



City of Franklin

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Franklin, TN 37064
(615) 791-3217

Meeting Minutes

Work Session

Tuesday, July 14, 2026

4:30 PM

Williamson County
Auditorium

CALL TO ORDER

Mayor Ken Moore called the meeting to order at 04:30 PM

Board Members Present: Ann Petersen, Greg Caesar, Clyde Barnhill, Jason Potts, Patrick Baggett, Beverly Burger

Beverly Burger arrived at 4:34 PM.

Board Members Absent: Brandy Blanton

Staff Present: Eric Stuckey, Mark Hilty, Kristine Brock, Walter Denton, Shauna Billingsley, Cayce Anderson

CITIZEN COMMENTS

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

WORK SESSION DISCUSSION ITEMS

1. **Consideration Of Event Permit For Centennial High School Homecoming Parade In Cool Springs On October 22, 2026**

Sponsors: Milissa Reiersen, Monique McCullough

The item was acknowledged and is planned for the August 11, 2026 Board of Mayor and Aldermen Meeting for consideration.

2. **Consideration Of Event Permit For Franklin Classic Sponsored By Mercy Community Healthcare In Downtown Franklin On September 7, 2026**

Sponsors: Milissa Reiersen, Monique McCullough

The item was acknowledged and is planned for the August 11, 2026 Board of Mayor and Aldermen Meeting for consideration.

3. **Consideration Of Ordinance 2026-14, An Ordinance To Reappoint Jessica Borne As City Judge For The City Court Of Franklin, Tennessee**

Sponsors: Jessica Davey

Jessica Borne's term as City Judge for the City Court of Franklin, Tennessee expires on September 1, 2026. Eric Stuckey, City Administrator, relayed staff's recommendation that the Board approve her reappointment for another four-year term. Jessica Davey, City Court Clerk, described staff and defendants' positive experience working with Judge Borne and personally endorsed her reappointment.

The item is planned for the August 11, 2026 Board of Mayor and Aldermen Meeting for consideration.

4. **Consideration Of Ordinance 2026-19, An Ordinance Amending Certain Sections Of The Franklin Municipal Code Relative To E-Bicycles And Play Vehicles**

Sponsors: Shauna Billingsley

Mr. Stuckey introduced the working set of recommendations based on dialog with citizens. Shauna Billingsley, City Attorney, presented the proposed regulations, noting that the rationale for evaluating the municipal code was to establish a clear policy for e-bicycles, to update regulations to reflect contemporary policy regarding certain scooters and play vehicles (such as roller skates, skateboards, coasters), and to ensure public safety through helmet requirements and operational standards.

E-Bicycles: The proposal included three e-bicycle classifications: Class 1, pedal-assist e-bicycles up to 20 mph; Class 2, throttle-assist up to 20 mph; and Class 3, pedal-assist up to 28 mph. Class 3 e-bicycles would be permitted on streets and roadways only, not sidewalks, and require helmet use for all ages, while Class 1 and 2 e-bicycles would be permitted on streets, roadways, and signed multi-use paths and require helmets only for operators ages 16 and under.

E-Scooters, Motorcycles, and E-Motorcycles: The proposal additionally required reflectors on e-scooters and permitted their use on streets, roadways, and signed multi-use paths but prohibited them on all sidewalks, for the safety of leisurely walkers. Motorcycles and e-motorcycle operators must be age 16 years or older, have a valid motorcycle license, and wear a helmet, as required by state laws and regulations, which the municipal code would reinforce.

Play Vehicles: While play vehicles were previously prohibited on all public ways, the new regulation proposes that they be permitted on public streets, roadways, and sidewalks, but prohibited in public buildings, places, and garages unless otherwise designated. Ms. Billingsley noted that the workgroup had not considered Segways, which are motorized and should likely be considered under the same regulations as e-scooters.

Ms. Billingsley further reviewed safety requirements, which vary by vehicle type and class, and presented the PSA video and flyer recently debuted by the City of Franklin (COF) Police Department.

Public Comments:

Kathy Foltner, 177 Front Street, Franklin, TN, stated that she is an e-bicycle rider and committee member, and she recommended including the federal definition of e-bicycle classifications, specifying that an e-motorcycle differs from an e-bicycle and is governed by state law, and changing all "bicycle" references to "e-bicycle", unless sections are intended to address both. She stated that e-scooter riders under age 16 should wear a helmet, and she asked whether the city would install multi-use path signs on permitted roads and how e-bicycles on multi-use paths will be enforced.

Kem Harris, 516 Allen Avenue, Franklin, TN, stated that she is a long-time e-bicycle rider and committee member and described the diverse-use cases for e-bicycles. She requested access to all existing multi-use paths, bike lanes, and other ways where these paths and lanes are unavailable to connect riders to their destinations. She further noted the need to clarify between e-motorcycles and e-bicycles and expressed support for the ordinance but called for greater enforcement.

Ms. Billingsley will obtain data regarding the volume of e-bike-related reports that the City of Franklin Police Department responds to and their results.

Board Comments:

Alderman Brown noted that signage will be required to distinguish between multi-use paths and sidewalks. Ms. Billingsley noted that she would work with Parks and Recreation and Max Baker (Multi-Modal Coordinator, Engineering) on appropriate signage.

Mr. Stuckey responded to Alderman Potts' question regarding committee composition, stating that the

committee included staff, HOA members, and industry experts such as Ned Dannenberg of Bike Walk Franklin.

Alderman Potts noted that most bikes include reflectors and requested that the QR code linking to the PSA flyer be promoted in local bike stores for public awareness. He further commented that the current draft may include gaps and recommended passing it but revisiting it in a year to determine required modifications, as e-vehicles continue to evolve.

Vice Mayor Baggett asked why riders are limited to signed multi-use paths rather than all multi-use paths. Ms. Billingsley responded that it depends on how the paths are defined, citing the example of park paths used for horses and other recreation, which has an unclear definition.

Vice Mayor Baggett stated that he wanted to avoid installing additional signs and suggested the permission of all multi-use paths but agreed that the city should explore the best way to distinguish permissible roads, including potential color coding, as used in Nashville. He clarified that his goal is maximum permitted usage, except for Class 3 vehicles.

Ms. Billingsley later clarified that e-bicycles would be allowed in the parks only on signed multi-use paths and play vehicles would be allowed only on the street.

Vice Mayor Baggett suggested that the staff clarify that e-vehicles are prohibited "off road" in the park.

Alderman Caesar echoed the need for greater education from all stakeholders, including the police department and retailers. He shared a neighbor incident report and requested information regarding the volume of e-bike-related reports that law enforcement has responded to and the results.

Ms. Billingsley responded that she would request the data. She added that most neighborhood sidewalks are not multi-use paths and would therefore require e-bicycles to be on the road.

Mr. Stuckey agreed to obtain data and monitor moving forward.

Alderman Caesar further noted that he does not want unnecessary signs, but he had strong concerns about e-bikes riding beside him on multi-use paths at 20 mph. He called for further community education to outline what sharing the road safely means, including suggested e-bicycle speeds when riding near pedestrians.

Alderman Burger noted observed differences in the riding behavior of adults versus children, explaining that the latter tend to be more reckless. She called for additional focus on children to avoid fatalities. She further recommended delegating riders to one side of pathways, potentially with a dividing line for added safety.

Ms. Billingsley clarified that the regulations do not stipulate bicycle use, only e-bicycle and other e-vehicle use.

The item is planned for the August 11, 2026 Board of Mayor and Aldermen Meeting for consideration on First Reading.

5. **FY 2026-2035 Capital Investment Plan Quarterly Update & Rubrics For Future Capital Project Evaluations**

Sponsors: Michael Walters Young, Paul Holzen

Michael Walters Young, Chief Budget and Performance Officer, Paul Holzen, Engineering Director, Max Baker, Multi-Modal Coordinator - Engineering, presented the Capital Investment Plan Quarterly Update.

The City of Franklin completed 18 projects in the last six years, including public parks, transportation, stormwater, and other projects, totaling \$78.3 million in public investment. Mr. Walters Young provided the following project updates:

- **U.S. Army Corps of Engineers (USACE) Home Raisings:** The project has eight total applications in various stages and is closed to new applications. Once all contracts are finalized, federal, city, and homeowner finance contributions will be calculated. If the city's responsibility falls under the \$1.8 million budgeted, the excess funds will be reallocated toward other CIP projects.

- **New City Hall Block Redevelopment:** The guaranteed maximum construction cost for the project is approximately \$95 million and the city has spent 41% of that to-date. The crane will be removed at the end of July 2026, and project completion is projected for fall 2027.
- **The Pearl:** The project includes two components: Robinson Lake, a passive park area which the team expects to be complete by October 2026, and the Southeast Park. The city has spent a combined \$33.1 million on the project overall, and The Pearl is set to open in March 2028.
- **The East McEwen Phase 4:** The city has spent \$16.3 million on the project to-date. Construction is underway and is set to open around April 2028. This project includes over \$30 million in Federal grant funding.
- **Lewisburg Sidewalk to Collins Farm:** Construction is expected in the next several months, with some road closures required. Project completion is projected for 2027.
- **Liberty Park:** The city has selected a contractor for the bridge replacement work, which will begin soon. Irrigation replacement is also planned for 2026, after the bridge replacement, with park improvements planned through 2028. Project expenditures total \$546,000 to-date.
- **Old Peytonsville Road and Long Lane Bridge and Connector; East McEwen Phase 5:** Both projects remain in the right-of-way acquisition and bidding stage. The Old Peytonsville Road and Long Lane Bridge and Connector project have a total spend of \$9.5 million to-date (32% of project budget) and a targeted completion date of 2030. The East McEwen Phase 5 project has a total spend of \$1.9 million to-date (10% of project budget) and will begin once Phase 4 is complete, with a targeted completion date of 2030.

Alderman Brown commented that the Board had previously requested expediency regarding the Franklin Road Improvements (SR-397 "Mack Hatcher Memorial Parkway" to Mallory Street) project and questioned the projected 2032 completion date.

Mr. Holzen responded that the team plans to return to the Board in a few months to present its traffic analysis and three project options that each provide different roadway life expectancies. He noted that the project timeline will depend on the Board's choice of scope and the infrastructural design complexity and the amount of right-of-way acquisitions it requires.

Vice Mayor Baggett noted that the meeting agenda includes consideration of the Carothers Project, which may absorb some of the CIP funding if advanced.

Mr. Stuckey clarified that the project is \$800,000 and could be funded through operating capital funding or the CIP, as it is below the typical criteria for a CIP.

Of the 17 projects in the design stage, eight are design-in-progress and two (Del Rio Pike Culvert Replacement and Mack Hatcher Parkway and Hillsboro Road Intersection) have been placed out to bid.

Alderman Brown commented that the Board had previously requested expediency regarding the Franklin Road Improvements (SR-397 "Mack Hatcher Memorial Parkway" to Mallory Street) project and questioned the projected 2032 completion date.

Mr. Holzen responded that the team plans to return to the Board in a few months to present its traffic analysis and three project options that each provide different roadway life expectancies. He noted that the project timeline will depend on the Board's choice of scope and the infrastructural design complexity and the amount of right-of-way acquisitions it requires.

Then, Mr. Holzen presented the proposed transportation project evaluation rubric, which includes five categories: 1) State of Good Repair, 2) Roadway Safety, 3) Economic Opportunity, 4) Congestion Management, and 5) Project Readiness and Fiscal Stewardship. The categories have equal weights to start, and Mr. Holzen stated that the Board could use the pairwise comparison tool to test various weight configurations by adjusting comparative priorities. He reviewed each category's comprising metrics and the large data sets the team could use for analysis. Projects would be ranked using a five-star rating system, with the highest rank being five stars (BOMA Prioritized Project) for projects that Board has designated as high priority regardless of their score. The remaining tiers are four stars (Highest Priority, Top 25%), three stars (High Priority, 25 to 50%), two stars (Moderate Priority, 50 to 75%) through one star (Lowest Priority, 75 to 100%).

Mr. Holzen noted that the rubric would be used primarily for roadway, corridor, and intersection projects. He and Mr. Stuckey further suggested that the Engineering team run a sample of existing projects through the rubric to test whether it produces an accurate rank or requires refinement.

Alderman Petersen suggested that the rubric include consideration of whether other developments would contribute financially to a given project.

Mr. Holzen confirmed that external financing would be reflected in the Fiscal Stewardship score.

Mr. Holzen responded to Alderman Burger's question regarding impact consideration, noting that upstream and downstream impacts would not factor into the rubric score but would be discussed in tandem. Alderman Burger recommended involving the Williamson Chamber of Commerce to help evaluate economic impact and further noted that the rubric may help identify opportunities to propose related or nearby projects for inclusion in a new development's scope of work.

Mr. Holzen noted that development plans are often flexible based on input from city administration, with traffic analysis serving primarily as a guide.

Vice Mayor Baggett expressed satisfaction with the rubric for providing a more objective framework than what existed previously. He agreed that the Board should use the pairwise tool to evaluate how best to incorporate traffic data and whether the economic impact category requires greater objectivity. He further suggested that the team consider how to capture dynamic factors, such as traffic patterns, which he explained could change drastically within a couple of years and require a project in the ten-year CIP to be reprioritized accordingly.

Alderman Barnhill noted that the Mack Hatcher Southwest construction project is a top priority, though it would not score high, and asked how the Board could advance the project sooner.

Mr. Holzen responded that Mack Hatcher is a state road and therefore requires the Tennessee Department of Transportation (TDOT) to drive the project. To increase the project's priority at the state level, he stated that the city must first demonstrate investment in necessary improvements, such as completing Columbia Avenue and fully widening Downs Boulevard, and then show major area congestion despite the improvements and amplify the road's priority on the regional transportation plan. Otherwise, a supporting major economic development project would be required to advance the project, as new road construction typically costs more than \$150 million. Mr. Stuckey further noted that staff continue to advocate for Mack Hatcher Southwest on the regional plan, but that continuing to work through other city projects will help build its case. Mr. Holzen clarified that Downs Blvd is a local road that is used as a truck route.

Mayor Moore noted that the rubric is meant to be a strategic tool only and is not expected to be all-inclusive nor definitive in the Board's consideration of various projects.

Next, Max Baker presented the draft website for the sidewalk gap initiative, which provides general information to the public regarding the Sidewalk Gap Fund, evaluation criteria, and existing projects. The site also includes interactive sidewalks and trail maps that enable users to report gaps and submit related photos and comments.

Alderman Brown stated that he receives constant citizen requests regarding sidewalk gap repairs and has had to manage expectations meticulously. He acknowledged the team's work but cautioned that a public-facing website and reporting system may distort expectations if there is no funding or plan to address submitted reports.

Mr. Baker confirmed that only \$1 million is available in the fund for repairs.

Alderman Burger agreed that publishing the site with the reporting tool would result in an overwhelming volume of reports that the city cannot address. She preferred that the website remain internal for at least the next year and that the Board continue to triage requests and manage expectations with citizens directly.

Vice Mayor Baggett suggested opening the site for one-time or annual collection of reports from the public to ensure that the city maintains a complete repository of sidewalk gaps.

6. TDOT/Harpeth River Bridge Update

Sponsors: Eric Stuckey, Paul Holzen

Mr. Stuckey reported that TDOT opened bidding a few weeks prior and aims to award the bid by the end of July 2026. Staff have evaluated the design, which was completed in 2019 with input from the Historic Zoning Commission (HTC) and included additional TDOT funding and \$900,000 from the city to support design updates. TDOT completed a rigorous competitive bidding process and is eager to move forward by the end of July. However, upon receiving updated design photos, COF staff fielded public concerns and discussed them with TDOT. TDOT expressed openness to revisiting some limited design components but noted that its primary concerns were to minimize the redesign workload and ensure a fair bidding process by avoiding significant changes in design scope.

Mr. Holzen presented the design concept initially drafted by CT Consultants, the city's streetscape consultants. He noted that TDOT was open to railing enhancements, such as a stone-finish staining, but would not permit a stone veneer against the roadway and would consider removing the pedestrian separator a major change. Any major change would require project rejection and a re-bid, which would take at least a year and result in additional city costs. He added that TDOT intends to finish the SR-96 Bridge immediately following Harpeth River Bridge completion.

Public Comment:

Joy Morris, 204 Third Ave S, Franklin, TN, expressed disapproval of the proposed design, stating that it does not match the historic Franklin aesthetic, and requested the removal of the pedestrian barrier on the 30-mph road and avoidance of artificial materials for the rails.

Mary Pearce, 103 Woodview Court, Franklin, TN, expressed disapproval of the proposed design, stating that it does not match the historic district aesthetic or materials guidelines, and recommended moving the wall of strength to the riverside and the raw iron to the traffic side.

Board Comments:

Mayor Moore expressed desire to avoid any action that would delay the project, based on his experience with TDOT and on the Transportation Policy Board, to ensure that the project does not lose momentum or funding. He further noted that the update would remove 50 homes from the flood plain.

Alderman Burger commented that she preferred not to delay the project but that she also wanted to ensure the design was appropriate, as the bridge is at the historic district entrance and is intended to remain for the next hundred years or more. She suggested removing the barrier and installing an iron outside railing.

Mr. Holzen confirmed to Alderman Potts that the seat and column insets for the city seal could be added easily. He further noted that TDOT prohibited any exterior stonework on the pedestrian barrier along the roadway, as it is not crash-tested. Stonework matching the gateway fence could be added to the river side, but TDOT would consider it a major change. He added that the wall between the Harpeth River and the roadway must be crash-worthy and noted that the steel on the pedestrian wall is heavy gauge but not crash-worthy.

Vice Mayor Baggett commented that the form liner in the design photos is remarkably different from the renderings and echoed public comment that it is inappropriate for historic Franklin. He recommended working with the HZC to identify specialty contractors and determine the best available form liners without delaying the project, noting that the design is restricted by the pedestrian barrier specifications.

Mr. Stuckey confirmed that form liner modification would not require rebidding the project.

Alderman Caesar expressed gratitude for TDOT's investment in the city but recommended sharing process feedback with TDOT, highlighting the need for design photos earlier to set clearer expectations. He recommended pinpointing the pedestrian separator requirements and identifying only a few options that bring the railing closer to the historic district aesthetic, noting that he expects pedestrian traffic between Downtown Franklin and The Factory to increase over the coming decades.

Alderman Barnhill agreed with other comments that the Board should consider modifications, with inputs from the HZC, that could improve the design without delaying the project.

7. Consideration Of Resolution 2026-48, A Resolution Adopting A Plan Of Services For The Annexation Of Property Located North Of Clovercroft Road And East Of Oxford Glen Drive, By The City Of Franklin, Tennessee. Establishing A Public Hearing On August 11, 2026

Sponsors: Emily Wright, Amy Diaz-Barriga, Chelsea Randolph

The item was hear concurrently to Item 10 and is planned for the August 11, 2026 Board of Mayor and Aldermen Meeting for consideration and Public Hearing.

8. *Consideration Of Resolution 2026-47, A Resolution To Annex Five Properties, Consisting Of 22.78 Acres, Located North Of Clovercroft Road And East Of Oxford Glen Drive, By The City Of Franklin, Tennessee And Adjoining The City Limits Within The Eastern Part Of The Franklin Urban Growth Boundary (UGB). Establishing A Public Hearing On August 11, 2026

Sponsors: Emily Wright, Amy Diaz-Barriga, Chelsea Randolph

The item was heard concurrently to Item 10 and is planned for the July 14, 2026 Board of Mayor and Aldermen Meeting for consideration and First Reading. Second Reading and Public Hearing will be on August 11, 2026.

9. *Consideration Of Ordinance 2026-17, An Ordinance To Zone 22.78 Acres To Planned (PD 1.8) District For The Property Located North Of Clovercroft Road And East Of Oxford Glen Drive. (Poplars Reserve PUD). Establishing A Public Hearing On August 11, 2026

Sponsors: Emily Wright, Amy Diaz-Barriga, Chelsea Randolph

The item was heard concurrently to Item 10 and is planned for the July 14, 2026 Board of Mayor and Aldermen Meeting for consideration and First Reading. Second Reading and Public Hearing will be on August 11, 2026.

10. Consideration Of Resolution 2026-52, A Resolution Approving A Development Plan For Poplars Reserve PUD Subdivision, With 3 Modifications Of Development Standards (Street And Circulation), For The Property Located North Of Clovercroft Road And East Of Oxford Glen Drive. Establishing A Public Hearing On August 11, 2026

Sponsors: Emily Wright, Amy Diaz-Barriga, Chelsea Randolph

Joey Bryan, COF Principal Planner, summarized the Poplars Reserve PUD proposal, which includes 41 single-family lots for a site composed of 22.78 acres. He noted that the PUD has satisfied the parking requirements within the zoning ordinance, and the traffic impact analysis was submitted and reviewed.

The applicant requested approval with three modifications of standards (MOS) related to streets and circulations:

- **MOS 1:** The applicant requested to remove requirements to provide a street stub to the eastern property line, due to the 14% hilltop slopes that prevent road build to the east. The Planning Commission recommended MOS approval by a 5-3 vote, while COF staff recommended disapproval.
- **MOS 2:** The applicant requested to align the connection to the adjacent western property to provide access to the northern property line via a right-of-way extension from the proposed cul-de-sac, rather

than by extending Denhart Drive, explaining that the extension would disturb two homes and a pond in its path. The Planning Commission recommended MOS approval by a 6-2 vote, while COF staff recommended disapproval.

- **MOS 3:** The applicant requested to provide a cul-de-sac instead of a full western connection to Albrecht Drive in the Novara subdivision, as required by the ordinance, explaining that the western connection would disturb two homes and a pond in its path. The Planning Commission recommended MOS approval by an 8-1 vote, while COF staff recommended disapproval.

Greg Gamble (Landscape Architect, Kimley-Horn) presented a map showing the five properties comprising the annex, noting that it would be complicated to develop outside a masterplan planned urban development (PUD), as only one property has road frontage. He added that Deboer intends to retain ownership of its land and the three lots that will sit on it. Mr. Gamble noted two major infrastructure projects, McEwen Drive and Market Street, which will be completed over the next couple of years, and added that the PUD would likely not have its first resident until 2028. He further noted strained traffic in the area, reporting that there are 1,057 approved lots between College Grove, Triune, and COF limits, representing a potential \$10 million in arterial road and collector road impact fees. Mr. Gamble presented additional traffic impact analysis results indicating that the Poplars Reserve PUD, along with neighboring developments, could improve intersection service levels at Clovercroft and Oxford Glen Drive and at Oxford Glen Drive and Liberty Pike.

Alderman Brown asked what road improvements are required for first occupancy and implications if Novara does not complete its improvements.

Mr. Gamble responded that Novara has begun construction, but generally, for single-entry, single-exit areas, COF permits construction of up to 20 homes and then requires developers to sprinkler the entire neighborhood for fire protection.

Alderman Caesar requested clarification on whether the projected traffic improvements at Oxford Glen Drive were prior to completed development of the 1,100 Williamson County homes and Poplar Grove.

Mr. Gamble responded that the approved lots were all unconstructed homes but that the dataset entailed an assumed growth rate of likely 3% and background data, including Poplar Farms.

The item is planned for the August 11, 2026 Board of Mayor and Aldermen Meeting for consideration and Public Hearing.

11. ***Consideration Of Ordinance 2026-07, An Ordinance To Rezone 7.031 Acres From Regional Commerce 12 (RC12) District To Planned (PD 32.7) District For The Property Located North Of Goose Creek Bypass And West Of Old Peytonsville Road, Located At 2408 And 2412 Goose Creek Bypass. (Bassett PUD Subdivision) Establishing A Public Hearing On August 11, 2026**

Sponsors: Emily Wright, Amy Diaz-Barriga, Chelsea Randolph

Mr. Bryan summarized the PUD proposal, which includes 230 multi-family dwelling units for a site composed of approximately seven acres. He noted that the PUD has satisfied the general Envision Franklin guidelines, with a special consideration to be entirely multi-family. Traffic impact analysis was submitted and reviewed. COF staff and the Planning Commission recommended approval.

The item is planned for the July 14, 2026 Board of Mayor and Aldermen Meeting for consideration and First Reading. Second Reading and Public Hearing will be on August 11, 2026.

12. **Consideration Of Resolution 2026-35, A Resolution Approving A Development Plan For Bassett PUD Subdivision (With 1 Modification Of Development Standards (Foundations)), For The Property Located North Of Goose Creek Bypass And West Of Old Peytonsville Road, Located At 2408 And 2412 Goose Creek Bypass. Establishing A Public Hearing On August 11, 2026**

Sponsors: Emily Wright, Amy Diaz-Barriga, Chelsea Randolph

Mr. Bryan noted that the applicant requested one MOS to reduce the required minimum for the foundations from 18 inches to no minimum. Staff and the Planning Commission recommended approval with modification, noting that the Board has previously approved similar requests.

The item is planned for the August 11, 2026 Board of Mayor and Aldermen Meeting for consideration and Public Hearing.

13. ***Consideration Of Ordinance 2026-15, An Ordinance To Rezone 5.14 Acres From Planned (PD) District To Planned (PD 21.70) District For The Property Located East Of Natchez Street And North Of Acton Street At 137 Natchez Street (Denson Place PUD). Establishing A Public Hearing On August 11, 2026**

Sponsors: Emily Wright, Amy Diaz-Barriga, Joseph Bryan

Mr. Bryan summarized the Franklin Housing Authority's proposed Denson Place PUD of 602 units to replace an existing development. He noted that Envision Franklin includes a special consideration for projects that align with the FHA masterplan. COF staff and the Planning Commission recommended approval of the rezoning ordinance.

The item is planned for the July 14, 2026 Board of Mayor and Aldermen Meeting for consideration and First Reading. Second Reading and Public Hearing will be on August 11, 2026.

14. **Consideration Of Resolution 2026-49, A Resolution Approving A Development Plan For Denson Place PUD Subdivision With 4 Modifications Of Development Standards (Parking, Open Space, Buffer), For The Property Located West Of Natchez Street And North Of Acton Street, Located At 137 Natchez Street. Establishing A Public Hearing On August 11, 2026**

Sponsors: Emily Wright, Amy Diaz-Barriga, Joseph Bryan

The applicant requested approval with four Modifications of Standards:

- **MOS 1:** The applicant requested to reduce parking standards and proposed 1.75 spaces per unit for all bedroom types. COF staff and the Planning Commission recommended approval, noting that the Board has previously approved similar requests.
- **MOS 2:** The applicant requested to modify the required natural area from 10% to 0%, with a total of 15% open space with 5% programmed and 10% nonprogrammed, as there is nothing remaining on the property that would fall under the natural area definition. COF staff and the Planning Commission recommended approval.
- **MOS 3:** The applicant included a historic buffer of 75 feet into the plan to accommodate a potentially qualifying church National Register and requested to allow stormwater infrastructure within the historic buffer. COF staff and the Planning Commission recommended approval, noting that the Board has previously approved similar requests.
- **MOS 4:** The applicant included a historic buffer of 75 feet into the plan to accommodate a potentially qualifying church National Register and requested to allow utility easements within the historic buffer without applying additional offsetting width. COF staff and the Planning Commission recommended approval, noting that the Board has previously approved similar requests.

Mr. Gamble noted that the developer has elevated architectural details per previous feedback. He added that the development plan was also corrected to limit buildings that face Natchez Street to only two stories, instead of 2.5, per prior feedback. The three-story building is behind the hill site. He added that the development will significantly increase the city's water infrastructure in the area, adding absent redundancies and raising water pressure to COF standards.

Vice Mayor Baggett noted that the city wanted to keep the building heights in the area below the police station and suggested installing a flat roof.

Mr. Gamble confirmed that the police station is 38 feet and the three-story building would be 44 feet with the gabled roof as planned but could be as low as 34.5 feet with a flat parapet roof.

Alderman Potts thanked the FHA and team for their work, noting that the development will be a significant benefit toward the city's affordable housing goals.

Alderman Caesar asked whether street parking is available on Natchez Street and how that reflects in the development plan.

Mr. Gamble responded that the zoning ordinance has on-street parking requirements for multi-family dwelling units and townhomes. He clarified that the travel lanes will remain as they are and the on-street parking will be inset into the proposed development.

Alderman Caesar cautioned that on-street parking will disturb the aesthetic of Natchez Street and recommended consideration of a MOS to remove the on-street parking requirement from Natchez and identify parking space elsewhere.

The item is planned for the August 11, 2026 Board of Mayor and Aldermen Meeting for consideration and Public Hearing.

15. Consideration Of COF Contract No. 2026-0202, With Franklin Housing Authority For Parkland Impact Fee And Construction Agreement For Denson Place

Sponsors: Lisa Clayton, Heather Eusebio

The item was acknowledged and is planned for the August 11, 2026 Board of Mayor and Aldermen Meeting for consideration.

16. *Consideration Of Ordinance 2026-16, An Ordinance To Rezone 7.68 Acres From Planned (PD) District To Planned (PD 18.85) District For The Property Located North Of West Meade Boulevard And West Of Brookwood Avenue, Located At 500 West Meade Boulevard (Iris Place PUD). Establishing A Public Hearing On August 11, 2026

Sponsors: Emily Wright, Amy Diaz-Barriga, Joseph Bryan

Mr. Bryan summarized the Franklin Housing Authority's proposed Iris Place PUD of 144 multi-family units throughout five new buildings on 7.68 acres to replace an existing development. He reiterated that Envision Franklin includes a special consideration for projects that align with the FHA masterplan. COF staff and the Planning Commission recommended approval of the rezoning ordinance.

The item is planned for the July 14, 2026 Board of Mayor and Aldermen Meeting for consideration and First Reading. Second Reading and Public Hearing will be on August 11, 2026.

17. Consideration Of Resolution 2026-50, A Resolution Approving A Development Plan For Iris Place PUD Subdivision With 2 Modifications Of Development Standards (Parking, Open Space), For The Property Located North Of West Meade Boulevard And West Of Brookwood Avenue, Located At 500 West Meade Boulevard. Establishing A Public Hearing On August 11, 2026

Sponsors: Emily Wright, Amy Diaz-Barriga, Joseph Bryan

The applicant requested approval with two Modifications of Standards:

- **MOS 1:** The applicant requested to reduce parking standards and proposed 1.75 spaces per unit for all bedroom types. COF staff and the Planning Commission recommended approval, noting that the Board has previously approved similar requests.
- **MOS 2:** The applicant requested to modify the required natural area from 10% to 0%, with a total of 15% open space (5% programmed, 10% non-programmed), as there is nothing remaining on the property that would fall under the natural area definition. COF staff and the Planning Commission recommended approval.

Mr. Gamble noted that the development will significantly increase the city's water infrastructure in the area, adding absent redundancies and raising water pressure to COF standards.

The item is planned for the August 11, 2026 Board of Mayor and Aldermen Meeting for consideration and Public Hearing.

18. Consideration Of COF Contract No. 2026-0201, With Franklin Housing Authority For Parkland Impact Fee And Construction Agreement For Iris Place

Sponsors: Lisa Clayton, Heather Eusebio

The item was acknowledged and is planned for the August 11, 2026 Board of Mayor and Aldermen Meeting for consideration.

19. Discussion Of De-Annexation (Contraction) Of 6 Properties, Consisting Of 837.04 Acres, Located West Of Hillsboro Road And North And South Of Mack Hatcher Parkway (Map 63 Parcel 12.00, Map 64 Parcel 11.02, Map 64 Parcel 11.00, Map 51 Parcel 15.00, Map 51 Parcel 15.02, and Map 51 Parcel 15.04), By The City Of Franklin, Tennessee

Sponsors: Shauna Billingsley, Emily Wright, Amy Diaz-Barriga

Emily Wright, Director of Planning and Sustainability, reported that the owners of the six properties in the northwest portion of the city petitioned to de-annex the property on April 8, 2026, under Tennessee Code Annotate 6-51-201(c). The applicant must show documentation of continuous agricultural use of the property, same or descendant ownership, and the same area specification of property map at the time of original annexation. She noted that Mack Hatcher Parkway now runs through the property, designed to do so with anticipation of future development, but the owners have now indicated that they do not wish to develop, do not support the original annexation, and wish to de-annex.

The annexation became effective on July 7, 2026, but Ms. Wright noted that COF would not initiate Urban Growth Boundary (UGB) Amendment for at least two more years. She noted that the Planning Commission also recommended maintaining the property in the UGB.

Vice Mayor Baggett asked whether infrastructure plans would include the de-annexed land.

Ms. Wright noted that the area remains included as it is still part of the UGB, but this area would likely be reevaluated at the next modification of Envision Franklin.

20. Consideration Of COF Contract No. 2026-0267, With Franklin Housing Authority For Up To Two Hundred Thousand Dollars (\$200,000) For Infrastructure Improvements For Public Housing Units At 108 Natchez Street

Sponsors: Tom Marsh, Kathleen Sauseda

The item was acknowledged and is planned for the August 11, 2026 Board of Mayor and Aldermen Meeting for consideration.

21. Consideration Of Ordinance 2026-20, An Ordinance Prohibiting The Discharge Of Firearms Within 500ft Of School Property

Sponsors: Shauna Billingsley, Ronda Webb

Ronda Webb, Assistant Attorney, noted that on April 7, 2026, the Tennessee General Assembly amended Tennessee Code Annotated §§ 39-17-1314 and 70-1-206, granting the Tennessee Fish and Wildlife Commission exclusive authority to regulate and oversee hunting activities statewide. As a result, municipalities, including the City of Franklin, are prohibited from adopting any ordinances or policies that directly or indirectly regulate, restrict, or otherwise affect hunting in a manner inconsistent with this statutory framework. The only remaining local authority in this area is the regulation of firearm discharge within 500 feet of school property. Accordingly, the Law Department recommends updating the Franklin Municipal Code to reflect and comply with these changes.

The item is planned for the August 11, 2026 Board of Mayor and Aldermen Meeting for consideration and First Reading.

22. Consideration Of Ordinance 2026-02, An Ordinance To Amend Title 1, Chapter 9 Of The Franklin Municipal Code Relative To Public Records

Sponsors: Cayce Anderson, Sarah Schilling

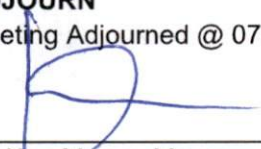
Sarah Schilling, Sr. Deputy City Recorder, presented proposed revisions to the city's Public Records Request Policy. The proposed revisions address changes to the exceptions to Tennessee's citizenship requirements, labor charges following inspection, and some clerical components, and further reflects updated state regulations.

The item is planned for the August 11, 2026 Board of Mayor and Aldermen Meeting for consideration and First Reading.

OTHER BUSINESS

ADJOURN

Meeting Adjourned @ 07:00 PM



Dr. Ken Moore, Mayor

Minutes Prepared by Jocelyn Levine of Minutes Solutions, Inc., and Reviewed by Sarah Schilling, Sr. Deputy City Recorder - City Recorder's Office - 7/21/26, 2:57 PM

The above minutes should be used as a summary of the motions passed and issues discussed at the meeting. This document shall not be considered a verbatim copy of every word spoken at the meeting.