

MINUTES

FARRAGUT BOARD OF MAYOR AND ALDERMEN

October 23, 2014

BMA WORKSHOP

6:15 PM – Discussion of the Everett Road Corridor

BMA GROUP PHOTO

6:55 PM

BMA MEETING

7:00 PM

- I. **Silent Prayer, Pledge of Allegiance, Roll Call**
- II. **Approval of Agenda**
- III. **Mayor's Report**
- IV. **Citizens Forum**
- V. **Approval of Minutes**
 - A. October 9, 2014
- VI. **Ordinances**
 - A. First Reading
 1. **Ordinance 14-16**, Ordinance amending the Farragut Zoning Ordinance, Ordinance 86-16, as amended, is hereby amended by rezoning Parcel 109, Tax Map 130, located at 820 N. Campbell Station Road, north of the Holiday Inn Express, approximately 33 Acres, from R-2 (General Single-Family Residential District) to R-6 (Multi-Family Residential District) and OSMFR (Open Space Multi-Family Residential Overlay District) (PMG Applicant)
 2. **Ordinance 14-19**, Ordinance to Amend the Town of Farragut Municipal Code Title 16 Streets and Sidewalks by adding Chapter 6 Everett Road Corridor Improvement Fee
- VII. **Business Items**
 - A. Approval of Contract 2015-08, Street Resurfacing of Andover Boulevard
 - B. Approval of Engineering Services Contract for the Kingston Pike Greenway Project (Old Stage Road to Virtue Road)
- VIII. **Town Administrator's Report**
- IX. **Town Attorney's Report**

It is the policy of the Town of Farragut not to discriminate on the basis of race, color, national origin, age, sex, or disability pursuant to Title VI of the Civil Rights Act of 1964, Public Law 93-112 and 101-336 in its hiring, employment practices and programs. To request accommodations due to disabilities, please call 865-966-7057 in advance of the meeting.

The Farragut Board of Mayor and Aldermen met in a regular session on Thursday, October 23, 2014 at 7:00 p.m. Members present were Mayor McGill, Aldermen Honken, LaMarche, Markli and Pinchok.

Approval of Agenda

Motion was made to approve the agenda with the postponement of item VI.A.2. Moved by Alderman Honken, seconded by Alderman Markli; voting yes, voting yes; Mayor McGill, Aldermen Honken, LaMarche, Markli and Pinchok; no nays; motion passed.

Citizens Forum

Liston Matthews, 818 Concord Road; Doug Dutton, 12031 S. Fox Den; Mike Tisdale, 112 Confederacy Lane; and George Caldwell, 1153 Laurel Hill Road, all addressed the Board to remove the ban on guns in the Farragut parks and greenways.

Approval of Minutes

Motion was made to approve the minutes of October 9, 2014 with a minor correction. Moved by Alderman Honken, seconded by Alderman Pinchok; voting yes, voting yes; Mayor McGill, Aldermen Honken, Markli and Pinchok; no nays; Alderman LaMarche abstained; motion passed.

Ordinances

First Reading

Ordinance 14-16, Ordinance amending the Farragut Zoning Ordinance, Ordinance 86-16, as amended, is hereby amended by rezoning Parcel 109, Tax Map 130, located at 820 N. Campbell Station Road, north of the Holiday Inn Express, approximately 33 Acres, from R-2 (General Single-Family Residential District) to R-6 (Multi-Family Residential District) and OSMFR (Open Space Multi-Family Residential Overlay District) (PMG Applicant)

Motion was made to approve Ordinance 14-16 on first reading. Moved by Alderman Honken, seconded by Alderman Markli; voting yes, voting yes; Mayor McGill, Aldermen Honken, LaMarche, Markli and Pinchok; no nays; motion passed.

Business Items

Approval of Contract 2015-08, Street Resurfacing of Andover Boulevard

Motion was made to approve bids and award Contract 2015-08 to Greenback Asphalt Company Inc. for their unit prices bid on March 18, with an estimated total cost of \$59,121.30, subject to cancellation if we are able to finalize an acceptable alternative agreement with Rogers Group, by November 6, 2014, to repair Andover Boulevard. Moved by Alderman Honken, seconded by Alderman LaMarche; voting yes, voting yes; Mayor McGill, Aldermen Honken, LaMarche, Markli and Pinchok; no nays; motion passed.

Approval of Engineering Services Contract for the Kingston Pike Greenway Project (Old Stage Road to Virtue Road)

Motion was made to approve the contract from Cannon & Cannon, Inc. for design services for the Kingston Pike Greenway Project (Old Stage to Virtue Road) in the amount of \$114,700. Moved by Alderman Honken, seconded by Alderman LaMarche; voting yes, voting yes; Mayor McGill, Aldermen Honken, LaMarche, Markli and Pinchok; no nays; motion passed.

Town Administrator's Report

The following check was approved for payment.

#34100, William & April Quinn, \$64,510.98

Moved by Alderman Honken, seconded by Alderman LaMarche; voting yes, voting yes; Mayor McGill, Aldermen Honken, LaMarche, Markli and Pinchok; no nays; motion passed.

David Smoak, Town Administrator, reported that Freaky Friday Fright Nite will be Friday from 5-7 PM. He also reported that the architectural standards forum will be October 28 beginning at 6:00 PM.

Alderman LaMarche requested that the guns in parks discussion be placed on the next agenda. Motion was made to place it on the November 13th agenda. Moved by Alderman Markli, seconded by Alderman LaMarche; roll call vote; Alderman Honken, no; Alderman LaMarche, yes; Alderman Markli, yes; Alderman Pinchok, no; Mayor McGill, no; motion failed 3-2.

Meeting adjourned at 7:55 PM



Ralph McGill, Mayor



Allison Myers, Town Recorder

REPORT TO THE BOARD OF MAYOR AND ALDERMEN

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Ordinance 14-16, on first reading, to rezone Parcel 109, Tax Map 130, located at 820 N. Campbell Station Road, north of the Holiday Inn Express, approximately 33 acres, from R-2 General Single-Family Residential District to R-6 Multi-Family Residential District and OSMFR Open Space Multi-Family Residential Overlay (PMG, Applicant)

BACKGROUND:

The subject property is currently zoned R-2 (General Single-Family Residential). Due to the recent text amendments to the R-6 Zoning District and the creation of the OSMFR Overlay District, the applicant has now requested a map amendment to rezone the property for a multi-family development. Based on the Comprehensive Land Use Plan (CLUP), much of the property at 820 N. Campbell Station Road was designated on the future land use map as appropriate for open space cluster residential. At the FMPC meeting on October 16, 2014, the commission approved a minor amendment to the CLUP to include the newly created OSMFR Overlay District in the open space cluster residential language noted on page 32 and 35 of the CLUP.

DISCUSSION:

As with any request for a zoning map amendment, the staff must refer to the Town's adopted CLUP and Strategic Plan for guidance. In the CLUP, the character of the typical open space cluster development would consist of small lot, attached units or multi-family units in a clustered setting with substantial open space. The OSMFR Overlay District requires a minimum of 50% open space for the entire tract and, due to the minor amendment approved in relation to the CLUP, the property is consistent with the open space cluster residential description.

The zoning map amendment is also consistent with both the Strategic Plan and the CLUP in terms of addressing the need for greater housing choice. Providing for more housing choices will also strengthen the local economy, as provided for in Goal 2 of the Strategic Plan, by enhancing the customer base to support local businesses and services. Ordinance 14-16 will also promote Goal 4, Objectives 4 and 5 of the Strategic Plan by providing for appropriate land uses for future development and ensuring that future development is consistent with Town plans and standards.

As a part of the rezoning process, the planning commission required a traffic impact study (TIS) prior to considering the rezoning request due to the impacts associated with a request that would substantially increase the density in relation to the existing base zone. As noted in the Executive Summary of the TIS, the primary conclusion is that the traffic generated from the proposed apartment development will not result in unacceptable levels of service at the study intersections. The summary makes three recommendations all of which are supported by the Town staff. Please refer to the recommendations that are included in the Executive Summary. The applicant has reviewed the recommendations and is in agreement with the measures proposed.

Included in your packet are the rezoning application and the TIS Executive Summary.

RECOMMENDATION BY:

At their meeting on October 16, 2014, the planning commission recommended 6-0 to approve the rezoning that is reflected in Ordinance 14-16.

PROPOSED MOTION:

To approve Ordinance 14-16, on first reading, to rezone Parcel 109, Tax Map 130, located at 820 N. Campbell Station Road, north of the Holiday Inn Express, approximately 33 acres, from R-2 General Single-Family Residential District to R-6 Multi-Family Residential District and OSMFR Open Space Multi-Family Residential Overlay.

BOARD ACTION:

MOTION BY: _____ **SECONDED BY:** _____

<u>VOTE/TOTAL</u>	<u>MCGILL</u>	<u>PINCHOK</u>	<u>HONKEN</u>	<u>LAMARCHE</u>	<u>MARKLI</u>
YES	_____	_____	_____	_____	_____
NO	_____	_____	_____	_____	_____
ABSTAIN	_____	_____	_____	_____	_____

APPLICATION TO AMEND ZONING MAP

TOWN OF FARRAGUT, TENNESSEE

RECEIVED

APR 14 2014

TOWN OF FARRAGUT
FOR OFFICE USE ONLY
Fee Paid: 300.00

APPLICANT NAME: PMUAddress: 500 E. NORTH ST., STE DCity/State/Zip: KNOXVILLE, TN 37601Phone Number: (615) 507-7188

Fax Number: _____

E-mail: PERRY@PMUINC.COM

DESCRIPTION OF PROPERTY (Attach map of property):

Address: 600 N. CAMPBELL STATION RD

Size of Tract: _____

Lot(s)/Parcel(s) No.: 109Tax Map No. 130Previous Rezoning Applications: NONE

Change Requested:

From: R-2To: R-LOPENProposed Use of Property (Be specific): MULTI-FAMILYExisting Land Use: RESIDENTIAL

ALL OWNERS OF PROPERTY INVOLVED MUST SIGN OR NAMES MUST BE LISTED:

NAME	ADDRESS (Street/City/Zip)	PROPERTY OWNED
KAREN LEE FLORES	600 N. CAMPBELL ST. RD	YES
KELLY LEE WELLS	"	"
KARLA LEE HOBBS	"	"

I HEREBY CERTIFY THAT THE OWNERS OF ALL PROPERTY INVOLVED IN THIS REQUEST
HAVE SIGNED OR ARE LISTED ABOVE AND HAVE CONSENTED TO THIS APPLICATION.

APPLICANT SIGNATURE

DATE

OR

I HEREBY CERTIFY THAT I AM THE LEGAL REPRESENTATIVE FOR ALL OWNERS INVOLVED
IN THIS REQUEST

NAME (SIGNATURE)

DATE

Street Address/City/State/Zip

Telephone Number

1313 KALMIA RD, KNOXVILLE, TN, 37609
566-0185
MAX@405-ENG.NET

Traffic Impact Study N. Campbell Station Road Apartments Farragut, TN

PREPARED FOR:

CG Farragut, LLC
7320 McGinnis Ferry Road
Suwanee, GA 30024

PREPARED BY:

Cannon & Cannon, Inc.
8550 Kingston Pike
Knoxville, TN 37919
Tel: 865.670.8555



CCI Project No. 01149-0000

September 30, 2014



Cannon & Cannon, Inc.
Consulting Engineers • Field Surveyors

EXECUTIVE SUMMARY

This report provides a summary of a traffic impact study that was performed for an apartment development that is proposed for construction off of N. Campbell Station Road in the Town of Farragut. The actual site location is on the northeast side of N. Campbell Station Road, just north of Snyder Road and approximately one-quarter mile north of Interstate 40/75. The development plan for this project proposes a maximum of 280 residential apartment units and the site access will consist of a single driveway onto N. Campbell Station Road.

The purpose of this study was the evaluation of the traffic operational and safety impacts of the proposed development upon roadways in the vicinity of the project site. Of particular interest were the signalized intersections of N. Campbell Station Road with Snyder Road, Interstate 40/75 Westbound ramps, Interstate 40/75 Eastbound ramps, and the site driveway. Appropriate intersection evaluations were conducted at these locations for existing and future conditions, both with and without traffic volumes generated from the proposed development, in order to determine the anticipated impacts and to establish recommended measures to mitigate these impacts. These evaluations included intersection capacity analyses, corner sight distance reviews and others as appropriate.

The primary conclusion of this study is that the traffic generated from the proposed apartment development will not result in unacceptable levels-of-service at the study intersections. In fact, due to I-40/75 interstate ramp improvements that are pending construction by the Tennessee Department of Transportation (TDOT), as well as traffic signal timing improvements that are easily implemented, some conditions will actually improve. This is especially true for the left-turn traffic queues between the two interstate ramp intersections, as well as the eastbound interstate off-ramp which will operate under traffic signal control. Operational conditions will also improve for the intersection of N. Campbell Station Road and Snyder Road if optimized traffic signal timing is implemented.

The following recommendations are considered appropriate to maximize the operations and safety of the study intersections:

1. The apartment site driveway should be STOP controlled. In addition, it should be located near the north end of the project property and its vertical grade should be kept as high as possible on its immediate approach to N. Campbell Station Road. These measures will ensure that the sight distance to oncoming traffic exceeds the required distance of 350 feet looking both north and south.

2. Consideration should be given to providing a northbound right-turn lane on N. Campbell Station Road at the proposed driveway. This is not fully justified by the expected traffic volumes, but would provide a safety and operational enhancement to the proposed intersection.
3. Optimized traffic signal timing should be implemented at all study intersections. For N. Campbell Station Road and Snyder Road this could occur immediately, while at the interstate ramp intersections this would best occur with the proposed TDOT interstate ramp improvements.

In addition to the above, the Town of Farragut should continue to encourage TDOT to complete the proposed interstate ramp project in a timely fashion.

Town of



Ordinance 14-16
Exhibit A

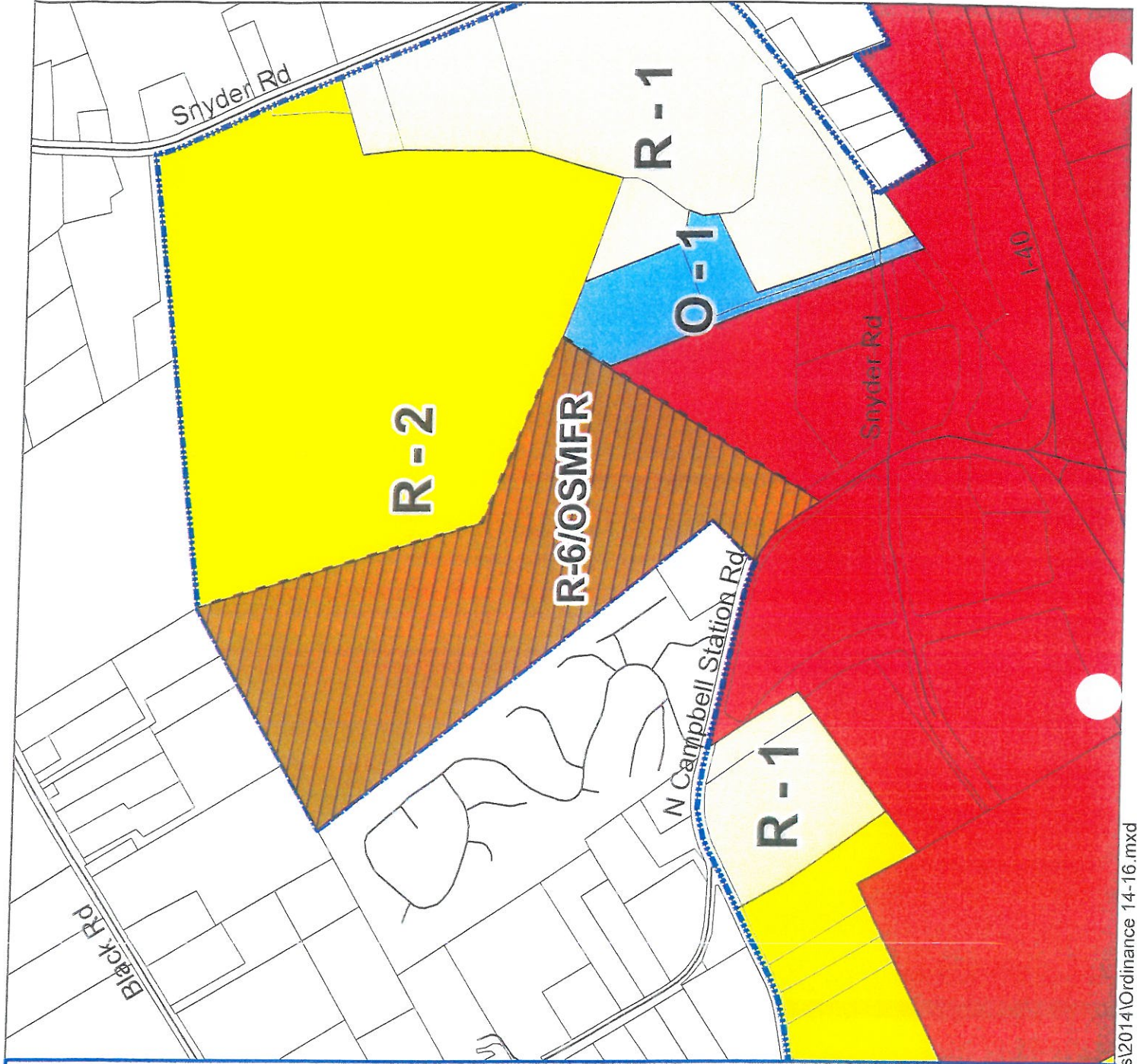
Rezone
Parcel 109, Tax Map 130
From R-2, General Single
Family Residential
To
R-6/OSMFR, Open Space Multi-Family
Residential Overlay District

Legend

- Town Limit
- Streets
- R-6/OSMFR
- Parcels
- R-1, Rural Single-Family Residential
- R-2, General Single-Family Residential
- O-1, Office
- C-2, Regional Commercial



1 in = 500 ft



AGENDA NUMBER VI. A. 2 MEETING DATE October 23, 2014

REPORT TO THE BOARD OF MAYOR AND ALDERMEN

PREPARED BY: G. Palmer, Assistant Town Administrator

SUBJECT: Ordinance 14-19, an ordinance on first reading to establish an Everett Road Corridor Improvement Fee

INTRODUCTION: This is the first reading for the subject Ordinance which will mandate a flat road improvement fee for certain residential developments on Everett Road. This Ordinance was presented to the FMPC for a recommendation at their October 16 2014 meeting which resulted in a unanimous recommendation of approval.

BACKGROUND/DISCUSSION: On August 14, 2014 the Board approved a subdivision development agreement with Farmstead Development LLC. This agreement required the developer to contribute to the cost of improving Everett Road based on a formula (SEE attached agreement). Farmstead Development LLC is building Split Rail Farm Subdivision which directly connects to Everett Road and will intensify the traffic along the sub-standard Everett Road corridor. There are several additional large tract parcels on Everett Road which may develop in the future. Therefore, in line with the Farmstead development agreement, the Town should collect a road improvement fee from similar residential developments proposing to develop along Everett Road. In order to pre plan, promulgate, and move away from the individual cost-sharing agreements the Town has done in the past, we propose this uniform Everett Road Corridor Improvement Fee Ordinance.

Our adopted Comprehensive Land Use Plan calls for low density single family housing along the Everett Road corridor similar to the Split Rail Farm development. Thus, this Ordinance shall only apply to residential developments which contribute to the traffic on Everett Road from Kingston Pike to the northern Town boundary (SEE attached map). The fee in the agreement with Farmstead Development was heavily negotiated and based on several factors: cost of Everett Road from Smith Road to the Split Rail Farm subdivision entrance, existing traffic counts on Everett Road, projected traffic counts (trips per day) generated by the addition of Split Rail Farm at full build out, anticipated contribution to the traffic onto Everett Road (but only traveling southbound). The fee calculated and negotiated is \$3,276 per dwelling unit.

We feel this calculated negotiated fee of \$3,276 per dwelling unit is substantially less than what we could have charged since we only counted the *southbound* traffic contribution onto Everett Road; but, we feel it is in the best interest of the Town and its development partners to apply this fee uniformly along Everett Road though this Ordinance.

RECOMMENDATION BY: G. Palmer, Assistant Town Administrator, and FMPC for approval.

PROPOSED MOTION: Approve Ordinance 14-19 on First Reading, establishing an Everett Road corridor improvement fee.

BOARD ACTION:

MOTION BY: _____ **SECONDED BY:** _____

<u>VOTE/TOTAL</u>	<u>MCGILL</u>	<u>HONKEN</u>	<u>LAMARCHE</u>	<u>MARKLI</u>	<u>PINCHOK</u>
YES	_____	_____	_____	_____	_____
NO	_____	_____	_____	_____	_____
ABSTAIN	_____	_____	_____	_____	_____

REPORT TO THE BOARD OF MAYOR AND ALDERMEN

PREPARED BY: Darryl W. Smith, PE

SUBJECT: Approval of Bids for Contract 2015-08, Resurfacing of Andover Boulevard

INTRODUCTION: The purpose of this agenda item is to consider bids and award a contract for resurfacing of Andover Boulevard in Andover Place Subdivision.

BACKGROUND: The FY2014 Resurfacing contract was completed by Rogers Group in late July/early August of this year. Unfortunately, as Rogers Group's equipment left Brighton Court (which was part of the contract), a large amount of "tack" coat was tracked from the vehicles' tires onto Andover Boulevard, leaving very heavy tracking to Smith Road and beyond. As tack is an asphalt emulsion, cleanup is virtually impossible without damaging the roadway beneath. The only viable alternative to provide an acceptable appearance is to resurface Andover Boulevard. While we normally mill and resurface with 1-1/2" of asphalt surface, the present condition of the roadway will allow us to resurface with 1-1/4" to reduce costs.

As we are quickly approaching the end of the paving season, staff recommends award of a new resurfacing contract to our second-lowest bidder (Greenback Asphalt Company, Inc.), based upon the unit prices contained in their bid received on March 18. With those unit prices, (see second page of tabulations), the estimated cost for resurfacing Andover Boulevard is \$57,252.50. However, the current cost of the surface mix (adjusted according to the TDOT published Asphalt Index) will increase from \$68.25 to \$71.17 per ton, in accordance with our standard contract. This will have the effect of increasing the total estimated cost by \$1,868.80, to \$59,121.30.

FINANCIAL SECTION:

Project: Contract 2014-05, Contract 2015-08, Resurfacing 121-43100-269			
<u>Project Budget</u>	<u>Requested Amount</u>	<u>Expenditures to Date</u>	<u>Available Amount</u>
\$976,402	\$59,121.30	\$382,687.15	\$534,593.55
Approved By: 			

RECOMMENDATION BY: Darryl Smith, Town Engineer

PROPOSED MOTION: Approval of bids and award of Contract 2015-08 to Greenback Asphalt Company, Inc. for their unit prices bid on March 18, with an estimated total cost of \$59,121.30.

BOARD ACTION:

MOTION BY: _____ **SECONDED BY:** _____

<u>VOTE/TOTAL</u>	<u>MCGILL</u>	<u>LAMARCHE</u>	<u>HONKEN</u>	<u>MARKLI</u>	<u>PINCHOK</u>
YES	_____	_____	_____	_____	_____
NO	_____	_____	_____	_____	_____
ABSTAIN	_____	_____	_____	_____	_____

REPORT TO THE BOARD OF MAYOR AND ALDERMEN

PREPARED BY: Darryl W. Smith, PE

SUBJECT: Approval of Proposal from Cannon & Cannon, Inc. for Engineering Services for Kingston Pike Greenway Project (Old Stage Road to Virtue Road).

INTRODUCTION: The purpose of this item is the approval of a proposal for design of a sidewalk project, located along the south side of Kingston Pike from 1,100 feet east of Old Stage Road to Virtue Road (across frontage of Willow Creek Golf Course).

STRATEGIC PLAN: This project is applicable to Goal 5 of the Strategic Plan, "Expand Leisure Amenities (Venues and Programs), Objective 2: Extend the Greenway System, and Objective 4: Increase pedestrian connectivity within Farragut."

BACKGROUND: Over the last several years, the Town has been committed to expansion of our network of pedestrian facilities, with the goal of providing pedestrian connectivity to all parts of the Town. Many of these pedestrian connections are constructed as part of necessary roadway improvements; others are constructed as development occurs along our corridors. Oftentimes, this leaves gaps in the network that the Town will eventually fill.

The intent of this project is to construct a sidewalk from the end of the existing sidewalk in front of the Townhomes at Wentworth (1,100 feet east of Old Stage Road) to Virtue Road, meeting existing sidewalk and greenway already constructed. These improvements will be constructed along the south side of Kingston Pike, and will include a 5' wide sidewalk with curb & gutter, drainage improvements and a retaining wall. Our goal is to keep all improvements on the existing right of way of Kingston Pike, but acquisition of slope and construction easements from Willow Creek Golf Course will be necessary. A major concern is protection of the "integrity," or "playability," of the 12th hole, which is adjacent to approximately 1,600 linear feet of the project. Along the eastern end, many of the existing trees will be removed to accommodate the construction, and it is extremely important that we replant a vegetated "buffer" for the protection of both the golf course and Kingston Pike motorists.

The Board of Mayor and Aldermen approved an earlier proposal from Cannon & Cannon, Inc. (March 13, 2014) for completion of a concept plan. We've presented the concept plan to the management of Willow Creek Golf Course, as well as to the Board during Workshop on September 25. While Willow Creek Golf Course remains concerned with some aspects of the project (schedule, impact to customers during construction, maintenance, etc.), the concept has generally met with their approval.

Please note that this new proposal from Cannon & Cannon (attached) consists of completion of the NEPA (National Environmental Policy Act) phase (Environmental approvals), as well as production of final construction plans.

This project is being funded with federal Surface Transportation Program (STP) funds, with an 80/20 federal/local cost share. This phase of the project (as well as ROW acquisition) is fully funded by the Town, with reimbursement of 80% of eligible costs once the phase is completed.

FINANCIAL SECTION:

Project: 310-43941-900 (Kingston Pike
Greenway)

Project Budget
(PE and ROW)

\$602,500

Requested Amount

\$114,700

Current Contracted
Amount

\$28,100

Remaining Amount

\$459,700

Approved By: A. Myers**RECOMMENDATION BY:** Darryl Smith, Town Engineer, for approval.**PROPOSED MOTION:** Approval of proposal from Cannon & Cannon, Inc. for design services for \$114,700.**BOARD ACTION:****MOTION BY:** _____ **SECONDED BY:** _____

<u>VOTE/TOTAL</u>	<u>MCGILL</u>	<u>LAMARCHE</u>	<u>HONKEN</u>	<u>MARKLI</u>	<u>PINCHOK</u>
YES	_____	_____	_____	_____	_____
NO	_____	_____	_____	_____	_____
ABSTAIN	_____	_____	_____	_____	_____