



Meeting Agenda

Board of Mayor & Alderman and Franklin Municipal Planning Commission

Thursday, April 23, 2020

5:30 PM

City Hall Training Room

Notice is hereby given that a joint, non-voting workshop of the Board of Mayor and Alderman and the Franklin Municipal Planning Commission will be held on the date, time and in the location stated above. Additional information can be found at www.franklinton.gov/planning. For accommodations due to disabilities, contact the Human Resource Department at 791-3216, at least 24 hours prior to the meeting.

The typical process for discussing an item in this workshop setting is as follows:

- 1. Applicant / staff presentation, and*
- 2. BOMA and FMPC comments*

The Board of Mayor and Aldermen and Franklin Municipal Planning Commission Joint Workshop will limit physical access in the meeting room due to current limitations on public gatherings to prevent further spread of COVID-19 and to protect the health, safety, and welfare of the City of Franklin officials, staff, and citizens. The purpose of this meeting will be to conduct a project review workshop. No decisions on applications will be made at this meeting. Accommodations have been made to ensure that the public is able to participate in the meeting. The public may participate in the following ways: • Watch the meeting on FranklinTV or the City of Franklin website. • Watch the live stream through the City of Franklin Facebook and YouTube accounts. • Call 615-550-8420 to listen to the meeting or voice a comment during a specific public comment period. • The public may email comments to planningintake@franklinton.gov to be read aloud during the meeting. Emailed comments will be accepted until 1 hour prior to the meeting. • Limited viewing will be available in the lobby of City Hall to watch the live video.

CALL TO ORDER

1. Consideration Of Resolution 2020-41, A Resolution Declaring That The Franklin Municipal Planning Commission And Board Of Mayor And Aldermen Shall Meet On April 23, 2020, And Conduct Its Essential Business By Electronic Means Rather Than Being Required To Gather A Quorum Of The Members Physically Present In The Same Location Because It Is Necessary To Protect The Health, Safety, And Welfare Of Tennesseans In The Light Of The COVID-19 Outbreak.

Sponsors: Emily Hunter, Amy Diaz-Barriga

NEW BUSINESS

2. (5:30 - 6:00 pm) Discussion of a Development Plan proposing 995,084 square feet of commercial uses (including 605 hotel keys), 530,000 square feet of existing office use, and 1,624 multifamily and townhouse dwelling units, on 49.93 acres, located near the intersection of Carothers Parkway and Mayfield Drive (Eastworks PUD).

Sponsors:

3. (6:00 - 6:30 pm) Discussion of a Development Plan proposing 5,500 square feet of commercial uses, 7,900 square feet of restaurant uses, 4,420 square feet of office uses, and 245 multifamily dwelling units, on 21.24 acres, located at the intersection of South Royal Oaks Boulevard and Oak Meadow Drive (Vintage at Watson Glen PUD).

Sponsors:

OTHER BUSINESS

ADJOURN

RESOLUTION 2020-41

A RESOLUTION DECLARING THAT THE FRANKLIN MUNICIPAL PLANNING COMMISSION AND BOARD OF MAYOR AND ALDERMEN SHALL MEET ON APRIL 23, 2020, AND CONDUCT ITS ESSENTIAL BUSINESS BY ELECTRONIC MEANS RATHER THAN BEING REQUIRED TO GATHER A QUORUM OF THE MEMBERS PHYSICALLY PRESENT IN THE SAME LOCATION BECAUSE IT IS NECESSARY TO PROTECT THE HEALTH, SAFETY, AND WELFARE OF TENNESSEANS IN LIGHT OF THE COVID-19 OUTBREAK

WHEREAS, Coronavirus Disease 2019 (COVID-19) is a severe acute respiratory disease that appears to occur through respiratory transmission, presents with similar symptoms to those of influenza, and can lead to serious illness or death, particularly in the case of older adults and persons with serious chronic medical conditions; and

WHEREAS, the Centers for Disease Control and Prevention has recommended that all states and territories implement aggressive measures to slow and contain transmission of COVID-19 in the United States; and

WHEREAS, on March 12, 2020, pursuant to the authority granted by Tenn. Code Ann. § 58-2-107, the Governor of Tennessee, Bill Lee, issued Executive Order No. 14, declaring a state of emergency to facilitate the response to COVID-19; and

WHEREAS, on March 13, 2020, the President of the United States, Donald J. Trump, declared a national state of emergency with respect to COVID-19; and

WHEREAS, on March 20, 2020, Mayor Ken Moore issued Executive Order No. 2020-01 Declaring a State of Emergency and Civil Emergency; and

WHEREAS, on March 20, 2020, Governor Lee issued Executive Order No. 16 allowing electronic meetings while continuing to function openly and transparently; and

WHEREAS, Mayor Moore issued Executive Orders No. 2020-03, No. 2020-05, and No. 2020-07 continuing the Declaration of a State of Emergency and Civil Emergency; and

WHEREAS, the Franklin Municipal Planning Commission and Board of Mayor and Aldermen believes it is in the best interest of the City of Franklin to conduct the April 23, 2020, meeting by electronic means.

NOW, THEREFORE, BE IT RESOLVED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION AND BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE, AS FOLLOWS:

The meeting scheduled for April 23, 2020, at 5:30 p.m. shall be conducted by electronic means rather than requiring a quorum of the members of the Franklin Municipal Planning Commission and Board of Mayor and Aldermen to attend in person to protect the health, safety, and welfare of Tennesseans in light of the COVID-19 Outbreak. Physical access in the meeting room will be limited. The public can view and participate in the meetings by watching the meeting live or later as a recording on FranklinTV, the City of Franklin website, the City of Franklin's Facebook page, and the City of Franklin's YouTube account. Specific dial-in and website links can be found on the City's website at: <https://www.franklin.tn.gov/Home/Components/Calendar/Event/10402/1092>.

IT IS SO RESOLVED AND DONE on this 23th day of April, 2020.

ATTEST:

By: _____
Emily Hunter
FMPC Secretary

CITY OF FRANKLIN, TENNESSEE:

By: _____
Mike Hathaway
FMPC Chair

Approved as to Form By:
Sauna R. Billingsley, City Attorney

EAST WORKS DISTRICT

REZONING & PUD DEVELOPMENT PLAN APPLICATION

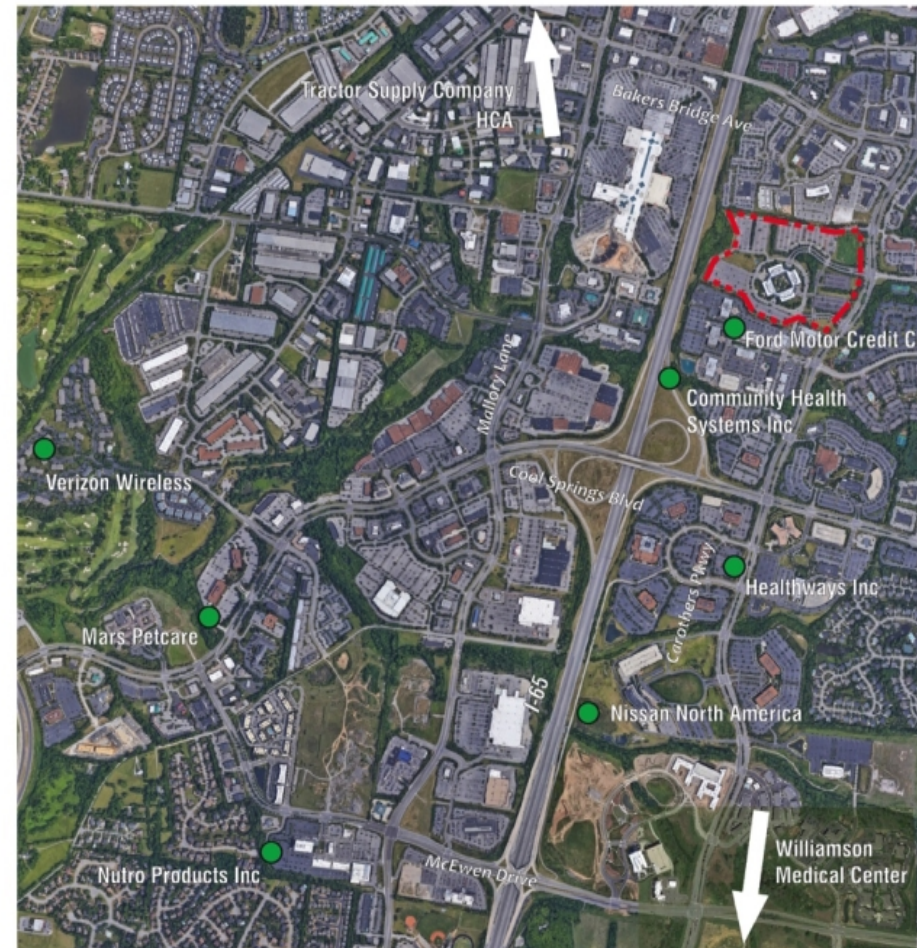
Joint Conceptual Workshop

April 23, 2020





The East Works District site is located off Carothers Parkway in the Cool Springs area of Franklin, Tennessee, on the east side of Interstate 65 between Baker's Bridge Avenue and Cool Springs Boulevard. The site is approximately 50 acres and has the distinction of being the first commercial office building of its type east of the Interstate. The site currently contains a 509,000 square foot Class A office park comprised of four interconnected buildings and surface parking for the office spaces.

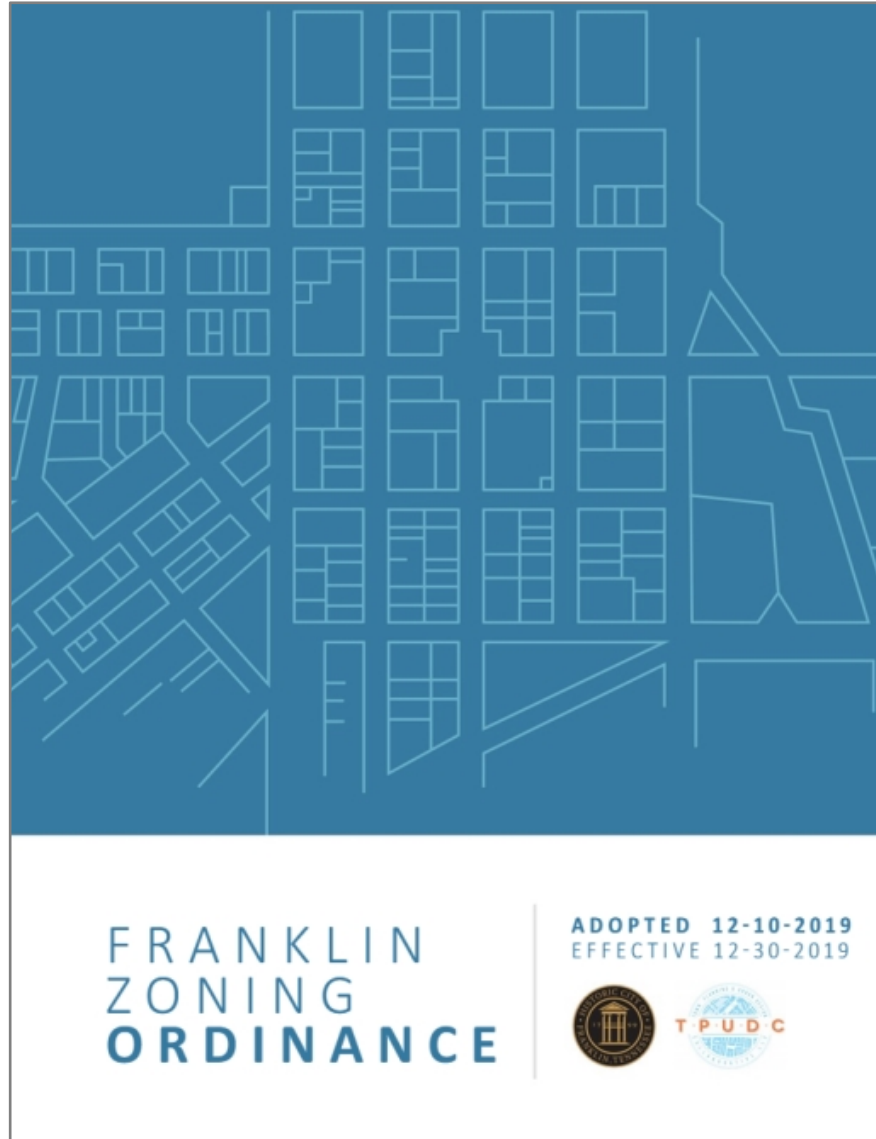


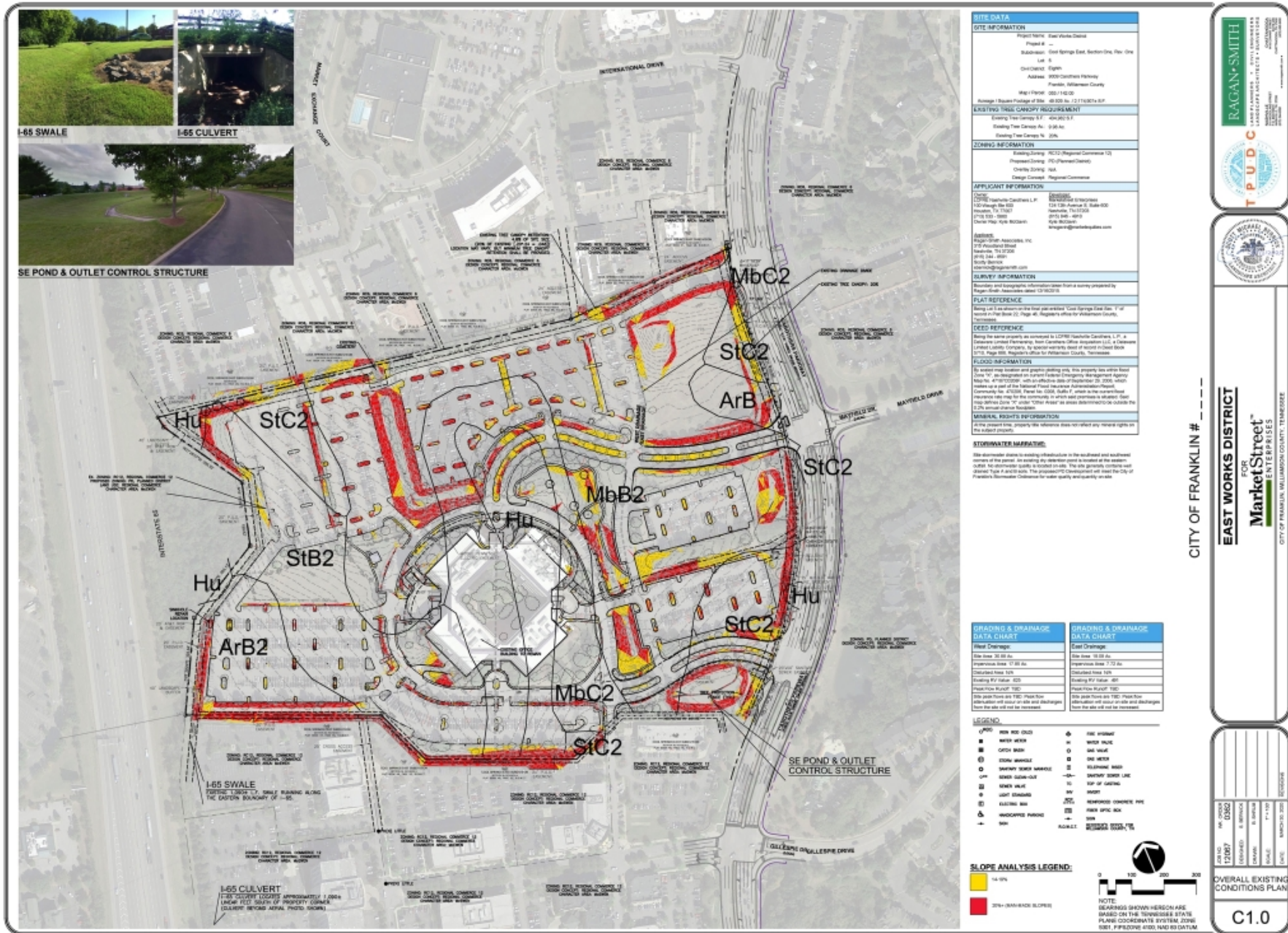
ENVISION



FRANKLIN

PRESERVING THE PAST, PLANNING THE FUTURE





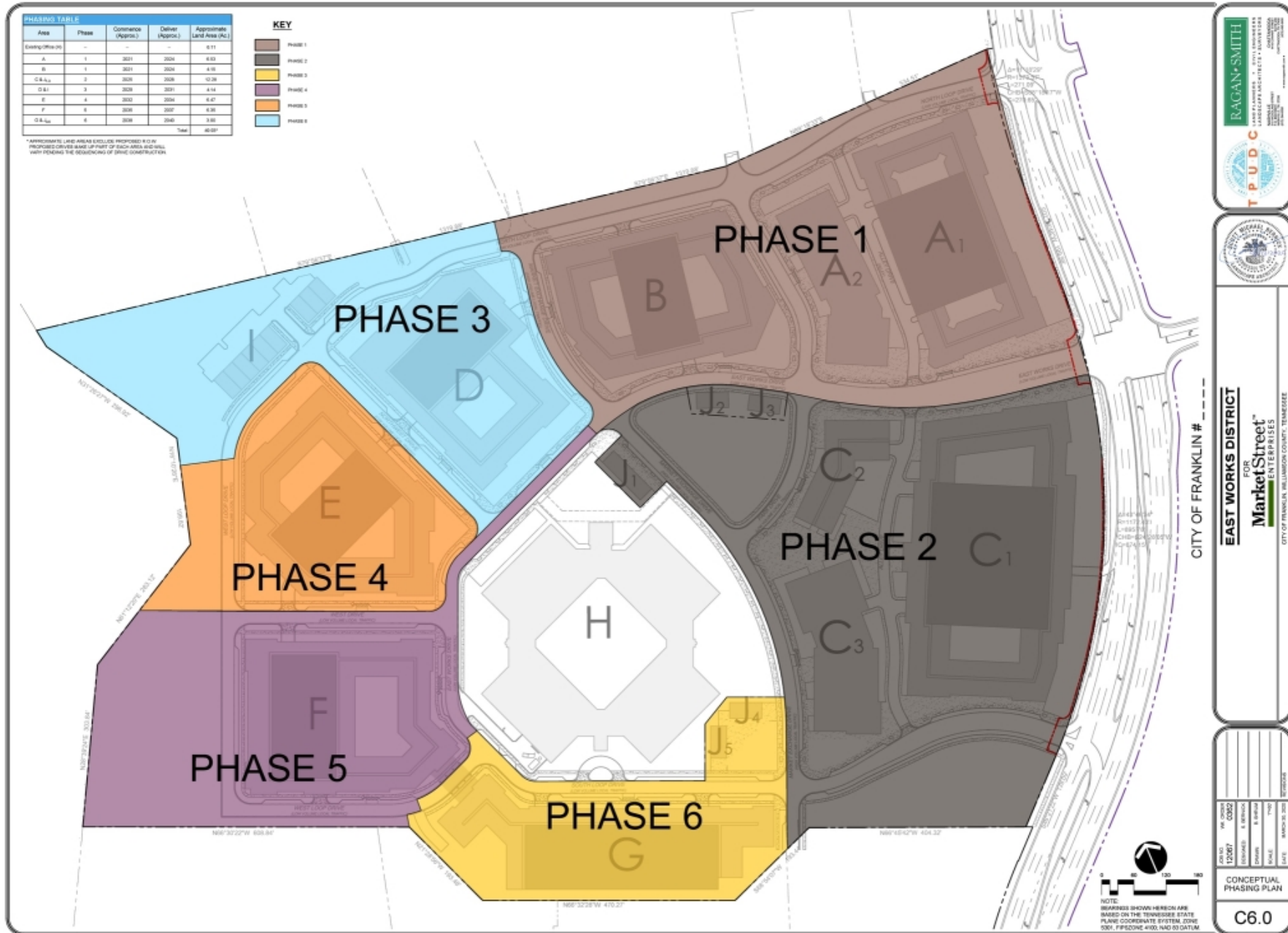


EAST WORKS DISTRICT

Illustrative Plan

ACREAGE (S.F.) OF SITE:	49.929 AC. (2,174,907± SF)
EXISTING ZONING:	RC12 (REGIONAL COMMERCE 12)
PROPOSED ZONING:	PD, PLANNED DISTRICT
ATTACHED RESIDENTIAL:	1,615 MULTI-FAMILY UNITS 9 TOWNHOUSE UNITS
NON-RESIDENTIAL SF / HOTEL KEYS:	
OFFICE:	1,048,000 SF
EXISTING:	530,000 SF
NEW:	518,000 SF
RETAIL:	34,550 SF
RESTAURANT:	27,750 SF
HOTEL KEYS:	605 KEYS
TOTAL:	1,525,084 SF (INCLUDES 605 HOTEL KEYS)





The architectural intent of East Works District is primarily industrial modern, with a nod to Franklin's history and aesthetic. Buildings will be designed using traditional architectural articulation and proportions combined with creative and innovative details. This design approach will set the project apart from its neighbors and other developments in Cool Springs. The built environment will include a mix of materials, from brick to glass, steel, concrete, and wood.

The following three pages include a number of conceptual renderings of the East Works District project, intended to convey character and scale, without committing to specific architectural detail. The subsequent pages include a number of precedent, or inspiration images, from which the developer and the architecture team will distill the specific architectural language of East Works District.

The examples provided include a wide variety of building and frontage types, including commercial, mixed use, attached residential, rowhouse/townhouse, shipping containers, incubator retail kiosks, and activated shopfronts. Also included are images of common areas, spaces for gathering and play, activated alleys and pedestrian ways, markets and restaurants, and spaces for artists and makers.

The developer does not intend to recreate any of the buildings or spaces illustrated herein, but will instead design a cohesive set of buildings that reflect the unique style of East Works District.





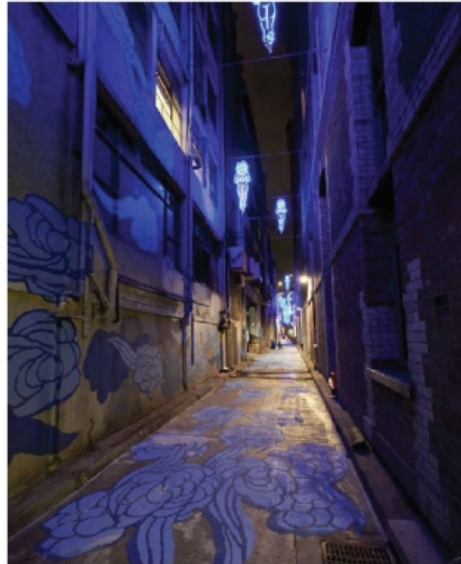
EAST WORKS DISTRICT



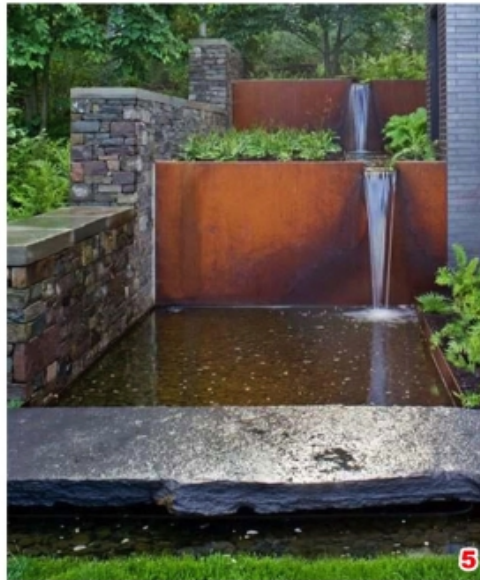
EAST WORKS DISTRICT

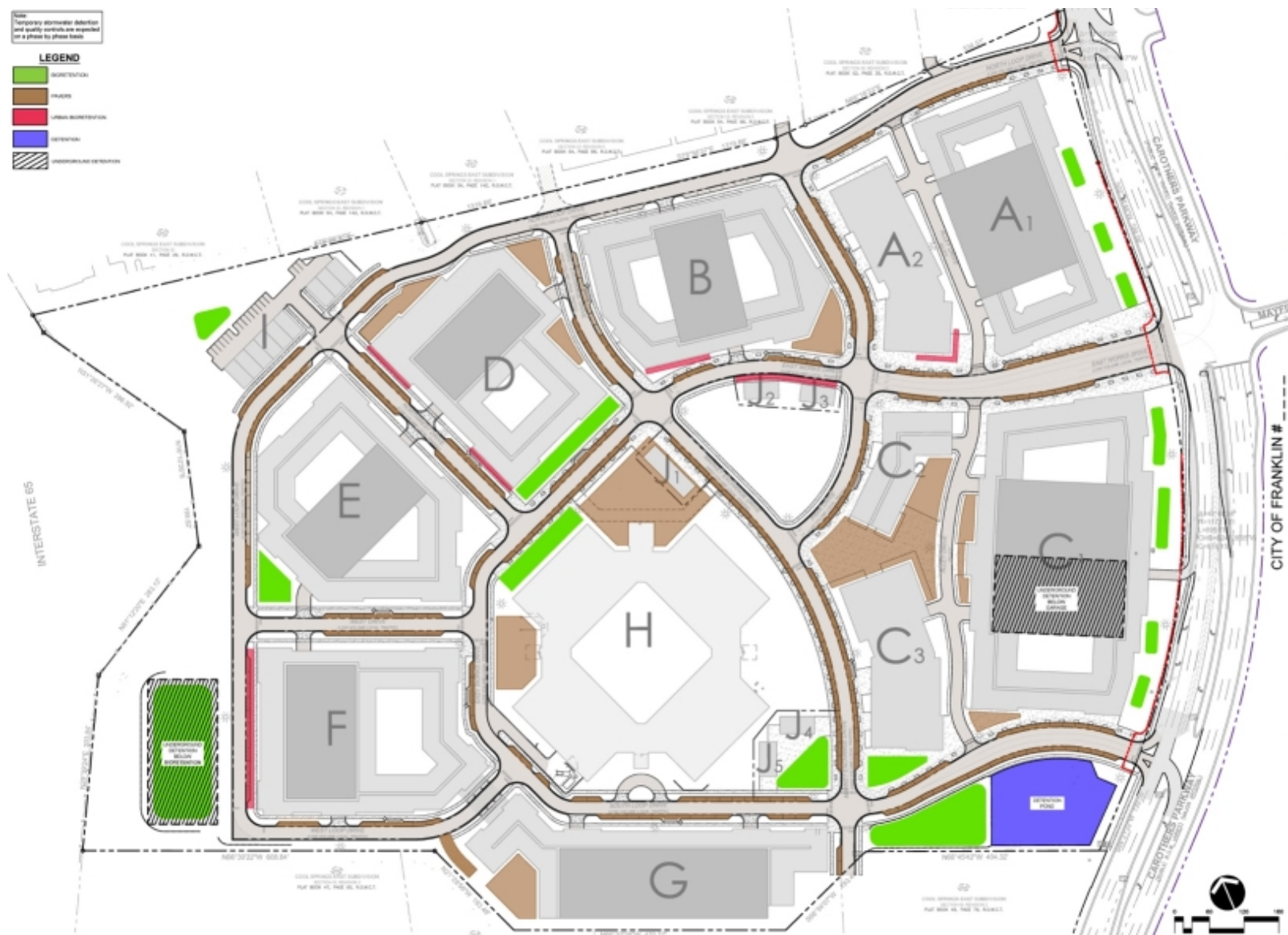


EAST WORKS DISTRICT



EAST WORKS DISTRICT





EAST WORKS DISTRICT



EAST WORKS DISTRICT



EAST WORKS DISTRICT



EAST WORKS DISTRICT



EAST WORKS DISTRICT



Rendering appeared in original 2019 submittal

EAST WORKS DISTRICT

REZONING & PUD DEVELOPMENT PLAN APPLICATION

Joint Conceptual Workshop

APRIL 23, 2020

MODIFICATION OF STANDARDS



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Sections 6.6, 6.7, and 6.8 (Building Types – Townhouse, - Multifamily, and - Commercial/ Mixed Use Building - Building Materials)

Revise to allow architectural masonry veneer or fully dimensional block products that are ground, honed or split face as primary materials on a façade, as accent materials, and as cladding within the project. These are appropriate building materials in the context of the project.

Example images of such masonry products are shown here.



Smooth-faced block product by Austral Masonry



Architectural Masonry Veneer product used at McEwen Southside in Franklin



Architectural Masonry Veneer product used at McEwen Southside in Franklin



Architectural Masonry Veneer product used at McEwen Southside in Franklin

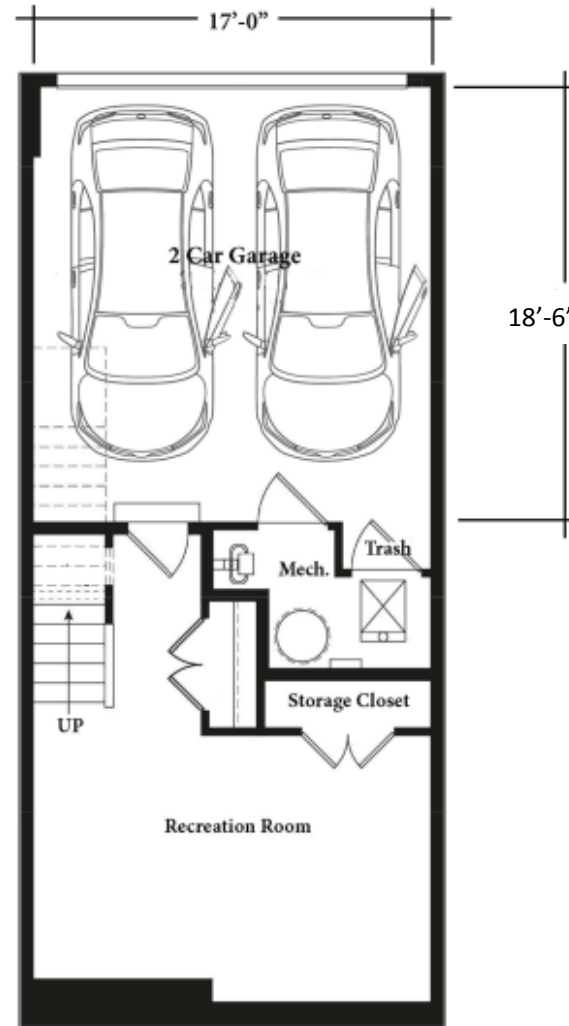


Architectural Masonry Veneer product used at McEwen Southside in Franklin

Section 6.6 (Building Types – Townhouse – Garage / Carports)

Revise to establish minimum interior garage dimensions as 8.5 feet by 18.5 feet per vehicle parking space. Interior garage width is a function of overall building width. The market supports buildings having an overall narrower width than would result from providing garages having an interior width of 10 feet per vehicle space.

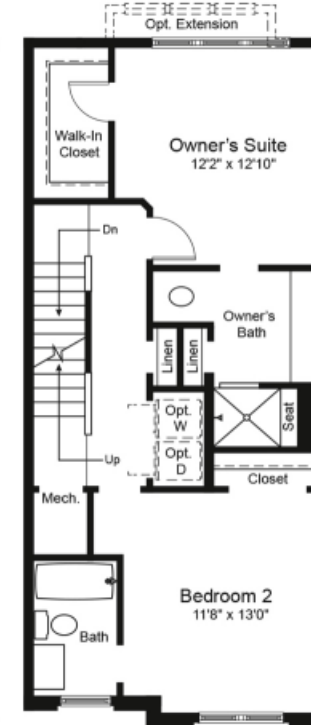
A plan reflecting the use of these minimum dimensions is shown here.



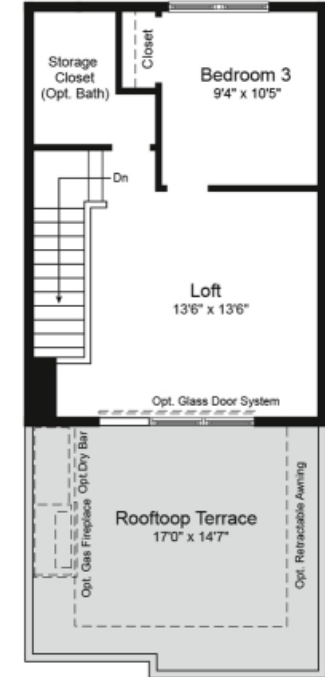
LOWER LEVEL



MAIN LEVEL



UPPER LEVEL



LOFT LEVEL

**Section 6.7 (Building Types –Multifamily –
Building Orientation and Entry - Entrances)**

Revise to allow facades along a street or internal drive to have ground floor units accessed from the interior rather than having individual entrances, provided that the façade of the building has an entrance to publicly - accessed ground floor uses. This MOS is being requested to address topographical constraints, context, and anticipated demand for ground floor dwelling units with exterior entrances.

Example images of buildings using a single ground floor entrance, as well as a plan indicating potential locations where this MOS may be utilized within the project, are shown here and on the page that follows.

Locations of Multifamily Building facades with consolidated entrances may be changed by developer and finally designated in each applicable Site Plan.



See previous page.

LEGEND

Consolidated Entrances

Individual Entrances



Sections 9.1, 9.2, 9.3, 9.3.1, 9.3.2, 9.6, and 12.8 (Streets and Circulation – Streetscape, - Streets, - Internal Drives, - Pedestrian Circulation; and Landscape – Street Trees)

Revise so that any one or more of the otherwise required street or internal drive elements, such as parallel parking, street trees, sidewalks, and/or streetlights, may be excluded within the project where there is insufficient space to include them or they are not desired for design or operational reasons. The omission of one or more elements at such locations will not significantly impact the quality or utility of the public frontage. All required elements will be provided where space permits and they are beneficial to the fabric of the Development Plan.

A plan indicating potential locations where this MOS may be utilized within the project is shown here.

Locating parallel parking in every possible location, such as around the rear of buildings and deep into predominantly residential areas of a neighborhood, should be strategically considered. Those areas that are less proximate, convenient and safe (as a function of being less visible) may not attract the intended user groups, those being transient visitors, leaving those areas available exclusively to the user groups for whom parallel parking was not intended in the first place. The monitoring and enforcement of parking in these areas can become very difficult and turn into a burden for residents and commercial tenants.

LEGEND

— On-Street Parking



Sections 13.3.3 and 13.3.4 (Fences, Walls, and Screening – Screening - Ground- or Wall-Mounted Mechanical and Utility Equipment and - Refuse Areas)

Revise to allow ground- or wall- mounted mechanical and utility equipment and refuse areas to be located at a designated Secondary Frontage and if fully screened from public view or enclosed within the building. Many of the buildings within the project will have three or more frontages. Therefore, it will be necessary to designate certain frontage locations for such equipment and refuse areas

The anticipated Primary and Secondary Frontages are shown on the plan on this page.

The locations of Primary and Secondary Frontages so shown may be changed by the developer in each applicable Site Plan, provided that the frontages of buildings facing Carothers Parkway, East Works Drive, South Loop Drive east of the intersection with East Works Drive, Market Exchange Drive south of the intersection with East Works Drive, and the east side of Park Drive, building C3 facing the Open Space between it and building C2, and buildings I1 and I2 facing North Loop Drive will be designated Primary Frontages.

LEGEND

- Primary Frontages
- Secondary Frontages



Section 15.1.3 (Signs – Proportion and Shape)

Revise to allow signs to be the shape of any item that is representative of the business, such as a “dog tag” for a “bootcamp” style fitness retailer. This would be appropriate in the context of the project.

Example images of signs that would be permitted under this MOS are included here.



Section 15.4 (Signs – Band Sign – Quantity)

Revise to allow one Band Sign per tenant per frontage in addition to any allowed Wall Sign. This MOS is being requested to address situations where a tenant within a multiple tenant building could have a Wall Sign and each tenant space could also have a Band Sign at its entrance. This would be appropriate in the context of the project.

Example images of buildings showing this condition are included here.



Section 15.5 (Signs - Canopy Sign - Lighting)

Revise to allow Canopy Signs to be illuminated externally or internally. Internal illumination of a Canopy Sign would be appropriate. Historically, Canopy Signs, such as those used for theatre marquees, have been internally illuminated. This would be appropriate in the context of the project.

Images showing internally illuminated Canopy Signs are included here.



Section 15.10 (Signs - Hanging Sign - Sign Area & Lighting)

Revise to change maximum sign area to 6 square feet per side. The 3 square foot maximum sign area permitted for Hanging Signs is very small. A 6 square foot Hanging Sign would be within the customary range for this type and would be appropriate in the project. Revise to allow Hanging Signs to be illuminated externally or internally. Internal illumination of a Hanging Sign would be appropriate.

Images of Hanging Signs having an area of 6 square feet, as well as internally illuminated Hanging Signs, are included here.



Section 15.14 (Signs – Vertical Blade Sign - Quantity)

Revise to allow one Vertical Blade Signs per frontage per tenant, but no more than two Vertical Blade Signs per frontage, and to allow such Vertical Blade Signs in addition to any Hanging Signs that are used for other tenants. This would be appropriate in the context of the project.

Images of multiple Vertical Blade Signs on a building, as well as Vertical Blade Signs being used on buildings with Hanging Signs are included here.



Section 15.15 (Signs – Wall Sign – Quantity)

Revise to allow one Wall Sign per frontage and to allow such Wall Sign in addition to any allowed Band Signs. This would be appropriate in the context of the project. This MOS is being requested to address the reciprocal situation to that described in MOS No. 7 above, where a tenant within a multiple tenant building would have a Wall Sign and each tenant space could also have a Band Sign at its entrance. This would be appropriate in the context of the project.

Example images of buildings showing this condition are included here.



The following language is from the Modifications of Engineering Standards memo dated April 13, 2020

Sec 2.3.16 (9) – A vehicular parking space in the street shall be designed with a minimum clearance of thirty (30) feet from the intersection flow line.

This exception is requested at T-intersections on the street side opposite of the intersecting roadway. This page includes examples of where this presently occurs in Franklin. The following page includes a plan showing where this exception is requested.



The plan shown here highlights places in East Works District where on-street parking will occur at T-intersections.

LEGEND



T-Intersection with Parallel Parking



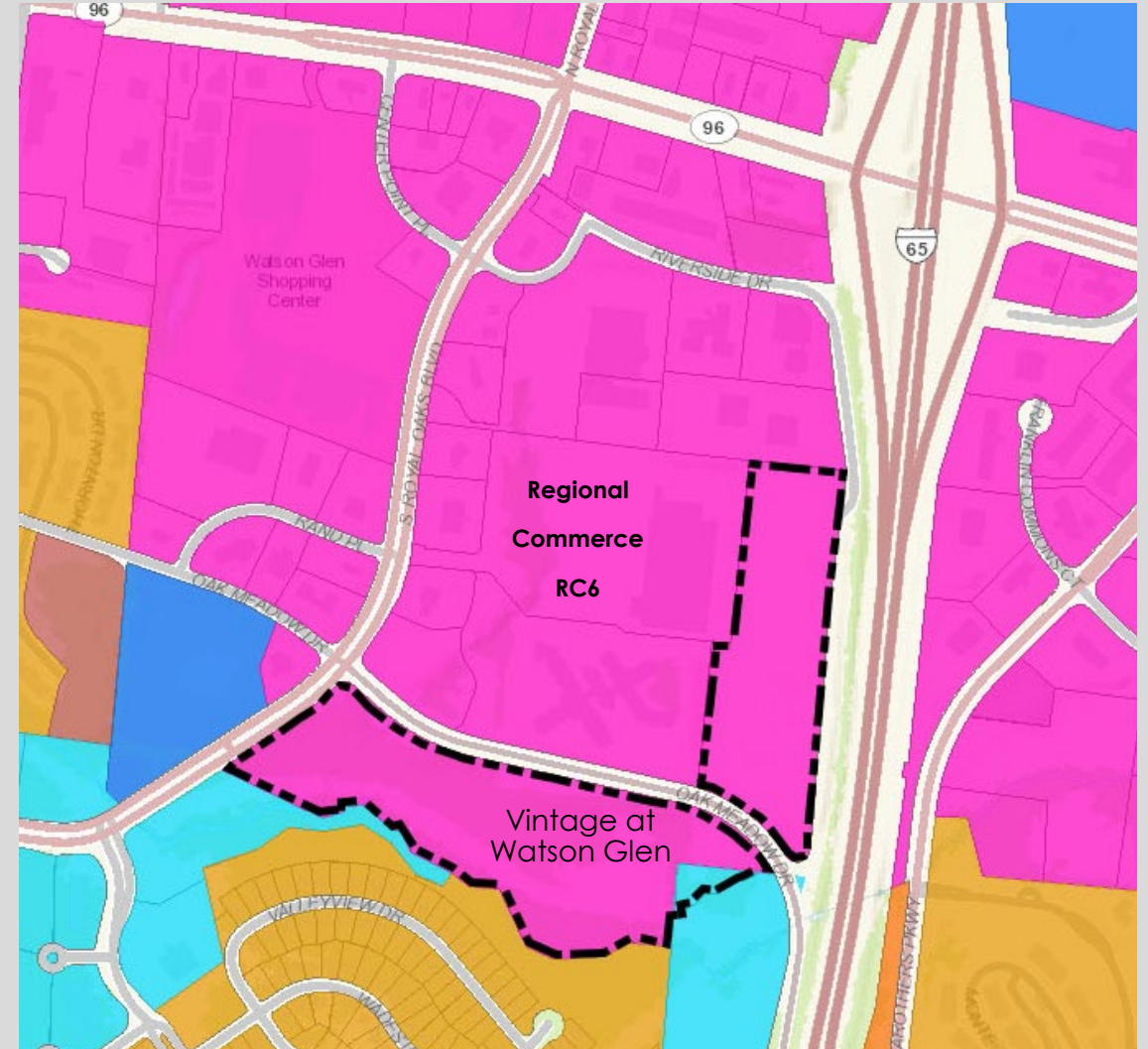


EAST WORKS DISTRICT



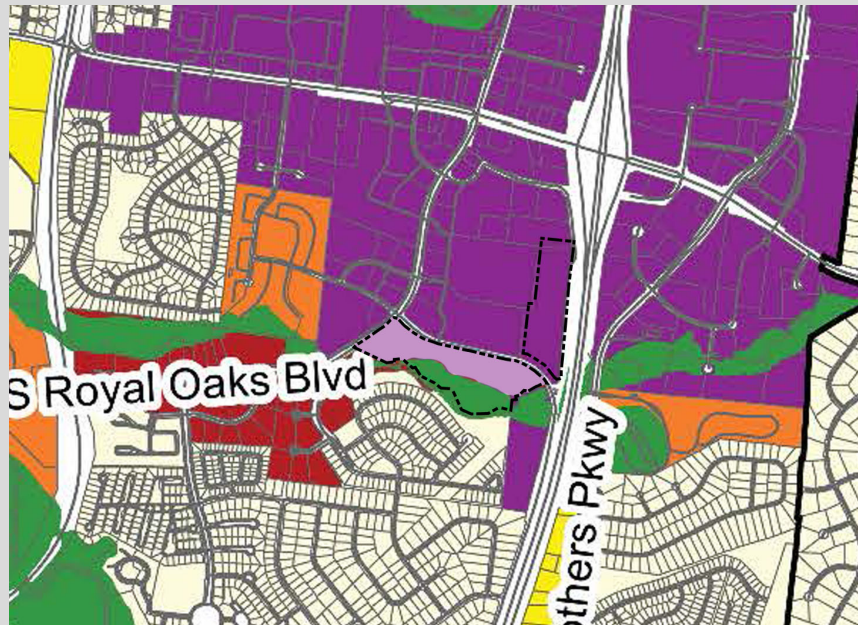
Vintage at Watson Glen
PD Zoning Request

Location



Envision Franklin

Neighborhood Mixed Use Policy



USES

Primary Institutional, Local Commercial, Multifamily Residential, Professional Office, Townhouses, and Transitional Office

Secondary Big Houses, Duplexes, Live-Work, Assisted Living, Single-Family Residential, and Recreation

Building Placement

Large developments should be master planned in order to achieve a cohesive design for the entire site.

Building setbacks adjacent to streets should be minimal to create an active street environment with wide tree-lined sidewalks that encourages pedestrian activity. Where internal drives are used to organize buildings and pedestrian movement, setbacks to internal drives should be minimized wherever possible.

Buildings and their main entrances should be oriented toward the street.

Building Height

Max of three stories outside of Mack Hatcher Parkway. Buildings on the periphery should transition in height to nearby dwellings so as to ensure compatibility.

Building Character

Buildings generally should have a primary entry identity that defines the visual character of the building, and it should be oriented toward the primary street. Building design should have pedestrian-scaled architectural details that enhance the appearance of the building at the street level.

New multifamily residential is encouraged to create lively, walkable neighborhoods near restaurants, shops, grocery stores, and workplaces. First floors are encouraged to have active commercial spaces, including retail, restaurants, leasing offices, and other amenities, which should be individually accessible from the street.

Parking

On-street parking is encouraged along internal and low-volume streets.

Off-street parking should be located to the side or rear of buildings, away from streets.





Master Plan

Mixed Use and Residential Buildings







Restaurants

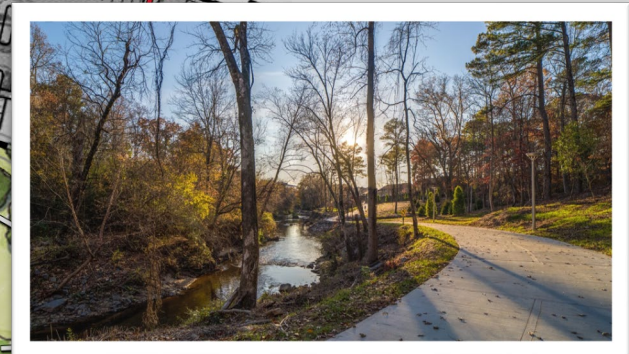




Public Park

10.63 Acres

Public Park
10.63 acres
8' walking trail. 1/2 mile loop
Access to restaurants



Parkland Fees
Total Fees: \$1,054,480

Investment in Park
Amenities: \$790,860



Vintage Franklin Traffic Study Intersections

- A M PEAK HOUR 2024
WITHOUT DEVELOPMENT
- EXISTING CONDITIONS WITH
2024 GROWTH INCLUDED AND
NO IMPROVEMENTS



Vintage Franklin Traffic Study Intersections

- P M PEAK HOUR 2024
WITHOUT DEVELOPMENT
- EXISTING CONDITIONS WITH
2024 GROWTH INCLUDED AND
NO IMPROVEMENTS

Existing LOS at Critical Signalized Intersections



HWY 96 BETWEEN ROYAL OAKS BLVD AND I-65 - EXISTING

Critical Intersection Analysis – Recommended Improvements



S ROYAL OAKS BLVD AT HWY 96 IMPROVEMENTS - PROPOSED

BUILD-OUT SCENARIOS:

- LENGTHEN WESTBOUND TURN BAYS @ ROYAL OAKS
- CLOSE MEDIAN TO HELP CAPACITY AND IMPROVE SAFETY
- TRIPLE RIGHTS NORTHBOUND
- EXTEND NORTHBOUND RIGHT TURN LANE

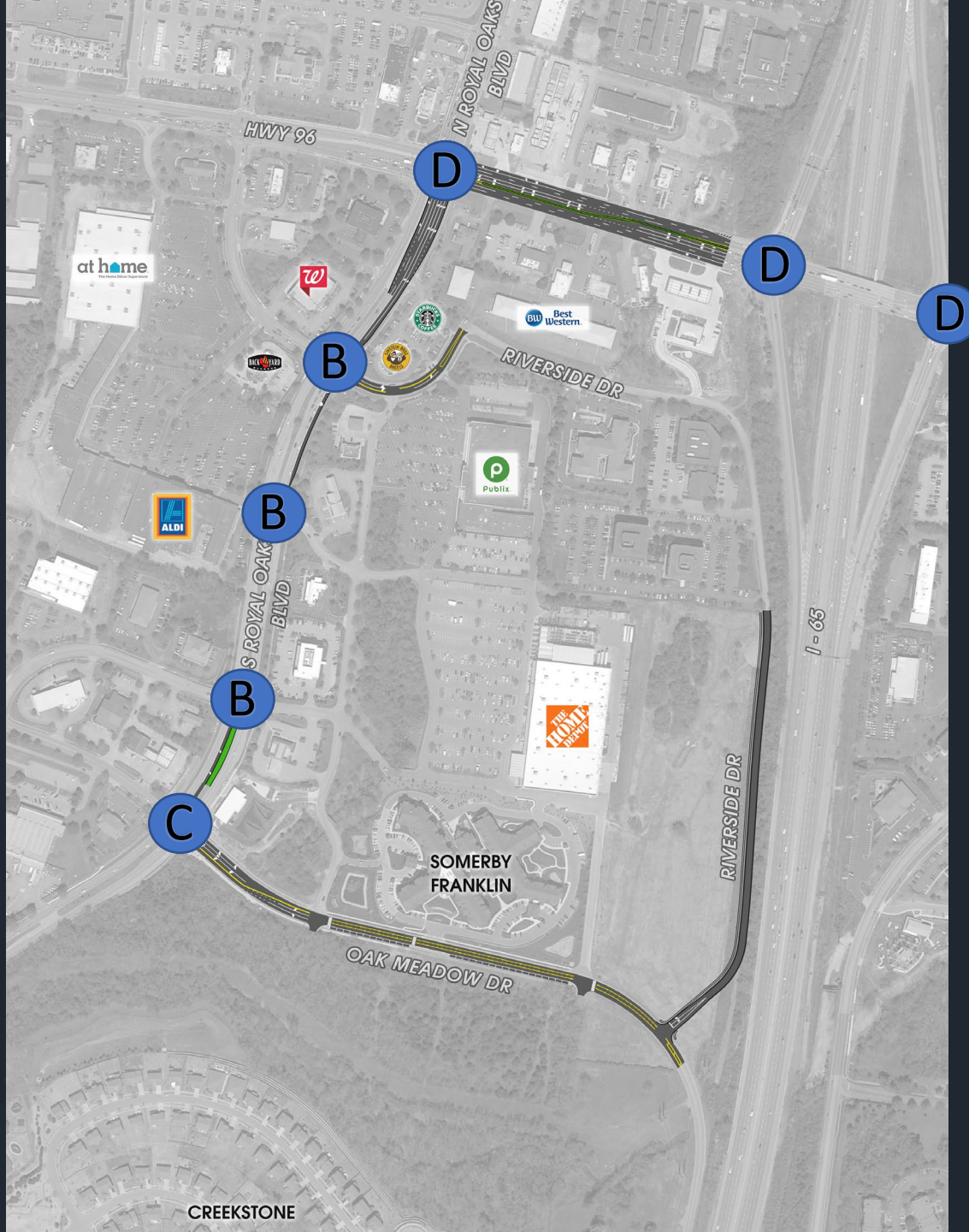
Critical Intersection Analysis – Recommended Improvements



S ROYAL OAKS BLVD ACCESS IMPROVEMENTS - PROPOSED

BUILD-OUT SCENARIOS:

- CLOSE RAND PLACE MEDIAN ACCESS:
 - ACCOMMODATES LONGER SOUTHBOUND LEFT TURN LANE STORAGE @ OAK MEADOW DR
 - IMPROVES LEVEL OF SERVICE
- WATSON GLEN/PUBLIX MEDIAN ACCESS RESTRICTION:
 - LEFTS STILL ALLOWED INTO BUSINESS ACCESS DRIVES
 - UTILIZE INTERNAL CIRCULATION OR SERVICE ROADS TO GET TO OAK MEADOW OR CENTER POINT/RIVERSIDE SIGNALS
- EXTEND SOUTHBOUND LEFT TURN LANE FOR DEVELOPMENT AT OAK MEADOW
- OAK MEADOW SPEED TO 30MPH



INTERSECTION CAPACITY ANALYSIS RESULTS SUMMARY – A.M. PEAK HOUR
VINTAGE FRANKLIN
April 7, 2020

ANALYSIS RESULTS SUMMARY - A.M. PEAK HOUR					
Intersection	Level of Service (Avg. Delay / Vehicle – seconds)				Change in Delay due to Project with Imp.
	2019 Existing	2024 without Project	2024 with Project w/o Improvements	2024 with Project with Improvements	
Hwy 96 at I-65 NB Ramps	D (41.8)	D (46.9)	D (49.0)	D (49.0)	+ 2.1
Hwy 96 at I-65 SB Ramps	D (46.4)	D (54.8)	E (60.3)	D (51.8)	- 3.0
Hwy 96 at Royal Oaks	D (35.6)	D (36.4)	D (43.1)	D (36.8)	+ 0.4
Royal Oaks at Center Point/Riverside	B (17.9)	B (18.5)	C (24.2)	B (15.3)	- 3.3
Royal Oaks at Watson Glen/Publix (stop controlled)	E (46.9)	F (59.8)	F (84.2)	B (12.2)	- 47.6
Royal Oaks at Rand/Home Depot (stop controlled)	E (44.2)	F (57.7)	F (85.5)	B (13.1)	- 44.6
Royal Oaks at Oak Meadow	C (20.7)	C (21.3)	C (24.4)	C (26.9)	+ 5.6
Royal Oaks at Creekstone	A (8.3)	A (8.1)	A (7.6)	A (7.6)	- 0.5
Royal Oaks at Forrest Crossing	A (8.4)	B (14.8)	B (14.0)	B (14.0)	- 0.8
Mack Hatcher at Royal Oaks	C (27.6)	C (29.4)	C (31.6)	C (31.6) C (28.6)	+ 2.2

Legend:

X (##.#) = Level of Service & Average Delay with adjustment/improvements to signal timing

X (##.#) = Level of Service & Average Delay with improvements proposed to be constructed by Vintage Franklin

X (##.#) = Level of Service & Average Delay with City/TDOT Mack Hatcher widening project

A M PEAK AFTER IMPROVEMENTS



INTERSECTION CAPACITY ANALYSIS RESULTS SUMMARY – P.M. PEAK HOUR
VINTAGE FRANKLIN
April 7, 2020

ANALYSIS RESULTS SUMMARY - P.M. PEAK HOUR					
Intersection	Level of Service (Avg. Delay / Vehicle – seconds)				Change in Delay due to Project with Imp.
	2019 Existing	2024 without Project	2024 with Project w/o Improvements	2024 with Project with Improvements	
Hwy 96 at I-65 NB Ramps	C (29.3)	C (32.5)	C (34.7)	C (29.9)	- 2.6
Hwy 96 at I-65 SB Ramps	E (75.1)	F (86.6)	F (92.0)	F (82.2)	- 4.4
Hwy 96 at Royal Oaks	D (54.5)	E (60.2)	E (68.8)	E (59.4)	- 0.8
Royal Oaks at Center Point/Riverside	C (21.4)	C (21.9)	C (31.9)	C (24.8)	- 2.9
Royal Oaks at Watson Glen/Publix (stop controlled)	F (61.7)	F (92.7)	F (158.4)	B (14.2)	- 78.5
Royal Oaks at Rand/Home Depot (stop controlled)	F (178.3)	F (287.2)	F (513.6)	C (15.5)	- 271.7
Royal Oaks at Oak Meadow	C (21.1)	C (22.1)	C (26.4)	C (29.2)	+ 7.1
Royal Oaks at Creekstone	B (17.8)	B (18.2)	B (17.9)	B (17.9)	- 0.3
Royal Oaks at Forrest Crossing	D (38.1)	D (41.4)	D (40.2)	D (40.2)	- 1.2
Mack Hatcher at Royal Oaks	D (53.4)	E (65.3)	F (81.2)	F (81.2) D (35.8)	+ 15.9

Legend:

X (##.#) = Level of Service & Average Delay with adjustment/improvements to signal timing

X (##.#) = Level of Service & Average Delay with improvements proposed to be constructed by Vintage Franklin

X (##.#) = Level of Service & Average Delay with City/TDOT Mack Hatcher widening project

P M PEAK AFTER IMPROVEMENTS

Impact Fee Estimates

ARTERIAL ROAD TOTAL	\$1,756,198
VINTAGE MIXED USE	\$852,958
COMMERCIAL DEVELOPMENT	\$903,240
COLLECTOR ROAD TOTAL	\$1,198,995
VINTAGE MIXED USE	\$581,040
COMMERCIAL DEVELOPMENT	\$617,955

The total costs for proposed improvements are currently being studied.

We are waiting on Aldermen input on the proposed improvements prior to finalizing the estimated improvement cost.

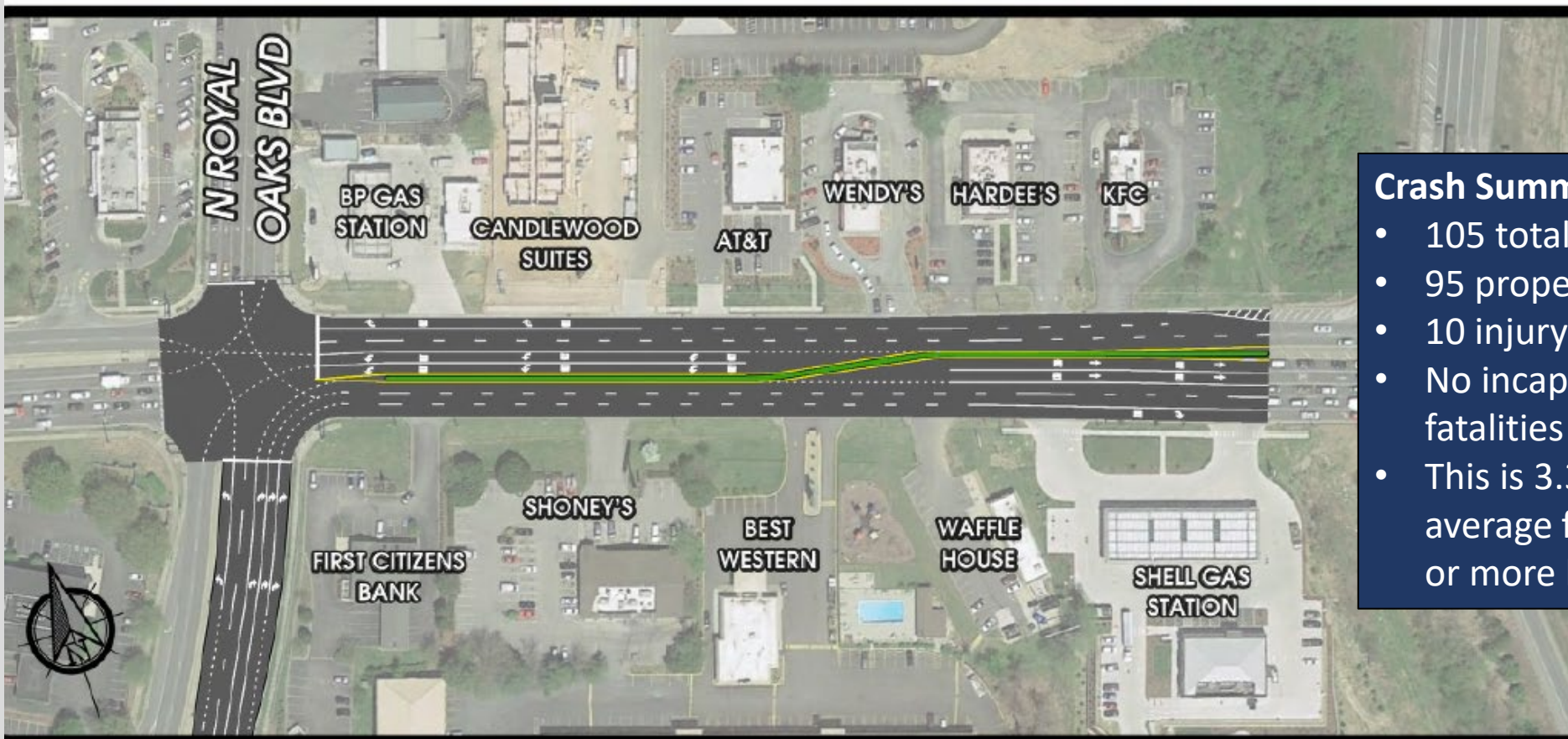
It is our goal to keep the improvement costs below the total Arterial Road Impact fees listed here.

Safety Consideration



HWY 96 BETWEEN ROYAL OAKS BLVD AND I-65 - EXISTING

Safety Consideration



HWY 96 BETWEEN ROYAL OAKS BLVD AND I-65 - PROPOSED

Crash Summary (2017-2019)

- 105 total crashes
- 95 property damage crashes
- 10 injury crashes
- No incapacitating injuries and no fatalities
- This is 3.38 times the statewide average for state routes with 4 or more lanes and a turn lane

Developer Improvements

VINTAGE IMPROVEMENTS:

SIGNAL TIMING ON 96

INTERSECTION OF 96 AND ROYAL OAKS

ROYAL OAKS TURN LANES

ROYAL OAKS INTERSECTIONS

OAK MEADOW DRIVE

COMMERCIAL DEVELOPMENT IMPROVEMENTS

HIGHWAY 96 SAFETY CONSIDERATION

RIVERSIDE DRIVE AT STARBUCKS

RIVERSIDE DRIVE CONNECTION TO OAK MEADOW





Initial Submittal –	April 13
Joint Workshop –	April 23
Planning Commission –	May 28

Master Plan