



Meeting Agenda

Board of Mayor & Aldermen and Franklin Municipal Planning Commission

Thursday, October 27, 2022

5:00 PM

City Hall Board Room

Notice is hereby given that a joint, non-voting workshop of the Board of Mayor and Aldermen 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*

Accommodations have been made to ensure that the public is able to view the meeting. The public may view the workshop 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. • Attend in-person in the Boardroom. The public may also watch the meeting on the TV in the lobby.

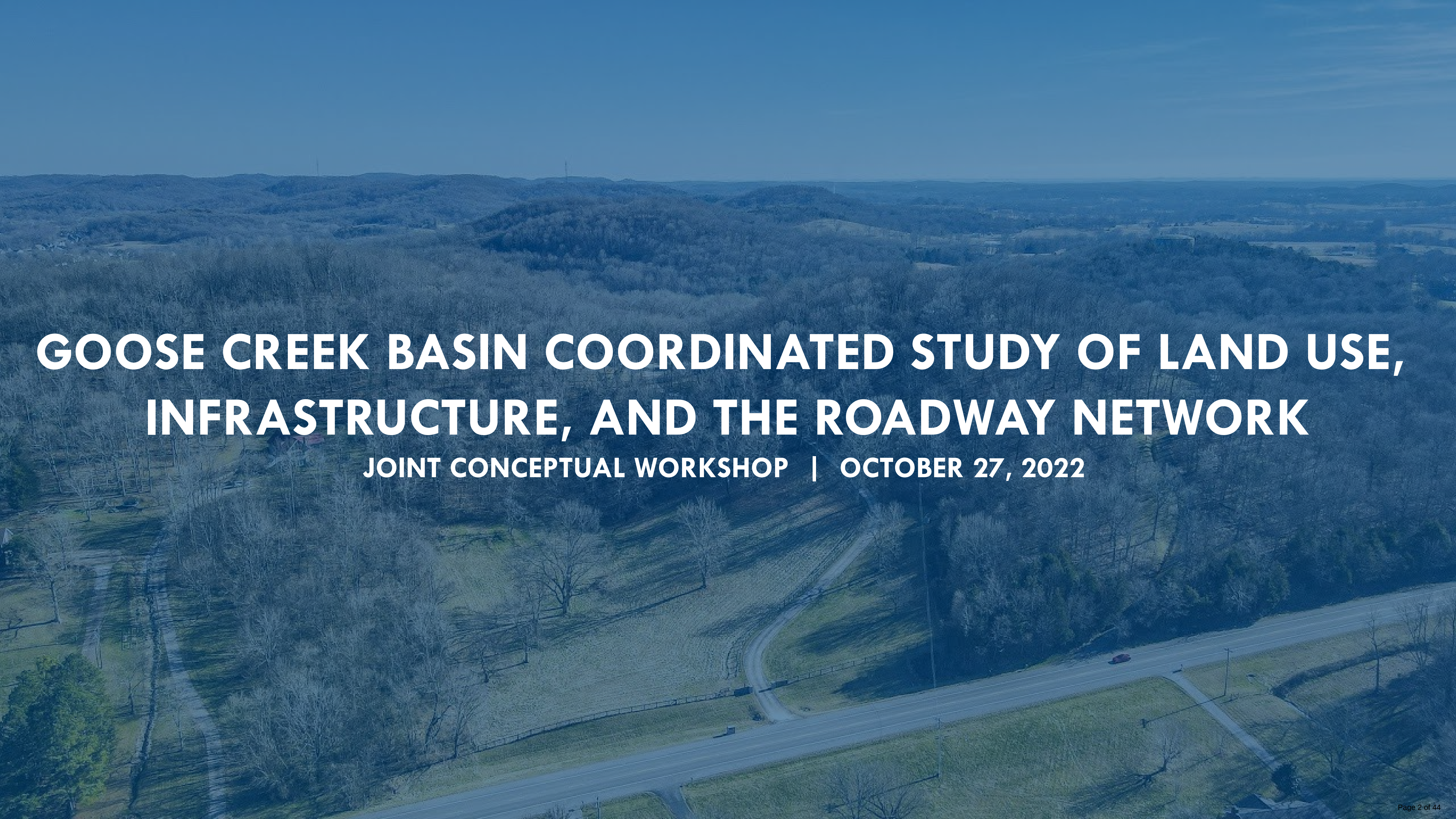
CALL TO ORDER

NEW BUSINESS

1. (5:00 - 6:30 PM) Goose Creek Coordinated Study Update.

OTHER BUSINESS

ADJOURN

An aerial photograph of a rural landscape, likely in the Goose Creek Basin. The image shows a winding road through a valley, surrounded by dense forests and rolling hills. The sky is clear and blue. The overall tone of the image is blue, suggesting a clear sky or a filter applied to the photo.

GOOSE CREEK BASIN COORDINATED STUDY OF LAND USE, INFRASTRUCTURE, AND THE ROADWAY NETWORK

JOINT CONCEPTUAL WORKSHOP | OCTOBER 27, 2022

Project Team



Cynthia Bowen, FAICP, LEEP AP
Partner / Planner

Catherine Kazmierczak
Planner



Thomas Clinard, PE
Vice President

Brandon Denny, PE
Project Engineer

Hollis Loveday, PE
Principal / Traffic Engineering



Carson Bise, AICP
President

Colin McAweeney
Senior Fiscal & Economic Analyst

Project Agenda

- **Process**
- **Flyover Concept Presentation**
- **Partial Interchange Presentation**
- **Next Steps**



An aerial photograph of a rural landscape, featuring a winding road, a small body of water, and rolling hills covered in dense forest. The image is overlaid with a semi-transparent blue filter.

PROCESS

JOINT CONCEPTUAL WORKSHOP | OCTOBER 27, 2022

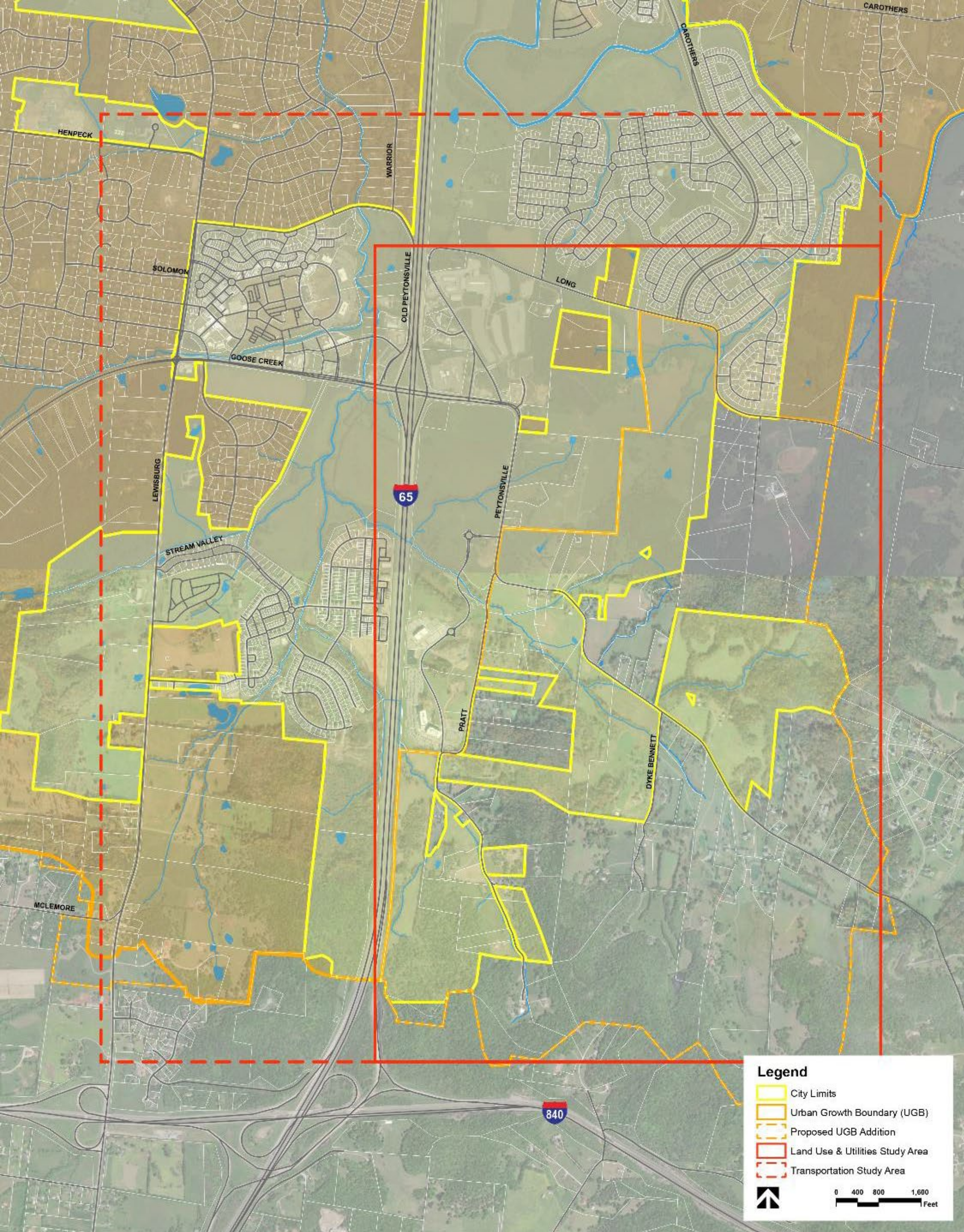
Project Area

Land Use & Utilities

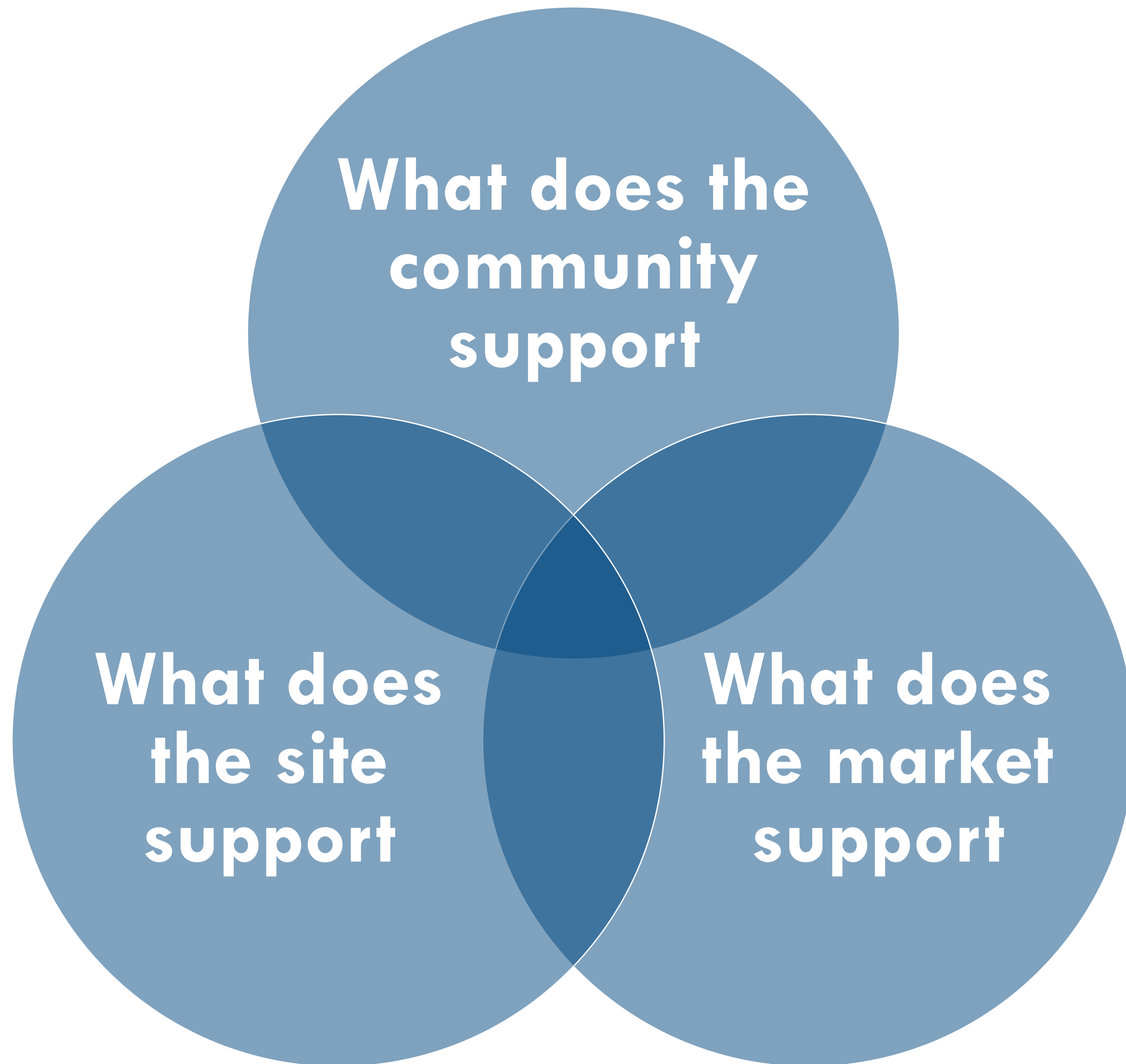
- East of I-65, South of Long Lane
- 2,500 acres

Transportation

- East of Lewisburg Pike, South of Henpeck Lane
- 18 existing intersections
- 7 new intersections
- 1 potential new interchange



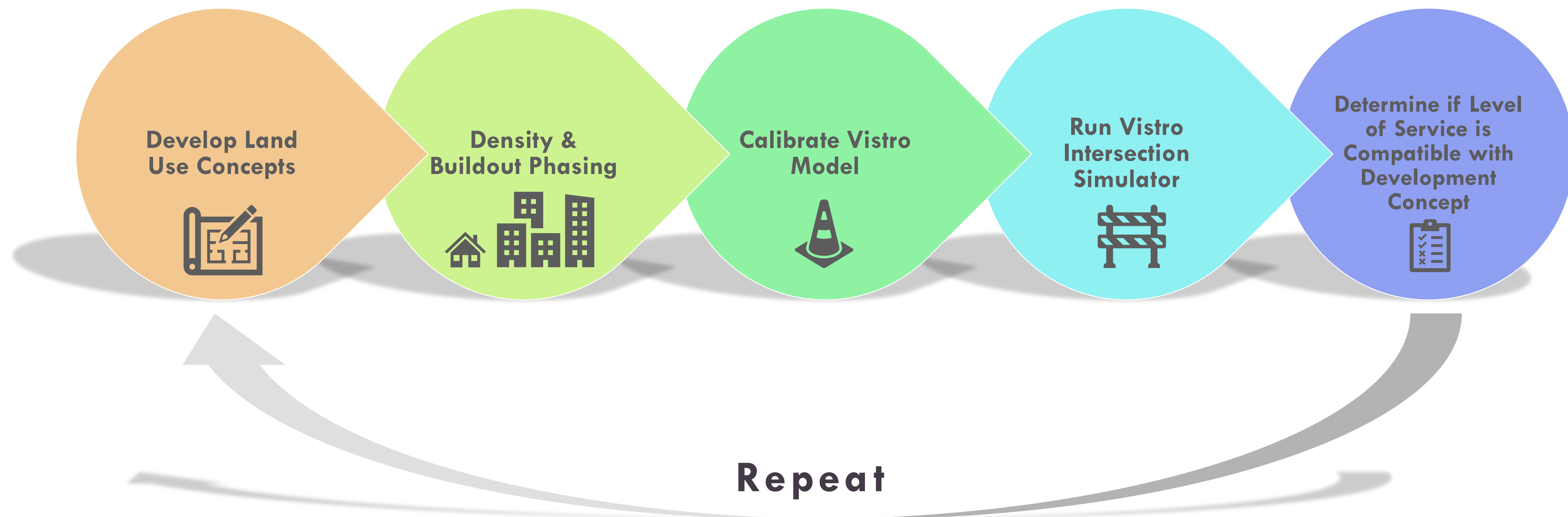
Understanding



- Outreach with property owners and residents
- Develop and evaluate two potential build-out scenarios – partial interchange versus flyover
- Update and expand the City's PTV Vistro software model for future traffic impact analyses
- Evaluate fiscal impacts of different land uses
- Create an infrastructure funding and phasing plan



Transportation Analysis Process



Summary of May 26th Stakeholder Meetings

Land Use

- Proposed densities for development should be higher
- General support for the step-down transition from interstate to the edge of the UGB
- Not supportive of single-use multi-family development
- Future uses should be compatible with and supportive of approved development
- Generally not supportive of low-density single-family due to cost on services

Land Use Continued

- Ensure development along Pratt Lane and Carothers Parkway is more pedestrian-focused
- Development along Carothers should “keep people there”

Summary of May 26th Stakeholder Meetings

Conservation

- Supported conservation areas
- People along Pratt Lane who have more than 50% of their property designated as conservation are worried that it will negatively impact their property values and ability to develop there

Transportation

- Identified the timing of the interchange may be too long
- Thought the flyover would not provide relief for traffic congestion
- Need a more creative approach for the Pratt Lane/Carothers Parkway intersection

Fiscal Considerations

- What are the impacts on fire, police, and school services?
- How will development be paid for?
- What will happen to the taxes in the community?

Estimated 2030 Conditions

Existing and Approved Developments

- Approved developments create potential capacity and queueing issues
- Includes improvements to existing roadways and intersections

Conditions:

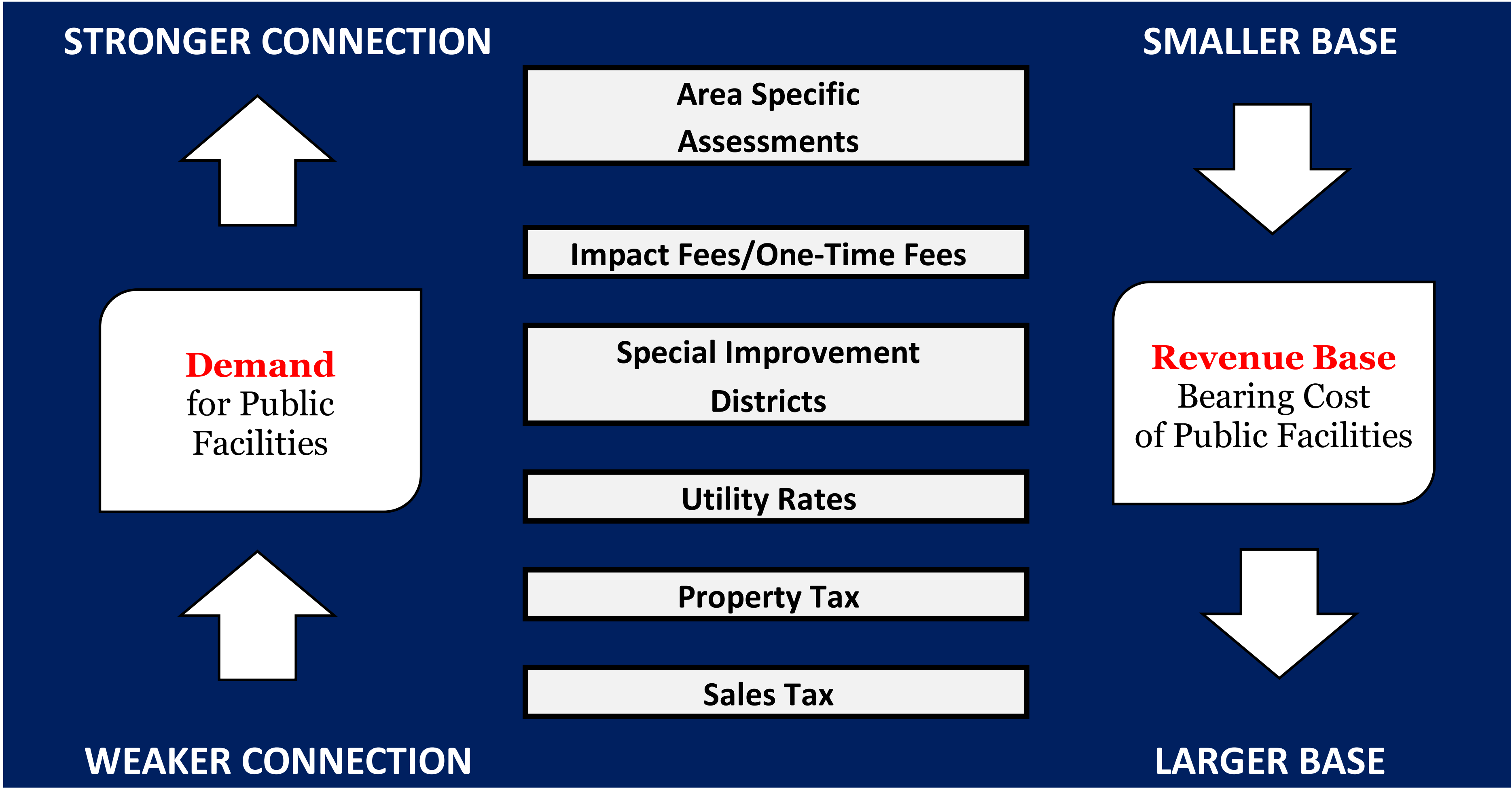
- Excessive Queueing
- Unacceptable
- Concerning

An aerial photograph of a rural landscape, featuring a winding road, fields, and dense forests. The image is overlaid with a semi-transparent blue filter. The text is centered in the middle of the image.

FINANCIAL CONSIDERATIONS OVERVIEW

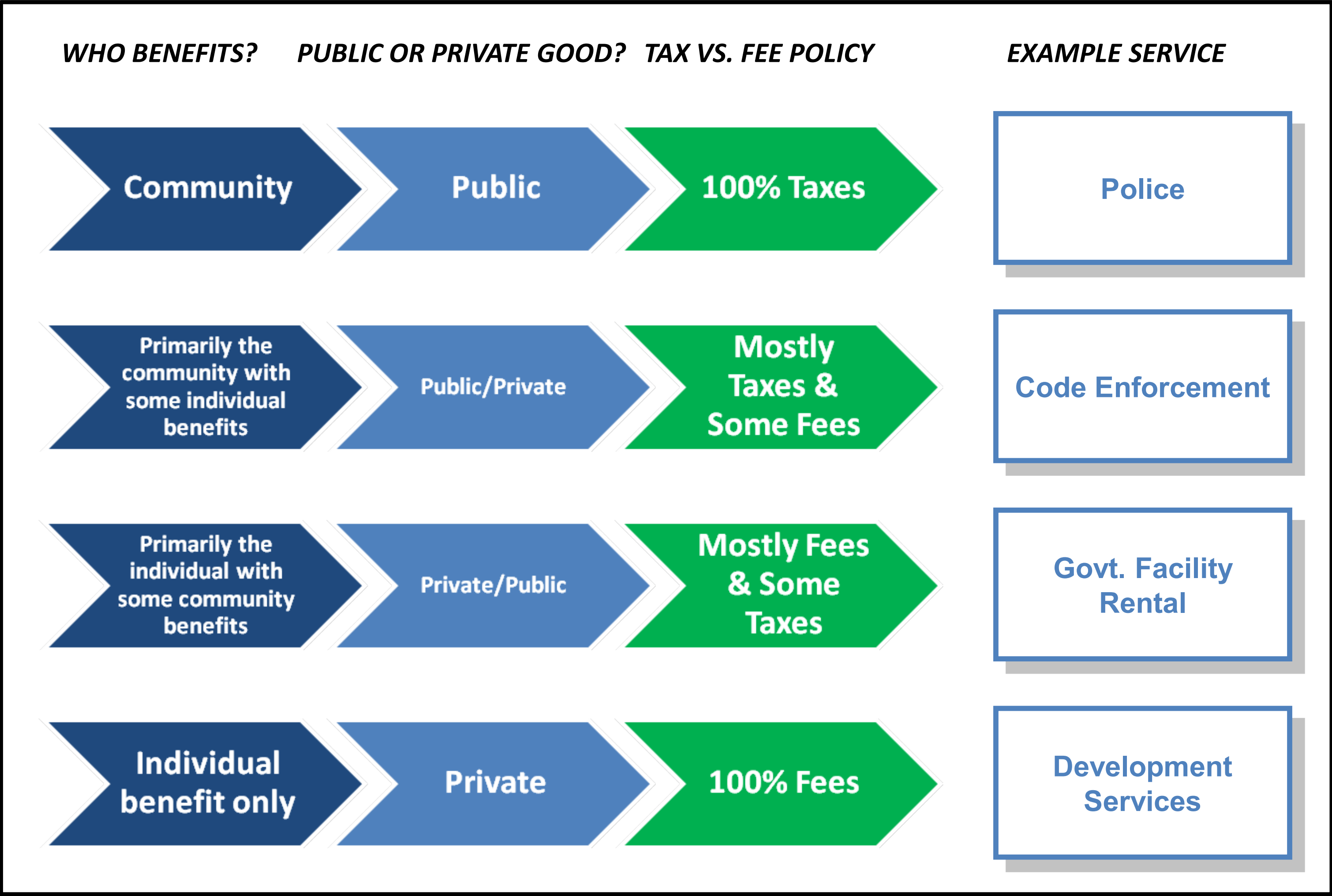
JOINT CONCEPTUAL WORKSHOP | OCTOBER 27, 2022

Conceptual Framework for Capital Funding Revenue Strategies



Source: TischlerBise, Inc.

Taxes vs. Fees: Who Should Pay?



Source: TischlerBise, Inc.

30-Year Cumulative Capital Revenues

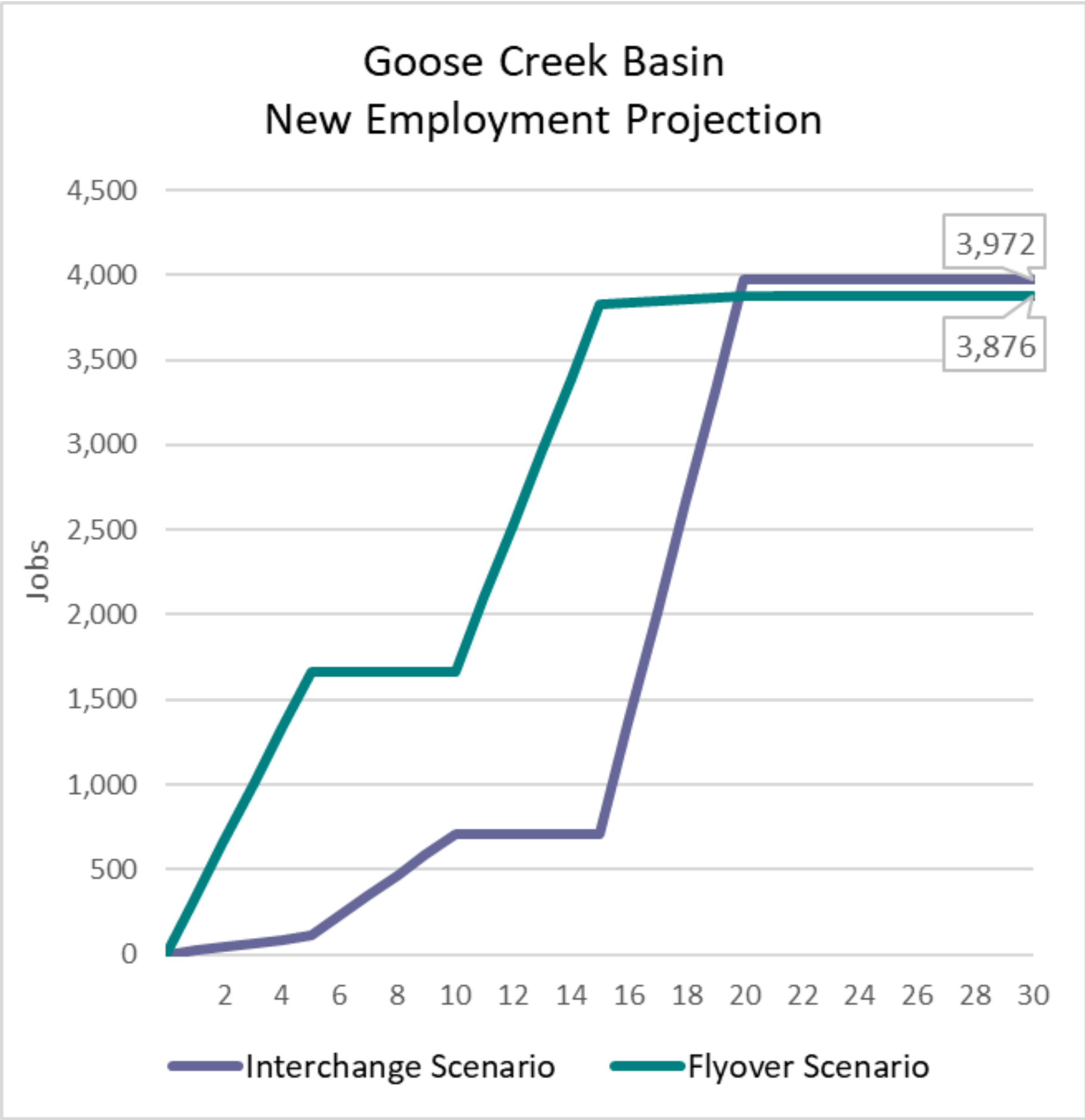
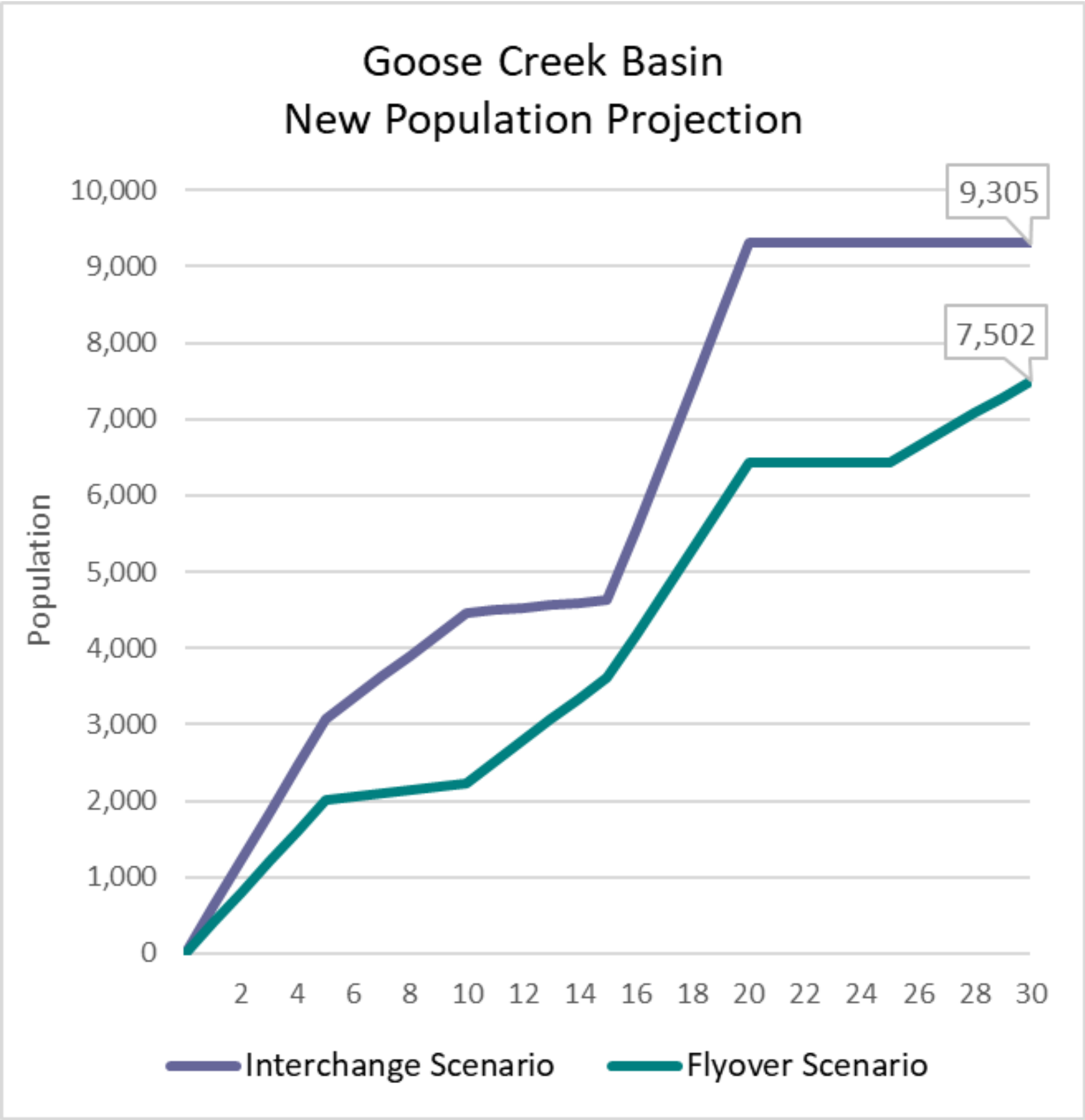
Flyover Concept

30-Year Development Buildout	Interchange Scenario	Flyover Scenario
Population	9,305	7,502
<i>Increase from 2021 Base</i>	11%	9%
Housing Units		
Single Family	1,500	1,528
Multifamily	2,879	1,819
Total Units	4,379	3,347
Jobs		
Retail	1,502	1,523
Office	2,404	2,259
Expo/Institutional	66	94
Total Jobs	3,972	3,876
<i>Increase from 2021 Base</i>	5%	5%
Square Feet		
Retail	707,609	717,422
Office	738,022	693,523
Expo/Institutional	62,165	89,321
Total Square Feet	1,507,796	1,500,266

Source: REA & TischlerBise analysis

- Interchange Scenario allows for quicker buildout of southern portion of study area and more dense housing styles to be built
- Flyover Scenario would have a slower growth rate comparatively, but would still allow growth in rural areas and allow connectivity to other areas of Franklin

Conceptual Framework for Capital Funding Revenue Strategies



30-Year Cumulative Capital Revenues

30-Year Capital Revenues				
Goose Creek Basin	Interchange Scenario	%	Flyover Scenario	%
Debt Service Property Tax	\$30,921,287	24%	\$26,524,177	24%
Sales Tax	\$11,018,465	9%	\$12,482,789	11%
Road Impact Fees	\$40,897,726	32%	\$35,341,340	32%
Park Impact Fees [1]	\$33,775,227	27%	\$25,815,411	24%
City Facility Tax	\$10,205,076	8%	\$9,319,955	9%
Grand Total	\$126,817,781	100%	\$109,483,672	100%

[1] Includes the fee-in-lieu for parkland and the park improvement impact fee

30-Year Cumulative Capital Revenues

Road Projects Only

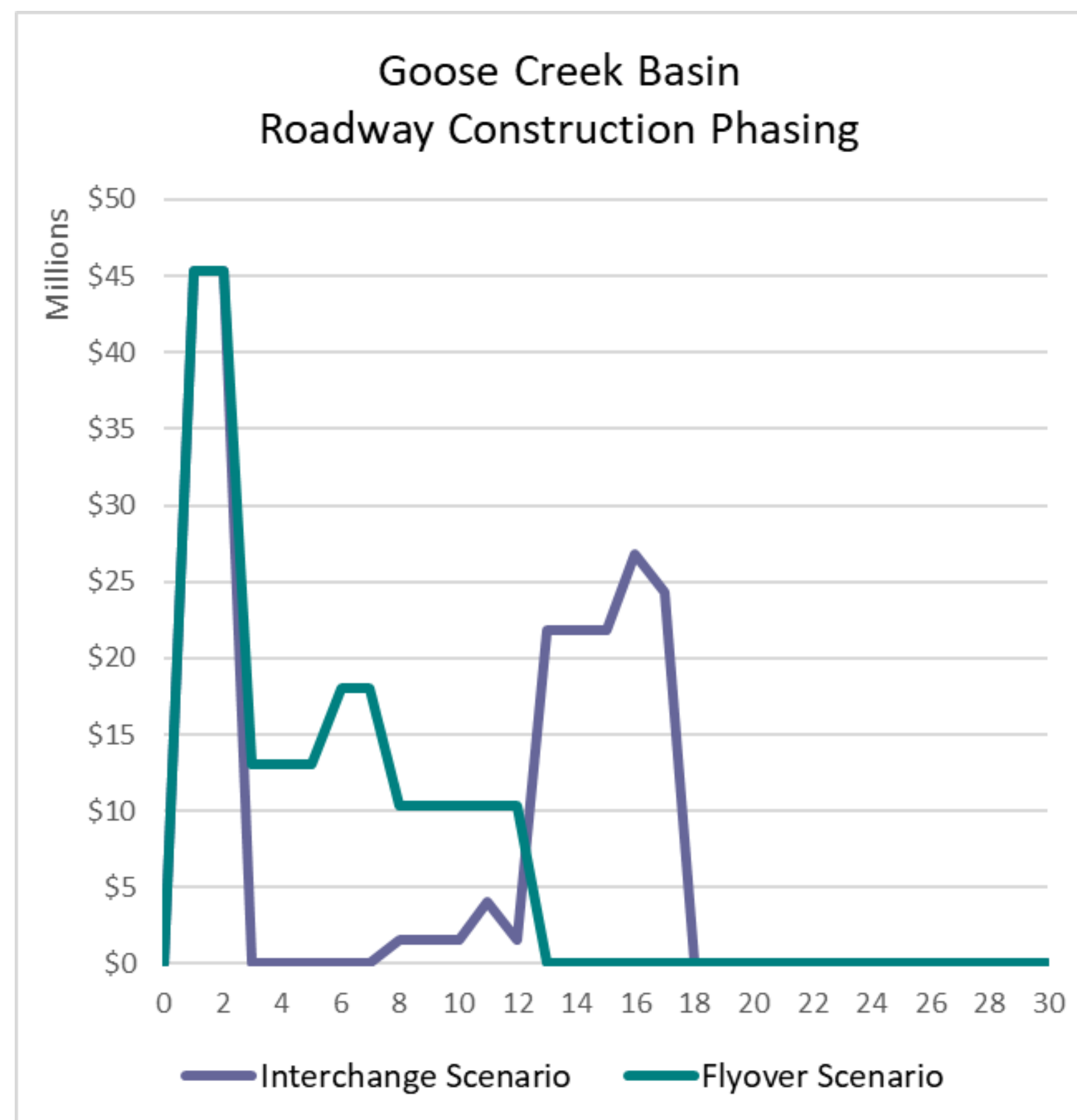
30-Year Capital Revenues Available for Road Projects				
Goose Creek Basin	Interchange Scenario	%	Flyover Scenario	%
Debt Service Property Tax	\$30,921,287	37%	\$26,524,177	36%
Sales Tax	\$11,018,465	13%	\$12,482,789	17%
Road Impact Fees	\$40,897,726	49%	\$35,341,340	48%
Grand Total	\$82,837,478	100%	\$74,348,306	100%

30-Year Transportation Needs & Phasing

30-Year Transportation Needs				
Goose Creek Basin	Interchange Scenario	%	Flyover Scenario	%
Goose Creek Bypass (SR-248) Extension	\$20,000,000	9%	\$20,000,000	9%
Peytonsville Road	\$23,900,000	11%	\$23,900,000	11%
Carothers Parkway	\$9,500,000	4%	\$9,500,000	4%
Long Lane Overpass	\$36,800,000	17%	\$36,800,000	17%
Goose Creek Bypass (SR- 248) Extension	\$9,200,000	4%	\$9,200,000	4%
Pratt Lane Improvements	\$7,800,000	4%	\$7,800,000	4%
I-65 Interchange Connector Road	\$51,700,000	24%	\$51,700,000	24%
Carothers Parkway (South Extension)	\$38,700,000	18%	\$38,700,000	18%
Intersection Improvements	\$20,000,000	9%	\$20,000,000	9%

Grand Total \$217,600,000 100% \$217,600,000 100%

Note: The Interchange Scenario is anticipated to have further roadway costs associated with the new I-65 interchange. However, those cost have yet to be determined and because of the nature of the project at least a portion is anticipated to be funded by the state or federal government.

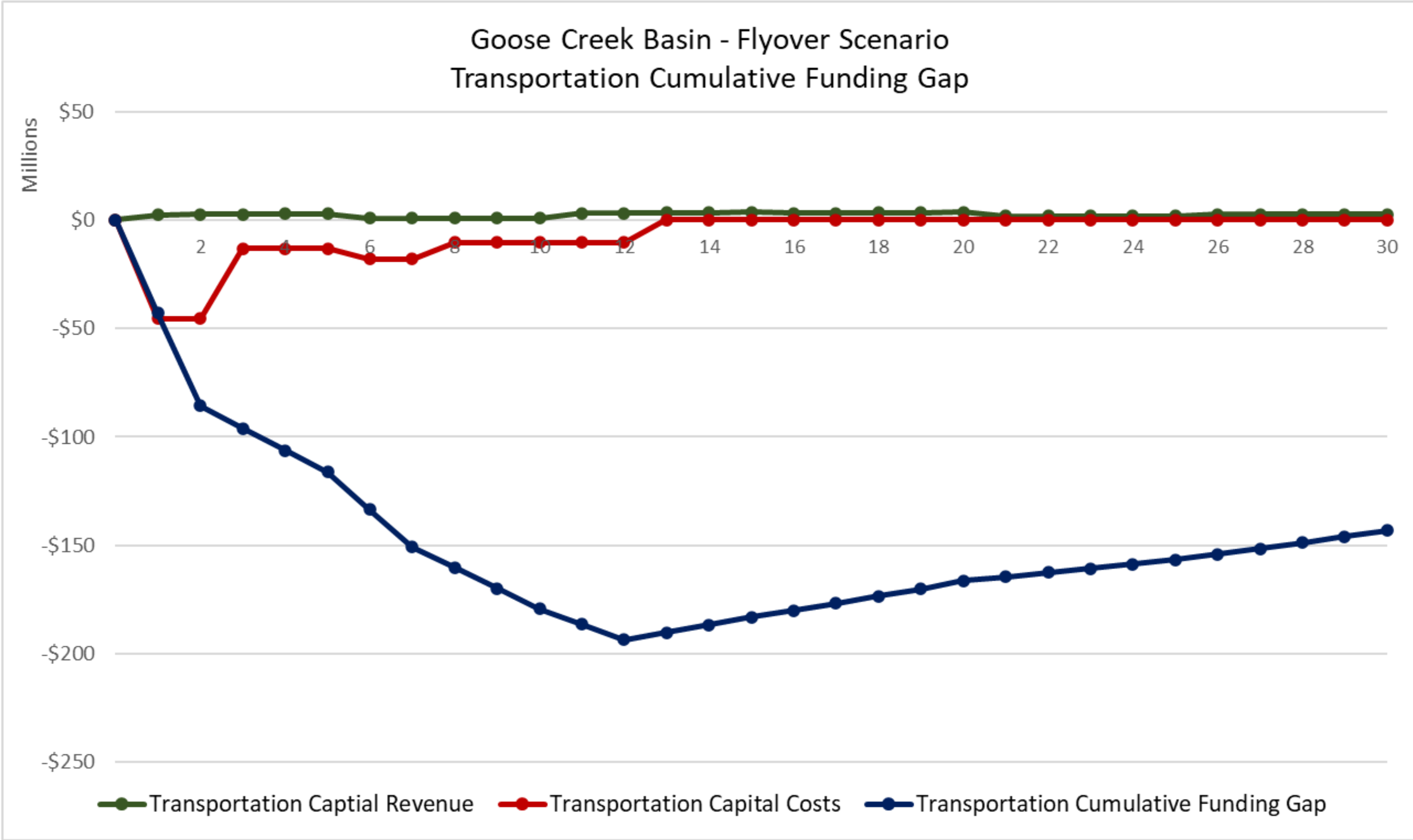


Transportation Project Funding Gap

30-Year Transportation Fiscal Impact		
Goose Creek Basin	Interchange Scenario	Flyover Scenario
Available Capital Revenue	\$82,837,478	\$74,348,306
Transportation Capital Costs	\$217,600,000	\$217,600,000
Net Transportation Fiscal Impact	(\$134,762,522)	(\$143,251,694)

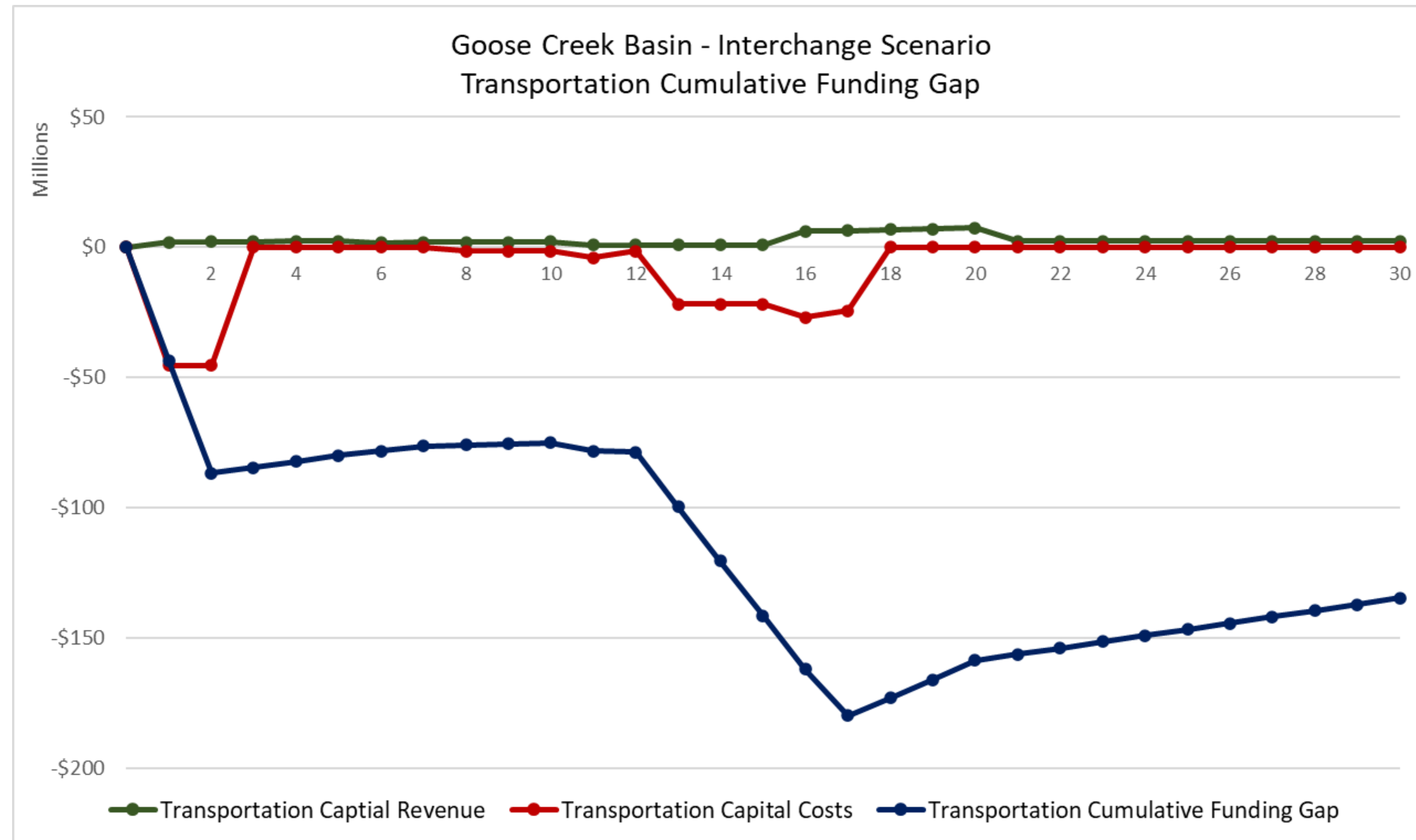
Transportation Project Funding Gap

Flyover Scenario



Transportation Project Funding Gap

Interchange Scenario



An aerial photograph of a rural landscape, featuring a winding road, fields, and dense forests. The image is overlaid with a semi-transparent blue filter. The text is centered in the middle of the image.

FLYOVER CONCEPT PRESENTATION

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Design Concept

Flyover Concept

Flyover Concept Totals*

DUs: 3,307

Non-Res. SF: 1,500,266

- Staff and consultant do not recommend this option
- No viable transportation improvements available to manage congestion and queuing issues
- Evening scaling back density and limiting development would not address infrastructure deficiencies

* Without Reams-Fleming Development

Legend

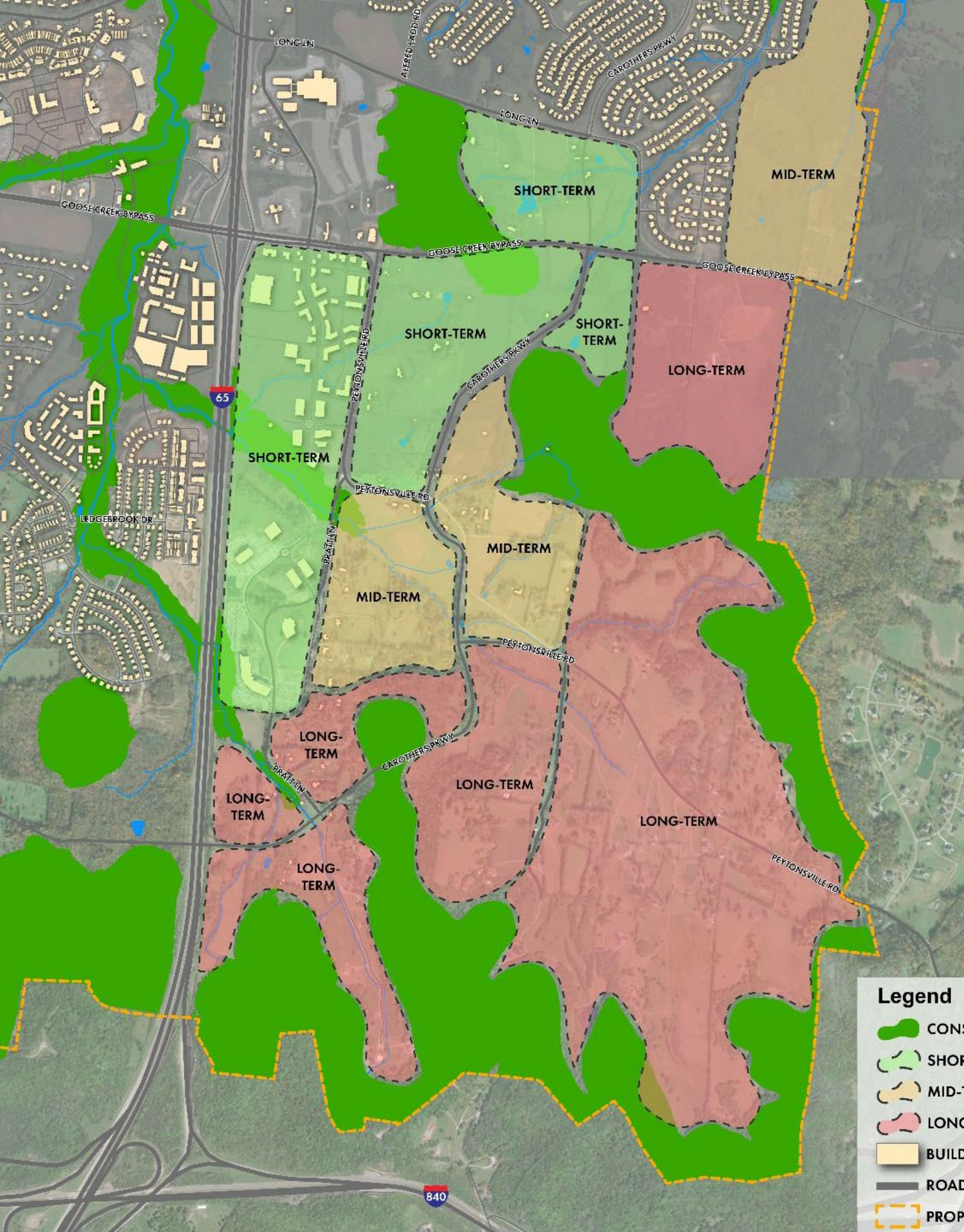


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Phasing of Development

Flyover Concept

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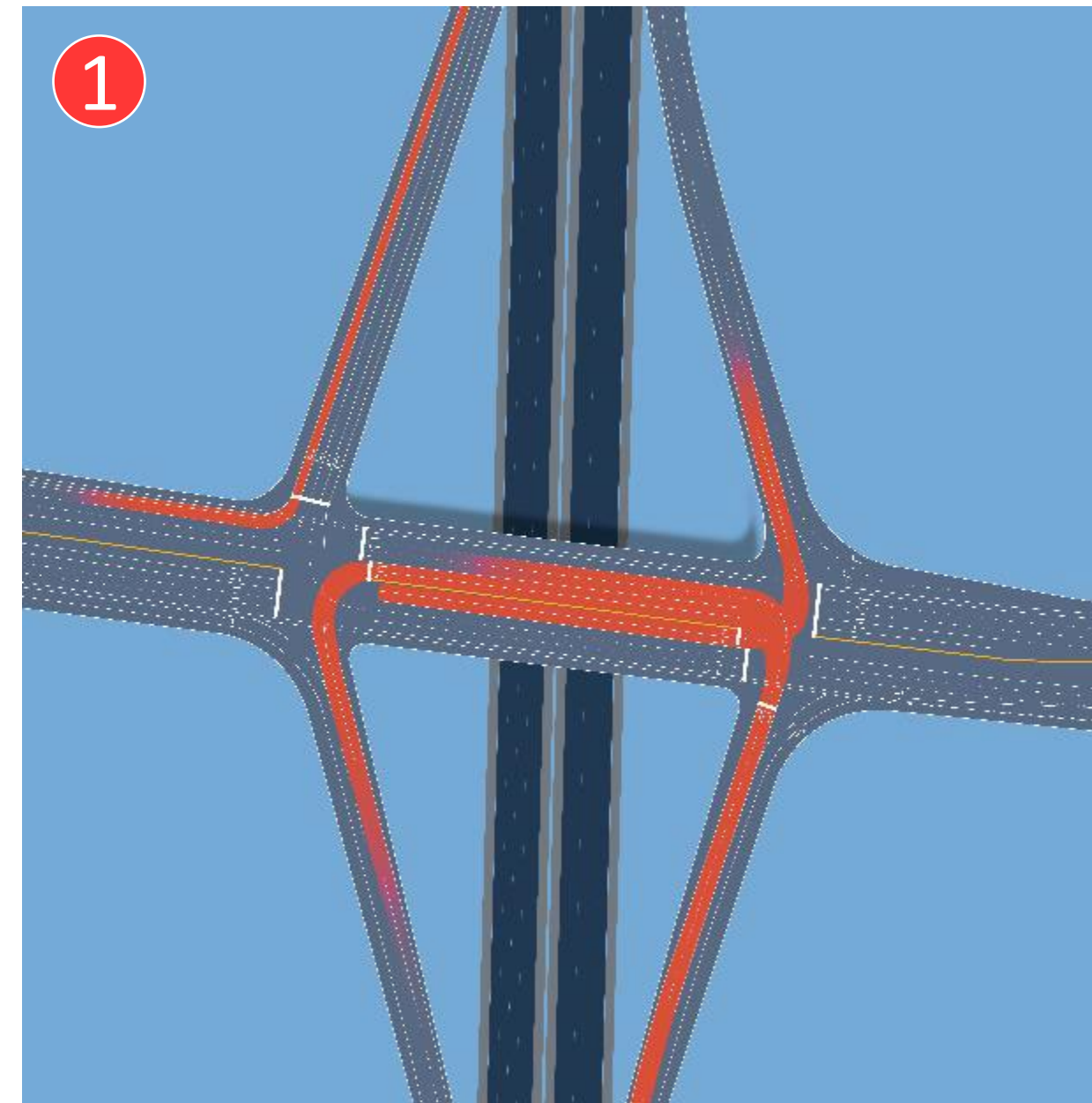
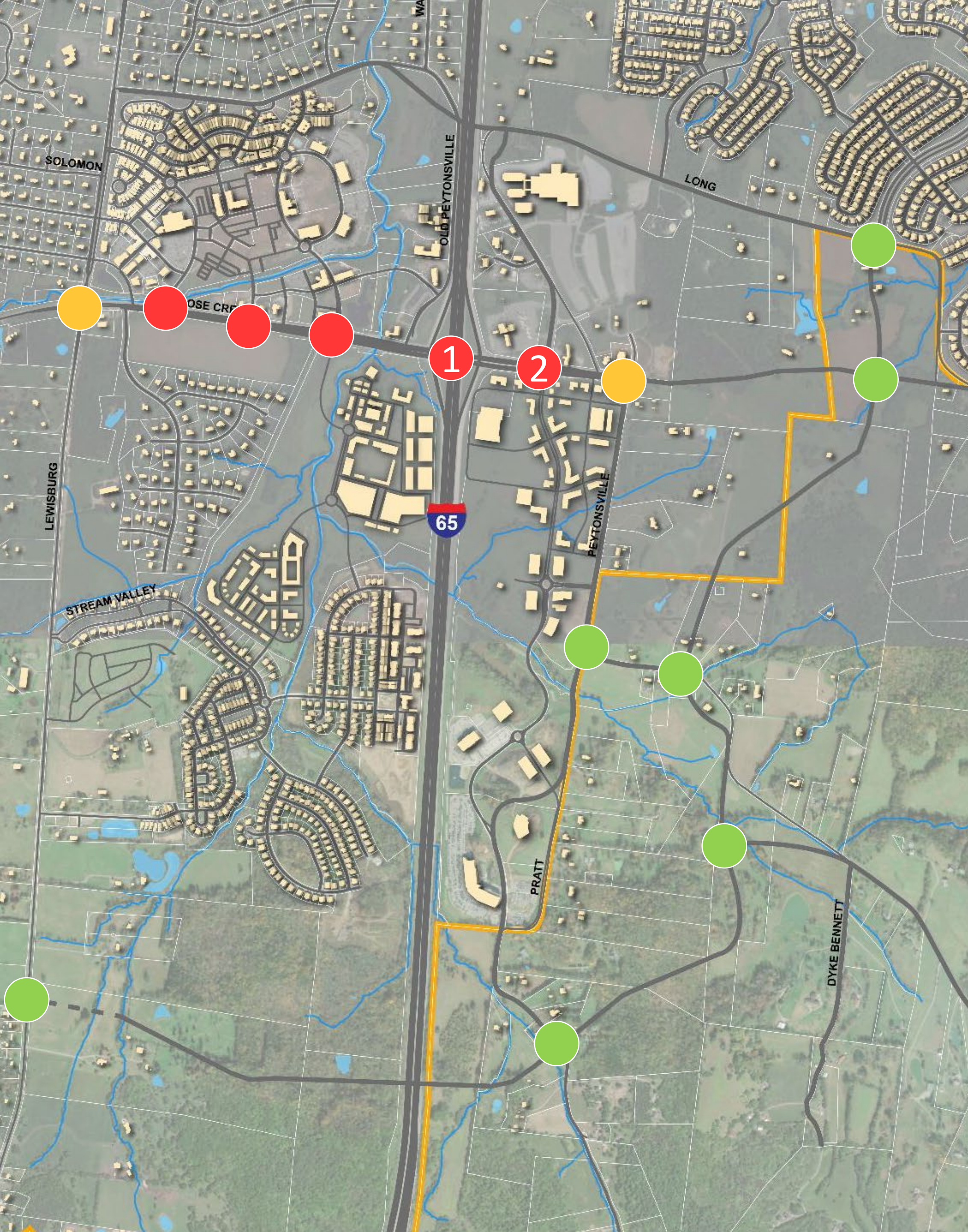


- Infrastructure will be developer driven
- Phasing of development is based on a series of projections
 - Development trends
 - Construction of transportation network
- If Pratt Lane develops sooner, that could change phasing in some areas

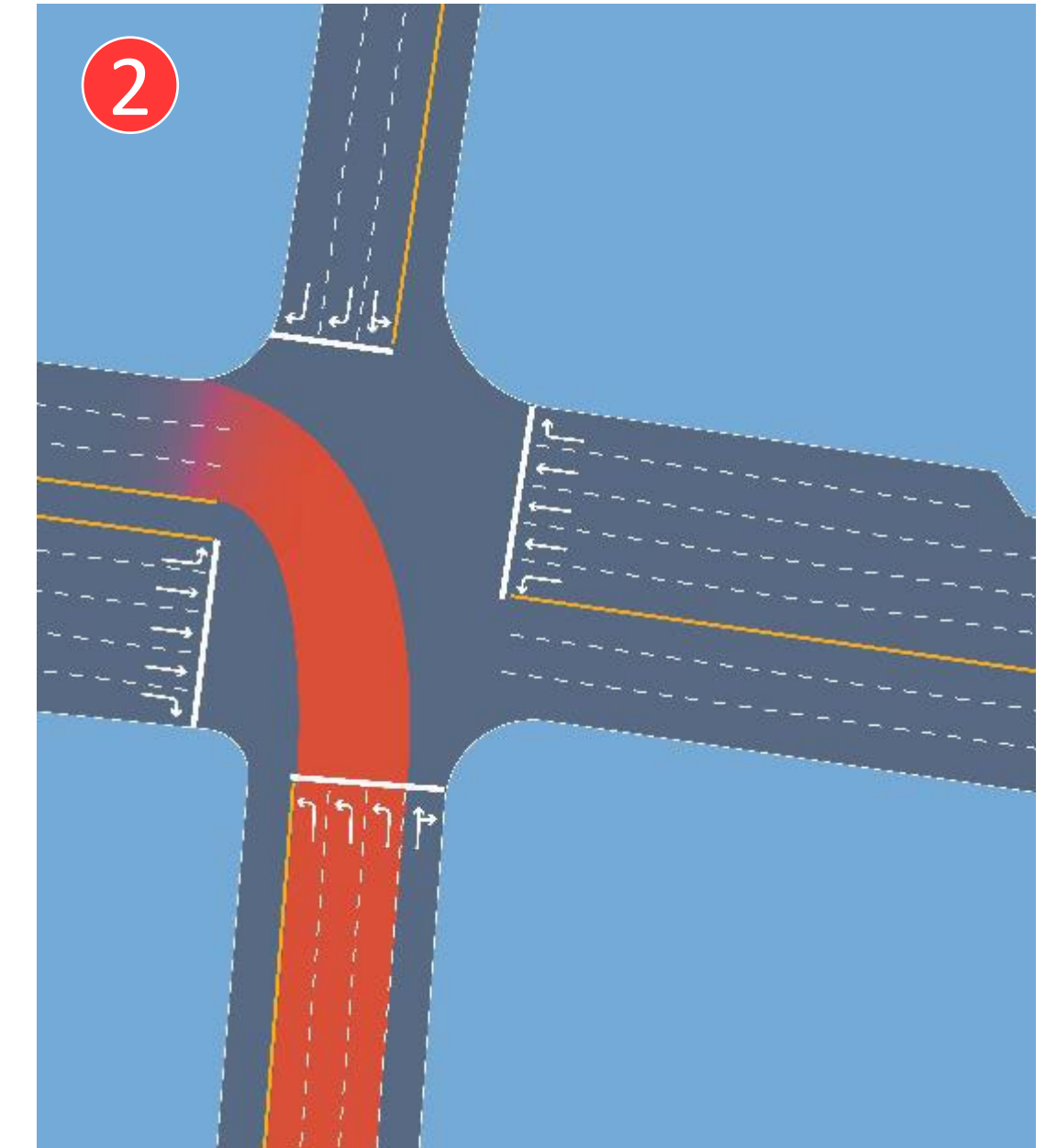
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Traffic Impacts

Flyover Concept



Goose Creek & I-65 Interchange



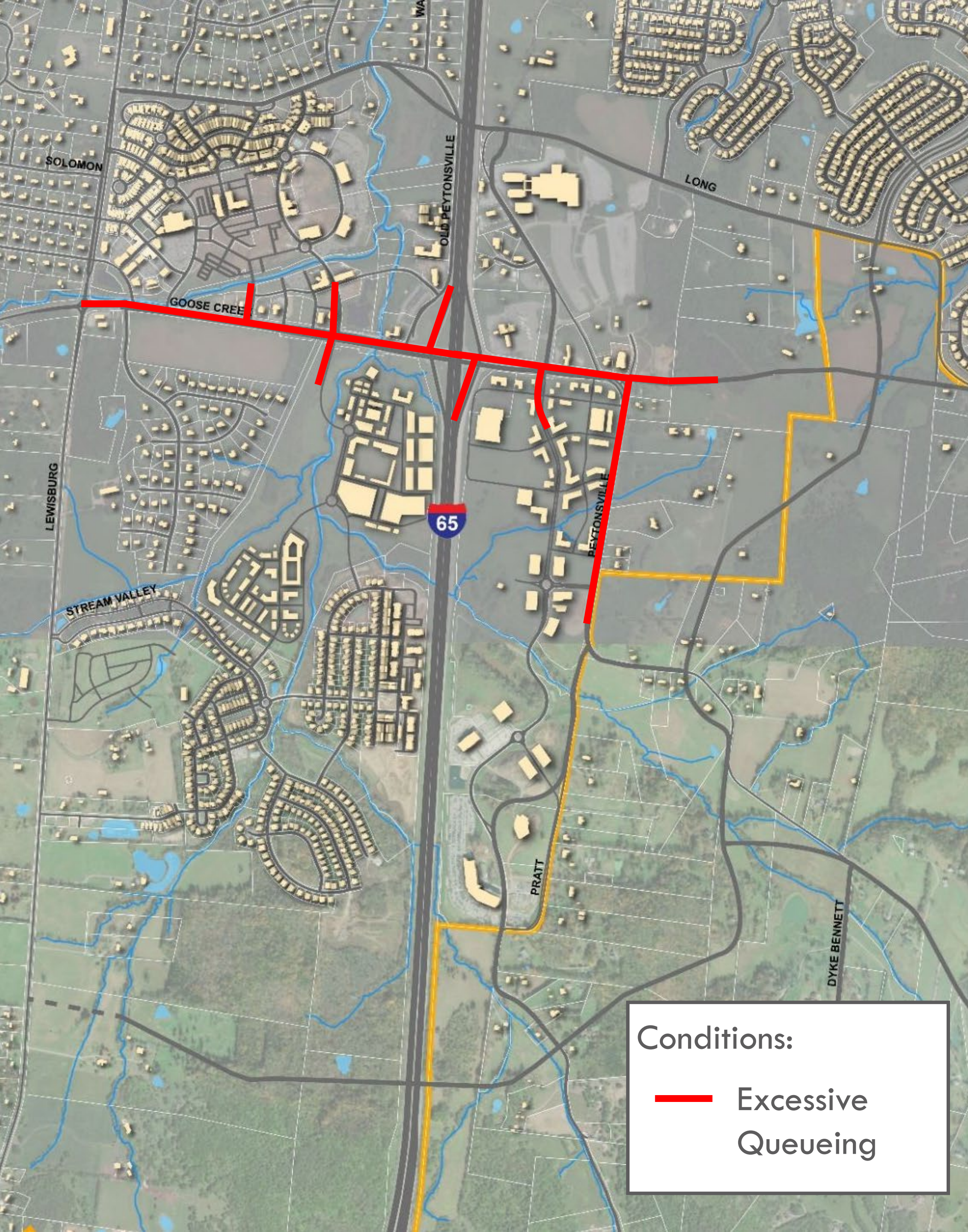
Goose Creek & Long Lane

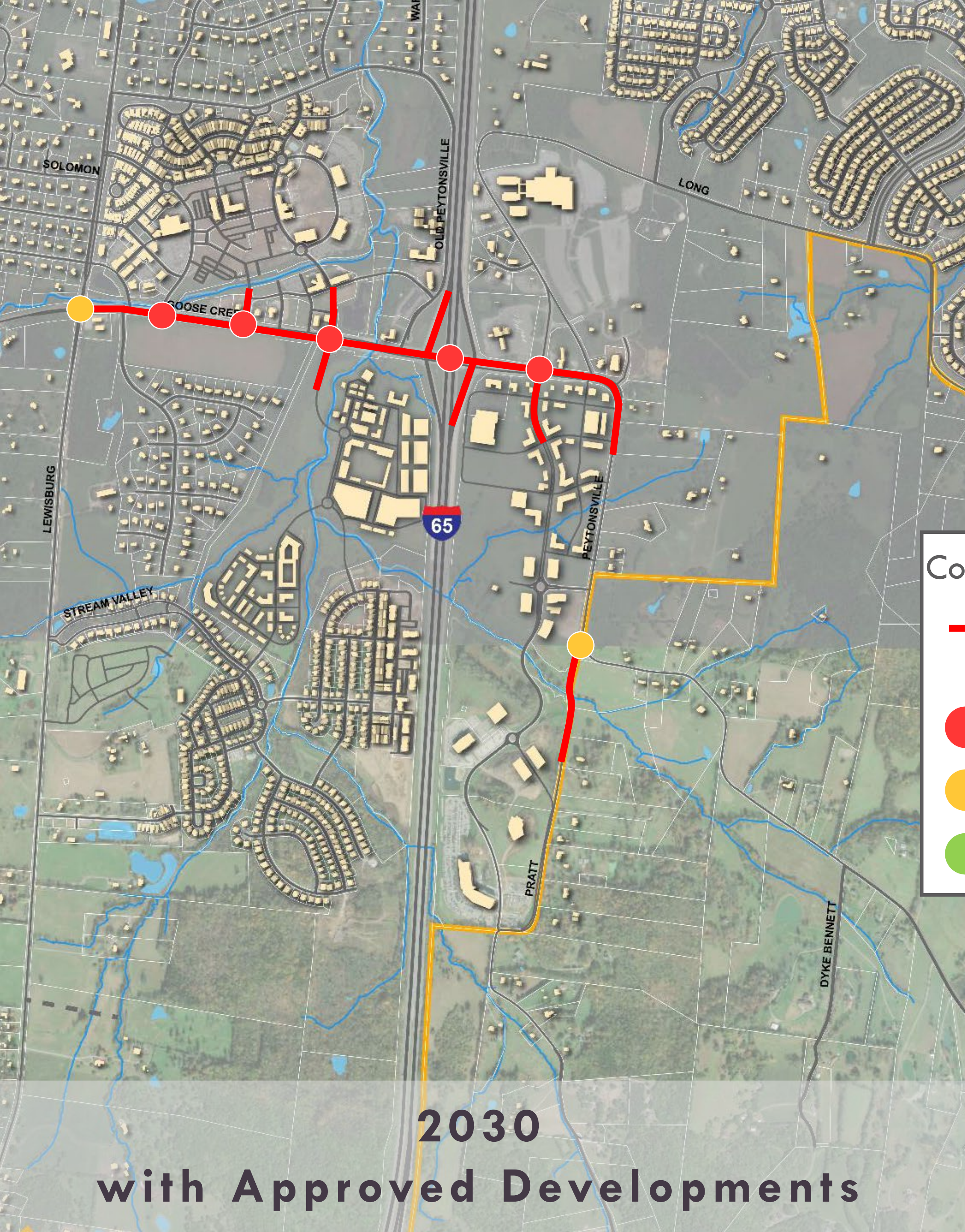
- Unacceptable
- Concerning
- Acceptable

Congestion at Peak Times

Flyover Concept

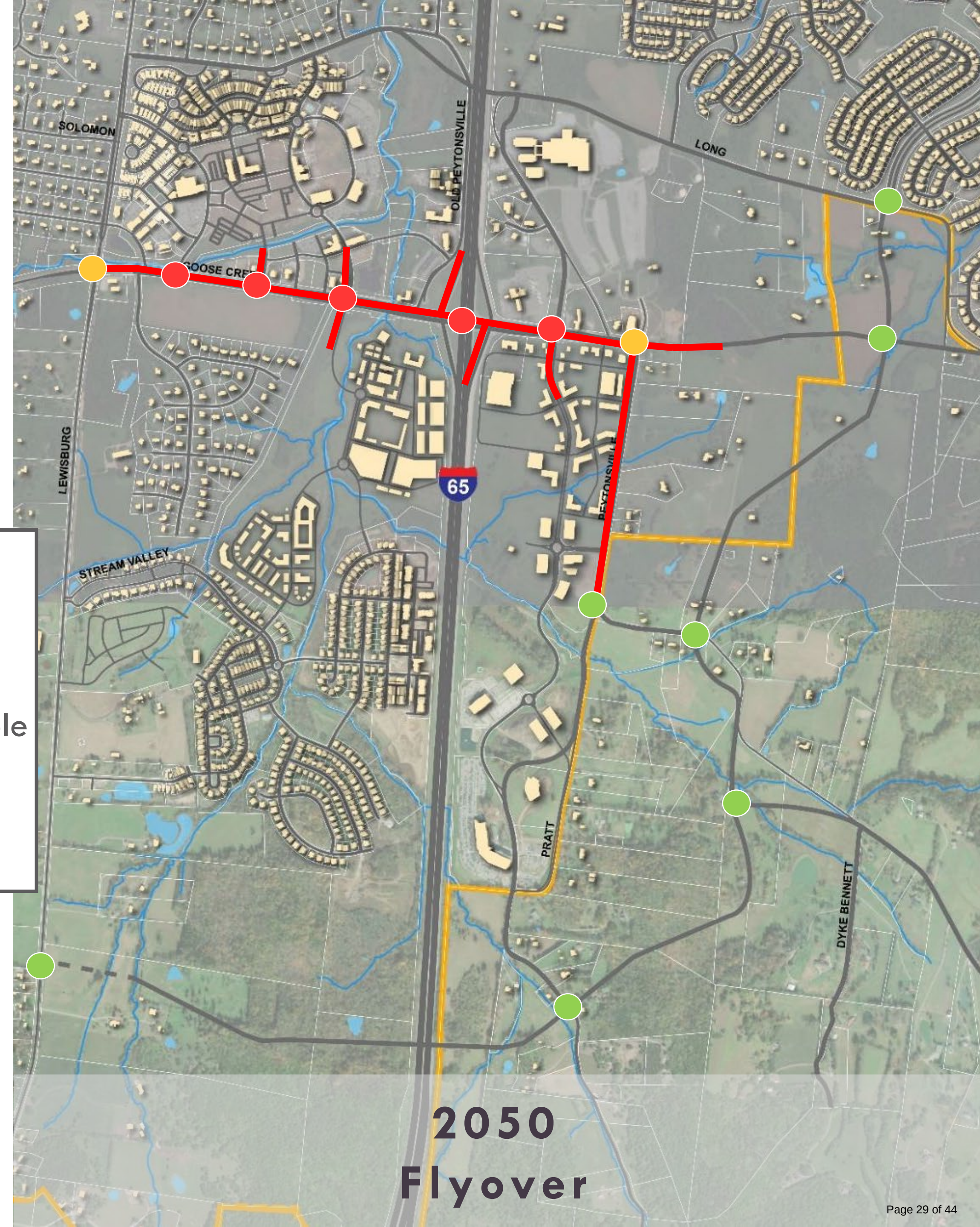
- Even with improvements, queue lengths on Goose Creek indicate capacity issues and deficiencies in the transportation network that cannot feasibly be addressed





Conditions:

- Excessive Queueing
- Unacceptable
- Concerning
- Acceptable



Fiscal Summary

Flyover Concept

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Square Feet		
Retail	707,609	717,422
Office	738,022	693,523
Expo/Institutional	62,165	89,321
Total Square Feet	1,507,796	1,500,266

Source: REA & TischlerBise analysis

- 30-Year Cumulative Capital Revenues \$109.5m
- 30-Year Cumulative Available Revenues For Road Projects \$74.3m
- 30-Year Cumulative Costs \$217.6m
- Funding Gap - **\$143.3m**

An aerial photograph of a rural landscape, featuring a winding road, a large field, and a dense forest of trees. The image is overlaid with a semi-transparent blue filter. The text "DISCUSSION" is prominently displayed in the center, with "JOINT CONCEPTUAL WORKSHOP | OCTOBER 27, 2022" below it.

DISCUSSION

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Discussion

1. Do you support the concept?
2. How comfortable are you with scaling back development densities and potentially limiting development?
3. Would you support a revised concept that reduces the density and shows areas of reserve?

An aerial photograph of a rural landscape, featuring a winding road, fields, and dense forests. The image is overlaid with a semi-transparent blue filter. The text is centered in the middle of the image.

PARTIAL INTERCHANGE CONCEPT PRESENTATION

JOINT CONCEPTUAL WORKSHOP | OCTOBER 27, 2022

Design Concept

Partial Interchange Concept

Partial Interchange Concept Totals*

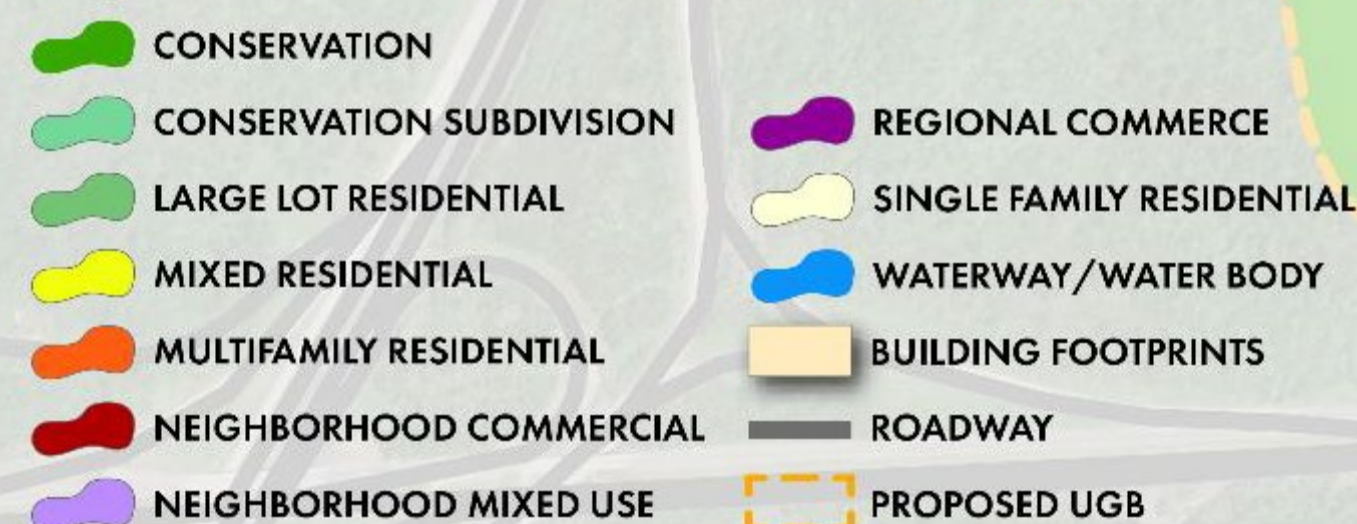
DUs: 4,566

Non-Res. SF: 1,507,796

- Staff and Consultant generally support this concept despite long term outlook
- Transportation improvements support increased density
- Minor deficiencies in the transportation network

* Without Reams-Fleming Development

Legend



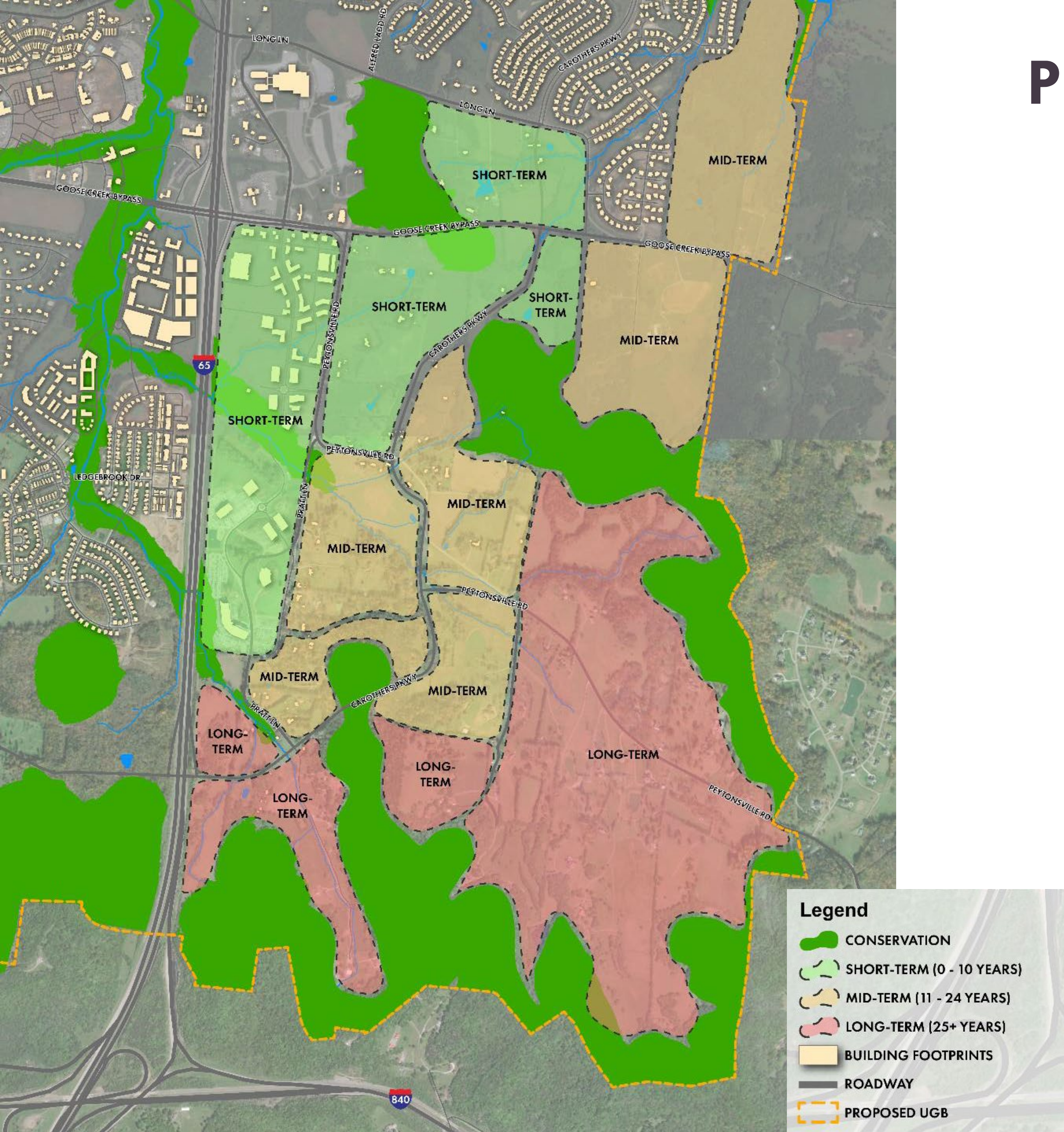
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Phasing of Development

Partial Interchange Concept

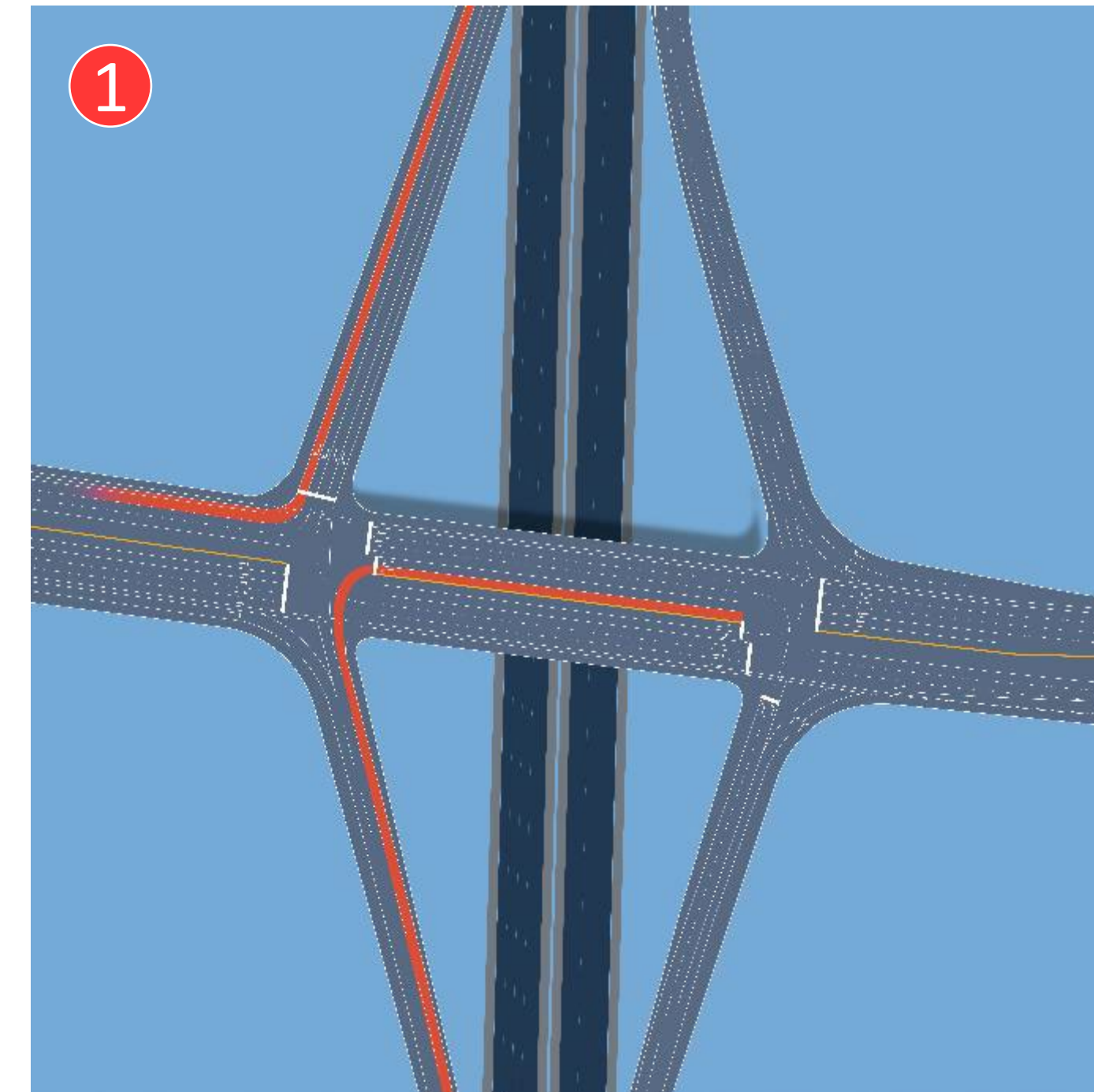
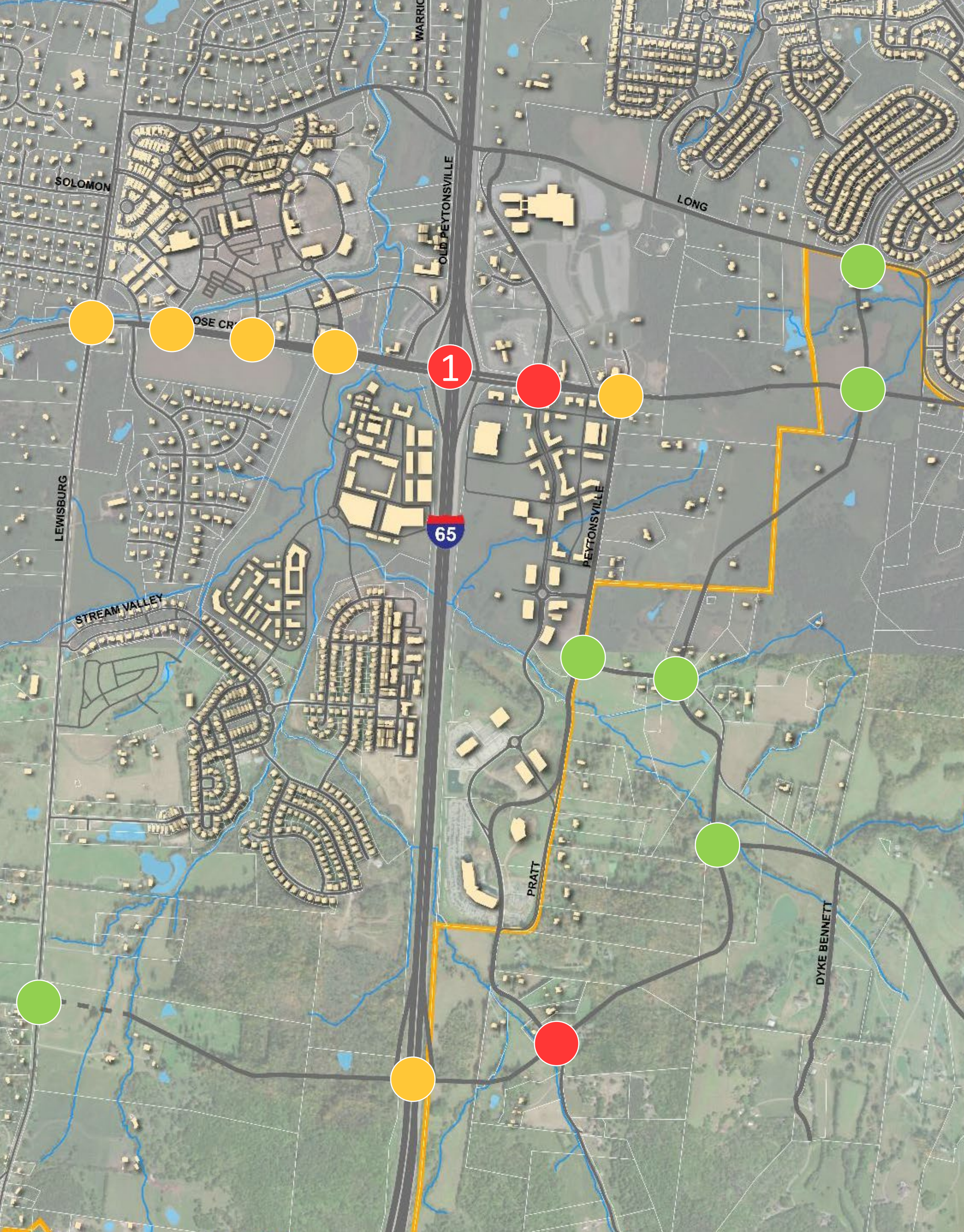
34

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 - Development trends
 - Construction of transportation network
- If Pratt Lane develops sooner, that could change phasing in some areas



Traffic Impacts

Partial Interchange Concept



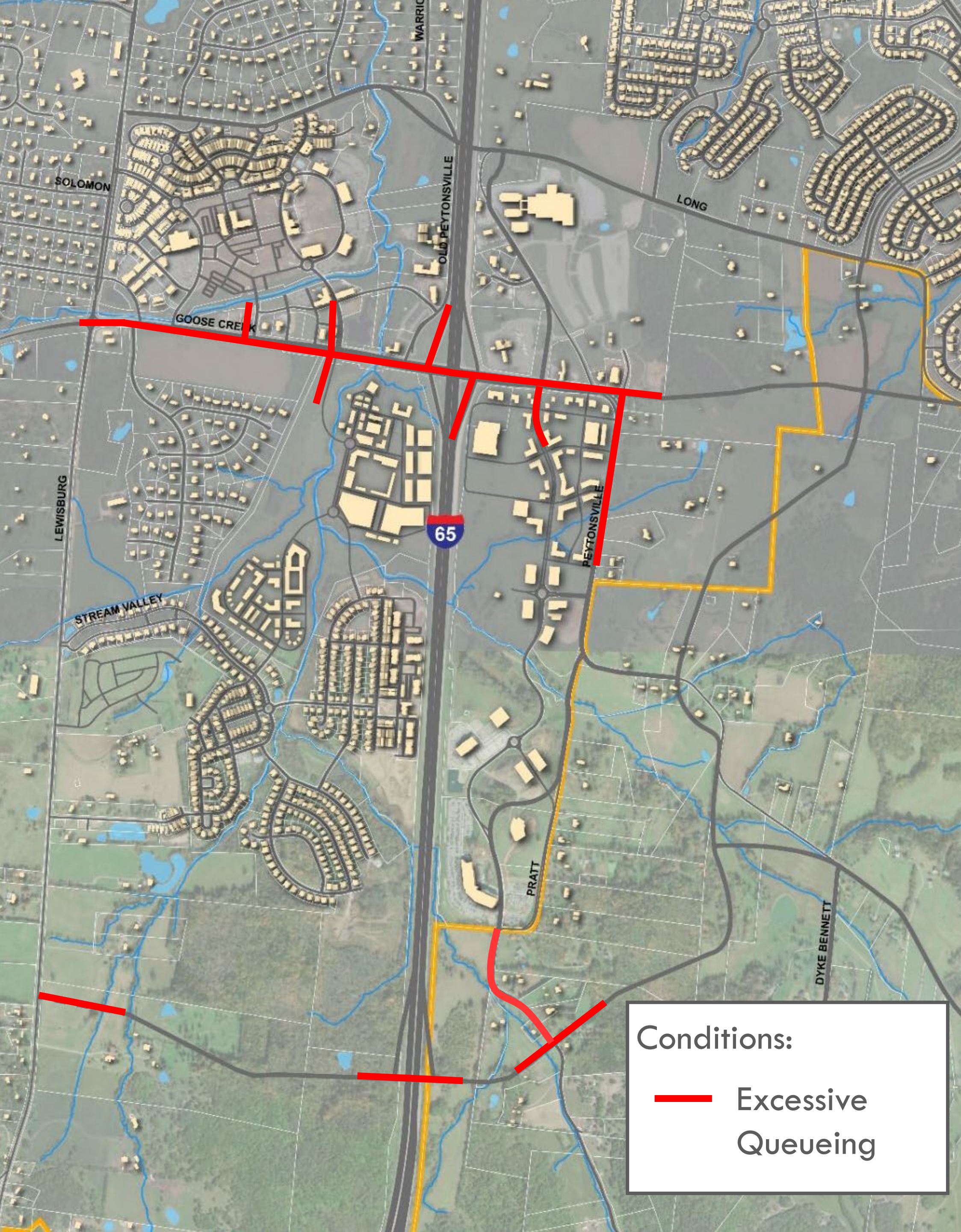
Goose Creek & I-65 Interchange

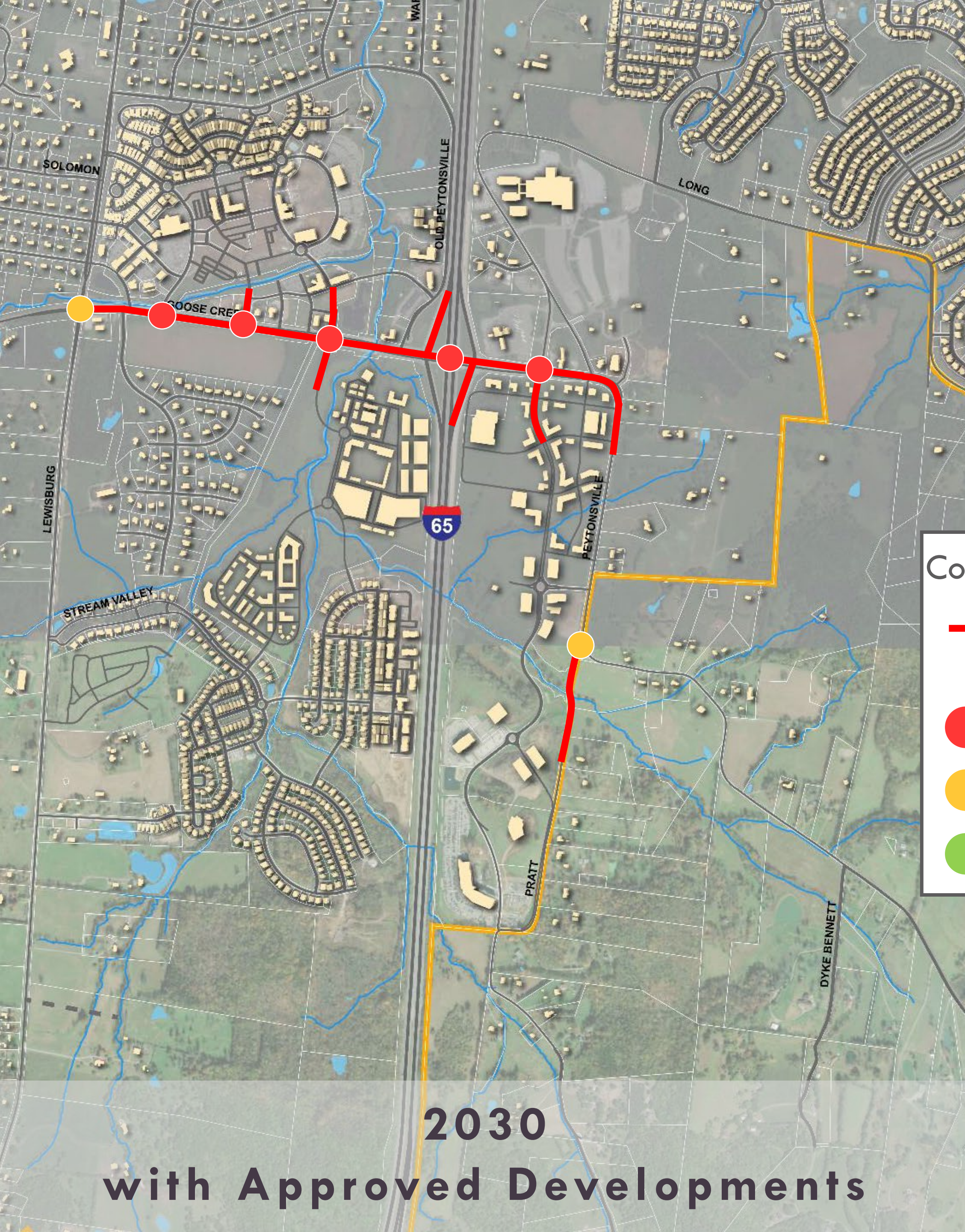
- Unacceptable
- Concerning
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Congestion at Peak Times

Partial Interchange Concept

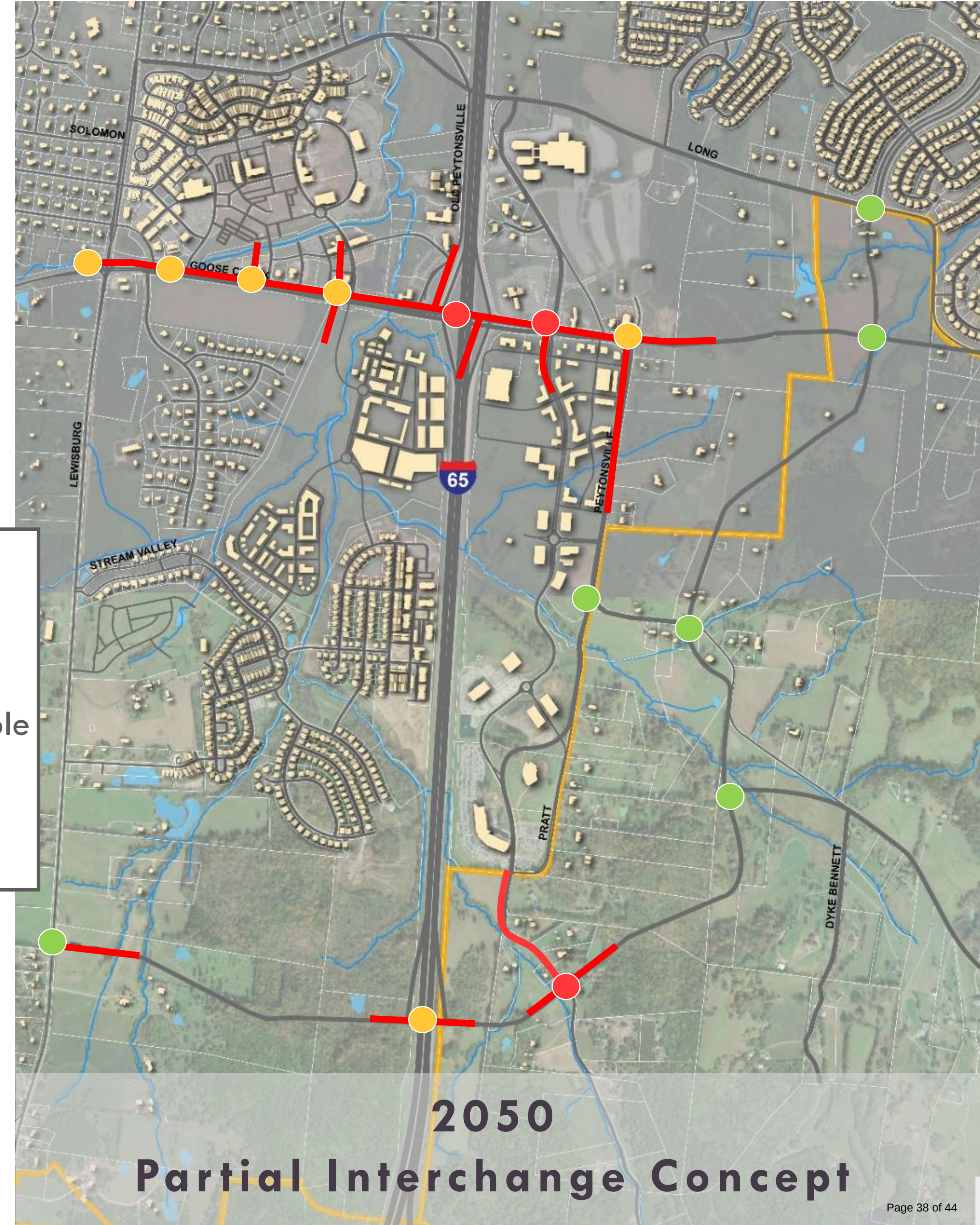
- Traffic more evenly distributed to interstate
- Improved conditions at Goose Creek/I-65 interchange
- Traffic spread out across system, but development will still need to be managed to address capacity issues





Conditions:

- Excessive Queueing
- Unacceptable
- Concerning
- Acceptable



Fiscal Summary

Partial Interchange Concept

30-Year Development Buildout	Interchange Scenario	Flyover Scenario
Population	9,305	7,502
<i>Increase from 2021 Base</i>	<i>11%</i>	<i>9%</i>
Housing Units		
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Source: REA & TischlerBise analysis

- 30-Year Cumulative Capital Revenues \$126.8m
- 30-Year Cumulative Available Revenues For Road Projects \$82.8m
- 30-Year Cumulative Costs \$217.6m
- Funding Gap - **\$134.8m**

An aerial photograph of a rural landscape, likely in the Southeastern United States, showing a winding road through a field of bare trees. The background features rolling hills and a clear sky. The image is overlaid with a semi-transparent blue filter.

DISCUSSION

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Discussion

1. Do you support the partial interchange concept?
2. Are you comfortable moving forward with development approvals and increased density not knowing whether the partial interchange would be approved?

An aerial photograph of a rural landscape, featuring a winding road, a large field, and a dense forest of bare trees. In the background, there are rolling hills under a clear blue sky. The image is overlaid with a semi-transparent blue filter.

NEXT STEPS

JOINT CONCEPTUAL WORKSHOP | OCTOBER 27, 2022

Next Steps

- Refine recommendations based on public input and BOMA/FMPC feedback
- Prepare technical memorandum
- Board meeting in December 2022



An aerial photograph of a rural landscape, featuring a winding road, a small house, and a dense forest of bare trees. The scene is captured from a high angle, showing the road's curve and the surrounding terrain. The text "THANK YOU" is overlaid in the center of the image.

THANK YOU