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**BOARD OF MAYOR & ALDERMEN *WORK SESSION* MINUTES**  
**TUESDAY, AUGUST 13, 2019 – 5:00 P.M.**  
**CITY HALL BOARD ROOM**  
**FRANKLIN, TENNESSEE**

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**Board Members**

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

**Department Directors/Staff**

Eric Stuckey, City Administrator	P	Lisa Clayton, Parks Director	P
Vernon Gerth, Assistant City Administrator	P	Michelle Hatcher, Water Management Director	P
Mark Hilty, ACA Public Works	P	Paul Holzen, Engineering Director	P
Kristine Brock, ACA/CFO	P	Emily Hunter, Planning & Sustainability Director	P
Shauna Billingsley, City Attorney	P	Kevin Townsel, HR Director	P
Deb Faulkner, Police Chief	P	Joe York, Streets Director	
Rocky Garzarek, Fire Chief		Michael Walters Young, Budget/Analytics Manager	P
Jordon Shaw, IT Director	P	Lanaii Benne, Assistant City Recorder	P
Tom Marsh, BNS Director	P	Linda Fulwider, Board Recording Secretary	P
Jack Tucker, SES Director			

**Call to Order**

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

**Citizen Comments**

- ♦ Judy Herbert, 6921 Flat Creek Road, College Grove, TN, 2<sup>nd</sup> District Commissioner: Spoke about the Southbrooke Subdivision along Lewisburg Pike. There have been many changes about how many houses can be built on an acre.
- ♦ Emily Hunter: Envision Franklin does not address specific densities. Southbrooke is in a Conservation Overlay which means over 50% of the development is open space; however, lots are smaller than Envision Franklin.
- ♦ Commissioner Herbert: It seems cramming in as many houses as they can is allowed, and unbuildable lots and hilltops are counted as green space. A traffic signal will make the traffic worse. The County is being destroyed by all the building. If this is approved she hopes it will be with a reduced number of houses.

**WORK SESSION DISCUSSION ITEMS**

**1. 19-0765 South Corridor Study Presentation/Update**

Michael Skipper, Executive Director, Greater Nashville Regional Council; Michelle Lacewell, GNRC, Deputy Director; Doug Delaney and Emery Hartz, WSP, leaders of the consultant teams, were all present.

The South Corridor Study duration is from April to October 2019.

Participating Cities and Partner Agencies

- |                      |                                       |
|----------------------|---------------------------------------|
| ♦ Metro Nashville    | ♦ Columbia                            |
| ♦ Franklin           | ♦ Greater Nashville Regional Council  |
| ♦ Brentwood          | ♦ WeGo Public Transit                 |
| ♦ Thompson's Station | ♦ TDOT – Department of Transportation |
| ♦ Spring Hill        |                                       |

Vision

- ♦ A safe and reliable rapid transit connection between Nashville and communities along the south corridor in Williamson and Maury Counties

#### Study Area (I-65, Franklin Pike (SR-6/US31), and the CSX Railway)

- ♦ Stretching nearly 35 miles from downtown Nashville into Maury County, the south corridor is one of nine major transportation corridors identified in the Nashville area MO's Middle Tennessee Connected and the WeGo Public Transit nMotion Strategic Plan

#### Study Outcomes

- ♦ Advance Recommendations from nMotion
- ♦ Inform GNRC's Regional Transportation Plan and Funding Priorities
- ♦ Identify Revisions to Local Plans/Zoning
- ♦ Outline I-65 and SR 6/US 31 Improvements
- ♦ Help Site New Growth and Development

#### Potential Transportation Solutions

- ♦ Conventional Bus
- ♦ Bus Rapid Transit (BRT)
- ♦ Light Rail Transit (LRT)
- ♦ Commuter Rail
- ♦ MagLev
- ♦ Monorail
- ♦ Personal Rapid Transit
- ♦ Intelligent Transportation Systems & Other Emerging Technologies
- ♦ Roadway & Intersection Upgrades
- ♦ Rideshare/Carpool

#### Community Feedback to Date

- ♦ Of those surveyed, a majority of people (99%) travel by car.
- ♦ Almost half (48%) of commuters travel through the South Corridor multiple times a day (more than one round trip).
- ♦ Over 60% travel from home to work and over 30% travel from home to entertainment and shopping.
- ♦ People typically experience delays during the evening hours (83%) and morning hours (78%).
- ♦ Over 60% of commuters experience delays in the I-440 area and Old Hickory Boulevard area.
- ♦ 19% of participants use public transportation a few times a year.
- ♦ People would use transit if there were more availability (82%) and faster speed (57%).
- ♦ The preferred transit solutions so far are Light Rail (60%), Bus Rapid Transit and Commuter Rail (52%).

#### Challenges, Concerns, and Opportunities

##### *A Growing Region*

- ♦ By 2040, the region will increase:  
76% - People, 86% Roadway Volume, 81% Jobs, 113% Time spent driving.

##### *Employment/Activity Centers*

- ♦ Downtown Nashville
- ♦ One Hundred Oaks Mall
- ♦ Brentwood Town Center
- ♦ City of Franklin
- ♦ Cool Springs
- ♦ GM Spring Hill Plant
- ♦ Columbia

##### *Commuting Patterns*

- ♦ In the South Corridor, reverse commuting and suburban to suburban commuting is becoming increasingly more common as growth continues to expand throughout Middle Tennessee.
- ♦ Trips related to recreation, shopping, or other activities, far outweigh the home to work and work to homes trips that occur on a daily basis.

##### *Roadway and Intersection Upgrades*

- ♦ The Interstate 65 Multimodal Corridor Study identified multimodal transportation improvements to address existing and future transportation deficiencies and needs along the Interstate 65 corridor in Tennessee.

##### *Existing Transit Service*

WeGo Transit  
(including RTA)

Franklin Transit/Van Star

Mule Town Trolley

#### How to Stay Involved

##### *Open House Community Meetings*

##### **Nashville-Davidson County**

Monday, August 26  
Franklin Road Academy

##### **Brentwood**

Tuesday, August 27  
Brentwood Library

##### **Franklin**

Wednesday, August 28  
Brookdale Senior Living

##### **Columbia**

Thursday, August 29  
Memorial Building

Information available on Southcorridor.org and social media platforms.

Discussion:

- ♦ Mayor Moore asked if there would be “more meat on the bone” next time, some significant data. So far not much has been done. He is frustrated that we’re not much further along with it. The In-Motion study was mentioned, and this corridor was pretty much ignored. This corridor is a unique corridor and we’re looking for something unique. He encouraged them to hurry that along. If we don’t do something we will be in gridlock by 2040.
- ♦ Mr. Delaney responded more information will be provided at the scheduled meetings along with data and initial recommendations.
- ♦ Alderman Martin asked how the people will get to their individual destinations once they get to Nashville.
- ♦ Mr. Delaney said ultimately, they will have recommendations, but there is not one silver bullet to encompass all riders.
- ♦ Alderman Burger referred to Alderman Martin’s comment saying this is a common issue in any corridor. It is not imperative the commuters get dropped off at their individual destinations. In other cities they walk a few blocks. She would like to see the HOV lanes managed to work better for rapid transit and full cars. People can move in and out of the lanes when the rapid transit is coming through.
- ♦ Mr. Skipper said that will be on the table.

2. 19-0772 **Presentation of Parkview Drainage Study**

**Paul Holzen, Director of Engineering**

**Jonathan Marston, Assistant Director of Engineering**

Concerns regarding Evans Street and the Parkview area were discussed at the Special CIP Work Session in July. Information was gathered about solutions that would cost over \$11 million. Studies done in 1982, 1995 and 2015 all came back with the same results; lack of infrastructure. Piece-meal fixes have been done over time. The infrastructure is very shallow in that area.

Options to solve the Parkview/Evans Street problem were reviewed with map exhibits:

- ♦ Option 1: Estimated Cost = \$17,000,000. Estimated Water/Sewer = \$2,000,000  
Place large storm pipes down Church Street. Roads are often higher than the sidewalks. Church Street is the first start. Atmos gas wants to upgrade there.
- ♦ Option 2: Estimated Cost = \$10,000,000. Estimated Water/Sewer = \$2,000,000  
Toward Sharp’s Branch. Very difficult to do and would have to see if this is feasible. Church Street would still have to be upgraded.
- ♦ Option 3: Estimated Stormwater Cost = \$5,000,000. Estimated Water/Sewer = \$2,000,000  
Requires Pump Station and pump stations fail and require a lot of maintenance. The \$5,000,000 is a short-term benefit. To do this right, it would take at least five-years. A second phase would be needed to get from Church Street over to Evans Street. The cost would be \$20 million to do the two components together. The First Phase would take five-years.

Discussion ensued regarding the options.

3. 19-0722 **★Consideration of ORDINANCE 2019-26 to be entitled: “An Ordinance to Establish a Four (4) Hour Time Limit for All Public Parking Spaces Located on West Main Street Between 5<sup>th</sup> Avenue and 7<sup>th</sup> Avenue.”**

**[First of Two Readings]**

**Alderman Margaret Martin**

Residents of this area approached Alderman Martin about these time limits. Staff now have options for consideration for the public parking spaces on West Main Street between 5<sup>th</sup> Avenue and 7<sup>th</sup> Avenue.

- Option 1: No time restriction on the North side of West Main Street and 4-hour time restriction on the south side of West Main Street between 5<sup>th</sup> Avenue and 7<sup>th</sup> Avenue. This option represents existing conditions prior to Ordinance 2018-27
- Option 2: 2-hour parking on West Main Street between 5<sup>th</sup> Avenue and 7<sup>th</sup> Avenue. This option represents existing conditions.
- Option 3: 2-hour parking on West Main Street between 5<sup>th</sup> Avenue and 6<sup>th</sup> Avenue and no time restriction on west main Street between 6<sup>th</sup> Avenue and 7<sup>th</sup> Avenue.
- Option 4: 4-hour parking on West Main Street between 5<sup>th</sup> Avenue and 7<sup>th</sup> Avenue.
- Option 5: 2-hour parking on the north side of West Main Street between 5<sup>th</sup> Avenue and 6<sup>th</sup> Avenue with all other spaces having no time restrictions
- Option 6: No time restrictions between 5<sup>th</sup> Avenue and 6<sup>th</sup> Avenue
- Option 7: 2-hour parking on West Main Street between 5<sup>th</sup> Avenue and 6<sup>th</sup> Avenue and 4-hour parking on west Main Street between 6<sup>th</sup> Avenue and 7<sup>th</sup> Avenue.

This change of time restrictions has *not* received a formal recommendation from the Downtown Neighborhood Association (DNA) or from the Downtown Franklin Association (DFA)

Discussion:

- ♦ Alderman Martin: Prefers no time restricted parking on both sides of West Main Street between 5<sup>th</sup> and 6<sup>th</sup> Avenues.
- ♦ Robin Ligon, Cotton Lane; owner of building at 604 West Main: The problem is that the people who work there must go out and move their vehicles every two hours. There are apartments there as well.
- ♦ Alderman McLendon: Unrestricted parking will beget others parking there who are not tenants. He believes the parking should go back to 4-hour time limits. He voted against 2-hour parking when it was brought to vote.
- ♦ Alderman Blanton: She had voted against the 2-hour parking as well. She could support 3-hour parking limits.
- ♦ Vice Mayor Barnhill: Be consistent on the parking. The Board needs to look at other areas such as surface parking lots. Changing to unrestricted parking will not work.
- ♦ Alderman Bransford: The Board needs to look at the construction of another parking garage.
- ♦ Growing employee base downtown.
- ♦ There is no perfect solution.

4. 19-0715 ★**Consideration of ORDINANCE 2019-20: “An Ordinance to Rezone 20.90 Acres from General Commercial (GC) District to Specific Development-Residential (SD-R 11.34) District for the Property Located East of Carothers Parkway and South of Murfreesboro Road, 250 Rosa Helm Way, 2050 and 2051 Wood Duck Court (Wood Duck Court PUD Subdivision).” Establishing a Public Hearing Date of 09-10-19.**

[First of Three Readings]

Emily Hunter, Planning Sustainability Director  
Amy Diaz-Barriga, Current Planning Supervisor

No questions or comments.

5. 19-0717 **Consideration of RESOLUTION 2019-56: “A Resolution Approving a Development Plan for Wood Duck Court PUD Subdivision with 1 Modification of Development Standards (Parking Requirements) for the Property Located East of Carothers Parkway and South of Murfreesboro Road (250 Rosa Helm Way, 2050 and 2051 Wood Duck Court).” Establishing a Public Hearing Date of 09-10-19.**

Emily Hunter, Planning Sustainability Director  
Amy Diaz-Barriga, Current Planning Supervisor

No questions or comments.

**6. 19-0711 Consideration of ORDINANCE 2019-23: “An Ordinance to Rezone 0.28 Acres from R-3 to Office Residential (OR) for the Property Located at 1330 Columbia Avenue.”**

**Emily Hunter, Planning Sustainability Director  
Amy Diaz-Barriga, Current Planning Supervisor  
Joseph Bryan, Principal Planner**

No additional Site Plan received. Just the Bed and Breakfast. A BnB doesn't require 10 spaces, and believe the intention is to add an addition.

**Discussion:**

- ♦ Alderman Speedy: This is unique as there is no access to Columbia Avenue. Parking is off a gravel alley that is used for 15 residences in that area. To add 10 cars would make it worse. Cars could not see to turn left because from the alley.

**Citizen Comments:**

- ♦ Walt Gorman, 204 Battle Avenue, Franklin: Concerned because Battleground Estates is one of the oldest subdivisions in Franklin. This property has taken down neighborhood trees without permission. A neighbor down the street cannot build a garage. If this is done, the whole neighborhood will go commercial.
- ♦ Curtis Sullivan, 108 Battle Avenue, Franklin: The alley is at the back of his property. The alley is used by residents to walk their dogs, students walk there. A main sewage line goes up and down the alley. The alley cannot support this type of traffic.
- ♦ Kevin Hyman, 106 and 208 Battle Avenue, Franklin: His family owns residences on Battle Avenue. If this home goes, all the rest will go commercial. He read excerpts from Envision Franklin about being protected from commercial. Battleground Estates was established in 1910. He doesn't understand how standards are applied.
- ♦ Guil Ezell, 110 Battle Avenue, Franklin: The manholes are brick and you cannot see one end of the alley from the other.

**7. 19-0597 Consideration of RESOLUTION 2019-72: “A Resolution Requesting a Referendum for the Annexation of Several Properties, Located South of Long Lane, East of Interstate 65, and Outside of the Southeastern Part of the Franklin Urban Growth Boundary (UGB), by the City of Franklin, Tennessee.” Establishing a Public Hearing on 08-27-19**

**Planning and Sustainability Department  
Emily Hunter, Planning & Sustainability Director**

At the June 11<sup>th</sup> meeting it was reported there have been 26 requests for annexation. Most of which are outside the UGB. All areas were studied. Two drainage basins were identified as having short-term capability for annexation-the West Basin and the Goose Creek Basin.

If this goes forward the vote on this resolution will be August 27, 2019 BOMA to request a referendum be on the ballot for the October election. Owners and residents among the 26 applicants will vote on this since it is outside the UGB.

**Discussion:**

- ♦ Alderman Martin asked why we were annexing outside the UGB.
- ♦ Emily Hunter: If the City is to grow, this area is ideal for annexation. The law states annexation must be at a resident's request.
- ♦ Eric Stuckey: There is significant infrastructure close by to support development.
- ♦ Alderman Speedy: If 474 acres is taken on one side, will they want 474 acres on the other side that can't take significant development due to topography, infrastructure, people on septic? The cost benefit analysis makes sense.
- ♦ Alderman Bransford: The Citizen Survey showed concern about growth. Is this a more controlled way to go? There are still things in the pipeline that will add to this. Will this be 10 years out?
- ♦ Eric Stuckey: A significant number of residents want to annex.

- ♦ Alderman Burger: She has said before to build where there is infrastructure. It is there at I-65 and there can be capacity to support it. This is a long-term situation. Isn't this responsible growth. This area needs to be studied.

Citizen Comment:

- ♦ Donna Sava, 1133 Cedarview Lane, outside Franklin (close to the UGB): The road is a nightmare and a mess because of all the growth on Carothers. They want responsible growth, roads and schools first. Long Lane is a two-lane country road with drivers not being able to get on it from Arno Road. The school district cannot handle all the growth. They hear blasting from construction of the middle school. She wants the City to stop annexing.

Discussion:

- ♦ Emily Hunter: The resolution is that if approved the annexation would be effective 30 days after the election certification. Requesting Estate Residential zoning. Envision Franklin would need to be updated.
- ♦ Alderman Burger: This is the last corridor. Why residential? It should be commercial. MG1 is residential in the county.
- ♦ Alderman McLendon: If a referendum is declined, what do we foresee on this land, because that doesn't mean the land won't be developed. One-acre development doesn't necessarily mean a better move.

8. 19-0755 ★**Consideration of a Request for Water and Sewer Availability for: 1819 Hillsboro Road, Map and Parcel 371-03100.**

**Michelle Hatcher, Water Management Director**

Existing water and sewer customer is adding one single-family unit.

9. 19-0756 ★**Consideration of a Request for Sewer Availability Denial for: 2271 South Berry's Chapel Road, Map and Parcel 053-04200.**

**Michelle Hatcher, Water Management Director**

No questions or comments.

10. 19-0752 ★**Consideration of procurement award to Hayes Pipe Supply, Inc. of Nashville, Tennessee in the total amount of \$146,463.25 for supply and delivery of PVC pipe and ductile iron fittings to be used for construction of a new reclaimed water line to Berry Farms subdivision and Reams Fleming tract for the Reclaimed Water System Division of the Water Management Department (Purchasing Office Procurement Solicitation No. 2020-005; \$500,000 (including supplies) budgeted in 441-89320-52321 for fiscal year 2020; Contract 2019-0241; Project No. 2019-008).**

**Michelle Hatcher, Water Management Director**

No questions or comments.

11. 19-0768 ★**Consideration of RESOLUTION 2019-076, A Resolution Adopting the Williamson County Hazard Mitigation Plan.**

**Rocky Garzarek, Fire Chief**

An update of the 2013 version. Assists in getting grants.

12. 19-0605 **Consideration of ORDINANCE 2019-25, An Ordinance to Amend Title 18-Water and Sewer, Assessing a Monthly Availability Charge where Sewer Access is Available Even if the Customer has not connected to the Sewer.**

**Lawrence Sullivan, Assistant City Recorder/Revenue/City Court**

There is an inconsistency in the Code regarding properties not being hooked-up to sanitary sewer if it is available. A minimum availability charge has been the City's practice.

**13. 19-0604 Discussion on Irrigation Metering Structure.**

**Michelle Hatcher, Water Management Director**

Due to time constraints, this item was not addressed.

**Other Business**

None

**Adjournment**

Work Session adjourned @ 7:05 p.m.

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Dr. Ken Moore, Mayor

Minutes prepared by: Linda Fulwider, Board Recording Secretary, City Administrator's Office 9/26/2019 4:45 PM