanded scope of the Thomson Reuters, Westlaw legal support tools for the law department.		
ITEM QUANTITY	UNIT OF MEASURE	PROJECT NO.
16	EA	N/A
IF THIS PURCHASE WOULD INCLUDE A SERVICE, WOULD IT BE A ONE-TIME SERVICE OR FOR A TERM OF SERVICE? IF FOR A TERM OF SERVICE, FOR WHAT TERM OF SERVICE?	Term of Service (date range) 6/1/2026 - 6/1/2029	
WHAT IS THE PREFERRED LOCATION FOR DELIVERY OF THE PRODUCT &/OR SERVICE (IF APPLICABLE)?	Not applicable	
BASIS FOR PRICING:	Not possible to obtain competitive quotes from at least three (3) suppliers / service providers / contractors (see explanation provided; do not use this option if one of the options above may be used); see competitive quote from one (1) supplier / service provider / contractor provided (see documentation provided).	
DOES OR SHOULD THIS PURCHASE INVOLVE A CITY CONTRACT?	Yes, City contact number: 2020-0286	
DOES OR SHOULD A CERTIFICATE OF INSURANCE FOR THE RECOMMENDED SUPPLIER / SERVICE PROVIDER / CONTRACTOR PERTAIN TO THIS PURCHASE?	No, no certificate of insurance for the recommended supplier / service provider / contractor pertains to this purchase.	
DO BOTH THE REQUISITIONING DEPARTMENT AND THE RECOMMENDED SUPPLIER / SERVICE PROVIDER / CONTRACTOR ANTICIPATE THAT THIS PURCHASE, OR, IF APPLICABLE, SOME SEPARATELY INVOICED PORTION OF THE PURCHASE, WOULD BE RECEIVED BY THE CITY BY JUNE 30 OF THE CURRENT CITY FISCAL YEAR?	No, none of this purchase would be received by the City until on or about 7/1/2026	
DOES THE CITY'S APPROVED BUDGET CURRENTLY PROVIDE SUFFICIENT FUNDING FOR THIS PURCHASE OR, IF APPLICABLE, FOR THE PORTION OF THE TERM OF SERVICE TO BE ALLOCATED TO THE CURRENT CITY FISCAL YEAR?	Yes, the City's approved budget currently provides sufficient funding for this purchase or portion thereof.	
RECOMMENDED SUPPLIER / SERVICE PROVIDER / CONTRACTOR:	Thomson Reuters	

TOTAL VALUE OF PURCHASE	DATE OF PRICING
\$30,288	5/13/2026
BUDGET AMOUNT	GENERAL LEDGER ACCOUNT NO.
\$50,000	110 - 82390 - 41400
ALLOCATION AMOUNT	GENERAL LEDGER ACCOUNT NO.
\$50,000	110 - 82390 - 41400
BUDGET AMOUNT (IF BUDGETED IN A 2ND ACCOUNT)	GENERAL LEDGER ACCOUNT NO.
ALLOCATION AMOUNT (IF ALLOCATED TO A 2ND ACCOUNT)	GENERAL LEDGER ACCOUNT NO.
WOULD THIS PURCHASE BE FUNDED BY A FEDERAL AWARD?	No, none of this purchase would be funded by a federal award.
IS THIS REQUISITION FOR PURCHASE OF TECHNOLOGY?	Yes, this requisition is for purchase of technology, and the requisitioning department has consulted with City IT (see documentation provided).
IS THIS REQUISITION FOR A VEHICLE OR EQUIPMENT TO BE MAINTAINED BY CITY FLEET?	No, this requisition is not for purchase of a vehicle or equipment to be maintained by City Fleet.
INTENDED METHOD OF PAYMENT:	Invoice to be paid by Accounts Payable.
PURPOSE OF RECOMMENDED PURCHASE:	
Thomson Reuters, Westlaw products are essential to the support of the Law department's research, drafting, and litigation functions. This update of contract adds additional service, CoCounsel, which assists in those functions of the three attorneys in the department.	
REQUESTED:	DATE:
<i>Ronda Webb</i>	5/13/2026
APPROVED:	DATE:
<i>Wesley Wright</i>	5/13/2026



File #: 26-0226

DATE: 6/23/2026
TO: Board of Mayor and Aldermen
FROM: Eric Stuckey, City Administrator
Lisa Clayton, Director of Parks & Recreation
Heather Eusebio, Research & Planning Specialist

SUBJECT:

*Consideration Of Resolution 2026-13, A Resolution Acknowledging A Concept Plan For The Former DePriest Property And Closure Of A Portion Of Strahl Street And Future Unification Of The Property As Park Space
WS 5/26/26

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning Resolution 2026-13, a resolution acknowledging the conceptual plan for the former DePriest property and authorizing staff to initiate public engagement and advisory board review.

BACKGROUND/STAFF COMMENTS:

The City of Franklin owns property located in the vicinity of Strahl Street and the Franklin Battlefield Park where the former DePriest structure was removed in September 2025. Following removal of the structure, City staff evaluated opportunities to integrate this parcel more cohesively with the surrounding park and battlefield context.

Staff has prepared a **high-level concept plan** illustrating a potential long-term vision for the site as unified park space. The concept is intentionally preliminary and is designed to serve as a discussion tool to facilitate engagement with nearby residents, City advisory commissions, boards, and other stakeholders.

A key element shown in the concept is the **potential closure of a portion of Strahl Street** and the repurposing of the existing asphalt roadway to support a more cohesive park setting. This idea is conceptual only and will require additional analysis, public input, and formal approvals before any action is taken.

The concept does not include detailed design elements such as historic fencing, interpretive features,

signage, landscaping, or amenities (e.g., water or dog fountains). These components would be evaluated during future planning and design phases should the project advance.

FINANCIAL IMPACT:

This resolution does not authorize construction, funding, or the closure of Strahl Street.

RECOMMENDATION:

Staff recommends that the Board of Mayor and Aldermen approve Resolution 2026-13.

RESOLUTION 2026-13

A RESOLUTION ACKNOWLEDGING A CONCEPT PLAN FOR THE FORMER DEPRIEST PROPERTY AND CLOSURE OF A PORTION OF STRAHL STREET AND FUTURE UNIFICATION OF THE PROPERTY AS PARK SPACE

WHEREAS, the City of Franklin, Tennessee (“City”) is the owner of property located in the vicinity of Strahl Street and the Franklin Battlefield Park, where the former DePriest structure was removed in September 2025; and

WHEREAS, City staff has prepared a high-level conceptual plan for the subject property to illustrate potential future use of the site as unified park space and to serve as a discussion tool for engagement with surrounding residents, advisory commissions, boards, and other stakeholders; and

WHEREAS, the concept contemplates the potential closure of a portion of Strahl Street and the repurposing of the existing asphalt roadway in order to create a cohesive park area, subject to further study, public input, and formal approvals; and

WHEREAS, details related to historic fencing, interpretive signage, water or dog fountain amenities, and other park features are not shown in the concept plan and would be considered and refined during future phases of planning and development; and

WHEREAS, the Board of Mayor and Aldermen desires to formally acknowledge the concept plan and authorize City staff to begin the public and inter-board engagement process over the coming months.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE, THAT:

1. The Board hereby acknowledges the concept plan for the former DePriest property as a non-binding planning and communication tool.
2. City staff is authorized to use the concept plan to begin public engagement and advisory board review, starting with the Civil War Historical Commission.
3. This Resolution does not approve street closure, construction, or funding, and any such actions shall require separate approvals.

IT IS SO RESOLVED AND DONE on this ____ day of _____, 2026.

ATTEST:

CITY OF FRANKLIN, TENNESSEE:

By: _____

**Angie Skarp
City Recorder**

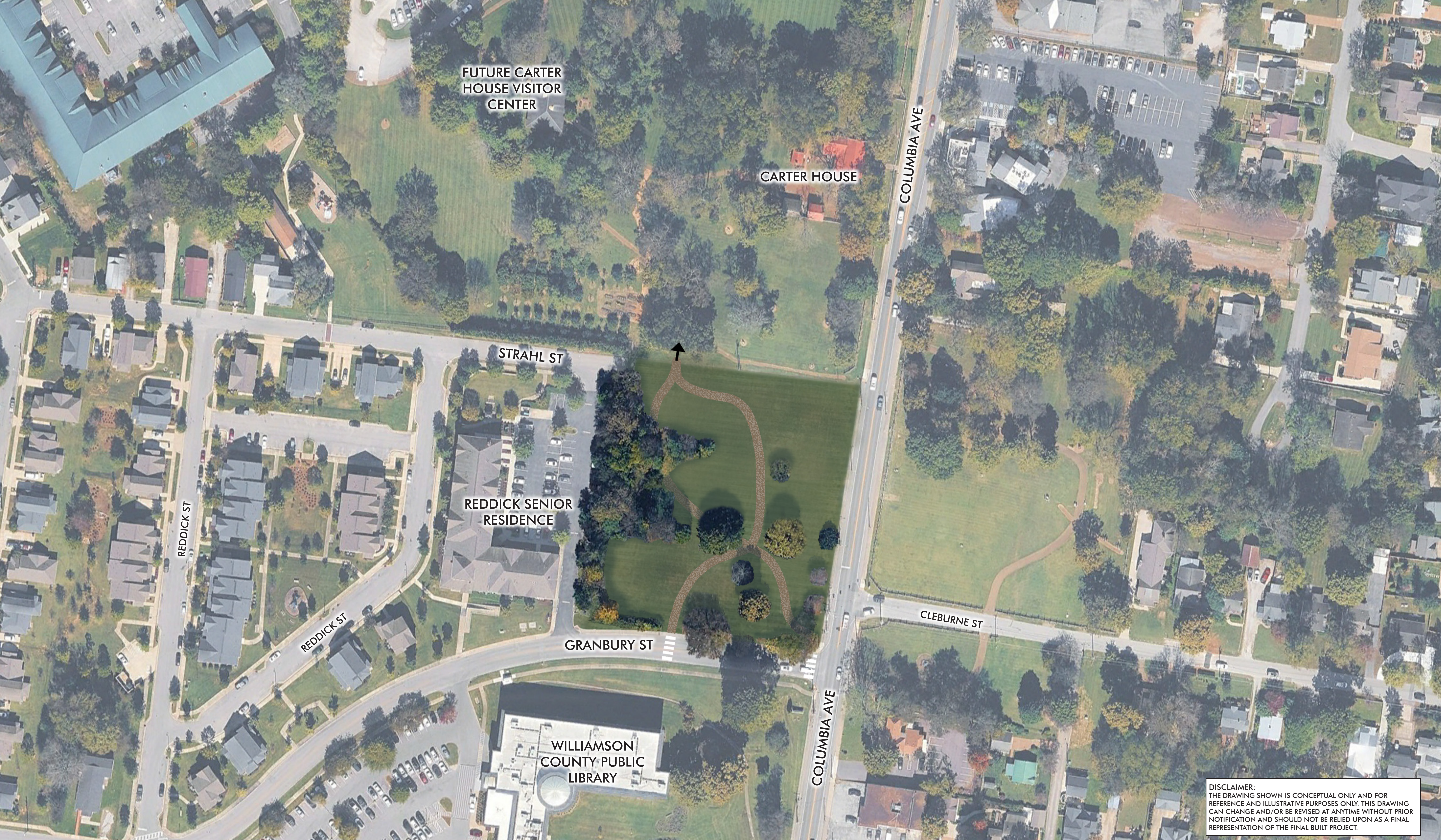
By: _____

**Dr. Ken Moore
Mayor**

Approved as to Form:

By: _____

**William E. Squires
Deputy City Attorney**



FUTURE CARTER
HOUSE VISITOR
CENTER

CARTER HOUSE

STRAHL ST

REDDICK SENIOR
RESIDENCE

GRANBURY ST

WILLIAMSON
COUNTY PUBLIC
LIBRARY

COLUMBIA AVE

CLEBURNE ST

COLUMBIA AVE

REDDICK ST

REDDICK ST

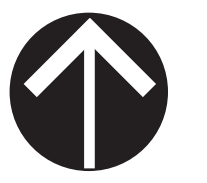
DISCLAIMER:
THE DRAWING SHOWN IS CONCEPTUAL ONLY AND FOR
REFERENCE AND ILLUSTRATIVE PURPOSES ONLY. THIS DRAWING
CAN CHANGE AND/OR BE REVISED AT ANYTIME WITHOUT PRIOR
NOTIFICATION AND SHOULD NOT BE RELIED UPON AS A FINAL
REPRESENTATION OF THE FINAL BUILT PROJECT.



LANDSCAPE
ARCHITECTURE
& LAND PLANNING

PARK CONCEPT PLAN
FRANKLIN BATTLEFIELD PARK
FRANKLIN, WILLIAMSON COUNTY, TN

JANUARY 07, 2026
Project #25118



Carter Hill Park Expansion Concept Master Plan Public Meetings

DATE OF MEETING	MEETING TITLE	COMMENTS FROM EACH MEETING
24-Feb-26	Worksession: Board of Mayor & Alderman	1 Concept is good in theory overall.
		2 Receive Feedback from Various Groups & Committees
		3 Conduct Neighborhood Meetings
		4 Meet with Residents in the Area
26-Mar-26	Franklin's Charge, Inc.	1 In favor of closing Strahl Street to make one park as shown on the concept plan.
		2 In favor of the current master plan and amenities to be included in the plan.
		3 In favor of evaluating the alignment of Cleburne Street and Granbury Street.
2-Apr-26	City of Franklin Civil War Historical Commission	1 Install Fencing with Openings along Columbia and side streets for pedestrian access
		2 Install Interpretative Signage
		3 Will there be an monuments or other items in the future on this side of the park?
		4 In favor of closing Strahl Street but only to the back entrance the Reddick Senior parking area, parking area stays open.
		5 Plant more trees & landscaping
		6 Trails should be a connector to Columbia's sidewalks for Strahl Street Residents.
		7 Meet with the residents to understand their history of Strahl Street.
		8 Picnic benches and maybe a table for visitors to the park.
		9 Add doggie pot and water fountain for people & dogs.
		10 Make trails ADA accessible from this property to the Carter House Visitors Center.
		11 Engage State Historical Preservation Commission on improvements.
		12 Evaluate the realignment of Cleburne Steet and Granbury Street redlight intersection.
		13 Provide a passage way from the park to the Reddick Center for those residents (keep tree line but somewhere that allows for access).
		14 Add ADA parking, a minimum of a couple of spaces once the master plan is complete.

2-Apr-26	Leadership Team Plus & Friends of Franklin Parks Executive Board Members	1 In favor of closing a portion of Strahl Street and return to grass and trails.
		2 Strahl Street: Evaluate whether to close another portion with bollards only from the back entrance of the Reddick Senior Center to Reddick Street as an option. Asphalt stays for emergency purposes only. This would deter "cut through" traffic through the Reddick Center.
		3 ADA Pedestrian Connections
		4 Heritage Act - evaluate this act to understand how it can impact a realignment of Cleburne Street & Granbury Street red light intersection.
		5 Receive Feedback from SHPO and the State Wars Commission on the plan.
		6 Interpretive Signage
		7 Extend Fencing
		8 Add no parking signage and no thru traffic signs near Reddick Center.
		9 Keep existing entrance on Granbury for Maintenance Access.
		10 Combine separate parcels into one park as much as possible.

20-Apr-26	Historic Zoning Commission Design Review Committee	1 In favor of closing a portion of Strahl Street and return to grass and trails.
		2 Strahl Street: Not in favor of closing another portion with bollards only from the back entrance of the Reddick Senior Center to Reddick Street as an option.
		3 ADA Pedestrian Connections
		4 Meet with the residents to understand their history of Strahl Street.
		5 Picnic benches and maybe a table for visitors to the park.
		6 Add doggie pot and water fountain for people & dogs.
		7 Make trails ADA accessible from this property to the Carter House Visitors Center.
		8 Engage State Historical Preservation Commission on improvements.
		9 Evaluate the realignment of Cleburne Steet and Granbury Street redlight intersection.
		10 Install Fencing with Openings along Columbia and side streets for pedestrian access

27-Apr-26	Strahl Street Neighborhood Meeting On-Site	1	Not in favor of Closing Strahl Street but if the City does, then create a more straightforward path to access Columbia.
	<i>13 - in attendance</i>	2	Picnic benches and maybe a table for visitors to the park.
	<i>4:30-pm - 6:15pm</i>	3	Have shade structures at picnic area if in direct sun.
		4	Do not remove trees between Reddick Senior Center and the Park.
		5	Create an access to the park from the Reddick Senior Center Area.
		6	Add more lighting to the park as early mornings are dark.
		7	Keep some open space for play
5-May-26	Reddick Senior Center	1	Not in favor of Closing Strahl Street at all
	<i>22 - in attendance</i>	2	Make Strahl Street a 1-way street only and create a crosswalk for park users with signage. One way should be right turn in only.
	<i>4:00pm - 5:15pm</i>	3	Concerns for emergency vehicles not able to get to them is Strahl Street is closed in any manner.
		4	Concerns with traffic flow as vehicles use it as a "cut through" daily, blasting music late at night.
		5	Concerns for visitors who may use their parking lot as parking for the park, even Battle of Franklin Trust staff who is using it temporarily.
		6	Pro crosswalk across Strahl.
		7	Pro speed bumps going into Strahl to slow down traffic.
		8	Increase signage for law enforcement of thru traffic.
		9	Add more shade to area and do not remove trees.
		10	Some concerns with leading a trail to their property, will park visitors wander onto their property or use their parking lot.
14-May-26	Battle of Franklin Trust & Franklin Parks & Recreation Staff	1	Strahl Street: Close section shown on concept master plan with providing more direct path for Strahl Street residents to access Columbia Ave sidewalks.
		2	Not in favor of using bollards to close Strahl Street, specifically after meeting with local residents in the area. This step could come as a second step to assist if thru traffic becomes an issue.
		3	Evaluate the realignment of Cleburne Steet and Granbury Street redlight intersection.
		4	Adding interpretative signage to the site
		5	Work to connect the site through trails and extend trails along Columbia Ave in front of the library. Work with the County to accomplish this task.

6	Install Fencing with Openings along Columbia and side streets for pedestrian access
7	Engage in a memorandum of understanding on sharing costs of creating the site while Battle of Franklin Trust will mow the site yearly.
8	Picnic benches and maybe a table for visitors to the park.
9	Add doggie pot and water fountain for people & dogs.
10	Make trails ADA accessible from this property to the Carter House Visitors Center.
11	Engage State Historical Preservation Commission on improvements.



File #: 26-0786

DATE: 6/23/2026

TO: Board of Mayor and Aldermen

FROM: Eric Stuckey, City Administrator
Shauna Billingsley, City Attorney
Walter Denton, Asst. City Administrator Community Development

SUBJECT:

Follow-Up Discussion On Armistead Infrastructure Development District — Lien Ratios And Affordable Housing Component
WS 6/9/26

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen concerning the submitted Notice of Intent requesting the creation of an Infrastructure Development District (IDD) for the Armistead development, and its alignment with the City's pending Infrastructure Development District (IDD) Policy. The purpose of the discussion is to gain feedback and guidance from the Board of Mayor and Aldermen regarding the alignment of the proposed IDD with the proposed policy's framework and to specifically evaluate whether the BOMA finds that the IDD meets the framework and thresholds for the Policy's Section 3.3 entitled "Municipal Benefits."

BACKGROUND/STAFF COMMENTS:

The Armistead development was approved by the Franklin Board of Mayor and Aldermen on October 22, 2024. The development includes a mix of uses, a variety of housing, large amounts of preserved open space, and the continuation of farming operations throughout the development. The development team has submitted two site plan applications to the City, but those plans are not yet approved for permitting or construction.

The developer has submitted a Notice of Intent to create an Infrastructure Development District (IDD) for the development. An IDD provides bonds at a lower interest rate than commercial financing that are paid through special assessments to the property owners within the IDD. The Board of Mayor and Aldermen have established an Infrastructure Development District Policy that establishes Municipal Benefits criteria that projects must meet to be approved for an IDD. The criteria are:

- Extraordinary Benefits and Quality Development
- Attainable Housing/Housing Stability
- Enhancement of Infrastructure, Public Service, Safety, and Sustainability

- Redevelopment.

Staff has focused its analysis on Policy 3.3 Municipal Benefits, as further described in Exhibit D of the proposed Policies and Procedures. As described, to qualify for a positive City staff recommendation, the developer must include commitments in two of the City's priority areas and justify a full credit award in at least one of the two areas. Staff has analyzed the four priority areas using the sample commitments as initial guidance. It is understood that these are just a sampling of commitments, and that BOMA policy allows flexibility to analyze a development beyond this list.

Extraordinary Benefits and Quality Development: Full Credit

- The Armistead development strongly aligns with the guiding principles of Envision Franklin as well as the specific guidelines of the Conservation Subdivision and Neighborhood Mixed-Use Design Concepts.
- It demonstrated engagement with community stakeholders beyond the requirements of the City, holding a five-day charette early in the development process.
- It is providing for the construction and upgrades needed to support their development, including the required off-site infrastructure to serve and mitigate the impact of the development on existing infrastructure.
- The plan includes high-quality placemaking elements and exceeds the established base design standards, contributing to a distinct sense of place. Armistead, at its core, is a neighborhood rooted in preserving the agricultural history of the area. It is continuing the farming operations of the property and incorporating this agricultural context into the pulse of the development.
- It's also preserving many of the existing farm structures and repurposing them into an educational center for the larger Franklin community. It was not reported in the Notice of Intent whether these resources met the policy of being a minimum of 1% of the principal amount of the special assessment financing or the infrastructure costs of the district if no financing is issued.

Attainable Housing/Housing Stability: Potential Partial Credit

The amount of diversity in housing types with the Armistead development is commendable and expands the options for housing across life stages and price points, but nowhere in the development plan nor the earlier submitted Notice of Intent does the Armistead team address or commit to providing attainable housing as laid out in the IDD Policies and Procedures. A key component of this priority criteria is dedicating deed-restricted housing units to ensure that affordability can be achieved outside of market-rate-based sales, for family income levels deemed affordable and workforce.

Following the June 9 BOMA Work Session, the Armistead team has committed to designating twelve tiny-home lots within the development as deed-restricted housing opportunities. The intent of these lots will be to target households earning up to 120% of the Area Median Income, which is consistent with the income thresholds of BOMA's IDD policy. The final implementation details, including the location, form and duration of the deed restriction, buyer qualification process, resale methodology, and related enforcement provisions, will be addressed in the Development Agreement, CCRs, and/or other governing documents approved in coordination with the City. The quantity of earmarked units (12), does not meet the policy guidance of 10% of the total units, but it does provide a commitment to attainable housing, committing to deed restrictions and resale methodology. For this reason, staff feels that partial credit is warranted for their effort, if the Petition is amended to include this commitment.

Enhancement of Infrastructure, Public Service, Safety and Sustainability: Undetermined Credit

It is staff's opinion that the plan and its commitments do not warrant full credit of this criteria. The plan does not provide for robust design commitments and enhancements to public access, maintenance, and interconnection in a scope that stretches beyond its borders to expand the broader and future networks. However, staff cannot quantitatively determine whether the plan or its commitments meet the threshold for having a limited impact or moderate advancement of public access, maintenance, and interconnection with the City's broader network.

- The plan has dedicated an area of the site to educational and demonstration facilities that will be open to the public, which also provides a component to the local economy aligned with community food outlets. The Notice of Intent does not provide acreage calculations of this area, to determine whether it meets the criteria suggested minimum of 5% of the total site area.
- The plan does not provide contributions to public infrastructure beyond what is required with the Traffic Impact Study. There are no Major Thoroughfare Plan projects identified in the area of development, so the new roadway network primarily provides for the development and not the larger area. The same can be said for sewer infrastructure and stormwater facilities. In meetings with the Armistead Team regarding IDD criteria, staff offered the option to contribute to nearby capital projects, but the Armistead Team made no commitments to these projects in the Notice of Intent.
- The supplemental materials provided in the Notice of Intent speak to a commitment to public art throughout the development. This is not shown in any measurable way on the development plan, but there are plenty of opportunities to meet this commitment throughout the development in the large amount of open spaces identified.
- The plan provides a network of trails beyond the standard sidewalk requirements along public and private streets, and Old Charlotte Pike is being converted from a public street to a pedestrian thoroughfare; however sidewalks were also removed along certain public streets and replaced with rural paths. In general, this network of trails does not enhance our walking or biking network beyond the development.
- While Old Charlotte Pike was preserved as a multi-modal trail, it was not extended in a way that connects to the greater greenway trail master plan.
- The development has made a commitment, both in the development plan and the Notice of Intent, to apply Low Impact Development Techniques whenever feasible to construct sustainable stormwater and water conservation measures. Potential LID measures were provided on the development plan, with the intention of working with the City's Best Management Practices (BMP) Manual for Stormwater to find creative solutions that meet City and State requirements.

Redevelopment: No Credit

The district was primarily farm fields prior to the approval of the Armistead plan and therefore does not meet any of the suggested thresholds or intent of this criteria.

FINANCIAL IMPACT:

While not the main intent of this discussion, it should be noted that not all of the infrastructure costs identified as eligible for the assessment district have been approved with the development plan, namely reclaimed water infrastructure. Before the consideration of the Notice of Intent is completed, other key policy components should be evaluated by the Board.

The Board has also asked for a tool to help quantify whether an annexation would be a financial benefit to the City, and it seems to be the intent for such a tool to be reviewed at the same time as

when the Board would review a Notice of Intent for pursuing an IDD. Even though this property was already in the city and not annexed recently, we have provided the prototype for this tool as an attachment, analyzing the details and data of the Armistead project.

In developing the IDD policy it was noted that high performing cities in other states were generally at or above the 3:1 value to lien ratio. Staff finds the proposal to structure a portion of financing at a 2:1 value to lien ratio as not favorable but acceptable in this instance because the developer has agreed to (i) use reasonable efforts to pay off that portion of the bonds prior to selling any finished lots to homebuilders or homebuyers, and (ii) adhere to any other market-standard safeguards included in the bond indenture as requested by the conduit issuer of the bonds.

RECOMMENDATION:

Staff recommends that the Board of Mayor and Aldermen approve Resolution 2026-56 if they feel the proposal meets the Board's policies and procedures, with a condition that the Petition be amended to commit 12 units as being deed-restricted and targeting households earning up to 120% of the Area Median Income.

RESOLUTION NO. 2026-56

A RESOLUTION OF THE CITY OF FRANKLIN, TENNESSEE ESTABLISHING THE
ARMISTEAD INFRASTRUCTURE DEVELOPMENT DISTRICT

WHEREAS, Tennessee Code Annotated Sections 7-84-801 et seq. (the “Act”) authorizes the City of Franklin, Tennessee (the “City”), by resolution of the Board of Mayor and Aldermen of the City of Franklin, Tennessee (the “BOMA”), to (i) establish a real estate infrastructure development district and (ii) levy a special assessment on the properties located within the district to provide funding for the costs of the infrastructure necessary to develop the district;

WHEREAS, the Act requires that the establishment of such a district must first be petitioned by the developer of the proposed district and the owners of each of the properties located within the district; and

WHEREAS, ArmisteadTN, LLC (the “Developer”), the owner of each parcel of property included within the boundaries of the real estate infrastructure development district described herein (the “District”), has filed the petition attached hereto as Exhibit A (the “Petition”), requesting that the BOMA to approve the establishment of the District and the levy of a special assessment against the properties located therein; and

WHEREAS, as required by the Act, the City has duly provided notice of and held a public hearing regarding the establishment of the District, at which all persons whose property may be affected thereby were provided an opportunity to protest against the creation of the District; and

WHEREAS, the BOMA has determined that the establishment of the District in the manner described in the Petition is in the best interest of the City; and

WHEREAS, the BOMA has determined that the improvements proposed to be funded with the proceeds of the petitioned special assessment will provide a unique and direct benefit to the properties within the District and that, without the installation of the infrastructure proposed to be funded by the special assessment, the parcels within the District could not be developed as proposed; and

WHEREAS, the BOMA has considered the manner in which the costs of the special assessment are to be apportioned to the properties within District and has concluded that such costs are directly proportional to the benefits of the infrastructure to be funded thereby.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE, as follows:

1. The name of the real estate infrastructure development district established hereby (the “District”) is designated as “Armistead Infrastructure Development District”.
2. The City is eligible under the Act and hereby elects to serve as the host municipality, as defined by the Act, of the District.
3. The boundaries of the District are hereby established as set forth in Exhibit B attached hereto.

4. Each of the properties located within the District shall be subject to the special assessment described below.

5. The Developer is ArmisteadTN, LLC, a Delaware Limited Liability Company located at 1740 New Highway 96 W, Franklin, Tennessee 37064.

6. The proceeds of the special assessment shall be used to fund:

- a. the Infrastructure Costs (as defined by the Act) incurred by the Developer in connection with its acquiring, constructing, improving, widening, narrowing, closing, or rerouting of sidewalks or of streets, any other roadways, or their rights-of-way, including related landscaping, lighting, traffic control devices, screening walls and retaining walls; (2) acquisition, construction or improvement of off-street parking facilities; (3) acquisition, construction, or improvement of water, wastewater, or stormwater facilities or improvements; (4) the land within the boundaries of the district required to be donated, dedicated, or otherwise made available to a governmental entity for public purposes; (5) projects similar to those listed above that are Infrastructure under the Act; and (6) acquisition, by purchase or otherwise, of real property to be donated, dedicated, or otherwise made available to a governmental entity for public purposes (collectively, the “Authorized Improvements”);
- b. payments of principal of and interest on the bonds described below, capitalized interest, debt service reserves, financing costs and costs of issuance related to the bonds described below;
- c. the Administrative Fee described below; and
- d. any other costs permitted to be funded by the Act.

7. The special assessment (the “Assessment”) shall be levied on each parcel of property within the District in the manner set forth as follows and not in excess of the maximum amount set forth as follows. For each parcel, the Assessment shall be levied in equal annual installments over a period of not more than thirty (30) years:

<u>Property Type</u>	<u>Maximum Annual Assessment</u>
Tiny Home	\$3,296.15 per unit
Attached (Live/Work TH)	\$6,650.64 per unit
Townhomes	\$5,257.69 per unit
Single-family Starter	\$7,367.53 per unit
Single-family Primary	\$10,469.21 per unit
Single-family Premium	\$15,198.96 per unit
Single family Prime	\$19,501.88 per unit
Quadplex	\$9,661.48 per unit
Farm Compound	\$19,413.74 per unit

8. The Assessment may be levied within the District on a phased basis, as and when each phase of the District is prepared for development, as may be determined by the Developer and established by the City Administrator pursuant to Section 14 below.

9. The BOMA finds that the funding of the Authorized Improvements directly, uniquely, and specifically benefits the properties within the District, and without the installation of the infrastructure funded thereby, the parcels within the District could not be developed as proposed. The BOMA further finds that the proposed manner and amount of the Assessment apportions the Infrastructure Costs to each parcel of property within the District in a manner consistent with the benefits received by such parcel as a result of the construction and installation of the Authorized Improvements funded thereby. Moreover, the BOMA finds the Developer's proposed two to one (2:1) value-to-lien on a portion of the bonds to be issued as not favorable but acceptable so long as the Developer agrees to use reasonable efforts to pay off that portion of the bonds prior to selling any finished lots to homebuilders or homebuyers or adhere to any other market-standard safeguards included in the bond indenture as determined by the Authority.

10. The Assessment shall be levied, billed and collected on an annual basis, at the same time and in the same manner as ad valorem property taxes. The Assessment shall commence in such year as may be designated by the City Administrator and may commence at separate times for separate phases of the District.

11. An administrative fee not in excess of the limits imposed by the Act (the "Administrative Fee") shall be withheld annually by the City from the proceeds of the special assessment and used by the City and the Authority (as defined in Section 13 below) to defray the expenses of administering the District, all as permitted by the Act.

12. The District is established pursuant to the Act and shall be administered in accordance therewith.

13. The City hereby approves and requests that the Public Building Authority of Tipton County, Tennessee (the "Authority") to (i) enter into district administration and other related agreements in compliance with the financing policies of the Authority's LIFT Program, (ii) issue one or more series of bonds, notes, or other debt obligations (in any case, the "Bonds"), and (iii) enter into a loan agreement (the "Loan Agreement") with The Industrial Development Board of the City of Franklin (the "Board") under which the Authority will loan the proceeds of the Bonds to the Board to finance the costs described in Section 6 above, and the Board will repay the debt service on the Bonds, solely from special assessment revenues provided to it by the City, as described herein. The Bonds shall be issued on such terms and conditions as the Authority may approve, provided that such terms and conditions are consistent with the terms of this resolution. The City hereby approves and requests that the Board enter into the Loan Agreement with the Authority as described above. Payment of each series of Bonds shall be made exclusively from the proceeds of the Assessment, or such portion of the Assessment as may be identified by the Authority and shall in no event constitute an indebtedness of the City or the Board, except with respect to the proceeds of the Assessment. The City is hereby authorized to pledge all or a portion of the proceeds of the Assessment, net of the Administrative Fee, to the Authority to provide for the payment of the Bonds.

14. Notwithstanding the provisions of Section 13, no series of Bonds may be issued by the Authority until:

- a. the City has entered into an intergovernmental agreement with the Board in substantially the form attached hereto as Exhibit C, providing for the allocation of the applicable portion of the Assessment revenues by the City to the Board and the Board's application of such revenues to the making of payments to the Authority to provide for the payment of the Bonds;
- b. the Authority and the Board have entered into the Loan Agreement;
- c. the Authority and the City have entered into a development agreement with the Developer, providing for the construction and installation of the Authorized Improvements and the other infrastructure costs required to develop the District, or the applicable phase thereof; and
- d. the Authority and the Board have received the written approval of the City Administrator, which approval shall establish the precise rate of Assessment, identify the specific parcels within the District to be assessed, establish the precise term of the Assessment, and establish the portion of the Assessment to be pledged as the source of and security for the payment of such series of Bonds, in each case based on a written request from the Developer and within the parameters set forth in Section 7 above.

15. The City Administrator is hereby authorized to execute and deliver any such certificates, instruments, and agreements, including without limitation (a) the written approval described in Section 14 above, (b) the intergovernmental agreement described in Section 14 above, and (c) agreements memorializing policies and procedures related to the administration of the Assessment, including policies relating to the rate and methodology governing the implementation of the assessment, the reapportionment of assessments upon the request of property owners, reallocation of assessments upon subdivision of property, credits against assessment payments based upon other available funds, including earnings on reserve funds, maintenance of an assessment roll, and procedures for the prepayment of assessments, all as the City Administrator may determine to be necessary or appropriate to accomplish the intent of this resolution.

16. If any section, paragraph, or provision of this resolution shall be held to be invalid or unenforceable for any reason, the invalidity or unenforceability of such section, paragraph or provision shall not affect any of the remaining provisions of this resolution.

17. All other resolutions and orders, or parts thereof in conflict with the provisions of this resolution, are, to the extent of such conflict, hereby repealed and this resolution shall be in immediate effect from and after its adoption.

(signature page follows)

BE IT FURTHER RESOLVED that this Resolution shall take effect from and after its final passage the public welfare requiring such.

IT IS SO ORDERED.

ATTEST:

CITY OF FRANKLIN, TENNESSEE

By: _____
Cayce Anderson
City Recorder

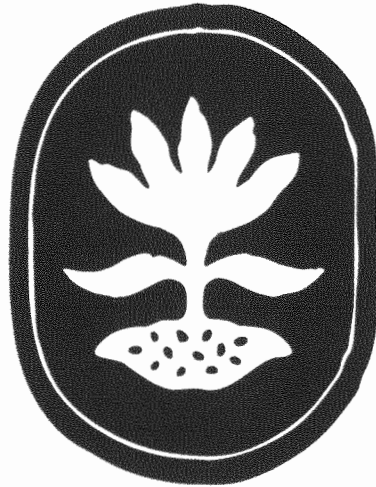
By: _____
Dr. Ken Moore
Mayor

Approved as to form:

By: _____
Shauna R. Billingsley, City Attorney

EXHIBIT A
PETITION

(See Attached)



armistead

FRANKLIN, TN

**Armistead Infrastructure
Development District**

NOTICE OF INTENT TO SUBMIT PETITION FOR CREATION OF A REAL ESTATE INFRASTRUCTURE DEVELOPMENT DISTRICT

The undersigned developer hereby provides to the City of Franklin this Notice of Intent to submit a petition for creation of a real estate infrastructure development district pursuant to the Real Estate Infrastructure Development Act of 2025, codified as Title 7, Chapter 84, Part 8 of the Tennessee Code Annotated. Submitted with this Notice of Intent will be the proposed form of the petition with all required exhibits.

I. Developer Information

1. Name of Developer: ArmisteadTN, LLC

2. State of Organization (if an entity): Tennessee

3. Contact Person: Craige Hoover

Phone Number: 850-240-7778

E-Mail Address: craige@armisteadtn.com

4. Website of Developer (if any): www.armisteadtn.com

5. Type of Business Entity: Limited Liability Company

6. Development Team:

- *Development IDD Consultant:* Pfilip Hunt; Partner; Wrathell Hunt & Associates, LLC; 500 Harbour Place Drive, #1111; Tampa, FL 33602; 251-591-0905
- *Architect/Engineers:* Alan Thompson, P.L.A. and Scotty Bernick; Ragan Smith, a Pape Dawson Company; 4068 Rural Plains Cir #290, Franklin, TN 37064; 615.244.8591
- *Attorney for Developer:* Brooks Smith, Partner; Bradley Arant Boult Cummings LLP; 1221 Broadway, Suite 2400; Nashville, Tennessee 37203; 615.252.2344

II. Development and Financing Information

7. Does the Developer currently own the area to be included in the district?

Yes

8. Describe any phases of development and the expected timing of each

phase: Phase 1 will include the town center section and two residential hamlets. Below is the table from the approved Development PUD. Our Phase 1 will encompass Phases 1-3 as they are listed below. The phasing of the development will be sequential, with the pacing dictated by market demand. Phases 1-3 will begin immediately in 2026.

OVERALL DEVELOPMENT PROGRAM						
DEVELOPMENT	NON-RESIDENTIAL USE	COMMERCIAL	EVENT SPACE	HOTEL	SINGLE-FAMILY UNITS	MULTI-FAMILY UNITS
OVERALL ENTITLEMENTS	RETAIL/CLUBHOUSE/ OFFICE/ HOTEL/EVENT SPACE	103,750	300 people	75 Keys	369	468
PHASE 1	RETAIL/OFFICE/CLUBHOUSE/ MUSEUM/EVENT SPACE	35,250	100 people		0	306
PHASE 2	RETAIL	1,000			70	29
PHASE 3	N/A				58	8
PHASE 4	RETAIL/CLUBHOUSE/ OFFICE/ HOTEL/DAY CARE/EVENT SPACE	30,500	200 people	75 Keys	79	24
PHASE 5	RETAIL/OFFICE/EDUCATION/ MUSEUM	22,300			54	58
PHASE 6	RETAIL/OFFICE/CLINIC/ANIMAL SERVICES	14,700			108	43

9. Describe how the Developer intends to undertake any financing

payable from special assessments: The public infrastructure will be financed through special assessment revenue bonds issued through a conduit on behalf of the City, with debt service secured solely by the special assessments levied on benefitted parcels. No City taxes or credit support will be required. The Developer will enter a development agreement with the City committing to construct the improvements and satisfy all true-up, reporting, and security requirements.

10. Indicate maximum assessment period requested and explain how

it was determined: The Developer requests a 30-year maximum assessment period, which is the statutory limit under the Act. This duration matches industry practice for special assessment financings, reflects the useful life of the funded infrastructure, and keeps annual assessments at levels appropriate for the future residential and commercial market.

11. Has any other government assistance been requested for the infrastructure costs?

No

12. Did the Developer hold community meeting(s) regarding the development?

Yes, during the PUD development plan process. A 5-day public design charrette was also held in 2023, providing multiple opportunities for public input.

13. Describe how the development supports the City's Envision Franklin Land Use Plan:

The Armistead development directly supports the Envision Franklin Land Use Plan by advancing the plan's core principles of walkability, mixed-use form, conservation of natural landscapes, and context-sensitive neighborhood design. At the time of the development plan submittal, two Envision Franklin design concepts applied to this property: (1) Conservation Subdivision and (2) Neighborhood Mixed-Use. The Armistead plan meaningfully implements both.

1. Alignment with the Conservation Subdivision Design Concept

Armistead preserves and enhances significant natural and agricultural landscapes consistent with the Conservation Subdivision framework. Specifically:

- It maintains large, contiguous areas of open space, working farmland, and ecological features.
- It uses compact development patterns to cluster homes and minimize disturbance to natural systems.
- It integrates trails, farm edges, riparian buffers, and greenways that reflect the Plan's priorities for rural preservation, public access, and environmental stewardship.
- It protects and adaptively reuses cultural and historic resources—including the farmstead structures—aligning with the Plan's focus on heritage landscapes.

This approach ensures development occurs in a manner that protects rural character while providing meaningful community-accessible open space.

2. Alignment with the Neighborhood Mixed-Use Design Concept

Armistead's Town Center and surrounding blocks implement the Neighborhood Mixed-Use concept by providing:

- A compact, walkable street network with human-scaled blocks.
- A mix of residential types, small-format commercial, civic spaces, and hospitality uses.
- Buildings oriented to streets and public spaces, reinforcing an active, interconnected public realm.
- Multi-modal access, including pedestrian priority streets, greenways, and links to the broader mobility network.
- A diverse housing mix—including cottages, townhomes, multifamily, live/work units, and mixed-use buildings—consistent with the Plan's directive for housing variety.

The result is a well-scaled neighborhood center that concentrates activity, supports daily needs close to home, and further strengthens the west side of Franklin.

3. Reinforcing the Core Goals of Envision Franklin

Across both concepts, Armistead advances the Plan's overarching goals by:

- Creating a walkable mixed-use community rather than auto-oriented suburban sprawl.
- Preserving and elevating the natural and agricultural landscape as a defining feature.
- Providing diverse, high-quality housing options aligned with the City's long-term strategy.
- Establishing a connected public realm and strong placemaking framework.
- Building infrastructure that supports sustainability, multimodal mobility, and neighborhood-scale services.

In summary, Armistead fulfills Envision Franklin's vision by combining the Conservation Subdivision and Neighborhood Mixed-Use design concepts into a cohesive, walkable, and conservation-focused community that reflects Franklin's character and meets the City's goals for intentional, high-quality growth.

14. Discuss potential impacts on schools and emergency service providers and any related discussions:

The Armistead development is expected to have a moderate and manageable impact on local schools and emergency service providers. Based on the anticipated mix of housing types—including cottages, townhomes, multifamily units, and mixed-use residential—the student generation rate is projected to be lower than that of traditional single-family subdivisions. The Developer has reviewed Williamson County Schools student yield factors for comparable housing types and expects enrollment impacts to fall within ranges already planned for by the district. The Developer will continue coordinating with Williamson County Schools as the project phases forward to ensure alignment with long-term capacity planning.

Emergency services for the development will be provided by existing City of Franklin police, fire, and EMS departments. The site is located directly across the street from the City's Westhaven fire station (Station 8), which houses both fire response and EMS capabilities, providing immediate proximity and strong response times for the development area. The internal street network, access points, pedestrian facilities, and utility infrastructure have been designed in coordination with City engineering and public safety staff to ensure proper emergency access, turning movements, hydrant placement, and required fire flow capacity.

Throughout the plan review process, the Developer has discussed access, circulation, and infrastructure with City staff, and no service-level concerns were identified that would prevent the development from proceeding. Any questions raised during review have been resolved through coordination with City staff. The Developer will maintain ongoing coordination with the Fire Department, Police Department, and other public safety providers as plats and site plans are submitted to ensure that all emergency response requirements continue to be met.

15. Describe the Developer's proposed municipal benefit commitments (see City IDD Policies Section 3.3):

The Armistead development provides significant municipal benefits consistent with Section 3.3 of the City's IDD Policies. The Developer commits to providing benefits across multiple priority areas—(1) Extraordinary Benefits & Quality Development (full credit requested), (2) Enhancement of Infrastructure, Public Service, Safety & Sustainability, and (3) Housing Diversity and Stability—through high-quality placemaking, preservation of historic assets, meaningful public connectivity, multimodal design, and a diversified housing program.

1. Extraordinary Benefits & Quality Development (Full Credit Requested)

Armistead delivers a level of urban design, placemaking, and cultural preservation that substantially exceeds minimum development requirements. Key commitments include:

- **Preservation and adaptive reuse of the historic farmstead**, including original structures and cultural landscape elements, in alignment with Envision Franklin's emphasis on integrating historic and agricultural resources into new development.
- **Integration of the historic farm core into the public realm**, allowing residents and visitors to experience Franklin's agrarian heritage through trails, open spaces, and programming.
- **A walkable mixed-use town center** featuring human-scaled architecture, active ground-floor uses, pedestrian-oriented streets, and civic gathering spaces.
- **A robust public realm** including plazas, greens, trails, and publicly accessible open space that enhances quality of life and community identity.
- **High-quality architectural and community design standards** that reflect the Conservation Subdivision and Neighborhood Mixed-Use design concepts within Envision Franklin.

These extraordinary benefits create a distinctive, enduring place that delivers public value far beyond typical subdivision development and warrant full municipal benefit credit.

2. Enhancement of Infrastructure, Public Service, Safety & Sustainability

Armistead meaningfully improves the City's mobility and service framework through strategic public connectivity and safety-focused design. Key commitments include:

- **Creation of a new public street network** that connects the north side of Highway 96 West with the west side of Mack Hatcher Parkway, enhancing circulation and mobility in a rapidly growing part of the City.
- **Improved east–west and north–south connectivity**, reducing dependence on major arterials and contributing to a more resilient and multimodal transportation system.
- **Provision of multimodal facilities**, including sidewalks, trails, and pedestrian-priority streets, supporting walkability and sustainable mobility.
- **Coordination with emergency service providers**, including Fire Station 8 located directly across Highway 96 West, to ensure compliant access geometry, fire flow, and emergency response routing.
- **Incorporation of conservation-focused stormwater and environmental design elements** consistent with Envision Franklin's sustainability and open-space goals.

These commitments improve public safety, mobility, and environmental performance without relying on upgrades to existing City systems.

3. Housing Diversity and Stability

Armistead meaningfully contributes to the City's stated housing diversity goals by offering a broad range of residential types not commonly delivered within a single Franklin neighborhood. The development includes:

- Tiny homes,
- Townhomes,
- Live/work units,
- Multifamily units, and
- Cottages and traditional single-family options.

This diversity of housing forms supports Envision Franklin's objective to expand the variety and attainability of housing across life stages and price points. By increasing the

spectrum of available unit types, Armistead enhances neighborhood resilience and long-term housing stability in the west Franklin area.

Taken together, Armistead's commitments to historic preservation, high-quality mixed-use design, public street and mobility connections, environmental stewardship, emergency service coordination, and diversified housing options deliver substantial municipal benefits across multiple priority areas. These benefits align directly with Section 3.3 of the City's proposed IDD Policies and the long-term goals of Envision Franklin. The Developer respectfully requests municipal benefit credit in the applicable categories.

III. Supplemental Information

Developer Background:

ArmisteadTN, LLC is managed by Character Development, whose principals are Craig Hoover and Brian Wright. Character Development is a Franklin-based mixed-use development and placemaking firm formed to conceive, plan, and execute complex, walkable, and environmentally responsive communities.

Craig Hoover is a mixed-use development specialist with more than two decades of experience delivering destination communities and complex entitlement efforts across the United States and the Caribbean. He previously served as the master developer for Southall, a 450-acre farm-based resort in Franklin and recipient of Travel & Leisure's Global Vision Award. Craig also spent years with the international mixed-use development firm Live Work Learn Play, where he led major projects throughout the Southeast and Caribbean. A Franklin native, Craig holds an MBA in Real Estate Development from the University of Florida and has built a career advancing conservation-focused, placemaking-driven communities.

Brian Wright is the founder and principal of Town Planning & Urban Design Collaborative (TPUDC), a nationally recognized planning and urban design practice. Brian has designed multiple agrihoods across the country and has led the creation and reform of dozens of municipal zoning codes, land-use plans, and regulatory frameworks. His work spans public-sector town planning, private-sector community design, mixed-

use development, and form-based code creation, with a particular focus on walkable, mixed-use neighborhoods and agricultural integration.

Together, Character Development brings a unique combined expertise in large-scale planning, mixed-use development, agrihood design, public engagement, and long-range implementation. ArmisteadTN benefits from this integrated leadership structure, which aligns planning, entitlement, design, and development execution under one coordinated team.

Timing:

The Developer has submitted the first site plan for the Town Center and will submit the next site plan for the Phase 1 residential districts in January 2026. The project is ready to begin immediately, with construction commencing upon receipt of a grading permit. Infrastructure construction is anticipated to take approximately 18 to 24 months, with vertical construction beginning as early as eight months after grading has commenced.

IV. Representations and Agreements of Developer

(a) Developer agrees to meet with City representatives, upon request, to answer questions regarding this Notice of Intent and draft petition and to provide supplemental information as needed.

(b) Developer agrees to pay all reasonable expenses incurred by the City, the Industrial Development Board, and the Authority in connection with consideration of any petition and related financings.

(c) Developer agrees to indemnify and hold harmless the City and its officers, employees, consultants, and attorneys from all losses, costs, damages, and liabilities arising from the consideration, approval, or disapproval of any petition.

Developer:

By:  Date: 12-8-25

Name: B. Craige Hoover

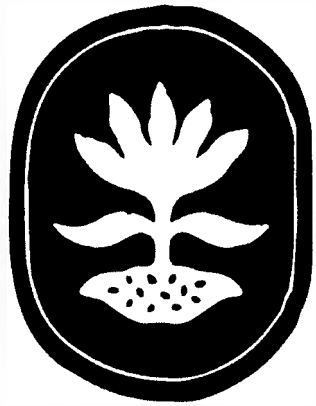
Title: Managing Member

Funded Infrastructure

This exhibit describes the Funded Infrastructure eligible for the Infrastructure Development District, with figures derived from the Engineer's Opinion of Probable Cost included in the Master Special Assessment Methodology Report.

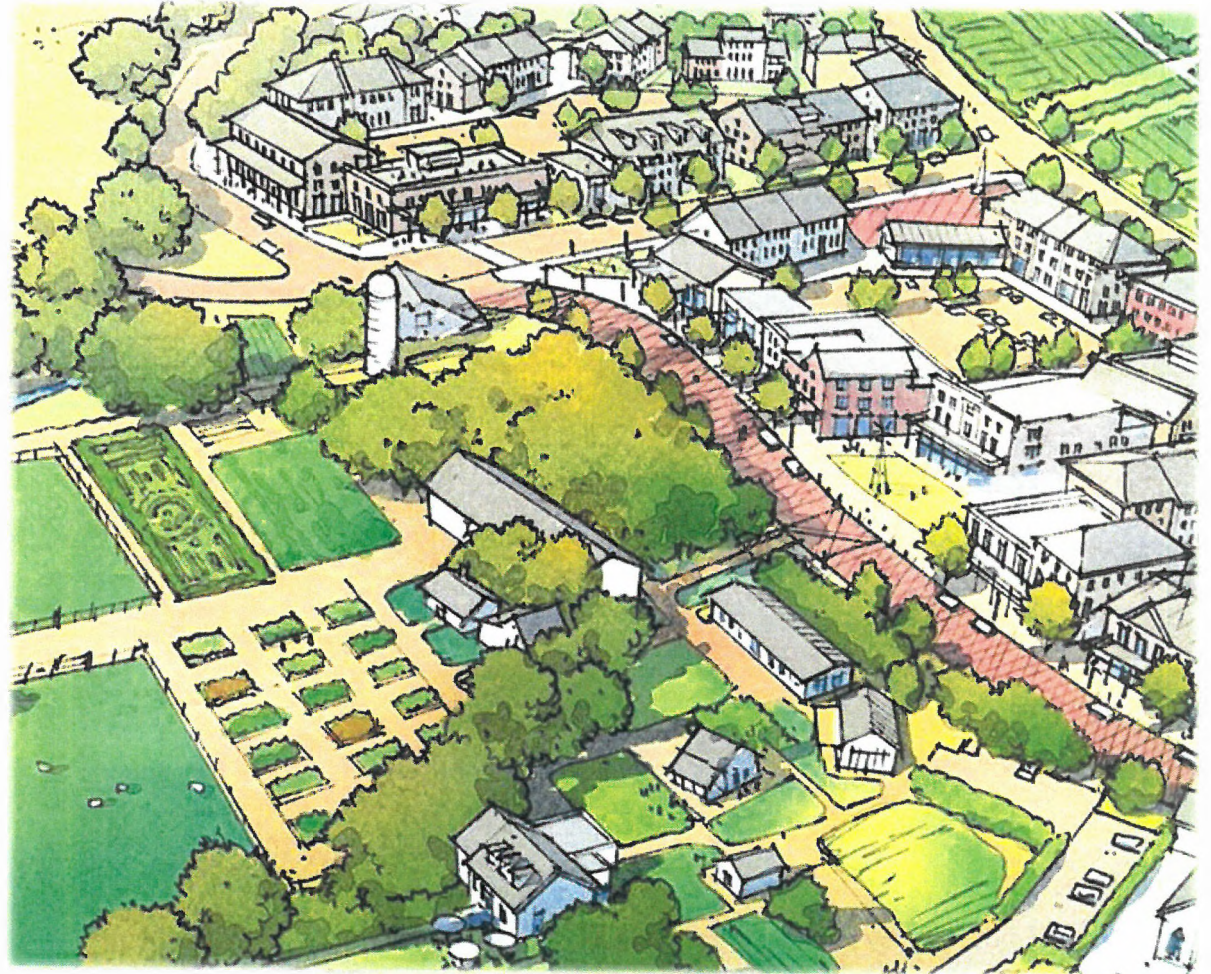
Infrastructure Category	Description	Eligibility (T.C.A. §7-84-802)	Benefit to Parcels	Cost
Reclaimed Water Distribution System	Reclaimed water mains & appurtenances	Utilities	Supports irrigation & sustainability	\$2,444,341
Wastewater System	Gravity & force mains, connections	Utilities	Enables sewer service	\$6,067,235
Stormwater Management System	Stormwater structures (no earthwork)	Stormwater Facilities	Manages runoff & protects parcels	\$4,022,451
Onsite Roadway Improvements	Internal streets, sidewalks, lighting	Roads & Sidewalks	Provides internal access	\$9,893,112
Offsite Roadway Improvements	Improvements required by City/TDOT	Roads & Public Improvements	Ensures safe access	\$5,150,000
Undergrounding of Electric Conduit	Incremental cost of undergrounding	Utilities	Improves reliability & aesthetics	\$1,833,256
Soft Costs & Fees	Engineering, permitting, admin	Eligible Soft Costs	Required to deliver infrastructure	\$1,408,817
Contingency (25%)	Allowance for cost variability	Eligible Cost	Ensures completion of improvements	\$7,704,803
Public Spaces/Landscape/Hardscape	Trails, greens, public realm improvements	Public Realm	Supports walkability & placemaking	\$12,185,776
Environmental/Mitigation	Compliance & mitigation measures	Environmental Compliance	Ensures legal developability	\$208,981
Parkland & Impact Fees	Required municipal fees	Public Facilities	Offsets public service demand	\$3,300,000

Total Estimated Infrastructure Cost: \$54,218,772



armistead

FRANKLIN, TN



Development Plan

Situated on 192 acres in Franklin, Tennessee, Armistead will be an **innovative agrihood** that blends agrarian traditions with modern living. Building on a family farm's legacy since 1887, the development will feature crop and livestock production integrated with a sustainable, mixed-use community. With open spaces, grazing pastures, and orchards amidst residential and retail areas, Armistead aims to foster a diverse and inclusive environment. Various housing options, **from estate homes to cottages to micro-apartments**, will accommodate a wide range of residents. A boutique inn, educational programs, and world-class dining will attract visitors, while core values such as honoring the land, sustainability, and engaging the community will guide the project. Armistead presents a vibrant **vision of farm, food, and family interwoven**, aiming to inspire and connect generations to come.



Armistead by the Numbers

Dwelling Unit Count, by Type

Single Family Detached:	298
Tiny House:	23
Townhouse:	42
Live/Work:	6
Multiplex:	48
Multifamily:	356
Farm Compound:	64



Armistead by the Numbers

Open Space

- Open Space: 98.72 acres (51%)
- Agriculture: 48 acres (25%)
- Natural Area 39 acres (20%)
- Formal Open Space: 12 acres (6%)

Commercial SF, by Use

Retail/Personal Service	41,350 SF
Office	21,350 SF
Restaurant	20,150 SF
Doctor's office	1,400 SF
Pet/Vet	1,200 SF
Educational Facilities & Daycare:	4,500 SF
Neighborhood Amenity:	11,500 SF
Inn & Cottages:	75 Keys



Project Pillars



DIVERSITY OF HOUSING TYPES

The key to any ecosystem is diversity. Communities are healthiest when they offer a range of housing types, including single family homes, cottages, town homes, multifamily apartments, and senior living. Diversity of housing types elicits diversity of residents.



PRESERVE THE LEGACY OF FARMING

Armistead has been a farm for centuries, making an “agri-hood” the most appropriate way to allow for density to meet the 21st century context and allowing a new generation of people to cultivate and enjoy the bounty of the land.



CRADLE TO GRAVE LIVING

To accommodate and attract young families, working professionals, empty nesters, as well as folks entering the twilight of their life, Armistead must offer amenities, activities, housing types, and multi-modal transportation that cater to them all.



HISTORIC PRESERVATION

Preserving and up-cycling the existing structures on the property will preserve the family’s history and maintain a modern-day community that is rooted in the past as it advances to the future.



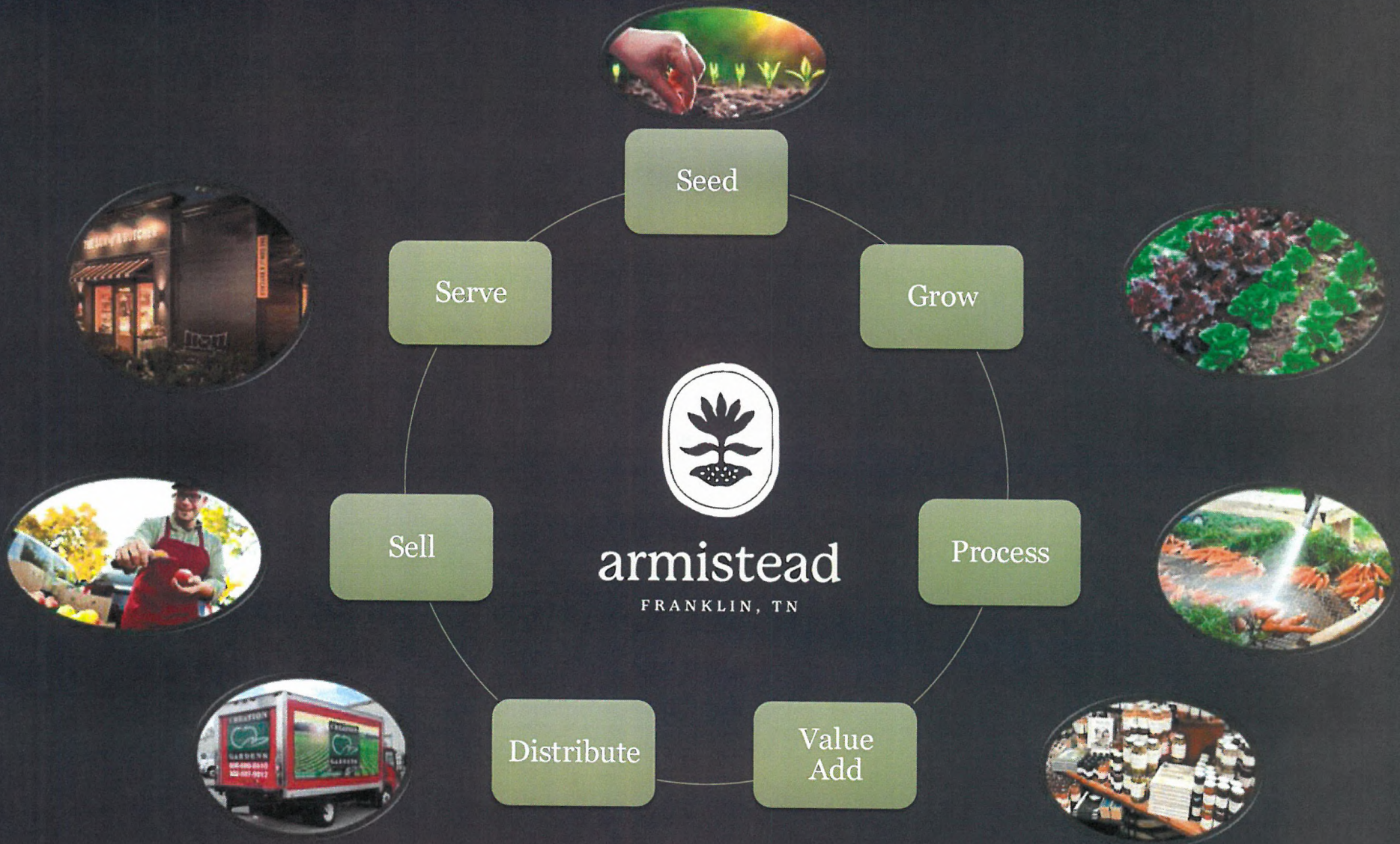
Trails, Gardens, Public art



Community Amenities



Local food & Agricultural HUB



On the Farm



Vegetables and Fruits: A wide variety of seasonal vegetables, fruits, and berries, catering to the tastes and nutritional needs of our community.

Legumes and Mushrooms: Nutrient-rich legumes and a variety of mushrooms, cultivated for both their culinary and ecological benefits.

Grains: including wheat, corn, rye, and barley, meticulously cultivated to produce an array of products from nutritious flours to artisanal spirits.

Leafy Greens and Microgreens: A selection of lettuces and microgreens, grown for their intense flavors and nutritional value.

Cut Flowers: A vibrant assortment of seasonal cut flowers for bouquets, events, and decor, grown sustainably to beautify homes and community spaces.

Tree Nursery: A diverse selection of edible saplings and young trees for landscaping, and orchard planting, nurtured to promote local greening efforts.

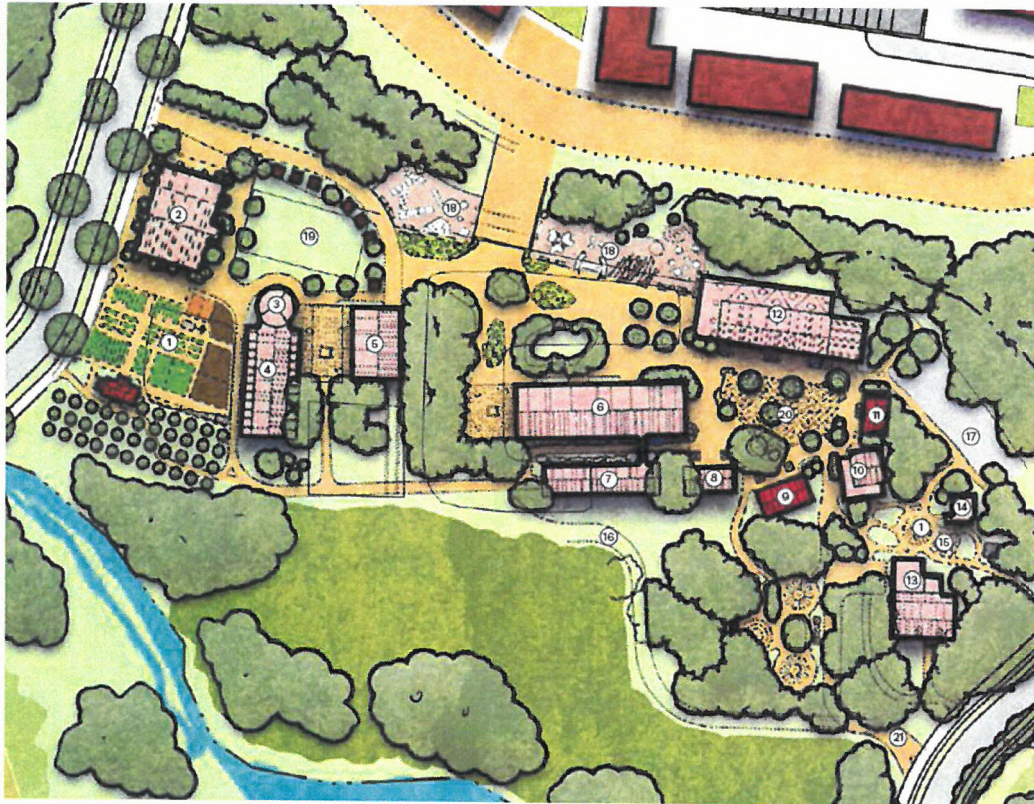
Chickens: Both for egg production and meat (broilers), as well as soil enhancement and pest control.

Pigs and Sheep: Pigs for meat and sheep primarily for wool, contributing to our sustainable textile initiatives.

Bees: Essential for pollination, with honey produced as a valuable by-product.

Turkeys and Goats: Turkeys for seasonal meat production and goats for dairy products and land management.

Historic Farm

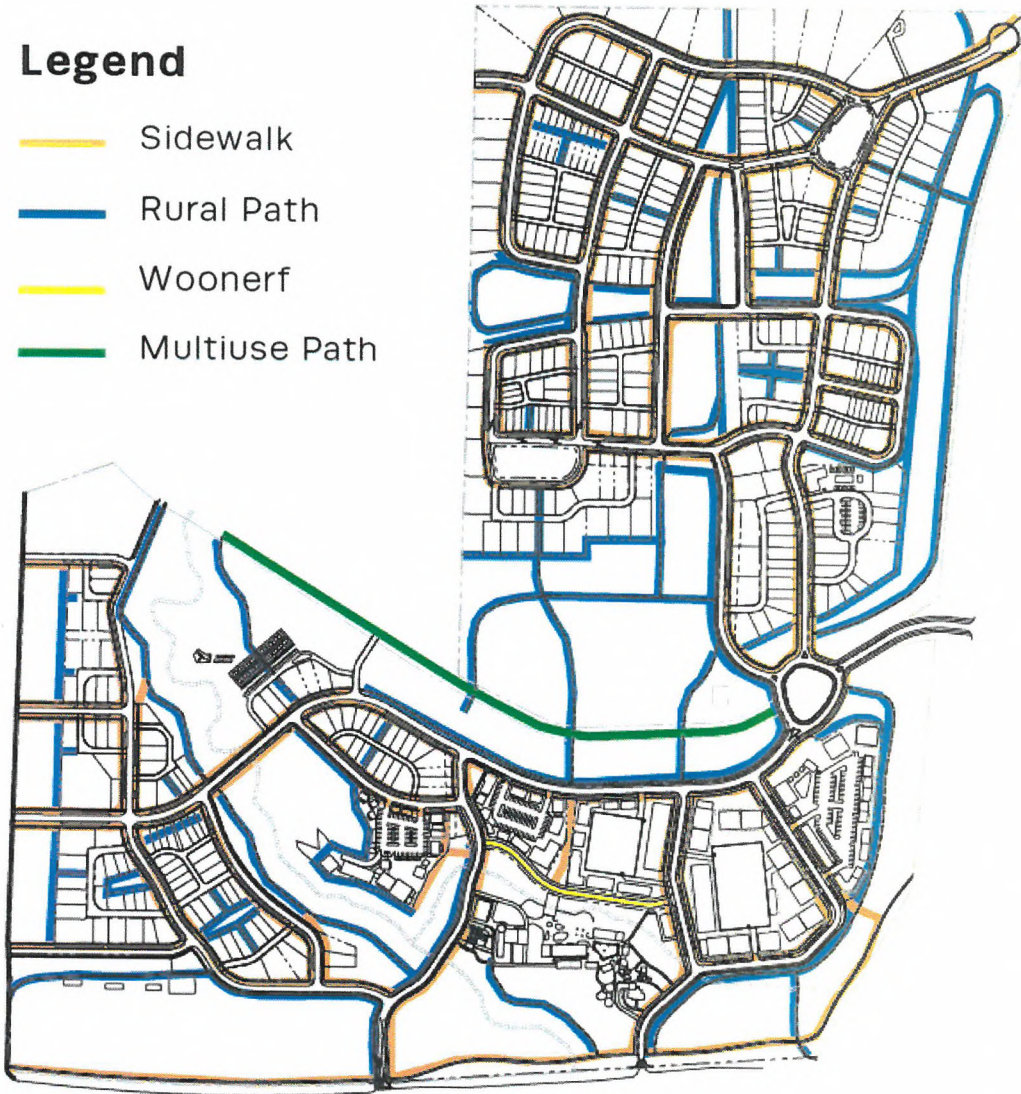


- | | | | |
|------------------------|-------------------------|----------------------------|----------------|
| 1. Gardens | 7. Processing Kitchen | 13. Sales/Construct Office | 19. Greenspace |
| 2. Hay Barn/Distillery | 8. Shared Kitchen | 14. Smokehouse | |
| 3. Silo | 9. Market Shed (Future) | 15. Root Cellar | |
| 4. Greenhouse | 10. Family Museum | 16. n/a | |
| 5. Granary | 11. Museum Expanded | 17. Parking | |
| 6. Tobacco Barn | 12. Event Shed | 18. Playground | |

The Historic Farm is both park and farm, highlighted by a demonstration garden showcasing Armistead's full spectrum of agriculture. The existing barns, reborn as a gathering hall and micro-distillery, exude community and craftsmanship, while the iconic silo offers sweeping views. Hands-on learning and community dining flourish under a covered deck, and Market Square occasionally buzzes with local produce and artisanal wares. Together, these elements form a public hub where family history, education, and neighborly bonds are cultivated amidst the beauty of shared space. The Historic Farm is not just a place, but a journey through the past, present, and future of agriculture, a cross-generational touchstone where every path leads to discovery and invites community engagement.



Pedestrian Circulation



Economic Impact

\$500M +

Construction over 7-10 years

100k sf

Commercial Space, largely small
businesses

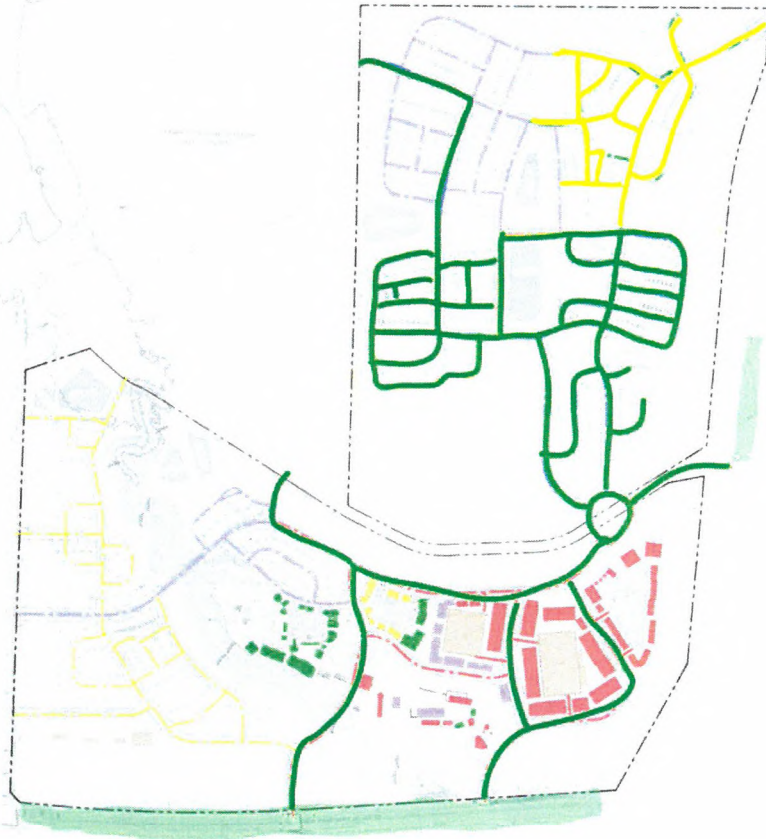
\$3.8M

Projected Annual Sales Tax
Revenue from Town Center

JOBS

Agricultural | Retail | Hospitality | Professional

Phase 1 IDD Infrastructure



IDD Financed Costs associated with Phase 1 Horizontal (Green lines and Shading)

- Public ROW roads, storm, landscaping, and utility infrastructure
- Pump Station Upgrade (if necessary)
- Parkland Fees
- Offsite Road Improvements
 - Reimbursables
 - Signalization of Hwy 96
 - Widening of Hwy 96
 - Non-Reimbursables
 - Decel Lane on Hwy96
 - Decel Lane on Mack Hatcher
 - Sidewalk enhancements
- Performance Bonds (Landscape, Off-site, Infrastructure)
- Soft Costs associated with the above

Full Site Public Infrastructure Engineers Opinion of Cost

Table 2

Armistead

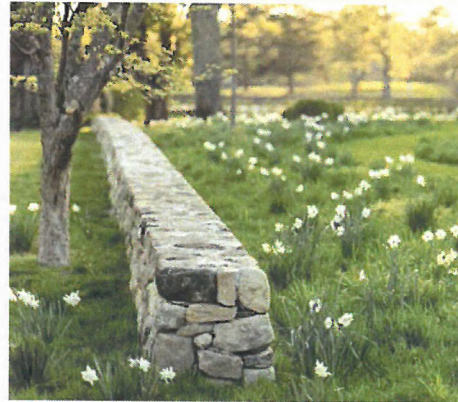
Infrastructure Development District

Capital Improvement Plan

Improvement	Total CIP Costs
Reclaimed Water Distribution System	\$ 2,444,341.00
Wastewater System	\$ 6,067,235.00
Stormwater Management System (No Earthwork)	\$ 4,022,451.00
On-site Roadway Improvements	\$ 9,893,112.00
Off-site Roadway Improvements	\$ 5,150,000.00
Incremental Cost of Undergrounding of Electric Conduit	\$ 1,833,256.00
Public Spaces/ Landscape/ Hardscape	\$ 12,185,776.00
Environmental/ Mitigation	\$ 208,981.00
Parkland & Impact Fees	\$ 3,300,000.00
Soft Costs & Fees	\$ 1,408,817.00
Contingency (25%)	\$ 7,704,803.00
Total	\$ 54,218,772.00

Phase 1 Non-IDD Financed Project Costs

- Private roads and alleys, along with associated storm and utilities infrastructure
- Historic Farm renovations, repurposing, and landscaping
- Public Trail Network
- Farm infrastructure (gardens, hoop houses, greenhouses, farm equipment, labor, feed, and seed, wells and irrigation)
- Branding and Marketing Expenses
- HBTS Water Services and Fees
- Common Area Greenspaces, Gazebos and shade structures
- Community Pool
- Multimodal Path (formerly Old Charlotte)
- Pedestrian Bridge to Historic Farm
- Stormwater/Agricultural Ponds
- On-street pervious pavers
- Development Fees and overhead
- Soft Costs associated with the above



IDD Bond Methodology and Terminology

- **Value Assumptions**

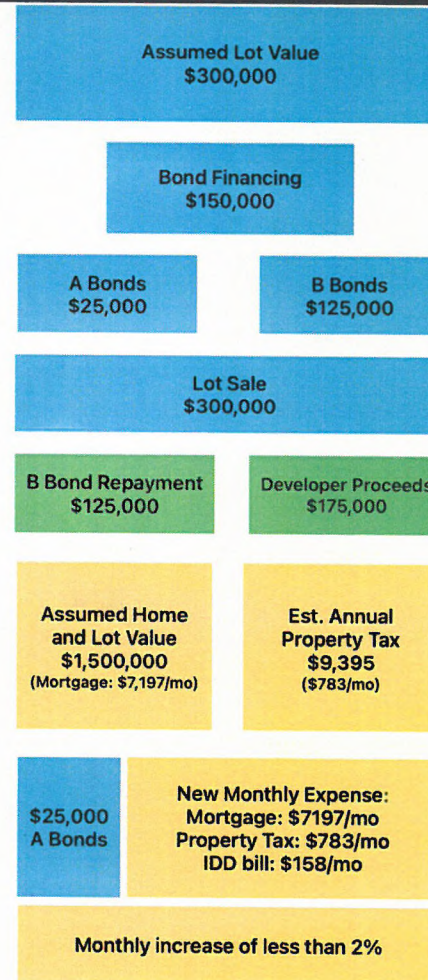
- Expected Size of home * comparable sale price psf = Expected Value of lot with home (EVH)
- $EVH/5 = \text{Assumed lot value (ALV)}$

- **Property tax assumption** = $EVH * .25 / 100 * 2.5051$

- **A Bonds:** Bonds that will be paid by homeowner

- **B Bonds:** Bonds that will be repaid by developer revenue from initial sale

- **MI Bonds:** Bonds associated with future phases. (Essentially 30yr fixed debt)



OR



Phase 1 IDD Bond Encumbrances/Values



Major Improvement Bonds (MI)

- Value: \$13m
- Bonds: \$6.5m
- Proceeds: \$4.9m

A and B Bonds

- Value: \$38m
- Bonds: \$19.8m
- Proceeds: \$14.8m

Village Center and Final Phases
not encumbered by bond issuance

Total Bonds

- Bonds: \$26.3m
- Proceeds: \$19.7m

Total Phase 1 Development Sources and Uses

Sources		Uses	
IDD Proceeds	\$19.8m	Public Infrastructure	\$23m
Developer Expense	\$30.4m	Private Horizontal	\$8m
		Historic Farm	\$5.5m
		Amenities	\$4m
		Farm Development	\$4m
		Developer Overhead	\$3.7m
		Soft Costs	\$2m
Totals	\$50.2m	Total	\$50.2m

Summary

Project Vision: Walkable, mixed-use agrihood integrating historic farm core, diverse housing, and a connected public realm.

Envision Franklin Alignment:

- *Conservation Subdivision:* preservation of farmland, ecological corridors, and historic resources.
- *Neighborhood Mixed-Use:* town center, human-scaled blocks, multimodal access, and a mix of residential + civic + commercial uses.

Municipal Benefits:

- Extraordinary benefits & placemaking, historic preservation, public realm investment, high-quality design.
- Infrastructure & safety enhancements: new public street connections between Hwy 96W & Mack Hatcher; multimodal network; proximity to Fire Station 8.
- Housing diversity: cottages, townhomes, multifamily, tiny homes, and live/work units.

Schools & Emergency Services: Lower student yield than typical subdivisions; ongoing coordination with WCS.

Direct adjacency to Fire Station 8; compliant access, geometry, fire flow, and emergency routing.

Financing Approach: Special assessment revenue bonds; no City credit support. 30-year assessment period consistent with statutory allowances.

Timing: Town Center site plan submitted; residential Phase 1 site plan in Jan 2026.

Construction to begin upon grading permit; infrastructure: 18–24 months; vertical as early as month 8.

Bond Structure Summary Improvement Area (IA):

Phase 1 area producing *finished, platted lots* — primary collateral for bonds.

Major Improvement Area (MIA):

Future phases receiving *master infrastructure only* in Phase 1; increases paper-lot value and supports efficient district-wide phasing.

A/B Bond Structure:

A Bonds: Issued up to 2:1 value-to-lien (Wall Street standard).

B Bonds: Developer-paid down at lot closings to ensure *market-appropriate annual assessments*.

Why It Matters:

- Keeps homeowner assessments reasonable.
- Provides lower-cost non-recourse construction capital.
- Aligns with national best practices (FL/TX) adapted to Franklin’s first IDD.

**Petition for the Establishment of a
Residential Infrastructure Development District
Pursuant to Tennessee Code Annotated §7-84-801 et seq.**

ARMISTEADTN, LLC (the "*Developer*") hereby petitions the Board of Mayor and Alderman of the City of Franklin, Tennessee (the "*City*") to establish and administer a residential infrastructure development district in the manner described herein, pursuant to the authority provided to the City by Tennessee Code Annotated Sections 7-84-801 et seq. (the "*Act*").

1. The name of the proposed residential infrastructure development district is requested to be "Armistead Infrastructure Development District" (the "*District*").
2. The host municipality is the City.
3. The boundaries of the District are hereby requested to be those boundaries set forth in Exhibit A attached hereto, which includes a legal description of such parcels. The Developer represents and warrants that:
 - a. The entire boundaries of the District lie within the corporate boundaries of the City;
 - b. No portion of the proposed District overlaps with any other district established pursuant to the Act or with any central business improvement district established pursuant to Tennessee Code Annotated Title 7, Chapter 84;
 - c. The City directly administers the billing and collection of the City's ad valorem property taxes;
 - d. As depicted on Exhibit C referenced below, the District is expected to be developed for single and multi-family housing, hotels, and commercial use;
 - e. The Developer's address is 1740 New Highway 96 West, Franklin, Tennessee 37064.
4. A list of each parcel of property within the District, identified by the parcel identification number and address listed therefor in the office of the assessor of Williamson County, Tennessee (the "*County*") is attached hereto as Exhibit B.
5. A site development plan for the District is attached hereto as Exhibit C (the "*Development Plan*"). The attached Development Plan:
 - a. identifies all proposed uses of properties within the District, which are intended to be developed as a mixed use development with residential property; and
 - b. contemplates residential units in the type and number as described on Exhibit D, attached hereto.

6. Exhibit E, attached hereto, depicts the following:
 - a. an estimate of all costs that may be capitalized under generally accepted accounting principles for purchasing, constructing, installing, and equipping Infrastructure;
 - b. the fees or costs imposed by a municipality or utility service provider (i) related to the construction or installation of Infrastructure; or (ii) as a condition to the delivery of utility services to properties within the District;
 - c. the cost of any land required to be donated, dedicated, or otherwise made available to a governmental entity for public purposes, which land shall be valued at either the Developer's demonstrated cost or, if the value of the land has subsequently been appraised, its appraised value, whichever is higher (a., b., and c., collectively, "**Infrastructure Costs**");
 - d. the streets, roads, and sidewalks, hardscape, landscape, and irrigation improvements, and the water, wastewater, electric, telecommunications, and storm water facilities required for the development of the District, and benefitting the properties within the District, whether within or without the boundaries of the District; and the land within the boundaries of the District required to be donated, dedicated, or otherwise made available to governmental entity for public purposes (collectively, the "**Infrastructure**"); and
 - e. an estimate of all other costs of developing the District.

7. The undersigned request that the City levy a special assessment (the "**Assessment**") on each parcel of property within the District as depicted on Exhibit C, following the subdivision of the properties within the District in a manner substantially consistent with Exhibit C, in the manner described below, for the purpose of funding the following:

- a. the Infrastructure Costs associated with all Infrastructure; and
- b. the payment of the principal, premium, and interest on any bonds, notes, or other debt obligations issued pursuant hereto, and the funding of necessary reserves for debt service, capitalized interest, and costs of issuance related to any such bonds, notes, or other debt obligations issued; and
- c. an amount, not to exceed five percent (5%) of special assessments so levied, for administrative expenses, including expenses incurred by the City and the officers of the City, including the assessor of property, trustee, or other tax collecting official, in administering the collection and allocation of special assessments, including a reasonable allocation of overhead expenses.

8. The undersigned request that the Assessment be levied on each parcel in the District as described on Exhibit F, attached hereto, for a period of not to exceed (30) thirty years, for the purpose of funding the costs of the Infrastructure, with the Assessment to be levied on an annual basis. The undersigned represent and warrant that:

a. the Infrastructure directly, uniquely and specifically benefits the properties within the District;

b. without the installation of the Infrastructure, the parcels within the District could not be developed as proposed; and

c. the proposed manner and amount of the Assessment apportions the costs of the Infrastructure to each parcel of property within the District in a manner consistent with the benefits received by such parcel as a result of the construction and installation of the Infrastructure. Specifically, each lot within the District is being assessed on a pro rata basis in accordance with the Master Special Assessment Methodology Report attached hereto as Exhibit G. The preliminary assessment report attached as Exhibit E further supports the representations and warranties set forth in this Section 8.

9. The undersigned request that the Assessment be levied and collected annually, beginning in such year as may be agreed to by the City and the Developer, and ending no later than the thirtieth (30th) year thereafter, or such earlier year as is required to pay in full all bonds or other debt issued by the City or by one or more industrial development boards or public building authorities designated or allowed by the City, for the purpose of funding the costs of the Infrastructure, in such manner as may be permitted by the Act. The levy and collection of the Assessment may be commenced as and when each phase is prepared to be developed, as determined by the City and the Developer.

10. The undersigned request that the City take any and all steps that it may elect to take to provide for the enforcement and collection of Assessments, including without limitation the imposition of a lien on properties within the District and the imposition of interest and penalties in the event of a property owner's failure to timely pay an Assessment, all as provided by the Act.

11. The undersigned requests that the City:

a. authorize the issuance of bonds or other debt, to be issued directly by the City or by one or more industrial development boards or public building authorities designated or acknowledged by the City for such purpose, for the purpose of funding the costs of the Infrastructure;

b. apply and pledge to the payment of such bonds, the proceeds of the Assessment and the other costs as described in Section 6 above;

c. enter into one or more development agreements with the Developer, on such terms as may be consistent with the terms hereof and agreed to between the City and the Developer, to provide for the application of the proceeds of such bonds, the construction and installation of the Infrastructure, and the development of the District.

12. The undersigned hereby request that the City hold a public hearing regarding this petition at the time and in the manner required by the Act, and to provide notice thereof in the manner

required by the Act. The Developer hereby agrees to pay, or reimburse the City for the payment of: (a) all costs incurred by the City to provide notice of the public hearing related to this petition required by the Act; and (b) upon the levy of an Assessment as contemplated herein, all legal, financial advisory and other third-party administrative costs incurred by the City in connection with the implementation of the terms hereof.

Signature page to follow

Respectfully submitted by the petitioners as of December 4, 2025.

DEVELOPER AND OWNER:

ARMISTEADTN, LLC,
a Tennessee limited liability company

By: Character-Armistead, LLC
Its Manager


By: 
Name: Robert Craig Hoover
Its: Authorized Representative

EXHIBIT A
DISTRICT BOUNDARIES

Tract I:

Being a tract of land lying in Williamson County, Tennessee, generally bounded on the north by West Harpeth Partners (DB 8799, pg. 670), on north and west by HB Development Company (DB 9348, pg. 169), on the east by Mack Hatcher Memorial Parkway (right-of-way varies), and on the south by Old Charlotte Pike (right-of-way varies), and being more particularly described as follows:

Beginning at a concrete monument at the intersection of the west margin of Mack Hatcher Memorial Parkway and the north margin of Old Charlotte Pike, being the southeast corner of the property herein described; thence along the margin of Old Charlotte Pike, the following calls: S 63°39'06" W , 265.07'; thence S 26°15'13" E , 12.91'; thence S 63°44'47" W , 105.95'; thence S 64°04'49" W , 310.25'; thence with a curve turning to the right with a radius of 580.77', an arc length of 140.04', with a chord bearing of S 70°54'04" W , and a chord length of 139.70'; thence with a curve turning to the right with a radius of 189.52', an arc length of 51.86', with a chord bearing of S 85°38'50" W , and a chord length of 51.69' thence N 86°30'51" W , 442.40'; thence with a curve turning to the right with a radius of 333.95', an arc length of 164.08', with a chord bearing of N 72°26'19" W , and a chord length of 162.44'; thence N 58°21'46" W , 150.60'; thence N 56°19'02" W , 98.32'; thence N 55°11'53" W , 67.48' to an iron pin found, being the southeast corner of HB Development Company and the southwest corner of the property herein described; thence leaving Old Charlotte Pike and with the east line of HB Development Company, the following calls: N 08°08'52" E , 565.91' to an iron pin found; thence N 07°49'28" E , 215.10' to an iron pin found; thence N 07°42'11" E , 373.67' to an iron pin found; thence N 06°59'24" E , 1121.88' to an iron pin found, being the northwest corner of the property herein described; thence S 83°46'52" E , 418.66' to an iron pin found, being the southwest corner of West Harpeth Partners; thence leaving HB Development Company and with the south line of West Harpeth Partners, S 83°59'08" E , 1426.24' to a fence post in the west margin of Mack Hatcher Memorial Parkway, being the southeast corner of West Harpeth Partners and the northeast corner of the property herein described; thence along the margin of Mack Hatcher Memorial Parkway, the following calls: S 07°52'23" W , 246.35'; thence S 37°04'11" W , 20.89' to a concrete monument; thence S 23°18'15" W , 106.45' to a concrete monument; thence with a curve turning to the left with a radius of 2029.86', an arc length of 574.59', with a chord bearing of S 19°05'29" W , and a chord length of 572.67' to a concrete monument; thence S 10°58'55" W , 1068.89' to the Point of Beginning. Containing 90.52 Acres, as surveyed by T-Square Surveying, J. Mark Cantrell, RLS #1859, dated 2-18-2025.

Tract II:

Being a tract of land lying in Williamson County, Tennessee, generally bounded on the north by City of Franklin (DB 9006, pg. 62), on the north and west by Old Charlotte Pike (right-of-way varies), on the east by Mack Hatcher Memorial Parkway (right-of-way varies), and on the south by New Highway 96 West (right-of-way varies), and being more particularly described as follows:

Beginning at a concrete monument at the intersection of the west margin of Mack Hatcher Memorial Parkway and the south margin of Old Charlotte Pike, being the northeast corner of the property herein described; thence along the margin of Mack Hatcher Memorial Parkway, the following calls: S 11°02'31" W , 850.05'; thence S 35°01'57" W , 661.46' to a concrete monument at the intersection of the west margin of Mack Hatcher Memorial Parkway and the north margin of New Highway 96 West, being the southeast corner of the property herein described; thence along the margin of New Highway 96 West, the following calls: N 87°53'16" W , 899.48'; thence N 88°02'21" W , 485.06'; thence with a curve turning to the right with a radius of 7640.00', an arc length of 1321.58', with a chord bearing of N 83°05'01" W , and a chord length of 1319.93' to a point at the intersection of the north margin of New Highway 96 West and the east margin of Old Charlotte Pike, being the southwest corner of the property herein described; thence along the

margin of Old Charlotte Pike, the following calls: N 36°19'15" W , 64.08'; thence N 07°54'22" E , 816.99'; thence N 08°26'21" E , 197.28'; thence N 07°49'53" E , 150.78'; thence N 07°44'06" E , 454.95'; thence N 07°59'00" E , 295.86' to an iron pin found, being the southwest corner of City of Franklin and the northwest corner of the property herein described; thence leaving Old Charlotte Pike and with the south line of City of Franklin, N 76°50'25" E , 324.42' to an iron pin found in the south margin of Old Charlotte Pike, being the southeast corner of City of Franklin; thence along the margin of Old Charlotte Pike, the following calls: S 40°06'04" E , 132.67'; thence with a curve turning to the left with a radius of 353.08', an arc length of 111.05', with a chord bearing of S 49°08'29" E , and a chord length of 110.60'; thence with a curve turning to the right with a radius of 1376.58', an arc length of 114.70', with a chord bearing of S 55°43'39" E , and a chord length of 114.66'; thence with a curve turning to the right with a radius of 1376.78', an arc length of 46.55', with a chord bearing of S 52°32'59" E , and a chord length of 46.55'; thence S 51°23'23" E , 172.43'; thence S 51°26'04" E , 521.28'; thence with a curve turning to the left with a radius of 4239.91', an arc length of 263.45', with a chord bearing of S 53°13'40" E , and a chord length of 263.40'; thence S 55°11'53" E , 67.55'; thence S 56°19'02" E , 99.01'; thence S 58°21'46" E , 151.05'; thence with a curve turning to the left with a radius of 358.95', an arc length of 176.36', with a chord bearing of S 72°26'19" E , and a chord length of 174.60'; thence S 86°30'51" E , 442.40'; thence with a curve turning to the left with a radius of 214.52', an arc length of 58.70', with a chord bearing of N 85°38'50" E , and a chord length of 58.51'; thence with a curve turning to the left with a radius of 605.77', an arc length of 146.05', with a chord bearing of N 70°54'07" E , and a chord length of 145.69'; thence N 64°04'49" E , 310.30'; thence N 63°44'47" E , 106.02'; thence S 26°15'13" E , 9.99'; thence N 64°50'39" E , 30.00' to an iron pin found; thence N 84°46'17" E , 164.64' to the Point of Beginning. Containing 102.15 Acres, as surveyed by T-Square Surveying, J. Mark Cantrell, RLS #1859, dated 2-18-2025.

Being the same property conveyed to ArmisteadTN, LLC by quitclaim deed from Short Properties, a Tennessee general partnership of record in Book 9729, Page 413, in the Register's Office of Williamson County, Tennessee.


EXHIBIT B
PARCEL INFORMATION

TAX PARCEL ID: 064 0200 000005064


1740 New Hwy 96 W

City of Franklin #8492


EXHIBIT C DEVELOPMENT PLAN



City of San Diego
PLANNING DEPARTMENT
445 LEXINGTON
SAN DIEGO, CA 92101
TEL: 619.441.3200
WWW.SANDIEGO.CA.GOV



T.P.U.D.C.
TRANSPLANNING
UNIVERSITY OF CALIFORNIA
SAN DIEGO



CSDC
COMMUNITY SERVICES
DEPARTMENT OF COMMUNITY DEVELOPMENT
SAN DIEGO

Overall Development Plan
C2.0

OVERALL DEVELOPMENT PROGRAM		DEVELOPMENT	NON-RESIDENTIAL USE	COMMERCIAL	RETAIL	HOTEL	RECREATION	INDUSTRIAL
PHASE 1	RETAIL (MIXED USE)	100,000	100,000	100,000	100,000	100,000	100,000	100,000
PHASE 2	RETAIL	100,000	100,000	100,000	100,000	100,000	100,000	100,000
PHASE 3	RETAIL	100,000	100,000	100,000	100,000	100,000	100,000	100,000
PHASE 4	RETAIL	100,000	100,000	100,000	100,000	100,000	100,000	100,000
PHASE 5	RETAIL	100,000	100,000	100,000	100,000	100,000	100,000	100,000
PHASE 6	RETAIL	100,000	100,000	100,000	100,000	100,000	100,000	100,000

- NOTES:**
1. THE DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SAN DIEGO'S ZONING ORDINANCE AND ALL APPLICABLE REGULATIONS.
 2. THE DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SAN DIEGO'S ZONING ORDINANCE AND ALL APPLICABLE REGULATIONS.
 3. THE DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SAN DIEGO'S ZONING ORDINANCE AND ALL APPLICABLE REGULATIONS.
 4. THE DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SAN DIEGO'S ZONING ORDINANCE AND ALL APPLICABLE REGULATIONS.
 5. THE DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SAN DIEGO'S ZONING ORDINANCE AND ALL APPLICABLE REGULATIONS.
 6. THE DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SAN DIEGO'S ZONING ORDINANCE AND ALL APPLICABLE REGULATIONS.
 7. THE DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SAN DIEGO'S ZONING ORDINANCE AND ALL APPLICABLE REGULATIONS.
 8. THE DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SAN DIEGO'S ZONING ORDINANCE AND ALL APPLICABLE REGULATIONS.
 9. THE DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SAN DIEGO'S ZONING ORDINANCE AND ALL APPLICABLE REGULATIONS.
 10. THE DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SAN DIEGO'S ZONING ORDINANCE AND ALL APPLICABLE REGULATIONS.

- NOTES (continued):**
11. THE DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SAN DIEGO'S ZONING ORDINANCE AND ALL APPLICABLE REGULATIONS.
 12. THE DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SAN DIEGO'S ZONING ORDINANCE AND ALL APPLICABLE REGULATIONS.
 13. THE DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SAN DIEGO'S ZONING ORDINANCE AND ALL APPLICABLE REGULATIONS.
 14. THE DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SAN DIEGO'S ZONING ORDINANCE AND ALL APPLICABLE REGULATIONS.
 15. THE DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SAN DIEGO'S ZONING ORDINANCE AND ALL APPLICABLE REGULATIONS.
 16. THE DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SAN DIEGO'S ZONING ORDINANCE AND ALL APPLICABLE REGULATIONS.
 17. THE DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SAN DIEGO'S ZONING ORDINANCE AND ALL APPLICABLE REGULATIONS.
 18. THE DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SAN DIEGO'S ZONING ORDINANCE AND ALL APPLICABLE REGULATIONS.
 19. THE DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SAN DIEGO'S ZONING ORDINANCE AND ALL APPLICABLE REGULATIONS.
 20. THE DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SAN DIEGO'S ZONING ORDINANCE AND ALL APPLICABLE REGULATIONS.

SCENIC OVERLAY LEGEND

SCENIC CORRIDOR
OVERLAY STREET FRONT YIELD

SCENIC OVERLAY LEGEND

SCENIC CORRIDOR
OVERLAY STREET FRONT YIELD

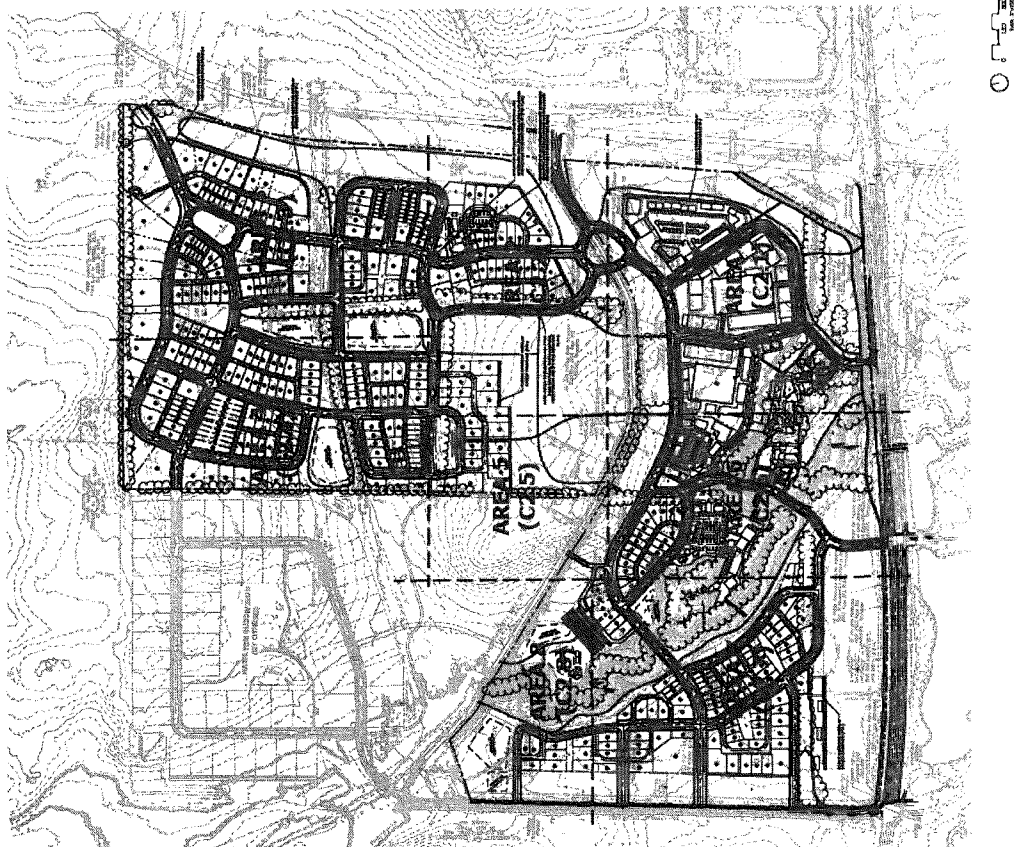


EXHIBIT D
RESIDENTIAL UNIT PLAN

Table 1

Armistead
Infrastructure Development District

Development Plan

Product Type	Total Number of Units	Total Number of Room Keys	Total Number of Sq Ft.
Multifamily	355	-	-
Tiny Home	23	-	-
Attached (Live/Work TH)	6	-	-
Townhomes	42	-	-
Single-family Starter	74	-	-
Single-family Primary	99	-	-
Single-family Premium	83	-	-
Single-family Prime	41	-	-
Quadplex	48	-	-
Farm Compound	64	-	-
Hotel/ Inn	-	75	-
Commercial (Non-residential)	-	-	83,000
Total	835	75	83,000

EXHIBIT E
INFRASTRUCTURE PLANS AND COST ESTIMATES

DESCRIPTION	PROJECT COST	O&M ENTITY
Reclaimed Water Distribution System	\$2,444,341	City
Wastewater System	\$6,067,235	City
Stormwater Management System (No Earthwork)	\$4,022,451	City
Onsite Roadway Improvements	\$9,893,112	City
Offsite Roadway Improvements	\$5,150,000	City / TDOT
Incremental Cost of Undergrounding of Electric Conduit	\$1,833,256	MTE
Soft Cost & Fees	\$1,408,817	As Above
<i>Subtotal</i>	<i>\$30,819,212</i>	<i>As Above</i>
<i>Contingency (25%)</i>	<i>\$7,704,803</i>	<i>As Above</i>
<i>Subtotal + Contingency</i>	<i>\$38,524,015</i>	<i>As Above</i>
Public Spaces/Landscape/Hardscape	\$12,185,776	City
Environmental/Mitigation	\$208,981	City
Parkland & Impact Fees	\$3,300,000	City
<i>Subtotal</i>	<i>\$15,694,757</i>	<i>As Above</i>
TOTAL	\$54,218,772	

EXHIBIT F
ASSESSMENT PLAN

Table 5

Armistead
Infrastructure Development District

Bond Assessment Apportionment

Product Type	Total Number of Units	Total Number of Room Keys	Total Number of Sq Ft.	Total Cost Allocation	Total Bond Assessment Apportionment	Bond Assessment Apportionment per Unit	Annual Bond Assessment Debt Service per Unit/ per Sq Ft.*
Multifamily	355	-	-	\$12,649,413.66	\$17,584,063.09	\$49,532.57	\$3,991.65
Tiny Home	23	-	-	\$1,229,309.21	\$1,708,873.74	\$74,298.86	\$5,987.48
Attached (Live/Work TH)	6	-	-	\$427,585.81	\$594,390.87	\$99,065.14	\$7,983.30
Townhomes	42	-	-	\$2,993,100.70	\$4,160,736.06	\$99,065.14	\$7,983.30
Single-family Starter	74	-	-	\$5,273,558.37	\$7,330,820.67	\$99,065.14	\$7,983.30
Single-family Primary	99	-	-	\$8,818,957.41	\$12,259,311.59	\$123,831.43	\$9,979.13
Single-family Premium	83	-	-	\$8,872,405.64	\$12,333,610.45	\$148,597.72	\$11,974.96
Single-family Prime	41	-	-	\$5,113,213.69	\$7,107,924.09	\$173,364.00	\$13,970.78
Quadplex	48	-	-	\$2,137,929.07	\$2,971,954.33	\$61,915.72	\$4,989.56
Farm Compound	64	-	-	\$2,550,572.09	\$3,962,605.77	\$61,915.72	\$4,989.56
Hotel/ Inn	-	75	-	\$2,004,308.50	\$2,786,207.18	\$37,149.43	\$2,993.74
Commercial (Non-residential)	-	-	63,000	\$1,848,417.84	\$2,569,502.18	\$30.96	\$2.49
Total	835	75	63,000	\$54,218,772.00	\$75,370,000.00		

* Does not include costs of collection or allowance for early payment discount. Principal and Interest ONLY

EXHIBIT G
MASTER SPECIAL ASSESSMENT METHODOLOGY REPORT

[see attached]

ARMISTEAD INFRASTRUCTURE DEVELOPMENT DISTRICT

Master Special Assessment Methodology Report

December 3, 2025



Provided by:

Wrathell, Hunt & Associates, LLC
2300 Glades Road, Suite 410W
Boca Raton, FL 33431
Phone: 561-571-0010
Fax: 561-571-0013
Website: www.whhassociates.com

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1.0 Introduction

1.1 Purpose

This Master Special Assessment Methodology Report (the "Report") was developed to provide a financing plan and a special assessment methodology for the Armistead Infrastructure Development District (the "District"), located entirely within Williamson County, Tennessee, as related to funding the costs of public infrastructure improvements (the "Capital Improvement Plan" or "CIP") contemplated to be provided for the benefit of the District.

1.2 Scope of the Report

This Report presents the projections for financing the District's Capital Improvement Plan described in the Engineer's Report developed by RaganSmith Associates, Inc. (the "District Engineer") and dated November 2025 (the "Engineer's Report"), as well as describes the method for the allocation of special benefits and the apportionment of special assessment resulting from the provision and funding of the CIP.

1.3 Special Benefits and General Benefits

The public infrastructure improvements undertaken and funded for the benefit of the District as part of the CIP create special and peculiar benefits, different in kind and degree from general and incidental benefits to the public at large. However, as discussed within this Report, these general benefits are incidental in nature and are readily distinguishable from the special and peculiar benefits which accrue to property within the District. The District's CIP enables properties within its boundaries to be developed.

There is no doubt that the general public and property owners of property outside the District will benefit from the provision of the CIP. However, these benefits are only incidental since the CIP is designed solely to provide special benefits peculiar to property within the District. Properties outside the District are not directly served by the CIP and do not depend upon the CIP to obtain or to maintain their development entitlements. This fact alone clearly distinguishes the special benefits which District properties receive compared to those lying outside of the District's boundaries.

The CIP will provide public infrastructure improvements which are all necessary in order to make the lands within the District developable and saleable. The installation of such improvements will cause the

value of the developable and saleable lands within the District to increase by more than the sum of the financed cost of the individual components of the CIP. Even though the exact value of the benefits provided by the CIP is hard to estimate at this point, it is nevertheless greater than the costs associated with providing the same.

1.4 Organization of the Report

Section Two describes the development program as proposed by the Developer, as defined below.

Section Three provides a summary of the CIP as determined by the District Engineer.

Section Four discusses the financing program for the District.

Section Five introduces the special assessment methodology for the District.

2.0 Development Program

2.1 Overview

The CIP will serve the Armistead development, a master planned mixed-use development located entirely within Williamson County, Tennessee (the "Development" or "Armistead"). The land within the District consists of approximately 192 +/- acres and is generally located north of Highway 96, west of Mack Hatcher Memorial Parkway, and east of Old Hillsboro Road.

2.2 The Development Program

The development of Armistead is anticipated to be conducted by ArmisteadTN, LLC or an affiliated entity (the "Developer"). Based upon the information provided by the Developer and the District Engineer, the current development plan envisions a total of 835 residential units, 75 hotel room keys and 83,000 square feet of commercial/ non-residential space to be developed over a multi-year period in one or more development phases, although unit numbers, land use types and phasing may change throughout the development period. Table 1 in the *Appendix* illustrates the current development plan for Armistead.

3.0 The Capital Improvement Plan

3.1 Overview

The public infrastructure costs to be funded for the benefit of the District are described by the District Engineer in the Engineer's Report. Only public infrastructure that may qualify for bond financing by the District under Tennessee Code 7-84-801 through 7-84-828 and under the Internal Revenue Code of 1986, as amended, was included in these estimates.

3.2 Capital Improvement Plan

The public infrastructure improvements that are part of the CIP and are needed to serve the Development are projected to consist of master improvements which will serve all of the lands in the District. The Developer, however, reserves the right to create distinct assessment areas to coincide with the phases of development. The CIP will consist of reclaimed water distribution system, wastewater system, stormwater management system (no earthwork), on-site roadway improvements, off-site roadway improvements, incremental cost of undergrounding of electric conduit, public spaces/ landscape/ hardscape, environmental/ mitigation, and parkland & impact fees, along with professional services and contingency, which cumulatively are estimated by the District Engineer at \$54,218,772.00.

The public infrastructure improvements that comprise the CIP will serve and provide benefit to all land uses in the District and will comprise an interrelated system of improvements, which means all of improvements will serve the entire District and improvements will be interrelated such that they will reinforce one another.

4.0 Financing Program

4.1 Overview

As noted above, the Developer is embarking on a program of capital improvements which will facilitate the development of lands within the District. The public infrastructure improvements that are part of CIP will be constructed by the Developer. Once constructed, the completed public improvements will be dedicated or conveyed to the applicable governmental entity or agency.

4.2 Funding Alternatives

The CIP may be funded either through the reimbursement of the Developer for costs incurred to install the public infrastructure improvements and/or the issuance of bonds, notes, or other debt obligations for the benefit of the District, the proceeds of which would be paid to the Developer for payment or reimbursement of such improvement costs.

5.0 Assessment Methodology

5.1 Overview

As described above, the infrastructure improvements that are part of the CIP outlined in *Section 3.2* and described in more detail by the District Engineer in the Engineer's Report lead to special and general benefits, with special benefits accruing to the assessable properties within the boundaries of the District and general benefits accruing to areas outside the District but being only incidental in nature. All properties that receive special benefits from the CIP will be assessed for their fair share of such infrastructure costs (including any debt service associated therewith).

5.2 Benefit Allocation

The most current development plan anticipates the development of a total of 835 residential units, 75 hotel room keys and 83,000 square feet of commercial/ non-residential space to be developed over a multi-year period in one or more development phases, although unit numbers and land use types may change throughout the development period.

The public infrastructure improvements that comprise the CIP will serve and provide benefit to all land uses in the District and will comprise an interrelated system of improvements, which means all of the public improvements will serve the entire District and improvements will be interrelated such that they will reinforce one another.

By allowing for the land in the District to be developable, both the public infrastructure improvements that comprise the CIP and their combined benefit will be greater than the sum of their individual benefits. All of the land uses within the District will benefit from each infrastructure improvement category, as the improvements provide basic infrastructure for community development to all land within the

District and benefit all land within the District as an integrated system of improvements.

As stated previously, the public infrastructure improvements included in the CIP have a logical connection to the special and peculiar benefits received by the land within the District, as without such improvements, the development of the properties within the District would not be possible. Based upon the connection between the improvements and the special and peculiar benefits to the land within the District, the District can assign or allocate a portion of the costs of such improvements through the imposition of non-ad valorem assessments, to the land receiving such special and peculiar benefits. Even though these special and peculiar benefits are real and ascertainable, the precise amount of the benefit cannot yet be calculated with mathematical certainty. However, such benefit is more valuable than either the cost of, or the actual non-ad valorem assessment levied for, the improvement allocated to that parcel of land.

The benefit associated with the CIP of the District is proposed to be allocated to the different unit types within the District in proportion to the density of development as measured by a standard unit called an Equivalent Residential Unit ("ERU"). The table below illustrates the ERU weights that are proposed to be assigned to the unit types contemplated to be developed within the District based on the relative density of development, the total ERU counts for each unit type, and the maximum annual assessment per unit anticipated by the Developer.

The rationale behind different ERU weights is supported by the fact that generally and on average product types with a greater density and greater intensity of use of infrastructure, such as large single-family lots, will use and benefit from the District's improvements more than product types with lesser density and lesser intensity of use of infrastructure, generally and on average product types with lesser density and lesser intensity of use of infrastructure produce less storm water runoff, may produce fewer vehicular trips, and may need less water/sewer capacity than product types with greater density and greater intensity of use of infrastructure. As the exact amount of the benefit is not possible to be calculated at this time, the use of ERU measures serves as a reasonable approximation of the relative amount of benefit received by the different product types from the District's improvements.

5.3 Assigning Debt

The Bond Assessments associated with repayment of the Bonds will initially be levied on all of the gross acres of land in the District. Consequently, the Bond Assessments will initially be levied on approximately 192 +/- gross acres on an equal pro-rata gross acre basis and thus the total bonded debt in the amount of \$75,370,000 will be preliminarily levied on approximately 192 +/- gross acres at a rate of \$377,864.58 per acre.

As the land is platted, the Bond Assessments will be allocated to each platted parcel on a first platted-first assigned basis based on the planned use for that platted parcel as reflected in Table 5 in the *Appendix*. Such allocation of Bond Assessments to platted parcels will reduce the amount of Bond Assessments levied on unplatted gross acres within the District.

Further, to the extent that any residential land which has not been platted is sold to another developer or builder, the Bond Assessments will be assigned to such parcel at the time of the sale based upon the development rights associated with such parcel that are transferred from seller to buyer. The District shall provide an estoppel or similar document to the buyer evidencing the amount of Bond Assessments transferred at sale.

5.4 Lienability Test: Special and Peculiar Benefit to the Property

As first discussed in *Section 1.3*, Special Benefits and General Benefits, public infrastructure improvements undertaken by the District create special and peculiar benefits to certain properties within the District. The District's improvements benefit assessable properties within the District and accrue to all such assessable properties on an ERU basis.

Public infrastructure improvements undertaken by the District can be shown to be creating special and peculiar benefits to the property within the District. The special and peculiar benefits resulting from each improvement include, but are not limited to:

- a. added use of the property;
- b. added enjoyment of the property;
- c. decreased insurance premiums;
- d. increased marketability and value of the property.

The public infrastructure improvements which are part of the CIP make the land in the District developable and saleable and when implemented jointly as parts of the CIP, provide special and peculiar

benefits which are greater than the benefits of any single category of improvements. These special and peculiar benefits are real and ascertainable, but not yet capable of being calculated and assessed in terms of numerical value; however, such benefits are more valuable than either the cost of, or the actual assessment levied for, the improvement or debt allocated to the parcel of land.

5.5 Lienability Test: Reasonable and Fair Apportionment of the Duty to Pay

A reasonable estimate of the proportion of special and peculiar benefits received from the improvements is delineated in Table 4 (expressed as ERU factors) in the *Appendix*.

The apportionment of the Bond Assessments is fair and reasonable because it was conducted on the basis of consistent application of the methodology described in *Section 5.2* across all assessable property within the District according to reasonable estimates of the special and peculiar benefits derived from the CIP by different product types.

5.6 True-Up Mechanism

The District's assessment program is predicated on the development of lots in a manner sufficient to include all of the planned ERUs as set forth in Table 1 in the *Appendix* ("Development Plan"). At such time as lands are to be platted (or re-platted) or site plans are to be approved (or re-approved), the plat or site plan (either, herein, "Proposed Plat") shall be presented to the District for a "true-up" review as follows:

a. If a Proposed Plat results in the same amount of ERUs (and thus Bond Assessments) able to be imposed on the "Remaining Unplatted Lands" (i.e., those remaining unplatted lands after the Proposed Plat is recorded) as compared to what was originally contemplated under the Development Plan, then the District shall allocate the Bond Assessments to the product types being platted and the remaining property in accordance with this Report, and cause the Bond Assessments to be recorded in the District's Improvement Lien Book.

b. If a Proposed Plat results in a greater amount of ERUs (and thus Bond Assessments) able to be imposed on the Remaining Unplatted Lands as compared to what was originally contemplated under the Development Plan, then the District may undertake a pro rata reduction of Bond Assessments for all assessed properties

within the District, may allocate additional ERUs/ densities for a future bond financing, or may otherwise address such net decrease as permitted by law.

c. If a Proposed Plat results in a lower amount of ERUs (and thus Bond Assessments) able to be imposed on the Remaining Unplatted Lands as compared to what was originally contemplated under the Development Plan, then the District shall require the landowner(s) of the lands encompassed by the Proposed Plat to pay a "True-Up Payment" equal to the difference between: (i) the Bond Assessments originally contemplated to be imposed on the lands subject to the Proposed Plat, and (ii) the Bond Assessments able to be imposed on the lands subject to the Proposed Plat, after the Proposed Plat (plus applicable interest, collection costs, penalties, etc.).

With respect to the foregoing true-up analysis, the District's Assessment Consultant, in consultation with the District Engineer, District Counsel and the District's Bond Counsel, shall determine in his or her sole discretion what amount of ERUs (and thus Bond Assessments) are able to be imposed on the Remaining Unplatted Lands, taking into account a Proposed Plat, by reviewing: a) the original, overall development plan showing the number and type of units reasonably planned for the Development, b) the revised, overall development plan showing the number and type of units reasonably planned for the Development, c) proof of the amount of entitlements for the Remaining Unplatted Lands, d) evidence of allowable zoning conditions that would enable those entitlements to be placed in accordance with the revised development plan, and e) documentation that shows the feasibility of implementing the proposed development plan. Prior to any decision by the District not to impose a true-up payment, a supplemental methodology shall be produced demonstrating that there will be sufficient Bond Assessments to pay debt service on the applicable series of bonds and the District will conduct new proceedings under Tennessee Code 7-84-801 through 7-84-828 upon the advice of District Counsel.

Any True-Up Payment shall become due and payable that tax year by the landowner of the lands subject to the Proposed Plat, shall be in addition to the regular Bond Assessment installment payable for such lands, and shall constitute part of the Bond Assessment liens imposed against the Proposed Plat property until paid. A True-Up Payment shall include accrued interest on the applicable bond series to the interest payment date that occurs at least 45 days after the True-Up Payment (or the second succeeding interest payment date

if such True-Up Payment is made within forty-five (45) calendar days before an interest payment date (or such other time as set forth in the supplemental indentures for the applicable bond series)).

All Bond Assessments levied run with the land, and such Bond Assessment liens include any True-Up Payments. The District will not release any liens on property for which True-Up Payments are due, until provision for such payment has been satisfactorily made. Further, upon the District's review of the final plat for the developable acres, any unallocated Bond Assessments shall become due and payable and must be paid prior to the District's approval of that plat. This true-up process applies for both plats and/or re-plats.

Such review shall be limited solely to the function and the enforcement of the District's Bond Assessment liens and/or true-up agreements. Nothing herein shall in any way operate to or be construed as providing any other plat approval or disapproval powers to the District. For further detail on the true-up process, please refer to the True-Up Agreement and applicable assessment resolution(s).

5.7 Assessment Roll

The Bond Assessments of \$75,370,000 are proposed to be levied over the area described in Exhibit "A". Excluding any capitalized interest period, Bond Assessments shall be paid in thirty (30) annual principal installments.

5.8 Additional Items Regarding Bond Assessment Imposition and Allocation

This master assessment allocation methodology is intended to establish the necessary benefit and fair and reasonable allocation findings for a master assessment lien, which may give rise to one or more individual assessment liens relating to individual bond issuances necessary to fund all or a portion of the project(s) referenced herein comprising the CIP. All such liens shall be within the benefit limits established herein and using the allocation methodology described herein, and shall be described in one or more supplemental reports.

As noted herein, the CIP functions as a system of improvements. Among other implications, this means that proceeds from any particular bond issuance can be used to fund improvements within any benefitted property or designated assessment area within the District, regardless of where the Bond Assessments are levied,

provided that Bond Assessments are fairly and reasonably allocated across all benefitted properties.

As set forth in any supplemental report, and for any particular bond issuance, the Developer may opt to “buy down” the Bond Assessments on particular product types and/or lands using a contribution of cash, infrastructure or other consideration, and in order for Bond Assessments to reach certain target levels. Note that any “true-up,” as described herein, may require a payment to satisfy “true-up” obligations as well as additional contributions to maintain such target assessment levels. Any amounts contributed by the Developer to pay down Bond Assessments will not be eligible for “deferred costs,” if any are provided for in connection with any particular bond issuance.

No Bond Assessments will be allocated herein to any public or private amenities or other common areas planned for the Development. Such amenities and common areas will be owned and operated by the master homeowners’ association. If owned by a homeowners’ association, the amenities will be considered a common element for the exclusive benefit of property owners. Alternatively, if owned by the District, the amenities will be available for use by the public, subject to the District’s rules and policies. Accordingly, any benefit to the amenities and common areas flows directly to the benefit of all property in the District. As such, no Bond Assessments will be assigned to the amenities and common areas.

In the event that the CIP is not completed, required contributions are not made, additional benefitted lands are added to the District and/or assessment area(s), or under certain other circumstances, the District may elect to reallocate the Bond Assessments, and the District expressly reserves the right to do so, provided however that any such reallocation shall not be construed to relieve any party of contractual or other obligations to the District.

6.0 Additional Stipulations

6.1 Overview

Wrathell, Hunt & Associates, LLC was retained by the District to prepare a methodology to fairly allocate the special assessments related to the District’s CIP. Certain financing, development and engineering data was provided by members of District Staff and/or the Developer. The allocation methodology described herein was based on information provided by those professionals. Wrathell,

Hunt & Associates, LLC makes no representations regarding said information transactions beyond restatement of the factual information necessary for compilation of this report.

Wrathell, Hunt & Associates, LLC does not represent the District as a Municipal Advisor or Securities Broker nor is Wrathell, Hunt & Associates, LLC registered to provide such services as described in Section 15B of the Securities Exchange Act of 1934, as amended. Similarly, Wrathell, Hunt & Associates, LLC does not provide the District with financial advisory services or offer investment advice in any form.

7.0 Appendix

Table 1

Armistead Infrastructure Development District

Development Plan

Product Type	Total Number of Units	Total Number of Room Keys	Total Number of Sq Ft
Multifamily	355	-	-
Tiny Home	23	-	-
Attached (Live/Work TH)	6	-	-
Townhomes	42	-	-
Single-family Starter	74	-	-
Single-family Primary	99	-	-
Single-family Premium	83	-	-
Single-family Prime	41	-	-
Quadplex	48	-	-
Farm Compound	64	-	-
Hotel/ Inn	-	75	-
Commercial (Non-residential)	-	-	83,000
Total	835	75	83,000

Table 2

Armistead Infrastructure Development District

Capital Improvement Plan

Improvement	Total CIP Costs
Reclaimed Water Distribution System	\$ 2,444,341.00
Wastewater System	\$ 6,067,235.00
Stormwater Management System (No Earthwork)	\$ 4,022,451.00
On-site Roadway Improvements	\$ 9,893,112.00
Off-site Roadway Improvements	\$ 5,150,000.00
Incremental Cost of Undergrounding of Electric Conduit	\$ 1,833,258.00
Public Spaces/ Landscape/ Hardscape	\$ 12,185,776.00
Environmental/ Mitigation	\$ 208,981.00
Parkland & Impact Fees	\$ 3,300,000.00
Soft Costs & Fees	\$ 1,408,817.00
Contingency (25%)	\$ 7,704,803.00
Total	\$ 54,218,772.00

Table 3

Armistead Infrastructure Development District

Preliminary Sources and Uses of Funds

Sources

Bond Proceeds:	
Par Amount	\$75,370,000.00
Total Sources	\$75,370,000.00

Uses

Project Fund Deposits:	
Project Fund	\$54,218,772.00
Other Fund Deposits:	
Debt Service Reserve Fund	\$6,073,797.23
Capitalized Interest Fund	\$10,551,800.00
Delivery Date Expenses:	
Costs of Issuance	\$4,522,200.00
Rounding	\$3,430.77
Total Uses	\$75,370,000.00

Financing Assumptions

Coupon Rate: 7%
 Capitalized Interest Period: 24 months
 Term: 30 Years
 Underwriter's Discount: 2% - \$1,507,400
 Cost of Issuance: 4% - \$3,014,800

Table 4

Armistead Infrastructure Development District

Benefit Allocation

Product Type	Total Number of Units	Total Number of Room Keys	Total Number of Sq Ft.	ERU per Unit/ per 1,000 Sq Ft.	Total ERU
Multifamily	355	-	-	0.40	142.00
Tiny Home	23	-	-	0.60	13.80
Attached (Live/Work TH)	6	-	-	0.80	4.80
Townhomes	42	-	-	0.80	33.60
Single-family Starter	74	-	-	0.80	59.20
Single-family Primary	99	-	-	1.00	99.00
Single-family Premium	83	-	-	1.20	99.60
Single-family Prime	41	-	-	1.40	57.40
Quadplex	48	-	-	0.50	24.00
Farm Compound	64	-	-	0.50	32.00
Hotel/ Inn	-	75	-	0.30	22.50
Commercial (Non-residential)	-	-	83,000	0.25	20.75
Total	835	75	83,000		608.65

Table 5

Armistead Infrastructure Development District

Bond Assessment Apportionment

Product Type	Total Number of Units	Total Number of Room Keys	Total Number of Sq Ft.	Total Cost Allocation	Total Bond Assessment Apportionment	Bond Assessment Apportionment per Unit	Annual Bond Assessment Debt Service per Unit/ per Sq Ft*
Multifamily	355	-	-	\$12,649,413.66	\$17,584,063.09	\$49,532.57	\$3,991.65
Tiny Home	23	-	-	\$1,229,309.21	\$1,708,873.74	\$74,298.86	\$5,987.48
Attached (Live/Work TH)	6	-	-	\$427,585.81	\$594,390.87	\$99,065.14	\$7,983.30
Townhomes	42	-	-	\$2,993,100.70	\$4,160,736.06	\$99,065.14	\$7,983.30
Single-family Starter	74	-	-	\$5,273,558.37	\$7,330,820.67	\$99,065.14	\$7,983.30
Single-family Primary	99	-	-	\$8,818,957.41	\$12,259,311.59	\$123,831.43	\$9,979.13
Single-family Premium	83	-	-	\$8,872,405.64	\$12,333,610.45	\$148,597.72	\$11,974.96
Single-family Prime	41	-	-	\$5,113,213.69	\$7,107,924.09	\$173,364.00	\$13,970.78
Quadplex	48	-	-	\$2,137,929.07	\$2,971,954.33	\$61,915.72	\$4,989.56
Farm Compound	64	-	-	\$2,850,572.09	\$3,962,605.77	\$61,915.72	\$4,989.56
Hotel/ Inn	-	75	-	\$2,004,308.50	\$2,786,207.18	\$37,149.43	\$2,993.74
Commercial (Non-residential)	-	-	83,000	\$1,848,417.84	\$2,569,502.18	\$30.96	\$2.49
Total	835	75	83,000	\$54,218,772.00	\$75,370,000.00		

* Does not include costs of collection or allowance for early payment discount. Principal and Interest ONLY

EXHIBIT B
DISTRICT BOUNDARIES

The District shall consist of the following parcel with the following descriptions:

TAX PARCEL ID: 064 0200 000005064

Tract I:

Being a tract of land lying in Williamson County, Tennessee, generally bounded on the north by West Harpeth Partners (DB 8799, pg. 670), on north and west by HB Development Company (DB 9348, pg. 169), on the east by Mack Hatcher Memorial Parkway (right-of-way varies), and on the south by Old Charlotte Pike (right-of-way varies), and being more particularly described as follows:

Beginning at a concrete monument at the intersection of the west margin of Mack Hatcher Memorial Parkway and the north margin of Old Charlotte Pike, being the southeast corner of the property herein described; thence along the margin of Old Charlotte Pike, the following calls: S 63°39'06" W , 265.07'; thence S 26°15'13" E , 12.91'; thence S 63°44'47" W , 105.95'; thence S 64°04'49" W , 310.25'; thence with a curve turning to the right with a radius of 580.77', an arc length of 140.04', with a chord bearing of S 70°54'04" W , and a chord length of 139.70'; thence with a curve turning to the right with a radius of 189.52', an arc length of 51.86', with a chord bearing of S 85°38'50" W , and a chord length of 51.69' thence N 86°30'51" W , 442.40'; thence with a curve turning to the right with a radius of 333.95', an arc length of 164.08', with a chord bearing of N 72°26'19" W , and a chord length of 162.44'; thence N 58°21'46" W , 150.60'; thence N 56°19'02" W , 98.32'; thence N 55°11'53" W , 67.48' to an iron pin found, being the southeast corner of HB Development Company and the southwest corner of the property herein described; thence leaving Old Charlotte Pike and with the east line of HB Development Company, the following calls: N 08°08'52" E , 565.91' to an iron pin found; thence N 07°49'28" E , 215.10' to an iron pin found; thence N 07°42'11" E , 373.67' to an iron pin found; thence N 06°59'24" E , 1121.88' to an iron pin found, being the northwest corner of the property herein described; thence S 83°46'52" E , 418.66' to an iron pin found, being the southwest corner of West Harpeth Partners; thence leaving HB Development Company and with the south line of West Harpeth Partners, S 83°59'08" E , 1426.24' to a fence post in the west margin of Mack Hatcher Memorial Parkway, being the southeast corner of West Harpeth Partners and the northeast corner of the property herein described; thence along the margin of Mack Hatcher Memorial Parkway, the following calls: S 07°52'23" W , 246.35'; thence S 37°04'11" W , 20.89' to a concrete monument; thence S 23°18'15" W , 106.45' to a concrete monument; thence with a curve turning to the left with a radius of 2029.86', an arc length of 574.59', with a chord bearing of S 19°05'29" W , and a chord length of 572.67' to a concrete monument; thence S 10°58'55" W , 1068.89' to the Point of Beginning. Containing 90.52 Acres, as surveyed by T-Square Surveying, J. Mark Cantrell, RLS #1859, dated 2-18-2025.

Tract II:

Being a tract of land lying in Williamson County, Tennessee, generally bounded on the north by City of Franklin (DB 9006, pg. 62), on the north and west by Old Charlotte Pike (right-of-way varies), on the east by Mack Hatcher Memorial Parkway (right-of-way varies), and on the south by New Highway 96 West (right-of-way varies), and being more particularly described as follows:

Beginning at a concrete monument at the intersection of the west margin of Mack Hatcher Memorial Parkway and the south margin of Old Charlotte Pike, being the northeast corner of the property herein described; thence along the margin of Mack Hatcher Memorial Parkway, the following calls: S 11°02'31" W , 850.05'; thence S 35°01'57" W , 661.46' to a concrete monument at the intersection of the west margin of Mack Hatcher Memorial Parkway and the north margin of New Highway 96 West, being the southeast corner of the

property herein described; thence along the margin of New Highway 96 West, the following calls: N 87°53'16" W , 899.48'; thence N 88°02'21" W , 485.06'; thence with a curve turning to the right with a radius of 7640.00', an arc length of 1321.58', with a chord bearing of N 83°05'01" W , and a chord length of 1319.93' to a point at the intersection of the north margin of New Highway 96 West and the east margin of Old Charlotte Pike, being the southwest corner of the property herein described; thence along the margin of Old Charlotte Pike, the following calls: N 36°19'15" W , 64.08'; thence N 07°54'22" E , 816.99'; thence N 08°26'21" E , 197.28'; thence N 07°49'53" E , 150.78'; thence N 07°44'06" E , 454.95'; thence N 07°59'00" E , 295.86' to an iron pin found, being the southwest corner of City of Franklin and the northwest corner of the property herein described; thence leaving Old Charlotte Pike and with the south line of City of Franklin, N 76°50'25" E , 324.42' to an iron pin found in the south margin of Old Charlotte Pike, being the southeast corner of City of Franklin; thence along the margin of Old Charlotte Pike, the following calls: S 40°06'04" E , 132.67'; thence with a curve turning to the left with a radius of 353.08', an arc length of 111.05', with a chord bearing of S 49°08'29" E , and a chord length of 110.60'; thence with a curve turning to the right with a radius of 1376.58', an arc length of 114.70', with a chord bearing of S 55°43'39" E , and a chord length of 114.66'; thence with a curve turning to the right with a radius of 1376.78', an arc length of 46.55', with a chord bearing of S 52°32'59" E , and a chord length of 46.55'; thence S 51°23'23" E , 172.43'; thence S 51°26'04" E , 521.28'; thence with a curve turning to the left with a radius of 4239.91', an arc length of 263.45', with a chord bearing of S 53°13'40" E , and a chord length of 263.40'; thence S 55°11'53" E , 67.55'; thence S 56°19'02" E , 99.01'; thence S 58°21'46" E , 151.05'; thence with a curve turning to the left with a radius of 358.95', an arc length of 176.36', with a chord bearing of S 72°26'19" E , and a chord length of 174.60'; thence S 86°30'51" E , 442.40'; thence with a curve turning to the left with a radius of 214.52', an arc length of 58.70', with a chord bearing of N 85°38'50" E , and a chord length of 58.51'; thence with a curve turning to the left with a radius of 605.77', an arc length of 146.05', with a chord bearing of N 70°54'07" E , and a chord length of 145.69'; thence N 64°04'49" E , 310.30'; thence N 63°44'47" E , 106.02'; thence S 26°15'13" E , 9.99'; thence N 64°50'39" E , 30.00' to an iron pin found; thence N 84°46'17" E , 164.64' to the Point of Beginning. Containing 102.15 Acres, as surveyed by T-Square Surveying, J. Mark Cantrell, RLS #1859, dated 2-18-2025.

Being the same property conveyed to ArmisteadTN, LLC by quitclaim deed from Short Properties, a Tennessee general partnership of record in Book 9729, Page 413, in the Register's Office of Williamson County, Tennessee.

EXHIBIT C
FORM OF INTERGOVERNMENTAL AGREEMENT

(See Attached)

INTERGOVERNMENTAL AGREEMENT

This Intergovernmental Agreement (this “Intergovernmental Agreement”) is dated as of _____, 2026 by and between THE CITY OF FRANKLIN, TENNESSEE (the “City”), a public corporation, and THE INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF FRANKLIN (the “Board”), a non-profit corporation and a public instrumentality of City of Franklin, Tennessee.

RECITALS

The City is authorized by Tenn. Code Ann. §§ 7-84-801 et seq. (the “Special Assessment Act”) to (i) establish a real estate infrastructure development district, (ii) levy a special assessment on the properties located within the district to provide funding for the costs of the infrastructure necessary to develop the district and (iii) use the revenues from the special assessment so levied to pay debt service on bonds issued to finance such public infrastructure improvements.

Pursuant to the Special Assessment Act, the Board of Mayor and Aldermen of the City enacted Resolution No. __, (as the same may be supplemented and amended from time to time, the “Establishment Resolution”) which (i) designated an area within the City more particularly described therein to be known as the Armistead Infrastructure Development District (as such infrastructure development district may be amended from time to time in accordance with the Special Assessment Act and the Establishment Resolution, the “IDD”) as a real estate infrastructure development district under the provisions of the Special Assessment Act; and (ii) together with and as more fully detailed in the Certificate of City Administrator as to Final Assessment Designation dated the date hereof, levied an assessment amount per unit for certain real property located within the IDD over a period of not more than thirty (30) years (the “Assessment”).

Pursuant to the Special Assessment Act and the Establishment Resolution, the revenues collected from the Assessment (the “Special Assessment Revenues”) may be applied to the funding of the public infrastructure improvements (the “Projects”).

Pursuant to the Special Assessment Act and specifically Tenn. Code Ann. § 7-84-815, the City, in the Establishment Resolution, approved and requested that the Public Building Authority of Tipton County, Tennessee (the “Authority”) (i) enter into district administration and other related agreements in compliance with the financing policies of the Authority’s LIFT Program, (ii) issue one or more series of bonds, notes, or other debt obligations (in any case, the “Bonds”), and (iii) enter into a loan agreement (the “Loan Agreement”) with the Board under which the Authority will loan the proceeds of the Bonds to the Board to finance the Projects, and the Board will repay the debt service on the Bonds, solely from Special Assessment Revenues.

For the purposes of funding the Projects for the benefit of the IDD, the Bonds will be designated Special Assessment Revenue Bonds (Armistead Infrastructure Development District) and issued in one or more series, in an aggregate principal amount of up to \$72,000,000 (the “Series 2026 Bonds”). The Series 2026 Bonds will be payable from the Special Assessment Revenues collected by the City, and the proceeds of the Series 2026 Bonds will be applied to the costs of the Projects.

Pursuant to the Special Assessment Act and Tenn. Code Ann. §§ 7-53-101 et seq. and 12-10-101 et seq., the Board is authorized to enter into the Loan Agreement with the Authority to facilitate the borrowing and the monetization of the Special Assessment Revenues on behalf of the City.

The Series 2026 Bonds will be issued pursuant to the terms of the Loan Agreement between the Board and the Authority and a Trust Indenture dated on or about _____, 2026 (the “Indenture”) between the Authority and UMB Bank N.A., as trustee (the “Trustee”). Pursuant to the Loan Agreement, the Board will assign to the Authority, and pursuant to the Indenture, the Authority will assign to the Trustee, the right to receive the Special Assessment Revenues collected by the City to secure payment of the Series 2026 Bonds.

Pursuant to the Special Assessment Act and the Establishment Resolution, the City is authorized to enter into this Intergovernmental Agreement and to contribute and pledge the Special Assessment Revenues to the Board to be further assigned to the Authority to provide for the payment of the Series 2026 Bonds and any other bonds issued pursuant to the Indenture.

NOW THEREFORE, for and in consideration of the foregoing Recitals and the mutual covenants and agreements set forth below, the receipt and adequacy of which is hereby acknowledged by both parties hereto, the City and Board hereby agree as follows:

ARTICLE I DEFINITIONS

Section 1.01 Definitions. Capitalized terms not defined herein shall have the meaning given such terms in the Recitals of this Intergovernmental Agreement. In addition, the following terms shall have the meanings set forth below:

- (a) “Holder,” or “holder” or “Bondholder” shall mean a holder of any Series 2026 Bonds as described in the Trust Indenture.
- (b) “Intergovernmental Agreement” means this Intergovernmental Agreement, as supplemented or amended from time to time.
- (c) “State” shall mean the State of Tennessee.

ARTICLE II REPRESENTATIONS AND WARRANTIES

Section 2.01 Representations and Warranties by the City. The City makes the following representations and warranties:

- (a) The City is a public corporation in the State of Tennessee. The City has the power to enter into this Intergovernmental Agreement and the transactions contemplated hereunder and to carry out its obligations hereunder. The City has duly authorized the execution and delivery of this Intergovernmental Agreement.
- (b) This Intergovernmental Agreement has been duly and properly authorized, executed, sealed and delivered by the City, constitutes the valid and legally binding obligation of the City, and is fully enforceable against the City in accordance with its terms; provided, however, that the enforceability and binding nature of this Intergovernmental Agreement is subject to bankruptcy, insolvency, reorganization and other state and federal laws affecting the enforcement of creditors’ rights, and, to the extent that certain remedies under this Intergovernmental Agreement require, or may require enforcement by a court of equity, such principles of equity as the court having jurisdiction may impose.

(c) There are no proceedings pending or, to the knowledge of the City, threatened before any court or administrative agency which may affect the authority of the City to enter into this Intergovernmental Agreement, to undertake the transactions contemplated hereby or to carry out its obligations hereunder.

(d) The execution, delivery and performance by the City of this Intergovernmental Agreement do not and shall not constitute a violation or breach of or a default under any existing mortgage, indenture, contract, instrument or agreement binding on the City or affecting its property, or any provision of law or order of any court binding upon the City.

Section 2.02 Representations and Warranties by the Board. The Board makes the following representations and warranties:

(a) The Board is a non-profit corporation and a public instrumentality of City of Franklin, Tennessee. The Board has the power to enter into this Intergovernmental Agreement and to undertake the transactions contemplated hereby and to carry out its obligations hereunder. The Board has duly authorized the execution and delivery of this Intergovernmental Agreement.

(b) This Intergovernmental Agreement has been duly and properly authorized, executed, sealed, and delivered by the Board, constitutes the valid and legally binding obligation of the Board, and is fully enforceable against the Board in accordance with its terms; provided, however, that the enforceability and binding nature of this Intergovernmental Agreement is subject to bankruptcy, insolvency, reorganization and other state and federal laws affecting the enforcement of creditors' rights, and, to the extent that certain remedies under this Intergovernmental Agreement require, or may require enforcement by a court of equity, such principles of equity as the court having jurisdiction may impose.

(c) There are no proceedings pending or, to the knowledge of the Board, threatened before any court or administrative agency which may affect the Authority of the Board to enter into this Intergovernmental Agreement, to undertake the transactions contemplated hereby or to carry out its obligations hereunder.

(d) The execution, delivery and performance by the Board of this Intergovernmental Agreement does not and shall not constitute a violation or breach of or default under the Act, any existing mortgage, indenture, contract, instrument or agreement binding on the Board or affecting its property, or any provision of law or order of any court binding upon the Board.

ARTICLE III COVENANTS AND AGREEMENTS OF THE CITY

Section 3.01 Collection of Special Assessment Revenues. The City shall comply in all material respects with the requirements of the laws of the State, the Special Assessment Act and the Establishment Resolution relating to the collection of Special Assessment Revenues. The City shall cause the Assessment to be billed to property owners at the same time and in the same manner as property taxes. The City agrees to enforce payment of the Assessment so billed, as provided by law, in a timely fashion. The collection of delinquent Assessments shall be pursued by the City in the same manner as the collection of property taxes levied by the City.

Section 3.02 Pledge and Transfer of Special Assessment Revenues. So long as the Series 2026 Bonds remain outstanding, the City hereby agrees to remit the Special Assessment Revenues so collected to the Board, to be further remitted by the Board in the manner and for the purposes described in

Article IV below. The City agrees that all Special Assessment Revenues that have then been collected and not previously transferred to the Board shall, on the 15th day of each April and October, be transferred to and deposited with the Board. Prior to such transfer, the City shall take any and all necessary steps to identify such collected Special Assessment Revenues as restricted solely for the purposes described herein, and the City shall not pledge, encumber, transfer or spend such Special Assessment Revenues. Notwithstanding the foregoing provisions of this Section 4.02 to the contrary, that portion of the Special Assessment Revenues needed to pay the Administrative Fee, as defined and subject to the limitations set forth in Section 11 of the Establishment Resolution, shall not be remitted to the Board but shall instead be withheld and applied by the City to the costs of the Administrative Fee, whether incurred by the City or the Board. Nothing herein shall preclude the Board from directing that the transfer of Special Assessment Revenues to it be accomplished by a direct transfer of such revenues by the City to a designated account established by the Authority in connection with the issuance of the Series 2026 Bonds, including the Revenue Fund described in Section 4.02 below; and the City will comply with any such directions.

Section 3.03 Preservation of IDD. The City will not take any action that would (i) reduce the size of the IDD, (ii) reduce the final, established rates of Assessment, or (iii) terminate or otherwise limit the term of the IDD.

Section 3.04 Continuing Disclosure; Additional Actions. The City will provide the Board with sufficient data to enable the Board and the Authority to comply with any continuing disclosure undertaking with respect to the Bonds, including without limitation information regarding the assessed value of real property within the IDD, and the collection of Special Assessment Revenues. The City Mayor and the City Administrator and the other officers and employees of the City are hereby authorized and directed, jointly and severally, to do any and all things and to execute and deliver any and all certificates which they may deem necessary or advisable in order to facilitate the issuance, sale and delivery of the Series 2026 Bonds by the Authority and the execution and delivery of the loan agreement described in Section 4.01 below.

ARTICLE IV COVENANTS AND AGREEMENTS OF THE BOARD

Section 4.01 Loan Agreement between the Authority and the Board. In connection with the issuance of the Series 2026 Bonds by the Authority, the Board hereby agrees that it will enter into a Loan Agreement with the Authority pursuant to which (a) the proceeds of the Series 2026 Bonds will be loaned by the Authority to the Board for further application to the costs of the Projects, and (b) the Special Assessment Revenues remitted by the City to the Board hereunder shall be further remitted to the Authority to provide for the payment of the Series 2026 Bonds.

Section 4.02 Establishment of Revenue Fund. The Board will request that the Authority establishes a separate and discrete fund or account (the “Revenue Fund”), which shall be held by the Trustee under the Indenture, for deposit of the Special Assessment Revenues paid to the Trustee by or on behalf of the City in accordance with this Intergovernmental Agreement, which fund will be held in trust by the Trustee, separate and apart from all other funds of the Authority, Board, the City or the Trustee.

Section 4.03 Prohibition on Actions Without the Consent of the City. Without the prior written consent of the City, the Board shall not grant any waiver, take any action, omit to take any action or, to the extent such action or omission is within the control of the Board, permit any other person or entity to take any action or omit to take any action, under any documents relating to the Series 2026 Bonds, if such waiver, action or omission would constitute or result in the sale, use, pledging or other disposition of all or any part of the Special Assessment Revenues, except to the extent that the execution and delivery of

this Intergovernmental Agreement, the establishment of the Revenue Fund under the Indenture, and the issuance of the Series 2026 Bonds constitutes a sale, use, pledging or other disposition of the Special Assessment Revenues.

ARTICLE V MISCELLANEOUS

Section 5.01 Limited Liability of the City and the Board.

(a) The Series 2026 Bonds shall be limited obligations of the Board and the Authority, the principal of, premium, if any, and interest on which are payable solely from the Special Assessment Revenues to be received by the Board from the City pursuant to this Intergovernmental Agreement, and neither the Series 2026 Bonds, nor the interest or any premium thereon, shall ever constitute an indebtedness or a charge against the general credit or taxing powers of the City or any other public body, and the Series 2026 Bonds shall not constitute an indebtedness to which the faith or credit of the City or any other public body is pledged.

(b) No provision of this Intergovernmental Agreement, or any agreement, document, instrument or certificate executed, delivered or approved by the City or the Board in connection with the issuance, sale, delivery or administration of the Series 2026 Bonds shall require the City or the Board to expend or risk its own general funds, the obligations and liabilities of the City or the Board under this Intergovernmental Agreement or any documents related to the Series 2026 Bonds being solely the obligations and liability of the City and the Board under this Intergovernmental Agreement, which are payable solely from the Special Assessment Revenues.

(c) Neither the Holders nor any other person shall have any claim against the City or the Board or any officer, official, agent or employee of the City or the Board for damages suffered as a result of the City's or the Board's failure to perform in any respect any covenant, undertaking or obligation under this Intergovernmental Agreement or any documents relating to the Series 2026 Bonds or as a result of the incorrectness of any representation in, or omission from, any of this Intergovernmental Agreement, except to the extent that any such claim relates to the obligation of the City and the Board under this Intergovernmental Agreement to contribute Special Assessment Revenues. Nothing contained in this Intergovernmental Agreement or in any of documents related to the Series 2026 Bonds shall be construed to preclude any action or proceeding in any court or before any governmental body, agency or instrumentality against the City or the Board or any of its officers, officials, agents or employees to enforce the provisions of this Intergovernmental Agreement or any of the documents related to the Series 2026 Bonds.

Section 5.02 Waiver of Personal Liability. No officer, official, agent or employee of the City or the Board shall be individually or personally liable for the payment of any monies pursuant to this Intergovernmental Agreement or for any pecuniary liabilities whatsoever; but nothing herein contained shall relieve any such officer, official, agent or employee from the performance of any official duty provided by law or this Intergovernmental Agreement.

Section 5.03 Benefit of Intergovernmental Agreement. Except as described in Section 5.07 below, (a) nothing in this Intergovernmental Agreement, expressed or implied, is intended to give to any person other than the Board and the City any right, remedy or claim under or by reason of this Intergovernmental Agreement; and (b) any covenants, stipulations, promises or agreements in this

Intergovernmental Agreement contained by and on behalf of the City and the Board shall be for the sole and exclusive benefit of the City and Board, as applicable.

Section 5.04 Enforcement of Intergovernmental Agreement.

(a) If any material representation or warranty made herein proves to be false or misleading in any material respect when made or affirmed, no breach or violation of this Intergovernmental Agreement shall be deemed to occur unless and until written notice has been given to the party making such representation or warranty and such party has not remedied this failure or misrepresentation within a thirty (30) day period thereafter.

(b) No breach or violation of this Intergovernmental Agreement shall be deemed to occur as a result of the failure to observe or perform any covenant or agreement set forth herein unless and until written notice has been given to the party failing to observe or perform such covenant or agreement and such party has not remedied this failure within a thirty (30) day period thereafter.

(c) If a breach of this Intergovernmental Agreement is not remedied or cured within the time periods set forth in (a) and (b), the parties may take whatever action at law or in equity may appear necessary or desirable to enforce performance and observance of any obligation, agreement or covenant under this Intergovernmental Agreement.

Section 5.05 Amendment. This Intergovernmental Agreement may be amended or supplemented in accordance with the Indenture by a written instrument executed by the Board and the City. Any amendment to this Intergovernmental Agreement must be made with the same formality as this Intergovernmental Agreement, and only with the approval of the Board of Mayor and Aldermen and the Board; provided, however, that consents, approvals, waivers, amendments to cure any ambiguity and other modifications of a non-substantive nature may be negotiated and granted by the City and the Board by sole action of the Mayor of the City and the Chair of the Board, or their respective designees.

Section 5.06 Severability. If any part of this Intergovernmental Agreement is held to be illegal or unenforceable by a court of competent jurisdiction, the remainder of this Intergovernmental Agreement shall be given effect to the fullest extent possible.

Section 5.07 Third-Party Beneficiary. The City and the Board acknowledge and agree that the Authority is an intended and expressed third-party beneficiary of this Agreement and that the Authority may rely upon and enforce all of the representations, warranties, and covenants set forth in this Agreement.

Section 5.08 Assignment. This Intergovernmental Agreement may not be assigned by either party without the prior written consent of the other party and the Trustee, except that the Board may freely assign its rights hereunder to the Authority to secure the payment of the Series 2026 Bonds.

Section 5.09 Counterparts. This Intergovernmental Agreement may be executed in counterparts, each of which shall be deemed an original.

Section 5.10 Effective Date; Termination. This Intergovernmental Agreement shall be effective as of the date of issuance of the Series 2026 Bonds and shall terminate on the date as of which no Series 2026 Bonds remain outstanding.

Section 5.11 Applicable Law. This Intergovernmental Agreement shall be construed and enforced pursuant to the laws of the State.

IN WITNESS WHEREOF, the parties have hereunto set their hands on the date first above written.

THE CITY OF FRANKLIN, TENNESSEE

By: _____
Mayor

ATTEST:

City Recorder

THE INDUSTRIAL DEVELOPMENT BOARD OF THE
CITY OF FRANKLIN

By: _____
Chairman

ATTEST:

Secretary

ARMISTEAD — City of Franklin Annexation Cost/Benefit Data Request

1740 New Hwy 96 W, Franklin, TN | 192.688 Acres | COF Project #8492 | PUD Approved Development Plan

Prepared by Character Development | April 2026 | Estimates are noted as such; all others are approved entitlement figures from the PUD Development Plan.

DATA POINT	RESPONSE	STATUS	NOTES / SOURCE
PUBLIC INFRASTRUCTURE			
Public Park Acreage Created	2.58 acres dedicated as public parkland (Greenway: 0.79 ac; Natural Area: 0.35 ac; Agriculture: 0.97 ac; Farm Park Natural Area: 0.47 ac)	Per Parkland Agreement	Open Space Plan, Sheet C2.14. Total open space provided: 100.64 acres (51% of site); 98.06 acres HOA-maintained. Parkland dedication = 2.58 acres to City.
Public Road Lane Miles Created	Approximately 3.71 miles of total primary roadway (7.22 miles each way) Approximately 1.47 miles of Public Alleys and Mews (2.94 miles each way) Offsite Lanes: 4000lf of lanes (.75 miles) Total Miles: 5.18 miles, (10.90 miles each way)	Estimate	Internal road network serves multiple phases across 192.69 acres. ROW shown on development plan sheets. Mack Hatcher Pkwy and Hwy 96 W frontage improvements included.
Sewer Line Miles (COF) Created	Section 1 - 2800lf of sewer Section 2 - 9000lf of sewer Section 3 estimate: 4500lf Section 4 estimate: 4500 lf Section 5 estimate: 5000lf Total Estimated: 25,800lf = 4.89 miles	Estimate	Pulled from 2 existing site plan submissions for phase 1: Section 1 (town center) and Section 2 (2hamlets). Future phases estimated based on Residential density.
Reclaimed Water Line Miles Created	Still under development	TBD	Development Plan notes reclaimed water service may be provided by COF; details to be worked out at Site Plan stage. Line miles TBD by CSDG.
Other Public Infrastructure Created (City to receive and maintain)	Stormwater management facilities on-site (stormwater management areas shown on plan). Pedestrian network / sidewalks on public ROW. Traffic control improvements at Hwy 96 W and Old Charlotte Pike intersections.	Estimate	Development Plan Sheet C2.0 notes: estimated impervious area ~82 acres; stormwater management facilities proposed on-site. All public improvements within easement or public ROW per Note 8, Sheet C2.0.

ESTIMATED MARKET VALUE — RESIDENTIAL

Single-Family Detached (321 lots) Average value at stabilization	~\$1,500,000 per unit Total estimated value: ~\$481,500,000	Estimate	Phase 1 (120 SFH) underwritten at \$1.5M+ average. Full program is 321 detached SF lots across all phases. Values based on comparable Franklin/Westhaven comps and developer proforma.
Townhouse (48 units) Average value at stabilization	~\$850,000 per unit Total estimated value: ~\$40,800,000	Estimate	48 townhouse units. Value estimate based on comparable TND townhouse product in Franklin market.
Multiplex — 4-unit buildings (48 units) Average value at stabilization	~\$400,000 per unit Total estimated value: ~\$19,200,000	Estimate	48 multiplex units across multiple buildings. Value estimate based on comparable attached product.
Multifamily (356 units) Average value at stabilization	~\$300,000 per unit (assessed) Total estimated value: ~\$106,800,000	Estimate	356 multifamily units (mix of studio, 1BR, 2BR, 3BR per parking study). Non-podium, surface-parked, 4-story product. Value per unit based on institutional multifamily comparables.
Farm Compound (64 units) Average value at stabilization	~\$400,000 per unit Total estimated value: ~\$25,600,000	Estimate	64 farm compound units — unique product type associated with working farm. Estimate reflects premium agrihood premium over standard SF product.
Tiny Home Lots (42 units) Average value at stabilization	~\$600,000 per unit Total estimated value: ~\$25,200,000	Estimate	42 courtyard lots (10% standard). Value based on compact SF product comps.
TOTAL RESIDENTIAL MARKET VALUE (all unit types)	~\$699,100,000 (fully built-out, all phases)	Estimate	Sum of all residential product types at stabilization across all 6 phases. 829 total units / 417 lots per entitlement.

ESTIMATED MARKET VALUE — COMMERCIAL / RETAIL / OFFICE			
Total Commercial / Retail / Office SF	103,750 SF total non-residential (per overall entitlement)	Entitled	Per PUD approved entitlement: 103,750 SF non-residential. Breakdown: Retail/Personal Service 42,150 SF; Office 21,350 SF; Restaurant 20,150 SF; Clinic 1,400 SF; Indoor Animal Services 1,200 SF; Institutional/Education 4,500 SF; Daycare 4,000 SF; Museum 1,600 SF; Event Space (Tobacco Barn) 7,400 SF.
Market Value — Commercial / Retail Space (stabilized)	~\$50,000,000 — \$75,000,000 (range reflects lease-up risk and cap rate assumptions)	Estimate	85,000 SF primary retail/restaurant/office. Estimated cost to develop ~\$17-18M. Stabilized NOI at market rents; cap rate 6-7%. Range reflects conservative vs. optimistic stabilization.
Market Value — Office Space (stabilized)	Included in Commercial / Retail range above	Estimate	21,350 SF office component. Office included in blended commercial value above.

ESTIMATED MARKET VALUE — HOTEL / MOTEL			
Hotel Keys	75 keys total (20-key Inn + 55 cottage keys)	Entitled	Per PUD approved entitlement. Inn and cottages in Phase 4. Hotel on separate parcel. Boutique/agrihood positioning.
Market Value — Hotel / Motel (stabilized)	~\$13,000,000 — \$15,000,000	Estimate	75-key boutique hotel. Estimated at \$150,000-\$200,000 per key at stabilization based on comparable boutique hotel assets in Williamson County. Yield on cost target ~7%.

COMMERCIAL / HOTEL / OFFICE LOTS AND BUSINESSES			
# of Commercial, Hotel/Motel, and Office Lots / Parcels	~6-8 commercial/mixed-use parcels (hotel and one commercial site on separate parcels)	Estimate	Village Center mixed-use parcels primarily. Exact parcel count subject to final Site Plan platting.
# of Commercial / Hotel / Office Businesses Expected	~25-35 distinct businesses at full build-out	Estimate	Includes: restaurant tenants (~6-8), retail/personal service tenants (~8-12), office tenants (~4-6), hotel operator (1), distillery/event tenant (1), daycare operator (1), culinary school/museum operator (1), farm/agri-business operators (~2-3).



City of Franklin, Tennessee

Annexation Cost Analysis Calculator

Category: Development Information

Development Name:

Type of Development: Acreage:

Description:

Armistead is intended to be a 192-acre mixed-use "agrihood"

Water Utility District: Envision Franklin Design Concept:

Distance from COF City Limits (mi.): Proposed Design Concept:

Proposed Zoning District:

Public Park Acreage Created: Public Road Lane Miles Created:

Water Line Miles (COF) Created: Sewer Line Miles (COF) Created:

Reclaimed Line Miles Created:

Residential Features

	Amount	Feature
A	<input type="text" value="321"/>	Expected SF housing units <i>Single Family Unit total for proposed annexation & development</i>
B	<input type="text" value="\$ 1,500,000"/>	Market Value
C (Bx 25%)	<input type="text" value="\$ 375,000"/>	Assessed Value
D	<input type="text" value="48"/>	Expected TH/ Duplex housing units <i>Townhome and Duplex unit total for proposed annexation & development</i>
E	<input type="text" value="\$ 850,000"/>	Market Value
F (E x 25%)	<input type="text" value="\$ 212,500"/>	Assessed Value
G	<input type="text" value="510"/>	Expected MF housing units
H	<input type="text" value="\$ 437,500"/>	Market Value
I (H x 40%)	<input type="text" value="\$ 175,000"/>	Assessed Value
J	<input type="text" value="\$ -"/>	Expected for sale MF housing units <i>Multifamily for-sale unit total for proposed annexation & development</i>
K	<input type="text" value="\$ 468"/>	Expected for rent MF housing units <i>Multifamily for rent unit total for proposed annexation & development</i>
L	<input type="text" value="50"/>	Total number of MF structures in development <i>Expected number of multifamily structures across development</i>
M	<input type="text" value="1992"/>	Expected population of development <i>Expected population of development based upon avg. household size per unit per unit type</i>



City of Franklin, Tennessee

Annexation Cost Analysis Calculator

Category: Development Information

Commercial Features

	Amount	Feature
K	82,400	Expected Commercial/Retail Square Footage Added
L	\$ 60,000,000	Market Value
M (L x 40%)	\$ 24,000,000	Assessed Value
N	75	Expected Hotel/Motel Room Keys Added
O	\$ 15,000,000	Market Value
P (O x 40%)	\$ 3,750,000	Assessed Value
Q	21,350	Expected Office Square Footage Added
R	\$ 15,000,000	Market Value
S (R x 40%)	\$ 3,750,000	Assessed Value

Intergovernmental

Inclusion on Major Thoroughfare Plan?	No
Interlocal necessary between City/County?	No
Reason	_____



City of Franklin, Tennessee

Annexation Cost Analysis Calculator

Summary

Development Name: Armistead

Summary

Armistead is intended to be a 192-acre mixed-use "agrihood"

Financial Summary

Recurring	One-Time
<u>Revenues</u>	<u>Revenues</u>
General Fund \$ 1,797,026	General Fund \$ 301,147
Sanitation Fund \$ 348,084	Road Impact Fund** \$ 4,384,969
Stormwater Fund \$ 22,392	City Facilities \$ 1,708,457
Hotel/Motel Fund \$ 86,250	County Facilities \$ 85,000
Water Management Fund \$ 881,610	Parkland Dedication** \$ 4,660,458
<hr/>	<hr/>
<u>A</u> Total Recurring Revenues \$ 3,135,362	<u>A</u> Total One-Time Revenues \$ 16,539,658
	<u>B</u> **Offset Refund Potential \$ (11,930,033)
<u>Expenses</u>	<u>Expenses</u>
General Fund \$ 1,457,966	General Fund \$ -
Sanitation Fund \$ 82,331	Sanitation Fund \$ 411,506
Stormwater Fund \$ 87,163	Stormwater Fund \$ -
Water Management Fund \$ 231,155	Water Management Fund \$ -
<hr/>	<hr/>
<u>B</u> Total Recurring Expenses \$ 1,858,617	<u>C</u> Total One-Time Expenses \$ 411,506
 <u>C(A-B)</u> Recurring Surplus/Deficit \$ 1,276,746	<u>D(A+B-C)</u> One-Time Surplus/Deficit \$ 4,198,119



City of Franklin, Tennessee

Annexation Cost Analysis Calculator

Summary

Return on Investment by Fund

General

<u>A</u> Recurring Revenues	\$ 1,797,026	<u>A</u> One-Time Revenues	\$ 301,147
<u>B</u> Recurring Expenses	\$ 1,457,966	<u>B</u> One-Time Expenses*	\$ -
<u>C (A+B)</u> Surplus/Deficit Recurring	\$ 339,060	<u>C (A+B)</u> Surplus/Deficit One -Time	\$ 301,147

Sanitation

<u>D</u> Recurring Revenues	\$ 348,084	<u>D</u> One-Time Revenues	\$ -
<u>E</u> Recurring Expenses	\$ 82,331	<u>E</u> One-Time Expenses*	\$ 411,506
<u>F (D+E)</u> Surplus/Deficit Recurring	\$ 265,753	<u>F (D+E)</u> Surplus/Deficit One -Time	\$ (411,506)

Stormwater

<u>G</u> Recurring Revenues	\$ 22,392	<u>G</u> One-Time Revenues	\$ -
<u>H</u> Recurring Expenses	\$ 87,163	<u>H</u> One-Time Expenses	\$ -
<u>I (G+H)</u> Surplus/Deficit Recurring	\$ (64,772)	<u>I (G+H)</u> Surplus/Deficit One -Time	\$ -

Water Management

<u>J</u> Recurring Revenues	\$ 881,610	<u>J</u> One-Time Revenues**	\$ 5,399,627
		<u>K</u> less potential Offset Agreement	\$ (4,049,720)
<u>K</u> Recurring Expenses	\$ 231,155	<u>L</u> One-Time Expenses	\$ -
<u>L (J+K)</u> Surplus/Deficit Recurring	\$ 650,455	<u>M (J+K-L)</u> Surplus/Deficit One -Time	\$ 1,349,907

Development Funds

<u>M</u> Hotel-Motel Fund	\$ 86,250	<u>M</u> Hotel-Motel Fund	\$ -
<u>N</u> Road Impact Fund	\$ -	<u>N</u> Road Impact Fund**	\$ 4,384,969
		<u>O</u> less potential Offset Agreement	\$ (4,384,969)
<u>O</u> City Facilities	\$ -	<u>P</u> City Facilities	\$ 1,708,457
<u>P</u> County Facilities	\$ -	<u>Q</u> County Facilities	\$ 85,000
<u>Q</u> Parkland Dedication	\$ -	<u>R</u> Parkland Dedication**	\$ 4,660,458
		<u>S</u> less potential Offset Agreement	\$ (3,495,344)

<u>R (C+F+I+L+M+N+O+P+Q)</u> Surplus/Deficit Recurring	\$ 1,276,746	<u>T (C+F+I+M+N+O+P+Q+R+S)</u> Surplus/Deficit One-Time	\$ 4,198,119
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*Purchase of Police Cruisers and SES Side Loader can be offset by City Facilities Taxes collected

**Sewer Impact, Road Impact and Parkland Dedication Fees all eligible for potential Offset agreements



City of Franklin, Tennessee

Annexation Cost Analysis Calculator

Category: Recurring Detail

Recurring Revenues

General Fund		Unit Revenue	Total
- Property Tax			
- Single Family/Townhome	369	Residences \$ 375,000	\$ 409,590
- Multi Family	510	Residences \$ 175,000	\$ 264,180
- Commercial	30	Businesses \$24,000,000	\$ 71,040
- Local Option Sales Tax			
- Residences	879	Residences \$ 595	\$ 523,026
- Commercial	82,400	sq. ft. \$ 3.52	\$ 290,363
- State Option Sales Tax			
- Residences	1992	Population \$ 120	\$ 238,826
- Commercial	30	Businesses N/A	
Sub-total General Fund			\$ 1,797,026
Sanitation Fund			
- Monthly Sanitation Fee	879	Residences \$ 396	\$ 348,084
Sub-total Sanitation Fund			\$ 348,084
Stormwater Fund			
Small Lot Residential (75% ERU)	48	Lots \$ 1,655	\$ 1,655
Large Lot Residential (120% ERU)	371	Lots \$ 20,461	\$ 20,461
Commercial (100% ERU)	6	Lots \$ 276	\$ 276
Sub-total Stormwater Fund			\$ 22,392
Hotel Motel Fund			
- Occupancy Tax	75	Rooms \$ 1,150	\$ 86,250
Sub-total Hotel/Motel Fund			\$ 86,250
Water Management Fund			
- Sewer Rates (Residential)	954	Residences \$ 77 avg./mo.	\$ 881,610
- Sewer Rates (Commercial)	30	Businesses \$ 154 avg./mo.	\$ 55,447
Sub-total Water Management Fund			\$ 937,058
Total Annual Recurring Revenues			\$ 3,168,418



City of Franklin, Tennessee

Annexation Cost Analysis Calculator

Category: Recurring Detail

Recurring Expenses

Operations

Program Area: Governance & Management

Department	Item	Unit Cost	Number	Total Cost
		\$ -		\$ -

Program Area: Public Safety

Department	Item	Unit Cost	Number	Total Cost
Police	One New Police Officer	\$ 114,891	0	\$ -
Police	Police Maintenance of Effort	\$ 304	1992	\$ 605,597
Fire	Fire Maintenance of Effort	\$ 350	1992	\$ 697,319

Program Area: Finance & Administration

Department	Item	Unit Cost	Number	Total Cost
	0	\$ -		\$ -

Program Area: Community & Economic Development

Department	Item	Unit Cost	Number	Total Cost
	0	\$ -		\$ -

Program Area: Public Works

Department	Item	Unit Cost	Number	Total Cost
Streets	Streets Maintenance	\$ 12,441	10.9	\$ 135,610
Parks	Parks Maintenance	\$ 7,535	2.58	\$ 19,441
Sanitation	One New Sanitation Equipment Operator	\$ 82,331	1	\$ 82,331
Stormwater	Stormwater Maintenance	\$ 44	1992	\$ 87,163
Water Management	Water Line Maintenance	\$ 30,631	N/A	\$ -
	Water Plant Maintenance	\$ 94	N/A	\$ -
	Sewer Line Maintenance	\$ 10,757	4.89	\$ 52,602
	Sewer Plant Maintenance	\$ 90	1992	\$ 178,553
	Reclaimed Line Maintenance	\$ 11,746	TBD	\$ -

Total General Fund	\$ 1,457,966
Total Sanitation Fund	\$ 82,331
Total Stormwater Fund	\$ 87,163
Total Water Management Fund	\$ 231,155

Total Recurring Costs (Annually)	\$ 1,858,617
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City of Franklin, Tennessee

Annexation Cost Analysis Calculator

Category: One-Time Costs

One-time Revenues

Permit Fees			
Building Permit			\$ 301,147
Impact Fees			
Road Impact Arterial			\$ 3,637,562
Road Impact Collector	Area	<u>3</u>	\$ 747,407
City Facilities Tax			\$ 1,708,457
County Facilities Tax			\$ 85,000
Parkland Dedication	Quadrant	<u>4</u>	\$ 4,660,458
Water Impact Fee			\$ -
Sewer Impact Fee			\$ 5,399,627
Contributions from Developer			\$ -
Total One Time Revenues			\$ 16,539,658



City of Franklin, Tennessee

Annexation Cost Analysis Calculator

Category: One-Time Costs

One-time Expenses

Program Area: Public Safety

Department	Item	Unit Cost	Qty.	Total Cost
Police	Police Cruisers	\$ 61,000	0	\$ -

Program Area: Public Works

Department	Item	Unit Cost	Qty	Total Cost*
Streets/Transportation				
Roads	3 miles of neighborhood streets	\$ 500,000	3	\$ - <i>*paid by developer</i>
Sidewalks	3 miles of 5' sidewalks	\$ 150,000	3	\$ - <i>*paid by developer</i>
Intersection Improvements	One new improved intersection	\$ 500,000	1	\$ - <i>*paid by developer</i>
Sanitation				
New Automated Sideloader	New Automated Sideloader	\$ 411,506	1	\$ 411,506
Stormwater				
Water Management				
Water Lines				
	N/A	\$ 1,750,000		\$ - <i>*paid by developer</i>
Sewer Lines	Site is 2 miles away from existing sewer lines	\$ 2,000,000	0	\$ - <i>*paid by developer</i>
Sewer Pump Stations	Pump station required due to topography	\$ 4,000,000	0	\$ - <i>*paid by developer</i>
Reclaimed	Not required; not within 1,000 sq. ft. (distance is 5,000 sq. ft of Reclaimed service line)	\$ 500,000		\$ - <i>*paid by developer</i>

Total One-time costs General Fund	\$ -
Total One-time costs Sanitation Fund	\$ 411,506
Total One-time costs Stormwater Fund	\$ -
Total One-time costs Water Management Fund	\$ -

Total One Time Expenses	\$ 411,506
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City of Franklin, Tennessee

Annexation Cost Analysis Calculator

Category: Recurring Revenues

Summary: This sheet provides recurring revenues generated for costs for City of Franklin services , effective July 1, 2025.

Department	Item	Revenue Basis/Formula
General (Fund)	Property Tax	\$ 0.296
General (Fund)	Local Option Sales Tax/Residence	\$ 595
General (Fund)	Local Option Sales Tax/Commerical	\$ 3.52 per sq. ft.
General (Fund)	State Shared Sales Tax/Residence	\$ 120
Hotel/Motel	Hotel/Motel Occupancy Rate	\$ 1,150 per room per year tax @ 4%

Program Area: Governance & Management

Department	Item	Revenue Basis/Formula
	None	

Program Area: Public Safety

Department	Item	Revenue Basis/Formula
	None	

Program Area: Finance & Administration

Department	Item	Revenue Basis/Formula
	None	

Program Area: Community & Economic Development

Department	Item	Revenue Basis/Formula
	None	

Program Area: Public Works

Department	Item	Revenue Basis/Formula
Sanitation Fees	Monthly Sanitation Rate	\$ 33.00 (\$33/mo.)
Stormwater Fees	Monthly Stormwater Rate	\$ 2.87 Small Lot Residential (75% ERU)
		\$ 4.60 Large Lot Residential (120% ERU)
		\$ 3.83 Commercial (100% ERU)
Water Fees		\$ 61.80 Annual Average Bill/Unit
Sewer Fees		\$ 77.01 Annual Average Bill/Unit



City of Franklin, Tennessee

Annexation Cost Analysis Calculator

Category: Recurring Costs

Summary: This sheet provides recurring costs for City of Franklin services and maintenance efforts of infrastructure, effective July 1, 2025.

Program Area: Governance & Management

<u>Department</u>	<u>Item</u>	<u>Unit Cost</u>
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Program Area: Public Safety

<u>Department</u>	<u>Item</u>	<u>Unit Cost</u>
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Police	One (1) New Police Officer	\$ 114,891
	Wages	\$ 68,473
	Medical	\$ 15,787
	FICA	\$ 5,238
	Pension	\$ 5,218
	Equipment	\$ 20,175
	Cruiser	
	Maintenance of Effort	\$ 304
Fire	One (1) New Firefighter	\$ 93,678
	Wages	\$ 60,632
	Medical	\$ 15,787
	FICA	\$ 4,638
	Pension	\$ 4,620
	Equipment	\$ 8,000
	Maintenance of Effort	\$ 350

Program Area: Finance & Administration

<u>Department</u>	<u>Item</u>	<u>Unit Cost</u>
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Program Area: Community & Economic Development

<u>Department</u>	<u>Item</u>	<u>Unit Cost</u>
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Program Area: Public Works

<u>Department</u>	<u>Item</u>	<u>Unit Cost</u>
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Streets



City of Franklin, Tennessee

Annexation Cost Analysis Calculator

Category: Recurring Costs

Summary: This sheet provides recurring costs for City of Franklin services and maintenance efforts of infrastructure, effective July 1, 2025.

Sanitation	One (1) New Sanitation Equipment Operator I	\$	82,331	
	Wages	\$	54,888	
	Medical	\$	15,787	
	FICA	\$	4,199	
	Pension	\$	4,182	
	Misc. Expenses	\$	750	
	Side Loader Oper. & Maint.	\$	2,525	
Parks	One (1) New Parks Crew Member	\$	75,276	
	Wages	\$	48,789	
	Medical	\$	15,787	
	FICA	\$	3,732	
	Pension	\$	3,718	
	Misc. Expenses	\$	750	
	Equipment	\$	2,500	
Maintenance per acre of public park added	\$	7,535		
Streets	Streets Maintenance	\$	12,441	Paved Lane Miles
Stormwater	Stormwater Maintenance	\$	43.76	
Water	Water Line Maintenance	\$	30,631	
	Water Plant Maintenance	\$	93.63	
Sewer	Sewer Line Maintenance	\$	10,757	
	Sewer Plant Maintenance	\$	89.64	
	Reclaimed Line Maintenance	\$	11,746	



City of Franklin, Tennessee

Annexation Cost Analysis Calculator

Category: One-Time Revenues

Summary: This sheet provides one-time revenues to offset the costs of City of Franklin infrastructure, effective July 1, 2025.

Program Area: Governance & Management

Department	Item	Revenue Basis/Formula
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Program Area: Public Safety

Department	Item	Revenue Basis/Formula
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Program Area: Finance & Administration

Department	Item	Revenue Basis/Formula
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Program Area: Community & Economic Development

Department	Item	Revenue Basis/Formula
BNS	Building Permits	\$2,366.00 for the first \$1,000,000.00 plus \$1.25 for each additional \$1,000.00 or fraction thereof
General	Contributions from Developer	

Program Area: Public Works

Department	Item	Revenue Basis/Formula
Road Impact	Arterial Fee	
Road Impact	Collector Area 1	
Road Impact	Collector Area 2	
Road Impact	Collector Area 3	
Road Impact	Collector Area 4	
City Facilities Tax	Residential - single- family detached dwellings	\$0.89 per gross square foot to include heated and unheated
	Non-residential	\$1.18 per gross square foot
	Other residential including condos, townhomes, duplexes and apartments	\$0.71 per square foot
County Facilities Tax		
Parkland Dedication		\$ 5,302 per Dwelling Unit
Water Impact		See Tap and Impact Fee Calc. tab
Sewer Impact		\$ 6,143 per SFUE (2025)



Summary: This sheet provides one-time costs for City of Franklin to service the development, effective July 1, 2025.

Program Area: Governance & Management

Department	Item	Unit Cost
------------	------	-----------

Program Area: Public Safety

Department	Item	Unit Cost
Police	Police Cruiser	\$ 61,000
Fire	One (1) New Fire Station	\$ 13,200,000 CIP Cost for FS9
Fire	One (1) New Engine Company	\$ 1,386,000 FY 2026 Cost

Program Area: Finance & Administration

Department	Item	Unit Cost
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Program Area: Community & Economic Development

Department	Item	Unit Cost
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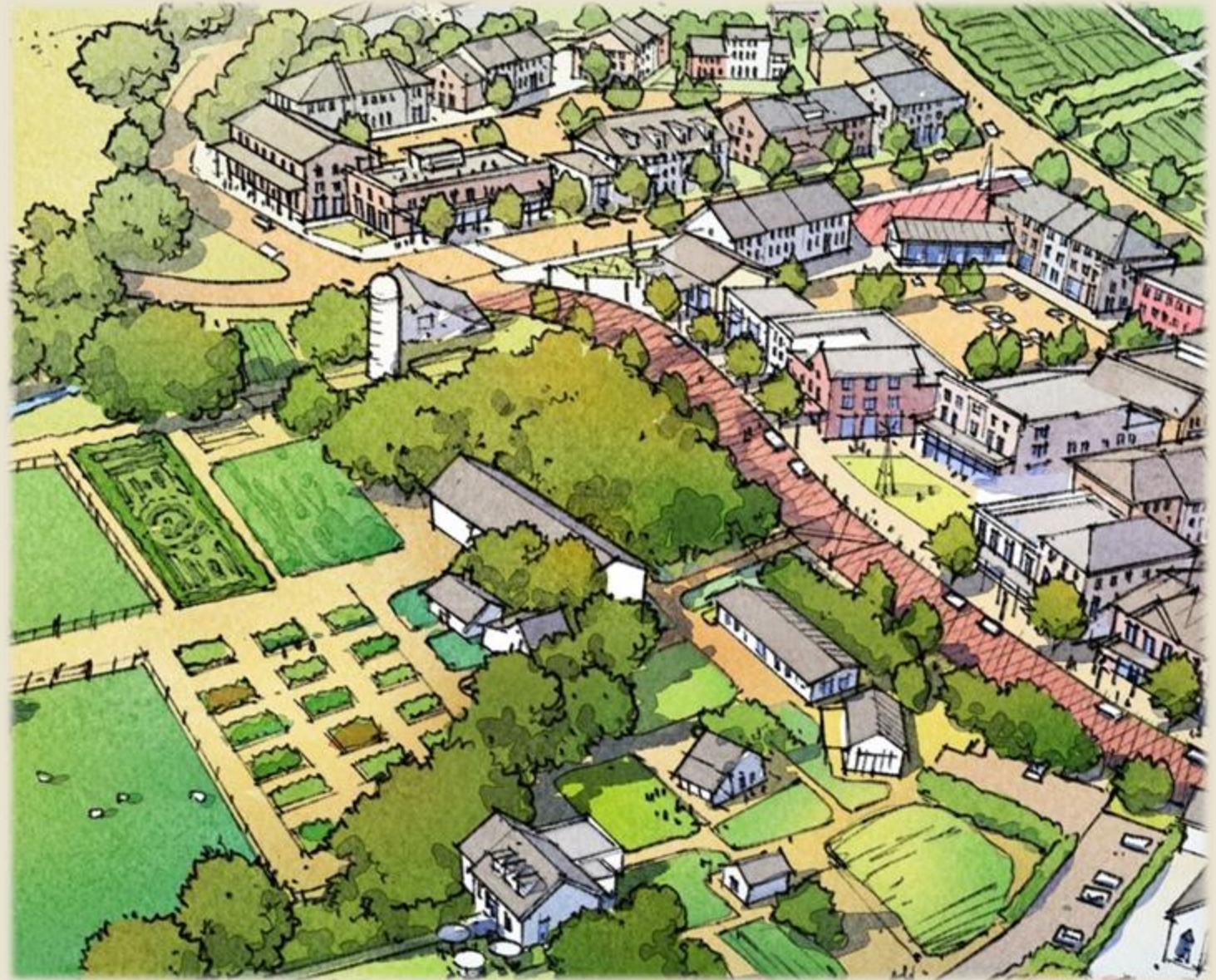
Program Area: Public Works

Department	Item	Unit Cost
Streets	Neighborhood Street mile	\$ 500,000
	Sidewalk (per mile)	\$ 150,000
	2-lane Neighborhood Mile	\$ 1,250,000
	3-lane	\$ 2,000,000
	5-lane TDOT Special	\$ 4,000,000
	Turn lanes (per linear foot)	\$ 4,500
	Intersection Improvements	\$ 500,000
Parks	Neighborhood Park	\$ 2,500,000
Sanitation	New Automated Sideloaders	\$ 411,506 FY 2026 Cost
Stormwater		TBD
Water	Cost per mile of Water Line	\$ 1,750,000
Sewer	Off-Site Pump Station	\$ 4,000,000
	Cost per mile of sewer line	\$ 2,000,000
Reclaimed Line	Cost of linear pipe	\$ 500,000



armistead

FRANKLIN, TN



Development Plan

Situated on 192 acres in Franklin, Tennessee, Armistead will be an **innovative agrihood** that blends agrarian traditions with modern living. Building on a family farm's legacy since 1887, the development will feature crop and livestock production integrated with a sustainable, mixed-use community. With open spaces, grazing pastures, and orchards amidst residential and retail areas, Armistead aims to foster a diverse and inclusive environment. Various housing options, **from estate homes to cottages to micro-apartments**, will accommodate a wide range of residents. A boutique inn, educational programs, and world-class dining will attract visitors, while core values such as honoring the land, sustainability, and engaging the community will guide the project. Armistead presents a vibrant **vision of farm, food, and family interwoven**, aiming to inspire and connect generations to come.



Armistead by the Numbers

Dwelling Unit Count, by Type

Single Family Detached: 298

Tiny House: 23

Townhouse: 42

Live/Work: 6

Multiplex: 48

Multifamily: 356

Farm Compound: 64





Armistead by the Numbers

Open Space

- Open Space: 98.72 acres (51%)
- Agriculture: 48 acres (25%)
- Natural Area 39 acres (20%)
- Formal Open Space: 12 acres (6%)

Commercial SF, by Use

Retail/Personal Service	41,350 SF
Office	21,350 SF
Restaurant	20,150 SF
Doctor's office	1,400 SF
Pet/Vet	1,200 SF
Educational Facilities & Daycare:	4,500 SF
Neighborhood Amenity:	11,500 SF
Inn & Cottages:	75 Keys

Project Pillars



DIVERSITY OF HOUSING TYPES

The key to any ecosystem is diversity. Communities are healthiest when they offer a range of housing types, including single family homes, cottages, town homes, multifamily apartments, and senior living. Diversity of housing types elicits diversity of residents.



PRESERVE THE LEGACY OF FARMING

Armistead has been a farm for centuries, making an “agri-hood” the most appropriate way to allow for density to meet the 21st century context and allowing a new generation of people to cultivate and enjoy the bounty of the land.



CRADLE TO GRAVE LIVING

To accommodate and attract young families, working professionals, empty nesters, as well as folks entering the twilight of their life, Armistead must offer amenities, activities, housing types, and multi-modal transportation that cater to them all.



HISTORIC PRESERVATION

Preserving and up-cycling the existing structures on the property will preserve the family’s history and maintain a modern-day community that is rooted in the past as it advances to the future.



Trails, Gardens, Public art



Community Amenities



Local food & Agricultural HUB



Seed



Grow



Process



Value Add



Distribute



Sell



Serve



armistead
FRANKLIN, TN

On the Farm



Vegetables and Fruits: A wide variety of seasonal vegetables, fruits, and berries, catering to the tastes and nutritional needs of our community.

Legumes and Mushrooms: Nutrient-rich legumes and a variety of mushrooms, cultivated for both their culinary and ecological benefits.

Grains: including wheat, corn, rye, and barley, meticulously cultivated to produce an array of products from nutritious flours to artisanal spirits.

Leafy Greens and Microgreens: A selection of lettuces and microgreens, grown for their intense flavors and nutritional value.

Cut Flowers: A vibrant assortment of seasonal cut flowers for bouquets, events, and decor, grown sustainably to beautify homes and community spaces.

Tree Nursery: A diverse selection of edible saplings and young trees for landscaping, and orchard planting, nurtured to promote local greening efforts.

Chickens: Both for egg production and meat (broilers), as well as soil enhancement and pest control.

Pigs and Sheep: Pigs for meat and sheep primarily for wool, contributing to our sustainable textile initiatives.

Bees: Essential for pollination, with honey produced as a valuable by-product.

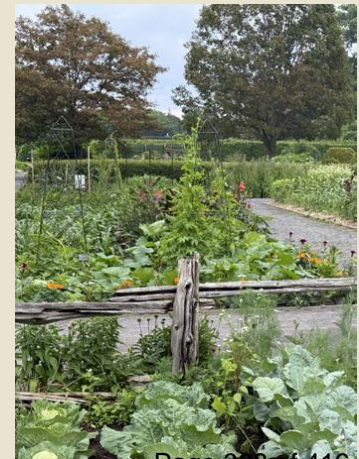
Turkeys and Goats: Turkeys for seasonal meat production and goats for dairy products and land management.

Historic Farm



- | | | | |
|------------------------|-------------------------|----------------------------|----------------|
| 1. Gardens | 7. Processing Kitchen | 13. Sales/Construct Office | 19. Greenspace |
| 2. Hay Barn/Distillery | 8. Shared Kitchen | 14. Smokehouse | |
| 3. Silo | 9. Market Shed (Future) | 15. Root Cellar | |
| 4. Greenhouse | 10. Family Museum | 16. n/a | |
| 5. Granary | 11. Museum Expanded | 17. Parking | |
| 6. Tobacco Barn | 12. Event Shed | 18. Playground | |

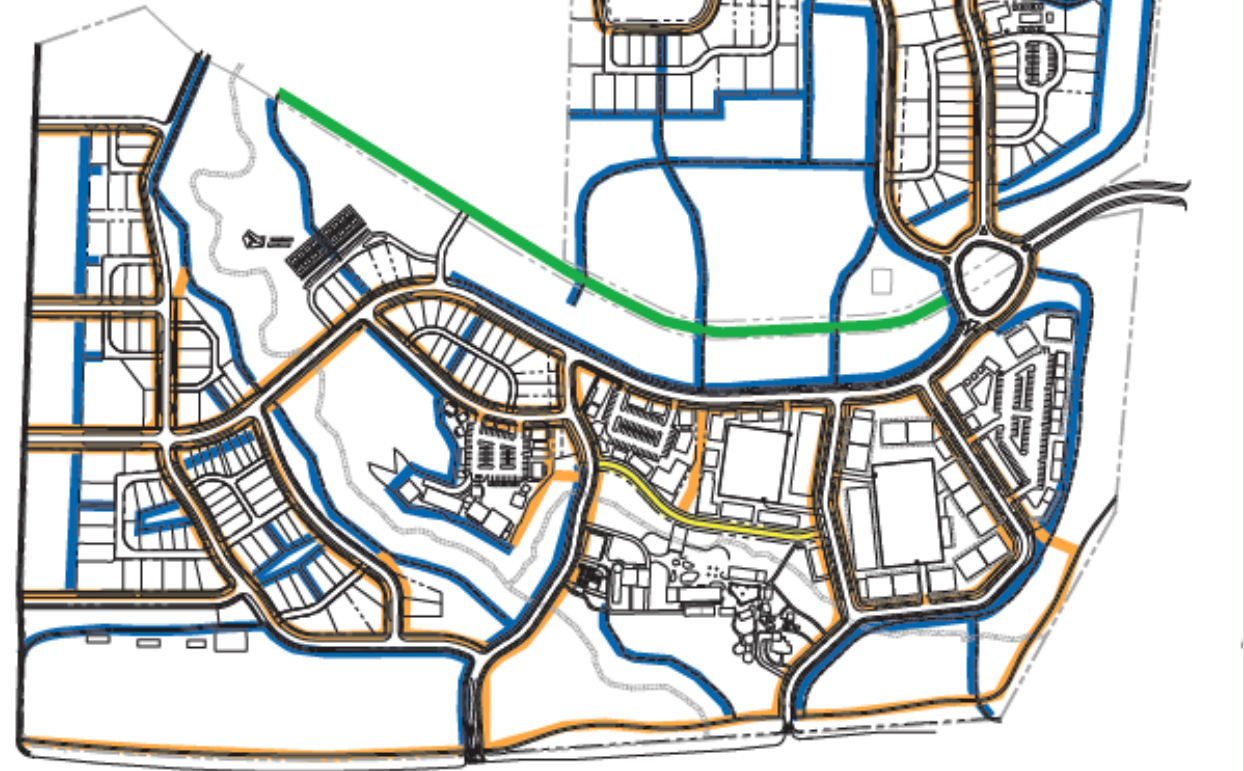
The Historic Farm is both park and farm, highlighted by a demonstration garden showcasing Armistead’s full spectrum of agriculture. The existing barns, reborn as a gathering hall and micro-distillery, exude community and craftsmanship, while the iconic silo offers sweeping views. Hands-on learning and community dining flourish under a covered deck, and Market Square occasionally buzzes with local produce and artisanal wares. Together, these elements form a public hub where family history, education, and neighborly bonds are cultivated amidst the beauty of shared space. The Historic Farm is not just a place, but a journey through the past, present, and future of agriculture, a cross-generational touchstone where every path leads to discovery and invites community engagement.



Pedestrian Circulation

Legend

- Sidewalk
- Rural Path
- Woonerf
- Multiuse Path



Economic Impact

\$500M +
Construction over 7-10 years

100k sf

Commercial Space, largely small
businesses

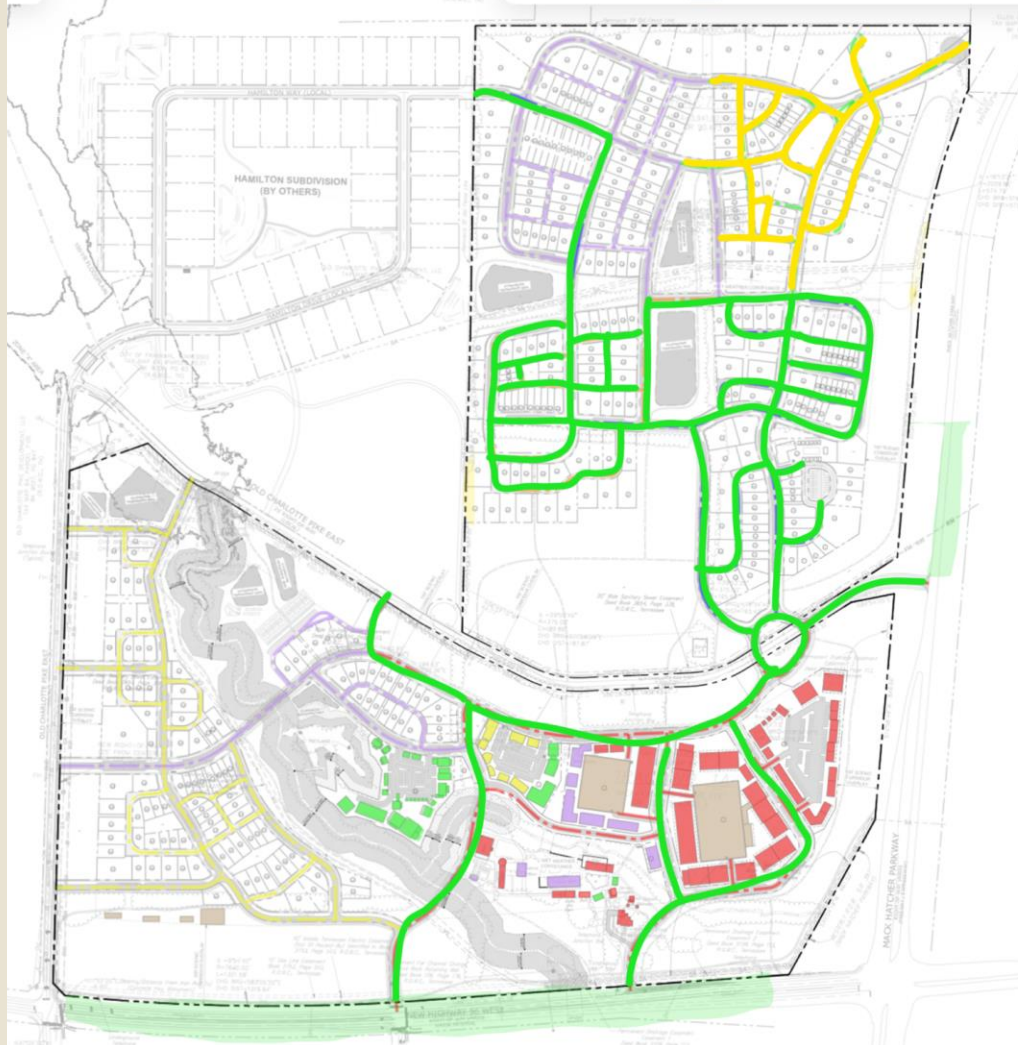
\$3.8M

Projected Annual Sales Tax
Revenue from Town Center

JOBS

Agricultural | Retail | Hospitality | Professional

Phase 1 IDD Infrastructure



IDD Financed Costs associated with Phase 1 Horizontal *(Green lines and Shading)*

- Public ROW roads, storm, landscaping, and utility infrastructure
- Pump Station Upgrade (if necessary)
- Parkland Fees
- Offsite Road Improvements
 - Reimbursables
 - Signalization of Hwy 96
 - Widening of Hwy 96
 - Non-Reimbursables
 - Decel Lane on Hwy96
 - Decel Lane on Mack Hatcher
 - Sidewalk enhancements
- Performance Bonds (Landscape, Off-site, Infrastructure)
- Soft Costs associated with the above

Full Site Public Infrastructure Engineers Opinion of Cost

Table 2

Armistead

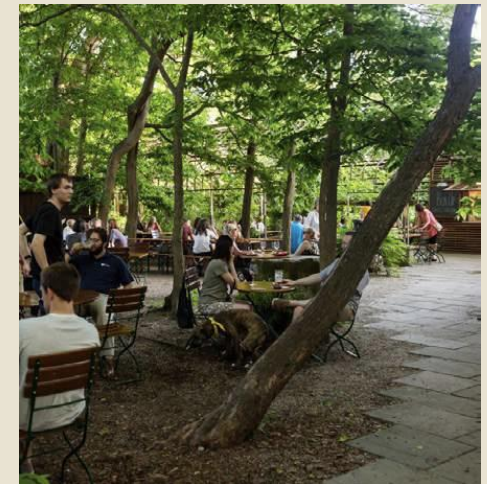
Infrastructure Development District

Capital Improvement Plan

Improvement	Total CIP Costs
Reclaimed Water Distribution System	\$ 2,444,341.00
Wastewater System	\$ 6,067,235.00
Stormwater Management System (No Earthwork)	\$ 4,022,451.00
On-site Roadway Improvements	\$ 9,893,112.00
Off-site Roadway Improvements	\$ 5,150,000.00
Incremental Cost of Undergrounding of Electric Conduit	\$ 1,833,256.00
Public Spaces/ Landscape/ Hardscape	\$ 12,185,776.00
Environmental/ Mitigation	\$ 208,981.00
Parkland & Impact Fees	\$ 3,300,000.00
Soft Costs & Fees	\$ 1,408,817.00
Contingency (25%)	\$ 7,704,803.00
Total	\$ 54,218,772.00

Phase 1 Non-IDD Financed Project Costs

- Private roads and alleys, along with associated storm and utilities infrastructure
- Historic Farm renovations, repurposing, and landscaping
- Public Trail Network
- Farm infrastructure (gardens, hoop houses, greenhouses, farm equipment, labor, feed, and seed, wells and irrigation)
- Branding and Marketing Expenses
- HBTS Water Services and Fees
- Common Area Greenspaces, Gazebos and shade structures
- Community Pool
- Multimodal Path (formerly Old Charlotte)
- Pedestrian Bridge to Historic Farm
- Stormwater/Agricultural Ponds
- On-street pervious pavers
- Development Fees and overhead
- Soft Costs associated with the above



IDD Bond Methodology and Terminology

- **Value Assumptions**

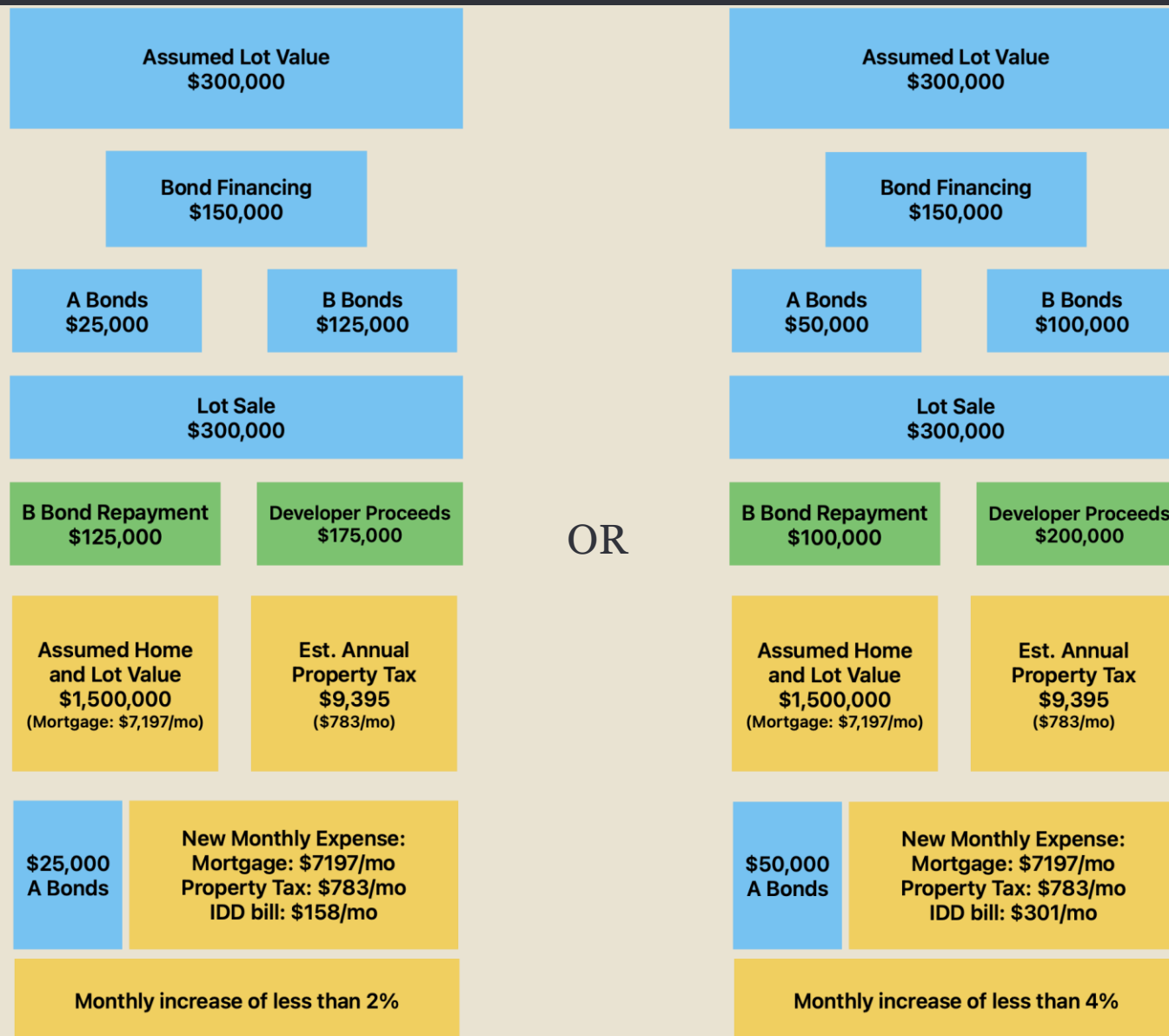
- Expected Size of home * comparable sale price psf = Expected Value of lot with home (EVH)
- $EVH/5 = \text{Assumed lot value (ALV)}$

- **Property tax assumption** = $EVH * .25 / 100 * 2.5051$

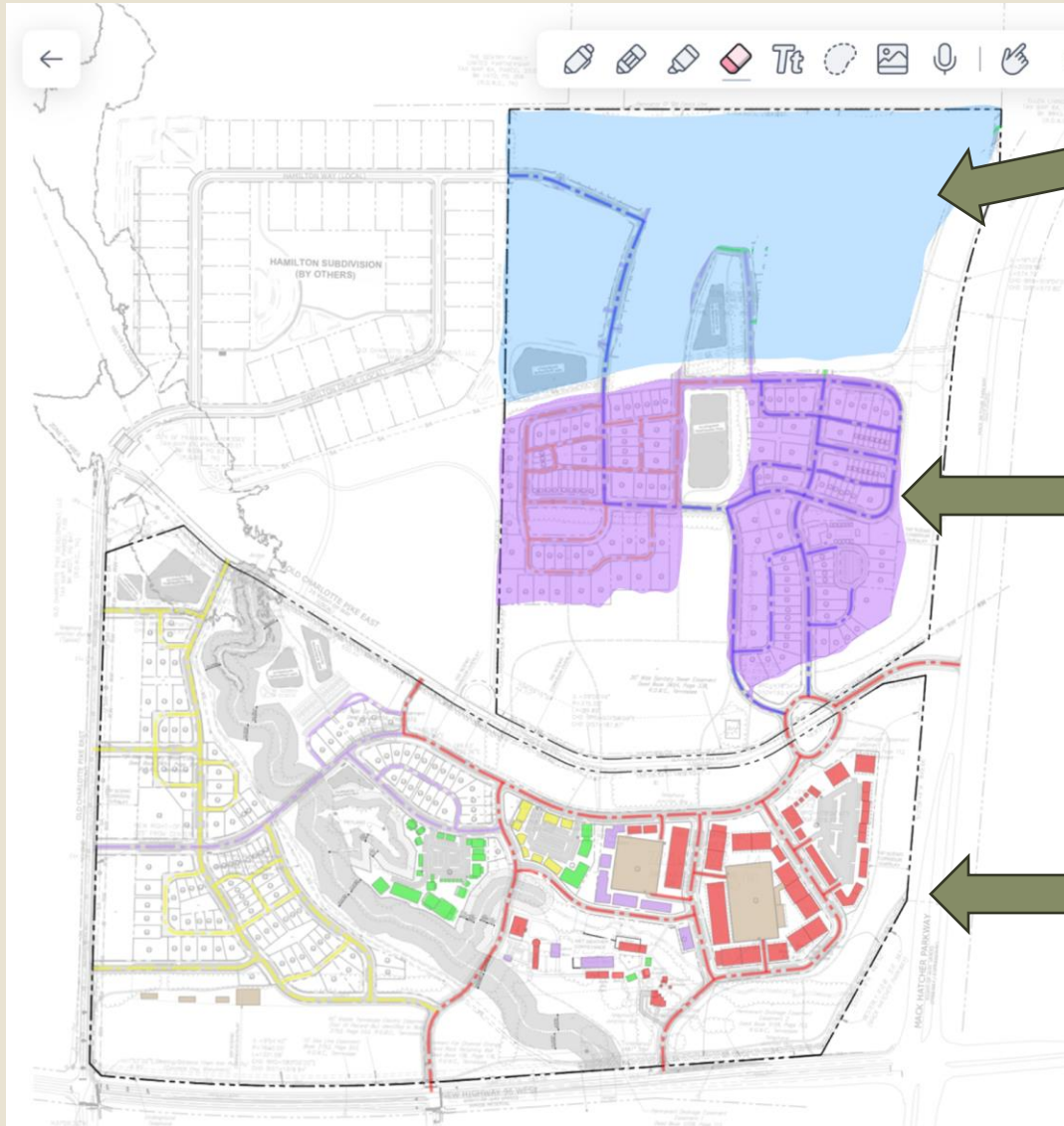
- **A Bonds:** Bonds that will be paid by homeowner

- **B Bonds:** Bonds that will be repaid by developer revenue from initial sale

- **MI Bonds:** Bonds associated with future phases. (Essentially 30yr fixed debt)



Phase 1 IDD Bond Encumbrances/Values



Major Improvement Bonds (MI)

- Value: \$13m
- Bonds: \$6.5m
- Proceeds: \$4.9m

Total Bonds

- Bonds: \$26.3m
- Proceeds: \$19.7m

A and B Bonds

- Value: \$38m
- Bonds: \$19.8m
- Proceeds: \$14.8m

Village Center and Final Phases
not encumbered by bond issuance

Total Phase 1 Development Sources and Uses

Sources		Uses	
IDD Proceeds	\$19.8m	Public Infrastructure	\$23m
Developer Expense	\$30.4m	Private Horizontal	\$8m
		Historic Farm	\$5.5m
		Amenities	\$4m
		Farm Development	\$4m
		Developer Overhead	\$3.7m
		Soft Costs	\$2m
Totals	\$50.2m	Total	\$50.2m

Summary

Project Vision: Walkable, mixed-use agrihood integrating historic farm core, diverse housing, and a connected public realm.

Envision Franklin Alignment:

- *Conservation Subdivision:* preservation of farmland, ecological corridors, and historic resources.
- *Neighborhood Mixed-Use:* town center, human-scaled blocks, multimodal access, and a mix of residential + civic + commercial uses.

Municipal Benefits:

- Extraordinary benefits & placemaking, historic preservation, public realm investment, high-quality design.
- Infrastructure & safety enhancements: new public street connections between Hwy 96W & Mack Hatcher; multimodal network; proximity to Fire Station 8.
- Housing diversity: cottages, townhomes, multifamily, tiny homes, and live/work units.

Schools & Emergency Services: Lower student yield than typical subdivisions; ongoing coordination with WCS.

Direct adjacency to Fire Station 8; compliant access, geometry, fire flow, and emergency routing.

Financing Approach: Special assessment revenue bonds; no City credit support.

30-year assessment period consistent with statutory allowances.

Timing: Town Center site plan submitted; residential Phase 1 site plan in Jan 2026.

Construction to begin upon grading permit; infrastructure: 18–24 months; vertical as early as month 8.

Bond Structure Summary Improvement Area (IA):

Phase 1 area producing *finished, platted lots* — primary collateral for bonds.

Major Improvement Area (MIA):

Future phases receiving *master infrastructure only* in Phase 1; increases paper-lot value and supports efficient district-wide phasing.

A/B Bond Structure:

A Bonds: Issued up to 2:1 value-to-lien (Wall Street standard).

B Bonds: Developer-paid down at lot closings to ensure *market-appropriate annual assessments*.

Why It Matters:

- Keeps homeowner assessments reasonable.
- Provides lower-cost non-recourse construction capital.
- Aligns with national best practices (FL/TX) adapted to Franklin’s first IDD.

ARMISTEAD

Infrastructure Development District

City of Franklin, Tennessee

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Page numbers reflect current pagination in the assembled PDF document dated May 14, 2026.

**NOTICE OF INTENT TO SUBMIT PETITION FOR
CREATION OF A REAL ESTATE INFRASTRUCTURE
DEVELOPMENT DISTRICT**

The undersigned developer hereby provides to the City of Franklin this Notice of Intent to submit a petition for creation of a real estate infrastructure development district pursuant to the Real Estate Infrastructure Development Act of 2025, codified as Title 7, Chapter 84, Part 8 of the Tennessee Code Annotated. Submitted with this Notice of Intent will be the proposed form of the petition with all required exhibits.

I. Developer Information

1. Name of Developer: ArmisteadTN, LLC

2. State of Organization (if an entity): Tennessee

3. Contact Person: Craige Hoover

Phone Number: 850-240-7778

E-Mail Address: craige@armisteadtn.com

4. Website of Developer (if any): www.armisteadtn.com

5. Type of Business Entity: Limited Liability Company

6. Development Team:

- *Development IDD Consultant:* Pfilip Hunt; Partner; Wrathell Hunt & Associates, LLC; 500 Harbour Place Drive, #1111; Tampa, FL 33602; 251-591-0905
- *Architect/Engineers:* Alan Thompson, P.L.A. and Scotty Bernick; Ragan Smith, a Pape Dawson Company; 4068 Rural Plains Cir #290, Franklin, TN 37064; 615.244.8591
- *Attorney for Developer:* Brooks Smith, Partner; Bradley Arant Boult Cummings LLP; 1221 Broadway, Suite 2400; Nashville, Tennessee 37203; 615.252.2344

II. Development and Financing Information

7. Does the Developer currently own the area to be included in the district?

Yes

8. Describe any phases of development and the expected timing of each

phase: Phase 1 will include the town center section and two residential hamlets. Below is the table from the approved Development PUD. Our Phase 1 will encompass Phases 1-3 as they are listed below. The phasing of the development will be sequential, with the pacing dictated by market demand. Phases 1-3 will begin immediately in 2026.

OVERALL DEVELOPMENT PROGRAM						
DEVELOPMENT	NON-RESIDENTIAL USE	COMMERCIAL	EVENT SPACE	HOTEL	SINGLE-FAMILY UNITS	MULTI-FAMILY UNITS
OVERALL ENTITLEMENTS	RETAIL/CLUBHOUSE/ OFFICE/ HOTEL/EVENT SPACE	103,750	300 people	75 Keys	369	468
PHASE 1	RETAIL/OFFICE/CLUBHOUSE/ MUSEUM/EVENT SPACE	35,250	100 people		0	306
PHASE 2	RETAIL	1,000			70	29
PHASE 3	N/A				58	8
PHASE 4	RETAIL/CLUBHOUSE/ OFFICE/ HOTEL/DAY CARE/EVENT SPACE	30,500	200 people	75 Keys	79	24
PHASE 5	RETAIL/OFFICE/EDUCATION/ MUSEUM	22,300			54	58
PHASE 6	RETAIL/OFFICE/CLINIC/ANIMAL SERVICES	14,700			108	43

9. Describe how the Developer intends to undertake any financing

payable from special assessments: The public infrastructure will be financed through special assessment revenue bonds issued through a conduit on behalf of the City, with debt service secured solely by the special assessments levied on benefitted parcels. No City taxes or credit support will be required. The Developer will enter a development agreement with the City committing to construct the improvements and satisfy all true-up, reporting, and security requirements. The Developer acknowledges and intends to comply with the transparency and disclosure requirements set forth in the City's adopted IDD ordinance and related policies, including purchaser disclosures, plain-language summaries of assessment obligations and funded infrastructure, public access to relevant district documents, and applicable resale disclosure requirements. Such requirements are anticipated to be further addressed through the Development Agreement, bond documents, sales materials, and related governing instruments associated with the District

10. Indicate maximum assessment period requested and explain how it was determined: The Developer requests a 30-year maximum assessment period, which is the statutory limit under the Act. This duration matches industry practice for special assessment financings, reflects the useful life of the funded infrastructure, and keeps annual assessments at levels appropriate for the future residential and commercial market.

11. Has any other government assistance been requested for the infrastructure costs?

No

12. Did the Developer hold community meeting(s) regarding the development?

Yes, during the PUD development plan process. A 5-day public design charrette was also held in 2023, providing multiple opportunities for public input, however a supplemental IDD/assessment-specific community meeting could be held prior to petition hearing, though it should be noted that the Developer is the only landowner within the district.

13. Describe how the development supports the City's Envision Franklin Land Use Plan:

The Armistead development directly supports the Envision Franklin Land Use Plan by advancing the plan's core principles of walkability, mixed-use form, conservation of natural landscapes, and context-sensitive neighborhood design. At the time of the development plan submittal, two Envision Franklin design concepts applied to this property: (1) Conservation Subdivision and (2) Neighborhood Mixed-Use. The Armistead plan meaningfully implements both.

1. Alignment with the Conservation Subdivision Design Concept

Armistead preserves and enhances significant natural and agricultural landscapes consistent with the Conservation Subdivision framework. Specifically:

- It maintains large, contiguous areas of open space, working farmland, and ecological features.

- It uses compact development patterns to cluster homes and minimize disturbance to natural systems.
- It integrates trails, farm edges, riparian buffers, and greenways that reflect the Plan’s priorities for rural preservation, public access, and environmental stewardship.
- It protects and adaptively reuses cultural and historic resources—including the farmstead structures—aligning with the Plan’s focus on heritage landscapes.

This approach ensures development occurs in a manner that protects rural character while providing meaningful community-accessible open space.

2. Alignment with the Neighborhood Mixed-Use Design Concept

Armistead’s Town Center and surrounding blocks implement the Neighborhood Mixed-Use concept by providing:

- A compact, walkable street network with human-scaled blocks.
- A mix of residential types, small-format commercial, civic spaces, and hospitality uses.
- Buildings oriented to streets and public spaces, reinforcing an active, interconnected public realm.
- Multi-modal access, including pedestrian priority streets, greenways, and links to the broader mobility network.
- A diverse housing mix—including “Missing Middle” typologies like cottages, townhomes, small multifamily, live/work units, and mixed-use buildings—consistent with the Plan’s directive for housing variety.

The result is a well-scaled neighborhood center that concentrates activity, supports daily needs close to home, and further strengthens the west side of Franklin.

3. Reinforcing the Core Goals of Envision Franklin

Across both concepts, Armistead advances the Plan’s overarching goals by:

- Creating a walkable mixed-use community rather than auto-oriented suburban sprawl.
- Preserving and elevating the natural and agricultural landscape as a defining feature.
- Providing diverse, high-quality housing options aligned with the City’s long-term strategy.
- Establishing a connected public realm and strong placemaking framework.
- Building infrastructure that supports sustainability, multimodal mobility, and neighborhood-scale services.

In summary, Armistead fulfills Envision Franklin’s vision by combining the Conservation Subdivision and Neighborhood Mixed-Use design concepts into a cohesive, walkable, and conservation-focused community that reflects Franklin’s character and meets the City’s goals for intentional, high-quality growth.

14. Discuss potential impacts on schools and emergency service providers and any related discussions:

The Armistead development is expected to have a moderate and manageable impact on local schools and emergency service providers. Based on the anticipated mix of housing types—including cottages, townhomes, multifamily units, and mixed-use residential—the student generation rate is projected to be lower than that of traditional single-family subdivisions. The Developer has reviewed Williamson County Schools student yield factors for comparable housing types and expects enrollment impacts to fall within ranges already planned for by the district. The Developer will continue coordinating with Williamson County Schools as the project phases forward to ensure alignment with long-term capacity planning.

Emergency services for the development will be provided by existing City of Franklin police, fire, and EMS departments. The site is located directly across the street from the City’s Westhaven fire station (Station 8), which houses both fire response and EMS capabilities, providing immediate proximity and strong response times for the development area. The internal street network, access points, pedestrian facilities, and utility infrastructure have been designed in coordination with City engineering and

public safety staff to ensure proper emergency access, turning movements, hydrant placement, and required fire flow capacity.

Throughout the plan review process, the Developer has discussed access, circulation, and infrastructure with City staff, and no service-level concerns were identified that would prevent the development from proceeding. Any questions raised during review have been resolved through coordination with City staff. The Developer will maintain ongoing coordination with the Fire Department, Police Department, and other public safety providers as plats and site plans are submitted to ensure that all emergency response requirements continue to be met.

15. Describe the Developer's proposed municipal benefit commitments (see City IDD Policies Section 3.3):

Armistead was intentionally conceived from inception as a high-quality, conservation-focused, mixed-use community designed to embody the planning principles of Envision Franklin. While Armistead is not a subsidized affordable housing project, the community has been intentionally planned to support a broad spectrum of housing types, sizes, and living arrangements that expand housing choice and create more attainable entry points into Franklin. Combined with its publicly accessible open space network, trail system, historic preservation commitments, multimodal design, and long-term placemaking framework, the project establishes a high standard for future IDD applicants by demonstrating how the tool can be used to deliver enduring public value, exceptional design quality, and comprehensive, connected infrastructure.

Summary Table:

City Priority Area (Exhibit D)	Policy Criteria Referenced	Armistead Commitment
I. Extraordinary Benefits & Quality Development Full Credit Requested	<ul style="list-style-type: none"> • High-quality architectural and placemaking elements exceeding base standards • Preservation, restoration, or adaptive reuse of historic resources 	<ul style="list-style-type: none"> • Preservation and adaptive reuse of historic farmstead structures • Integration of historic farm core into publicly accessible open space and trail network

	<ul style="list-style-type: none"> • Implementation of multimodal and public realm improvements beyond minimum requirements 	<ul style="list-style-type: none"> • Walkable mixed-use Town Center with human-scaled blocks • Multimodal paths, rural paths, & sidewalks that exceed standard requirements • Public greens, plazas, civic spaces, and placemaking elements • Architectural standards consistent with Conservation Subdivision & Neighborhood Mixed-Use design concepts • Stringent Pattern Book at Architectural Review Process.
<p>II. Attainable Housing / Housing Stability</p> <p>Supplemental Alignment – Partial Credit Requested</p>	<ul style="list-style-type: none"> • Mix of housing types supporting Envision Franklin goals 	<ul style="list-style-type: none"> • Inclusion of diverse housing types: cottages, townhomes, multifamily, live/work units, tiny homes • Expansion of “missing middle” housing options • Broadening of housing stock across life stages and price points
<p>III. Enhancement of Infrastructure, Public Service, Safety & Sustainability</p> <p>Partial Credit Requested</p>	<ul style="list-style-type: none"> • Construction or improvement of public infrastructure beyond that required to serve development • Connectivity to walking and biking networks • Undergrounding of utilities • Greenway integration • Energy efficiency, water conservation, native landscaping, and environmental stewardship 	<ul style="list-style-type: none"> • Multimodal sidewalks, trails, and pedestrian-priority streets that exceed city requirements • Reclaimed water distribution system supporting irrigation conservation • Conservation-based stormwater management and innovative surface stormwater treatments • Undergrounding of electric conduit • Native landscaping for all public areas and required of landowners within the development. • Regenerative Farming Practices

The Armistead development provides significant municipal benefits consistent with Section 3.3 of the City’s IDD Policies. The Developer commits to providing benefits across multiple priority areas—(1) Extraordinary Benefits & Quality Development (full credit requested), (2) Housing Diversity and Stability—through high-quality placemaking, preservation of historic assets, meaningful public connectivity, multimodal design, and a diversified housing program, and (2) Enhancement of Infrastructure, Public Service, Safety & Sustainability.

1. Extraordinary Benefits & Quality Development (Full Credit Requested)

Armistead delivers a level of urban design, placemaking, and cultural preservation that substantially exceeds minimum development requirements. Key commitments include:

- **Preservation and adaptive reuse of the historic farmstead**, including original structures and cultural landscape elements, in alignment with Envision Franklin’s emphasis on integrating historic and agricultural resources into new development.
- **Integration of the historic farm core into the public realm**, allowing residents and visitors to experience Franklin’s agrarian heritage through trails, open spaces, and programming.
- **A walkable mixed-use town center** featuring human-scaled architecture, active ground-floor uses, pedestrian-oriented streets, and civic gathering spaces.
- **A robust public realm** including plazas, greens, trails, and publicly accessible open space that enhances quality of life and community identity.
- **High-quality architectural and community design standards** that reflect the Conservation Subdivision and Neighborhood Mixed-Use design concepts within Envision Franklin.

These extraordinary benefits create a distinctive, enduring place that delivers public value far beyond typical subdivision development and warrant full municipal benefit credit.

2. Enhancement of Infrastructure, Public Service, Safety & Sustainability

Armistead meaningfully improves the City’s mobility and service framework through strategic public connectivity and safety-focused design. Key commitments include:

- **Provision of multimodal facilities**, including sidewalks, trails, and pedestrian-priority streets, supporting walkability and sustainable mobility that exceed minimum city standards.
- **Incorporation of conservation-focused stormwater and environmental design elements** consistent with Envision Franklin’s sustainability and open-space goals.

These commitments improve public safety, mobility, and environmental performance without relying on upgrades to existing City systems.

The Developer is willing to continue discussions with the City regarding potential participation in certain off-site wastewater system improvements that would provide broader system benefits beyond Armistead itself, including infrastructure serving the west Franklin growth area. Any such participation would be subject to engineering analysis, proportionality considerations, and future development agreement discussions.

3. Housing Diversity and Stability

Armistead meaningfully contributes to the City’s stated housing diversity goals by offering a broad range of residential types not commonly delivered within a single Franklin neighborhood. The development includes:

- Tiny homes,
- Townhomes,
- Live/work units,
- Multifamily units, and
- Cottages and traditional single-family options.

This diversity of housing forms supports Envision Franklin’s objective to expand the variety and attainability of housing across life stages and price points. By increasing the spectrum of available unit types, Armistead enhances neighborhood resilience and long-term housing stability in the west Franklin area.

Taken together, Armistead’s commitments to historic preservation, high-quality mixed-use design, public street and mobility connections, environmental stewardship, emergency service coordination, and diversified housing options deliver substantial municipal benefits across multiple priority areas. These benefits align directly with Section 3.3 of the City’s proposed IDD Policies and the long-term goals of Envision Franklin. The Developer respectfully requests municipal benefit credit in the applicable categories.

III. Supplemental Information

Developer Background:

ArmisteadTN, LLC is managed by Character Development, whose principals are Craige Hoover and Brian Wright. Character Development is a Franklin-based mixed-use development and placemaking firm formed to conceive, plan, and execute complex, walkable, and environmentally responsive communities.

Craige Hoover is a mixed-use development specialist with more than two decades of experience delivering destination communities and complex entitlement efforts across the United States and the Caribbean. He previously served as the master developer for Southall, a 450-acre farm-based resort in Franklin and recipient of Travel & Leisure’s Global Vision Award. Craige also spent years with the international mixed-use development firm Live Work Learn Play, where he led major projects throughout the Southeast and Caribbean. A Franklin native, Craige holds an MBA in Real Estate Development from the University of Florida and has built a career advancing conservation-focused, placemaking-driven communities.

Brian Wright is the founder and principal of Town Planning & Urban Design Collaborative (TPUDC), a nationally recognized planning and urban design practice. Brian has designed multiple agrihoods across the country and has led the creation and reform of dozens of municipal zoning codes, land-use plans, and regulatory frameworks. His work spans public-sector town planning, private-sector community design, mixed-use development, and form-based code creation, with a particular focus on walkable, mixed-use neighborhoods and agricultural integration.

Together, Character Development brings a unique combined expertise in large-scale planning, mixed-use development, agrihood design, public engagement, and long-range implementation. ArmisteadTN benefits from this integrated leadership structure, which aligns planning, entitlement, design, and development execution under one coordinated team.

While ArmisteadTN, LLC is the local developer and petitioner, the project team includes nationally experienced special-assessment professionals. Wrathell, Hunt & Associates serves as the project's IDD consultant and is one of many states' established special district management and assessment methodology firms, regularly serving development communities and local governments in the delivery and financing of public infrastructure. Armistead's proposed structure draws on established Florida, Alabama, and Texas models and adapts them to Tennessee's REIDA framework

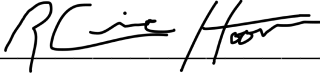
Timing:

The Developer has submitted the first site plan for the Town Center and will submit the next site plan for the Phase 1 residential districts in June or July 2026. The project is ready to begin immediately, with construction commencing upon receipt of a grading permit. Infrastructure construction is anticipated to take approximately 18 to 24 months, with vertical construction beginning as early as eight months after grading has commenced.

IV. Representations and Agreements of Developer

- (a) Developer agrees to meet with City representatives, upon request, to answer questions regarding this Notice of Intent and draft petition and to provide supplemental information as needed.
- (b) Developer agrees to pay all reasonable expenses incurred by the City, the Industrial Development Board, and the Authority in connection with consideration of any petition and related financings.
- (c) Developer agrees to indemnify and hold harmless the City and its officers, employees, consultants, and attorneys from all losses, costs, damages, and liabilities arising from the consideration, approval, or disapproval of any petition.

Developer:

By:  Date: 5-14-26

Name: Craig Hoover

Title: Managing Member

Funded Infrastructure

This exhibit describes the Funded Infrastructure eligible for the Infrastructure Development District, with figures derived from the Engineer’s Opinion of Probable Cost included in the Master Special Assessment Methodology Report.

Infrastructure Category	Description	Eligibility (T.C.A. §7-84-802)	Benefit to Parcels	Cost
Reclaimed Water Distribution System	Reclaimed water mains & appurtenances	Utilities	Supports irrigation & sustainability	\$2,444,341
Wastewater System	Gravity & force mains, connections	Utilities	Enables sewer service	\$6,067,235
Stormwater Management System	Stormwater structures (no earthwork)	Stormwater Facilities	Manages runoff & protects parcels	\$4,022,451
Onsite Roadway Improvements	Internal streets, sidewalks, lighting	Roads & Sidewalks	Provides internal access	\$9,893,112
Offsite Roadway Improvements	Improvements required by City/TDOT	Roads & Public Improvements	Ensures safe access	\$5,150,000
Undergrounding of Electric Conduit	Incremental cost of undergrounding	Utilities	Improves reliability & aesthetics	\$1,833,256
Soft Costs & Fees	Engineering, permitting, admin	Eligible Soft Costs	Required to deliver infrastructure	\$1,408,817
Contingency (25%)	Allowance for cost variability	Eligible Cost	Ensures completion of improvements	\$7,704,803
Public Spaces/Landscape/Hardscape	Trails, greens, public realm improvements	Public Realm	Supports walkability & placemaking	\$12,185,776
Environmental/Mitigation	Compliance & mitigation measures	Environmental Compliance	Ensures legal developability	\$208,981
Parkland & Impact Fees	Required municipal fees	Public Facilities	Offsets public service demand	\$3,300,000

Total Estimated Infrastructure Cost: \$54,218,772

**Petition for the Establishment of a
Residential Infrastructure Development District
Pursuant to Tennessee Code Annotated §7-84-801 et seq.**

ARMISTEADTN, LLC (the "*Developer*") hereby petitions the Board of Mayor and Alderman of the City of Franklin, Tennessee (the "*City*") to establish and administer a residential infrastructure development district in the manner described herein, pursuant to the authority provided to the City by Tennessee Code Annotated Sections 7-84-801 et seq. (the "*Act*").

1. The name of the proposed residential infrastructure development district is requested to be "Armistead Infrastructure Development District" (the "*District*").
2. The host municipality is the City.
3. The boundaries of the District are hereby requested to be those boundaries set forth in Exhibit A attached hereto, which includes a legal description of such parcels. The Developer represents and warrants that:
 - a. The entire boundaries of the District lie within the corporate boundaries of the City;
 - b. No portion of the proposed District overlaps with any other district established pursuant to the Act or with any central business improvement district established pursuant to Tennessee Code Annotated Title 7, Chapter 84;
 - c. The City directly administers the billing and collection of the City's ad valorem property taxes;
 - d. As depicted on Exhibit C referenced below, the District is expected to be developed for single and multi-family housing, hotels, and commercial use;
 - e. The Developer's address is 1740 New Highway 96 West, Franklin, Tennessee 37064.
4. A list of each parcel of property within the District, identified by the parcel identification number and address listed therefor in the office of the assessor of Williamson County, Tennessee (the "*County*") is attached hereto as Exhibit B.
5. A site development plan for the District is attached hereto as Exhibit C (the "*Development Plan*"). The attached Development Plan:
 - a. identifies all proposed uses of properties within the District, which are intended to be developed as a mixed use development with residential property; and
 - b. contemplates residential units in the type and number as described on Exhibit D, attached hereto.

6. Exhibit E, attached hereto, depicts the following:
 - a. an estimate of all costs that may be capitalized under generally accepted accounting principles for purchasing, constructing, installing, and equipping Infrastructure;
 - b. the fees or costs imposed by a municipality or utility service provider (i) related to the construction or installation of Infrastructure; or (ii) as a condition to the delivery of utility services to properties within the District;
 - c. the cost of any land required to be donated, dedicated, or otherwise made available to a governmental entity for public purposes, which land shall be valued at either the Developer's demonstrated cost or, if the value of the land has subsequently been appraised, its appraised value, whichever is higher (a., b., and c., collectively, "**Infrastructure Costs**");
 - d. the streets, roads, and sidewalks, hardscape, landscape, and irrigation improvements, and the water, wastewater, electric, telecommunications, and storm water facilities required for the development of the District, and benefitting the properties within the District, whether within or without the boundaries of the District; and the land within the boundaries of the District required to be donated, dedicated, or otherwise made available to governmental entity for public purposes (collectively, the "**Infrastructure**"); and
 - e. an estimate of all other costs of developing the District.

7. The undersigned request that the City levy a special assessment (the "**Assessment**") on each parcel of property within the District as depicted on Exhibit C, following the subdivision of the properties within the District in a manner substantially consistent with Exhibit C, in the manner described below, for the purpose of funding the following:
 - a. the Infrastructure Costs associated with all Infrastructure; and
 - b. the payment of the principal, premium, and interest on any bonds, notes, or other debt obligations issued pursuant hereto, and the funding of necessary reserves for debt service, capitalized interest, and costs of issuance related to any such bonds, notes, or other debt obligations issued; and
 - c. an amount, not to exceed five percent (5%) of special assessments so levied, for administrative expenses, including expenses incurred by the City and the officers of the City, including the assessor of property, trustee, or other tax collecting official, in administering the collection and allocation of special assessments, including a reasonable allocation of overhead expenses.

8. The undersigned request that the Assessment be levied on each parcel in the District as described on Exhibit F, attached hereto, for a period of not to exceed (30) thirty years, for the purpose of funding the costs of the Infrastructure, with the Assessment to be levied on an annual basis. The undersigned represent and warrant that:

- a. the Infrastructure directly, uniquely and specifically benefits the properties within the District;
- b. without the installation of the Infrastructure, the parcels within the District could not be developed as proposed; and
- c. the proposed manner and amount of the Assessment apportions the costs of the Infrastructure to each parcel of property within the District in a manner consistent with the benefits received by such parcel as a result of the construction and installation of the Infrastructure. Specifically, each lot within the District is being assessed on a pro rata basis in accordance with the Master Special Assessment Methodology Report attached hereto as Exhibit G. The preliminary assessment report attached as Exhibit E further supports the representations and warranties set forth in this Section 8.

9. The undersigned request that the Assessment be levied and collected annually, beginning in such year as may be agreed to by the City and the Developer, and ending no later than the thirtieth (30th) year thereafter, or such earlier year as is required to pay in full all bonds or other debt issued by the City or by one or more industrial development boards or public building authorities designated or allowed by the City, for the purpose of funding the costs of the Infrastructure, in such manner as may be permitted by the Act. The levy and collection of the Assessment may be commenced as and when each phase is prepared to be developed, as determined by the City and the Developer.

10. The undersigned request that the City take any and all steps that it may elect to take to provide for the enforcement and collection of Assessments, including without limitation the imposition of a lien on properties within the District and the imposition of interest and penalties in the event of a property owner's failure to timely pay an Assessment, all as provided by the Act.

11. The undersigned requests that the City:

- a. authorize the issuance of bonds or other debt, to be issued directly by the City or by one or more industrial development boards or public building authorities designated or acknowledged by the City for such purpose, for the purpose of funding the costs of the Infrastructure;
- b. apply and pledge to the payment of such bonds, the proceeds of the Assessment and the other costs as described in Section 6 above;
- c. enter into one or more development agreements with the Developer, on such terms as may be consistent with the terms hereof and agreed to between the City and the Developer, to provide for the application of the proceeds of such bonds, the construction and installation of the Infrastructure, and the development of the District.

12. The undersigned hereby request that the City hold a public hearing regarding this petition at the time and in the manner required by the Act, and to provide notice thereof in the manner

required by the Act. The Developer hereby agrees to pay, or reimburse the City for the payment of: (a) all costs incurred by the City to provide notice of the public hearing related to this petition required by the Act; and (b) upon the levy of an Assessment as contemplated herein, all legal, financial advisory and other third-party administrative costs incurred by the City in connection with the implementation of the terms hereof.

Signature page to follow

Respectfully submitted by the petitioners as of December 4, 2025.

DEVELOPER AND OWNER:

ARMISTEADTN, LLC,
a Tennessee limited liability company

By: Character-Armistead, LLC
Its Manager

By: _____
Name: Robert Craige Hoover
Its: Authorized Representative

EXHIBIT A
DISTRICT BOUNDARIES

Tract I:

Being a tract of land lying in Williamson County, Tennessee, generally bounded on the north by West Harpeth Partners (DB 8799, pg. 670), on north and west by HB Development Company (DB 9348, pg. 169), on the east by Mack Hatcher Memorial Parkway (right-of-way varies), and on the south by Old Charlotte Pike (right-of-way varies), and being more particularly described as follows:

Beginning at a concrete monument at the intersection of the west margin of Mack Hatcher Memorial Parkway and the north margin of Old Charlotte Pike, being the southeast corner of the property herein described; thence along the margin of Old Charlotte Pike, the following calls: S 63°39'06" W , 265.07'; thence S 26°15'13" E , 12.91'; thence S 63°44'47" W , 105.95'; thence S 64°04'49" W , 310.25'; thence with a curve turning to the right with a radius of 580.77', an arc length of 140.04', with a chord bearing of S 70°54'04" W , and a chord length of 139.70'; thence with a curve turning to the right with a radius of 189.52', an arc length of 51.86', with a chord bearing of S 85°38'50" W , and a chord length of 51.69' thence N 86°30'51" W , 442.40'; thence with a curve turning to the right with a radius of 333.95', an arc length of 164.08', with a chord bearing of N 72°26'19" W , and a chord length of 162.44'; thence N 58°21'46" W , 150.60'; thence N 56°19'02" W , 98.32'; thence N 55°11'53" W , 67.48' to an iron pin found, being the southeast corner of HB Development Company and the southwest corner of the property herein described; thence leaving Old Charlotte Pike and with the east line of HB Development Company, the following calls: N 08°08'52" E , 565.91' to an iron pin found; thence N 07°49'28" E , 215.10' to an iron pin found; thence N 07°42'11" E , 373.67' to an iron pin found; thence N 06°59'24" E , 1121.88' to an iron pin found, being the northwest corner of the property herein described; thence S 83°46'52" E , 418.66' to an iron pin found, being the southwest corner of West Harpeth Partners; thence leaving HB Development Company and with the south line of West Harpeth Partners, S 83°59'08" E , 1426.24' to a fence post in the west margin of Mack Hatcher Memorial Parkway, being the southeast corner of West Harpeth Partners and the northeast corner of the property herein described; thence along the margin of Mack Hatcher Memorial Parkway, the following calls: S 07°52'23" W , 246.35'; thence S 37°04'11" W , 20.89' to a concrete monument; thence S 23°18'15" W , 106.45' to a concrete monument; thence with a curve turning to the left with a radius of 2029.86', an arc length of 574.59', with a chord bearing of S 19°05'29" W , and a chord length of 572.67' to a concrete monument; thence S 10°58'55" W , 1068.89' to the Point of Beginning. Containing 90.52 Acres, as surveyed by T-Square Surveying, J. Mark Cantrell, RLS #1859, dated 2-18-2025.

Tract II:

Being a tract of land lying in Williamson County, Tennessee, generally bounded on the north by City of Franklin (DB 9006, pg. 62), on the north and west by Old Charlotte Pike (right-of-way varies), on the east by Mack Hatcher Memorial Parkway (right-of-way varies), and on the south by New Highway 96 West (right-of-way varies), and being more particularly described as follows:

Beginning at a concrete monument at the intersection of the west margin of Mack Hatcher Memorial Parkway and the south margin of Old Charlotte Pike, being the northeast corner of the property herein described; thence along the margin of Mack Hatcher Memorial Parkway, the following calls: S 11°02'31" W , 850.05'; thence S 35°01'57" W , 661.46' to a concrete monument at the intersection of the west margin of Mack Hatcher Memorial Parkway and the north margin of New Highway 96 West, being the southeast corner of the property herein described; thence along the margin of New Highway 96 West, the following calls: N 87°53'16" W , 899.48'; thence N 88°02'21" W , 485.06'; thence with a curve turning to the right with a radius of 7640.00', an arc length of 1321.58', with a chord bearing of N 83°05'01" W , and a chord length of 1319.93' to a point at the intersection of the north margin of New Highway 96 West and the east margin of Old Charlotte Pike, being the southwest corner of the property herein described; thence along the

margin of Old Charlotte Pike, the following calls: N 36°19'15" W , 64.08'; thence N 07°54'22" E , 816.99'; thence N 08°26'21" E , 197.28'; thence N 07°49'53" E , 150.78'; thence N 07°44'06" E , 454.95'; thence N 07°59'00" E , 295.86' to an iron pin found, being the southwest corner of City of Franklin and the northwest corner of the property herein described; thence leaving Old Charlotte Pike and with the south line of City of Franklin, N 76°50'25" E , 324.42' to an iron pin found in the south margin of Old Charlotte Pike, being the southeast corner of City of Franklin; thence along the margin of Old Charlotte Pike, the following calls: S 40°06'04" E , 132.67'; thence with a curve turning to the left with a radius of 353.08', an arc length of 111.05', with a chord bearing of S 49°08'29" E , and a chord length of 110.60'; thence with a curve turning to the right with a radius of 1376.58', an arc length of 114.70', with a chord bearing of S 55°43'39" E , and a chord length of 114.66'; thence with a curve turning to the right with a radius of 1376.78', an arc length of 46.55', with a chord bearing of S 52°32'59" E , and a chord length of 46.55'; thence S 51°23'23" E , 172.43'; thence S 51°26'04" E , 521.28'; thence with a curve turning to the left with a radius of 4239.91', an arc length of 263.45', with a chord bearing of S 53°13'40" E , and a chord length of 263.40'; thence S 55°11'53" E , 67.55'; thence S 56°19'02" E , 99.01'; thence S 58°21'46" E , 151.05'; thence with a curve turning to the left with a radius of 358.95', an arc length of 176.36', with a chord bearing of S 72°26'19" E , and a chord length of 174.60'; thence S 86°30'51" E , 442.40'; thence with a curve turning to the left with a radius of 214.52', an arc length of 58.70', with a chord bearing of N 85°38'50" E , and a chord length of 58.51'; thence with a curve turning to the left with a radius of 605.77', an arc length of 146.05', with a chord bearing of N 70°54'07" E , and a chord length of 145.69'; thence N 64°04'49" E , 310.30'; thence N 63°44'47" E , 106.02'; thence S 26°15'13" E , 9.99'; thence N 64°50'39" E , 30.00' to an iron pin found; thence N 84°46'17" E , 164.64' to the Point of Beginning. Containing 102.15 Acres, as surveyed by T-Square Surveying, J. Mark Cantrell, RLS #1859, dated 2-18-2025.

Being the same property conveyed to ArmisteadTN, LLC by quitclaim deed from Short Properties, a Tennessee general partnership of record in Book 9729, Page 413, in the Register's Office of Williamson County, Tennessee.

EXHIBIT B
PARCEL INFORMATION

TAX PARCEL ID: 064 0200 000005064

1740 New Hwy 96 W

City of Franklin #8492

EXHIBIT D
RESIDENTIAL UNIT PLAN

Table 1

Armistead

Infrastructure Development District

Development Plan

Product Type	Total Number of Units	Total Number of Room Keys	Total Number of Sq Ft.
Multifamily	355	-	-
Tiny Home	23	-	-
Attached (Live/Work TH)	6	-	-
Townhomes	42	-	-
Single-family Starter	74	-	-
Single-family Primary	99	-	-
Single-family Premium	83	-	-
Single-family Prime	41	-	-
Quadplex	48	-	-
Farm Compound	64	-	-
Hotel/ Inn	-	75	-
Commercial (Non-residential)	-	-	83,000
Total	835	75	83,000

EXHIBIT E
INFRASTRUCTURE PLANS AND COST ESTIMATES

DESCRIPTION	PROJECT COST	O&M ENTITY
Reclaimed Water Distribution System	\$2,444,341	City
Wastewater System	\$6,067,235	City
Stormwater Management System (No Earthwork)	\$4,022,451	City
Onsite Roadway Improvements	\$9,893,112	City
Offsite Roadway Improvements	\$5,150,000	City / TDOT
Incremental Cost of Undergrounding of Electric Conduit	\$1,833,256	MTE
Soft Cost & Fees	\$1,408,817	As Above
<i>Subtotal</i>	\$30,819,212	<i>As Above</i>
<i>Contingency (25%)</i>	\$7,704,803	<i>As Above</i>
<i>Subtotal + Contingency</i>	\$38,524,015	<i>As Above</i>
Public Spaces/Landscape/Hardscape	\$12,185,776	City
Environmental/Mitigation	\$208,981	City
Parkland & Impact Fees	\$3,300,000	City
<i>Subtotal</i>	\$15,694,757	<i>As Above</i>
TOTAL	\$54,218,772	

ENGINEER'S REPORT

PREPARED FOR:

ARMISTEAD INFRASTRUCTURE DEVELOPMENT DISTRICT

ENGINEER:



RaganSmith

a Pape-Dawson company

NOVEMBER 2025

ENGINEER'S REPORT
ARMISTEAD INFRASTRUCTURE DEVELOPMENT DISTRICT

1. PURPOSE

The purpose of this report is to describe the public infrastructure improvements associated with the Armistead Development in support of the creation of an Infrastructure Development District (IDD).

2. THE PROJECT

This report describes the CIP that is necessary for the development of:

- a. certain offsite roadway improvements (Hwy 96 W, Mack Hatcher, Old Charlotte Pike E and offsite intersections as described on Sheet C7.1 of the approved Development Plan)
- b. utility improvements (pump station upgrades per Ardurra study), and
- c. neighborhood improvements

It is anticipated that ARMISTEADTN, LLC will develop Armistead. Legal descriptions and sketches for Armistead are shown in **Exhibit A**.

Product Mix

The table below shows the product types that will be part of the development:

Product Types by Section

Product Type	Unit Count
Section 1	
MF Units	306
Section 2	
SF Units	70
MF Units	29
Section 3	
SF Units	58
MF Units	8
Section 4	
SF Units	79
MF Units	24
Section 5	
SF Units	54
MF Units	58
Section 6	
SF Units	108
MF Units	43
Total	837

471 total units in Ph 1

366 total units in future development

Dwelling Unit by Type

Dwelling Unit	Unit Count
SF Detached Residential	321
Townhouse	48
Multiplex	48
Multifamily (Studio)	21
Multifamily (1-BR)	157
Multifamily (2-BR)	157
Multifamily (3-BR)	21
Farm Compound	64
Total	837

128 SF units in Ph 1

343 MF units in Ph 1

471 total units in Ph 1

List of Armistead Project Improvements

The various improvements that are part of the overall CIP are described in detail in the Armistead PUD Subdivision, Development Plan, and those descriptions include the following:

- Armistead stormwater management improvements,
- Armistead neighborhood roadways,
- Armistead water (HB&TS), sewer (COF) and reclaim utilities (COF),
- Armistead hardscape, landscape and irrigation improvements,
- Armistead undergrounding of electrical conduit (MTE),
- Armistead conservation/mitigation, and

Permits

The status of the applicable permits necessary for the Project is as follows:

- Armistead PUD Subdivision, Development Plan, approved 3/26/25 by City of Franklin
- Armistead PUD Subdivision, Site Plan, Sections 1-6, will be submitted to City of Franklin
- Armistead PUD Subdivision, Site Plan, Section for Offsite Improvements, will be submitted to City of Franklin and TDOT
- Armistead PUD Subdivision, Final Plat, Sections 1-6, will be submitted to City of Franklin
- Armistead Development NOI, SWPPP, & ARAP Permit will be submitted to TDEC DWR
- Armistead Development ACOE 404 Permit will be submitted to US Army Corps of Engineers

Estimated Costs / Benefits

The following table shows the estimated costs for the Project.

ESTIMATED COSTS FOR PROJECT

DESCRIPTION	PROJECT COST	O&M ENTITY	% Ph 1	PHASE 1 COST
Reclaimed Water Distribution System	\$2,444,341	City	56%	\$ 1,368,831
Wastewater System	\$6,067,235	City	56%	\$ 3,397,652
Stormwater Management System (No Earthwork)	\$4,022,451	City	56%	\$ 2,252,573
Onsite Roadway Improvements	\$9,893,112	City	56%	\$ 5,540,143
Offsite Roadway Improvements	\$5,150,000	City / TDOT	100%	\$ 5,150,000
Incremental Cost of Undergrounding of Electric Conduit	\$1,833,256	MTE	56%	\$ 1,026,623
Soft Cost & Fees	\$1,408,817	As Above	56%	\$ 788,938
<i>Subtotal</i>	<i>\$30,819,212</i>	<i>As Above</i>		<i>\$ 19,524,759</i>
<i>Contingency (25%)</i>	<i>\$7,704,803</i>	<i>As Above</i>		<i>\$ 4,881,190</i>
<i>Subtotal + Contingency</i>	<i>\$38,524,015</i>	<i>As Above</i>		<i>\$ 24,405,948</i>
Public Spaces/Landscape/Hardscape	\$12,185,776	City	56%	\$ 6,824,035
Environmental/Mitigation	\$208,981	City	56%	\$ 117,029
Parkland & Impact Fees	\$3,300,000	City	56%	\$ 1,848,000
<i>Subtotal</i>	<i>\$15,694,757</i>	<i>As Above</i>		<i>\$ 8,789,064</i>
TOTAL	\$54,218,772			\$ 33,195,012

1. The probable costs estimated herein do not include anticipated carrying cost, interest reserves or other anticipated IDD expenditures that may be incurred.
2. Roadway, landscape/hardscape/irrigation, and amenities improvements, if behind hard-gates, will not be part of the estimated probable CIP costs.
3. The developer(s) reserves the right to finance any of the improvements outlined above, and have such improvements owned and maintained by a property owner's or homeowner's association (in which case such items would not be part of the CIP) or a third-party.
4. A third-party, or an applicable property owner's or homeowner's association may elect to maintain any City-owned improvements, subject to the terms of an agreement with the City that complies with the management contract safe harbor under Internal Revenue Procedure 2017-13.
5. Roadway, stormwater and potable/reuse/sewer improvements and associated professional fees subject to mobility fee credits or reimbursement by local agencies will not be part of the estimated probable CIP costs.
6. In the event that impact fee credits are generated from any roadway, utilities or other improvements funded by the City, any such credits, if any, will be the subject of a separate agreement between the applicable developer(s) and the City. Pursuant to such an agreement, and without intending to alter the terms of such an agreement, the applicable developer(s) may elect to retain such credits if the developer(s) provides consideration equal to the market value of the credits in the form of work product, improvements and/or land (based on the lesser of appraised value or the developer's cost basis as it relates to land), or in the form of a cash pay down of certain debt assessments.
7. The Potable Water Distribution System that will serve this development is operated and maintained by HB&TS, a private utility provider.

3. CONCLUSION

The Project will be designed in accordance with current governmental regulations and requirements. The Project will serve its intended function so long as the construction is in substantial compliance with the design.

It is further our opinion that:

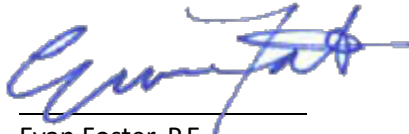
- the estimated cost to the Project as set forth herein is reasonable based on prices currently being experienced in the jurisdiction in which the development is located, and is not greater than the lesser of the actual cost of construction or the fair market value of such infrastructure;
- all of the improvements comprising the Project are required by applicable development approvals issued pursuant to Title 7, Chapter 84, Tennessee Code;
- the Project is feasible to construct, there are no technical reasons existing at this time that would prevent the implementation of the Project, and it is reasonable to assume that all necessary regulatory approvals will be obtained in due course; and
- the assessable property within The Armistead Development District will receive a special benefit from the Project that is at least equal to the costs of the Project.

As described above, this report identifies the benefits from the Project to the lands within The Armistead Development. The general public, property owners, and property outside the development will benefit from the provisions of the Project; however, these are incidental to the Project, which are designed solely to provide special benefits peculiar to property within The Armistead Development. Special and peculiar benefits accrue to property within the Project and enable properties within its boundaries to be developed.

The Armistead Development will be owned by governmental units and such Armistead Development is intended to be available and will reasonably be available for use by the general public (either by being part of a system of improvements that is available to the general public or is otherwise available to the general public) including nonresidents of the development. All of the Armistead Development public infrastructure is or will be located on lands owned or to be owned by a governmental entity or on perpetual easements in favor of a governmental entity. The Armistead Development, and any cost estimates set forth herein, do not include any earthwork, grading or other improvements on private lots or property. The City will pay the lesser of the cost of the components of the Armistead Development or the fair market value.

Please note that the Armistead Development as presented herein is based on current plans and market conditions which are subject to change. Accordingly, Armistead Development, as used herein, refers to sufficient public infrastructure of the kinds described herein (i.e., stormwater/floodplain management, sanitary sewer, potable water, etc.) to support the development and sale of the planned residential units in the Project, which (subject to true-up determinations) number and type of units may be changed with the development of the site. Stated differently, during development and implementation of the public infrastructure improvements as described for the development, it may be necessary to make modifications and/or deviations for the plans, and the Project expressly reserves the right to do so.

Project Engineer:
RaganSmith Associates, LLC



Evan Foster, P.E.

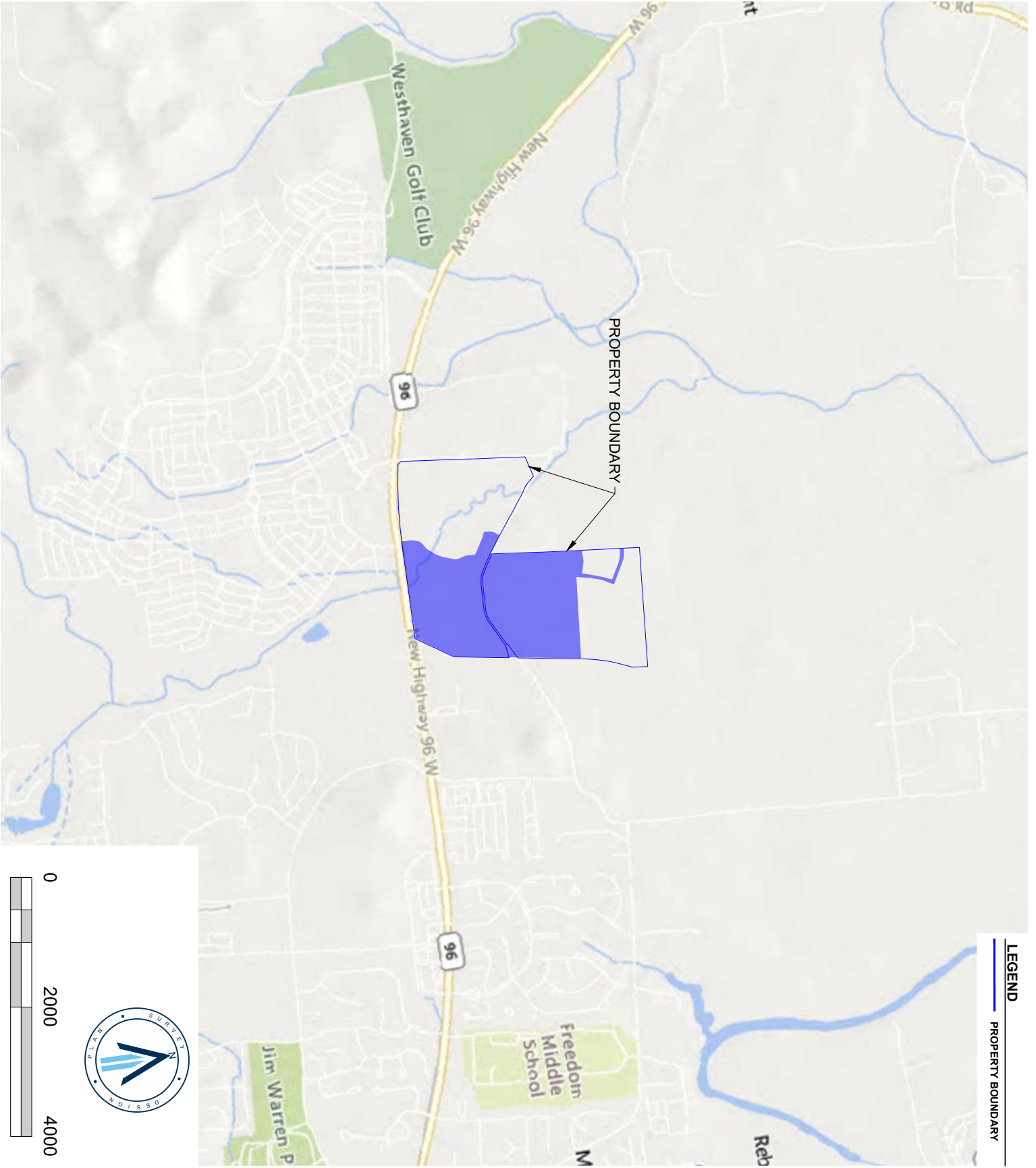
Date: 11/10/2025

TN License No. 120457

EXHIBIT A: Legal Description and Sketch for Armistead Development

EXHIBIT A

APPENDIX A



LEGEND
 — PROPERTY BOUNDARY

**ARMISTEAD
 PUD SUBDIVISION, DEVELOPMENT PLAN**
 FOR

ARMISTEADTN, LLC

1740 NEW HWY 96 WEST, FRANKLIN, TN 37064, WILLIAMSON COUNTY

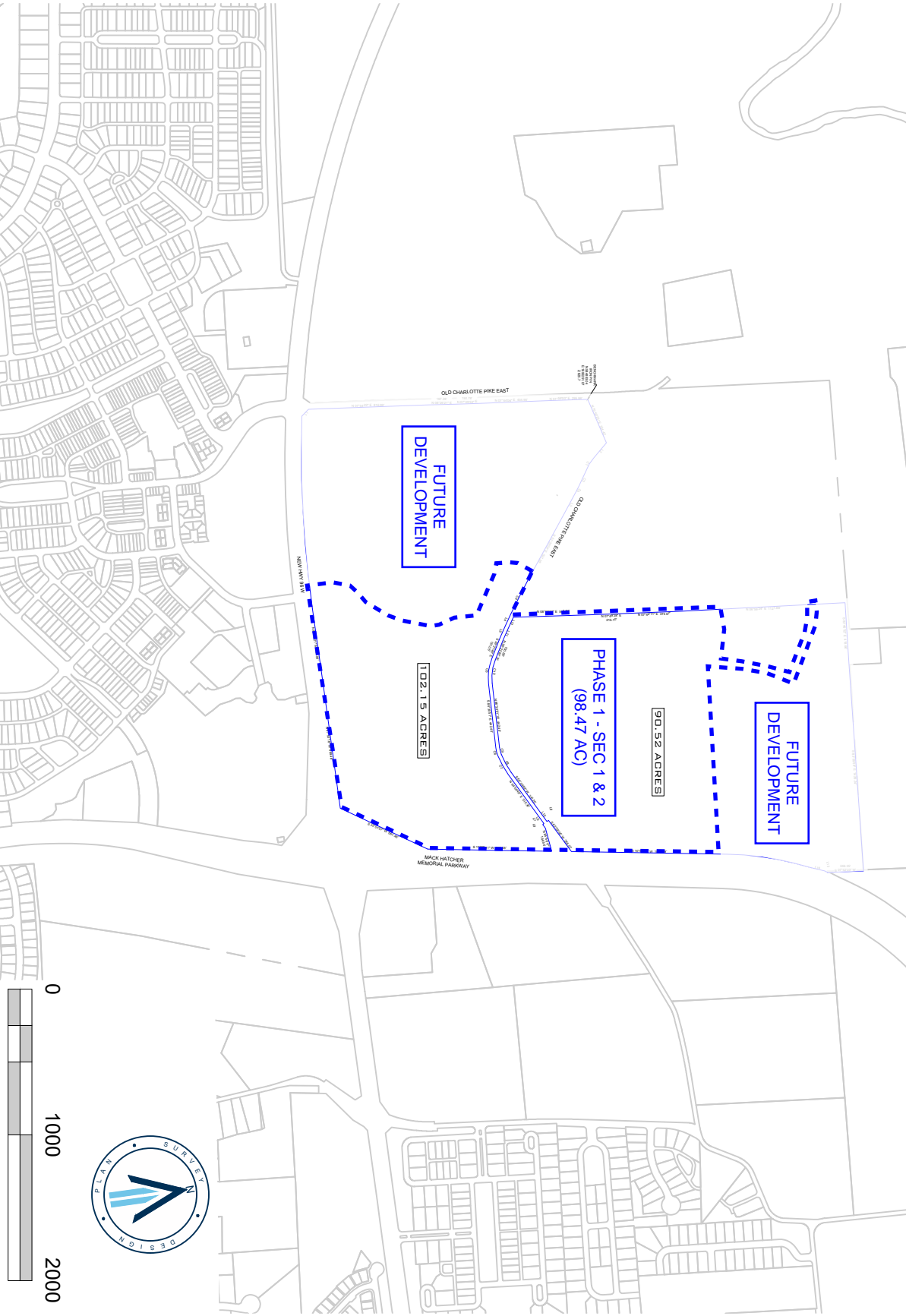
Scale: 1"=1000'
 Date: 8/22/2025
 Approved By: E. FOSTER
 Revisions:

Drawing Title:
LOCATION MAP

Drawing No. **1**
 Project No. 24-0068

LINE	BEARING	DISTANCE
1	S 47° 06' 04" E	132.67
2	S 51° 29' 22" E	172.43
3	S 51° 11' 52" E	67.25
4	N 63° 44' 47" E	106.02
5	S 26° 15' 13" E	9.99
6	S 26° 15' 13" E	39.00
7	S 63° 44' 47" W	105.95
8	N 58° 10' 02" W	98.32
9	S 27° 04' 11" W	20.89
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- Portions of the described tract lies within the Floodplain, and is shown in the area Zone X as said tract shows on FEMA FIRM Map Numbers 47187C0195F (effective date September 29, 2005) and 47187C0183H (effective date December 20, 2024) on the Flood Insurance Rate Maps for Williamson County, Tennessee. Zone X is described as "Other Flood Areas" subject to the 0.2% annual flood; areas of 1% annual chance flood with average depths of less than 1 foot of with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.
- This survey was prepared from current deeds of record without benefit of facts and does not represent a title search or a guarantee of title, and is subject to any state of facts a current, full, or accurate search may reveal. No investigation of independent search for easements, encumbrances, restrictive covenants or ownership title evidence has occurred. The surveyor reserves the right to revise any assessment(s) not provided for or known of per the date of this survey.
- The utility information shown herein was taken from actual field evidence, utility agency records, or any other available evidence. Other utilities may exist and may not be shown, or may vary from where shown. No guarantee is expressed or implied in regard to the utility locations shown herein. The Owner(s) and Contractor(s) should assume responsibility to verify utility existence, size, location, depth and availability of service, and be solely responsible for contacting the utility location service prior to commencing construction.
- Base of bearings is based on the Tennessee State Plane Coordinate System 4100 Zone on the 1983 North American Datum (NAD83).
- In Tennessee it is a requirement of the "Underground Utility Damage Prevention Act" that anyone who engages in excavation must notify all known underground utility owner(s) no less than three nor more than ten working days prior to the date of their intent to excavate and also to avoid any hazard or conflict. The Tennessee One Call telephone number is 1-800-351-1111. No utilities were called, nor marked for this project.
- The field data was gathered on February 5, 2025, using standard total surveying techniques with an Electronic total station (Trimble S5 robotic instrument) and data collector (Trimble TSC7 with Access Data Collection software) and/or using Global Positioning (GPS) (Trimble R12 R12).



Scale: 1"=100'

Date: 8/22/2025

Approved By: E FOSTER

Revisions:

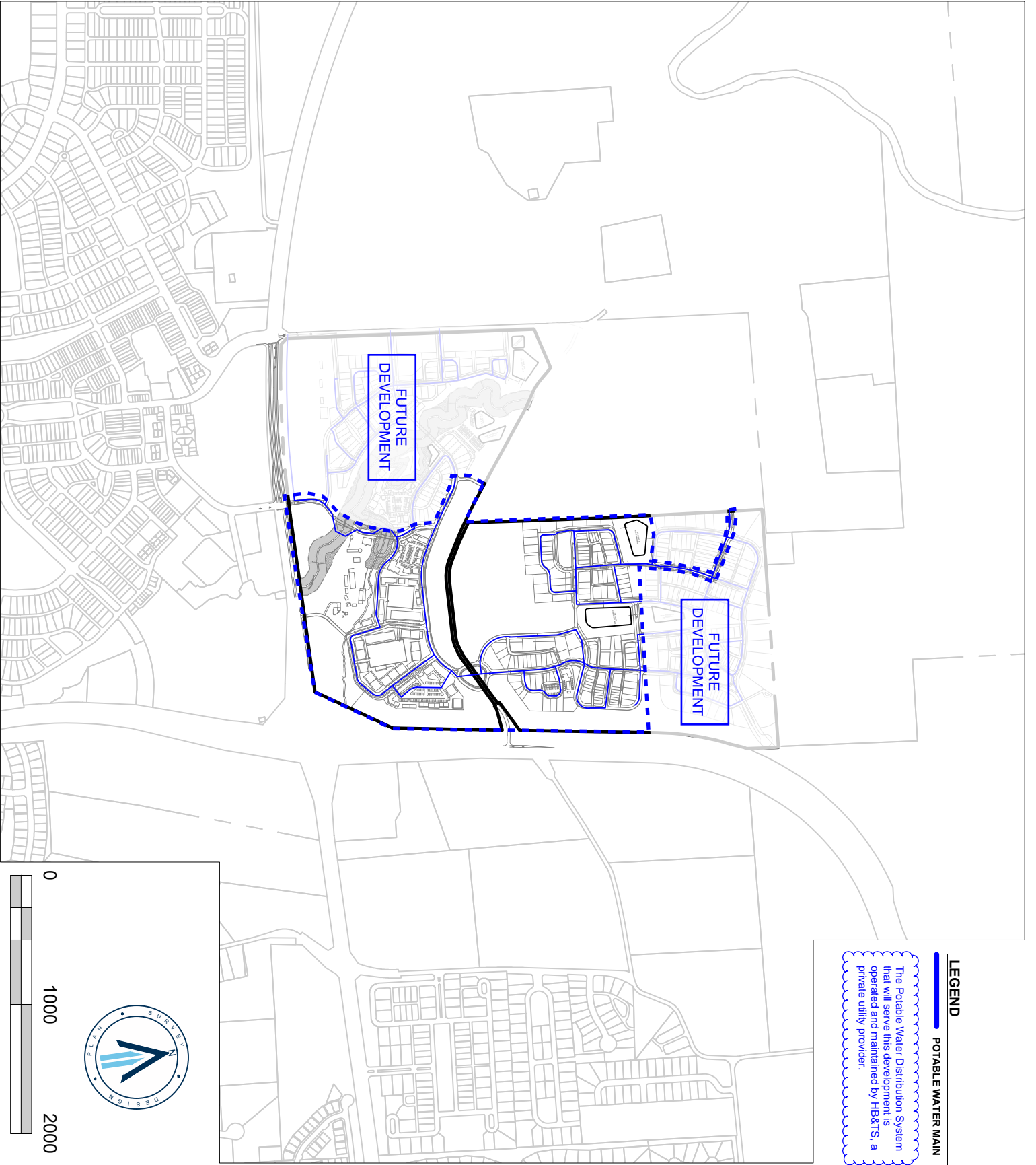
Drawing Title: BOUNDARY MAP & LEGAL DESCRIPTION

Drawing No: 2

Project No: 24-0068

ARMISTEAD
PUD SUBDIVISION, DEVELOPMENT PLAN
 FOR
ARMISTEADTN, LLC

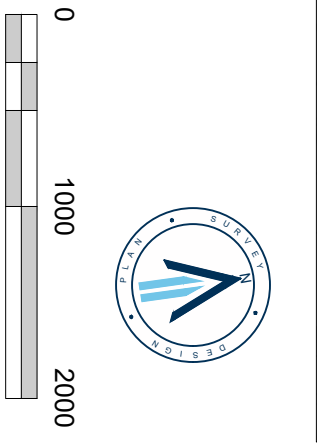
1740 NEW HWY 96 WEST, FRANKLIN, TN 37064, WILLIAMSON COUNTY



LEGEND

 POTABLE WATER MAIN

The Potable Water Distribution System that will serve this development is operated and maintained by HB&TS, a private utility provider.



**ARMISTEAD
PUD SUBDIVISION, DEVELOPMENT PLAN**
FOR
ARMISTEADTN, LLC

1740 NEW HWY 96 WEST, FRANKLIN, TN 37064, WILLIAMSON COUNTY



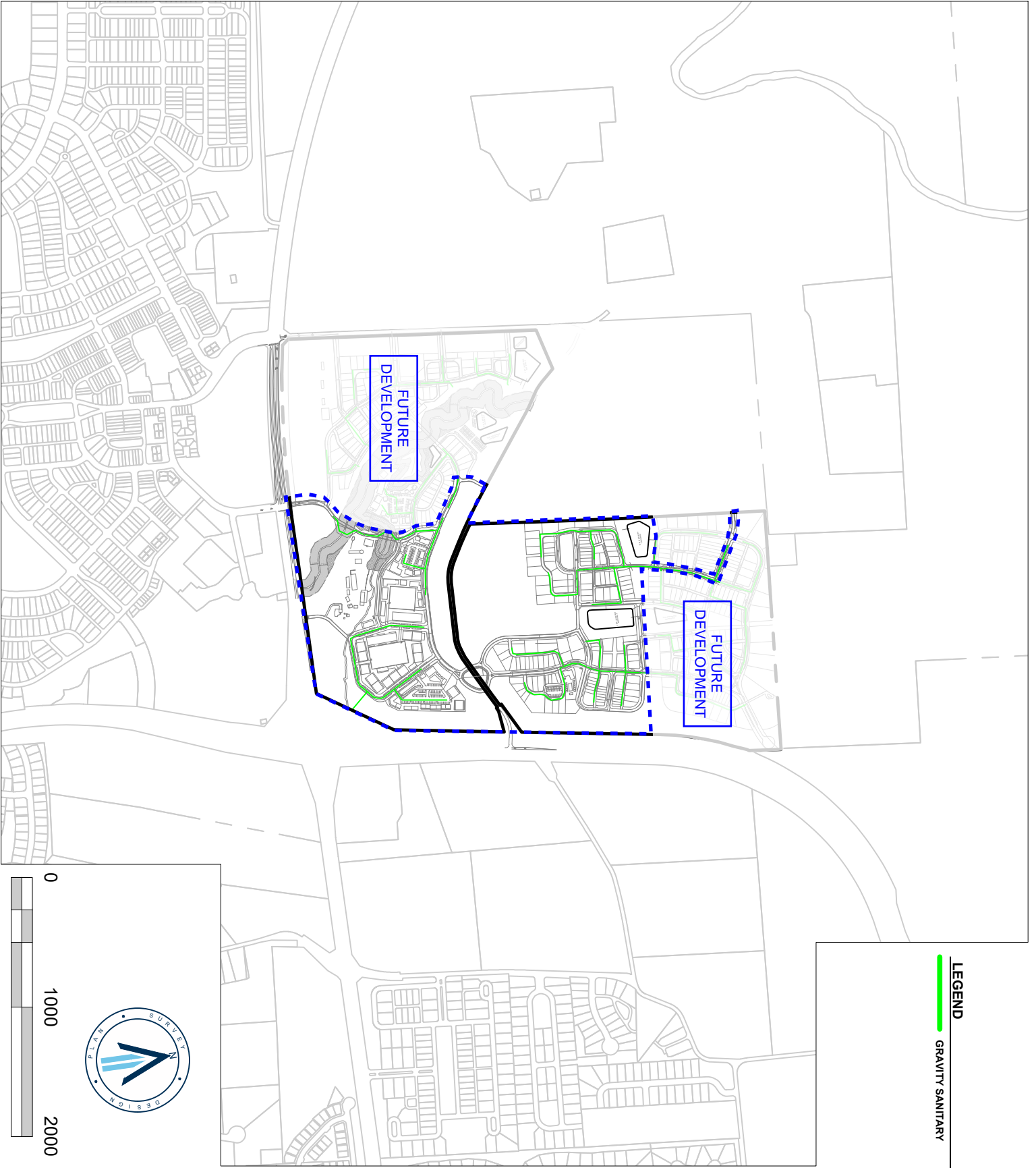
Scale: 1"=100'
Date: 8/22/2025
Approved By: E. FOSTER
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Drawing Title:
**POTABLE
WATER
DISTRIBUTION
SYSTEM MAP**

Drawing No.
4

Project No.
24-0068



LEGEND
 GRAVITY SANITARY



**ARMISTEAD
 PUD SUBDIVISION, DEVELOPMENT PLAN**
 FOR

ARMISTEADTN, LLC

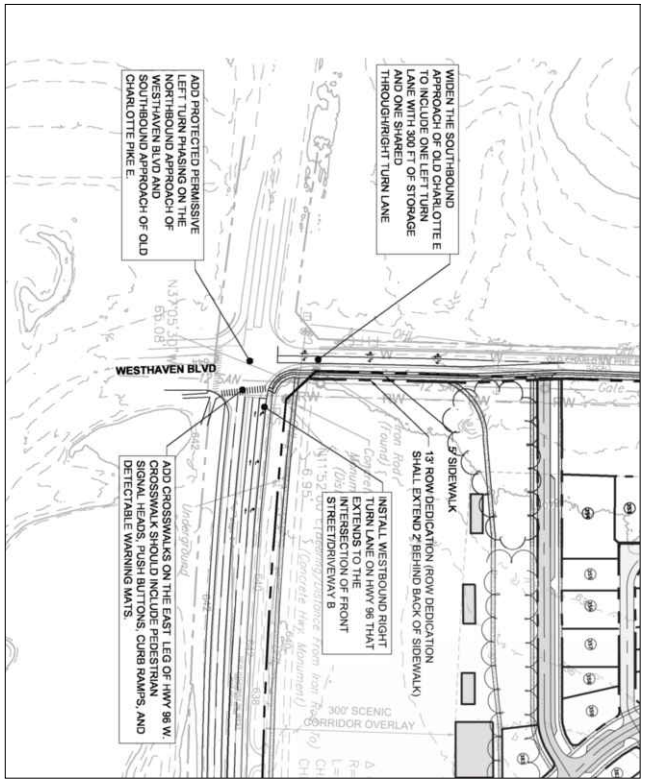
1740 NEW HWY 96 WEST, FRANKLIN, TN 37064, WILLIAMSON COUNTY

Scale: 1"=100'
 Date: 8/22/2025
 Approved By: E. FOSTER
 Revisions:

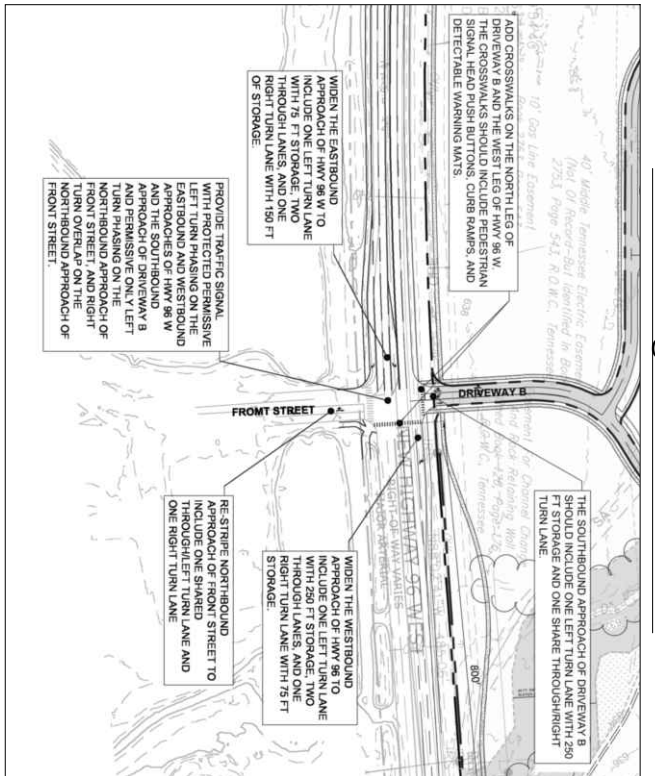
Drawing Title:
**WASTEWATER
 SYSTEM MAP**

Drawing No. 5
 Project No. 24-0068

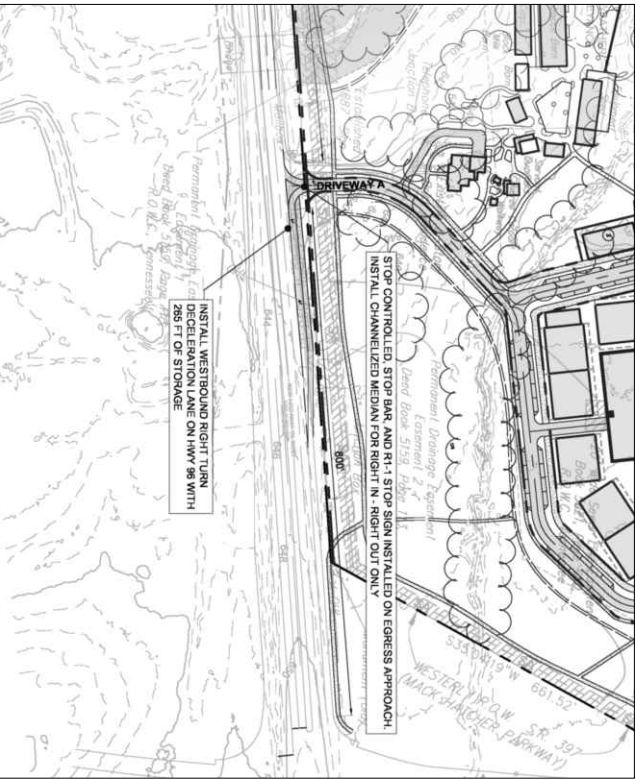
NEW HWY 96 W @ OLD CHARLOTTE PIKE



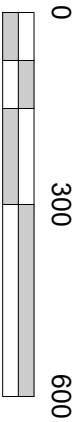
NEW HWY 96 W @ SITE ENTRY/DRIVEWAY B



NEW HWY 96 W @ SITE ENTRY/DRIVEWAY A



VIEWS FROM ARMISTEAD PUD SUBDIVISION, DEVELOPMENT PLAN, SHEET C7.0 OFFSITE ROAD IMPROVEMENTS



ARMISTEAD PUD SUBDIVISION, DEVELOPMENT PLAN
FOR
ARMISTEADTN, LLC

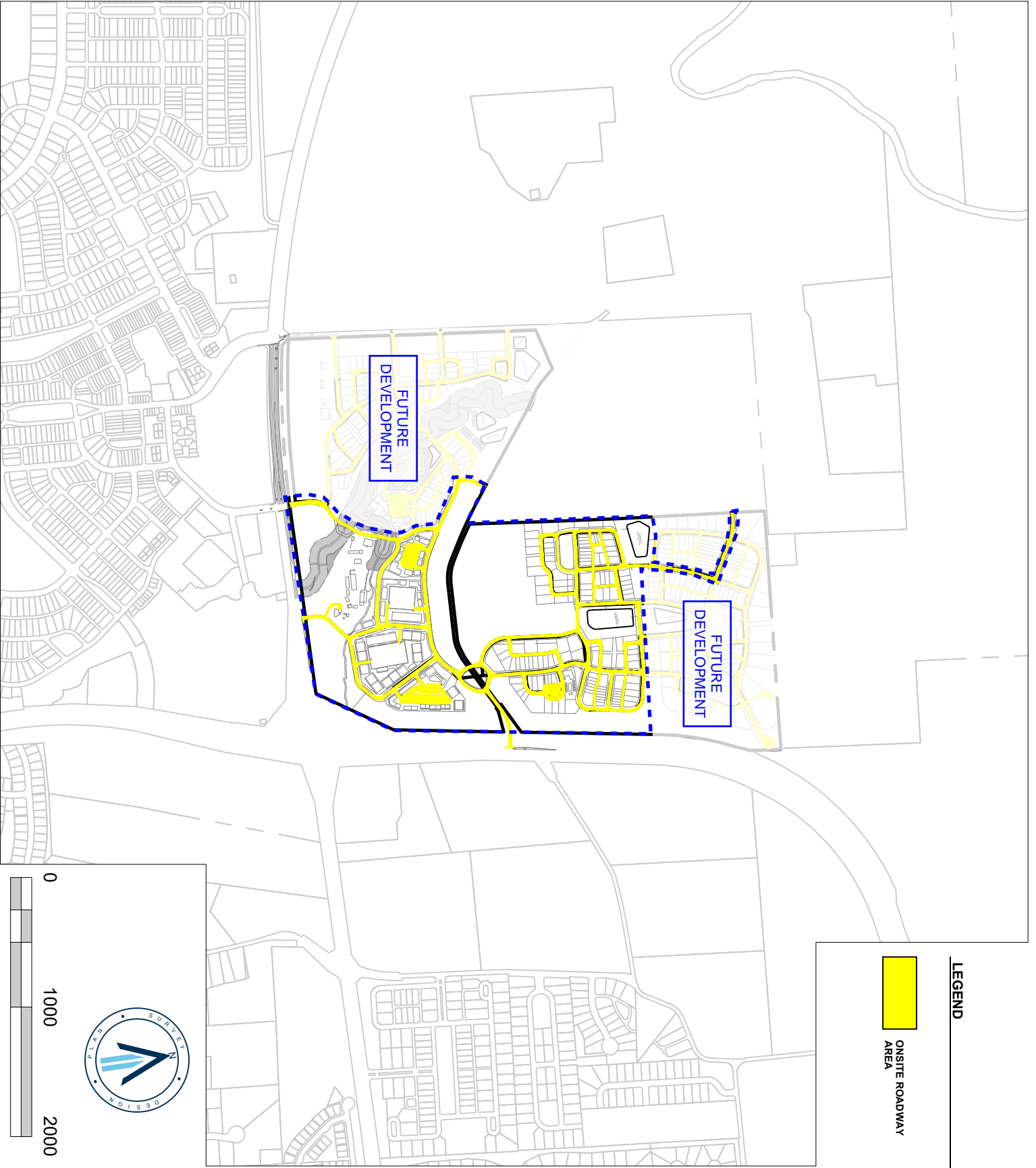
1740 NEW HWY 96 WEST, FRANKLIN, TN 37064, WILLIAMSON COUNTY



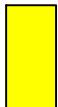
Drawing No. **6**
Project No. **24-0068**

Drawing Title:
OFFSITE ROAD IMPROVEMENTS

Scale: 1"=100'
Date: 8/22/2025
Approved By: E. FOSTER
Revision:



LEGEND

 **ONSITE ROADWAY AREA**

**ARMISTEAD
PUD SUBDIVISION, DEVELOPMENT PLAN**
FOR
ARMISTEADTN, LLC

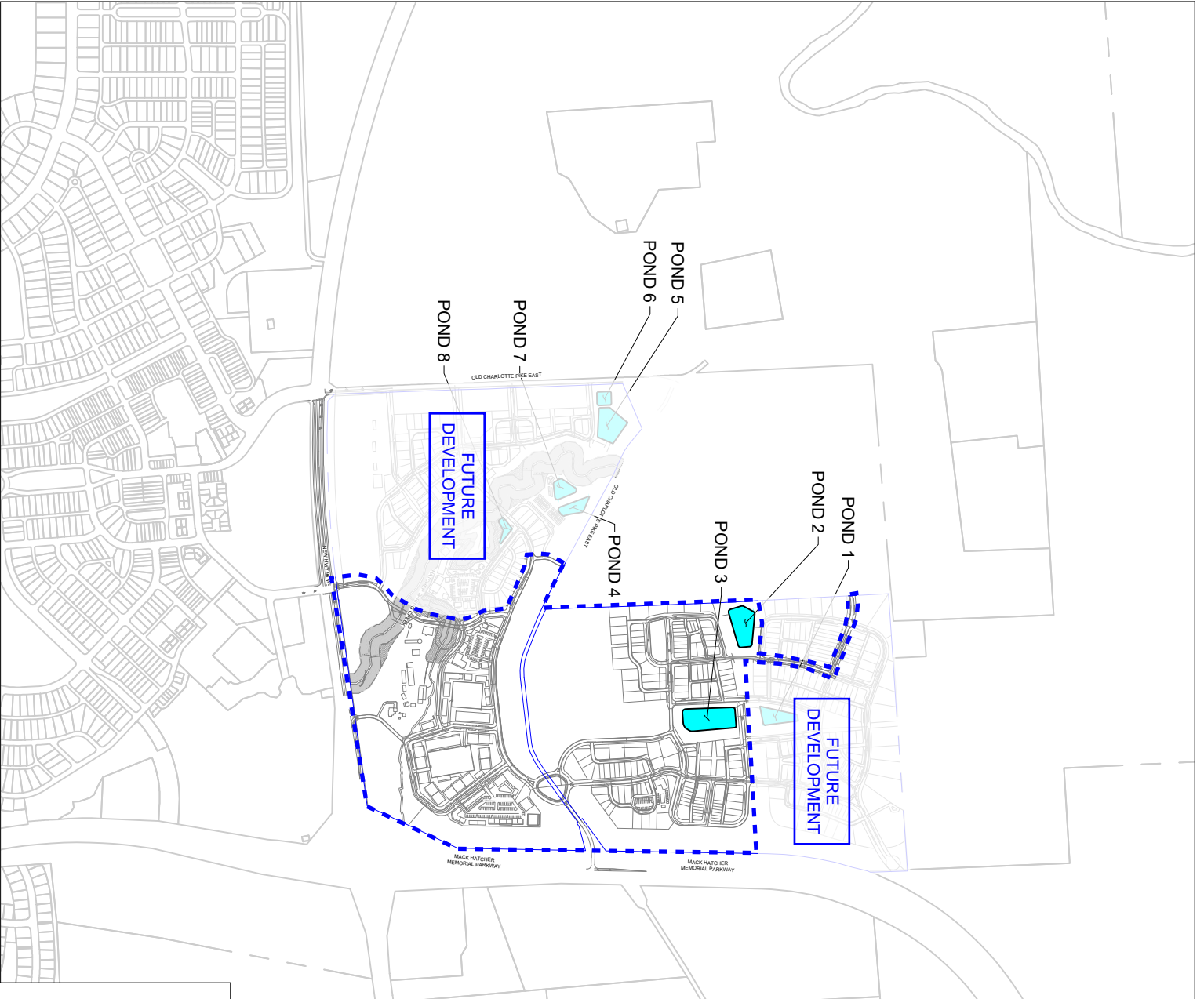
1740 NEW HWY 96 WEST, FRANKLIN, TN 37064, WILLIAMSON COUNTY

Scale: 1"=1000'
 Date: 8/22/2025
 Approved By: E. FOSTER
 Revisions:

Drawing Title:
ROADWAY NETWORK MAP

Drawing No. **7**
 Project No. **24-0068**





LEGEND

— IDD BOUNDARY

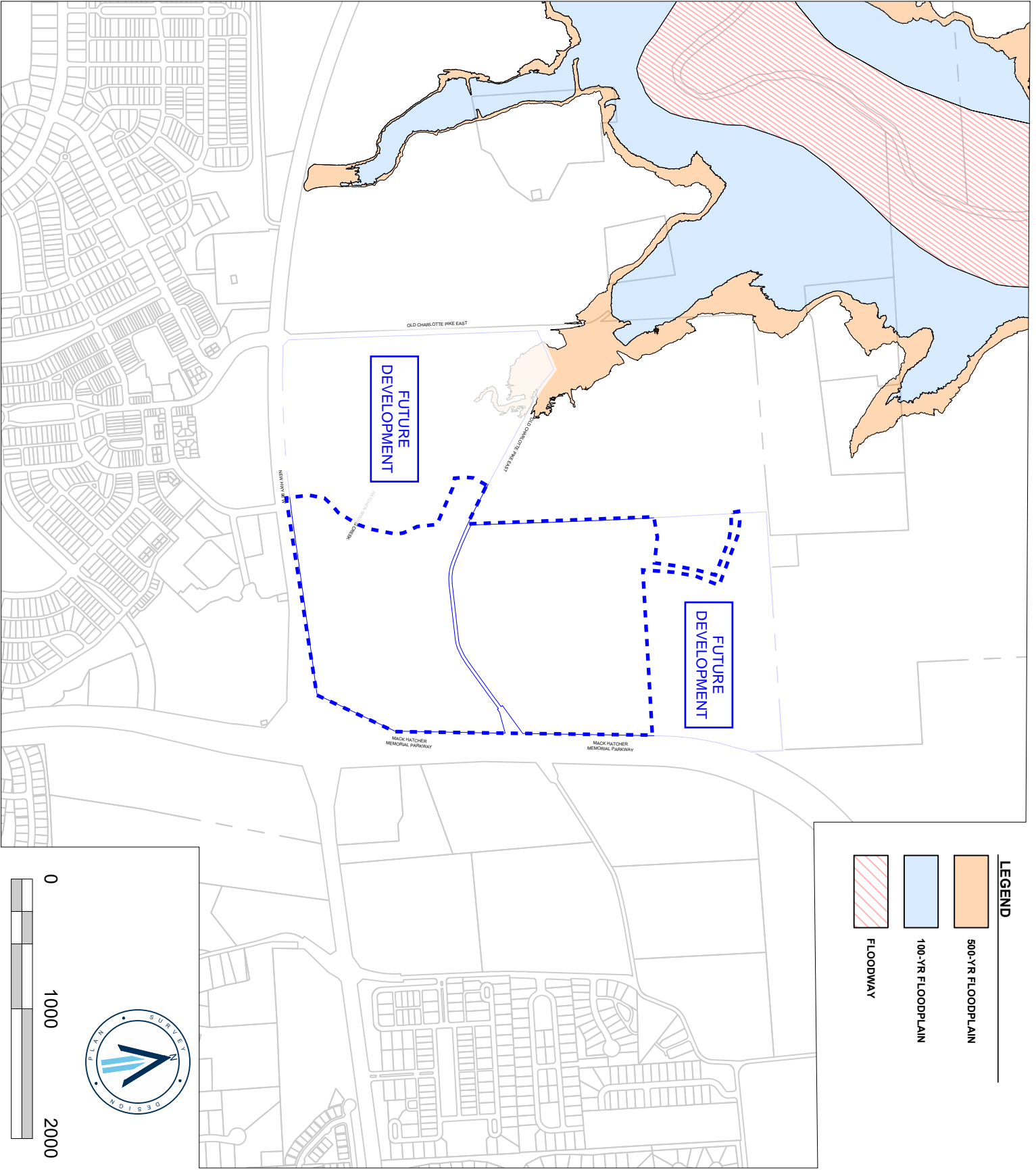
■ STORMWATER MANAGEMENT AREA

**ARMISTEAD
PUD SUBDIVISION, DEVELOPMENT PLAN**
FOR
ARMISTEADTN, LLC

1740 NEW HWY 96 WEST, FRANKLIN, TN 37064, WILLIAMSON COUNTY

Page 379 of 416

Scale:	1"=100'
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Approved By:	E. FOSTER
Revisions:	
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Drawing Title:	STORMWATER MANAGEMENT SYSTEM MAP
Drawing No.:	8
Project No.:	24-0068



Drawing No. **9**
 Project No. **24-0068**

Drawing Title:
100-YR FLOODPLAIN MAP

Scale: 1"=100'
 Date: 8/22/2025
 Approved By: E. FOSTER
 Revisions:

**ARMISTEAD
 PUD SUBDIVISION, DEVELOPMENT PLAN**
 FOR

ARMISTEADTN, LLC

1740 NEW HWY 96 WEST, FRANKLIN, TN 37064, WILLIAMSON COUNTY



EXHIBIT F ASSESSMENT PLAN

Table 5

Armistead

Infrastructure Development District

Bond Assessment Apportionment

Product Type	Total Number of Units	Total Number of Room Keys	Total Number of Sq Ft.	Total Cost Allocation	Total Bond Assessment Apportionment	Bond Assessment Apportionment per Unit	Annual Bond Assessment Debt Service per Unit/ per Sq Ft.*
Multifamily	355	-	-	\$12,649,413.66	\$17,584,063.09	\$49,532.57	\$3,991.65
Tiny Home	23	-	-	\$1,229,309.21	\$1,708,873.74	\$74,298.86	\$5,987.48
Attached (Live/Work TH)	6	-	-	\$427,585.81	\$594,390.87	\$99,065.14	\$7,983.30
Townhomes	42	-	-	\$2,993,100.70	\$4,160,736.06	\$99,065.14	\$7,983.30
Single-family Starter	74	-	-	\$5,273,558.37	\$7,330,820.67	\$99,065.14	\$7,983.30
Single-family Primary	99	-	-	\$8,818,957.41	\$12,259,311.59	\$123,831.43	\$9,979.13
Single-family Premium	83	-	-	\$8,872,405.64	\$12,333,610.45	\$148,597.72	\$11,974.96
Single-family Prime	41	-	-	\$5,113,213.69	\$7,107,924.09	\$173,364.00	\$13,970.78
Quadplex	48	-	-	\$2,137,929.07	\$2,971,954.33	\$61,915.72	\$4,989.56
Farm Compound	64	-	-	\$2,850,572.09	\$3,962,605.77	\$61,915.72	\$4,989.56
Hotel/ Inn	-	75	-	\$2,004,308.50	\$2,786,207.18	\$37,149.43	\$2,993.74
Commercial (Non-residential)	-	-	83,000	\$1,848,417.84	\$2,569,502.18	\$30.96	\$2.49
Total	835	75	83,000	\$54,218,772.00	\$75,370,000.00		

* Does not include costs of collection or allowance for early payment discount. Principal and Interest ONLY

EXHIBIT G
MASTER SPECIAL ASSESSMENT METHODOLOGY REPORT

[see attached]

ARMISTEAD INFRASTRUCTURE DEVELOPMENT DISTRICT

Master Special Assessment Methodology Report

April 21, 2026



Provided by:

Wrathell, Hunt & Associates, LLC

2300 Glades Road, Suite 410W

Boca Raton, FL 33431

Phone: 561-571-0010

Fax: 561-571-0013

Website: www.whhassociates.com

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1.0 Introduction

1.1 Purpose

This Master Special Assessment Methodology Report (the "Report") was developed to provide a financing plan and a special assessment methodology for the Armistead Infrastructure Development District (the "District"), located entirely within Williamson County, Tennessee, as related to funding the costs of public infrastructure improvements (the "Capital Improvement Plan" or "CIP") contemplated to be provided for the benefit of the District.

1.2 Scope of the Report

This Report presents the projections for financing the District's Capital Improvement Plan described in the Engineer's Report developed by RaganSmith Associates, Inc. (the "District Engineer") and dated November 2025 (the "Engineer's Report"), as well as describes the method for the allocation of special benefits and the apportionment of special assessment resulting from the provision and funding of the CIP.

1.3 Special Benefits and General Benefits

The public infrastructure improvements undertaken and funded for the benefit of the District as part of the CIP create special and peculiar benefits, different in kind and degree from general and incidental benefits to the public at large. However, as discussed within this Report, these general benefits are incidental in nature and are readily distinguishable from the special and peculiar benefits which accrue to property within the District. The District's CIP enables properties within its boundaries to be developed.

There is no doubt that the general public and property owners of property outside the District will benefit from the provision of the CIP. However, these benefits are only incidental since the CIP is designed solely to provide special benefits peculiar to property within the District. Properties outside the District are not directly served by the CIP and do not depend upon the CIP to obtain or to maintain their development entitlements. This fact alone clearly distinguishes the special benefits which District properties receive compared to those lying outside of the District's boundaries.

The CIP will provide public infrastructure improvements which are all necessary in order to make the lands within the District developable and saleable. The installation of such improvements will cause the

value of the developable and saleable lands within the District to increase by more than the sum of the financed cost of the individual components of the CIP. Even though the exact value of the benefits provided by the CIP is hard to estimate at this point, it is nevertheless greater than the costs associated with providing the same.

1.4 Organization of the Report

Section Two describes the development program as proposed by the Developer, as defined below.

Section Three provides a summary of the CIP as determined by the District Engineer.

Section Four discusses the financing program for the District.

Section Five introduces the special assessment methodology for the District.

2.0 Development Program

2.1 Overview

The CIP will serve the Armistead development, a master planned mixed-use development located entirely within Williamson County, Tennessee (the "Development" or "Armistead"). The land within the District consists of approximately 192 +/- acres and is generally located north of Highway 96, west of Mack Hatcher Memorial Parkway, and east of Old Hillsboro Road.

2.2 The Development Program

The development of Armistead is anticipated to be conducted by ArmisteadTN, LLC or an affiliated entity (the "Developer"). Based upon the information provided by the Developer and the District Engineer, the current development plan envisions a total of 827 residential units, 75 hotel room keys and approximately 83,000 square feet of commercial/ non-residential space to be developed over a multi-year period in one or more development phases, although unit numbers, land use types and phasing may change throughout the development period. Table 1 in the *Appendix* illustrates the current development plan for Armistead.

3.0 The Capital Improvement Plan

3.1 Overview

The public infrastructure costs to be funded for the benefit of the District are described by the District Engineer in the Engineer's Report. Only public infrastructure that may qualify for bond financing by the District under Tennessee Code 7-84-801 through 7-84-828 and under the Internal Revenue Code of 1986, as amended, was included in these estimates.

3.2 Capital Improvement Plan

The public infrastructure improvements that are part of the CIP and are needed to serve the Development are projected to consist of master improvements which will serve all of the lands in the District. The Developer, however, reserves the right to create distinct assessment areas to coincide with the phases of development. The CIP will consist of reclaimed water distribution system, wastewater system, stormwater management system (no earthwork), on-site roadway improvements, off-site roadway improvements, incremental cost of undergrounding of electric conduit, public spaces/ landscape/ hardscape, environmental/ mitigation, and parkland & impact fees, along with professional services and contingency, which cumulatively are estimated by the District Engineer at \$54,218,772.00.

The public infrastructure improvements that comprise the CIP will serve and provide benefit to all land uses in the District and will comprise an interrelated system of improvements, which means all of improvements will serve the entire District and improvements will be interrelated such that they will reinforce one another.

4.0 Financing Program

4.1 Overview

As noted above, the Developer is embarking on a program of capital improvements which will facilitate the development of lands within the District. The public infrastructure improvements that are part of CIP will be constructed by the Developer. Once constructed, the completed public improvements will be dedicated or conveyed to the applicable governmental entity or agency.

4.2 Funding Alternatives

The CIP may be funded either through the reimbursement of the Developer for costs incurred to install the public infrastructure improvements and/or the issuance of bonds, notes, or other debt obligations for the benefit of the District, the proceeds of which would be paid to the Developer for payment or reimbursement of such improvement costs.

5.0 Assessment Methodology

5.1 Overview

As described above, the infrastructure improvements that are part of the CIP outlined in *Section 3.2* and described in more detail by the District Engineer in the Engineer's Report lead to special and general benefits, with special benefits accruing to the assessable properties within the boundaries of the District and general benefits accruing to areas outside the District but being only incidental in nature. All properties that receive special benefits from the CIP will be assessed for their fair share of such infrastructure costs (including any debt service associated therewith).

5.2 Benefit Allocation

The most current development plan anticipates the development of a total of 827 residential units, 75 hotel room keys and approximately 83,000 square feet of commercial/ non-residential space to be developed over a multi-year period in one or more development phases, although unit numbers and land use types may change throughout the development period.

The public infrastructure improvements that comprise the CIP will serve and provide benefit to all land uses in the District and will comprise an interrelated system of improvements, which means all of the public improvements will serve the entire District and improvements will be interrelated such that they will reinforce one another.

By allowing for the land in the District to be developable, both the public infrastructure improvements that comprise the CIP and their combined benefit will be greater than the sum of their individual benefits. All of the land uses within the District will benefit from each infrastructure improvement category, as the improvements provide basic infrastructure for community development to all land within the

District and benefit all land within the District as an integrated system of improvements.

As stated previously, the public infrastructure improvements included in the CIP have a logical connection to the special and peculiar benefits received by the land within the District, as without such improvements, the development of the properties within the District would not be possible. Based upon the connection between the improvements and the special and peculiar benefits to the land within the District, the District can assign or allocate a portion of the costs of such improvements through the imposition of non-ad valorem assessments, to the land receiving such special and peculiar benefits. Even though these special and peculiar benefits are real and ascertainable, the precise amount of the benefit cannot yet be calculated with mathematical certainty. However, such benefit is more valuable than either the cost of, or the actual non-ad valorem assessment levied for, the improvement allocated to that parcel of land.

The benefit associated with the CIP of the District is proposed to be allocated to the different unit types within the District in proportion to the density of development as measured by a standard unit called an Equivalent Residential Unit ("ERU"). The table below illustrates the ERU weights that are proposed to be assigned to the unit types contemplated to be developed within the District based on the relative density of development, the total ERU counts for each unit type, and the maximum annual assessment per unit anticipated by the Developer.

The rationale behind different ERU weights is supported by the fact that generally and on average product types with a greater density and greater intensity of use of infrastructure, such as large single-family lots, will use and benefit from the District's improvements more than product types with lesser density and lesser intensity of use of infrastructure, generally and on average product types with lesser density and lesser intensity of use of infrastructure produce less storm water runoff, may produce fewer vehicular trips, and may need less water/sewer capacity than product types with greater density and greater intensity of use of infrastructure. As the exact amount of the benefit is not possible to be calculated at this time, the use of ERU measures serves as a reasonable approximation of the relative amount of benefit received by the different product types from the District's improvements.

5.3 Assigning Debt

The Bond Assessments associated with repayment of the Bonds will initially be levied on all of the gross acres of land in the District. Consequently, the Bond Assessments will initially be levied on approximately 192 +/- gross acres on an equal pro-rata gross acre basis and thus the total bonded debt in the amount of \$72,550,000 will be preliminarily levied on approximately 192 +/- gross acres at a rate of \$377,864.58 per acre.

As the land is platted, the Bond Assessments will be allocated to each platted parcel on a first platted-first assigned basis based on the planned use for that platted parcel as reflected in Table 5 in the *Appendix*. Such allocation of Bond Assessments to platted parcels will reduce the amount of Bond Assessments levied on unplatted gross acres within the District.

Further, to the extent that any residential land which has not been platted is sold to another developer or builder, the Bond Assessments will be assigned to such parcel at the time of the sale based upon the development rights associated with such parcel that are transferred from seller to buyer. The District shall provide an estoppel or similar document to the buyer evidencing the amount of Bond Assessments transferred at sale.

5.4 Lienability Test: Special and Peculiar Benefit to the Property

As first discussed in *Section 1.3*, Special Benefits and General Benefits, public infrastructure improvements undertaken by the District create special and peculiar benefits to certain properties within the District. The District's improvements benefit assessable properties within the District and accrue to all such assessable properties on an ERU basis.

Public infrastructure improvements undertaken by the District can be shown to be creating special and peculiar benefits to the property within the District. The special and peculiar benefits resulting from each improvement include, but are not limited to:

- a. added use of the property;
- b. added enjoyment of the property;
- c. decreased insurance premiums;
- d. increased marketability and value of the property.

The public infrastructure improvements which are part of the CIP make the land in the District developable and saleable and when implemented jointly as parts of the CIP, provide special and peculiar

benefits which are greater than the benefits of any single category of improvements. These special and peculiar benefits are real and ascertainable, but not yet capable of being calculated and assessed in terms of numerical value; however, such benefits are more valuable than either the cost of, or the actual assessment levied for, the improvement or debt allocated to the parcel of land.

5.5 Lienability Test: Reasonable and Fair Apportionment of the Duty to Pay

A reasonable estimate of the proportion of special and peculiar benefits received from the improvements is delineated in Table 4 (expressed as ERU factors) in the *Appendix*.

The apportionment of the Bond Assessments is fair and reasonable because it was conducted on the basis of consistent application of the methodology described in *Section 5.2* across all assessable property within the District according to reasonable estimates of the special and peculiar benefits derived from the CIP by different product types.

5.6 True-Up Mechanism

The District's assessment program is predicated on the development of lots in a manner sufficient to include all of the planned ERUs as set forth in Table 1 in the *Appendix* ("Development Plan"). At such time as lands are to be platted (or re-platted) or site plans are to be approved (or re-approved), the plat or site plan (either, herein, "Proposed Plat") shall be presented to the District for a "true-up" review as follows:

a. If a Proposed Plat results in the same amount of ERUs (and thus Bond Assessments) able to be imposed on the "Remaining Unplatted Lands" (i.e., those remaining unplatted lands after the Proposed Plat is recorded) as compared to what was originally contemplated under the Development Plan, then the District shall allocate the Bond Assessments to the product types being platted and the remaining property in accordance with this Report, and cause the Bond Assessments to be recorded in the District's Improvement Lien Book.

b. If a Proposed Plat results in a greater amount of ERUs (and thus Bond Assessments) able to be imposed on the Remaining Unplatted Lands as compared to what was originally contemplated under the Development Plan, then the District may undertake a pro rata reduction of Bond Assessments for all assessed properties

within the District, may allocate additional ERUs/ densities for a future bond financing, or may otherwise address such net decrease as permitted by law.

c. If a Proposed Plat results in a lower amount of ERUs (and thus Bond Assessments) able to be imposed on the Remaining Unplatted Lands as compared to what was originally contemplated under the Development Plan, then the District shall require the landowner(s) of the lands encompassed by the Proposed Plat to pay a "True-Up Payment" equal to the difference between: (i) the Bond Assessments originally contemplated to be imposed on the lands subject to the Proposed Plat, and (ii) the Bond Assessments able to be imposed on the lands subject to the Proposed Plat, after the Proposed Plat (plus applicable interest, collection costs, penalties, etc.).

With respect to the foregoing true-up analysis, the District's Assessment Consultant, in consultation with the District Engineer, District Counsel and the District's Bond Counsel, shall determine in his or her sole discretion what amount of ERUs (and thus Bond Assessments) are able to be imposed on the Remaining Unplatted Lands, taking into account a Proposed Plat, by reviewing: a) the original, overall development plan showing the number and type of units reasonably planned for the Development, b) the revised, overall development plan showing the number and type of units reasonably planned for the Development, c) proof of the amount of entitlements for the Remaining Unplatted Lands, d) evidence of allowable zoning conditions that would enable those entitlements to be placed in accordance with the revised development plan, and e) documentation that shows the feasibility of implementing the proposed development plan. Prior to any decision by the District not to impose a true-up payment, a supplemental methodology shall be produced demonstrating that there will be sufficient Bond Assessments to pay debt service on the applicable series of bonds and the District will conduct new proceedings under Tennessee Code 7-84-801 through 7-84-828 upon the advice of District Counsel.

Any True-Up Payment shall become due and payable that tax year by the landowner of the lands subject to the Proposed Plat, shall be in addition to the regular Bond Assessment installment payable for such lands, and shall constitute part of the Bond Assessment liens imposed against the Proposed Plat property until paid. A True-Up Payment shall include accrued interest on the applicable bond series to the interest payment date that occurs at least 45 days after the True-Up Payment (or the second succeeding interest payment date

if such True-Up Payment is made within forty-five (45) calendar days before an interest payment date (or such other time as set forth in the supplemental indentures for the applicable bond series)).

All Bond Assessments levied run with the land, and such Bond Assessment liens include any True-Up Payments. The District will not release any liens on property for which True-Up Payments are due, until provision for such payment has been satisfactorily made. Further, upon the District's review of the final plat for the developable acres, any unallocated Bond Assessments shall become due and payable and must be paid prior to the District's approval of that plat. This true-up process applies for both plats and/or re-plats.

Such review shall be limited solely to the function and the enforcement of the District's Bond Assessment liens and/or true-up agreements. Nothing herein shall in any way operate to or be construed as providing any other plat approval or disapproval powers to the District. For further detail on the true-up process, please refer to the True-Up Agreement and applicable assessment resolution(s).

5.7 Assessment Roll

The Bond Assessments of \$72,550,000 are proposed to be levied over the area described in Exhibit "A". Excluding any capitalized interest period, Bond Assessments shall be paid in thirty (30) annual principal installments.

5.8 Additional Items Regarding Bond Assessment Imposition and Allocation

This master assessment allocation methodology is intended to establish the necessary benefit and fair and reasonable allocation findings for a master assessment lien, which may give rise to one or more individual assessment liens relating to individual bond issuances necessary to fund all or a portion of the project(s) referenced herein comprising the CIP. All such liens shall be within the benefit limits established herein and using the allocation methodology described herein, and shall be described in one or more supplemental reports.

As noted herein, the CIP functions as a system of improvements. Among other implications, this means that proceeds from any particular bond issuance can be used to fund improvements within any benefitted property or designated assessment area within the District, regardless of where the Bond Assessments are levied,

provided that Bond Assessments are fairly and reasonably allocated across all benefitted properties.

As set forth in any supplemental report, and for any particular bond issuance, the Developer may opt to “buy down” the Bond Assessments on particular product types and/or lands using a contribution of cash, infrastructure or other consideration, and in order for Bond Assessments to reach certain target levels. Note that any “true-up,” as described herein, may require a payment to satisfy “true-up” obligations as well as additional contributions to maintain such target assessment levels. Any amounts contributed by the Developer to pay down Bond Assessments will not be eligible for “deferred costs,” if any are provided for in connection with any particular bond issuance.

No Bond Assessments will be allocated herein to any public or private amenities or other common areas planned for the Development. Such amenities and common areas will be owned and operated by the master homeowners’ association. If owned by a homeowners’ association, the amenities will be considered a common element for the exclusive benefit of property owners. Alternatively, if owned by the District, the amenities will be available for use by the public, subject to the District’s rules and policies. Accordingly, any benefit to the amenities and common areas flows directly to the benefit of all property in the District. As such, no Bond Assessments will be assigned to the amenities and common areas.

In the event that the CIP is not completed, required contributions are not made, additional benefitted lands are added to the District and/or assessment area(s), or under certain other circumstances, the District may elect to reallocate the Bond Assessments, and the District expressly reserves the right to do so, provided however that any such reallocation shall not be construed to relieve any party of contractual or other obligations to the District.

6.0 Additional Stipulations

6.1 Overview

Wrathell, Hunt & Associates, LLC was retained by the District to prepare a methodology to fairly allocate the special assessments related to the District’s CIP. Certain financing, development and engineering data was provided by members of District Staff and/or the Developer. The allocation methodology described herein was based on information provided by those professionals. Wrathell,

Hunt & Associates, LLC makes no representations regarding said information transactions beyond restatement of the factual information necessary for compilation of this report.

Wrathell, Hunt & Associates, LLC does not represent the District as a Municipal Advisor or Securities Broker nor is Wrathell, Hunt & Associates, LLC registered to provide such services as described in Section 15B of the Securities Exchange Act of 1934, as amended. Similarly, Wrathell, Hunt & Associates, LLC does not provide the District with financial advisory services or offer investment advice in any form.

7.0 Appendix

Table 1

Armistead

Infrastructure Development District

Development Plan

Product Type	Total Number of Units	Total Number of Sq Ft.
Multifamily Starter	338	-
Multifamily Primary	6	-
Multifamily Premium	3	-
Tiny Home	23	-
Attached (Live/Work TH)	6	-
Townhomes	42	-
Single-family Starter	74	-
Single-family Primary	99	-
Single-family Premium	83	-
Single-family Prime	41	-
Quadplex	12	-
Farm Compound	4	-
Hotel/ Inn	75	-
Commercial (Non-residential)	-	83,000
Total	806	83,000

Table 2

Armistead

Infrastructure Development District

Capital Improvement Plan

Improvement	Total CIP Costs
Reclaimed Water Distribution System	\$ 2,444,341.00
Wastewater System	\$ 6,067,235.00
Stormwater Management System (No Earthwork)	\$ 4,022,451.00
On-site Roadway Improvements	\$ 9,893,112.00
Off-site Roadway Improvements	\$ 5,150,000.00
Incremental Cost of Undergrounding of Electric Conduit	\$ 1,833,256.00
Public Spaces/ Landscape/ Hardscape	\$ 12,185,776.00
Environmental/ Mitigation	\$ 208,981.00
Parkland & Impact Fees	\$ 3,300,000.00
Soft Costs & Fees	\$ 1,408,817.00
Contingency (25%)	\$ 7,704,803.00
Total	\$ 54,218,772.00

Table 3

Armistead

Infrastructure Development District

Preliminary Sources and Uses of Funds

Sources

Bond Proceeds:	
Par Amount	\$72,550,000.00
Total Sources	\$72,550,000.00

Uses

Project Fund Deposits:	
Project Fund	\$54,218,772.00
Other Fund Deposits:	
Debt Service Reserve Fund	\$5,270,678.53
Capitalized Interest Fund	\$8,706,000.00
Delivery Date Expenses:	
Costs of Issuance	\$4,353,000.00
Rounding	\$1,549.47
Total Uses	\$72,550,000.00

Financing Assumptions

Coupon Rate: 6%
 Capitalized Interest Period: 24 months
 Term: 30 Years
 Underwriter's Discount: 2% - \$1,451,000
 Cost of Issuance: 4% - \$2,902,000

Table 4

Armistead

Infrastructure Development District

Benefit Allocation

Product Type	Total Number of Units	Total Number of Sq Ft.	ERU per Unit/ per 1,000 Sq Ft.	Total ERU
Multifamily Starter	338	-	0.188	63.38
Multifamily Primary	6	-	0.480	2.88
Multifamily Premium	3	-	0.500	1.50
Tiny Home	23	-	0.628	14.44
Attached (Live/Work TH)	6	-	1.267	7.60
Townhomes	42	-	1.001	42.06
Single-family Starter	74	-	1.403	103.84
Single-family Primary	99	-	1.994	197.40
Single-family Premium	83	-	2.895	240.27
Single-family Prime	41	-	3.714	152.29
Quadplex	12	-	1.840	22.08
Farm Compound	4	-	3.698	14.79
Hotel/ Inn	75	-	0.167	12.50
Commercial (Non-residential)	-	83,000	0.044	3.66
Total	806	83,000		878.67

Table 5

Armistead

Infrastructure Development District

Bond Assessment Apportionment

Product Type	Total Number of Units	Total Number of Sq Ft.	Total Cost Allocation	Total Bond Assessment Apportionment	Bond Assessment Apportionment per Unit	Annual Bond Assessment Debt Service per Unit/ per Sq Ft.*
Multifamily Starter	338	-	\$3,910,577.04	\$5,232,733.12	\$15,481.46	\$1,124.71
Multifamily Primary	6	-	\$177,711.43	\$237,795.21	\$39,632.53	\$2,879.26
Multifamily Premium	3	-	\$92,558.04	\$123,851.67	\$41,283.89	\$2,999.23
Tiny Home	23	-	\$890,956.80	\$1,192,187.02	\$51,834.22	\$3,765.70
Attached (Live/Work TH)	6	-	\$468,960.72	\$627,515.14	\$104,585.86	\$7,598.05
Townhomes	42	-	\$2,595,173.08	\$3,472,594.45	\$82,680.82	\$6,006.67
Single-family Starter	74	-	\$6,407,306.23	\$8,573,600.06	\$115,859.46	\$8,417.06
Single-family Primary	99	-	\$12,180,663.91	\$16,298,915.20	\$164,635.51	\$11,960.59
Single-family Premium	83	-	\$14,825,652.43	\$19,838,167.55	\$239,014.07	\$17,364.11
Single-family Prime	41	-	\$9,396,844.45	\$12,573,893.50	\$306,680.33	\$22,279.99
Quadplex	12	-	\$1,362,631.43	\$1,823,199.81	\$151,933.32	\$11,037.79
Farm Compound	4	-	\$912,622.24	\$1,221,177.48	\$305,294.37	\$22,179.30
Hotel/ Inn	75	-	\$771,316.97	\$1,032,097.26	\$13,761.30	\$999.74
Commercial (Non-residential)	-	83,000	\$225,897.25	\$302,272.53	\$3.64	\$0.26
Total	806	83,000	\$54,218,772.00	\$72,550,000.00		

* Does not include costs of collection or allowance for early payment discount. Principal and Interest ONLY

ARMISTEAD INFRASTRUCTURE DEVELOPMENT DISTRICT

Preliminary First Supplemental Special Assessment Methodology Report

April 22, 2026



Provided by:

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1.0 Introduction

1.1 Purpose

This Preliminary First Supplemental Special Assessment Methodology Report (the “First Supplemental Report”) was developed to supplement the Master Special Assessment Methodology Report (the “Master Report”) dated April 21, 2026 and to provide a supplemental financing plan and a supplemental special assessment methodology for the 270 residential units that comprise the first phase of development (“Improvement Area One”) of the Armistead Infrastructure Development District (the “District”), located entirely within Williamson County, Tennessee (the “County”). This First Supplemental Report was developed in relation to funding by the District of a portion of the public infrastructure improvements contemplated to be provided by the District (the “Capital Improvement Plan” or “CIP”) and financed with proceeds of capital improvement bonds proposed to be issued by the District and repaid with special assessments levied by the County and collected by the District.

1.2 Scope of the First Supplemental Report

This First Supplemental Report presents projections for financing a portion of the District’s public infrastructure improvements described in the Engineer’s Report dated November 2025 (the “Engineer’s Report”) prepared by RaganSmith Associates, Inc. (the “District Engineer”), and describes the method for the allocation of special benefits and the apportionment of special assessments resulting from the provision and funding of a portion of the CIP as described in the Engineer’s Report.

1.3 Special Benefits and General Benefits

Improvements undertaken and funded in part by the District as part of the CIP create special benefits, different in kind and degree than general benefits, for a portion of the properties within the District, as well as general benefits to the areas outside the District and to the public at large. However, as discussed within this First Supplemental Report, these general benefits are incidental in nature and are readily distinguishable from the special benefits which accrue to peculiar property within the District as the CIP enables properties within the boundaries of the District to be developed.

There is no doubt that the general public and property owners outside of the District will benefit from the provision of the CIP.

However, these benefits are only incidental since the CIP is designed to provide special benefits peculiar to property within the District, including but not limited to allowing the development of property therein. Properties within the District are directly served by the CIP and depend upon the CIP to satisfy the requirements of their development entitlements. This fact alone clearly demonstrates the special benefits which the properties located within the District receive.

The CIP will provide the public infrastructure improvements necessary to make a portion of the lands within the District developable and saleable. The installation of such improvements will cause the value of the developable and saleable lands within the District to increase by more than the sum of the financed costs of the individual components of the CIP. Even though the exact value of the special benefits provided by the CIP is hard to estimate at this point, it is nevertheless greater than the costs associated with providing the same.

The special benefits provided to the property owners within the District are greater than the costs associated with providing these benefits. As set forth in the Engineer's Report, the District Engineer estimates that the District's CIP that is necessary to support full development of property within a portion of the District will cost approximately \$33,195,014.00. The District projects that financing costs required to fund a portion of the CIP in the amount of approximately \$21,606,628.55*, the funding of debt service reserves, costs of issuance, and capitalized interest, will total approximately \$29,460,000*.

1.4 Organization of the First Supplemental Report

Section Two describes the current development plan as proposed by the Developer, as defined in *Section 2* below.

Section Three provides a summary of the CIP as set forth in the Engineer's Report.

Section Four discusses the financing program for Improvement Area One.

Section Five sets out the special assessment methodology for the District.

* Preliminary, subject to change.

2.0 Development Program

2.1 Overview

The District serves the Armistead development (the “Development”), a master planned mixed-use development located entirely within Williamson County, Tennessee. The land within the District consists of approximately 192 +/- acres and is generally located north of Highway 96, west of Mack Hatcher Memorial Parkway, and east of Old Hillsboro Road. Of the aforementioned 192 +/- acres, only 90.52 +/- acres will be developed into the 270 residential units that comprise Improvement Area One. The assessments will be levied on only the 90.52 +/- acres on which the 270 lots are anticipated to be developed.

2.2 The Development Plan

The most recent development plan for Improvement Area One envisions a total of 270 residential units, although land use types and unit numbers may change throughout the development period and a supplemental or amended methodology would be adopted to adjust and address such changes in unit types and numbers Table 1 in the *Appendix* illustrates the development plan for Improvement Area One. The development of Armistead is anticipated to be conducted in two (2) or more phases over a multi-year period.

The development of land within the District is anticipated to be conducted by ArmisteadTN, LLC or an affiliated entity (the “Developer”). Table 1 in the *Appendix* illustrates the most current development plan for Improvement Area One.

Please note that the development plan may change in the aggregate and in the specific development of particular parcels of land within the District and the information provided in Table 1 reflects the current plan as provided to the District by the Developer.

3.0 The Capital Improvement Plan

3.1 Overview

The infrastructure costs to be funded by the District were determined by the District Engineer in the Engineer's Report. Only infrastructure that may qualify for bond financing by the District under Tennessee

Code 7-84-801 through 7-84-828 and under the Internal Revenue Code of 1986, as amended, was included in these estimates.

3.2 The CIP

The CIP needed to serve the planned development within the District is projected to consist of improvements that, according to the District Engineer, are designed to comprise master infrastructure and as such serve and benefit all land uses within the District and will comprise an interrelated system of improvements, which means all of the improvements will serve the entire District and will be interrelated such that they will reinforce one another. The specific improvements are described in more detail in the Engineer's Report; however, they generally consist of reclaimed water distribution system, wastewater system, stormwater management system (no earthwork), on-site roadway improvements, off-site roadway improvements, incremental cost of undergrounding of electric conduit, public spaces/ landscape/ hardscape, environmental/ mitigation, and parkland & impact fees, along with professional services and contingency.

At the time of this writing, the total cost of the CIP is projected to total \$33,195,014.00. Table 2 in the *Appendix* illustrates the specific components of the CIP.

4.0 Financing Program

4.1 Overview

As noted above, the District is embarking on a program of capital improvements which will facilitate the development of lands within the District. It is the District's intention to finance a portion of the CIP with proceeds of the Special Assessment Bonds, Series 2026 (the "Series 2026 Bonds") issued in the estimated principal amount of \$29,460,000*.

The Series 2026 Bonds are projected to finance infrastructure construction/acquisition costs in the projected amount of \$21,606,628.55*. As the Series 2026 Bonds will finance only a portion of the costs of the CIP, the balance of the costs will be funded by the Developer as a Developer Contribution under a completion agreement that will be entered into by the District and the Developer and/or funded by subsequent bonds issued by the District.

* Preliminary, subject to change.

4.2 Types of Special Assessment Bonds Proposed

The supplemental financing plan for the District provides for the issuance of the Series 2026 Bonds in the principal amount estimated at \$29,460,000* to finance a portion of the CIP projected to total \$21,606,628.55*. The Series 2026 Bonds are structured to be amortized in 30 annual installments following an approximately 24-month capitalized interest period. Interest payments on the Series 2026 Bonds would be made every May 1 and November 1 and principal payments on the Series 2026 Bonds would be made every May 1 or November 1.

In order to finance the improvements and other costs, the District needs to borrow more funds and incur indebtedness in the principal amount estimated at \$29,460,000*. The difference is comprised of funding a debt service reserve, capitalized interest, and costs of issuance, including the underwriter's discount. Preliminary sources and uses of funding for the Series 2026 Bonds are presented in Table 3 in the *Appendix* along with financing assumptions.

5.0 Assessment Methodology

5.1 Overview

The issuance of the Series 2026 Bonds will provide the District with a portion of the funds necessary to construct/acquire the infrastructure improvements which are part of the CIP outlined in *Section 3.2* and described in more detail by the District Engineer in the Engineer's Report. These improvements lead to special and general benefits, with special benefits accruing to the properties within the District and general benefits accruing to areas outside the District and being only incidental in nature. The debt incurred in financing the infrastructure construction/acquisition will be paid off by assessing properties that derive special and peculiar benefits from the CIP. All properties that receive special benefits from the CIP will be assessed for their fair share of the debt issued in order to finance the construction/acquisition of the CIP.

5.2 Benefit Allocation

The CIP will serve and provide benefit to all land in the District, which envisions 270 residential units developed in two (2) or more phases, although the planned land uses and unit numbers may change throughout the development period.

The improvements that are part of the CIP have a logical connection to the special and peculiar benefits received by the land within the District, as without such improvements, the development of the properties within the District would not be possible. Based upon the connection between the improvements and the special and peculiar benefits to the land within the District, the District can assign or allocate a portion of the District's debt through the imposition of non-ad valorem assessments, to the land receiving such special and peculiar benefits. Even though these special and peculiar benefits are real and ascertainable, the precise amount of the benefit cannot yet be calculated with mathematical certainty. However, such benefit is more valuable than the cost of, or the actual non-ad valorem assessment amount levied on that parcel.

In conformance with the Master Report, the benefit associated with the CIP is proposed to be allocated to the different land use types in proportion to the density of development and intensity of use of the capital improvements that are part of the CIP as measured by a standard unit called an Equivalent Residential Unit ("ERU"). Table 4 in the *Appendix* illustrates the number of units for each product type, ERU weights that are proposed to be assigned to the different product types contemplated to be developed within the District based on the relative density of development and the intensity of use of infrastructure, and the total ERU counts for each product type.

Based on the ERU benefit allocation illustrated in Table 4, Table 5 illustrates the approximate costs that are projected to be financed with the Series 2026 Bonds, and the approximate costs of the portion of CIP costs to be contributed by the Developer, as the case may be. With the Series 2026 Bonds funding approximately \$21,606,628.55* in costs of the CIP, the Developer is anticipated to fund improvements valued at an estimated cost of \$11,588,385.45* which will not be funded with proceeds of the Series 2026 Bonds. Further, Table 5 in the *Appendix* presents the allocation of the amount of CIP costs allocated to the various product types proposed to be developed within the District based on the ERU benefit allocation factors presented in Table 4.

Finally, Table 6 in the *Appendix* presents the apportionment of the assessment associated with the Series 2026 Bonds (the "Series 2026 Bond Assessments"), as well as the annual assessment required to pay the principal and interest payments on the Series 2026 Bonds.

* Preliminary, subject to change.

5.3 Assigning Debt

As the land in the Improvement Area One is not yet platted for its intended final use and the precise location of the various product types by lot or parcel is unknown, the Series 2026 Bond Assessments will initially be levied on all of the land within the Improvement Area One on an equal pro-rata gross acre basis and thus the total bonded debt in the estimated amount of \$29,460,000* will be preliminarily levied on approximately 90.52 +/- acres at an estimated rate of \$325,452.94* per gross acre.

When the land is platted within the Improvement Area One, the Series 2026 Bond Assessments will be allocated to each platted parcel on a first platted-first assigned basis based on the planned use for that platted parcel as reflected in Table 6 in the *Appendix*. Such allocation of Series 2026 Bond Assessments from unplatted gross acres to platted parcels will reduce the amounts of Series 2026 Bond Assessments levied on unplatted gross acres within the Improvement Area One.

Prior to the transfer of any land in the Improvement Area One to a third party not affiliated with the Developer (the “Transferred Property”), the Bond Assessment attributable to such Transferred Property shall be due and payable in full. The Series 2026 Bond Assessments attributable to the Transferred Property shall be calculated at the time of the sale based on the maximum total number of ERUs assigned by the Developer to that Transferred Property, subject to review by the District’s methodology consultant, to ensure that any such assignment is reasonable, supported by current development rights and plans, and otherwise consistent with this First Supplemental Report. Notwithstanding anything herein to the contrary, in no event shall the Series 2026 Bond Assessments on the unplatted remaining land in the Improvement Area One be more than \$325,452.94* per acre.

5.4 Lienability Test: Special and Peculiar Benefit to the Property

As first discussed in *Section 1.3*, Special Benefits and General Benefits, the implementation of the CIP creates special and peculiar benefits to properties within the District. The improvements that are part of the CIP benefit all assessable properties within the District and accrue to all such properties on an equal ERU basis. The CIP can be shown to be creating special and peculiar benefits to the properties within the District. The special and peculiar benefits resulting from each improvement are:

* Preliminary, subject to change.

- a. added use of the property;
- b. added enjoyment of the property;
- c. decreased insurance premiums;
- d. increased marketability and value of the property.

The improvements that are part of the CIP make the land in the District developable and saleable and provide special and peculiar benefits which are greater than the benefits of any single category of improvements. These special and peculiar benefits are real and ascertainable, but not yet capable of being calculated and assessed in terms of numerical value; however, such benefits are more valuable than either the cost of, or the actual assessment levied for, the improvement or debt allocated to the parcel of land.

5.5 Lienability Test: Reasonable and Fair Apportionment of the Duty to Pay

A reasonable estimate of the proportion of special and peculiar benefits received from the provision of the CIP is delineated in Table 4 in the *Appendix*.

The apportionment of the assessments is fair and reasonable because it was conducted on the basis of consistent application of the methodology described in *Section 5.2* across all assessable property within Improvement Area One within the District according to reasonable estimates of the special and peculiar benefits derived from the improvements that are part of the CIP.

Accordingly, no acre or parcel of property within the District will be liened for the payment of any non-ad valorem special assessment more than the determined special benefit peculiar to that property.

5.6 True-Up Mechanism

The District's assessment program is predicated on the development of lots in a manner sufficient to include all of the planned ERUs as set forth in Table 1 in the *Appendix* ("Development Plan"). At such time as lands are to be platted (or re-platted) or site plans are to be approved (or re-approved), the plat or site plan (either, herein, "Proposed Plat") shall be presented to the District for a "true-up" review as follows:

- a. If a Proposed Plat within the District results in the same amount of ERUs (and thus Series 2026 Bond Assessments) able to be imposed on the "Remaining Unplatted Developable Lands" within Improvement Area One (i.e., those remaining unplatted developable

lands after the Proposed Plat is recorded) as compared to what was originally contemplated under the Development Plan, then the District shall allocate the Series 2026 Bond Assessments to the product types being platted and the remaining property in accordance with this First Supplemental Report, and cause the Series 2026 Bond Assessments to be recorded in the District's Improvement Lien Book.

b. If a Proposed Plat within the District results in a greater amount of ERUs (and thus Series 2026 Bond Assessments) able to be imposed on the Remaining Unplatted Developable Lands within Improvement Area One as compared to what was originally contemplated under the Development Plan, then the District may undertake a pro rata reduction of Series 2026 Bond Assessments for all assessed properties within the District, may allocate additional ERUs/ densities for a future bond financing, or may otherwise address such net decrease as permitted by law.

c. If a Proposed Plat within the District results in a lower amount of ERUs (and thus Series 2026 Bond Assessments) able to be imposed on the Remaining Unplatted Developable Lands within the District as compared to what was originally contemplated under the Development Plan, then the District shall require the landowner(s) of the lands encompassed by the Proposed Plat to pay a "True-Up Payment" equal to the difference between: (i) the Series 2026 Bond Assessments originally contemplated to be imposed on the lands subject to the Proposed Plat, and (ii) the Series 2026 Bond Assessments able to be imposed on the lands subject to the Proposed Plat, after the Proposed Plat (plus applicable interest, collection costs, penalties, etc.).

With respect to the foregoing true-up analysis, the District's methodology consultant, in consultation with the District Engineer and District Counsel, shall determine in their sole discretion what amount of ERUs (and thus Series 2026 Bond Assessments) are able to be imposed on the Remaining Unplatted Developable Lands within the District, taking into account a Proposed Plat, by reviewing: a) the original, overall development plan showing the number and type of units reasonably planned for the District, b) the revised, overall development plan showing the number and type of units reasonably planned for the District, c) proof of the amount of entitlements for the Remaining Unplatted Developable Lands within the District, d) evidence of allowable zoning conditions that would enable those entitlements to be placed in accordance with the revised development plan, and e) documentation that shows the feasibility of implementing the proposed development plan. Prior to

any decision by the District not to impose a True-Up Payment, a supplemental methodology shall be produced demonstrating that there will be sufficient Series 2026 Bond Assessments to pay debt service on the Series 2026 Bonds and the District will conduct new proceedings under Tennessee Code Annotated §7-84-801 et seq. upon the advice of District Counsel.

Any True-Up Payment shall become due and payable that tax year by the landowner of the lands subject to the Proposed Plat within the District, shall be in addition to the regular assessment installment payable for such lands, and shall constitute part of the debt assessment liens imposed against the Proposed Plat property until paid. A True-Up Payment shall include accrued interest on the Series 2026 Bonds to the interest payment date that occurs at least 45 days after the True-Up Payment (or the second succeeding interest payment date if such True-Up Payment is made within forty-five (45) calendar days before an interest payment date (or such other time as set forth in the supplemental indenture for the Series 2026 Bonds)).

All Series 2026 Bond Assessments levied run with the land, and such assessment liens include any True-Up Payments. The District will not release any liens on property for which True-Up Payments are due, until payment has been satisfactorily made. Further, upon the District's review of the final plat for the developable acres within the District, any unallocated Series 2026 Bond Assessments shall become due and payable and must be paid prior to the District's approval of that plat. This true-up process applies for both plats and/or re-plats.

Such review shall be limited solely to the function and the enforcement of the District's assessment liens and/or true-up agreements. Nothing herein shall in any way operate to or be construed as providing any other plat approval or disapproval powers to the District. For further detail on the true-up process, please refer to the True-Up Agreement and applicable assessment resolution(s).

5.7 Assessment Roll

The Series 2026 Bond Assessments in the total estimated amount of \$29,460,000* will be preliminary assessed as shown in Exhibit "A", excluding interest and costs of collection.

* Preliminary, subject to change.

6.0 Additional Stipulations

6.1 Overview

Wrathell, Hunt & Associates, LLC was retained by the District to prepare a methodology to fairly allocate the special assessments related to the District's CIP. Certain financing, development and engineering data was provided by members of District Staff and/or the Developer. The allocation methodology described herein was based on information provided by those professionals. Wrathell, Hunt & Associates, LLC makes no representations regarding said information transactions beyond restatement of the factual information necessary for compilation of this First Supplemental Report. For additional information on the structure of the Series 2026 Bonds and related items, please refer to the Offering Statement associated with this transaction.

Wrathell, Hunt & Associates, LLC does not represent the District as a Municipal Advisor or Securities Broker nor is Wrathell, Hunt & Associates, LLC registered to provide such services as described in Section 15B of the Securities Exchange Act of 1934, as amended. Similarly, Wrathell, Hunt & Associates, LLC does not provide the District with financial advisory services or offer investment advice in any form.

7.0 Appendix

Table 1

Armistead

Infrastructure Development District

Development Plan - Improvement Area One

Product Type	Total Number of Units
Tiny Home	18
Attached (Live/Work TH)	6
Townhomes	35
Single-family Starter	117
Single-family Primary	47
Single-family Premium	21
Single-family Prime	14
Quadplex	9
Farm Compound	3
Total	270

Table 2

Armistead

Infrastructure Development District

Capital Improvement Plan - Improvement Area One

Improvement	Total CIP Costs
Reclaimed Water Distribution System	\$ 1,368,831.00
Wastewater System	\$ 3,397,652.00
Stormwater Management System (No Earthwork)	\$ 2,252,573.00
On-site Roadway Improvements	\$ 5,540,143.00
Off-site Roadway Improvements	\$ 5,150,000.00
Incremental Cost of Undergrounding of Electric Conduit	\$ 1,026,623.00
Public Spaces/ Landscape/ Hardscape	\$ 6,824,035.00
Environmental/ Mitigation	\$ 117,029.00
Parkland & Impact Fees	\$ 1,848,000.00
Soft Costs & Fees	\$ 788,938.00
Contingency (25%)	\$ 4,881,190.00
Total	\$ 33,195,014.00

Table 3

Armistead Infrastructure Development District

Preliminary Sources and Uses of Funds

Series 2026

Sources

Bond Proceeds:	
Par Amount	\$29,460,000.00
Total Sources	\$29,460,000.00

Uses

Project Fund Deposits:	
Project Fund	\$21,606,628.55
Other Fund Deposits:	
Debt Service Reserve Fund	\$2,255,971.45
Capitalized Interest Fund	\$3,829,800.00
Delivery Date Expenses:	
Costs of Issuance	\$1,767,600.00
Total Uses	\$29,460,000.00

Financing Assumptions

Coupon Rate: 6.5%
 Capitalized Interest Period: 24 months
 Term: 30 Years
 Underwriter's Discount: 2% - \$589,200
 Cost of Issuance: 4% - \$1,178,400.00

Table 4

Armistead Infrastructure Development District

Benefit Allocation

Product Type	Total Number of Units	ERU per Unit	Total ERU
Tiny Home	18	0.628	11.30
Attached (Live/Work TH)	6	1.267	7.60
Townhomes	35	1.001	35.05
Single-family Starter	117	1.403	164.17
Single-family Primary	47	1.994	93.72
Single-family Premium	21	2.895	60.79
Single-family Prime	14	3.714	52.00
Quadplex	9	1.840	16.56
Farm Compound	3	3.698	11.09
Total	270		452.28

Table 5

Armistead Infrastructure Development District

Cost Allocation - Improvement Area One

Product Type	Infrastructure Allocation Based on ERU Method	Infrastructure Financed with Series 2026 Bonds	Infrastructure Funded with Proceeds of Future Bonds and/or Contributed by the Developer*
Tiny Home	\$829,358.64	\$539,829.39	\$289,529.25
Attached (Live/Work TH)	\$557,798.73	\$363,071.09	\$194,727.64
Townhomes	\$2,572,326.78	\$1,674,327.03	\$897,999.75
Single-family Starter	\$12,049,545.94	\$7,843,047.25	\$4,206,498.69
Single-family Primary	\$6,878,198.15	\$4,477,017.92	\$2,401,180.23
Single-family Premium	\$4,461,655.93	\$2,904,091.03	\$1,557,564.90
Single-family Prime	\$3,816,517.66	\$2,484,170.65	\$1,332,347.01
Quadplex	\$1,215,482.89	\$791,157.59	\$424,325.30
Farm Compound	\$814,129.27	\$529,916.59	\$284,212.68
Total	\$33,195,014.00	\$21,606,628.55	\$11,588,385.45

*Can be funded with proceeds of future bonds

Table 6

Armistead

Infrastructure Development District

Bond Assessment Apportionment - Improvement Area One

Product Type	Total Number of Units	Total Cost Allocation	Total Series 2026 Bond Assessment Apportionment	Series 2026 Bond Assessment Apportionment per Unit	Annual Series 2026 Bond Assessment Debt Service per Unit*
Tiny Home	18	\$829,358.64	\$736,041.43	\$40,891.19	\$3,296.15
Attached (Live/Work TH)	6	\$557,798.73	\$495,036.72	\$82,506.12	\$6,650.64
Townhomes	35	\$2,572,326.78	\$2,282,895.47	\$65,225.58	\$5,257.69
Single-family Starter	117	\$12,049,545.94	\$10,693,763.33	\$91,399.69	\$7,367.53
Single-family Primary	47	\$6,878,198.15	\$6,104,281.73	\$129,878.33	\$10,469.21
Single-family Premium	21	\$4,461,655.93	\$3,959,642.36	\$188,554.40	\$15,198.96
Single-family Prime	14	\$3,816,517.66	\$3,387,093.32	\$241,935.24	\$19,501.88
Quadplex	9	\$1,215,482.89	\$1,078,720.01	\$119,857.78	\$9,661.48
Farm Compound	3	\$814,129.27	\$722,525.63	\$240,841.88	\$19,413.74
Total	270	\$33,195,014.00	\$29,460,000.00		

*Includes 5% (subject to change) city/ county costs of collection

Exhibit "A"

Series 2026 Bond Assessments in the estimated amount of \$29,460,000* are proposed to be levied over the area described below:

Improvement Area One Legal Description

Being a tract of land lying in Williamson County, Tennessee, generally bounded on the north by West Harpeth Partners (DB 8799, pg. 670), on north and west by HB Development Company (DB 9348, pg. 169), on the east by Mack Hatcher Memorial Parkway (right-of-way varies), and on the south by Old Charlotte Pike (right-of-way varies), and being more particularly described as follows:

Beginning at a concrete monument at the intersection of the west margin of Mack Hatcher Memorial Parkway and the north margin of Old Charlotte Pike, being the southeast corner of the property herein described; thence along the margin of Old Charlotte Pike, the following calls: S 63°39'06" W , 265.07'; thence S 26°15'13" E , 12.91'; thence S 63°44'47" W , 105.95'; thence S 64°04'49" W , 310.25'; thence with a curve turning to the right with a radius of 580.77', an arc length of 140.04', with a chord bearing of S 70°54'04" W , and a chord length of 139.70'; thence with a curve turning to the right with a radius of 189.52', an arc length of 51.86', with a chord bearing of S 85°38'50" W , and a chord length of 51.69'

thence N 86°30'51" W , 442.40'; thence with a curve turning to the right with a radius of 333.95', an arc length of 164.08', with a chord bearing of N 72°26'19" W , and a chord length of 162.44'; thence N 58°21'46" W , 150.60'; thence N 56°19'02" W , 98.32'; thence N 55°11'53" W , 67.48' to an iron pin found, being the southeast corner of HB Development Company and the southwest corner of the property herein described; thence leaving Old Charlotte Pike and with the east line of HB Development Company, the following calls: N 08°08'52" E , 565.91' to an iron pin found; thence N 07°49'28" E , 215.10' to an iron pin found; thence N 07°42'11" E , 373.67' to an iron pin found; thence N 06°59'24" E , 1121.88' to an iron pin found, being the northwest corner of the property herein described; thence S 83°46'52" E , 418.66' to an iron pin found, being the southwest corner of West Harpeth Partners; thence leaving HB Development Company and with the south line of West Harpeth Partners, S 83°59'08" E , 1426.24' to a fence post in the west margin of Mack Hatcher Memorial Parkway, being the southeast corner of West Harpeth Partners and the northeast corner of the property herein described; thence along the margin of Mack Hatcher Memorial Parkway, the following calls: S 07°52'23" W , 246.35'; thence S 37°04'11" W , 20.89' to a concrete monument; thence S 23°18'15" W , 106.45' to a concrete monument; thence with a curve turning to the left with a radius of 2029.86', an arc length of 574.59', with a chord bearing of S 19°05'29" W , and a chord length of 572.67' to a concrete monument; thence S 10°58'55" W , 1068.89' to the Point of Beginning. Containing 90.52 Acres, as surveyed by T-Square Surveying, J. Mark Cantrell, RLS #1859, dated 2-18-2025.

* Preliminary, subject to change.



File #: 26-0787

DATE: 6/23/2026
TO: Board of Mayor and Aldermen
FROM: Eric Stuckey, City Administrator
Eric Stuckey, City Administrator
Mark Hilty, Asst. City Administrator Public Works
Lisa Clayton, Director of Parks & Recreation

SUBJECT:

Follow-Up Discussion Of City Hall Redevelopment Block Park Funding Options
WS 6/9/26

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning establishing a commemorative program for park amenities in The City Hall Park.

BACKGROUND/STAFF COMMENTS:

The City of Franklin and Friends of Franklin Parks jointly administer a donor program for benches, gliders, and a swing dedication program within the overall parks system. This proposal to the Board of Mayor and Alderman shares the same standards currently in place across the park system, ensuring consistency, clarity, and long-term stewardship will be followed at the newly established City Hall Park. As approved in the park budget, no additional amenities will be added to the park beyond the benches, swings, and gliders already included in the adopted site plan. The total number of each amenity is fixed, and the dedication program will utilize these existing elements for individuals who wish to honor or remember someone in a meaningful and lasting way. All inscriptions will follow the established uniform specifications used citywide, including character limits, font style, and formatting. These standards ensure a cohesive appearance throughout the park system and cannot be altered. Each nameplate will remain in place for a 10-year dedication period, after which the amenity may be renewed or returned to general use in accordance with program guidelines.

Friends of Franklin Parks will also lead the effort to fund and purchase the custom-built fountain, which will be gifted back to the City upon completion. This approach reflects the organization's long-standing commitment to enhancing public spaces and provides a unique opportunity for the entire community to participate in the project. Each August, Friends of Franklin Parks hosts a major community event at The Park at Harlinsdale Farm. This year, they will use that gathering to invite residents of all ages, backgrounds, and professions to be part of this special civic offering.

Contributions of any amount will be welcomed, reinforcing that City Hall Park is a place created *by* and *for* the community.

All donors, individuals or businesses, will have the option to be recognized digitally on the City's dedicated City Hall Park webpage and on the Friends of Franklin Parks website. This inclusive recognition ensures that every participant, regardless of contribution level, becomes part of the park's legacy. A small bronze plaque will be placed on the exterior wall of the fountain with the inscription:

***A gift to the Community from the People of Franklin
Friends of Franklin Parks - 2027***

This statement reflects the shared stewardship, civic pride, and collective generosity that define Franklin. The fountain will stand as a symbol of unity and community spirit, anchoring a signature public space that welcomes all who live, work, and visit our historic downtown.

FINANCIAL IMPACT:

Friends of Franklin Parks will also lead the effort to fund and purchase the custom-built fountain, which will be gifted back to the City upon completion.

RECOMMENDATION:

Staff recommends engaging Friends of Franklin Parks to lead an effort to fund and purchase the fountain and implement the donation program for park amenities. Board guidance regarding this approach is requested.