




MEMORANDUM

October 1, 2015

TO: Eric Stuckey, City of Franklin
Winston Cruze, Lampo Group
Phil Fawcett, Boyle Investment Company
David Parker, City of Franklin
Paul Holzen, City of Franklin
Adam Ballash, Boyle Investment Company
Gillian L. Fischbach, Fischbach Transportation Group

FROM: Vernon Gerth, City of Franklin 

SUBJECT: Reams Fleming Mixed-Use Development
Traffic Impact Study and Delineation of Improvements to Peytonsville Road and Pratt Lane

Based on multiple meetings during that past several months with representatives from the City of Franklin, Boyle Investment Company, Lampo Group, and Fischbach Transportation Group the following decisions and delineation of improvements to Peytonsville Road and Pratt Lane are herein described and shall be incorporated into the Traffic Impact Study that has been prepared by Fischbach Transportation Group for the Reams Fleming Planned Unit Development, including the southernmost 47 acres of the project site that will be developed by the Lampo Group:

1. A final Traffic Impact Study shall be submitted to the City of Franklin on behalf of the Lampo Group to satisfy the Condition of Approval of the amended Reams Fleming Development Plan and future Lampo Group Site Plan provided the following conditions are incorporated.
2. Boyle Investment Company and Lampo Group agree to design and construct the portion of the proposed Reams Fleming "spine road" from the southernmost property line of the proposed Lampo Group property to a point north the intersection of Peytonsville Road and Pratt Lane as illustrated on the approved Reams Fleming Development Plan. This primary "spine road" shall be constructed with appropriate sight distances and dedicated turn lanes. Site development and/or building construction (foundation) may commence concurrently with the spine road construction. A temporary, all-weather (gravel) access road shall be provided, from either Pratt Lane or Peytonsville Road, prior to commencing vertical building construction sufficient to allow access by and support emergency vehicles, but the "spine road" shall be fully complete and open to traffic prior to any Certificates of Occupancy for any building within the Reams Fleming Planned Unit Development (PUD) south of the Peytonsville Road and Pratt Lane intersection. Improvements to Peytonsville Road or Pratt Lane shall not prevent Lampo Group from obtaining building permits or Certificates of Occupancy for any of the 3-200,000 sq. ft. office buildings or 1-50,000 sq. ft. conference center.

PRATT LANE

3. The City of Franklin shall be responsible for all necessary roadway and bridge improvements to Pratt Lane, south of, and including the intersection with Peytonsville Road which includes all necessary environmental permitting. The timing of improvements to Pratt Lane is undetermined and shall be at the sole discretion of the City of Franklin Board of Mayor and Alderman. As such, the approved access points from the Reams Fleming PUD to Pratt Lane which includes the proposed Lampo Group property, shall be restricted and remain accessible for emergency vehicles only until Pratt Lane is improved in accordance with City of Franklin Technical Street Standards.
4. If Boyle Investment Company and/or the Lampo Group plan to utilize the existing bridge on Pratt Lane for construction traffic, the bridge shall be replaced prior to the issuance of a grading permit of any portion of the Reams Fleming PUD which includes the proposed Lampo Group property south of the intersection of Peytonsville Road and Pratt Lane. Alternatively, Boyle Investment Company and/or Lampo Group may design and install a temporary bridge crossing to accommodate construction traffic until the City of Franklin has funded and replaced the existing bridge on Pratt Lane. A temporary construction entrance via Peytonsville Road through the Reams Fleming PUD south is recommended. Improvements to Pratt lane which include bridge replacement, intersection improvements, and paving shall be at the sole discretion of the City of Franklin Board of Mayor and Alderman. Funding and timing is unknown and shall not be anticipated in commencing and completing development of the entire Reams Fleming PUD.
5. City of Franklin staff has provided Boyle Investment Company a conceptual schematic drawing that shows one design option for improving the intersection of Peytonsville Road and Pratt Lane. Alternate designs may be acceptable as long as the required technical street standards are met. Boyle Investment Company has agreed to commission the design of the intersection improvements at their expense and to dedicate sufficient right-of-way within Reams Fleming PUD after the design has been approved by the City and prior to the replacement of the Pratt Lane Bridge. This design shall not have major impact to the existing utilities located at the intersection of Peytonsville Road and Pratt Lane.

The eastern boundary of the southern portion of the Reams Fleming property is the current centerline of Pratt Lane. There is currently a twenty five (25') foot prescriptive ROW easement that encompasses the existing roadway on the western side (for a total ROW easement of 50'). With future approved site plans, this ROW easement will be dedicated as ROW to match the current 25' boundary. Under any circumstances, this ROW, or additional ROW as needed, shall accommodate a future improvement of Pratt Lane to ultimately include two 12-foot travel lanes, 2.5 foot curb and gutter on each side, and a 6 foot grass strip on each side of the roadway. Boyle Investment Company and the Lampo Group shall be responsible for grading out the future Right-of-Way starting at the existing western edge of pavement to the proposed right of way line at approximately a 6% slope. Material shall be compacted in place to meet City of Franklin Street Specifications. This material does not include base stone, binder, or topping.

The City of Franklin shall be responsible for completing all improvements to Pratt Lane (i.e. bridge replacement, intersection improvement, and paving). The timing of the Pratt Lane improvements shall at the sole discretion of the Board of Mayor and Alderman.

6. Additional ROW shall be dedicated in the future for turn lanes, as required by the final Reams Fleming Traffic Impact Study as prepared by Fischbach Transportation Group and approved by the City of Franklin.
7. A public, multi-use access easement (restricted against vehicular traffic) and public utility access and drainage easement (PUDE) or right-of-way shall be provided for a 12-foot multi-use path on the west side of Pratt Lane and Peytonsville Road in conjunction with the approval of each Site Plan that includes frontage on Pratt Lane and/or Peytonsville Road, unless a suitable multi-use trail system is provided elsewhere through the entire Reams Fleming PUD. This multi-use trail shall be designed and constructed by Boyle Investment Group and/or the Lampo Group to coincide with development of an approved Site Plan and the occupancy of buildings within an approved Site Plan.

PEYTONSVILLE ROAD

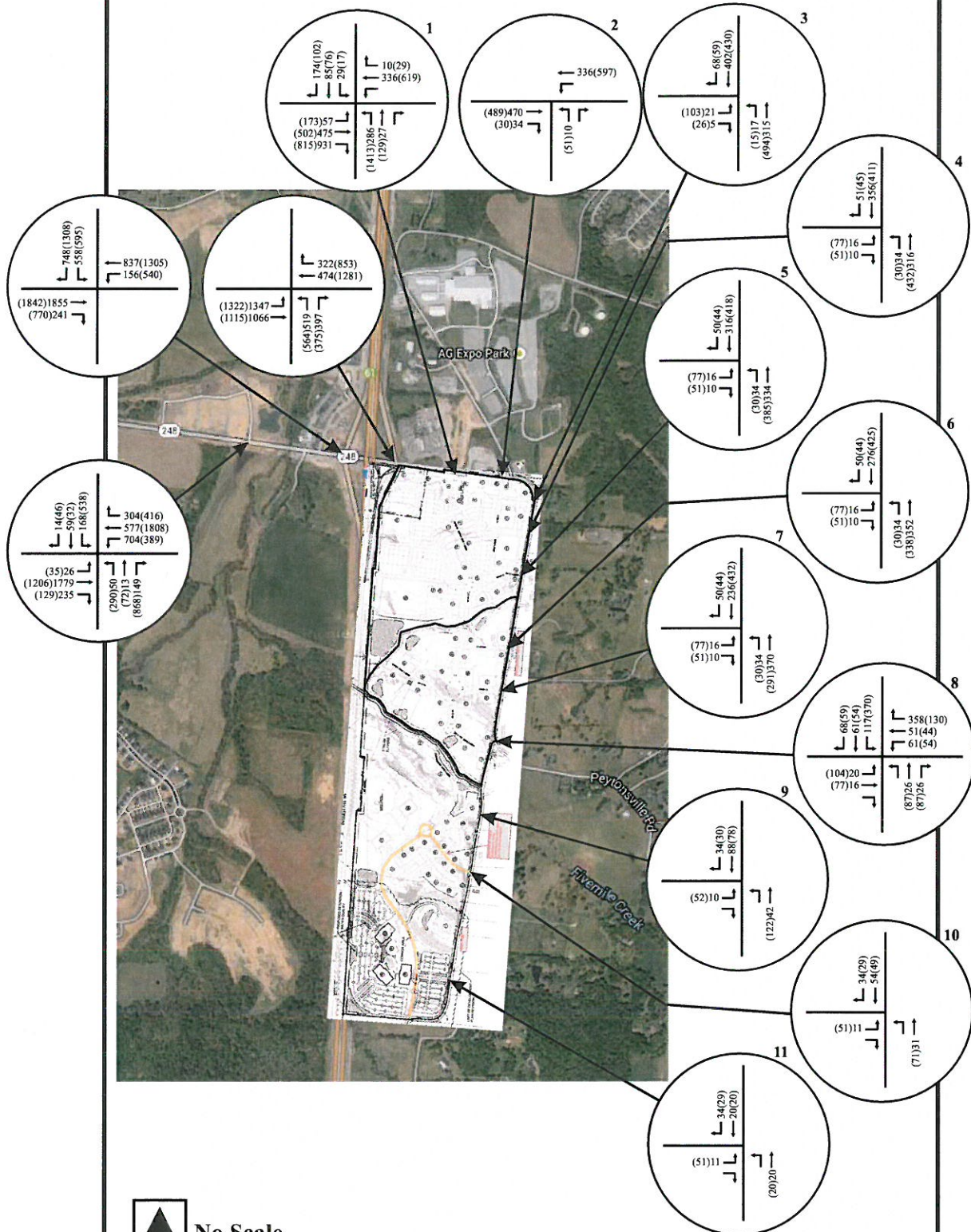
8. The following improvements will be completed in conjunction with all development within the Reams Fleming PUD that have frontage on Peytonsville Road:
 - A. All Development Plan approved project accesses must be provided with appropriate sight distances.
 - B. The eastern boundary of the northern portion of the Reams Fleming property is the current centerline of Peytonsville Road. There is currently a twenty five (25') foot prescriptive ROW easement that encompasses the existing roadway on the western side (for a total ROW easement of 50'). With future approved site plans, this ROW easement will be dedicated as ROW with an additional 7.5', for a total 32.5' ROW boundary. This ROW shall accommodate a future improvement of Peytonsville Road to ultimately include three 12-foot travel lanes, 2.5 foot curb and gutter on each side, and a 6 foot grass strip on each side of the roadway. Additional ROW shall be dedicated in the future for southbound turn lanes, as required by the final Reams Fleming Traffic Impact Study as prepared by Fischbach Transportation Group and approved by the City of Franklin. These turn lane improvements shall be constructed by the site plan applicant, and at no cost to the City of Franklin. Future ROW Dedication on the east side is subject to change based on future land use changes and possible annexation.
 - C. In conjunction with Site Plan submittals that include frontage on Peytonsville Road, Peytonsville Road shall be improved by the developer to include the following:
 - 3 ~ 12-foot travel lane starting from the exiting pavement on the east side and 2.5-foot curb and gutter on the west side.
 - 6-foot grass strip on the west side.

- 12-foot multi-use trail on the west side through a multi-use access and public utility access and drainage easement (PUDE) or public ROW. (Unless a suitable trail is provided elsewhere on the site plan.)
- Southbound right turn lanes as determined.

The City shall work with the developer on the final phasing of these improvements as Site Plans are reviewed and subsequently approved.

9. Full accesses shall be provided at Accesses 1, 4, 5, 6, 7, 9, 10 and 11, as labeled in Figure 8 of the August 2015 Traffic Impact Study. Accesses 2, 3, and 8 will be right-in, right-out. Figure 8 of the August 2015 Traffic Impact Study is included with these materials. *City of Franklin Engineering Department Director shall review the exhibit and will coordinate with Fischbach Transportation Group prior to finalizing. This exhibit is assumed to be accurate and is attached hereto. The review and confirmation of this exhibit has not been completed as of the date of this memorandum.*

F i s c h b a c h
Transportation Group, LLC
 Traffic Engineering and Planning



No Scale
 XX - AM Peak Hour Volumes
 (XX) - PM Peak Hour Volumes

Figure 8.
Total Projected Peak Hour Traffic Volumes with Full Build-Out of the Reams Fleming Site