



## Legislation Text

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**DATE:** January 18, 2018

**TO:** Board of Mayor and Aldermen

**FROM:** Eric Stuckey, City Administrator  
Paul Holzen, City Engineer/Director of Engineering  
Jonathan Marston, Assistant Director of Engineering

**SUBJECT:**

Discussion Concerning A **DRAFT** Road Impact Fee Offset Agreement (COF Contract No. 2017-0120) With Westhaven Partners, LLC For Intersection Improvements At SR-96W And Westhaven Boulevard/Old Charlotte Pike (Continued from 01/23/18 Work Session)

**Purpose**

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning a draft Road Impact Fee Offset Agreement with Westhaven Partners, LLC for Intersection Improvements at SR-96W at Westhaven Boulevard/Old Charlotte Pike.

**Background**

As part of the Westhaven Development, the City has required the developer to make improvements to the intersection of SR-96W and Westhaven Boulevard/Old Charlotte Pike. These improvements are identified in the City's Compressive Transportation Network Plan (e.g. Multimodal Major Thoroughfare Plan) and would qualify for arterial and collector road impact fee offset. The project includes the installation of a new traffic signal and an additional left turn lane on Westhaven Boulevard. Below is a summary of options.

*Option 1* - Remove the median on Westhaven Blvd to install a left turn lane.

*Option 2* - Keep the median on Westhaven Blvd. and realign Old Charlotte Pike to include a 4-foot minimum shoulder and dedicated left turn lanes.

*Option 3* - Keep the median on Westhave Blvd. and realign Old Charlotte Pike to include curb and gutter per city standards and dedicated left turn lanes.

**Financial Impact**

The project will be paid out of both Arterial and Collector Impact Fees generated by the development. Below is a summary of the cost:

*Option 1 - \$400,000*

*Option 2 - \$780,000*

*Option 3 - \$1,130,000*

**Recommendation**

Staff recommends either option 1 or 3. Westhaven Partners, LLC is adamantly against the removal of the existing median (e.g. Option 1) on Westhaven Blvd. Looking at future development potential to the north and the impending construction of the Mack Hatcher Parkway Northwest Quadrant, staff favors Option 3. While this option is the most expensive, it will limit future disruption within the intersection and will build the intersection to full capacity to accommodate future growth within the City.