

**MINUTES OF THE WORK SESSION
BOARD OF MAYOR AND ALDERMEN
FRANKLIN, TENNESSEE
CITY HALL BOARDROOM
TUESDAY, FEBRUARY 9, 2016 – 5:00 P.M.**

Mayor Ken Moore
Vice Mayor Brandy Blanton
Alderman Clyde Barnhill
Alderman Pearl Bransford
Alderman Beverly Burger

Alderman Dana McLendon
Alderman Margaret Martin
Alderman Ann Petersen
Alderman Michael Skinner

Department Directors/Staff

Eric Stuckey, City Administrator
Vernon Gerth, ACA Community/Economic Dev.
Russell Truell, ACA Finance & Administration
Shauna Billingsley, City Attorney
Rocky Garzarek, Fire Chief
Deb Faulkner, Police Chief
Fred Banner, IT Director
Chris Bridgewater, BNS Director
Becky Caldwell, SES Director

Lisa Clayton, Parks Director
Shirley Harmon-Gower, Human Resources Director
Mark Hilty, Water Management Director
Paul Holzen, Engineering Director
Bob Martin, Interim Planning & Sustainability Director
Joe York, Streets Director
Brad Wilson, Facilities Project Manager
Lanaii Benne, Assistant City Recorder
Andrew Orr, Planning

Call to Order

Mayor Ken Moore called the Work Session to order at 5:00 p.m.

Citizen Comments - None

WORK SESSION DISCUSSION ITEMS

1. 16 0136 Conversion of High Mast Interstate Lights to LED (Light emitting Diode) technology.

Sponsors: Andrew Orr

Mayor Moore explained that the City and its Sustainability Commission have implemented many initiatives. Both public garages now have LED lighting. The City now saves \$200,000 annually at our wastewater plant on electricity.

Andrew Orr, Sustainability Commission staff liaison, gave a presentation on High Mast Interstate LED; Joe York showed a sample of the product.

Andrew explained the lights line I-65 at the major interchanges.

Existing Conditions – All 26 poles (total of 168 light fixtures) along I-65 within the City of Franklin are maintained by the City. They are located at each interchange except Goose Creek. Three of the poles containing 16 lights have been converted to LED (Moore's Lane, Murfreesboro Road, and Cool Spring's Blvd.). In 2013, the City pursued the Generation I LED lighting due to the low energy usage and reduced maintenance; a cost savings of 43% was realized.

Recently, a Generation II LED became available. It is roughly \$1200, comes with a 5 year warranty and up to 20 year life expectancy; it is also 20% more efficient.

Board of Mayor and Alderman Work Session Minutes

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The City of Mt. Juliet currently has the LED light at exit 226 on I-40, the Providence interchange by the airport. They installed 12 high mast with four lights on each; received positive feedback. With the reduction in price, the Generation II is advantageous. The existing maintenance costs are approximately \$7,500 per year; this fee would be reduced if not eliminated. A 63% in energy usage reduction would reduce the energy bill to somewhere in an \$11,000 range. Total annual savings to approximately \$26,920.

Project will payback around year 6. This project will be eligible from the Tennessee Valley Authority (TVA) for an incentive project through their Energy Rights Solutions rebate program. TVA would commit \$10,000 - \$15,000 for the project.

Andrew added that streetlights are one of the City's largest energy users at an approximate cost \$800,000 a year in energy alone.

Alderman Skinner commended the Sustainability Commission for their work on the project.

Alderman Burger shared that this looks like a feasible project and asked if it was only for the interstate? Eric Stuckey clarified this project is for the high mast lights on the interstate; currently LED lights are being used elsewhere in the City.

Alderman Burger believes the yellow light is more conducive (4000 kelvin, the industry standard).

Andrew Orr shared that most of the downtown decorative lights are LED's. Some lights along shoulders and centers are regular lights; researching LED's for that area.

2. 16 0038 Consideration of Resolution 2015 77 Directing the Appropriation of Funds from the Housing Reserve Fund for the Purpose of Reducing the Development Costs Associated with the Construction of a Single Family Home by Habitat for Humanity of Williamson Maury County

Sponsors: Building and Neighborhood Services (BNS) and Chris Bridgewater

Eric Stuckey explained this recommendation comes to the Board through the Housing Commission. They are asking the Board to allocate \$30,000 for the Housing Reserve Fund to the development of two single family homes by the Habitat for Humanity group. Existing funding in reserve is \$86,500.

Alderman Barnhill commented that it's projects such as these for which the City collects the money.

Alderman Bransford stated this will assist the Hard Bargain neighborhood as well.

Eric Stuckey stated this is consistent with what the Board has done previously with Franklin Housing.

Alderman Martin wanted to share that she has received emails on this item; wants to make clear this is not the affordable housing issue.

Alderman Burger asked an explanation be given on where the funds come from.

Mayor Moore explained an inclusionary housing ordinance goes into effect when a PUD comes back for additional density. When the developer comes back for additional density, they have a choice to put a certain amount of money (based on the lot price) into the affordable housing fund or to build an affordable workforce unit. Up to this point, no known units have been built, only financial contributions. In this past year, this fund has assisted with the building of over 50 units to date. The funds have been used as tap and access fee offsets. Also, the City's 'Round-up' program supports this effort.

3. 16 0124 *Consideration of Ordinance 2015 71 To Be Entitled "An Ordinance to Rezone .4578 Acres from Specific Development Residential (SD R 0) District to Office

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**Residential (OR) District for the Property Located at 1102 West Main Street.”;
Establishing a Public Hearing On March 8, 2016 (01/28/16 FMPC 8 0) FIRST OF THREE
READINGS**

Sponsors: Franklin Municipal Planning Commission and Josh King

Josh King stated that 1102 West Main Street is currently being used as a single family residential dwelling unit. The owners have requested an OR (office residential) zoning district. OR is the least intensive non-residential zoning district the City has available. Uses allowed in this district are intended as a transition from single family residential to commercial uses.

Alderman Petersen added that there are similar such uses there now.

4. 16 0125 *Consideration of a Professional Services Agreement (COF Contract No. 2016 0015) with Barge Waggoner Sumner & Cannon, Inc. for the Preliminary Engineering Phase (Environmental Only) for the Columbia Avenue Widening Improvements Project in an Amount Not to Exceed \$1,070,450.00 (01/28/16 CIC 4 0)

Sponsors: Engineering

Eric Stuckey explained this item was introduced at the Capital Investment Committee meeting. Staff and committee wanted to bring it to the work session due to the high dollar amount and for the high profile nature of the project. This is the Professional Services Agreement for the preliminary engineering effort for Columbia Avenue improvements.

Paul Holzen explained the process which includes the project scope, collecting traffic data, and the four alternatives for the Board to consider. Plan to develop this process and present to the Board and residents. After that, the Preliminary Phase for the engineering, right of way, final design, and then final bidding phase.

Alderman Barnhill; this project is a federal/state project that the City may be doing some design work on. Stated that Columbia Avenue certainly needs widening.

Alderman Skinner agrees with Alderman Barnhill. The section needs assistance, and not just due to rush hour congestion. Asked for estimates for project

Paul Holzen answered this is a \$20,000,000 project on Columbia that will improve that area.

The Transportation Planning report approved sidewalks and bike lanes.

5. 16 0160 *Consideration of Road Impact Fee Offset Agreement (COF Contract No 2015 0418) with SouthStar, LLC for Arterial Roadway Improvements to Liberty Pike (Carothers Parkway to Knoll Top Lane.

Sponsors: Paul Holzen

Eric Stuckey shared that this is an opportunity to work with developer at the time that they are doing their infrastructure, including capacity improvements.

SouthStar, LLC submitted a Traffic Impact study in November of 2015. It revealed there are needed improvements at the intersection of Mallory Lane, North Royal Oaks Blvd. and Liberty Pike. Also reserving right of way for future expansion of Carothers. Staff agrees SouthStar should be responsible for widening Liberty Pike fronting the area of their development. Any impacts of the intersection would be looked at for funding through the capital plan – working with the Board long term and getting \$2.8 million funding in place.

Eric Stuckey commented that the study indicated that these improvements might be triggered later in the development cycle, but given the magnitude of what's coming out there and Columbia State coming to the area, it makes sense to have this happen sooner than later.

Alderman Skinner asked if improvements to the Mallory-Liberty intersection will be funded by the City; Eric Stuckey explained staff would also look at capturing future impact fees from other

developments in that area. More of a regional project; looking at how impact fees could improve that area.

Ralph Knauss with SouthStar introduced himself. He explained that SouthStar is working with the State Board of Regents to fund half of the roadway. The final plans were approved by the Engineering department and are now being priced by multiple site and roadway contractors. He expects final pricing within 20 days and the intent is to have the roadway open for the grand opening of Columbia State. Mr. Knauss confirmed this funds the widening, not the traffic signal or turn lane.

6. 16 0161 Discussion concerning the SR96 East Sidewalk Project (Pinkerton Park to Mack Hatcher Parkway Project)

Sponsors: Paul Holzen

Eric stated staff has been working on this project as part of the Capital Improvement Investment program and shared that grant funds did not get awarded for this project. If grant would have been awarded, it would have cost the City an 18 month delay. The Board can now move forward with it as a local project. Tonight's purpose is to share information regarding the 5 foot sidewalk vs. the 10' plan. That has been designed based on prior Board guidance.

Clay Perry, 430 Main Street; upset that multi-use trail has been taken out of the plan; feels it could have been used in place of the proposed 10' sidewalk.

David Tichenor, 711 Murfreesboro Road; home effected with sidewalk coming through. Met with homeowners from Mack Hatcher to Pinkerton park; everyone is for a sidewalk, but not willing to give up so much land. Flooding is also a concern.

Kathy Sauder, 119 Yorktown Drive resident; for multi-use connectivity.

Megan Hyatt Miller, 422 Murfreesboro Road; Desire for safety and people to bike safely. Move project forward that would be a win for everyone.

Stacey Perry, 226 Gloucester St. in Yorktown; Love connectivity, want to be able to connect the City; enjoys trails.

Patrick Sauder, 119 Yorktown resident; has taken bike paths from downtown to rec center. He has a hard time on Murfreesboro road using bikes. Multi use path to connect Franklin would be great.

Dan Haseltine, 117 Yorktown; resident for 23 years; sees people coming down for festivals on areas with no sidewalks.

Alderman Barnhill believes this is intended as a discussion for a design of a ten foot wide path design vs. a 5 foot design. Eric Stuckey stated that a ten foot design was directed by the Board.

Alderman Barnhill noted that people in attendance voicing comments are stating their preference for or against a sidewalk; the discussion is a 10 foot wide trail with bike path or 5 foot sidewalk w/out bike path.

David Braud, 225 Gloucester St. in Yorktown; walks to work every day to Handy Hardware.

Expressed need for sidewalk; concerned that if the river walk is in jeopardy, he supports a ten foot trail. The more the City can accommodate bikers and pedestrians, the better quality of life.

Darrell Darnauer, 609 Murfreesboro Road – all for a walking path into town. Impacts his property by approximately 30 feet. Suggests putting the trail on the other side of 96 to save approximately \$500,000. Stated there are 30 plus homeowners on his side, hundreds on the other side.

Jon Puncochar, 216 Pebble Glen; asks to get something done fast due to safety issue. Would be in favor of getting *something* in.

Edye Bisagno, 707 Murfreesboro Road; if no grant money is approved for 10 foot, could something be built in between 5 and 10 foot?

Aaron Kirchner, 636 Bonnie Place; Resident off Ralston Lane – supports 10 foot plan and has empathy for those impacted with sidewalk. Feels importance is installing something as soon as possible; is a 5 foot now possible, with expansion later?

Matt Dunn – 701 Murfreesboro Road; excited for potential sidewalk. Has flood issue concerns for residents most effected on north side of Murfreesboro road due to very steep ditches.

Paul Holzen shared that CDM Smith has evaluated this project within the last 6 months and they have determined the ‘filling’ as part of this project has almost no impact. Out of all 30 properties, there is one property that has a slight increase (less than half a foot), but this property is an issue with the flood waters from Ralston Creek, not Harpeth River. It also does not bring that house into the flood plain. Does not recall the address.

Lisa Tichenor, 711 Murfreesboro; feels the meeting a year ago proposed 5 foot sidewalks; this year it is proposed as a 10 foot trail without notification to homeowners. Concerned with risks of flooding and intrusiveness to property;

Kara Christensen, 427 Murfreesboro Road; would love 5 foot sidewalks. Concerns are beautification and safety (with relations to residents pulling out of driveway).

Mindy Tate 1115 Carnton Lane; Executive Director – Franklin Tomorrow. We are citizens living together. Sometimes these issues are for the “we” as a City. Vision City trips to places such as Carmel, Indiana and Greenville, South Carolina have seen many significant plans of sidewalks and trails, river walks and greenways. Reminds the Board of the Visioning process from 2011 when the citizens responded that the number 1 priority for the future of Franklin was implementation of the City’s master plan and streetscape, and development of contiguous sidewalks and trails for walking and bicycling. The 2013 Transportation survey said 77% said major improvements were needed on major corridors such as State Route 96, Mack Hatcher, Hillsboro Road and Columbia Pike. 87% said they would use them more. We’ve got to get started; encourages the Board to not take more time.

Mr. Tichenor – will the City stand behind the CDM Smith study? If we do see flooding, how will the City respond?

Berkley Nance, 421 Murfreesboro Road; Favor of Right-of-Way not in front yard.

June Crowell, 410 Murfreesboro Road; expresses favor of sidewalk on south side of Murfreesboro Road; need connectivity, but respective of property owners.

Alderman Skinner asked Paul Holzen for a cost difference between a swale or curb and gutter.

Paul Holzen responded that the initial estimate was calculated off of the proposed 5 foot sidewalk; staff will need to go back and analyze if you want to see detailed options. 17 utility poles would need to be removed and relocated if the curb and gutter plan is chosen. The original estimate was between \$7,000 and \$10,000 per pole (x 17 poles).

Alderman Skinner expressed a 10’ trail would be a substantial connection for area with trails already. Asked which is more important – safety of people walking or kids on bikes? If we’re not interested in multi-trail, he questions why the rest of tax payers are helping pay for this? It’s only an improvement then. Asked to see the comparison numbers.

Vice Mayor Blanton offered that she supported this on moving it up on the Capital Improvement projects list. Stated she is in favor of reducing it to a 5 foot sidewalk after Eddy Lane to downtown. She has concerns with liability issues and wishes to receive clarity to her questions. Asked the difference between easement and right-of-way, and how that changes the rules for responsibility as a property owner. Also questioned the responsibility of mowing and reimbursement for property owners.

Alderman Bransford has a concern with area flooding. Paul Holzen reiterated there is one home affected and he will look into the address of this property. Again, it is the Ralston Creek tributary that affects said property, not the Harpeth River. Alderman Bransford also questions the width; believes if kids can’t bike on what goes in, she has a problem. She asked if an 8 foot trail is feasible for cyclists to which Paul Holzen answered, ‘8 foot is minimum’. He also added

that the Municipal Code prohibits skateboarding on sidewalks, but not bicycling. 10' is the basic standard. Alderman Bransford confirmed that a 5' sidewalk does not prohibit bikes.

Alderman McLendon stated that the power of eminent domain should be used sparingly and should be used carefully to address community needs and seldom wants. Recreation walking trails along a river are more wants than needs. Sidewalks that directly connect and follow roadways are needs. Eminent domain is great when you get what you want on someone else's property. The residents want transportation options; they don't want a ten foot pathway within yards of the front door. Let's do something that serves the good and enhances community, not one that just runs roughshod over people. Wants to see cost differences. Has a hard time using eminent domain to get an amenity as opposed to a necessity that would function largely the same for most people. If you're walking it doesn't matter 5 feet or 10 feet; bikes use the sidewalk frequently in his residential area.

Alderman Martin says she will not support the 10' sidewalk from Eddy Lane to Pinkerton Park. Alderman Petersen expressed that January of this year is when people understood the project was for a 10' trail as opposed to a much smaller number than last year's presentation and discussion. She stated that the area from Ralston into downtown is mostly in flood plain. The concern mentioned regarding mowing and height of sidewalk vs. yard concerns her as well. Liability was mentioned; would like to learn more of this aspect.

Alderman Burger asked if the property is in a right-of-way, is there a need for eminent domain to which Paul Holzen answered there is not. Eric Stuckey confirmed none of this project is in the right of way, it's all in easement areas (except the area immediately adjacent to the intersections).

Alderman Burger asked if there is to be an assessment to home owners. Eric Stuckey answered that the practice has not been to do that. The ordinance provides the option, but does not require it and it has not been the practice to do so. The sidewalks that have been installed in existing neighborhoods has been paid for by the City, not the homeowner.

7. 16 0103 Consideration of Lease Agreement with Williamson County Government (Parks and Recreation Department) for use of Fieldstone Park (COF Contract 2016 0011).

Sponsors: Lisa Clayton

This item was acknowledged and referred to the February 23rd Board meeting consent agenda.

8. 16 0169 Follow up presentation and general discussion on recommended revisions to the City's Parkland Dedication Ordinance.

This item was deferred to February 23rd work session.

Other Business

None

Adjournment

Work Session adjourned at 6:50 p.m.

Dr. Ken Moore, Mayor

Minutes prepared by Lanaii Benne, Assistant City Recorder, Administration Department