
**MINUTES OF THE WORK SESSION
BOARD OF MAYOR AND ALDERMEN
FRANKLIN, TENNESSEE
CITY HALL BOARDROOM
TUESDAY, JANUARY 24, 2017 – 5:00 P.M.**

Board Members

Mayor Ken Moore	P		
Vice Mayor Pearl Bransford	P	Alderman Dana McLendon	
Alderman Clyde Barnhill	P	Alderman Margaret Martin	P
Alderman Brandy Blanton	P	Alderman Ann Petersen	P
Alderman Beverly Burger	P	Alderman Michael Skinner	P

Department Directors/Staff

Eric Stuckey, City Administrator	P	Lisa Clayton, Parks Director	P
Vernon Gerth, ACA Community/Economic Dev	P	Chris Clausi, Assistant HR Director	
Kristine Tallent, ACA/CFO	P	Mark Hilty, Water Management Director	P
Shauna Billingsley, City Attorney		Paul Holzen, Engineering Director	
Rocky Garzarek, Fire Chief	P	Jonathan Marston, Engineering Assistant Director	P
Deb Faulkner, Police Chief		Emily Hunter, Planning & Sustainability Director	P
Fred Banner, IT Director		Joe York, Streets Director	
Chris Bridgewater, BNS Director	P	Lanaii Benne, Assistant City Recorder	P
Becky Caldwell, SES Director		Linda Fulwider, Board Recording Secretary	P

Call to Order

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

Citizen Comments

No one came forward to speak

WORK SESSION DISCUSSION ITEMS

1. **17-0038 Introduction of Valencia Breckenridge, CEO of Graceworks**

Eric Stuckey, City Administrator

Valencia Breckenridge, CEO of Graceworks, was introduced. She is from Chicago and came to Franklin in November 2016. Previously, she was with Feed My Starving Children. Ms. Breckenridge gave a brief history of Graceworks and said the people in need that come to them are called Neighbors, not Clients. They are a faith-based, non-profit entity for those in need. In 2016 they provided around 1,000 meals for Thanksgiving and Christmas. They also provided discounted Christmas shopping, and gave school children over 20,000 light meals and snacks to be used over weekends. There are offices in Franklin and Fairview. Their thrift store provides 39% of their income. She encouraged people to check out their events and the impact of their services at www.graceworksministries.net. Ms. Breckenridge said she has been warmly welcomed in the community and enjoys the southern hospitality.

2. **17-0055 Consideration of COF Contract 2016-0369, City of Franklin Special School District Property Master Planning Scope of Work.**

Lisa Clayton, Parks Director

Robert Blair and Dr. David Snowden, Franklin Special School District, and Mary Vavra, Barge Waggoner were introduced.

- ▲ Lisa Clayton: Since the 2015 Master Plan, staff looked at how schools use City parks; for field days and other events. They need to have their own facilities. Those facilities can also provide the City with extra places for activities. The Concept Plan was presented to the FSSD Board last night. They have land that can be used/transformed into playgrounds, ball fields and such that are in close proximity to City parks making it feasible for future joint use facilities.
- ▲ Dr. Snowden: said FSSD is excited about a potential partnership. Green space is limited and it could be better utilized. The School Board is favorable to the plan and that it will be a partnership for the betterment of the community.
- ▲ Mary Vavra referred to Attachment A for Freedom Middle School, Freedom Intermediate School, and Johnson Elementary School sites. Paige Cruse will take the lead by going out and talking to the schools. There will be public meetings, and a core planning group, yet to be named, will bring it back to BOMA.
- ▲ Eric Stuckey: There will be a joint use agreement with FSSD for use of property, plus a specific plan outlining opportunities. He is hopeful there will be an outcome over the next six months.

Questions and Comments

- ▲ Want to make sure the sidewalk projects in that part of the City keep moving along.
- ▲ Have they looked at location feasibility for joint use and the accessibility for City residents?
Response: They will look at that as this project progresses.
- ▲ The Freedom Schools are in close proximity to Jim Warren Park.
- ▲ In addition to Paige Cruse as leader of the core planning group, there will be coaches from City programs and schools that utilize the spaces, PTA parent groups, the community of the FSSD, and others.
- ▲ Lacrosse teams play at Jim Warren Park. There are a lot of rentals. Could utilize the properties for more baseball fields, playgrounds for after school hours. There are many things to work out.
- ▲ Liberty Elementary has a track that could be used. Some people use it now. Also, Moore Elementary. Let people know they are accessible.
- ▲ Many can enjoy school playgrounds since there are so few neighborhood parks.

3. 17-0036 ★**Consideration of RESOLUTION 2016-92, a Resolution Acknowledging the Letter of Agreement between the Tennessee Main Street Program and the Downtown Franklin Association.**

Eric Stuckey, City Administrator

This has been done in the past. There is no cost to the City. The goal in 1984 was to revitalize and make Downtown Franklin special.

4. 16-1100 **Consideration of Event Permit for the Pilgrimage Music and Cultural Festival on September 22-24, 2017 at the Park at Harlinsdale Farm.**

Lisa Clayton, Parks Director

This is the third year for this festival. Brandt Wood, Festival Producer, and Lauren Anderson, Office Manager were present.

Mr. Stuckey mentioned the ordinance that places a 365 day limit on scheduling events. The ordinance will be modified to allow certain large scale events to book further out.

5. 17-0054 **Presentation of Year End Development Activity – Permit Fees, Permits Issued, Value of Investment in the Community.**

Eric Stuckey, City Administrator

Vernon Gerth, ACA Community & Economic Development

Lynn Osland, Development Services Operations Analyst

Lynn Osland gave the following report:

2016:

- Total # Building Permits issued: 9,016
- Increased online inspection scheduling: 42% to 87% (huge time saver over scheduling by phone)
- Projects reviewed at One-Stop: 932
- Dwelling Units: 1,657, of these 722 were single family homes, and 935 were multi-family and townhomes.
- Total Valuation of Building Permits: \$774,442,058

2012-2016:

- 2016 significantly bigger year than other years with valuation invested in the community.
- Non-residential permits issued in 2016 were more than twice over past years because of the large office developments such as Franklin Park and Berry Farms.
- Total Estimated Valuation of Building Permits 2012-2016: \$2,574,325,532.

6. **17-0067 Consideration of DRAFT ORDINANCE 2017-02, “An Ordinance to Amend Various Sections of Chapter 4 of Title 16 and Chapter 16 of Appendix A of the Franklin Municipal Code Concerning Road Impact Fees.**

Eric Stuckey, City Administrator
Vernon Gerth, ACA Community & Economic Development
Paul Holzen, Engineering Director
Jimmy Wiseman, Engineering Assistant Director
Lynn Osland, Development Services Operations Analyst

Mr. Stuckey said development helps pay its way through a series of different impact fees. Those fees are not covering enough of the costs. Incorporating collector roads into the Road Impact Fees in some way would help cover those costs. Staff received input from the development community and drafted an ordinance to present to BOMA for further discussion.

- Vernon Gerth asked for BOMA’s guidance on whether to add collectors, and if so, at what percent. The consultant recommended 25%, 50% or 75% to ensure new development pays its share. Development activity is significant, traffic is an issue. Looking at how to generate different types of revenue to increase capacity on roadways. If collectors are included at 100%, that is just a fraction of what it costs.
- Lynn Osmond said a summary of all fees is included to be transparent, and there are three different examples of costs, all including 50% collectors. Proposal for water tap fees is based on actual use; same for sewer tap fees.
- Development Impact Fees:

Water Tap Fees	
Current	Based on meter size
Proposed	Calculation based on flow 350 GPD = 1 ERU
Sewer Tap Fees	
Current	Based on meter size
Proposed	Calculation based on flow 350 GPD = 1 ERU
Road Impact Fee	
Current	Assessed on new development, also applicable to change in use of property, to assure provision of adequate arterial road improvements or expansions to serve such new development
Proposed	Includes the addition of collector roads.
Facilities Tax	
Current	Proportionate tax based on need for additional facilities created by new development and additions that extend beyond the original building envelope.
Proposed	No changes proposed. Used to fund capital improvements made necessary by new growth including park, police fire safety and sanitation facilities.
Parkland Dedication	
Current	Payment in Lieu of Dedication of Public Land for Parks and Greenways/Blueways – Residential or Mixed-use developments shall dedicate land to the City for use as public parks or Greenways/Blueways, or payment may be made in-lieu of the dedication of land.
Proposed	Calculation includes both Land Dedication and Park Development or Proportionate fees,
Education Facilities Impact Fee	
Current	Purpose is to meet the proportionate demand of new residential development for expansion or additional education facilities
Proposed	Paid directly to Williamson County. Full assessment to be implemented September 1, 2017
Williamson County Privilege Tax	
Current	A tax on residential development to ensure that new development pays a proportional share for the cost of new and expanded public facilities made necessary by such development.
Proposed	No changes proposed. Paid directly to Williamson County.

Examples were reviewed (all included 50% collectors):

- Current and Proposed One Single Family Detached Dwelling

- Current and Proposed Single Family Subdivision – 50 Lots
- 100,000 SF Office Building (Shell)

Discussion:

- Current Road Impact Fee rate \$4,911 for One Single Family Detached Dwelling. Proposed rate is \$6,581.
- New Ordinance is more incentivized.
- Mr. Stuckey explained why the Williamson County Education Fee is different for development Inside FSSD and Outside FSSD. They expect 11,000 additional students by 2020-2021.
- For the 100,000 SF Office Building, current Road Impact Fee is \$463,200; proposed fee is \$621,700 (including 50% collectors)
- The ordinance includes 50% collectors in the fee. Exhibit A shows the four service areas in the City. 50% collectors will not make up the cost; not even 100% would take care of it all. 100% at one time would create “sticker shock” to pass on to a buyer.
- What is the required commitment on the City’s part once the fee is collected? How much more is needed to build these projects? How much would come from each district and if the fees can only be used within the district, see if those are the districts that need collectors. There are so many collectors in a development paid for by the developer. Are we expecting the developer to pay for roads inside and out, how many need to be upgraded outside the development.
- Developers often don’t have collector roads inside a development. Value of the right-of-way and construction cost to be included in the formula in future.
- The developers understand traffic is a problem and Road Impact Fees aren’t the only source of revenue. Maintaining the quality of life in the community is important. How do we address real and perceived problems of traffic?
- Alderman Blanton: Developers pass along the cost to the homebuyer and that changes the demographics of who buys the homes in future. It changes Franklin because it takes out those who grew up here but can’t afford to live here. Some homes may sit idle because there is no one to buy homes with such high prices. Affordability is an issue.
- Alderman McLendon: This conversation needs to be bound to commitment on our part to allow for the density required to do affordable homes. We cannot pass enough impact fees to buy enough asphalt to do our roadways. We need to commit to a real policy that allows market-driven affordable homes. He’s been sitting here for 20 years saying the same thing. Need to keep fees updated, yes, but need to discuss a solution to the problem.
- Alderman Bransford: Pleased to hear about multi-price point homes, and to hear comments about lower price point housing. She echoed Alderman McLendon’s comments and is willing to work on that.
- Mayor Moore advised Mr. Wiseman will bring this draft ordinance back for more discussion.

7. 17-0057 Presentation on Preliminary Design Options for the Columbia Avenue Widening Project.
Jonathan Marston, Assistant Director Engineering
Paula Harris, Barge Waggoner
Daniel Spann, Barge Waggoner

A preview of what will be presented at the next public meeting was presented:

Project Development Process

- Planning
- Environmental (now finishing the Environmental part)
- Design
- Right-of-Way
- Construction

What's Happened Since May?

	Design	NEPA	Public Involvement
May 2016			Project information letter Public Meeting #1
June 2016		Ecology Survey	Summary report of comments received
July 2016		Archaeological Survey	
September 2016	Data Collection, Field Survey and Mapping	State and Federal Environmental Agency Coordination Submittals and Approvals (4 out of 7 submitted to date)	
October 2016	Traffic Analysis and Report		
January 2017	Potential Concept Layouts		Public Meeting #2

- Attendance at the May meeting: 110
- Comments (including emails and mail ins): 126
- Ms. Harris related they have 13 one-on-one conversations scheduled between Wednesday and Friday this week.

Summary of Comments:

- Side Street Driveway and Access Operations
- Sidewalk, Bikeway and Beautification – most are in favor of sidewalks and bikeway
- Business Impact
- Right-of-Way
- Median – majority of comments against a median
- Construction disruptions
- Timeframes
- How to get through the corridor during construction

Five-Lane Roadway Concept

- Traditional five-lane roadway: Two through lanes in each direction with a two-way center turn lane. Few, if any, left turn or driveway restrictions. Additional turn lanes provided at side roads and intersections as needed.
- Signalization maintained and a potential additional traffic signal at the intersection of Columbia Avenue and Confederate Drive will be studied.
- Mainline travel time and delay expected to improve or be maintained. Side road and driveway travel time and delay worsen or remains poor. Additional improvements and modifications required to achieve City's minimum operational standards at all intersections and driveways.
- Expected crash rate and severity anticipated to increase.
- Additional bicycle and pedestrian facilities included.
- Bike and pedestrian six-foot sidewalk on one side and 10-foot on the other side.

Four-Lane Median Divided Concept

- Traditional four-lane roadway: Two through lanes in each direction with a 16-foot center median. Left turns and additional laneage provided at signalized intersections, side roads and select locations
- Right-in/right-out movements allowed at unsignalized side roads and driveways with U-turn operation supported and designed at signalized intersections.
- Signalization maintained and a potential additional traffic signal at the intersection of Columbia Avenue and Confederate Drive will be studied.
- Mainline, side road, and driveway travel time and delay all expected to improve.
- Expected crash rates and severity anticipated to be reduced from the five-lane concept.
- Additional bicycle and pedestrian facilities included.

Roundabout Concept

- Existing traffic signals and key intersections replaced with multi-lane modern roundabouts. Two travel lanes in each direction provided between intersections separated by a narrow median.
- Right-in/right-out movements allowed at side roads and driveways between roundabouts with U-turn operation supported and designed at each roundabout.
- Mainline, side road, and driveway travel time and delay all expected to significantly improve with crash rate and severity for all users expected to be reduced.
- Cross section and expected right-of-way impacts between intersections reduced.
- Multi-use path and sidewalks for bicycle and pedestrian facilities with increased pedestrian facilities at major intersections and roundabouts.

Comments:

- Alderman Skinner asked if the bottlenecks at each end – Downs Boulevard and Mack Hatcher and Columbia Avenue South would just extend. Jonathan Marston replied they are looking at both ends and how the transitions are managed.
- Alderman Burger asked for modeling that concentrates on moving traffic.
- Alderman Petersen asked if it is part of the ultimate plan to go all the way to Spring Hill.

- Mr. Marston related TDOT is responsible for that portion and they tend to do five-lane or four-lanes in County portions of the roadway.

8. 17-0066 Discussion of Proposed RESOLUTION 2015-87 to Re-Purpose Excess Water and Sewer Taps from City-Owned Undevelopable Parcels. 2017-04

Chris Bridgewater, BNS Director

Kathleen Sauseda, Housing Development Coordinator

The Housing Commission has identified one of the barriers to the construction of new affordably priced homes is the cost of the water/sanitary sewer “tap” fees. The Commission is asking for the approval of their proposal to offer water and sanitary sewer access fee credit(s) to entities building deed-restricted affordable housing, provided abandoned water and sanitary sewer taps (SFUES) are available. Staff recommends approval of this proposal.

There are 30 different properties that were obtained for a variety of reasons and the buildings have been demolished. There are 17 water taps and 30 sewer taps available.

9. 17-0056 Results of the 2016 Citizens Survey

Eric Stuckey, City Administrator

Kristine Tallent, ACA/CFO

Michael Walters Young, Budget & Analytics Manager

Deferred due to time restrictions.

Other Business

None

Adjournment

Work Session adjourned @ 6:40 p.m.

Dr. Ken Moore, Mayor

Minutes prepared by: Linda Fulwider, Board Recording Secretary, City Administrator’s Office - updated 10/24/2017 10:12 AM