

**ORDINANCE 2011-34**

**TO BE ENTITLED: "AN ORDINANCE TO AMEND SECTION 1-1001 OF THE FRANKLIN MUNICIPAL CODE SO AS TO REDEFINE THE BOUNDARIES OF THE FIRST AND SECOND WARDS OF THE CITY OF FRANKLIN, TENNESSEE, TO ACCOUNT FOR POPULATION GROWTH WITHIN THOSE SECTIONS OF THE CITY, AND TO MORE NEARLY EQUALIZE POPULATION WITHIN EACH WARD."**

SECTION I: BE IT ORDAINED by the Board of Mayor and Aldermen of the City of Franklin, Tennessee, that Section 1-1001 of the Franklin Municipal Code, shall be, and is hereby, amended so as to read in its entirety as follows:

Section 1-1001. City Divided into Four Wards. The City of Franklin, Tennessee, hereinafter referred to as the City, is divided into four wards, whose boundaries are as follow:

In the following descriptions of the ward boundaries, it shall be understood that the corporate limit references are those as defined in the Franklin Municipal Code appendix, Corporate Boundaries, and to ordinances of annexation and/or de-annexation as follow: 528, 533, 536, 544, 559, 567, 567, 569, 576-583, 585, 587, 605, 609, 613, 614, 618, 620, 622, 632, 633, 644, 650, 673, 674, 693, 694, 749, 750, 752, 811, 836, 873, 873A, 877, 887, 907, 922, 928, 948, 965, 980, 981, 982, 983, 988, 999, 1029, 1038, 1078, 1082, 1094, 1129, 1139, 1160, 1188, 1219, 95-62, 96-08, 96-19, 96-20, 96-36, 96-53, 98-09, 98-10, 98-11, 98-12, 98-13, 98-14, 98-17, 98-18, 98-23, 98-56, 98-57, 98-58, 99-20, 00-57, 01-13, 01-14, and 01-45 and as may be further adopted by the City of Franklin, Tennessee.

**Ward One**

Commencing at the northwest intersection of the right-of-way lines of Mack C. Hatcher Memorial Parkway (hereinafter referred to as Hatcher Parkway) and Cool Springs Boulevard, which is a point in the corporate limit line of the City, and which is also the point of beginning.

Thence following the corporate limit line of the City generally north, east, south and west to a point where the corporate limit line intersects the south right-of-way line of Murfreesboro Road; thence leaving the corporate limit line of the City west, along the south right-of-way line

of Murfreesboro Road, to the southwest intersection of Murfreesboro Road and Hatcher Parkway; thence along the west and south right-of-way line of Hatcher Parkway to the southwest intersection of Hatcher Parkway and Franklin Road; thence north, along the west right-of-way line of Mallory Lane, to the northwest intersection of Mallory Lane and Cool Springs Boulevard, and continuing along the west right-of-way line of Cool Springs Boulevard, to the northwest intersection of Hatcher Parkway and Cool Springs Boulevard, which is the point of the beginning.

### **Ward Two**

Commencing at the northwest intersection of the right-of-way lines of Hatcher Parkway and Cool Springs Boulevard, which is a point in the corporate limit line of the City, and which is also the point of beginning.

Thence following the corporate limit line of the City generally west, north, south, and west to a point in the north right-of-way line of New Highway 96 West, which is 1,500 feet west of the west right-of-way line of Carlisle Lane; thence leaving the corporate limit line of the City east, along the north right-of-way line of New Highway 96 West, to the east right-of-way line of Fifth Avenue North; thence north, along the east right-of-way line of Fifth Avenue North, to the north right-of-way line of Fourth Avenue North; thence east 200 feet, along the north right-of-way line of Fourth Avenue North, to the centerline of Sharps Branch; thence north 100 feet, along the centerline of Sharps Branch, to the centerline of the Harpeth River; thence east and southeast, along the centerline of the Harpeth River, to the west right-of-way line of Franklin Road; thence northeast, along the west right-of-way line of Mallory Lane, to the northwest intersection of Mallory Lane and Cool Springs Boulevard, and continuing along the west right-of-way line of Mallory Lane, to the northwest intersection of Hatcher Parkway and Cool Springs Boulevard, which is also the point of beginning.

### **Ward Three**

Commencing at the south right-of-way line of Old Carters Creek Pike, which is a point in the corporate limit line of the City, and which is also the point of beginning.

Thence following the corporate limit line of the City generally south, east, and north to a point where the corporate limit line intersects the south right-of-way line of Murfreesboro Road; thence leaving the corporate limit line of the City west, along the south right-of-way line of Murfreesboro Road, to the southwest intersection of Murfreesboro Road and Hatcher Parkway; thence south, along the west right-of-way

line of Hatcher Parkway, to the centerline of the Harpeth River; thence west, along the centerline of the Harpeth River, 5,000 feet; thence south 75 feet to the north right-of-way line of Lewisburg Avenue; thence west, along the north right-of-way line of Lewisburg Avenue, to the south right-of-way line of Stewart Street, if extended; thence west, along the south right-of-way line of Stewart Street, if extended, and west along the south right-of-way line of Stewart and Cleburne Streets, to the west right-of-way line of Columbia Avenue; thence north, along the west right-of-way line of Columbia Avenue, to the south right-of-way line of Ninth Avenue South; thence west, along the south right-of-way line of Ninth Avenue South, to the south right-of-way line of West Main Street; thence southwest, along the south right-of-way line of West Main Street, to the south right-of-way line of Old Carters Creek Pike; thence southwest, along the south right-of-way line of Old Carters Creek Pike, to the corporate limit line of the City, which is also the point of beginning.

#### **Ward Four**

Commencing at the south right-of-way line of Old Carters Creek Pike, which is a point in the corporate limit line of the City; thence north, along the corporate limit line of the City, to the north right-of-way line of Old Carters Creek Pike, which is also the point of beginning.

Thence following the corporate limit line of the City generally west and north to the south right-of-way line of New Highway 96 West, which is also a point in the corporate limit line of the City; thence east 6,150 feet, along the south right-of-way line of New Highway 96 West, which is also the corporate limit line of the City; thence leaving the south right-of-way line of New Highway 96 West, but continuing with the corporate limit line of the City, 2,200 feet to the north right-of-way line of New Highway 96 West; thence east, along the north right-of-way line of New Highway 96 West, to the east right-of-way line of Fifth Avenue North; thence north, along the east right-of-way line of Fifth Avenue North, to the north right-of-way line of Fourth Avenue North; thence east 200 feet, along the north right-of-way line of Fourth Avenue North, to the centerline of Sharps Branch; thence north 100 feet, along the centerline of Sharps Branch, to the centerline of the Harpeth River; thence east and southeast, along the centerline of the Harpeth River, to the west right-of-way line of Franklin Road; thence northeast, along the west right-of-way line of Franklin Road, to the southwest intersection of Franklin Road and Hatcher Parkway; thence east and southeast, along the south and west right-of-way line of Hatcher Parkway, to the centerline of the Harpeth River; thence west, along the centerline of the Harpeth River, 5,000 feet; thence south 75 feet to the north right-of-way line of Lewisburg Avenue; thence west,

along the north right-of-way line of Lewisburg Avenue, to the south right-of-way line of Stewart Street, if extended; thence west, along the south right-of-way line of Stewart Street, if extended, and west along the south right-of-way line of Stewart and Cleburne Streets, to the west right-of-way line of Columbia Avenue; thence north, along the west right-of-way line of Columbia Avenue, to the south right-of-way line of Ninth Avenue South; thence west, along the south right-of-way line of Ninth Avenue South, to the south right-of way line of West Main Street; thence southwest, along the south right-of-way line of West Main Street, to the south right-of-way line of Old Carters Creek Pike; thence southwest, along the south right-of-way line of Old Carters Creek Pike, to the corporate limit line of the City, which is also the point of beginning.

SECTION II: BE IT FURTHER ORDAINED by the Board of Mayor and Aldermen of the City of Franklin, Tennessee, that the **Ward Alderman Map** provided herewith shall be affixed as **Attachment A** of this Ordinance.

SECTION III: BE IT FINALLY ORDAINED by the Board of Mayor and Aldermen of the City of Franklin, Tennessee, that this Ordinance shall take effect from and after its passage on third and final reading, the health, safety and welfare of the citizens requiring it.

ATTEST:  
BY: \_\_\_\_\_  
**ERIC S. STUCKEY**  
CITY ADMINISTRATOR

CITY OF FRANKLIN, TENNESSEE  
BY: \_\_\_\_\_  
**DR. KEN MOORE**  
MAYOR

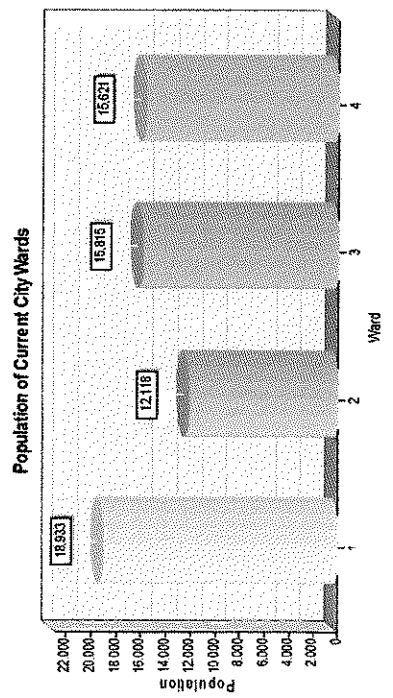
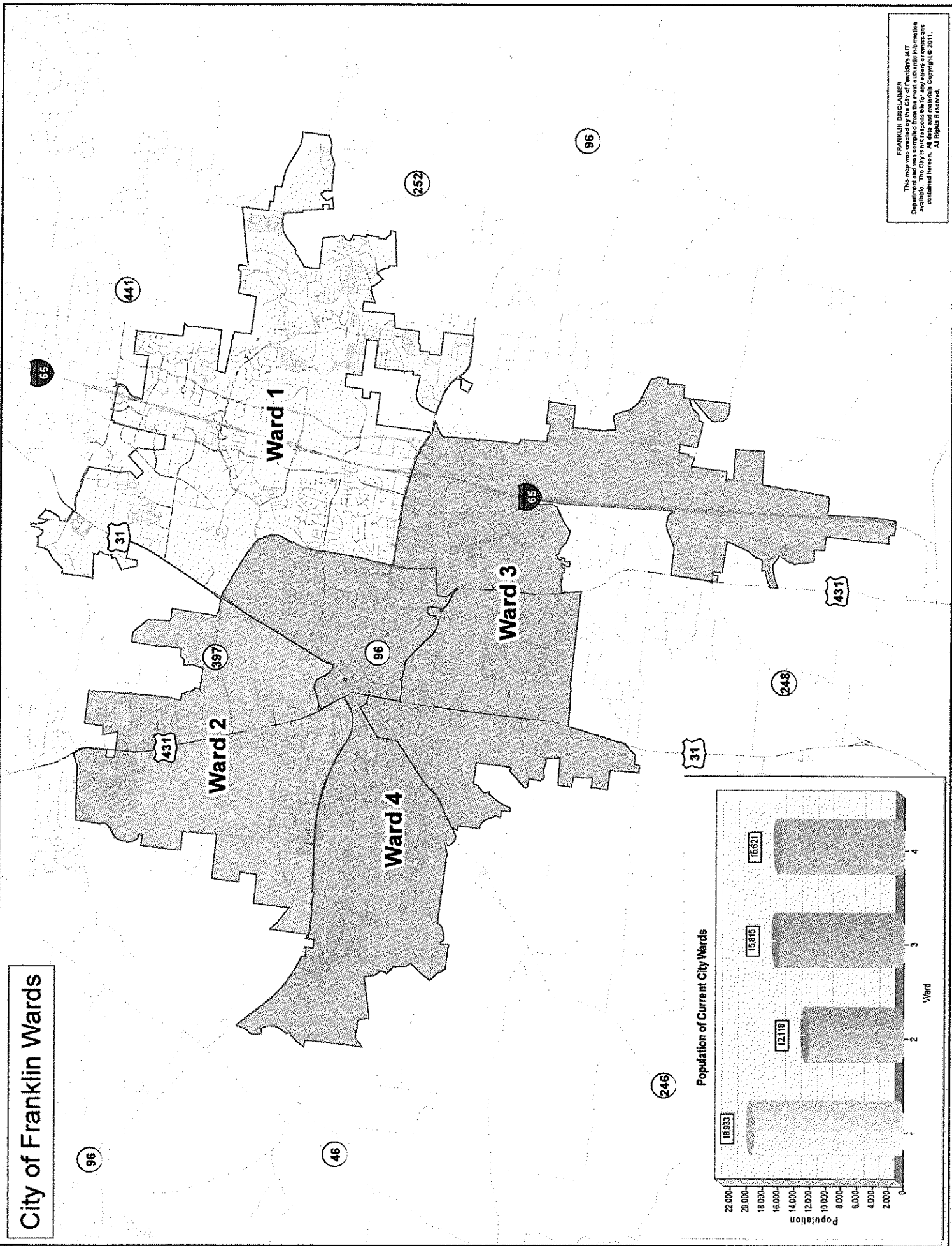
PASSED FIRST READING:

PASSED SECOND READING:

PUBLIC HEARING HELD:

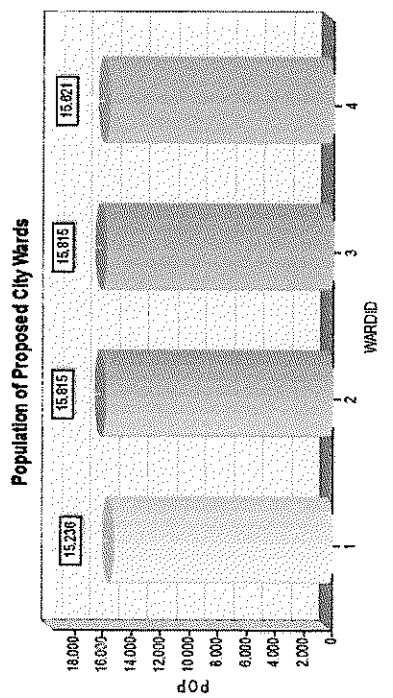
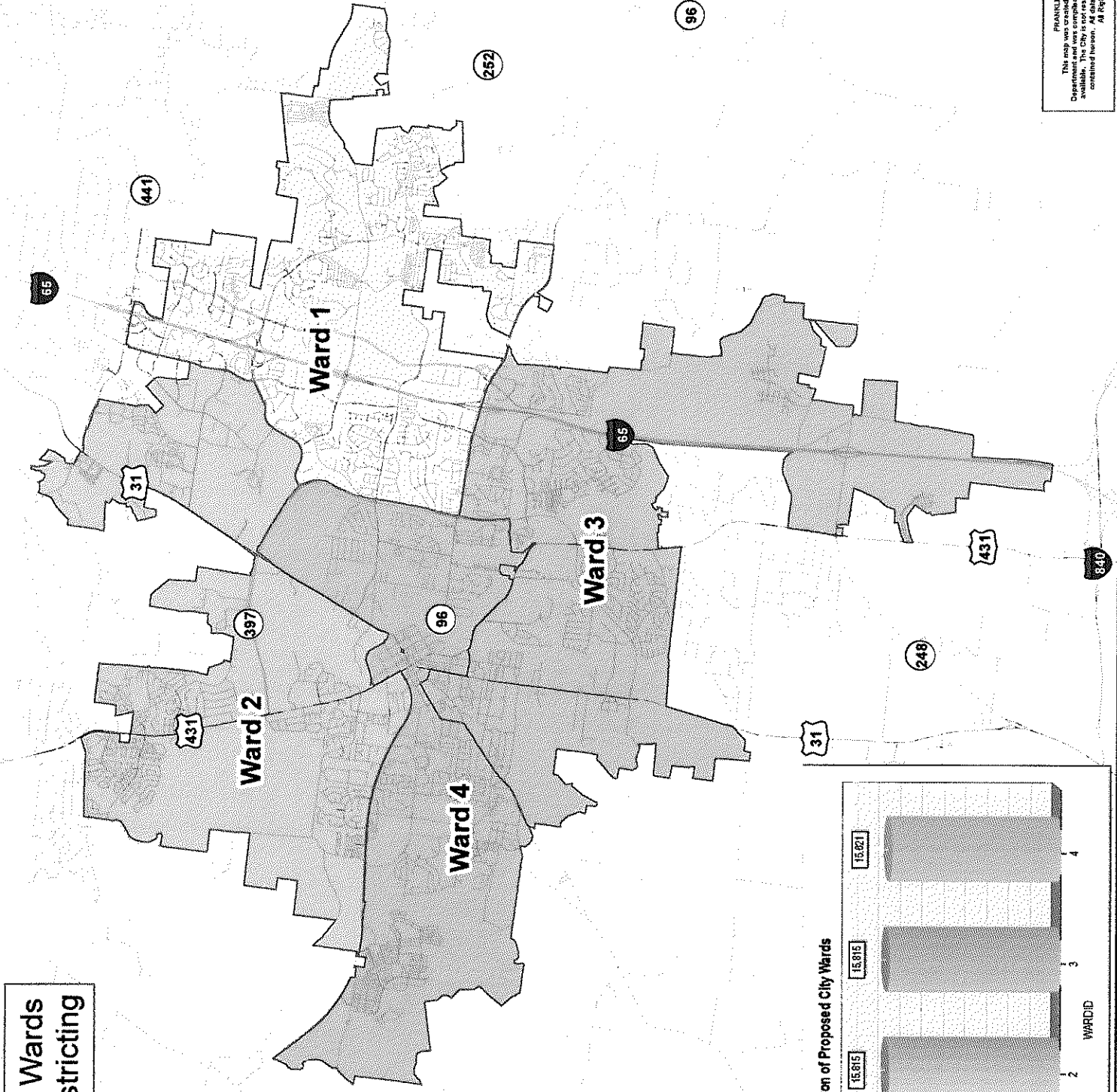
PASSED THIRD AND FINAL READING:

# City of Franklin Wards



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# City of Franklin Wards Proposed Redistricting



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HISTORIC  
FRANKLIN  
TENNESSEE

ITEM #15  
WRKS 11/08/2011

## MEMORANDUM

November 8, 2011

TO: Board of Mayor and Aldermen

FROM: Eric Stuckey, City Administrator *ES*  
Vernon Gerth, Assistant City Administrator for Community and Economic Development  
Catherine Powers, Planning and Sustainability Director

SUBJECT: Approval of Ordinance 2011-34 entitled: "AN ORDINANCE TO AMEND SECTION 1-1001 OF THE FRANKLIN MUNICIPAL CODE SO AS TO REDEFINE THE BOUNDARIES OF THE FIRST AND SECOND WARDS OF THE CITY OF FRANKLIN, TENNESSEE, TO ACCOUNT FOR POPULATION GROWTH WITHIN THOSE SECTIONS OF THE CITY, AND TO MORE NEARLY EQUALIZE POPULATION WITHIN EACH WARD."

### Purpose

The purpose of this memorandum is to provide the Board of Mayor and Aldermen with information to consider ordinance 2011-34 which would effectively realign Wards 1 and 2 within the City of Franklin to more nearly equalize population within each ward throughout the City of Franklin based on the 2010 census.

### Background

By charter, the City of Franklin provides citizen representation through a Board of Mayor and Aldermen. The Mayor and four At-Large Aldermen are elected by the full electorate on a four-year cycle. The Ward Aldermen each represent one of the City's four wards and also serve four-year terms. In compliance with the standards of equal voting rights; the City of Franklin must utilize the data found in the 2010 decennial census to ensure populations of the four wards within the city limits. The City existing ward boundaries were established by ordinance in 2001.

As of the 2010 census, Franklin's population has grown to 62,487, a 49.3% growth in the past 10 years. Based on the 2010 census count, the City's current ward districts have the following population distribution:

Ward 1: 18,933  
Ward 2: 12,118  
Ward 3: 15,815  
Ward 4: 15,621

In order to provide a relative balance and "equal voice" to Franklin citizens, it is the City's practice to adjust the boundaries so the population among the wards is generally equal. While there are many options for adjusting the ward boundaries, the most straight-forward option would be to "balance" the population size between the adjacent Wards 1 and 2. After review of the population distribution, staff has identified an option to adjust the boundary of Ward 1 to the east moving the area bounded by Mack Hatcher Parkway, Cool Springs Boulevard, and Franklin Road from Ward 1 into Ward 2. Both Ward 1 and 2 are bounded by the City's northern border. The attached maps depict both the existing ward configuration and the proposed adjustment in ward boundaries. This realignment results in ward populations as follows:

Ward 1: 15,236  
Ward 2: 15,815  
Ward 3: 15,815  
Ward 4: 15,621



HISTORIC  
FRANKLIN  
TENNESSEE

## MEMORANDUM

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### **Financial Impact**

Not applicable to this item.

### **Options**

The Board may choose to accept or amend this proposed adjustment in the City's ward boundaries. Additional options and configurations can be developed at the Board's request.

### **Recommendation**

Direction from the Board regarding the configuration of the City's Aldermanic wards is sought. The proposed re-districting (Ordinance 2011-34) is recommended based on the balance in population provided among the City's four wards.