

# ENVISION FRANKLIN

## EMAIL INPUT

**From:** Dan Allen [<mailto:dallen@pearlstreetpartners.com>]

**Sent:** Monday, August 22, 2016 11:53 AM

**To:** Emily Hunter <[emily.hunter@franklintn.gov](mailto:emily.hunter@franklintn.gov)>; Paul Holzen <[paul.holzen@franklintn.gov](mailto:paul.holzen@franklintn.gov)>

**Subject:** Questions about Envision Franklin and CIP program

Emily/Paul,

Hope you're both doing well. I was going to come to the Envision Franklin workshop this past weekend, but the kids both got strep again. I'm trying to get back up to speed with things in Franklin, and I've been doing a fair amount of late night reading. I noticed something late last week that I wanted to get some feedback on, and then I have a few general comments at the end.

If you look at the attached funding plan taken out of the draft CIP, I highlighted the road impact fee projections. Don't worry, this is not going to be one of those whiny developer emails about fees, I promise. My concern was more along the lines of the coordination between the two documents.

When you look at projected spending, there is approximately a \$13.5 million jump in FY 19. Most of the economic predictions I'm looking at are projecting a market correction in late 18/early 19. From FY 19 through FY 26, the average allocation for road impact fees is about \$18.5 million. That is a significant amount of development-based money needed for investment during a potential economic downturn.

While reading through the draft Envision Franklin plan, it appears that the entire UGB of Franklin has been placed in a "Development Reserve" land use classification. If I'm reading this correctly, it looks like the recommendation is single family residential at a density of 1 unit per 2 acres.

Something feels off about this. Have your departments prepared a projected development fee forecast based on the annual development reports that the Planning Dept produces? When I left (fall 13), the roadway impact fund was in a deficit of about \$2 million. As Cool Springs nears its buildout, where will the rest of the impact fees come from? My gut feeling is that development in the UGB is needed to sustain the projected spending of development fees. Make sense?

Here are a couple thoughts to consider as you have a look at this:

1. Don't make a density recommendation in the UGB/Development Reserve designation. Use language tying development to infrastructure capacity and keep things flexible so you have room to maneuver and negotiate. It feels like the plan is a little too restrictive in greenfield development to push infill development throughout the City. I like this shift, but my concern is that the scale and pace of development will change to a level that cannot sustain the CIP funding needs.
2. There is a lot of chatter in the development community right now about fees. Williamson County is considering both an education impact fee and a transportation impact fee. The typical residential builder pays somewhere between \$20-25k on fees to build a house in Franklin. Assuming an average home size of 2500 square feet, the new education fee is

projected to be about \$11k per unit and the county transportation fee is projected to be about \$6k per unit. So why is this important? COF will likely be gearing up to increase water/sewer fees as well as road impact fees. There is a very real possibility that fees could reach \$50k per home within a 12 month period. That kind of rapid change and increase will cause a slowdown in absorption, which again affects the funding of the CIP.

So here is my proposed solution: Index the growth fees (see attached spreadsheet). Rather than perform major cost increases at perceived unpredictable rates every 3 years, set a yearly increase. In other words, treat it like a utility. The term you are trying to avoid here is rate shock. If you go back and look at the last several studies that were done and do some math to average out the yearly increase, use that as justification to set a yearly cost increase to keep up with the increasing value of the land. Why does this work? It sets a "clear and predictable" (I've been dying to use this in an email!) increase that developers and builders can budget and prepare for on a regular basis. If you do that, you could save some money and only do a study every 5 years to make sure everything is tracking appropriately. I almost got this passed in Spring Hill. It failed on second reading because my swing vote took a vacation. **\*Facepalm\***

On a completely different track altogether, I noticed Institutional secondary uses in were included in single family residential. I didn't see this elaborated on much, and was hoping to receive some clarification. Is this just allowing for parks or other government facilities in close proximity to neighborhoods, or is it something else?

In the Implementation section, you may want to consider giving heavier weight to allowing projects to demonstrate compliance with the guiding principles to have more flexibility. We did this on our plan update in Spring Hill and we had a couple projects come forward where the flexibility was very helpful. It is a fine line to balance details versus flexibility. My gut reaction is that I think you will wish you had built in more flexibility later.

Quarterly amendments is a very smart strategy. I like it. Expect to get pushback from the rest of the development community.

I'm not so sure about the corridor character matrix placement in Appendix F. I'd almost rather see general enabling language in the land use plan and then place something like this in the street standards and/or zoning ordinance. Love the concept, just not sure if this is the best place for it.

I think that is it for the moment. If you like, we can meet for lunch and discuss some more after you get a chance to absorb the novel I just wrote. Thanks!

- Dan



**From:** Karina Young [mailto:karinayoung@gmail.com]  
**Sent:** Tuesday, September 13, 2016 4:35 PM  
**To:** Kelly Dannenfelser <kellyd@franklintn.gov>  
**Subject:** Re: Infill Meeting in Training Room

Hello dear Kelly,

I have been wanting to have a minute to at least have a chance to review the plan document before writing back to you. Today, better late than never! I finally made the time to look at this. Impressive and so beautifully done, I am amazed at how much information this document contains. You guys have done a fabulous job with it and I love how you have pulled all the pieces together to create a great plan for our beautiful city.

And thank you for your email and invitation. I so wish I could come with you all to the mobile workshop but again this fall I am scheduled to teach all day Wednesday, I am so bummed. Andrew sent us an invitation to the open houses the week of the 26th and I am planning to attend one of them. So I hope I get to see you all then.

Great job always you all!  
With my best regards,  
Karina

*H. Karina Young, Licensed Architect, NCARB, LEED Green Associate  
Adjunct Faculty, Civil and Architectural Engineering Department  
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**From:** Michael Phillips [mailto:cw4phillips@gmail.com]

**Sent:** Thursday, September 22, 2016 1:53 PM

**To:** Ken Moore <ken.moore@franklintn.gov>; Michael Skinner <michael.skinner@franklintn.gov>; Clyde Barnhill <clyde.barnhill@franklintn.gov>; bransfordpearl@aol.com; Margaret Martin <margaret.martin@franklintn.gov>; danamclendon@mac.com; Brandy Blanton <brandy.blanton@franklintn.gov>; Beverly Burger <beverly.burger@franklintn.gov>; annpetersen@comcast.net

**Cc:** Eric Stuckey <eric.stuckey@franklintn.gov>; Shauna Billingsley <shauna.billingsley@franklintn.gov>; Emily Hunter <emily.hunter@franklintn.gov>; Kelly Dannenfels <kellyd@franklintn.gov>

**Subject:** RE: BOMA & FMPC Meetings Today

Hi Ken.

You're right, the decision should be deferred until after the public meetings. I hope the turnout is good; I was the only resident to attend the last meeting, and one of only two that attended the meeting prior.

There were positive comments to the question: "Should buildings near I-65 be allowed to be 3-4 stories taller IF IT COULD KEEP THESE USES FROM SPRAWLING INTO OTHER AREAS OF FRANKLIN?"

But, the question is disingenuous. This question posed by the City tricks people into believing that taller buildings are going to be built somewhere in the city, which is false. This implication that taller buildings are going to be built will certainly cause people to opt for them to be near I-65; I would too. But the option is not taller near I-65, or taller elsewhere in the city. The option is taller near I-65, or not increasing building heights at all.

Additionally, the question too vague. Residents reading the question are left to guess at the total building heights. If in their mind, the existing buildings are 6-8 stories high, then they have no clue as to what is actually being proposed.

The proper question is, "Should maximum building heights along the I-65 corridor in Franklin be increased from 12 stories to 16 stories."

When our residents are presented with the truth, they are overwhelmingly against ANY increase in building heights. Any positive responses to this disingenuous and vague question should not be considered. Despite being a disingenuous question, negative comments outweighed positive 2 to 1. When provided a question that is not misleading, our residents are responding closer to 9 to 1 against any building height increases in the city.

As always, I appreciate you taking the time to listen and respond.

Sincerely,

10/7/2016 1:53 PM

City of Franklin

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Michael Phillips  
[CW4Phillips@gmail.com](mailto:CW4Phillips@gmail.com)  
615-482-6215

**From:** Ken Moore [<mailto:ken.moore@franklintn.gov>]  
**Sent:** Thursday, September 22, 2016 1:36 PM  
**To:** Michael Phillips <[cw4phillips@gmail.com](mailto:cw4phillips@gmail.com)>; Michael Skinner <[michael.skinner@franklintn.gov](mailto:michael.skinner@franklintn.gov)>; Clyde Barnhill <[clyde.barnhill@franklintn.gov](mailto:clyde.barnhill@franklintn.gov)>; [bransfordpearl@aol.com](mailto:bransfordpearl@aol.com); Margaret Martin <[margaret.martin@franklintn.gov](mailto:margaret.martin@franklintn.gov)>; [danamclendon@mac.com](mailto:danamclendon@mac.com); Brandy Blanton <[brandy.blanton@franklintn.gov](mailto:brandy.blanton@franklintn.gov)>; Beverly Burger <[beverly.burger@franklintn.gov](mailto:beverly.burger@franklintn.gov)>; [annpetersen@comcast.net](mailto:annpetersen@comcast.net)  
**Cc:** Eric Stuckey <[eric.stuckey@franklintn.gov](mailto:eric.stuckey@franklintn.gov)>; Shauna Billingsley <[shauna.billingsley@franklintn.gov](mailto:shauna.billingsley@franklintn.gov)>  
**Subject:** RE: BOMA & FMPC Meetings Today

The responses that you are providing us ignore that there are two upcoming meetings for public input and it would be inappropriate to remove anything from the draft report at this time in my opinion. I should mention that there have also been positive and supportive comments and likes in addition to the negative ones that you mention.

Ken

**From:** Michael Phillips [<mailto:cw4phillips@gmail.com>]  
**Sent:** Thursday, September 22, 2016 1:25 PM  
**To:** Ken Moore <[ken.moore@franklintn.gov](mailto:ken.moore@franklintn.gov)>; Michael Skinner <[michael.skinner@franklintn.gov](mailto:michael.skinner@franklintn.gov)>; Clyde Barnhill <[clyde.barnhill@franklintn.gov](mailto:clyde.barnhill@franklintn.gov)>; [bransfordpearl@aol.com](mailto:bransfordpearl@aol.com); Margaret Martin <[margaret.martin@franklintn.gov](mailto:margaret.martin@franklintn.gov)>; [danamclendon@mac.com](mailto:danamclendon@mac.com); Brandy Blanton <[brandy.blanton@franklintn.gov](mailto:brandy.blanton@franklintn.gov)>; Beverly Burger <[beverly.burger@franklintn.gov](mailto:beverly.burger@franklintn.gov)>; [annpetersen@comcast.net](mailto:annpetersen@comcast.net)  
**Subject:** BOMA & FMPC Meetings Today

Regretfully, I will not be able to attend the BOMA & FMPC meetings today because I am enrolled in the Franklin Citizens Government Academy which meets at the same time.

I would like to remind you that the majority of residents (who have responded to questions that are not misleading) are adamantly opposed to the building height increases proposed in Envision Franklin (see attached).

I would ask that you direct any reference to building height increases be removed from the Draft Envision Franklin, so that we can focus our efforts on other issues.

Keep Franklin Franklin.

Sincerely,

Michael Phillips  
[CW4Phillips@gmail.com](mailto:CW4Phillips@gmail.com)  
615-482-6215

**From:** Brent Campbell [<mailto:nashbrent@gmail.com>]

**Sent:** Thursday, October 06, 2016 4:13 PM

**To:** Emily Hunter <[emily.hunter@franklintn.gov](mailto:emily.hunter@franklintn.gov)>

**Cc:** Vernon Gerth <[vernon.gerth@franklintn.gov](mailto:vernon.gerth@franklintn.gov)>; Douglas Hale <[dhale@haleandhale.com](mailto:dhale@haleandhale.com)>

**Subject:** Envision Franklin

Please recall I own the real property known as Rachel Springs Business Center located on north side of South Royal Oaks Blvd at the intersection of Forrest Crossing Blvd.

I have reviewed the proposed revisions to the Franklin Land Use Plan known as Envision Franklin. It appears my property (along with other commercial tracts in the immediate vicinity) will be designated as "Neighborhood Commercial" upon adoption. I find the design concepts under this designation far too restrictive for my intended use. Accordingly, I am requesting my property be re-classified thereon as "Regional Commerce". I base my request upon the following criteria:

1. Other than Rachel Springs and the vicinity commercial tracts, literally 100% of the lands along both North and South Royal Oaks Blvd are designated on Envision Franklin as Regional Commerce (RC). My property along with the other commercial tracts will be the only properties not to receive RC designation;
2. Rachel Springs Business Center is not adjacent to any residential community and all area lands are built out. Additionally Rachel Springs is located outside the Mack Hatcher loop. As such, Neighborhood Commercial (NC) is not an appropriate designation;
3. Rachel Springs Business Center is currently zoned "GO" and under the current Land Use Plan is contained within the MECO-5 District. It also lies within 1 mile of the I-65 corridor. GO zoning within 1 mile of the I-65 corridor potentially allows structures up to six stories. With the use of structured parking Rachel Springs Business Center could contain up to 250,000 gross sf of improvements with multiple uses. The proposed NC design concept calls for a maximum of three stories which would result in a substantial devaluation of my investment;
4. Existing commercial usage of properties with 1500 feet of Rachel Springs include Vanderbilt Bone and Joint together with a regional surgery center, the Franklin Regional Post Office, DCA Compound Pharmacy and a 50,000 sf Walgreen's call center with over 200 employees. Not exactly what I would call NC friendly uses;
5. The current Land Use Plan describes multifamily residential as an appropriate use for the southeast corner of MECO-5. The proposed NC designation calls for "live/work" units and multifamily residential over commercial at a maximum of three stories. Live/work and multifamily over commercial are only marketable in pedestrian friendly, high density urban locals. In reality, live/work and multifamily over commercial has never been successful in like suburban environments;
6. Off street structured parking is being encouraged within the City but it is extremely difficult to amortize the additional construction expense of same when limited to three stories of use.

I will follow this email with a formal letter at a later date requesting the above referenced re-classification. Currently, at this writing I have an emergency situation related to the hurricane in South Florida.

Thank you in advance for your consideration.

--

Brent Campbell  
[615-476-8000](tel:615-476-8000)

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-----Original Message-----

From: M [<mailto:mford3140@gmail.com>]

Sent: Thursday, September 29, 2016 2:57 PM

To: Envision Franklin <[envisionfranklin@franklintn.gov](mailto:envisionfranklin@franklintn.gov)>; Emily Hunter <[emily.hunter@franklintn.gov](mailto:emily.hunter@franklintn.gov)>

Subject: Envision Franklin Draft Design Concepts Map 7-20-2016

Currently we live in Breezeway subdivision (next to Clovercroft Elementary). While looking over the Envision Franklin Draft Design Concepts Map 7-20-2016, I noticed that Morgan Farms subdivision in Brentwood is shown as being in the Franklin UGB (Urban Growth Boundary). Is this correct or does the map need some correction?

Another item was the Conservation area north of Breezeway where Herbert Drive ends. That area is under construction today & has been for several weeks. Is the conservation area also in error? Are any other conservation areas depicted on the map in error?

Thanks,           Mike Ford

A new entry to a form/survey has been submitted.

**Form Name:** Submit a Comment  
**Date & Time:** 09/02/2016 2:58 PM  
**Response #:** 3  
**Submitter ID:** 4776  
**IP address:** 67.44.208.11  
**Time to complete:** 11 min. , 57 sec.

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## Survey Details

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### Page 1

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1.	Name
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### 2. Comments:

The guiding principles of #EnvisionFranklin are supposed to be "preserving the City's unique identity and character."

Allowing the development of 16 story buildings will dramatically alter the identity and character of our "small town."

"The City seeks responsible and purposeful growth that enhances quality of life, provides a dynamic mix of land uses, and preserves its scenic beauty." ~ #EnvisionFranklin

Growth is irresponsible if our roadways cannot support it.

Growth decreases our quality of life if it increases traffic.

Growth destroys our scenic beauty if it adds high-rise buildings to our views.

The role of #EnvisionFranklin is to articulate the vision that Franklin's residents want for their future. Our residents have made it very clear that they do NOT want to see any increase in building heights.

The following was posted to Facebook in response to #EnvisionFranklin.

JUN 17

City of Franklin: Should buildings near I-65 be allowed to be 3-4 stories taller if it could keep these uses from sprawling into other areas of Franklin? #EnvisionFranklin

- Kerri Faulkner Harvey: Yeah if you want to be Nashville

- Katherine Faulman: How about putting a stop to the building altogether? We have enough traffic, no public transit, and our beautiful scenery is going away. (16 Likes)

- Jeff Ledbetter: It seems that the current logic is that as long as downtown stays nice, then building on every square inch of open space in the rest of the city is perfectly okay. However, this indirectly negatively

impacts downtown.

- Jeff Ledbetter What is wrong with simply capping growth? What makes Williamson Country (and Franklin) desirable will cease to exist if the current course is continued. (19 Likes)
- Judy Maddox Goodwin: Stop building! (6 Likes)
- Daphne McKell Bock: Franklin is already a concrete circus. And there are plans to make it worse. Progress blah blah blah...
- Julie Fritz Hunt: Welcome to Atlanta. (7 Likes)
- Beth Callard Vriesman: No building without adequate infrastructure addition. That means road widening and parking. (6 Likes)
- Ann Walker: I think there has to be a vote to see what the residents want. Franklin was a quaint small town which made you feel you were living in Mayberry the perfect town on TV or do you want to become like Nashville. If you have lived in the area for decades you can remember what Nashville used to be like. It was a sleeper you new change would eventually catch up but you had mixed feelings. Now Williamson county has the same decision to make. Personally I like the Mayberry feel keeping the skyscrapers at bay. Infrastructure will crumble if not upgraded as you grow. Sometimes you have to make the decision "Have we grown enough?" Sometimes a moratorium on expansion provides time to reflect. Best of luck to Franklin that has been known as a top small town in the US. Are you willing to loose the best of both worlds close to the action yet a shining diamond of small town USA. (6 Likes)
- Kerri Faulkner Harvey: Your killing the goose that laid the golden eggs (5 Likes)
- Nita Chapman: Maybe it's time for Franklin's leaders to start being a bit more selective in their building/development approvals. We're already behind on building the infrastructure needed to support this huge growth spurt. Traffic has definitely gotten worse over the past 3 years. I don't go anywhere near Cool Springs during lunch hours and during commute hours. It takes forever to get from West to East side of Franklin (let's push Matt Hatcher completion!). I think Franklin leaders see \$\$\$ signs (revenue) and they get blinded by that. I don't want to see our quiet, quaint, historical small-town culture disappear. (9 Likes)
- Gary McDow: No
- Joan Sundwall Paulson: No!!! It is extremely sad to see all of the beautiful country and wooded areas being destroyed for more buildings and houses. Franklin has definitely lost the charm that it once had. Taller buildings will cover up the scenic views of the beautiful hills. (8 Likes)
- Gary McDow: Short building part of what makes Franklin special. If you start wanting look and be like bigger city Franklin will lose its appeal and be just another town you see anywhere. If you want big city look move.
- Amy Butler: No. The tall buildings are already starting to cover up the beautiful hills. Franklin has the advantage at this time to pick and choose who they let in to this community as far as business goes. We should do everything within our power to keep the beauty and charm here as much as possible. (7 Likes)
- Glenn Grabbe: But definitely not anything over 10 stories.
- Rita Matthews: I'm just getting tired of all the building going on myself.
- Luanne Gillig McConnell: Please stop!!!!!!
- Juli Holcomb: HELL NO! Seriously? The roadways cant handle what we have. The Hillsboro Rd widening is nice.....25+ years overdue.....and the proposed Columbia Ave widening is, well...I wont go there. Seems that some areas of Franklin are ignored while pushing growth in others. What happened to the development on Royal Oaks Blvd. that looks like a ghost town? Oh, wait, PLEASE don't push that project until traffic there is addressed first. The traffic in Franklin...ALL OVER Franklin....is a nightmare. There are existing areas of Franklin that could be better utilized if we had a better road planning. Driving through Downtown Franklin every day to get to Cool Springs to work is only a step away from hell, and that's on a good day! (6 Likes)
- Lynn Stampley: I am so tired of seeing construction wherever I go. It is ruining this sweet town. Franklin is not nearly as good as it used to be. Please stop pouring concrete. Our green is disappearing fast. It is so incredibly sad.
- Monica Bagnara: I live in California and have visited Franklin many times so i keep up via FB. I agree with many people here to keep it green and not to let it become a big city. It is such a beautiful place to visit. I think it will lose its charm if you allow too many large businesses...and your traffic will be horrible like it is

here....

- Chris Hesson Boyd: I appreciate you asking. I think Cool Springs development is okay 3- 10 stories if that will keep the growth of commercial away from downtown Franklin and the Hillsboro and Franklin rd corridors.

- Stephen Delaney: Keep Franklin green and stop the madness. NOW!!!! I am actually wondering how much longer I can live here. Been in too many other places with untamed growth. Make that GREED!

- Jill Anne: No!

- Gary McDow: It should not even be debated the idea from the beginning it's crazy. no tall buildings. And remember we pay the taxes we should have to say not some committee

- Gary McDow: Majority of the people move to the small towns to get away from this type of thing.

- Natalie Carrel Abruzzo: Not without addressing the traffic on the roads nearby first. McEwen Drive, Carothers, Cool Springs Blvd, Mallory Lane.

- Kelly Brown: No. The city needs managed growth and doing it by adding stories to buildings is not the answer. We're already at a point where traffic is crazy and our quality of life is impacted.

- Kelly Brown: And watch out west side. Once the east is inundated with buildings, people and traffic, you're next. It's out of control.

- Diana Gant Tullis: No No No No No.

- Troy Snider: No for two reasons- 1. Traffic is a nightmare right now near those streets and will just get worse. 2. The tall buildings will block the view of the scenic hills and ridge-line.

JUN 23

Franklin Tomorrow: Should buildings along Interstate 65 be allowed to be taller?

- Jennifer Schanhals: Absolutely not. Already numerous eye sores along the highway now. Takes away from the small town feel. The city needs to take a good look around and see how the city is changing. People moved here for the aesthetics along with numerous other reasons. Before long all this will encroach into downtown Franklin as well, and we will lose the very important qualities that so many of us appreciate.

- Michael Phillips: NO!

- Jill Anne: No!

JUN 27

City of Franklin: Would you like to see a place like this in the Cool Springs area? Why or why not?

#EnvisionFranklin (Image of a multi-use development)

- David Franzen: I would rather see widening and beautification projects on existing roads instead of building more retail for marginal chains. I would be much more excited to see an upgraded traffic control center and water treatment plant than I would new space that independent shop owners can never afford. Why are we insisting on more growth and recognition that "we're number one" when local folks I talk to say they avoid downtown these days? (18 Likes)

- Jill Anne: Stop building. You're currently on a fast track to ruining what we love and attracted us to our community!

- Kathi Lynn Stampley: No more construction in Franklin!!!! It is beyond ridiculous now!! (9 Likes)

- Jeff Ledbetter: Ridiculously stupid.

- Rick Stults: They won't be happy until Franklin is a slick, soulless, Disneyland

- Sandy Squires Bennett: PLEASE keep the history and hometown feel of Franklin. That's why we moved here. PLEASE stop the high price specialty shops and bring back the local businesses and owners that are neighbors.

- Candace Logue: No no no

- Diana Gant Tullis: NO, Franklin has been ruined by just these types of developments.

JUN 28

Michael Phillips: Get involved in your community. #FranklinTN #EnvisionFranklin

- Amy Beckum Luker: Thank you, Michael Phillips for standing up for our community! Nashville and

Franklin will soon become an Atlanta version of traffic but none of the officials seem to care.

JUL 26

Michael Phillips: Make your voices heard. #EnvisionFranklin with more traffic!

- Robert Jackson: Eviscerate Franklin. These guys are just pimping this town out. Need to fire them all.

JUL 26

Michael Phillips: #EnvisionFranklin with even more traffic! City planners want to change the rules to allow a 33% increase in office space. #FranklinTN use your voice and #JustSayNo #TooMuchTraffic #StaySmall

- Nikki Andrews: Enough is enough. Greed is taking over.

- Sandra Hoving Engstrand: Nooooooooooooo!!!

- Rodney Taylor: We are fast losing our "little town." I'm for economic growth, but this is getting ridiculous.

- Mira Fleischman: No.....

- Chatrina Harkai: NO!!! NO!!! NO!!!

- Jennifer Starr Housley: Why don't they just let Nashville annex Franklin?...we need to get new city planners!!!!!!

- Donna Harris: NO

- Von Derry: N.O.

- Von Derry: Too packed now

- Von Derry: We can't breathe..you are smothering us..

- Jeff Ledbetter: We need to make sure our "leaders" know that we do not support their "grow at all costs" mentality. I'm not sure they will listen but we have to make a stand.

- Donna Harris: I've been expressing my displeasure for several yrs now. This grow, grow, grow, at all costs and the greed really does need to stop!

- Michelle Yount Massey: I don't believe we have the infrastructure to handle this growth, nor will it contribute to the attractiveness of this town. A more measured approach to growth seems a wiser move.

- Chris Ousley: Lunacy. Fat cats will get their way because of \$\$

AUG 21

City of Franklin: #EnvisionFranklin What would you like for Franklin's future? Attend the public meetings!

- Kerri Faulkner Harvey: The way it use to be (6 Likes)

- Connie Holt Flatt: It will never be the same wonderful, small, caring community it once was.

- Kerri Faulkner Harvey: Agree it's not historical anymore

- Michael Phillips: Less traffic. More pedestrian connectivity. Views that do not include 16 story buildings. #StaySmall (9 Likes)

- Andy Tiedt: Need to allow the city's infrastructure to catch up with growth. Mack Hatcher extension must get built soon it's strangling the west side of the city. (8 Likes)

"While growth can bring economic opportunity and prosperity, it can also fundamentally alter the established community character and quality of life due to increased traffic, influx of people, and the loss of natural resources and open space." ~ #EnvisionFranklin

Our citizens have repeatedly stated that they do NOT want to alter the established community character of Franklin. Show the people of Franklin that you are listening to them and remove the reference to increased building heights from Envision Franklin.

PLEASE DO NOT PERMIT ANY INCREASE IN BUILDING HEIGHTS.