

**MINUTES OF THE MEETING OF  
THE BOARD OF COMMISSIONERS OF  
THE CITY OF FOREST HILLS**

**September 19, 2013**

The Forest Hills Board of Commissioners (the “Board”) held its regular meeting on September 19<sup>th</sup>, 2013 at City Hall, 6300 Hillsboro Road, Nashville, Tennessee, beginning at 5:00 p.m. Mayor Bill Coke presided. Also present were Vice Mayor John Lovell, Commissioner Lanson Hyde, City Attorney Matt Foster, City Engineer Brad Bivens and City Manager, Amanda Deaton. Others present are shown on the attached sign-in sheet. A copy of the Agenda is attached to these minutes.

1. **Approval of the Minutes of the August 15<sup>th</sup> meeting.** Vice Mayor Lovell made a motion to approve the minutes as submitted. Commissioner Hyde seconded the motion. The Board voted unanimously to adopt the minutes of the August 15<sup>th</sup>, 2013 meeting.
2. **Approval of Financial Statements.** Commissioner Hyde made a motion to approve the August Financial Statements. Vice Mayor Lovell seconded the motion and it passed unanimously.
3. **Report from City Manager, Amanda Deaton**

- a.) **Discussion of 4-way Stop Sign for Everett Drive at Hemingway.** Ms. Deaton detailed the traffic problem at the intersection of Everett and Hemingway noting that there was not enough volume of traffic to warrant a stop sign. However, the sight distance issues did cause concern. While she had not yet received a final report from the City Engineer, she said they would err on the side of caution and probably install the signs.

The right-of-ways have already been cut to increase line of sight. When a stop sign is installed, the city will have to build a notification timeline in order to warn drivers of the new traffic rule. This will include signage and possibly flashing signs.

- b.) **Beddington Park Paving-** In preparation for paving Beddington Park, the City Manager, Engineer and paving contractors walked the street discussing milling. A portion of the street has a small possible landslide within the right of way. Ms. Deaton recommended not paving the west side of the street until the landslide was mitigated. The method recommended to fix the landslide was to do a geotechnical analysis, find out where the slippage, if any, was occurring and then undergo appropriate construction. The geotechnical analysis would also indicate whether the City or a private party was responsible for the slippage. She requested that the board approved up to \$15,000 for the geotechnical analysis.

Mr. Bivens gave some history of the slide: it started in summer of 2010 and slid more this summer. The responsibility of the slide could be on both parties. Commissioner Hyde asked for more clarification of the location and how long paving would be delayed for the western residents of Beddington Park. He also suggested that Ms. Deaton and Mr. Bivens review other small scale landslide remediation where the right-of-way was

protected. Mr. Bivens noted that the geotechnical analysis could possibly be conducted in the right-of-way only.

Mr. Bivens explained that it could be done now or when the hillside slips. If the City waits, then it could potentially pay for the Geotechnical analysis and the right of way clean up.

Commissioner Hyde motioned to approve up to \$15,000 for a geotechnical analysis on Beddington Park, Mayor Coke seconded the motion and it passed unanimously.

4. **Report from the City Attorney, Matt Foster.**

**Open Matters.**

- *Zoning Code Amendments*- Mr. Foster stated that progress had been made on reviewing and revising the zoning code. Ms. Deaton and he were set to meet the following week to compare and combine notes. Following that meeting, Mr. Foster requested that a work session for the Commissioners be scheduled to review the proposed changes and make any additional alterations if needed.

- *Building Code*- The City of Forest Hills needs to adopt new building codes. The City of Forest Hills has been waiting on Metro Nashville-Davidson County (Metro) to adopt new building codes. However, Metro has not moved very quickly on adoption. Mr. Foster indicated this causes some an anxiety because Forest Hills had informed the State of Tennessee, the Fire Marshall's Office, and the ISO (Insurance Service Office) that it would be updating this year. Commissioner Hyde expressed concern about the ability of staff to update the code because no one held the expertise needed to properly compare the 2003 to 2012 codes. Commissioner Hyde continued that the City may need to wait on Metro for that reason. Mr. Foster added that Metro is not on the same time crunch as the City is because they are currently operating under to 2006 codes, and they must be amended every 10 years.

Mr. Foster mentioned that one item staff is wrestling with is whether the City must adopt the new energy code. The requirements of the energy code can be perceived as cumbersome and the costs may outweigh the benefits. The City may not be required to adopt that code and if that is the case, Mr. Foster would recommend leaving it out.

Mr. Foster noted that the Ms. Deaton would be getting the Commission an outline of the changes for review and that the first reading of adopting new codes may be on the near horizon.

- *Alternative for Board of Zoning Appeals*- Mr. Foster strongly encouraged the commission to select an alternate for the Board of Zoning of Appeals. One idea was to ask a member of the planning commission to also serve as an alternate. It would be an additional time commitment, but the crossover could be advantageous. Commissioner Hyde mentioned that, although he

did not want to do it, he would volunteer if needed. Mayor Coke and Vice Mayor Lovell indicated they may have someone, but would need to check.

### **Report from City Engineer, Brad Bivens**

- a.) **Paving contract update.** Mr. Bivens indicated that Four Star Paving had a logistics meeting on Friday to determine their upcoming schedule. Likely milling would be begin on Beddington Park the following week.
- (i) **Striping-** Mr. Bivens explained that each street would be taken individually. Vintage would be completed with white lines; Sunset Hills Terrace would not be striped; and Double Chickering would only receive some yellow lines at the junction of Chickering and Chickering to direct traffic. Fredricksburg Drive would be fully striped and lanes may be slightly narrowed to encourage traffic calming. There was some question about what to do with St. James Place. The Street had never before been striped, but the concrete ditches and steep falls indicated white lines were required. Ms. Deaton explained that she would like to err on the side of safety and stripe the road. Vice Mayor Lovell agreed noting he had experienced the danger on that corner.
- (ii) **Multiuse Path-** Mr. Bivens explained that the Metro right-of-way was sixty (60) feet on Granny White Pike. This means easements will have to be prepared with Hau ry and Smith. The measurements and legal definitions would still have to be prepared. Mr. Foster volunteered to begin the process of preparing and sending easements. Once all other information is gathered, it can be added. Hopefully this will eliminate lag time.
- b.) **Speed Humps- Otter Creek Road.** Mr. Bivens reported that the speed humps had been lowered to specification on Otter Creek Road. To explain, Mr. Bivens prepared a presentation on the history of the speed humps on Otter Creek Road and the speed humps in Forest Hills in general. The presentation explained that two studies had been completed and the latter study gave specifications for the Otter Creek speed humps. It specified three (3) inch speed humps with a parabolic rise.

The speed humps on Otter Creek had been repaved four (4) times. The speed humps had been measured and completed to specification. At the request of the Commission and Ms. Deaton, Mr. Bivens also measured the speed humps on Robert E. Lee Drive and Kingsbury. Mr. Bivens found that the humps on Robert E. Lee Drive ranged from 2.5 to 4.2 inches high with an average of about 3.5 inches. The Kingsbury humps ranged from 3 to 4 inches and were 2 feet longer than the humps on Robert E. Lee Drive and Otter Creek Road.

Mayor Coke allowed for citizen comments at this time.

After comments were concluded, Commissioner Hyde noted that clearly the new speed humps are not working. Vice Mayor Lovell agreed saying he had done his own unscientific study by walking the street several times in the last week and had discovered increased speeds. Commissioner Hyde

also indicated that the humps on Kingsbury were perfect. Mayor Coke and Vice Mayor Lovell concurred.

Commissioner Hyde asked about the possibility of adding a “prefab” hump to give it a try. Mr. Bivens responded that according the traffic plan there was a place for an additional hump on Otter Creek Road. This could be a place to try the prefabbed hump.

There was also brief discussion of conducting an additional traffic study to determine the new traffic flow.

Ms. Deaton offered that reworking the current speed humps would cost about \$3,700 each including striping. After continued discussion, it was determined that the City would rework the three humps to make them more like those on Kingsbury and try an additional prefab hump on Otter Creek. Commissioner Hyde also noted that Rogers’ Group should be released for payment because the humps they completed were to specification.

**5. Citizens Comments-**

- a.) Ms. Cindy Brooks, residing at 1343 Otter Creek Road spoke. She indicated that after the latest lowering the speed humps have allowed people to fly up the hill. She has observed that because the humps have such a smooth approach speed has picked up accordingly. She explained that the biggest problem was that there was no longer parity with Robert E. Lee Drive. Drivers choose Otter Creek Road because of the smoother ride. Perhaps the City could put a hump after Merrimac she offered. She closed with the point that drivers should not only see but feel the humps to slow them down.
- b.) Tom Holland, residing at 1318 Otter Creek Road spoke. He explained that the difference between four (4) inch and three (3) inch humps is very different. The goal is parity. He stated that all he cared about was that the two roads were the same. When building the humps, the City should err on the high side. He liked the gouging of the street, it made people slow down.
- c.) Karen Byrd, residing at 1321 Otter Creek Road spoke. She said she worked from home and had a firsthand account of the speed on Otter Creek. She said she felt like she was taking her life in her hands when she was getting the mail. She liked the humps when they were high. She questioned whether the traffic study done in 2003 and 2004 was reasonable to follow since it was older. She offered that maybe Forest Hills needed four (4) inch humps- but whatever the solution, the current humps were not working.
- d.) Jim Gardener, residing on 1811 Otter Creek Road spoke. Mr. Gardener explained that Otter Creek was already a narrow road with no shoulder. When he runs, he feels it is very dangerous and with the lowered speed humps, speeds have increased to 40-45 miles per hour. He thought the higher speed humps did the job. He offered that they could be repaired to how they were a year ago. He added that when Voce develops, the City may see increased traffic and the problem will only worsen.

6. **Adjournment.** The Board adjourned.

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Mayor

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City Recorder

