

**MINUTES OF THE WORK SESSION
BOARD OF MAYOR AND ALDERMEN
FRANKLIN, TENNESSEE
CITY HALL BOARDROOM
TUESDAY, JUNE 14, 2016 – 5:00 P.M.**

Mayor Ken Moore	P		
Vice Mayor Brandy Blanton	P	Alderman Dana McLendon	P
Alderman Clyde Barnhill	P	Alderman Margaret Martin	P
Alderman Pearl Bransford	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	
Vernon Gerth, ACA Community/Economic Dev.	P	Shirley Harmon-Gower, Human Resources Director	P
Russell Truell, ACA Finance & Administration	P	Mark Hilty, Water Management Director	
Shauna Billingsley, City Attorney	P	Paul Holzen, Engineering Director	P
Rocky Garzarek, Fire Chief		Bob Martin, Interim Planning & Sustainability Director	P
Deb Faulkner, Police Chief		Joe York, Streets Director	P
Fred Banner, IT Director	P	Brad Wilson, Facilities Project Manager	
Chris Bridgewater, BNS Director		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

Sister Cities 2016 Youth Exchange – Bad Soden, Germany

- ▲ Patricia Kriebel and Corissa Wiest with Sister Cities and some of the students who participated in the two-week exchange in Bad Soden were present. Bad Soden will soon become a Sister City to Franklin. Each student spoke about the experience: Connor Snackenber, Independence HS; Charlotte Langbo, Brentwood HS; Summer Stille, Independence HS; Amelia Mitchell, Franklin HS; Hanna Sylva, Franklin HS; Maddie Barrett, Franklin HS; and, Maris Goodwin, Franklin HS. Four other students who were not present made the trip as well: Johnathan Arnold, Claire Elliot, Sara Fest, and Allison Segard.

The recurring theme of their comments was how much fun it was! Other comments: the excellent quality public transportation system and recycling program, learning about another culture, historic places they visited, everyone rides bicycles, and the similarities to Franklin. They thanked the City for the opportunity.

Karen Mauldin, Franklin HS teacher and chaperone for the group, talked of the difference in perspective staying with a German family. She added that the German people were very welcoming and hospitable. They love Americans, and they are closely following our presidential election. Ms. Mauldin thanked the Board and the City for making this program possible.

East McEwen Drive Improvements

- ▲ Dominique Piot, 1261 Habersham Way, McKay's Mill HOA: Expressed concerns regarding the dangers of traveling McEwen; there have been multiple accidents. Residents of the 1,400 homes in the area are concerned. He understands the project is number 1 on the capital projects list. He hopes it stays there.
- ▲ Audrey Koss, 1704 Players Mill Road, McKay's Mill: Her two small children attend Clovercroft Elementary and she goes to the school a lot as do other parents. It is a long, winding road that is dangerous. From her young daughter's perspective the bus ride is the highlight of her school day because it is like riding a roller coaster.

WORK SESSION DISCUSSION ITEMS

- Deb Faulkner, Police Chief**

2. **16-0460** Consideration of RESOLUTION 2016-25, To Be Entitled“; A Resolution Approving a Revised Development Plan for the Berry Farms Town Center PUD Subdivision, for the Property Located East of Lewisburg Pike and North of Goose Creek Bypass”; Establishing a Public Hearing for July 12, 2016.

Josh King, Planning & Sustainability Department

3. 16-0469 ★Consideration of ORDINANCE 2016-005, To Be Entitled: “An Ordinance to Amend Various Chapters of The City of Franklin, Tennessee Zoning Ordinance Pertaining To The Approval Of Development Plans, Site Plans And Vested Property Rights”; Establishing a Public Hearing for July 12, 2016.

Mr. Svoboda explained this is a text amendment discussed at the Joint Conceptual Workshop and is in three parts. The Vested Property Rights Act of 2014 (VPRa) created statewide standards for vested property rights and established specific requirements and timeframes for the creation of vesting periods. Once a vested property right is established under the provisions of the VPRa, the development standards in effect on the date of approval of the plan will remain the development standards applicable to a project throughout the established vesting period.

1. Chapter 1 to add a new Section for Vested Property Rights to specifically identify the types of plans approved by the City on, or after, January 1, 2015, that will cause a vested property right to be established and identify what constitutes approval of those plans.
2. Chapter 2 to revise the Specific Development Review Procedures in Chapter 2 for Planned Unit Developments (PUDs) and Site Plans in order to add the VPRA standards pertaining to Vesting Periods and Time Limits and to update the procedures for amendments.
3. Chapter 8 to add definitions for several words/phrases referred to in the VPRA.

- ▲ Questions regarding what happens when a project is stalled and not completed or a company goes bankrupt and the property changes hands. There is always the ability to enforce zoning standards, and the vesting runs with the land, and would have to go back through the process.
- ▲ Five PUDs have to come back to BOMA.
- ▲ Alderman Burger: Concerns because if a project is vested it can't be changed.
- ▲ Mr. Svoboda: It is important to be very forward thinking and specific when writing conditions of approval. This is a new law and is untested.
- ▲ Alderman Bransford: For the record, 15 years is a long time.
- ▲ Vernon Gerth: Working with organizations to get a better bill.

4. 16-0519 ★Consideration of RESOLUTION 2016-34, A Resolution to Amend the City of Franklin Human Resources Manual Requirement Related to Minimum Increases for Promotions.

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Shirley Harmon-Gower, HR Director
Chris Clausi, Assistant HR Director

Currently, the Human Resources Manual does not define a minimum salary increase for employees who are promoted. This change in policy would ensure that all newly promoted employees would receive a noticeable increase in salary for the additional duties. Recommend pay adjustments shall be no less than a five percent (5%) increase. Since the new pay system was implemented there have been 25 cases in which employee promotion raises were very small amounts. It is recommended these employees receive the difference between the percentages they received at the time of the promotion to 5%. Total cost for all 25 increases would be \$24,658.01.

5. 16-0473 Presentation of the 2016 Comprehensive Transportation Plan.

Paul Holzen, Engineering Director
Jonathan Marston, Assistant Director Engineering
Matt Meservy, P.E., Senior Transportation Planner AECOM

Eric Stuckey related this Transportation Plan is not a financial planning document. Mr. Marston presented the plan:

Purpose

- ▲ Creation of a safe, convenient and efficient multimodal transportation system
- ▲ Coordinate transportation and land use planning
- ▲ Plan for growth to maintain and enhance high quality of life
- ▲ Promote economic development
- ▲ Identify, evaluate, and prioritize key transportation and multi-modal improvements through year 2040

Public Involvement

- ▲ Online engagement with project website, Facebook, Twitter, My Sidewalk
- ▲ BOMA Interviews: With individual BOMA members and representatives from CHA.
 - Major topics included:
 - Safety concerns
 - Congestion issues
 - Inadequate facilities
 - Area opportunities
 - Growth areas
 - Future concerns
 - Transit
 - Multi-modal

Community Feedback

- ▲ Additional access given to neighborhoods
- ▲ City needs additional sidewalks and a comprehensive bikeway/bike lane system
- ▲ Connect neighborhoods with schools
- ▲ Manage truck traffic
- ▲ Manage development and growth
- ▲ Numerous locations of concern and perceived congestion and safety issues

Methodology

- ▲ Population and Employment: •Existing Land uses: Reviewed existing land use information and field verified any areas of question. •Known Developments: Mapped known development agreements; documented proposed number of units, building square footage, densities and FAR; Cross referenced information with current and past City Development reports.
- ▲ Areas of Change: Using feedback from work sessions with planning and engineering staff, major areas of change were mapped and appropriate densities were applied.
- ▲ Vacant Parcels: •Identified all vacant parcels using City GIS information. •Assigned future land use to identified parcels based on existing zoning, surrounding uses, context, development feasibility access and visibility.

Mr. Meservy did the modeling and explained how to read the map models saying that the models are different than what is seen on the street. These maps are based on the regional model used by the MPO that includes five counties. A good starting point is to not look at the actual numbers. The volumes don't necessarily match what is on the maps.

2040 Traffic Level of Service

- ▲ 2040 Traffic Level of Service E+C+I AM
- ▲ 2040 Traffic Level of Service E+C+I PM
- ▲ 2040 Level of Service E+C+I AM
- ▲ 2040 Level of Service E+C+I PM

2040 traffic level of service – no build option. The model tries to assign traffic with the least resistance possible. It will find the quickest route, a more efficient way to travel. 99% of the roads the City is concerned about included in this model. Model assigns trips based on population and employment.

Project List & Map

2020 (Short Term) Proposed Street Projects:

Projects needed by 2020 to create Level of Service E+C+I.

- ▲ There are 23 projects, but know all of them cannot be built.
- ▲ Mr. Holzen said the goal is to show what projects really need to be done.

- ▲ Mr. Stuckey: Influenced what is seen in the CIP now.

2030 (Medium Term) Proposed Street Projects:

2040 (Long Term) Proposed Street Projects:

Cut sheets are included for all projects.

Something could be done on Wilson Pike if the State would do something with the two single-lane tunnels to the east of the railroad; Columbia Avenue shows what needs are to take some of burden off Columbia Avenue, Some being built or in process. This one is more a wish list

Roadway Cross Sections:

Past Sections (14)

- ▲ 2 each of major & minor arterial, major collector
- ▲ 4 minor collector
- ▲ 3 two lane local (based on volume)
- ▲ 1 alley

Current Sections (7)

- ▲ 2 – two lane sections with option (local streets and minor collectors only)
- ▲ 2 – three lane sections with options (local streets and minor collectors only)
- ▲ 2 – four lane sections with options (major/minor arterials and collectors)
- ▲ 1 – alley

Section: 2 Lane 63' (Local Streets and Minor Collectors Only)

Typical

- ▲ 1 – 12' multi-use path
- ▲ 1 – 6' sidewalk

Options

- ▲ 2 – 6' sidewalks
- ▲ 2 – 6' on-street bike lanes
- ▲ 1 – 9' parking lane
- ▲ 1 – 12' transit lane

Section: 3 Lane 75' (Local Streets and Minor Collectors Only)

Typical

- ▲ 1- 6' sidewalk
- ▲ 1 – 12' multi-use path

Options

- ▲ 2 – 6' sidewalks
- ▲ 1 – 9' parking lane
- ▲ 1 – 12' transit lane
- ▲ 1 – min 8' Raised Median

Section: 4 Lane 122' (Major and Minor Collector: 30' Median)

- Mr. Stuckey pointed out that it is so much easier to plan on the front end. It takes an ideal and applies it to the reality of what the City has.
- Mayor Moore added that this sets our policy about the typical streets the City will have.

Bike/Pedestrian Plan

Focus

- ▲ Reviewed Greenways and Trails Master Plan (GTMP) and Existing information provided by Engineering for roadways to determine gaps and overlap in the entire bike and ped system.
- ▲ GTMP focuses mainly with some on off-street facilities but do recommend some on-street facility.
- ▲ CTNP currently focuses on roadways and intersection improvements.
- ▲ Combined plan will take into account GTMP and fill in the gaps to create one master bike/ped plan that can be incorporated into public and private roadway projects.

Facility Definitions

Sidewalks

- ▲ Sidewalks and associated intersection crossings that have dedicated space for pedestrians
- ▲ Separated from travel lanes
- ▲ Appropriate intersection and mid-block crossing treatments

Bikeways

- ▲ On-street facilities with dedicated space for bicyclists
- ▲ Wayfinding and pavement markings
- ▲ Appropriate intersection crossing treatments

Multi-Use Paths

- ▲ Paved pathways for walking, biking and other non-motorized activities
- ▲ Adjacent roadway pathways will have appropriate buffer space
- ▲ Appropriate intersection and mid-block crossing treatments

Existing Bike/Pedestrian Facilities Model

Proposed Bike/Pedestrian Facilities Model – list of facilities included

Complete Bike/Pedestrian Network Model

FOCUS OF TRANSIT PLAN

- ▲ Reviewed Franklin Transit Authority's transit service and Cool Springs Multi-modal Transportation Network Study (CSMNS)
- ▲ Overall Franklin has good transit services that provides service to much of the geographical footprint
- ▲ However.... With the level of job growth and residential growth an opportunity exists for transit to play a larger role in the multi-model network.

KEY OBSERVATIONS

- ▲ Current bus facility is too small to store and park vehicles
- ▲ Current transit routes do not service many residential areas
- ▲ Access to and from bus stop to create accessible accommodations. Sidewalks are not available in the majority of areas.
- ▲ There has been a transit focus in the Cool Springs Area, but more is needed for Carothers Parkway.
- ▲ Downtown has a great anchor for a certain group of folks in Franklin.
- ▲ Transit can improve with better coordination and integration with the City's transportation infrastructure.

Future Activity Centers Model

Recommendations in CTNP

- ▲ Create a system wide transit plan to complement the work done on the CSMNS
- ▲ Service additional residential areas
- ▲ Lengthen hours of services
- ▲ Partner with area employers, social service agencies and others.
- ▲ Improved commuter service
- ▲ Incorporating transit into transportation infrastructure
- ▲ Increased technology use

NEXT STEPS

- ▲ May 25, 2016: BOMA & FMPC Meetings: Overall presentation of CTNP
- ▲ June 14, 2016: BOMA Working Meeting: Overall presentation of the CTNP to include a draft resolution to recommend approval for CTNP
- ▲ June 28, 2016: BOMA Meeting: Resolution with a recommendation of approval of the CTNP to FMPC
- ▲ July 28, 2016: FMPC Meeting: Presentation of CTNP and final approval.

Comments:

- Alderman Petersen: Against the Bicycle/peds extending beyond Ralston Lane to Lewisburg Pike because it is unrealistic to build a bridge there and it is right behind many homes.
- Alderman Barnhill: This is a plan that asks for more than what the City will get. Still, it is there if an opportunity arises to do more. It is a good plan and the Board will use it less since it is a Planning Commission Plan. He doesn't want to nitpick projects that could possibly come to fruition in 20 years.
- Alderman Petersen recalled a Parks Plan meeting 15 years ago where it was expressed a project wasn't wanted, yet it couldn't be removed from the plan.
- Alderman Bransford asked if there would be any opportunity for a pedestrian bridge.
- Mr. Meservy responded there are none included in the Nashville MPO model; however, that could be in later versions of the model for pedestrian traffic.
- Alderman Martin mentioned the issue of putting a road through the Gentry Farm, and was told that would not happen as long as the Gentry's are there.

6. 16-0401 Discussion Regarding the Development of the 2017-2026 Capital Investment Program.

Paul Holzen, Engineering Director

Jonathan Marston, Assistant Director Engineering

Michael Walters Young, Budget & Analytics Manager

Mr. Stuckey said this is follow-up as all submitted projects have been reviewed. Some projects will be added and other tweaks and variations done. Board members should relate any additional projects they want now.

Last meeting he related the ratings are to be done by dollars and not by the top 10 or 15. They are to be done in tiers, for example, \$30 million to \$100 million total. The worksheet will be finalized with all new items added. Board meeting dates can be used as timelines: projects will be added by the June 28th meeting; turn in ratings by July 12th; and, placed on the August agenda. Some financing

may have different mix of funding sources. There were several questions with more detailed instructions. The Board should look at the staging of projects, sync smaller projects with larger projects. Each project is laid out in a 10-year window.

Projects discussed and/or added:

- ▲ **Liberty Pike Sidewalk (Turning Wheel to Columbia) ★★★ Estimated Cost = \$102,000**
- ▲ **West Main Street Sidewalk (Natchez to Downs) ★★★ Estimated Cost = \$8,752,750**
Widening to be done with Major Thoroughfare
- ▲ **Carters Creek Pike ★★ Estimated Cost = \$23,287,000**
Four lane Highway. A long project with many utility upgrades
- ▲ **Jordan Road (McEwen Dr. to Liberty Pike) ★ Estimated Cost = \$2,400,000**
One large parcel will undoubtedly develop. At that time will have to bring the road to City standards with curb and gutter. Two lanes. One area in-between is closed.
- ▲ **Columbia Avenue (Downs Blvd to Fowlkes St) ★★ Estimated Cost = \$17,900,000**
Streetscape and redevelopment design of Columbia. Increased pressure with Carters Hill Park going in. Cost dependent on scope of project. Three lanes.
- ▲ **Boyd Mill Avenue (Downs to SR96W) ★★ Estimated Cost = \$7,421,542**
- ▲ **Clovercroft Road (SR96 to Oxford Glen) ★★ Estimated Cost = \$14,458,150**
- ▲ **Multi-Use Trail 1st Avenue (South Margin to Bridge) ★ Estimated Cost = \$1,470,000**
- ▲ **Multi-use Trail Mack Hatcher (Franklin Rd to Hillsboro) ★★★ Estimated Cost \$2,295,000**
- ▲ **Multi-use Trail (Oxford Glen-Daylily-McEwen) ★★ Estimated Cost = \$870,000**
- ▲ **Multi-use Trail Forrest Crossing Blvd ★★ Estimated Cost \$375,000**
- ▲ **Multi-use Trail South Royal Oaks Blvd ★ Estimated Cost = \$810,000**
- ▲ **Sidewalk Lewisburg Avenue ★★ Estimated Cost = \$580,000**

Discussed sidewalk gaps on South Royal Oaks and Forrest Crossing, which led to further discussion on establishing an annual sidewalk gap project with funding source and amount to set aside. Alderman Barnhill was comfortable putting \$1 million in the CIP for sidewalks. To be discussed further.

- Mindy Tate, Franklin Tomorrow: Would developers be willing to grant right-of-way for sidewalk gaps to make their developments look better? Look at the condition of sidewalks and gaps for a safer environment. Someone may be willing to do the easement.

Other Business

None

Adjournment

Work Session adjourned @ 6:45 p.m.

Dr. Ken Moore, Mayor

Minutes prepared by: Linda Fulwider, Board Recording Secretary, City Administrator's Office - updated 10/11/2016 1:48 PM