



City of Franklin

109 3rd Ave S
Franklin, TN 37064
(615)791-3217

Meeting Agenda

Work Session

Tuesday, March 14, 2017

5:00 PM

Board Room

Call to Order

Citizen Comments

WORKSESSION DISCUSSION ITEMS

1. [17-0216](#) Consideration Of Application For Valet Parking Services From The Shalom Foundation For An Event On May 13, 2017, In Downtown Franklin From 5:30 p.m. to 11:00 p.m. (03/14/17 WS)

 Sponsors: Chris Bridgewater

 Attachments: [Application for Valet Parking](#)
 [Biscuit Love Valet Plan Franklin](#)
 [Letter of Intent](#)
 [Biscuit-Love_Parking-Management-C_MASTER-17-18_3-8-2017_1572256127.](#)

2. [17-0159](#) *Consideration of Amendment No. 2 for COF Contract No. 2016-0096 between the City of Franklin and Middle Tennessee State University for the installation of interpretative signage at the Carter Hill Battlefield Park (03/14/17 WS)

 Sponsors: Lisa Clayton

 Attachments: [2016-0096 Amend 2_MTSU_Carter's Hill signage_time extensionLaw Approved](#)

3. [17-0190](#) Consideration Of Resolution 2017-72, A Resolution Initiating The Development Of A Lease Agreement For The 54-Acre, City-Owned Property Located Along The Harpeth River, South Of Mack Hatcher Pkwy And West Of Franklin Road. (3/14/17 Work Session and 7/12/17 and 8/5/17 Special Work Session, 08/08/17 and 9/12/17 Work Session.)

Sponsors: Emily Hunter and Kelly Dannenfelser

Attachments: [Res 2017-72 54-Acre City Property Resolution.Law Approved](#)
[12 Point Proposal Comparison-](#)
[Discovery Center BOMA Presentation.pdf](#)
[Discovery Center Letter of Interest to City of Franklin](#)
[Discovery Center BOMA Worksession 3.10.2017.pdf](#)
[Final Cheekwood Presentation 07-12-17.pdf](#)
[Cheekwood Golf Club Cover Letter](#)
[Cheekwood Golf Club Letter of Interest](#)
[Cheekwood BOMA Work Session 3.10.2017.pdf](#)
[Cheekwood Golf support.docx](#)
[07-12-17 Worksession - Cheekwood Letter.pdf](#)
[HousCom Power Point Presentation 7-12-17.pdf](#)
[1.0 Hamlet SpCrk Proposal HousCom Narrative 5.19.17.pdf](#)
[1.1 Hamlet SpCrk Proposal HousCom Drawings color11x17.pdf](#)
[Housing Commission Letter of Interest](#)
[Housing Commission Addendum](#)
[MH - Concept 1.0 - Existing Conditions Exhibit.pdf](#)
[MH - Concept 3.0 - Flood Plain Cut Fill Plan.pdf](#)
[Land Valuation - Mack Hatcher & Spencer Creek](#)
[Map - Land Valuation - Mack Hatcher & Spencer Creek - based on 2016 Asse...](#)
[Financial Analysis - MHSC - 07272017.pdf](#)

4. [17-0195](#) PUBLIC HEARING: Consideration Of Initiating The Annexation Process And Draft Plan Of Services, Resolution 2016-90, For The Annexation Of 4360 Long Lane (03/14/17 WS).

Sponsors: Emily Hunter, Amy Diaz-Barriga and Brad Baumgartner

Attachments: [RES 2016-90 POS 4360 Long LaneLaw Approved](#)
[MAP RES 2016-90 MOSS Property](#)

5. [17-0067](#) PUBLIC HEARING: Consideration of Ordinance 2017-02, "An Ordinance to Amend Various Sections of Chapter 4 of Title 16 and Chapter 16 of Appendix A of the Franklin Municipal Code Concerning Road Impact Fees. (1-24-17, 2-14-17 WS, 3-28-17 WS, 04/11/17 BOMA 1st Reading 7-1) SECOND AND FINAL READING

Sponsors: Eric Stuckey, Vernon Gerth and Paul Holzen

Attachments: [Franklin Roadfee Draft Report Jan 2016](#)
[18 Impact Fees - Sample.pdf](#)
[2016 MTP - Roadway Classification](#)
[2016 - RIF - Current Calculation - Proposed Collector Road Calcs](#)
[Ord 2017-02 Road Impact Fee 2017 with Exhibits A and B Law Approved](#)

Legislative History

1/24/17	Work Session	referred to the Work Session
2/14/17	Work Session	acknowledged

6. [17-0199](#) *Consideration of Resolution 2017-15 to Award the Construction Contract (COF Contract No. 2016-0276) for the East McEwen Drive Safety Enhancements Project to Superior Traffic Control, Inc. in the Amount of \$93,267.70 and to Establish a Project Contingency in the Amount of \$10,000.00 (03/14/17 WS)

Sponsors: Engineering

Attachments: [Res 2017-15 McEwen Safety Bid Results Law Approved.pdf](#)
[EMcEwenSafety CONST Apparent Bid Results.pdf](#)

7. [17-0198](#) Project Status Update on the Downtown Parking Capacity and Management Study

Sponsors: Engineering

Attachments: [Franklin Parking Study BOMA Final 2-28-17](#)

8. [17-0193](#) Annual Progress Report - Franklin Forward

Sponsors: Eric Stuckey and Michael Walters Young

Attachments: [FranklinForwardProgressReports](#)

Other Business

Adjournment

Anyone requesting accommodations due to disabilities should contact ADA coordinator at 791-3277.



Application for Valet Parking Services Municipal Code Title 16 Chapter 13 See attached Valet Parking Services Applicant Checklist

Name, address and phone number of the establishment for whom the valet parking service is proposed.	NAME THE SHALOM FOUNDATION	
	ADDRESS 412 CUMMINS STREET, FRANKLIN, TN 37064	
	PHONE 615-595-5811	EMAIL TERESA@THESHALOMFOUNDATION.ORG
Primary Applicant Name	TERESA PARR	
Primary Applicant Address	412 CUMMINS STREET, FRANKLIN, TN 37064	
Primary Applicant Business Name	BISCUIT LOVE	
Primary Applicant Business Address	132 3 RD AVENUE SOUTH, FRANKLIN, TN 37064	
Primary Applicant	PHONE 615-830-1790	EMAIL SARAH@BISCUITLOVEBRUNCH.COM
Valet Parking Operator Name	CHAD GREEN	
Valet Parking Operator Address	306 42 ND AVE NORTH, NASHVILLE, TN, 37209	
Valet Parking Operator Business Name	PMC PARKING	
Valet Parking Operator Business Address	306 42 ND AVENUE NORTH, NASHVILLE, TN 37209	
Valet Parking Operator	PHONE 615-352-0415	EMAIL INFO@PARKINGMGT.COM
Responsible Party Name	PMC	
Responsible Party Address	306 42 ND AVE NORTH, NASHVILLE, TN, 37209	
Responsible Party	PHONE 615-352-0415	EMAIL EVENTS@PARKINGMGT.COM

Except as provided, no person, firm, corporation, or other entity shall operate a valet parking service that utilizes any public street or leased public parking area, except in accordance with a valid valet parking permit issued by the city.

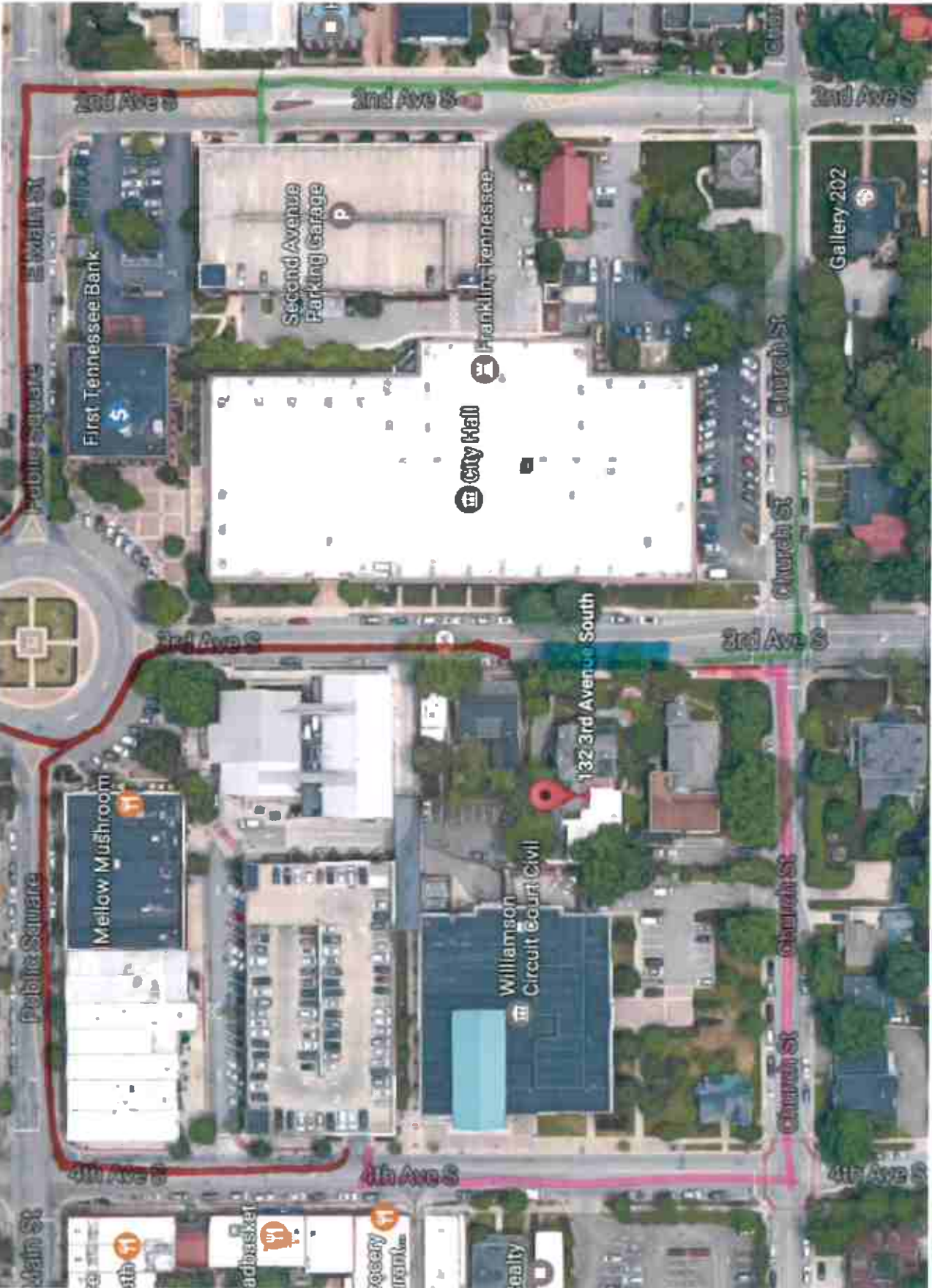
The building and neighborhood services department director or their designee shall collect a valet parking permit fee and the required certificate of insurance prior to issuing the valet parking permit. The fee for the valet parking permit shall be determined by the length of the valet zone. This fee shall be as specified in appendix A - comprehensive fees and penalties.

Permit # _____ Fee: \$ _____ Date: _____

Valet Parking Services Applicant Checklist:

A valet parking permit application and supporting documentation shall be submitted to the Building and Neighborhood Services department a minimum of 90 days prior to the proposed starting date of the valet parking service. The application and supporting documentation shall include:

- A detailed plan of the proposed pick up/drop off area that shows the number of spaces to be occupied by the valet zone. If the valet zone does not meet ADA regulations, provide a plan showing mitigation to relieve issue.
- A detailed plan of the proposed parking area to be used for parking of vehicles.
- A letter of agreement/affidavit and/or proof of ownership to access and use the proposed private parking area which states the maximum number of valet vehicles allowed, and the total capacity of the facility.
- If applicable, a letter of intent to use a public parking facility to request consideration by the board of mayor and aldermen in approving a lease for use of a portion of a City of Franklin publicly-owned or leased parking facility for the sole use of parking vehicles during the operation of the valet parking service. The letter must include a detailed valet parking plan which states the proposed hours of operation, the maximum number of valet vehicles allowed, and the total capacity of the public parking facility to be leased.
- A detailed plan of the proposed valet operation, including hours and days of operation; routes to and from the parking area(s); number of valets; location and design of the proposed valet parking sign.
- A certificate of insurance that names the City of Franklin as an additional insured with the coverage as specified by the city's risk manager.
- A minimum of 15 days prior to the board of mayor and aldermen work session where the valet parking service application will be presented, the applicant shall notify adjacent property owners within 500 feet of the proposed valet zone by certified mail and first-class mail of the date and time of the board of mayor and aldermen work session. The notice shall include a copy of the detailed plan of the proposed valet operation.
- A sworn statement from the applicant showing the names and addresses of each adjacent property owner who has been notified shall be delivered to the building and neighborhood services department no later than 15 days prior to the board of mayor and aldermen work session at which the valet parking service application will be presented.
- The applicant shall hold the numbered retained receipts for a minimum of one year and shall make those available at the request of the building and neighborhood services department director.



- VALER LANE
- ROUTE TO GARAGE @ 123 4TH AVE SOUTH
- ROUTE TO GARAGE @ 109 2ND AVE SOUTH
- ROUTE BACK TO 132 3RD AVE SOUTH

Biscuit Love Valet Plan

Valet Lane:

The valet lane would need to use the 4 spaces in front of 132 3rd Ave South.

Event details:

Who: Biscuit Love/Parking management Company

When: May 13, 2017 530pm - 11pm

Where: 132 3rd Ave South, Franklin, TN 37064

Number of cars: 100

Ingress:

Taking cars in valet lane (in Blue) in front of 132 3rd Ave south.

Parking cars in either the garage on 2nd Ave or the garage on 4th Ave. using Church St. (Route in pink for 4th Ave garage, route in green for 2nd Ave garage)

Valet will park car and return to event address.

Egress:

Valet will get ticket from guest

Valet will retrieve car from either the 2nd Ave or 4th Ave garage and return them using Main St/ Public (Routes in red)

Valet would meet guest in valet lane (in Blue) and return keys to guest.



**THE SHALOM
FOUNDATION**
GIVE HEALING, GIVE HOPE



March 3, 2017

City of Franklin
109 3rd Avenue South
Franklin, TN 37064

To Whom It May Concern:

Please accept this **letter of intent** to use the City of Franklin Second Avenue Parking Garage as well as the Fourth Avenue Parking Garage for the sole purpose of parking vehicles during the operation of the valet parking service.

Event Location: Biscuit Love – Franklin. 132 3rd Avenue South, Franklin, TN 37064

Event Date: Saturday, May 13, 2017

Hours: 5:30 pm to 11:00 pm

Expected Number of Vehicles: 100 (to be split between the two parking garages)

Sincerely,

Teresa Parr
Program Director
The Shalom Foundation

Shalom: peace, wholeness, completeness, harmony, safety, soundness. A powerful blessing.



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

3/8/2017

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Scott Insurance (Nashville) 6640 Carothers Parkway Ste 100 Franklin TN 37067		CONTACT NAME: Alison Morris PHONE (A/C, No, Ext): 336-510-0087 E-MAIL ADDRESS: amorris@scottins.com FAX (A/C, No): 434-455-1468	
		INSURER(S) AFFORDING COVERAGE	NAIC #
		INSURER A: Liberty Mutual Fire Insurance Compa	10677
INSURED PMCAC-1 Parking Management Company LLC 306 42nd Ave N Nashville TN 37209		INSURER B: First Liberty Insurance Corporation	19801
		INSURER C: Hamilton Specialty Insurance	13045
		INSURER D: Cincinnati Casualty Insurance	
		INSURER E: StarStone Specialty	
		INSURER F: Endurance American Specialty	10677

COVERAGES**CERTIFICATE NUMBER:** 1572256127**REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☒ PROJECT ☒ LOC ☐ OTHER:			TB2-Z91-466782-037	1/1/2017	1/1/2018	EACH OCCURRENCE \$1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$500,000 MED EXP (Any one person) \$5,000 PERSONAL & ADV INJURY \$1,000,000 GENERAL AGGREGATE \$3,000,000 PRODUCTS - COMP/OP AGG \$2,000,000 \$
B	☒ AUTOMOBILE LIABILITY ☒ ANY AUTO ☐ ALL OWNED AUTOS ☐ SCHEDULED AUTOS ☒ HIRED AUTOS ☒ NON-OWNED AUTOS			AS6-Z91-466782-017	1/1/2017	1/1/2018	COMBINED SINGLE LIMIT (Ea accident) \$1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
C D	☒ UMBRELLA LIAB ☒ OCCUR ☐ EXCESS LIAB ☐ CLAIMS-MADE ☐ DED ☐ RETENTION \$			AHSFF110433-00 EXS 0342321	1/1/2017 1/1/2017	1/1/2018 1/1/2018	EACH OCCURRENCE \$5,000,000 AGGREGATE \$5,000,000 EXS0342321 \$5,000,000
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N ☒ Y ☐ N	N/A	WC2-Z91-466782-047	1/1/2017	1/1/2018	☒ PER STATUTE ☐ OTH-ER E.L. EACH ACCIDENT \$1,000,000 E.L. DISEASE - EA EMPLOYEE \$1,000,000 E.L. DISEASE - POLICY LIMIT \$1,000,000
E F A	Excess Umbrella Excess Umbrella Theft of Client Property			82997T160ALI ELD30000237100 YC2-Z91-466782-027	7/25/2016 1/1/2017 1/1/2017	1/1/2018 1/1/2018 1/1/2018	Limit ex of 10mil 10,000,000 Limit ex of 20mil 5,000,000 Client Property 100,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

\$1,600,000 GKLL Comp Ded \$5000/\$25,000; Collision Ded \$5000 - TN
\$1,000,000 GKLL Comp Ded \$5000/\$25,000; Collision Ded \$5000 - VA; FL, GA, VT, KY, SC, IL, NC, MO, LA
\$1,200,000 GKLL Comp Ded \$5,000/\$25,000; Collision Ded \$5000 - OK
\$2,500,000 GKLL Comp Ded \$5000/25,000 Collision Ded \$5,000 AL

Employment Practices Liability Effective 10/1/16 - 10/1/17 Carrier Federal Insurance Company, Limit - Per Claim \$1,000,000/Aggregate
See Attached...

CERTIFICATE HOLDER**CANCELLATION**

Biscuit Love
132 3rd Ave South
Franklin TN 37064

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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**ADDITIONAL REMARKS SCHEDULE**Page 1 of 1

AGENCY Scott Insurance (Nashville)		NAMED INSURED Parking Management Company LLC 306 42nd Ave N Nashville TN 37209
POLICY NUMBER		
CARRIER	NAIC CODE	EFFECTIVE DATE:

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,

FORM NUMBER: 25 FORM TITLE: CERTIFICATE OF LIABILITY INSURANCE

\$1,000,000 Retention \$100,000

Re: City of Franklin

**Amendment 2 to Agreement
between
The City of Franklin, Tennessee
and
Middle Tennessee State University**

This Amendment to the Agreement ("Agreement"), MTSU Contract Number C17-0084 and City of Franklin Contract Number 2016-0096, between the City of Franklin, Tennessee, ("Contractor") and Middle Tennessee State University ("Institution") shall be effective on the date this Amendment is fully executed by both parties.

The Agreement shall be amended as follows:

C. 6. The term of this Agreement shall be from May 25, 2016, to September 30, 2017.

Except as specifically provided herein, all other terms and conditions of the Agreement remain unchanged and are hereby ratified and affirmed.

City of Franklin, Tennessee

Middle Tennessee State University

By: _____

By: _____

Name: Dr. Ken Moore

Name: Alan R. Thomas

Title: Mayor, City of Franklin

Title: Vice President, Business & Finance

Date: _____

Date: _____

Approved as to Form by:

Bethany A. Heuer, Staff Attorney

RESOLUTION NO. 2017-72

TO BE ENTITLED: "CONSIDERATION OF RESOLUTION 2017-72, A RESOLUTION INITIATING THE DEVELOPMENT OF A LEASE AGREEMENT FOR THE 54-ACRE, CITY-OWNED PROPERTY LOCATED ALONG THE HARPETH RIVER, SOUTH OF MACK HATCHER PKWY AND WEST OF FRANKLIN ROAD."

WHEREAS, in September 2016, Cheekwood Golf Club submitted a request to lease the 54-acre, City-owned property and expand its operations across Mack Hatcher Parkway; and

WHEREAS, the City of Franklin sought Letters of Interest for improvement and/or development of a 54-acre, City-owned property located along the Harpeth River south of Mack Hatcher Parkway and west of Franklin Road; and

WHEREAS, the purpose of this invitation to submit Letters of Interest was to: assist the City in analyzing opportunities available for future improvement and/or development of this Property; enable all interested parties an opportunity to submit Letters of Interest; and allow for public input on all Letters of Interest received; and

WHEREAS, the City advertised that it would maintain ownership of the property but would consider the possibility of a long-term lease with a third party for improvements and operations; and

WHEREAS, much of the Property is located within the 100-year floodplain of the Harpeth River and Spencer Creek and serves as a buffer for the City wastewater treatment facility across the Harpeth River; and

WHEREAS, the City's long-range plan, *Envision Franklin*, recommends the Recreation design concept, which includes active and passive open spaces, as well as City parks, and should be interconnected through bike lanes, multi-use paths, and sidewalks. Institutional facilities, such as the water treatment and wastewater treatment plants, are also assigned to this design concept and fulfill significant municipal functions; and

WHEREAS, the Board of Mayor and Aldermen received letters of interest from three groups: the Cheekwood Golf Course, Discovery Center, and the Franklin Housing Commission; and

WHEREAS, the proposals have been presented and discussed at several meetings, including a Special Mobile BOMA Meeting; and

WHEREAS, it is in the best interest of the citizens of Franklin to pursue a contractual arrangement for a long-term lease of the property for improvements and operations with

- A. Cheekwood Golf Course,
- B. Discovery Center, or
- C. Franklin Housing Commission.

NOW THEREFORE, BE IT RESOLVED, BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE, that the Board of Mayor and Aldermen gives authority to the City

Administrator, Eric Stuckey, or his designee, to pursue a contractual lease agreement with this third party, _____, for improvements and operations of the City-owned property. A lease will be drafted and presented to the BOMA for consideration.

IT IS SO RESOLVED AND DONE on this ____ day of _____, 2017

ATTEST:

CITY OF FRANKLIN, TENNESSEE:

By: _____
ERIC S. STUCKEY
City Administrator

By: _____
DR. KEN MOORE
Mayor

Approved as to Form

By: _____
Sauna R. Billingsley, City Attorney

Letters of Interest: 12 Point Proposal Comparison

August 8, 2017 BOMA Work Session

Question	Cheekwood Golf Club Expansion	Discovery Center Children’s Museum	Franklin Housing Commission Affordable Housing
Community Vision			
Staff Evaluation: Does the proposal align with Envision Franklin?	Yes	Yes	No
Staff Evaluation: Could the proposal be completed under the current zoning district?	Yes	Yes	No
Development Standards			
1.Would the proposal meet all development standards in the Zoning Ordinance?	Yes	Yes	Not certain at this time
2. Would modification of the floodplain be requested as part of the improvements?	Yes	Floodplain modification will be evaluated	Yes
3. At buildout, what would be the traffic impact to the City?	350 golfers per day/peak season staggered over multiple hours, occasional seasonal tournaments and events, plus TBD future residential development	Peak traffic is off-peak hours and would not contribute additional flow on Mack Hatcher during rush hour and school traffic times.	For 14-50 single family residences, 140 trips were day were calculated based on 14 homes
Community Benefit			
4. What community needs would this project address?	9-hole golf course and club house Driving range lighted for night play Conference/Gathering Space: 50-200 people for corporate meetings, weddings, civic groups, conferences, flex space People: youth mentoring, fitness opportunities, seniors, and charity events Beautification: Manicured open green space, trailhead and parking open to public Environmental: Outdoor recreation space	Children’s Museum National partnerships and participation in networks Community events School readiness and literacy Programs for Intergenerational Learning Volunteer programs Youth development and leadership STEM opportunities Community partnerships: Boys & Girls Club, Columbia State, Franklin Parks, School Systems, Corporations Mobile outreach with rural access Family-centered tourism and community destination	Offer a model of housing options for builders and developers with price points less than \$300,000 Reduce or not add to traffic flows into and out of City Provide public/private partnership example to developers for affordable housing Provide employee housing
5. How many people are anticipated to be served by this proposal?	1,000-1,200 people per day/peak time for driving range, practice facility and conference/gathering space	Year one estimated to reach 100,000 attendance Data from Science Alliance of TN shows science centers and children’s museums well attended across State ranging from 100,000-348,000 annual attendance	70 to 95 people occupying dwellings, based on 14 single family homes or 19 townhomes
6. Are there opportunities for public park access, trails along the Harpeth River, and continued conservation of the 100-year floodplain?	Yes, course designed to offer opportunities for trails and conservation and respect river and stream buffers	Public park access, trails along the Harpeth, floodplain conservation Site plan could be developed to provide potential for future street connection to Franklin High School Outdoor classrooms and observation points for environmental education programming Multi-use path extension from Spencer Creek path to continue to new museum facility. Serve as trailhead for Riverwalk access at initial construction phase.	Proposal encourages other uses of floodplain property, including golf course, trails, right-of-way for pathways to schools, floodplain management, canoe launch, or wildlife conservation areas.
Partnership Impacts			
7. What would be the estimated private investment needed to complete the proposal?	\$8 to \$10 million investment for reshaping, grading, construction of facilities, trailhead, water, sewer, utilities	\$27.5 to \$30 million investment	\$3.66 million based on 14 dwelling units
8. What would be the expectation of the City in terms of partnership?	Long-term lease partnership Tax revenue recipient of for-profit business	Long-term lease partnership Minimal lease cost	Staff assistance in development process Award of real estate at lease terms in this proposal

Letters of Interest: 12 Point Proposal Comparison

August 8, 2017 BOMA Work Session

	Use 120,000 gallons of City reclaimed water/day Expand (triple size) of City water management area Purchase of City fertilizer when available	City to maintain grounds beyond the building as city park, including trail and parking lot maintenance	Reduction or removal or credit of city construction fees Assistance in design and/or construction of required roadway & utilities into development City to maintain all other public real estate on site Orchestrate golf course or other recreational provider
9. What would be the preferred lease terms?	99-year renewable lease \$72,900 annual lease payment to City Anticipate that the lease agreement would render consideration for the private investment improvements to the leased property. Once this consideration has expired, Cheekwood LP would then maintain monthly lease payments to the City.	50-year lease with initial short-term lease until facility completed \$1 annual lease payment to City	Land portion tax, as if there was one, will be paid to City as lease amount Funds will be deposited into housing reserve fund that City manages through Housing Commission Estimated land tax per lot on \$65,000 lot: \$503.20 per year
10. At buildout, what would be the benefit to the City financially?	Potential annual revenues: \$150,000 (sales tax + lease) \$72,900 annual lease payment \$7.2 million over 99 years \$76,000 annual municipal sales tax Indirect economic impact from golf tourism, hotels and restaurants, etc.	Provides bundled tourism opportunities Overall economic impact through tourism, stores and restaurants, increased visitation to other tourist destinations Economic development and business recruitment	Private local developer to handle construction and financing City gains homes at market appraisal and develop new real estate taxes Loans through local lending institutions benefiting businesses Construction materials purchased locally Residents live, work, shop, spend locally=tax dollars Public-private partnership new model for city for housing Emergency workers living in city limits Self-financed work force housing income source growth over time, funding more workforce homes
Logistics			
11. What is the anticipated timeframe for project completion?	Completion in 5 years, 3 phases	2 to 3 years	4.5 years
Supplemental Information			
12. If there is any additional information pertinent to the BOMA review, please provide it:	See proposal	See proposal	See proposal

Engaging
curious minds
to fuel the
future.

Discovery Center at Spencer Creek







Crack the code

Piece together
the mummy's
sarcophagus!

If you need help,
look at this
picture

head

body

feet



Hands-On Environmental Education





Murfreesboro
City Schools



Murfree Spring Partners



STEAM BUS

LEARN • EXPLORE • DISCOVER

discovery center

www.explorethedc.org



$E=mc^2$

Science • Technology • Engineering • Art • Math



Discovery Center at Spencer Creek

- 5 acres used for building and parking lot
- 49 acres conserved as floodplain and outdoor learning spaces
- Access to
 - Harpeth River
 - Harlinsdale Farm
 - First United Methodist Church
- Treehouse Playground
- Outdoor Classrooms





Why Franklin?





A large crowd of people, mostly children and families, gathered at an event. The scene is filled with colorful balloons in shades of pink, purple, blue, and red. In the background, a large white slide is visible. The overall atmosphere is festive and crowded.

Attendance & Impact

- 22,627 students served
- 2,000 field study scholarships for free and reduced lunch students
- 91/95 TN Counties visited
- 43/50 states visited
- 8,000 cultural event attendees
- 1,830 active member families, including 300 free
- 1,664 campers



Meetings & Partners

- Franklin First United Methodist Church
- High Hopes
- Waves
- Columbia State Community College
- Williamson County Schools
- Franklin Special School District
- Williamson Inc.
- Franklin Parks
- City of Franklin, Stormwater & Water Management
- Jackson National Life Insurance
- Nissan
- Franklin Synergy
- Lipscomb University
- Battle Ground Academy







Partners in Education

PEER COLLABORATION!

REMEMBER **ANALYZE**

UNDERSTAND **EVALUATE**

APPLY **CREATE**

Planet Earth's Moon



Build·ing (verb)

Com·mu·ni·ty (noun)

BEHOLD IN WONDER
DO YOUR BEST
TELL THE TRUTH
SHOW KINDNESS
INSPIRE OTHERS

Prepositions









Interns & Volunteers

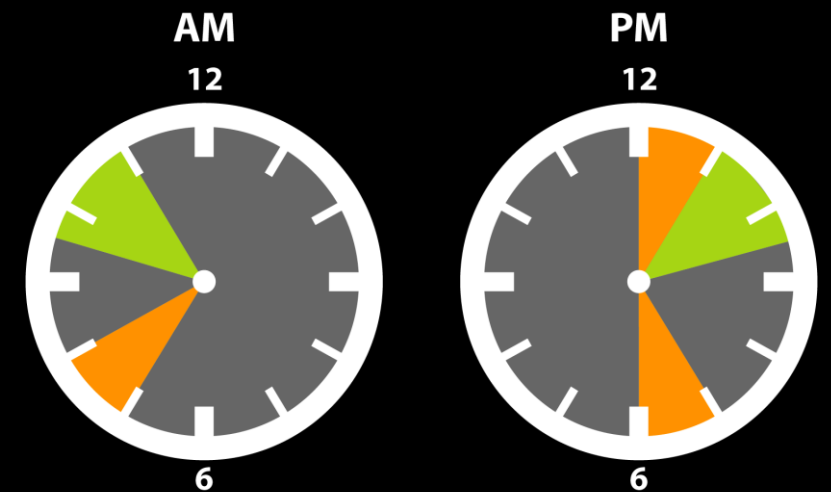




Traffic Impact

“Based on my observation, the traffic generated by the Discovery Center is during non-peak hours and as such has minimal impact on the adjacent roadways in Murfreesboro.”

Ram Balachandran, P.E., PTOE
Assistant Director/City Traffic Engineer
City of Murfreesboro



Williamson County Peak Traffic Times
Discovery Center Peak Traffic Times





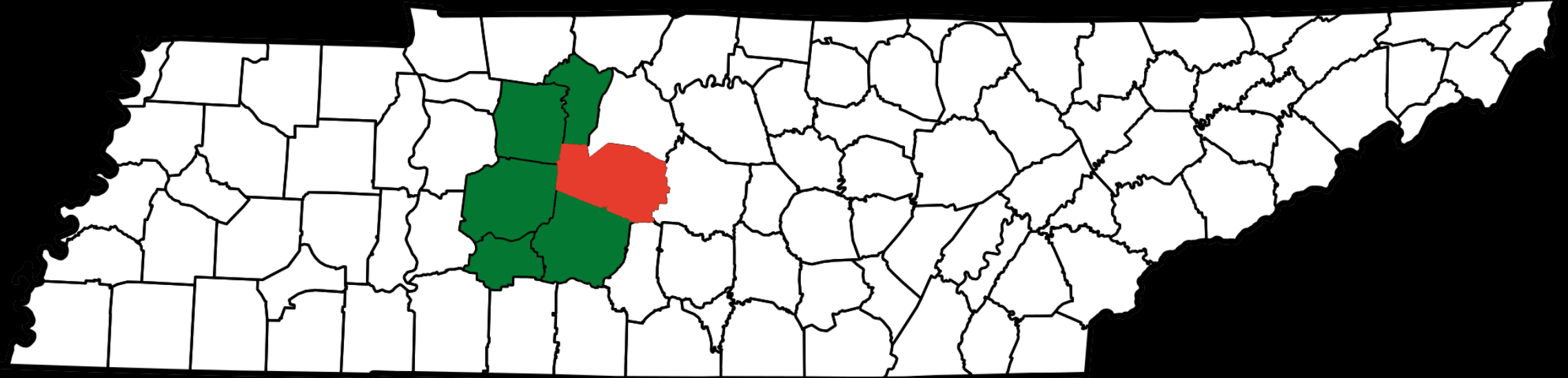


Economic Impact

- Museums contribute **\$21 billion**
- They return **over five times as much** in local, state, and federal tax revenue
- **76% of all US leisure travelers** visit cultural institutions, including museums



Access & Outreach to Rural Counties



Discovery Center at Spencer Creek

- 5 acres used for building and parking lot
- 49 acres conserved as floodplain and outdoor learning spaces
- Access to
 - Harpeth River
 - Harlinsdale Farm
 - First United Methodist Church
- Treehouse Playground
- Outdoor Classrooms





discovery
center 
at spencer creek



Discovery Center
502 SE Broad Street
Murfreesboro, Tennessee 37130
615-890-2300

To: Mayor Ken Moore and The City of Franklin
From: Children's Museum Corporation of Rutherford County
Date: January 30, 2017

Re: Letter of Interest for improvement and/or development of City-owned property

On behalf of the Children's Museum Corporation of Rutherford County dba Discovery Center, I am authorized to submit this Letter of Interest declaring intent to investigate the feasibility of acquiring City-owned property located along the Harpeth River south of Mack Hatcher Parkway and west of Franklin Road. Discovery Center proposes the development of an approximately 45,000 square foot children's museum with outdoor classroom space.

We further understand that this Letter of Interest does not in any way constitute an obligation or commitment on the part of either the Company or the Commission.

Children's Museum Corporation of Rutherford County has over 30 years of a strong and successful operation of a hands-on children's museum in neighboring Rutherford County. The Children's Discovery House was chartered in 1986 as Children's Museum Corporation of Rutherford County. After an extensive grassroots campaign, a building was purchased and renovated at 503 N. Maple Street, exhibits and programs were gradually created, and Children's Discovery House opened on March 3, 1987. The 4,500 square foot facility hosted 11,000 in its first year. After several years, the current site was overflowing with exhibits and visitors, resulting in the need to search for a new home. In the late 1990's, the U.S. Army Corps of Engineers identified Murfree Spring wetlands as the best location for interpretative and educational activities. As a result, in partnership with U.S. Army Corps of Engineers, State of Tennessee, Tennessee Wildlife Resources Agency, City of Murfreesboro, local corporations and numerous civic groups, the Children's Museum Corporation of Rutherford County built the new museum next to Murfree Spring in 2002. The Board of Directors, along with Congressmen Bart Gordon, was able to raise nearly \$3 million to construct the building and exhibits. In 2007, the museum added a 9,000 sq. ft. addition with the generous support of the Christy Houston Foundation. Discovery Center at Murfree Spring is now 30,000 square feet and serves over 120,000 visitors annually.

Discovery Center is currently in discussions with Tuck Hinton Architects to develop museum schematics and site plans for a new campus in Franklin. We would provide said drawings as soon as they are approved by Discovery Center's Board of Directors. Discovery Center acknowledges that the development would be required to meet all city standards, including Zoning Ordinance, International Building Code, Stormwater Ordinance, Subdivision Regulations, and all floodplain requirements and construction standards.

Thank you in advance for your consideration. If you have any questions or need any additional information, please feel free to contact me at tmacdougall@exploredc.org or (615) 890-2300 ext 223. You may also contact Jennifer Neal, Director of Grants, at jneal@exploredc.org or (615) 890-2300 ext 236.

Sincerely,

Tara MacDougall
President & CEO



Engaging curious minds to fuel the future.

Our vision is to build a community with the courage to ask thoughtful questions, the drive to find creative solutions, and the confidence to implement positive changes.



- 45,000 sq. ft. building
- Parking
- Permanent exhibit galleries
- Temporary exhibit gallery
- Program rooms
- Appealing space for group rentals, weddings, birthday parties
- Science theater
- Outdoor classroom in conjunction with Harpeth River
- Community gathering space
- Connection to trails

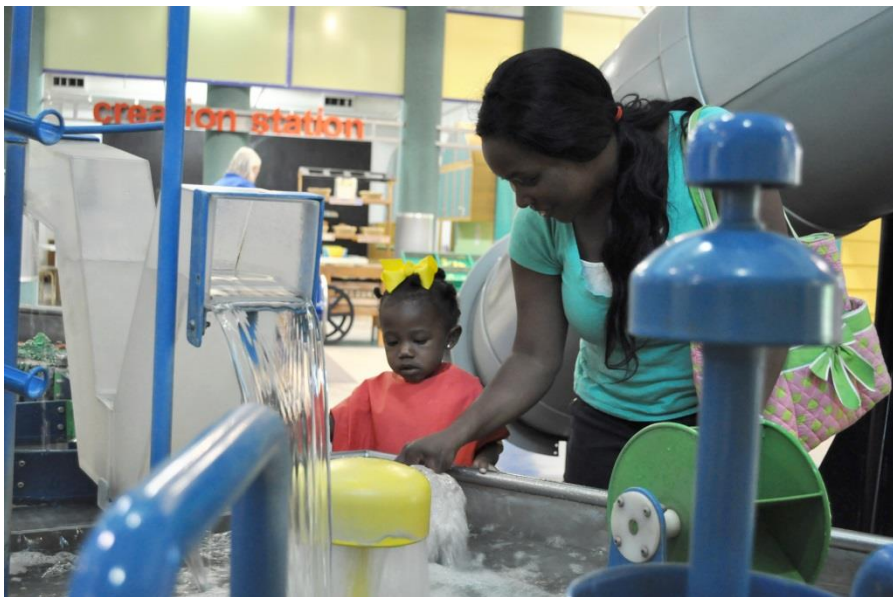
Quality of Life

Family Centered Exploration



Quality of Life

Learn & Play Together



Quality of Life

Access for Everyone



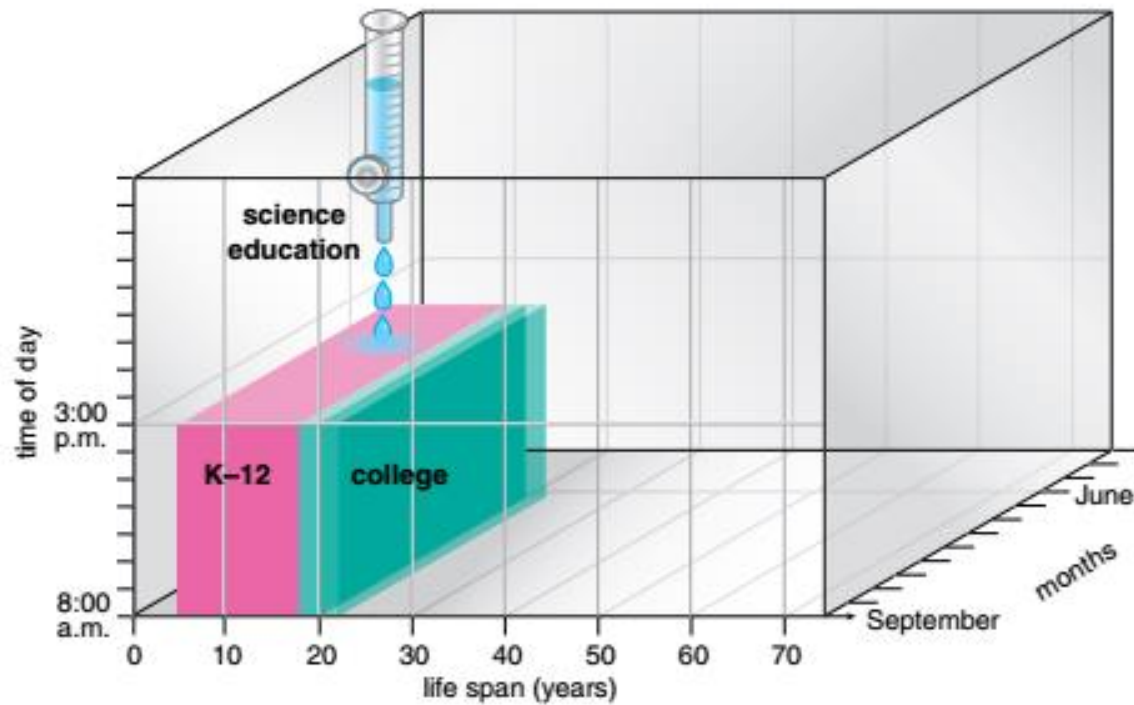
Quality of Life

Meet the Harrington-Span Family



Bridging Formal and Informal Education

95% Solution



Bridging Formal and Informal Education

A Resource for Teachers



Bridging Formal and Informal Education

Youth Development



Economic Impact

Connecting Curiosity to Careers



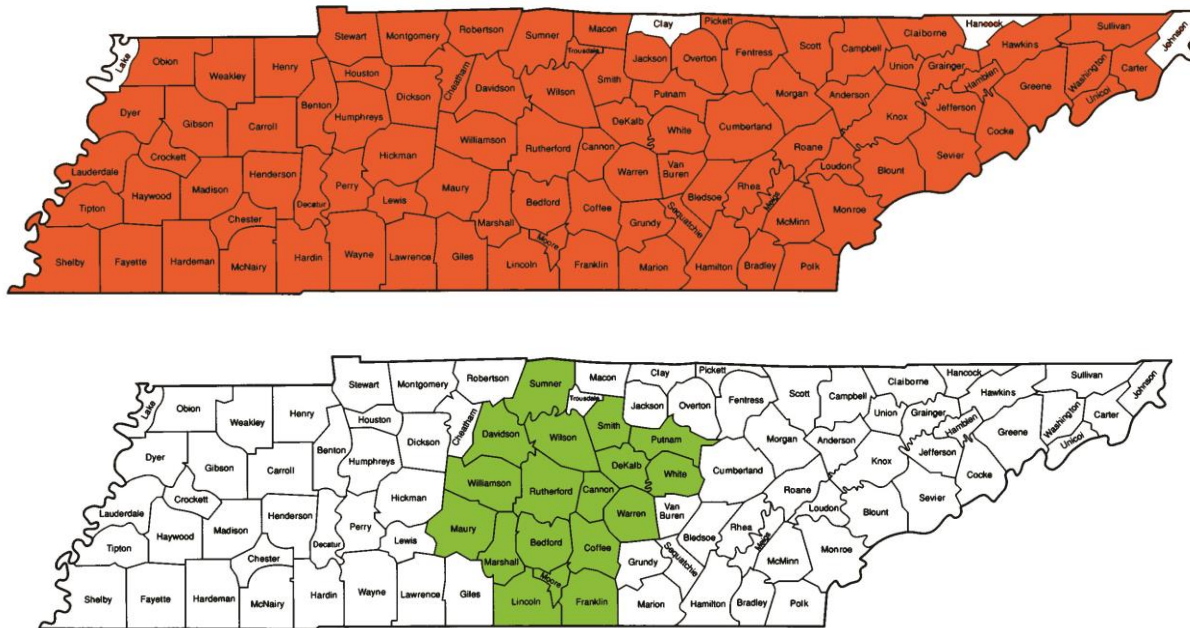
Economic Impact

Tourism Destination



Economic Impact

Reach of Discovery Center



Public & Private Partnerships

Grass Roots Community Building



Public & Private Partnerships

Statewide Partnerships



Public & Private Partnerships

National Partnerships



Public & Private Partnerships

Catalyst for Building Community



Thank you for your time tonight.





CHEEKWOOD GOLF CLUB



POPULATION GROWTH

SOMETHING
FOR
EVERYBODY



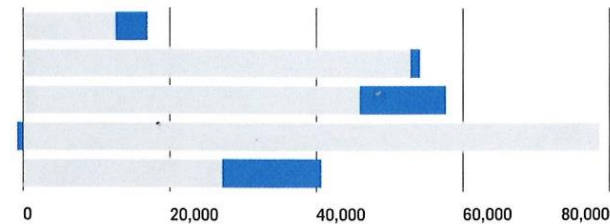
10-Year Population Projections

The chart below shows the projected Williamson County population change from 2016 through 2026. The greatest change is expected

within the senior population, which is expected to increase by 50% followed by preschoolers.

Percentage of Population Change from 2016 to 2026

Preschool (0 to 4)	34%
School Age (5 to 19)	2%
Young Adult (20 to 39)	26%
Adult (40 to 64)	-1%
Senior (65 and over)	50%



■ 2016 Population ■ 2026 Population Change Estimates

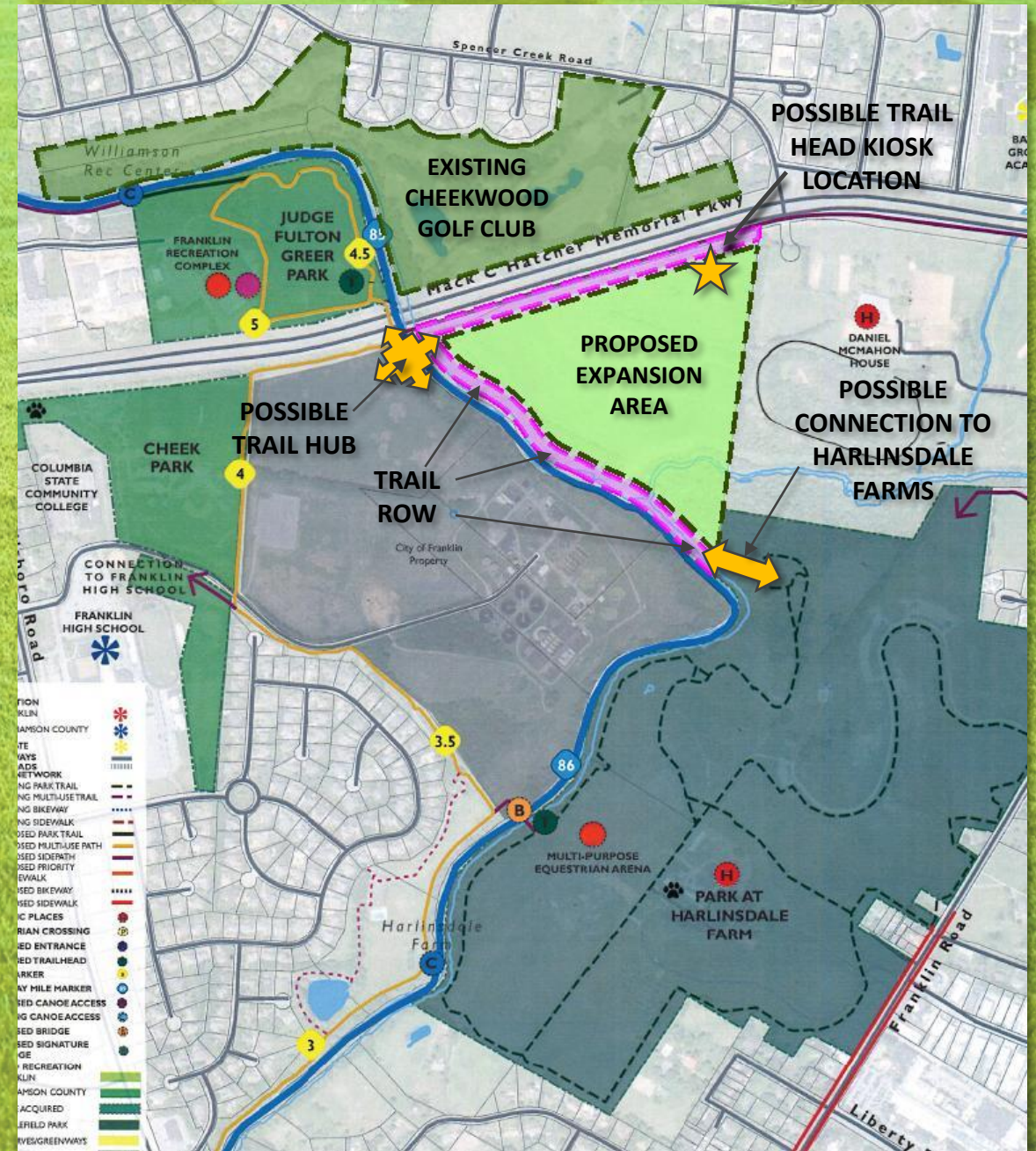
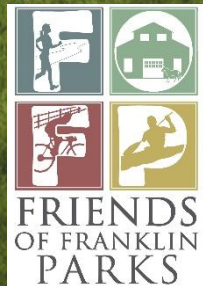
Source: EMSI 2017.1 Class of Worker

Information provided by:

willamson, INC
CHAMBER



TRAIL HEAD KIOSK



ECONOMIC IMPACT

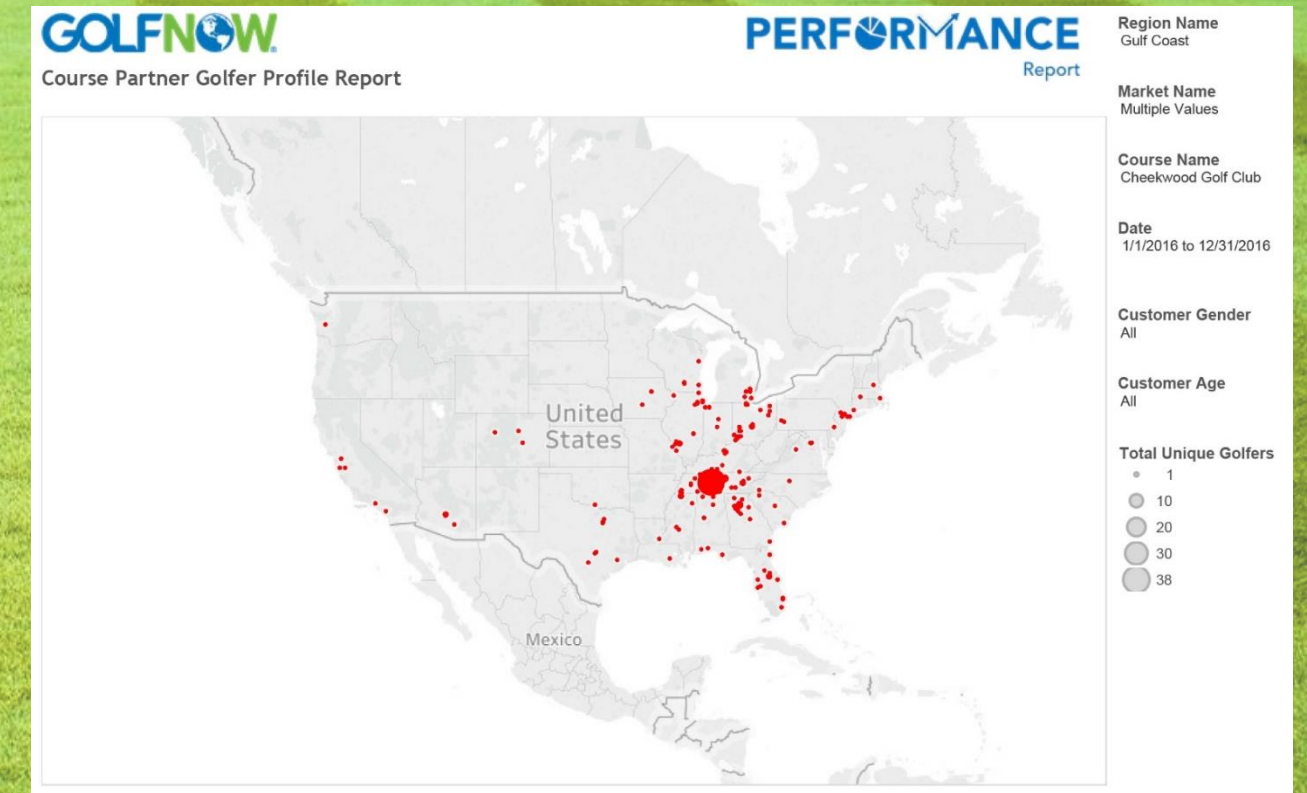
NATIONAL AND
REGIONAL
IMPACT

SPECIAL LIFETIME
EVENTS

CORPORATE
RETREATS

CELEBRITY
TOURNAMENTS

LOCAL CHARITY
EVENTS



FITNESS & WELLNESS

SUCCESSFUL AGING
WELLNESS
AGENDAS

EXERCISE
PROGRAMS

FLEXIBILITY
AND POSTURE
CURRICULUMS

YOUTH
CAMPS AND
CLINICS



ENVIRONMENTAL PARTNER



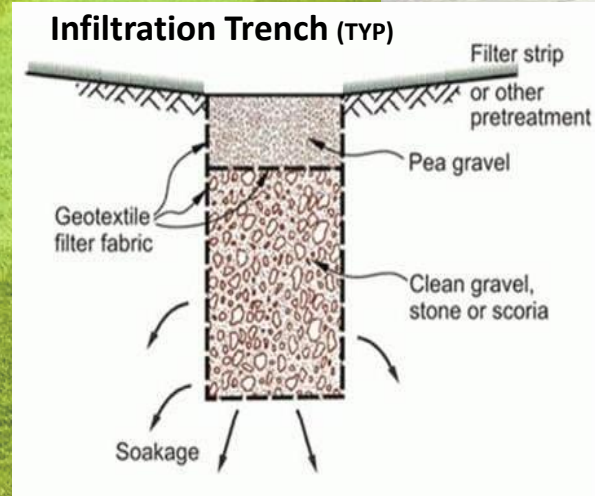
WASTEWATER



SOLID
SLUDGE



WATER
MANAGEMENT
AREA
Proposed to
Increase by
+/-60%





CHEEKWOOD GOLF CLUB

Rooted in Franklin for 22 Years





CHEEKWOOD

—Golf Club—

February 9, 2017
City of Franklin, Tennessee
Office of Planning and Sustainability
Attn: Kelly Dannenfelser
kellyd@franklintn.gov

Dear Ms. Dannenfelser:

Please accept the attached Letter of Interest for the request to lease the 54+/- acre property owned by the City of Franklin located along the Harpeth River south of Mack Hatcher Parkway and west of Franklin Road.

The Cheekwood Golf Club, a recreational sports business, has been operating adjacent to the 54+/- acres for over 23 years. Cheekwood Golf Club (formerly Fairways on Spencer Creek) came under the new ownership of award winning golf course architect and Franklin resident, J. Todd Jester, and Nashville entrepreneurs Tom Pierce and Jo Dee Pritchard in July of 2015.

My partners and I wish to address the growing recreational needs of the community and enhance the underserved youth golf programs in our area schools and increasing retirement population. The expansion of the current facility to the 54+/- acres will help ensure the long-term sustainability and financial viability of CGC. The natural extension of the golf course across Mack Hatcher Parkway is critical to our future success and vision of becoming part of the fabric of the Franklin community.

The ability to lease the city land will help to:

- Expand and secure Cheekwood as a long term sustainable and viable business
- Grow opportunities to meet community recreational demands
- Address high school golf teams and youth sports needs, practice facilities and tournament venue
- Offer new opportunities for a public event space
- Give the City of Franklin new opportunities to be City's primary fertilizer plant customer - meeting both golf course and city needs
- Render an opportunity to reduce and/or eliminate water withdrawal from the Harpeth River for golf irrigation
- Provide an additional effluent water user for the City of Franklin
- Improve quality of life and property integrity around residential homes
- Revitalized city neighborhood character for residents around the golf course and along Spence Creek Rd. and Mack Hatcher.
- Keep the integrity of the existing open-space and enhance the beauty along one of the city's busiest roadway.
- Provide for the highest and finest use of floodplain property

Thank you for the opportunity to submit this Letter of Interest. We look forward to meeting with the Board of Mayor and Aldermen to present our request and answer their questions.

Sincerely,

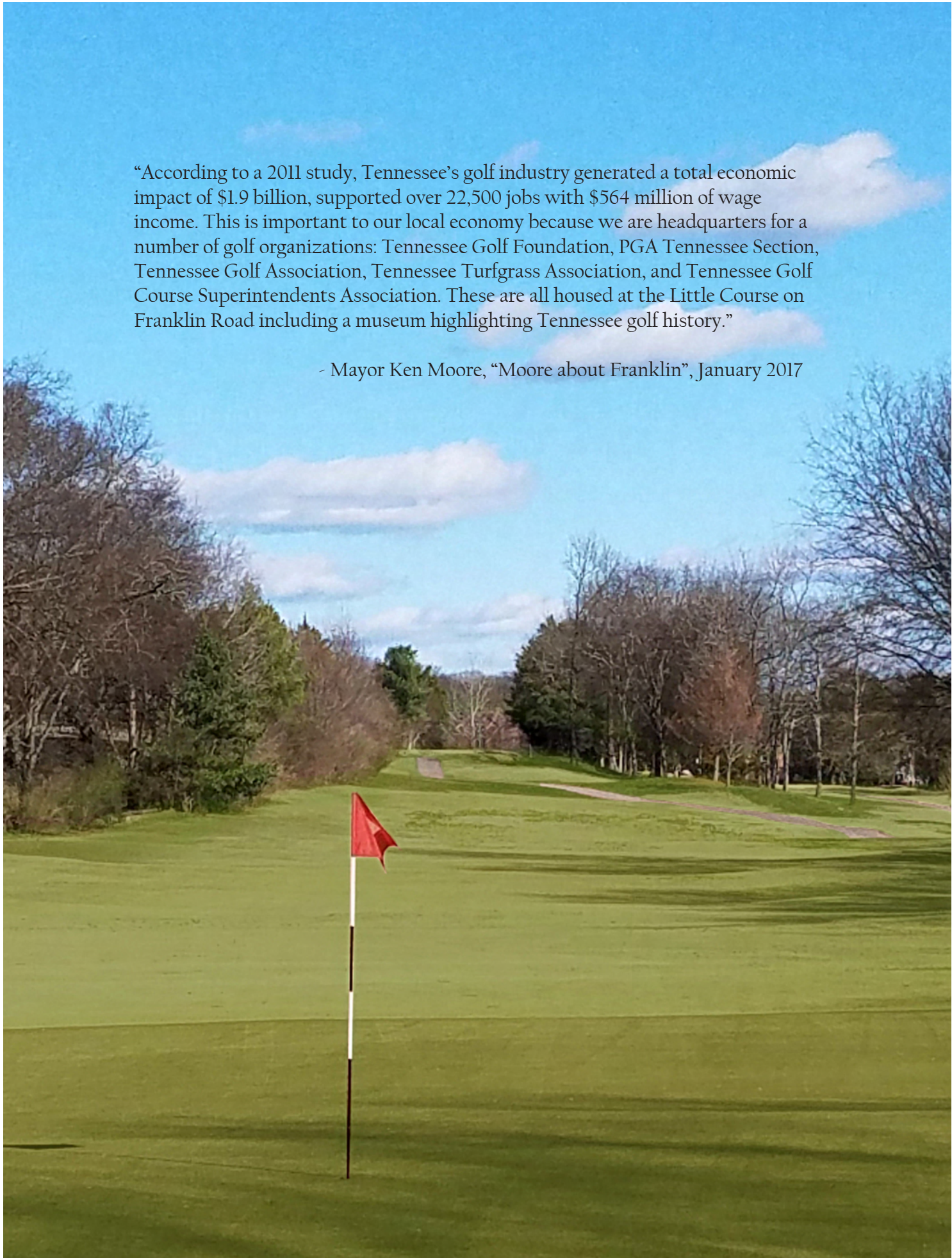
J. Todd Jester
Cheekwood Gold Club Owner and Golf Course Architect



CHEEKWOOD
— Golf Club —

PROPOSED RENOVATION AND LEASE
AGREEMENT MAP 63, PARCEL 21.01
CITY OF FRANKLIN, TN

FEBRUARY 9, 2017



“According to a 2011 study, Tennessee’s golf industry generated a total economic impact of \$1.9 billion, supported over 22,500 jobs with \$564 million of wage income. This is important to our local economy because we are headquarters for a number of golf organizations: Tennessee Golf Foundation, PGA Tennessee Section, Tennessee Golf Association, Tennessee Turfgrass Association, and Tennessee Golf Course Superintendents Association. These are all housed at the Little Course on Franklin Road including a museum highlighting Tennessee golf history.”

- Mayor Ken Moore, “Moore about Franklin”, January 2017

INTRODUCTION

The City of Franklin currently owns a 54-acre property located along the Harpeth River south of Mack Hatcher and west of Franklin Road. The owners of Cheekwood Golf Club (formerly Fairways on Spencer Creek) are interested in securing a long-term lease with the City of Franklin for the above-cited 54-acre property.

This proposed plan will maximize the use of the property (which is predominantly in a floodplain) by allowing needed expansion and upgrade of the current golf course, as well as the facilities adjacent to this site.

HIGHLIGHTS OF PROPOSAL

- Expand community opportunities for public golfing activities
- Create a practice facility for youth and school golf teams
- Offer new event options that are currently lacking in the Franklin community
- Provide water reuse opportunity from city sanitary facility





CHEEKWOOD GOLF CLUB

Cheekwood Golf Club is a 9-hole Course open to the public year around and is set in the heart of Franklin, Tennessee. As of Summer 2015 Cheekwood has undergone new ownership, bringing about many renovations. Since that point membership has doubled and continues to grow.



OWNERSHIP

The Cheekwood owner group includes:

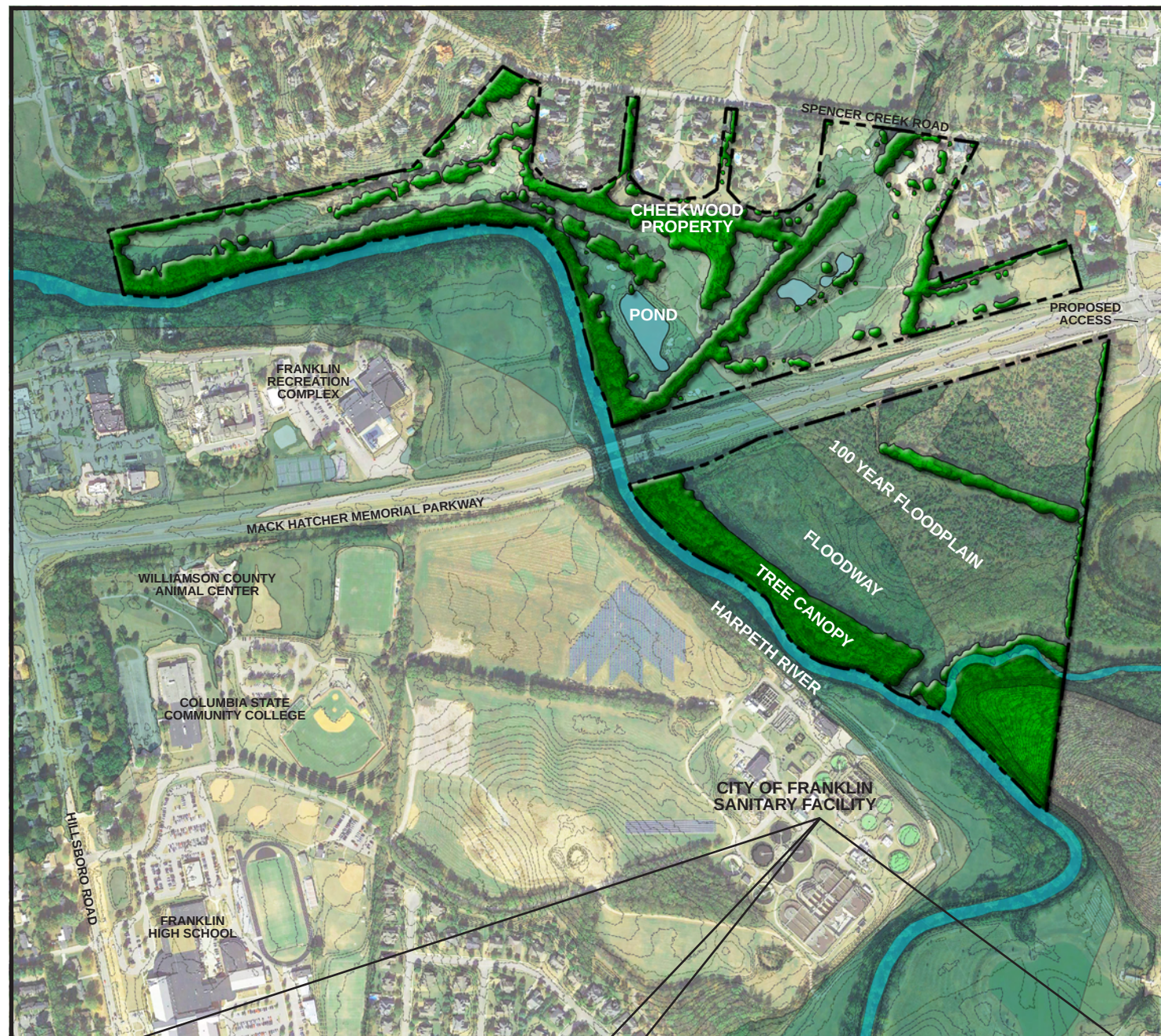
- Jo Dee Prichard and Thomas Pierce, local astute entrepreneurs, financial investors, and class “A” land developers
- J. Todd Jester, golf course architect, designer, and course renovator

APPLICANT CONTACT INFORMATION

J. Todd Jester
615.794.8223
todd@jesterdesign.com

QUALIFICATIONS

Todd has forged a golf course pedigree that has carried him to courses throughout the Americas. His course design experience includes: The Four Seasons Punta Mita of Nay Mexico, the luxurious Trump National Golf Club at Colts Neck, New Jersey, and the five-star rated Flagstaff Golf Club in Flagstaff, Arizona. Todd thrived as a project and design coordinator as well as a design associate for the legendary Jack Nicklaus. Employed by PGA player/broadcaster Jerry Pate to design and build with his company, which included clients such as the Ritz Carlton, Clint Eastwood, and Donald Trump. Todd will be recognized as one of Golf World Magazine’s “2017 Top 100 Golf Consultants in the World” when their list is released later this year.



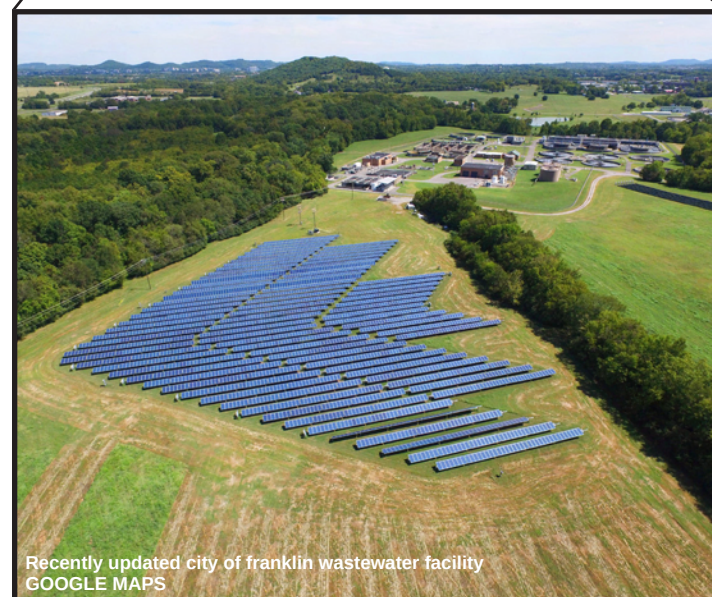
EXISTING CONDITIONS

Almost 75% of Cheekwood and the proposed lease property are part of the floodplain. The southern parcel sits directly adjacent the City of Franklin's Sanitary Facility, which could provide a great opportunity for the reuse of effluent water for irrigation.

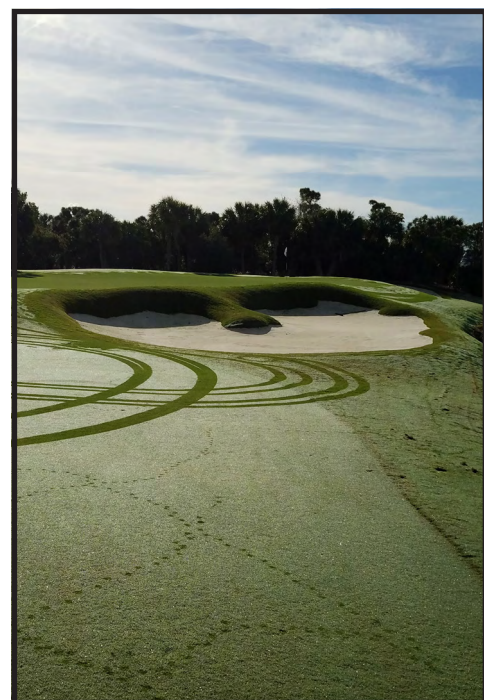
- Existing Cheekwood Acreage: 57.60 AC
Total Floodway / Floodplain Acreage: 38.25 AC (66%)
- Proposed Lease Property Acreage: 53.52 AC
Total Floodway / Floodplain Acreage: 43.64 AC (82%)
- Access from Mack Hatcher at traffic signal



Recently updated city of franklin wastewater facility
GOOGLE MAPS



Recently updated city of franklin wastewater facility
GOOGLE MAPS



PROPOSED CONCEPTUAL MASTER PLAN

The goal of the proposed master plan is to provide a top-of-the-line 9-hole championship course, practice facility, driving range and clubhouse / event space that the City of Franklin can take pride in and utilize as an asset to the community.



Maintenance area visible from
Neighboring residences and
From Spencer Creek Road



IS THERE A NEED?

Why acquiring the land lease is vitally important to Cheekwood Golf Club and the City of Franklin?

- Expansion will help secure Cheekwood as a long term sustainable and viable business
- Cheekwood will grow opportunities to meet community recreational demands
- Addresses youth sports needs, practice facilities, and tournament venue
- New opportunity for public facility and event space
- Opportunity to be city's first fertilizer plant customer - meeting both golf course and city needs
- Effluent water customer

We believe this is the highest and best use of land and it extends a community asset on property burdened with floodplain adjacent to the Harpeth River.



Dated clubhouse barn currently in
plain view from residential homes



BENEFITS TO FRANKLIN

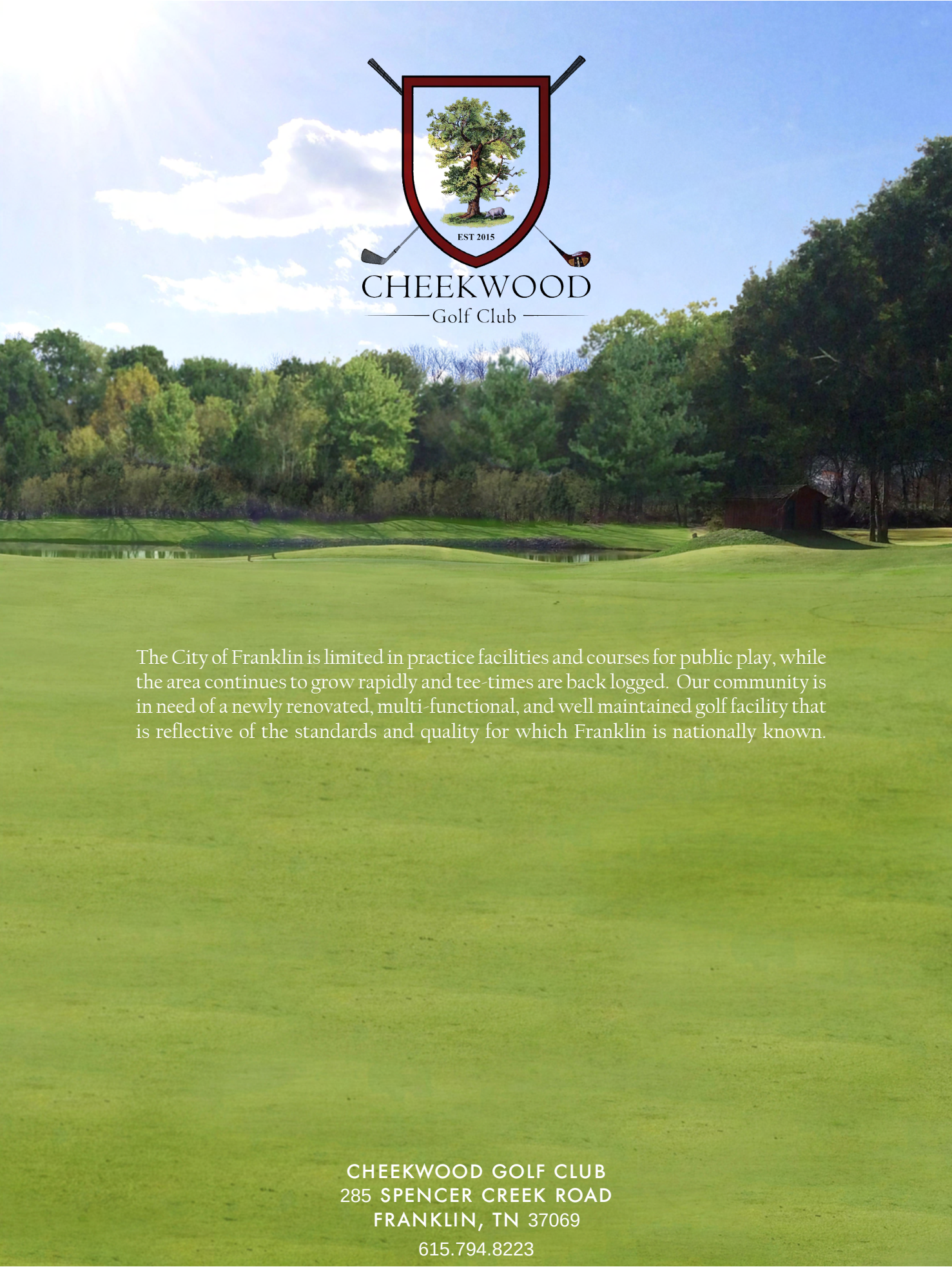
- Revitalized neighborhood character
- New youth golf programs and academies
- Partnerships with local organizations such as the YMCA and Williamson County Rec Center to reach additional families and youth
- New full time and seasonal employment opportunities
- A new venue and opportunity for local vendors to reach and serve the needs of golfers and event attendees
- Irrigation using effluent water from the neighboring sanitary facility could be extremely beneficial to the local environment as it would provide an extra filtration stage before being released back into the Harpeth



**ACKNOWLEDGMENTS AND PROVISIONS AS
REQUIRED BY THE CITY OF FRANKLIN**

All land use improvements will meet city ordinances and all structures/buildings will meet all planning regulations, ordinances, and requirements.

Lessor reserves a right to construct an access road across the subject property for the purpose of serving the Franklin High School property adjacent thereto. This easement shall be sub-servant to any construction, improvements, or use by the golf club, and shall not be constructed in such a way to limit, alter, or change the property usage by the golf club but rather shall be constructed in such a way as to minimize its impact on traffic, use by the golf club, security of both properties, and inconvenience to the golf club, its members/licensees, and guests.



The City of Franklin is limited in practice facilities and courses for public play, while the area continues to grow rapidly and tee-times are back logged. Our community is in need of a newly renovated, multi-functional, and well maintained golf facility that is reflective of the standards and quality for which Franklin is nationally known.

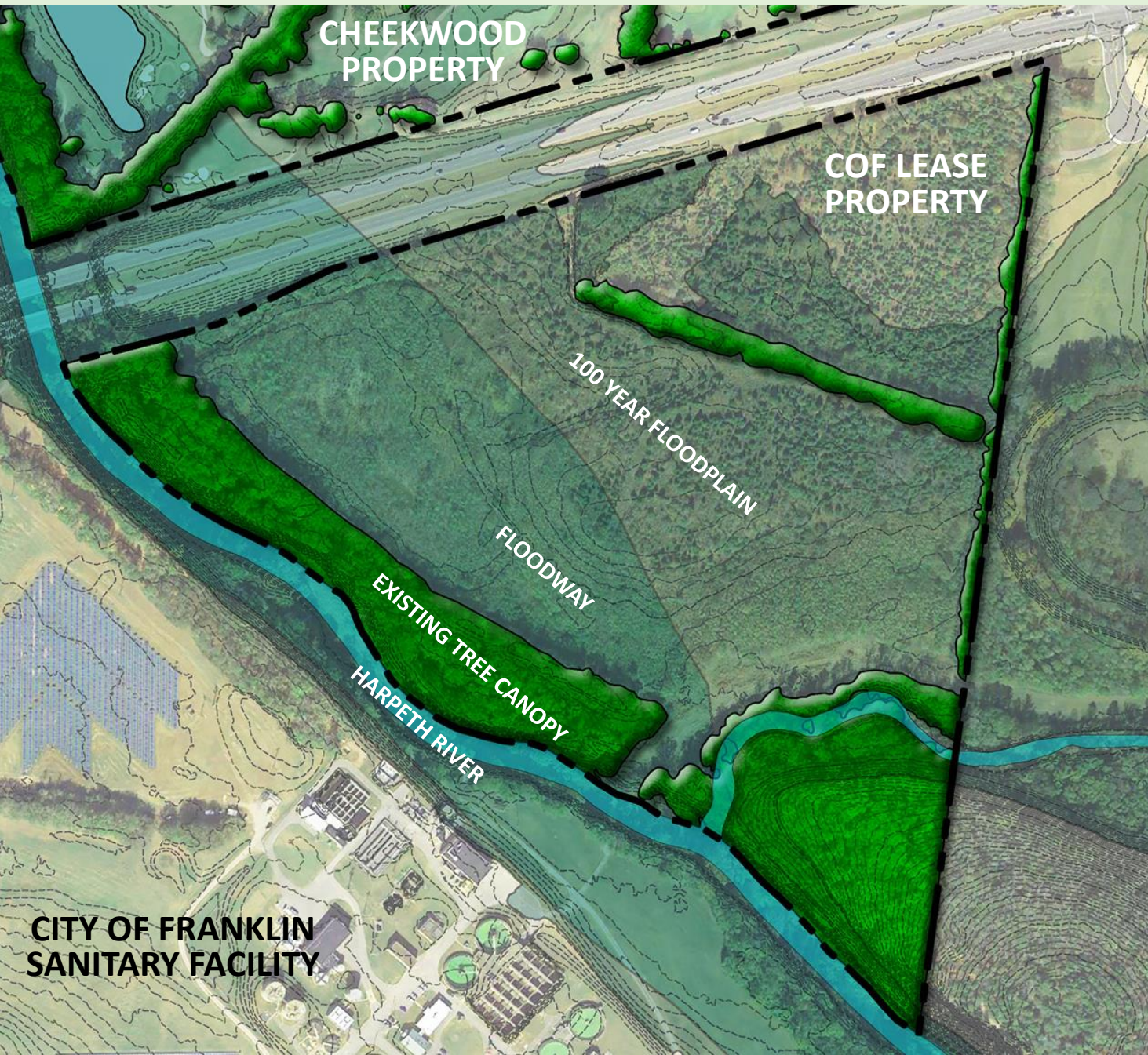
CHEEKWOOD GOLF CLUB
285 SPENCER CREEK ROAD
FRANKLIN, TN 37069
615.794.8223



PROPOSED RENOVATION AND LEASE AGREEMENT
MAP 63, PARCEL 21.01

CITY OF FRANKLIN, TN





**LEASE PROPERTY
TOTAL ACREAGE**
53.52 AC

**TOTAL FLOODWAY /
FLOODPLAIN
ACREAGE**
43.64 AC (82%)

NEIGHBOR OF NOTE
COF Sanitary Facility



PROGRAM ELEMENTS

- Clubhouse and event space
- State of the art practice facility
- Water quality features
- Effluent water reuse
- Driving range
- Three relocated fairways and greens



MEETING LOCAL NEEDS

EDUCATIONAL

- Youth Camps
- Professional instruction
- Partnership with other local organizations

ENVIRONMENTAL

- Partnership with neighboring Franklin Sanitary Facility
- Reuse of effluent water
- Fertilizer

ECONOMICAL

“According to a 2011 study, Tennessee’s golf industry generated a total economic impact of \$1.9 billion, supported over 22,500 jobs with \$564 million of wage income. “

- Mayor Ken Moore, “Moore about Franklin”, January 2017





CHEEKWOOD
— Golf Club —

From: Cindy Kanaday [<mailto:kanadayc@bellsouth.net>]

Sent: Monday, July 03, 2017 11:38 AM

To: Kelly Dannenfelser <kellyd@franklintn.gov>

Subject: 54 Acres For Lease on Mack Hatcher

Hi Kelly,

Hi Dana,

I am a resident of Monticello subdivision and live on Spencer Creek Road. I understand there are 54 acres of land for lease south of Cheekwood Golf Course across Mack Hatcher Parkway.

To keep with the natural beauty of the area and green space, a golf course extension would be my preference rather than an affordable housing development or Discovery Center. Definitely a no on the last two. The existing green space in this area is what makes it so beautiful and attractive to residents and future residents.

Thank you for your time.

Sincerely,

Cindy Kanaday

249 Spencer Creek Rd

Zack Hawayek
206 Cedar Place Row
Nashville, TN 37221
716-713-6564
Zachary.hawayek@golfchannel.com
7/8/17

To Whom It May Concern:

As a resident of the greater Nashville community and an employee of the Golf Channel, I am writing to express my support of the Cheekwood Golf Club expansion project. I understand that a decision is being made for an opportunity to lease the land directly across the street from the course and I feel that Cheekwood Golf Club would be the best fit for the community.

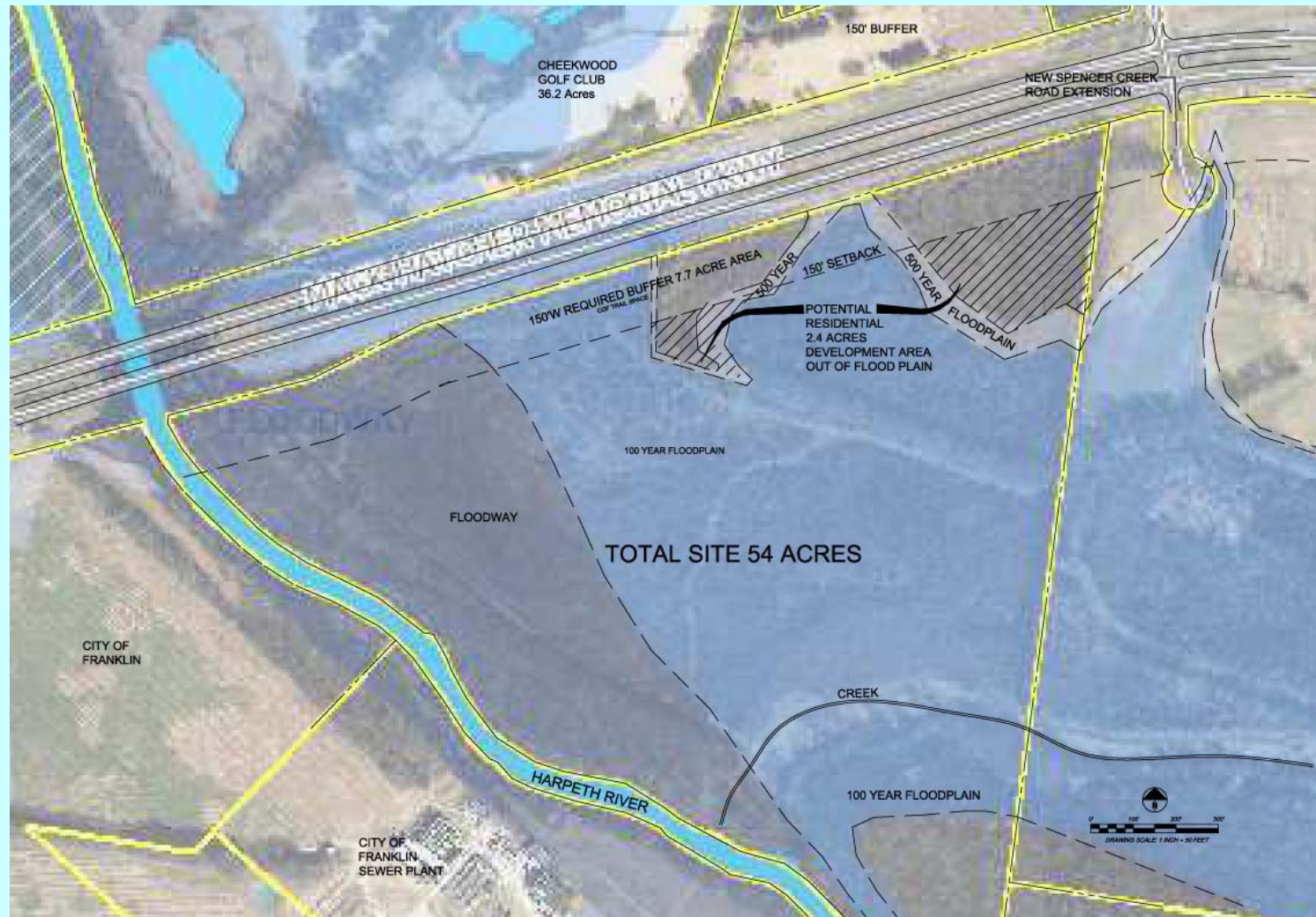
I've worked with Cheekwood Golf Club since new ownership took over the course and their team is first class. Growing the game of golf is something everyone in the golf industry is very passionate about and the new expansion project for the course would definitely be a great way to accomplish this goal. The Cheekwood team has worked incredibly hard to renovate the course making it more player friendly for golfers of all skill levels while also improving overall course conditions. The youth golf programs run at the course have helped to introduce many young players to game while also helping to build core values such as integrity, perseverance, and respect. These are all characteristics that would have a positive impact on the community.

In addition to growing the game through their youth programs, Cheekwood's vision for the expansion project also includes new trail heads and community meeting spots, which would be excellent for non-golfers in the Williamson County community. This project really has something for everyone to enjoy whether you play golf or not! I feel very strongly that the Cheekwood expansion project would be the best fit for the land and would truly make a difference for the local residents.

Sincerely,

Zack Hawayek
GolfNow Sr. Market Sales Manager- TN

Site Analysis

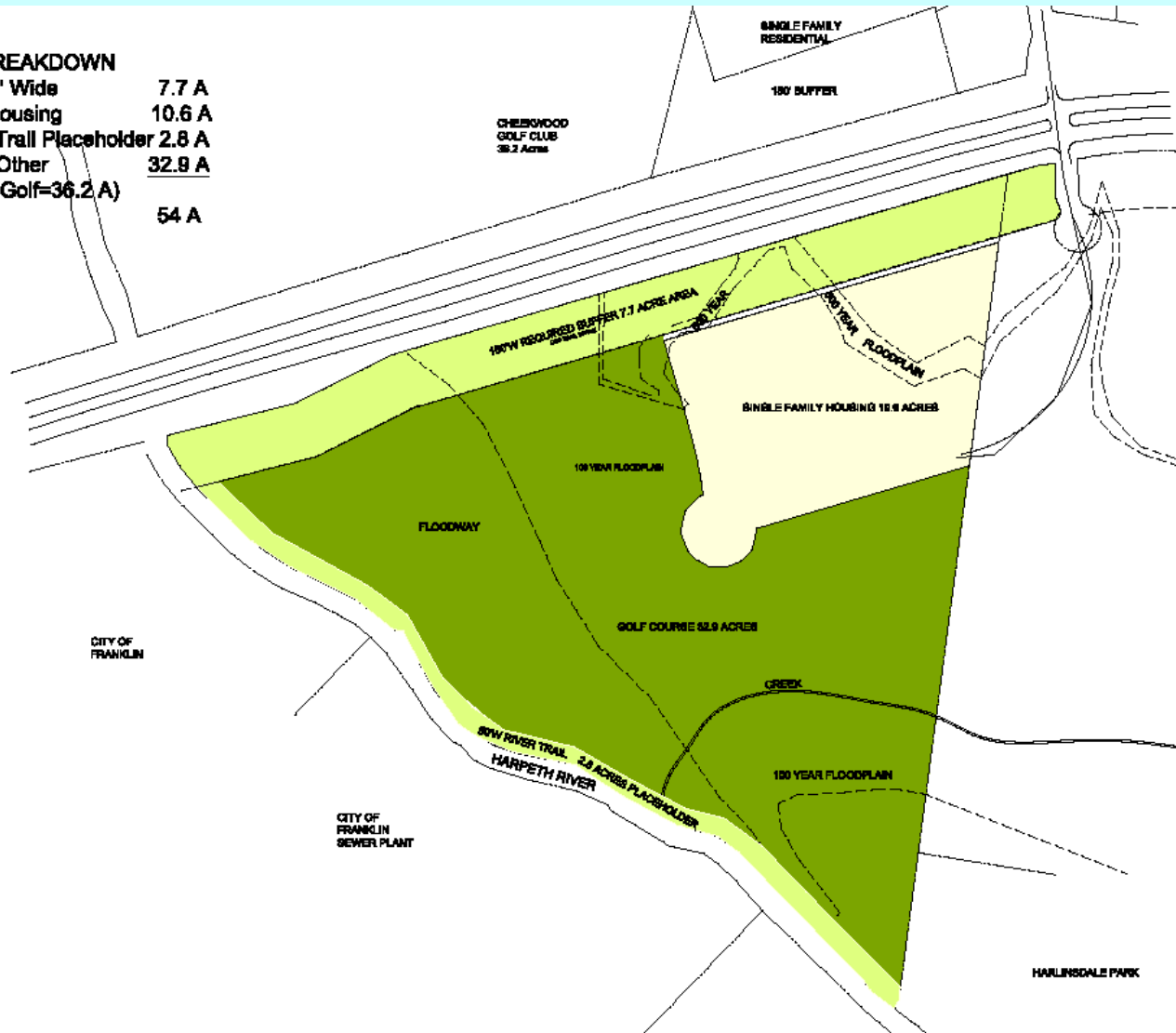


Land Use Plan

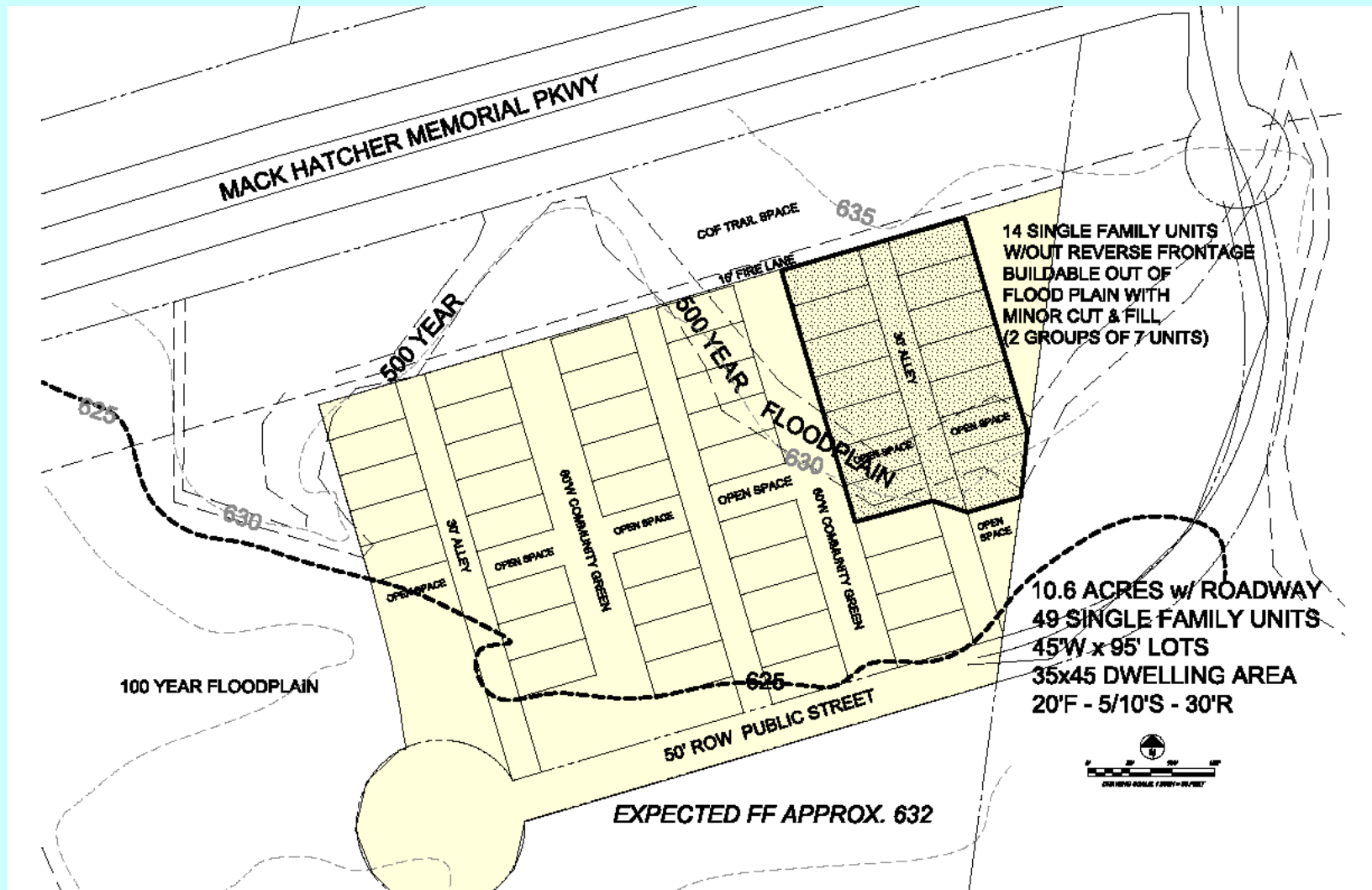
50.34 ACRES BREAKDOWN

COF Buffer 150' Wide	7.7 A
Single Family Housing	10.6 A
50' Wide River Trail Placeholder	2.8 A
Golf Course or Other	32.9 A
(Cheekwood Golf=36.2 A)	
Total	54 A

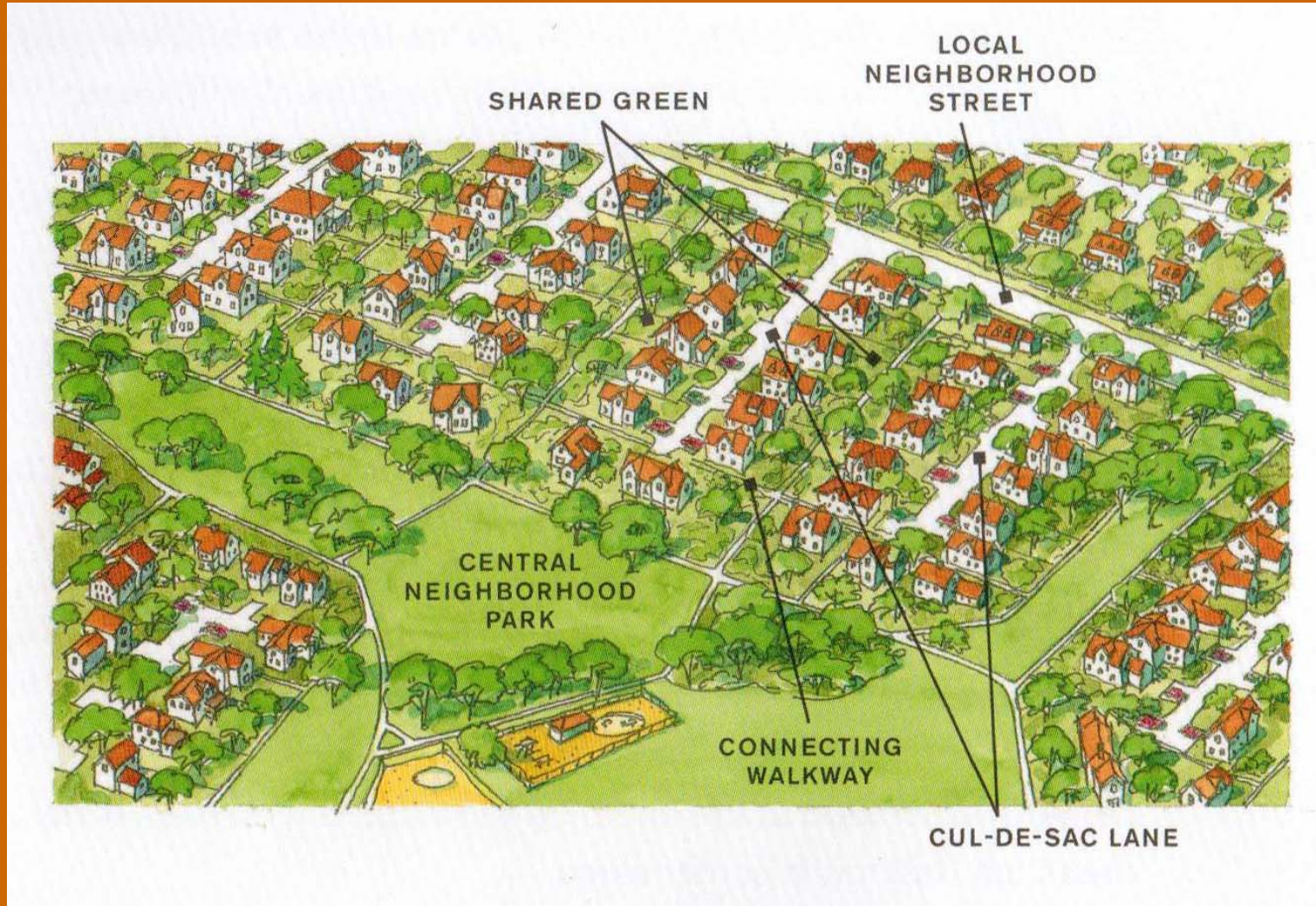
WILLIAMSON
COUNTY
RECREATION
CENTER



Site Plan



The Hamlet at Spencer Creek



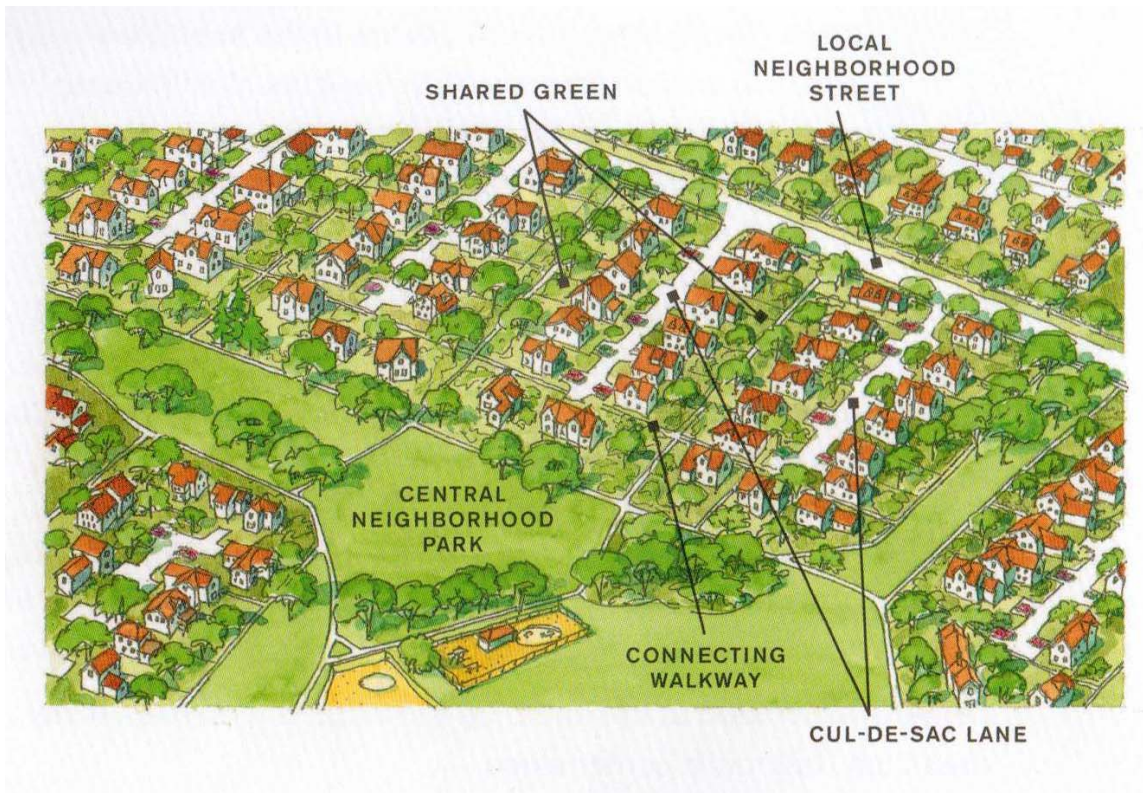
A Proposal for the
Development of

The
HAMLET at SPENCER CREEK

May 19, 2017

Sponsored by

The City of Franklin Housing Commission



Proposal Committee Members

John Besser, Chairman
Alma McLemore
Paul Lebovitz
Mary Ann Dotson
Ross Crutcher
Stephen Murray
Kathleen Sauseda, COF

COF HOUSING COMMITTEE PROPOSAL

Mack Hatcher at Spencer Creek

1. How proposal will meet city zoning standards -

a. 150 foot open space setback from Mack Hatcher:

We will have to accept the setback in our small development. We understand that the 150' wide open space will contain a trail that is part of the citywide system.

b. no reverse frontage:

The amount of land out of the flood plain is very limited allowing very little opportunity for different street arrangements to prevent 100% no reverse frontage. We will do our best to provide no reverse frontage as requested. Considering that there is a wooded 150 foot buffer, the view from Mack Hatcher to the units will be well buffered. We can also add architectural details to rear of the units such as shutters to make them look more like the front of a building.

However, if we cannot face all house fronts to Mack Hatcher, we can re-arrange the buildings so that the buildings are arranged in a U-shape with center green space (see attached plan). This will require more cut and fill versus an arrangement where buildings may back up to Mack Hatcher

c. architecture from nearby historic buildings/ Federal or Greek style:

In our development we will be able to provide architectural details and facades in the requested style.

d. maximum height 3 stories:

Our development may include 2 story homes, and we have no plans for 3 story in our preliminary drawings

e. locate structures outside of 100 year floodplain -

Per COF regulations the footprints of each residence will be outside the flood plain. However, this will involve cut and fill movement of soil for several buildings, and more for a larger build out since most of site is flood plain.

2. Is modification of floodplain required -

We prefer to have each lot completely out of the floodplain as having a corner of a lot in a 100-year floodplain has triggered "flood insurance" requirements in the past. Therefore, we believe that when Development Plan is designed, there will be cut and fill insuring each entire lot is out of the 100-year floodplain.

There will be floodplain modification. We will be able to determine how much once we are engaged in Development Plans and the site surveyed. Cut and fill must occur on site according to City guidelines. The more we cut and fill, the more lots we can create. Preliminary plans show minimum 14 lots, and we visualize 50 with additional cut and fill.

3. Traffic impact -

We estimate that due to the limited floodplain and other site restrictions, there will be a maximum of about 50 single family homes. There was no apparent traffic impact when this many Habitat homes were built behind the library on Reddick Street.

The new development will be a hamlet built out over 3-4 years. We believe the traffic impact of our project will be far less than the golf course expansion with entertainment center and the Murfreesboro Children's Museum. We expect that residents will be locally employed with children attending nearby City or County schools. Therefore, our project will not add long term travel trips to crowded highways and interstate. Residents will enjoy short trips in town, local transportation, and walkable Franklin.

TRAFFIC CALCULATION

14 Single Family Residences

<u>Formula</u>	<u>Ln T</u>	<u>T</u>
On a Weekday p269 $\text{Ln}(T) = 0.92 \times \text{Ln}(14) + 2.71$	5.14	140
On a Weekday p270 7 & 9 a.m. $T = (0.70 \times 14) + 9.43$		19.23
On a Weekday 271 4 & 6 p.m. $\text{Ln}(T) = 0.90 \times \text{Ln}(14) + .53$	2.91	14

4. What community needs will be addressed -

- a. Offer a model of housing options for builders and developers to use to provide housing at a lower market price point, particularly less than \$300,000.

- b. Reduce or not add to traffic flows into and out of the city
- c. Provide a public/private partnership example to developers for affordable housing

OPTIONS ARE NEEDED

There is a mismatch between the number of jobs available in Franklin and the number of housing options available. The result is increased in traffic flows both in the morning and afternoon hours, and in both directions. This project would begin to lessen the number of traffic trips by providing housing near work locations.

An informal survey by the Housing Commission in October / November 2017 showed that concerns on the *availability of housing options for entry level employees and first level managers was a concern for 8 of the 10 businesses*. Several companies noted that growth plans for their Franklin offices would be limited if housing issues can not be resolved, or even show an attempted resolution.

According to interviews, existing and potential employees are now opting for work closer to their affordable personal residences in order to provide more family time and reduce travel time and expenses. Smaller companies noted that hiring their entry level employees is more difficult and causing owners to consider relocating startups to other nearby communities where housing options are more plentiful.

Overall the issue of options for employee housing in various lower and mid-level price ranges concerns company leadership. Corporate decision makers are eyeing or placing the relocation of company support services to *other* communities.

This project will demonstrate that options are available, can occur, plus that *City government realizes the 1) importance of having various housing options available in the community and 2) affordable housing options are important to corporate location and growth.*

5. How many people will be served by this proposal -

We believe that the number per unit will be 2 or 3- 5 residents per dwelling. In senior citizen households there may be 2 residents per family. If townhouses are allowed, our number of residents will increase.

Potential Maximum Residence Numbers

19 townhouses	57 - 95
14 single family homes	42 - 70

6. Are their opportunities for Public Access -

A majority of the property will be available for any use the City wishes. We will most likely utilize a minimum of 3 acres, maximum 11 acres, all out of the floodplain.

We encourage the use of the floodplain for golf course, right of way for public pathways to nearby schools, public walking trail, floodplain management, canoe launch, or wild life conservation areas.

7. What is the estimated private investment -

We see this development handled through private development. After attaining correct zoning and approved development plans, the following will occur
based on minimum 14 units:

PROJECT BUDGET BASED ON 14 SINGLE FAMILY HOMES

<u>ITEM</u>	<u>AMOUNT</u>	<u>NO.</u>	<u>UNIT COST</u>	<u>SUBTOTAL</u>
GRADING & SITE PREPARATION				
Grading 3 Acres	LUMP SUM	1	\$ 75,000.00	\$ 75,000.00
Erosion Control	LUMP SUM	1	\$ 5,500.00	\$ 5,500.00
UTILITIES				
Cable	LF	1900	\$ 5.00	\$ 9,500.00
Electric	LF	1900	\$ 25.00	\$ 47,500.00
MTEMC Install Fee	Each	14	\$ 650.00	\$ 9,100.00
Gas	LF	1900	\$ 12.00	\$ 22,800.00
Sewer 8"	LF	1200	\$ 30.00	\$ 36,000.00
Manholes	Each	6	\$ 4,000.00	\$ 24,000.00
Water 8"+ Plugs	LF	1900	\$ 45.00	\$ 85,500.00
Bore Under MHatcher	LS	1	\$ 50,000.00	\$ 50,000.00
ROADWAY & SIDEWALKS				
Asphalt	SY	3500	\$ 35.00	\$ 122,500.00
Sidewalks	SF	1000	\$ 12.00	\$ 12,000.00
Curb	LF	1000	\$ 15.00	\$ 15,000.00
HOME CONSTRUCTION				
Residence	Each	14	\$ 150,000.00	\$ 2,100,000.00
Street Lighting	Each	6	\$ 6,000.00	\$ 36,000.00

FEES

Attorney	Each	1	\$ 15,000.00	\$ 15,000.00
Civil Engineer	Each	1	\$ 22,000.00	\$ 22,000.00
Landscape Architect	Each	1	\$ 7,000.00	\$ 7,000.00
Surveyor	Each	1	\$ 6,000.00	\$ 6,000.00
Building Fees	Each	14	\$ 25,000.00	\$ 350,000.00

			TOTAL	\$ 3,050,400.00
Inflation + Contingency			20%	\$ 610,080.00
			GRAND TOTAL	\$ 3,660,480.00

Underground Utilities Measured to Spencer Creek @ Ernest Rice

Includes water, elect, cable, & gas.

Grading cost per unit will increase as move into floodplain.

HOME CONSTRUCTION

Multiple local builders will be invited to participate providing plans, construction expertise, and diverse home designs. This project will offer an opportunity for a public relations showpiece demonstrating community involvement.

8. What is expectation of city in terms or partnership -

- staff assistance in development process through Land Use Plan Amendment & Rezoning submittal if required,
- award of real estate at lease terms in this proposal,
- reduction or removal or credit of city (and county when possible) for construction fees that can add over \$20,000 to per unit cost
- assistance in design and/or construction of required roadway & utilities into development
- the development will have an HOA; the city will maintain all other public real estate on the site, or others will
- orchestrate golf course or other recreational provider to be partner(s).

9. What are preferred lease terms -

The project committee has brainstormed an idea based on local property taxes to fund a portion of this project and more importantly, future projects. Since the real estate or land is City owned, there will only be property tax on the *value of the house*. This is a PAY IT FORWARD CONCEPT PLAN:

The Housing Commission proposes:

- The land portion tax, as if there was one, will be paid to the City as the lease amount.
- The funds will be deposited into a Housing Reserve Fund that the city manages through the Housing Commission.
- For say \$65,000 lot, "lease on land" would generate \$503.00 per year perpetually. (= \$42 per month lease)
- The amount would escalate when the land value rises per Williamson County Assessor.

Land Value		\$ 65,000.00
Assessment	25.0000%	\$ 16,250.00
County Tax	0.0185	\$ 300.63
FSSD	0.00829	\$ 134.71
COF	0.0042	\$ 67.86

TOTAL LAND TAX per LOT \$ 503.20

10. At build out, what will be benefit to city financially in community investment and long term gains

- A private local developer will handle *construction and construction financing* ; fees and salaries will be developed locally,
- The city will gain homes at market appraisal and develop new real estate taxes,
- Residents will apply for loans through typical local lending institutions benefiting these businesses,
- Construction materials will be purchased locally supporting local businesses and employment,
- Residents will live, work, shop, and spend locally producing tax dollars,
- Development structure with public-private partnership will be a new model for city to follow insuring a spread of future housing options,
- Emergency workers living in city limits and actually available in the community in minutes, not (for example) stuck on Columbia Pike between Franklin and Columbia or similar,
- Self-financed work force housing income source growing over time and funding more workforce homes.



TYPICAL SHARED COURTYARD BETWEEN UNIT ROWS

11. What is anticipated completion time line –

We anticipate this timeline following community award:

<u>ITEM</u>	<u>DAYS</u>	
1. survey site	60	
2. land plan amendment	90	
3. rezone site	90	
4. design site plan	65	
5. site develop. plan approval	75	1 year
6. site prep/construction	265	2 years
7. build first 6 houses	240	
8. build 8 houses	300	
<u>9. build out 36 houses</u>	<u>465</u>	<u>if additional lots are buildable</u>
TOTAL DAYS	1,650	DAYS OR 4.5 YEARS

NOTE: Items may overlap shortening the time line.

12. Additional Information -

Property is in CFCO Central Franklin Character Overlay Area, CFCO-5 Zoning Ordinance pages 3-73 to 3-75.

Property is in *Conservation and Conservation Subdivision Character Areas per Envision Franklin*.

The property project will follow appropriate Guidelines since the project will occur on property deemed CONSERVATION SUBDIVISION in Envision Franklin planning guide for city pp 32-38. If the development must be in Conservation Subdivision to be built, this *quarterly process taking 90 days* will have to occur.

The area where houses will be built will follow the CONSERVATION SUBDIVISION guidelines with plans including:

- nearby transit stop,
- pedestrian connections to nearby employment, church, school, & recreation providers,
- 2 story maximum houses
- cottage form or bungalow court if space allows for this site planning, or possible Farmstead Compound townhouses
- HOA
- street lights,
- street trees, and
- sidewalks.

Envision Franklin Property is in *Conservation and Conservation Subdivision* plan areas

Zoning: Current = Civic and Institutional
Will require rezoning to allow residential density (R or SD-R).

Subdivision: Division of the property will be required so that remainder of property is utilized and available for Parks & Recreation trail as well as private golf course unless we are told differently.

Overlays: Floodway and Flood Fringe

Street lighting – will request voluntary from MTEMC, plus all electric homes triggering as many rebates as possible

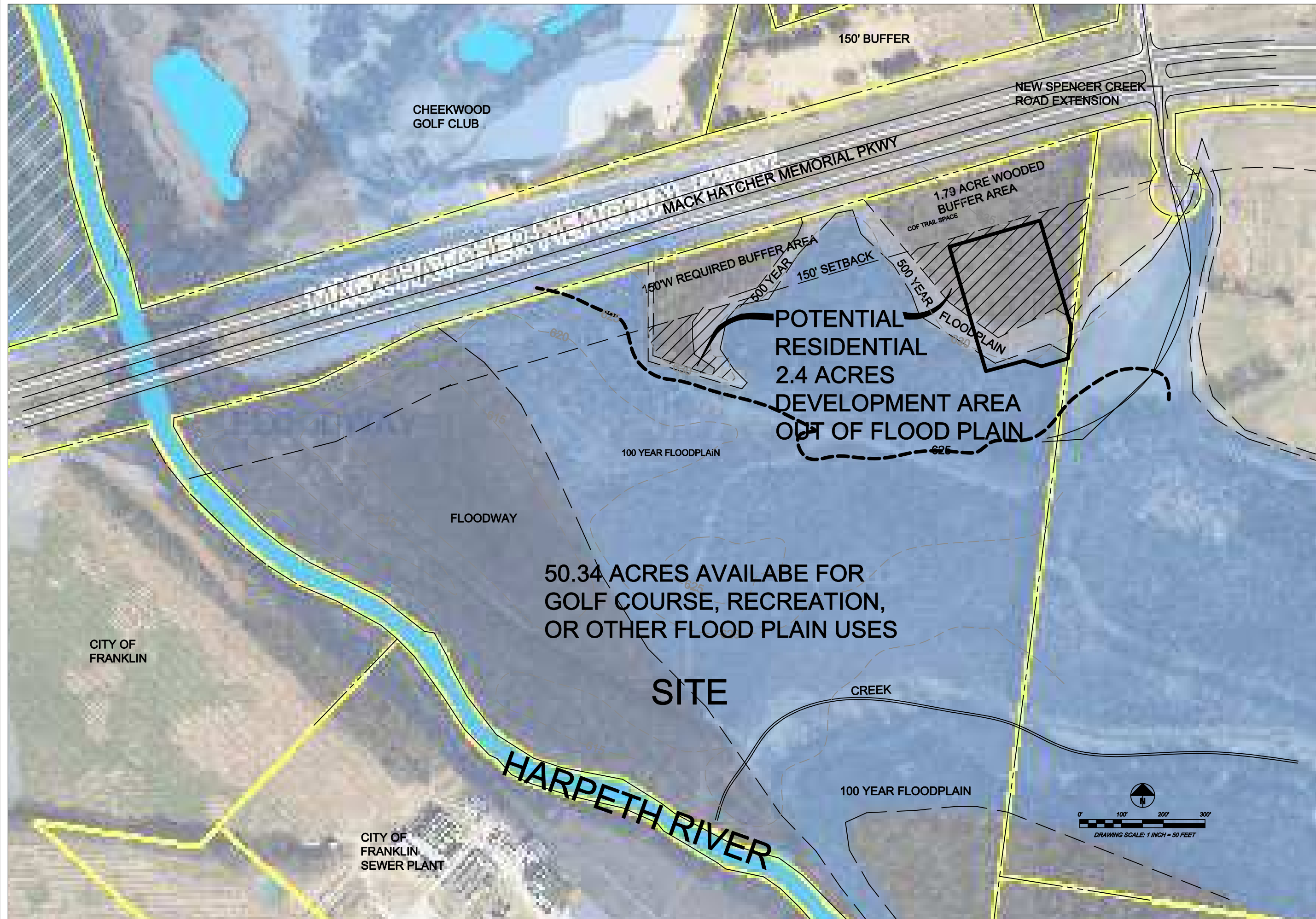
Homes - energy efficient with long lasting building materials for max lifetime and minimal care

COMMUNITY EXAMPLES WITH RESIDENTIAL LAND LEASE

- a. Pensacola Beach; leases land on beach to homeowners. This has been done since approximately the early 1960's and recently issues have arisen on collecting taxes as well as lease payments.
- b. Hopland Road Yard Case Study---attached
Provides a guide for developing and criteria for need for affordable housing options
- c. Marina Del Rey, California
High rise apartments/condos on leased city property. Long term agreement provides taxes and lease payments to the City

Respectfully Submitted,

Paul Lebovitz, Franklin Housing Commission



Paul A. Lebovitz,
Landscape Architect

102 Winslow Road
Franklin, Tennessee 37064
Office: (615) 415-6855
Fax: (615) 712-6050
pleb@bellsouth.net

REVISIONS	
△	_____
△	_____
△	_____
△	_____
△	_____

SITE INVENTORY
for the
PROPOSED HOUSING TRACT
FRANKLIN, TENNESSEE

Designed By: pal
Drawn By: pal
Issue Date: 5/19/2017
Job No. 17000
Sheet No.

MACK HATCHER MEMORIAL PKWY

COF TRAIL SPACE

15' FIRE LANE

500 YEAR

500 YEAR

FLOODPLAIN

14 SINGLE FAMILY UNITS
W/OUT REVERSE FRONTAGE
BUILDABLE OUT OF
FLOOD PLAIN WITH
MINOR CUT & FILL
(2 GROUPS OF 7 UNITS)

9.29 ACRES
49 SINGLE FAMILY UNITS
45'W x 95' LOTS
35x45 DWELLING AREA
20'F - 5/10'S - 30'R

100 YEAR FLOODPLAIN

50' ROW PUBLIC STREET

EXPECTED FF APPROX. 632



Paul A. Lebovitz,
Landscape Architect

102 Winslow Road
Franklin, Tennessee 37064
Office: (615) 415-6855
Fax: (615) 712-6050
pleb@bellsouth.net

REVISIONS

△ :
△ :
△ :
△ :
△ :

SINGLE FAMILY SITE DEVELOPMENT
for the
PROPOSED HOUSING TRACT
FRANKLIN, TENNESSEE

PRELIMINARY
SITE
PLAN
SKETCH

Designed By: pal
Drawn By: pal
Issue Date: 5/19/2017
Job No. 17000
Sheet No.

2.0
Site & Landscape
Plan

CITY OF FRANKLIN HOUSING COMMISSION
109 3rd Avenue South
Franklin, Tennessee 37064

February 9, 2017

Ms. Kelly Dannenfeldser, Long Range Planning Supervisor
City of Franklin,
Franklin, TN
kellyd@franklintn.gov

RE: Request for January 12, 2017 Letters of Interest 54 Acre Tract
Near Spencer Creek per Williamson Herald Newspaper

Dear Ms. Dannenfeldser,

I am responding on behalf of the ***City of Franklin Housing Commission*** to the recent newspaper posting for "letter of interest" concerning 54 acre tract of vacant land near Spencer Creek. A member of the Housing Commission spotted the above newspaper article concerning city property and brought it to our committee's attention

Letter of Interest

Due to the cost of developable land, the construction of affordable housing below \$300,000 has literally disappeared in our community. For example, Habitat for Humanity informed us years ago they no longer look in the city limits at all except for donated land due the cost being too high to achieve affordability. Additionally, per the "Housing Needs Assessment" posted on the COF Planning & Sustainability Department website, the city needs more affordable housing units.

The *Housing Commission* sees the real estate as presented in the newspaper as an opportunity for construction of affordable units in the \$225,000+ range on the 10 or so acres above the flood plain. We have contacted the adjacent golf course to offer as partner on the project but phone calls were not returned initially, and then there was not any discussion as they had already submitted a Letter of Interest.

A joint land use with residential and recreation (golf course) would:

reward the city with new affordable housing with good property tax dollars for the residential (approximately 8-10 acres) while the lower tax golf course (approximately 40+ acres) can use the remainder of the property which occasionally floods.

The Housing Commission needs the City of Franklin to take a leadership role in providing the opportunity for creation and construction of affordable housing.

Should the City of Franklin formally decide to release the Spencer Creek property, please make the *Housing Commission* a part of the development project alternatives discussion.

We have a developer interested in building affordable housing with attractive architectural detail and design that we would present to the city for approval in the development process. If awarded the opportunity to build a limited number of houses on this site, the Housing Commission and its representatives will follow all required City of Franklin, State, and Federal guidelines for construction and development.

Respectfully,

John E. Besser
Chairman, Franklin Housing Commission

From: John Besser
To: [Kelly Dannenfelser](#)
Cc: [Kathleen Sauseda](#); [LA Paul Lebovitz](#)
Subject: Letter of interest addendum
Date: Monday, February 20, 2017 1:05:06 PM

Ms. Dannenfelser,

Thank you for the letter outlining the ongoing dates for the review of Property on Spencer Creek that the City is considering options. The Housing Commission would like to add the additional information in support for the Affordable Housing option we propose;

-----Franklin is expected to see an 85% increase in Seniors living in our community by 2025-----
housing options are needed for this segment that provides affordability across the market price range so these retirees can live in Franklin City proper...

-----It is a trend that young professionals are focusing on Metropolitan areas and surrounding cities for establishing not only their homes but small businesses as well--Franklin has not seen significant growth in young professionals buying homes...options at the lower end of homeownership opportunities is very limited, pushing these young professionals to out lying communities, increasing traffic issues and lowering business growth potential...

-----Employment forecasts indicate a potential need for up to 16,000 workers by 2025---affordable housing opportunities in the city of Franklin will provide options for these workers to live and work

in our city reducing traffic issues and growing the overall economic landscape...

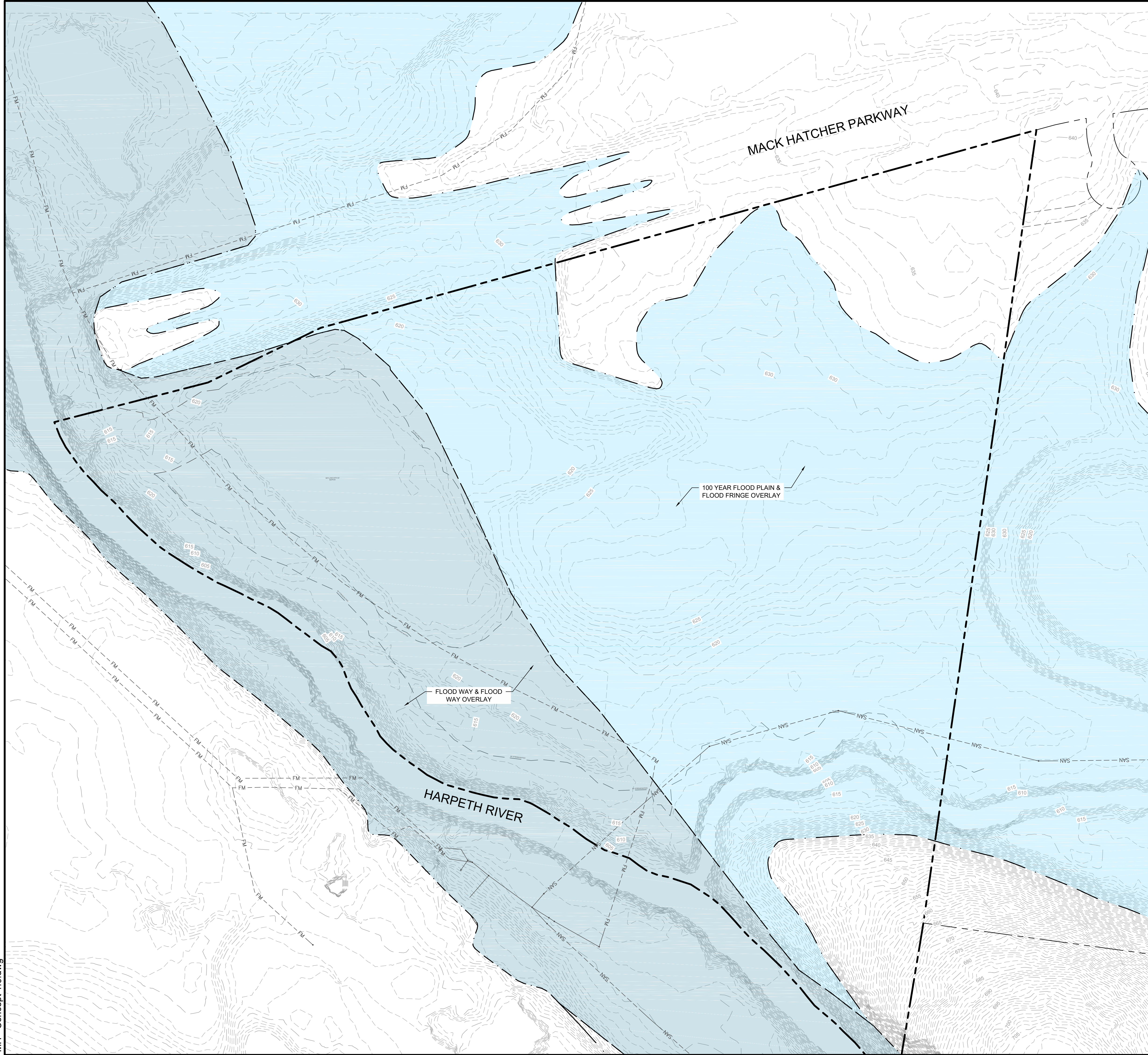
-----Generally homeownership provides the engine for economic growth of businesses in a community and if the trend is for declining homeownership the outlook for community growth is diminished --- housing options across all housing ranges provides not only the household just starting out but for life long opportunities for the household to move up to another market level but to continue to grow the roots established early; businesses continue to grow while traffic issues are reduced for the community.

Affordable housing and lack of options appear to impact more and more of the issues the City is facing and the Commissions' interest is to provide options to help alleviate the issues.

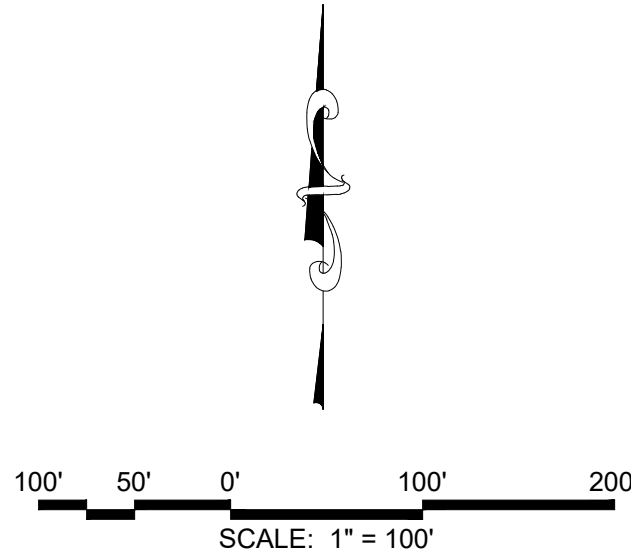
Thank you again for consideration of our interest and we look forward to the opportunity to discuss with the Board of Mayor and Aldermen.

Best regards,
John Besser
Chairman, Franklin Housing Commission

MH- Concept 1.0.dwg



VICINITY MAP
NOT TO SCALE



Know what's below.
Call before you dig.



HISTORIC
FRANKLIN
TENNESSEE

EXISTING CONDITIONS EXHIBIT

CONCEPTUAL PLANS FOR:
CITY OF FRANKLIN
MACK HATCHER PARKWAY
FRANKLIN, WILLIAMSON COUNTY, TENNESSEE 37065

DR.	DATE	DESCRIPTION

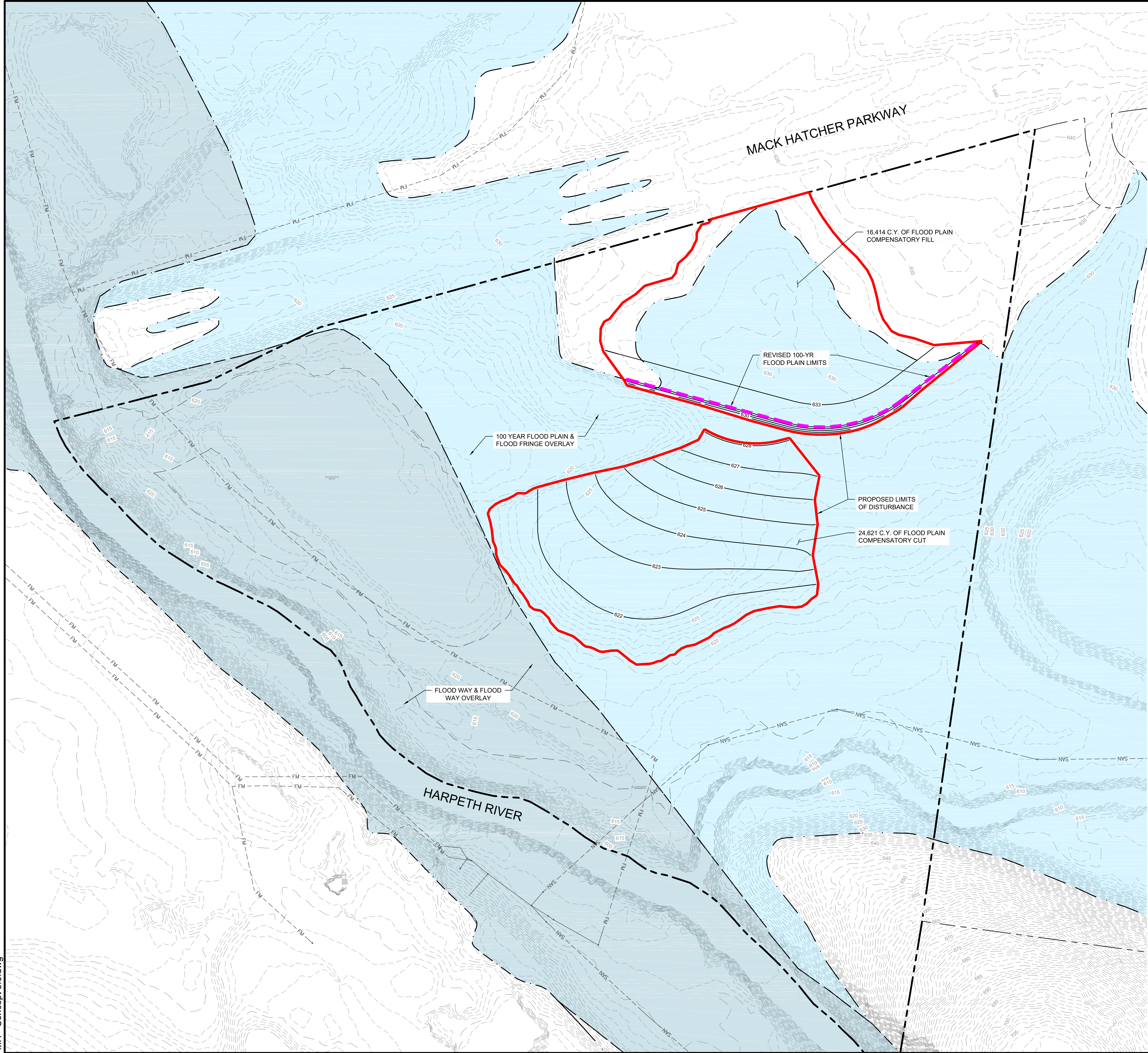
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MACK HATCHER

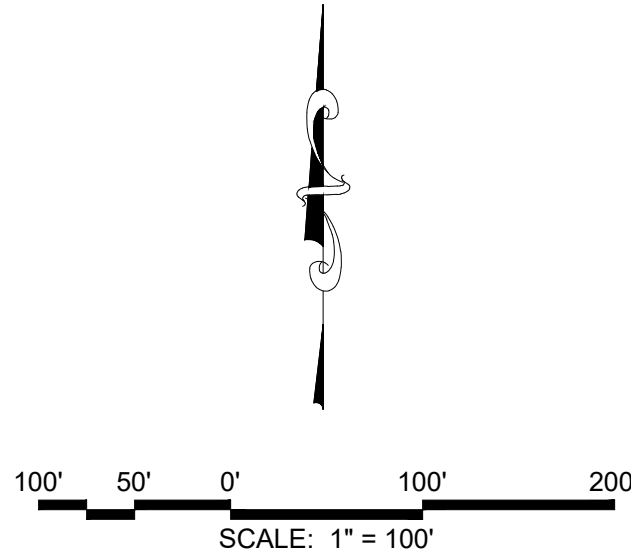


2002 RICHARD JONES RD - SUITE C304
NASHVILLE, TENNESSEE 37215
INFO@FULMERENG.COM - (615) 516-8477

MH- Concept 3.0.dwg



VICINITY MAP
NOT TO SCALE



Know what's below.
Call before you dig.



HISTORIC
FRANKLIN
TENNESSEE

PROPOSED FLOOD PLAIN CUT FILL EXHIBIT

CONCEPTUAL PLANS FOR:
CITY OF FRANKLIN
MACK HATCHER PARKWAY
FRANKLIN, WILLIAMSON COUNTY, TENNESSEE 37065

DR.	DATE	DESCRIPTION

C3.0

MACK HATCHER

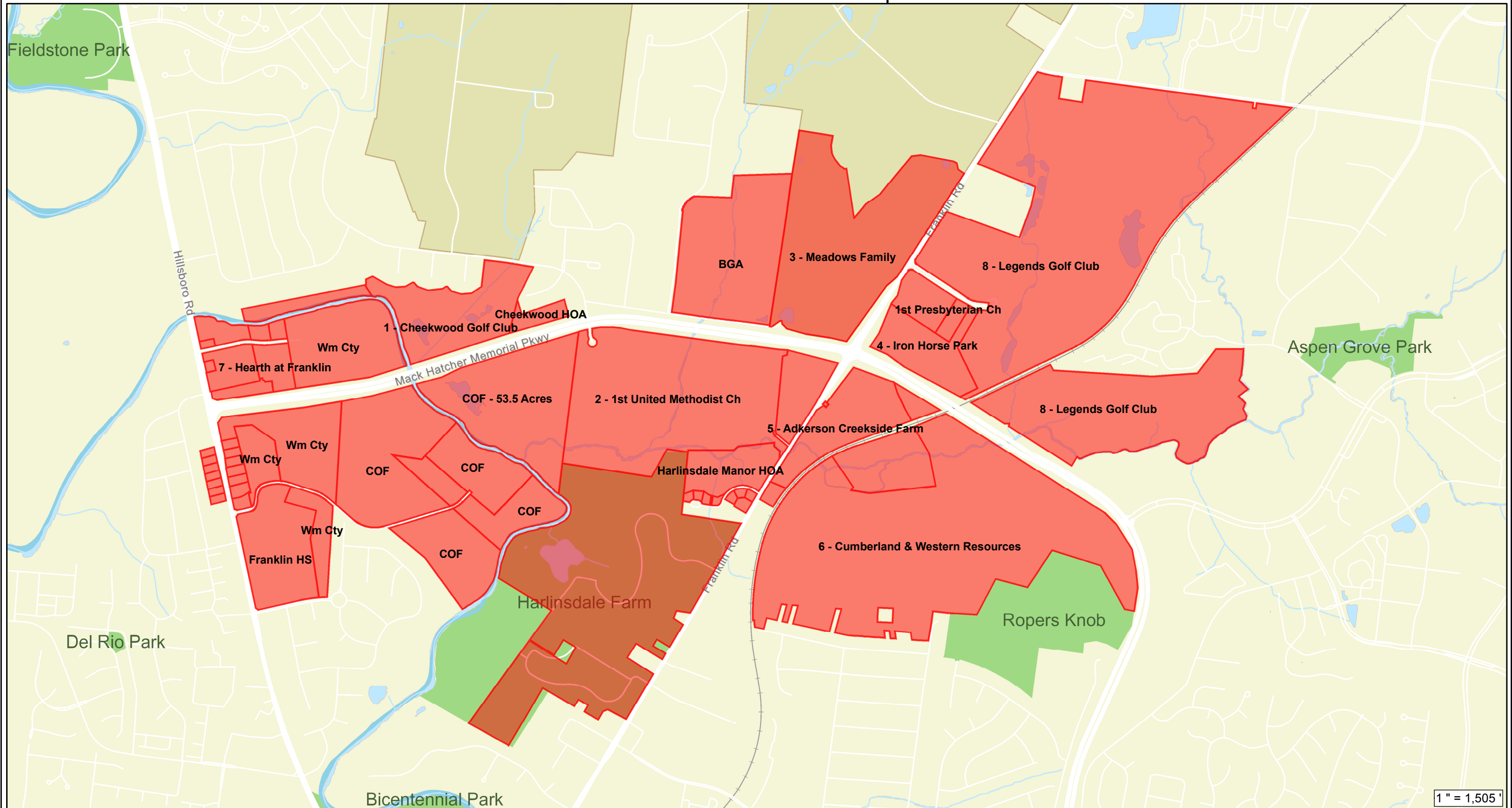


2002 RICHARD JONES RD - SUITE C304
NASHVILLE, TENNESSEE 37215
INFO@FULMERENG.COM - (615) 516-8477

Land Valuation Data - Mack Hatcher & Spencer Creek								
Map	Calculated Acres	ADDRESS	Owner	Land Market Value*	Value/ acre	Date of Last Sale	Sales Price	Sales Price/ acre
1	35.36	285 SPENCER CREEK RD	CHEEKWOOD GOLF CLUB LP	\$539,000	\$15,245	7.9.2015	\$1,200,000	\$33,940
2	104.34	111 DANIEL MCMAHON LN	CHURCH FIRST UNITED METHODIST OF FRA	\$4,191,900	\$40,175	2.9.2007	\$5,800,000	\$55,588
3	90.79	FRANKLIN RD	MEADOWS FAMILY L P	\$5,901,400	\$65,001	n/a	n/a	\$0
4	19.94	145 LEGENDS CLUB LN	IRON HORSE PARK LLC	\$5,600,000	\$280,895	9.16.2005	\$2,340,000	\$117,374
5	58.24	370 FRANKLIN RD	ADKERSON CREEKSIDE FARM LP	\$6,069,400	\$104,214	n/a	n/a	\$0
6	202.58	354 FRANKLIN RD	CUMBERLAND & WESTERN RESOURCES LLC	\$7,791,900	\$38,463	10.22.2014	\$18,600,000	\$91,814
7	7.40	MACK HATCHER PKWY	SHP V FRANKLIN LLC (Hearth at Franklin)	\$2,956,600	\$399,613	5.21.2015	\$15,370,000	\$2,077,402
8	304.26	1500 LEGENDS CLUB LN	KITE/CUPP LEGEND GOLF DEV CO	\$8,973,100	\$29,492	n/a	n/a	\$0
	Total			Total	Average/ acre		Total	Average/ acre
	822.90			\$42,023,300	\$51,067		\$43,310,000	\$52,631
*Based on Williamson County Assessment Data - updated 2017								

Land Valuation - Mack Hatcher & Spencer Creek

June 29, 2017



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Mack Hatcher/Spencer Creek Financial Analysis - Finance Department - July 27, 2017
In Progress

	Option 1 Cheekwood	Option 2 Discovery Center	Option 3 FHC/Affordable Housing	Option 4 Disposition / Sale	Option 5 Keep Property/Maintain Natural Buffer
COF Costs					
COF Costs Ongoing	Additional maintenance costs of expanded water management area/processing of reclaimed water (annual maintenance / processing cost \$20,000)	Maintenance of parks & grounds "Public Space" - \$40,000 (includes maintenance of River/creek, landscaping, parking lot, trail, electricity of public areas and irrigation)	Maintenance of parks & grounds "Public Space" - \$20,000 annually	N/A	Minimal maintenance of area
One-Time			Design costs of utilities for development - \$50,000-\$150,000 one-time Infrastructure - water, streets, sewer - \$350,000-\$1,250,000 one-time Removal of construction fees for new development (\$25,000) per unit, minimum of (\$350,000) (14 units x \$25,000) to a maximum of (\$1,225,000) (49 x \$25,000) of lost permit fee revenue to City.	Cut & Fill of developable acreage in Northeastern corner of property - \$500,000	
Total COF Costs Year 1	\$ 20,000	\$ 40,000	\$770,000-\$2,645,000	\$ 500,000	\$ -
Total COF Costs Year 10	\$ 200,000	\$ 400,000	\$950,000-\$2,825,000	\$ 500,000	\$ -
Total COF Costs Year 25	\$ 500,000	\$ 1,000,000	\$1,250,000-\$3,125,000	\$ 500,000	\$ -
Total COF Costs Year 50	\$ 1,000,000	\$ 2,000,000	\$1,750,000-\$3,625,000	\$ 500,000	\$ -
Potential Revenue*					
Ongoing	Annual proposed lease - \$72,900 (to be determine through negotiations)	\$ 1	\$ -	\$ -	\$ -
One-Time	\$ -	\$ -	\$ -	Sale of approx. 10 acres of land (based on creating 10 acres of developable land & inclusive of 150' MH buffer) sold for an average of \$150,000 to \$300,000 per acre	\$ -
Total COF Revenue Year 1	\$ 72,900	\$ 1	\$ -	\$1,500,000-\$3,000,000	\$ -
Total COF Revenue Year 10	\$ 729,000	\$ 10	\$ -	\$1,500,000-\$3,000,000	\$ -
Total COF Revenue Year 25	\$ 1,822,500	\$ 25	\$ -	\$1,500,000-\$3,000,000	\$ -
Total COF Revenue Year 50	\$ 3,645,000	\$ 50	\$ -	\$1,500,000-\$3,000,000	\$ -
*NO economic impact (including estimated taxes generated from for-profit or non-profit activities included in this analysis. The City of Franklin does not engage in development specific economic impact analysis. Although additional taxes maybe generated, it is impossible for the City to validate the estimates provided by applicants.					
Net Surplus (Deficit) Year 1	\$ 52,900	\$ (39,999)	(\$770,000-\$2,645,000)	\$1,000,000-\$2,500,000	\$ -
Net Surplus (Deficit) Year 10	\$ 529,000	\$ (399,990)	(\$950,000-\$2,825,000)	\$1,000,000-\$2,500,000	\$ -
Net Surplus (Deficit) Year 25	\$ 1,322,500	\$ (999,975)	(\$1,250,000-\$3,125,000)	\$1,000,000-\$2,500,000	\$ -
Net Surplus (Deficit) Year 50	\$ 2,645,000	\$ (1,999,950)	(\$1,750,000-\$3,625,000)	\$1,000,000-\$2,500,000	\$ -
City controls asset?	City owned, Land leased	City owned, Land leased	City owned, Land leased	No	Yes

RESOLUTION 2016-90

TO BE ENTITLED: "A RESOLUTION ADOPTING A PLAN OF SERVICES FOR THE ANNEXATION OF 4360 LONG LANE BY THE CITY OF FRANKLIN, TENNESSEE."

WHEREAS, *Tennessee Code Annotated* (T.C.A.) § 6-51-102, as amended, requires that a Plan of Services be adopted by a municipal governing body prior to the passage of an annexation resolution; and

WHEREAS, William Moss ("Owner") of the Property located at 4360 Long Lane ("Property") petitioned the Board of Mayor and Aldermen (BOMA) of the City of Franklin, Tennessee ("City"), to annex 15.77 acres adjoining the City limits and located within the Franklin Urban Growth Boundary (UGB); and

WHEREAS, the Property are located north of Long Lane and southeast of Carothers Parkway as described herein and as depicted on the Map attached hereto as Exhibit A:

Map-Parcel	Acres
106---180001	15.77
Total	15.77

The Property adjoins the City limits within the Franklin Urban Growth Boundary (UGB) and comprises a total of 15.77 acres. The Property is used as a single family residential use.

WHEREAS, this resolution shall bind the Owner and subsequent Owners of the Property; and

WHEREAS, the Franklin Municipal Planning Commission has reviewed and recommended approval of the Plan of Services for the annexation area; and

WHEREAS, a public hearing was held following public notice as required by T.C.A. § 6-51-102, as amended; and

WHEREAS, it is believed it is in the best interest of the City to adopt a Plan of Services for the area petitioned to be annexed in order to provide for future development in accordance with City standards; and

WHEREAS, this Resolution shall not bind the City to later annex the Property.

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

SECTION I. Pursuant to the provisions of T.C.A. § 6-51-102, as amended, there is hereby adopted, for the area bounded as described above, the following Plan of Services:

- A. Water
1. The Property is located within the Milcroften service area.
 2. Water availability shall be approved and provided through Milcroften prior to annexation.
 3. The Owner shall be required to provide adequate fire flow and pressure to the Property.

B. Reclaimed Water

1. According to the City of Franklin's Municipal Code, reclaimed water systems shall be extended to a development if the development is located within 1,000 feet of an existing reclaimed water line.
2. In the case of this Property, an extension well over 1,000 feet would be required to serve the Property. For this reason, reclaimed water will not be required to be extended to the Property.

C. Wastewater

1. The Property lies within the Goose Creek Basin as defined in the City of Franklin Sanitary Sewer Basin Study.
2. The proposed development of the Property is anticipated to construct several hundred feet of sanitary sewer main that will tie onto the sewer main being constructed through an easement on the 4360 Long Lane Parcel by the Ladd Park Subdivision.
3. The Owner shall be required to extend the sanitary sewer main approximately 1500 linear feet to provide service to the Property.
4. The City of Franklin Sanitary Sewer System Basin Plans show this as an 8 inch sanitary sewer main.
5. The Owner shall be required to submit engineering calculations to determine final sizing requirements.
6. The Owner shall be required to provide Engineering design, construction, easements, rights-of-way and the costs associated with the on-site sanitary sewer infrastructure required to serve the development of this Property.
7. The Owner shall be responsible for the payment of fees per the policies and procedures outlined in Franklin Municipal Code.

D. Stormwater

1. The Owner shall be responsible for the engineering, design and construction of the necessary stormwater infrastructure for the development of the Property and shall comply with the requirements as outlined in the Franklin Municipal Code.
2. As the Property develops, the City will charge prevailing stormwater user fees per policies and procedures as outlined in the Franklin Municipal Code.

E. Streets

1. Emergency maintenance of streets will begin on the effective date of annexation.
2. Reconstruction and resurfacing of streets, routine maintenance, and installation of storm drainage will be accomplished under existing City policies.
3. Access to the Property shall be provided from Long Lane.
4. Unless waived by the Franklin Engineering Department, the Owner of the Property shall be required to submit a traffic impact study prior to submitting a development plan for review and approval. The exact scope associated with this traffic impact study shall be determined prior to submittal of the development plan. Required street improvements shall be determined as part of the plan. The roadways constructed as part of this development shall comply with City Street Standards.

F. Traffic Control

1. Traffic signals, traffic signs, street markings, and other traffic control devices shall be installed as the need is established by appropriate study and traffic standards. No needs have been identified for the area at this time.
2. New development after the effective date of annexation shall comply with City regulations governing traffic control devices and markings.

G. Street Lighting

1. No off-site street lighting is proposed at this time.
2. Street lighting within new developments shall be funded and installed by the Owner per City policy, which includes the installation of electric meters to allow for future ownership and maintenance by the City or homeowners association. The installation and operation of street lights shall coincide with the phasing of development and issuance of Certificates of Occupancy.

H. Street Name Signs

1. No additional street name signs in the area have been deemed necessary.
2. New development shall install street name signs per City policy.

I. Fire Protection

1. Fire protection by the present personnel and equipment of the Franklin Fire Department will be provided on and after the effective date of annexation.
2. No additional manpower or equipment will be necessary to serve the annexation area at this time.

J. Planning and Zoning

1. The planning and zoning jurisdiction of the City will extend to the annexed area on and after the effective date of annexation.
2. The Property is located in the Goose Creek Character Area – 6 (GCCO-6). 1. Appropriate uses include Detached Residential and/or Attached Residential near I-65. Streams, trees, and hillsides and hilltops shall be preserved and enhanced. This area is recommended to have a major park system. The South Carothers Road extension to Peytonsville Road is critical for adequate interconnectivity. The potential I-65 crossing design should be integrated into a street network for optimum coordination and connectivity. The Baskin property should have safe and efficient access.
3. Smaller lots should not be located on the exterior of a proposed development adjacent to, or across the street from, larger lots of an existing platted development of ten lots or more. However, if the applicant proposes an alternative, and if potential conflicts will be created, the applicant shall give justification as to how they will be mitigated or avoided. Upon annexation, the Property will be zoned by the Board of Mayor and Aldermen, pursuant to the requirements of the Franklin Zoning Ordinance with a base zone district, Overlay District, Character Area Overlay District, and designated as a Conventional or Traditional Area.

K. Parks and Recreation

1. The benefit and use of the recreational facilities and programs provided by the Parks Department will be available on and after the effective date of the annexation. Recreational facilities and programs will be provided with existing personnel, facilities and resources.

2. New development in the annexed area shall comply with the City of Franklin Parkland Dedication Ordinance.

L. Police Protection

1. Police patrol and response to calls by the Franklin Police Department will be provided on and after the effective date of annexation.
2. Police services will be provided with existing personnel and equipment.

M. Building and Code Inspection Services

1. Building and code inspection services will begin in the annexed area on and after the effective date of the annexation.
2. New development in the annexed area shall comply with adopted City Building Codes, pay the applicable fees, and obtain the required permits for inspection services.

N. Garbage and Recycling Pickup and Environmental

1. The Sanitation and Environmental Services Department will begin providing services in the annexed area on and after the effective date of the annexation in accordance with adopted City requirements.
2. No additional manpower or equipment will be necessary to serve the annexation area at this time.

SECTION II. This Resolution shall take effect from and after its adoption.

ADOPTED THIS _____.

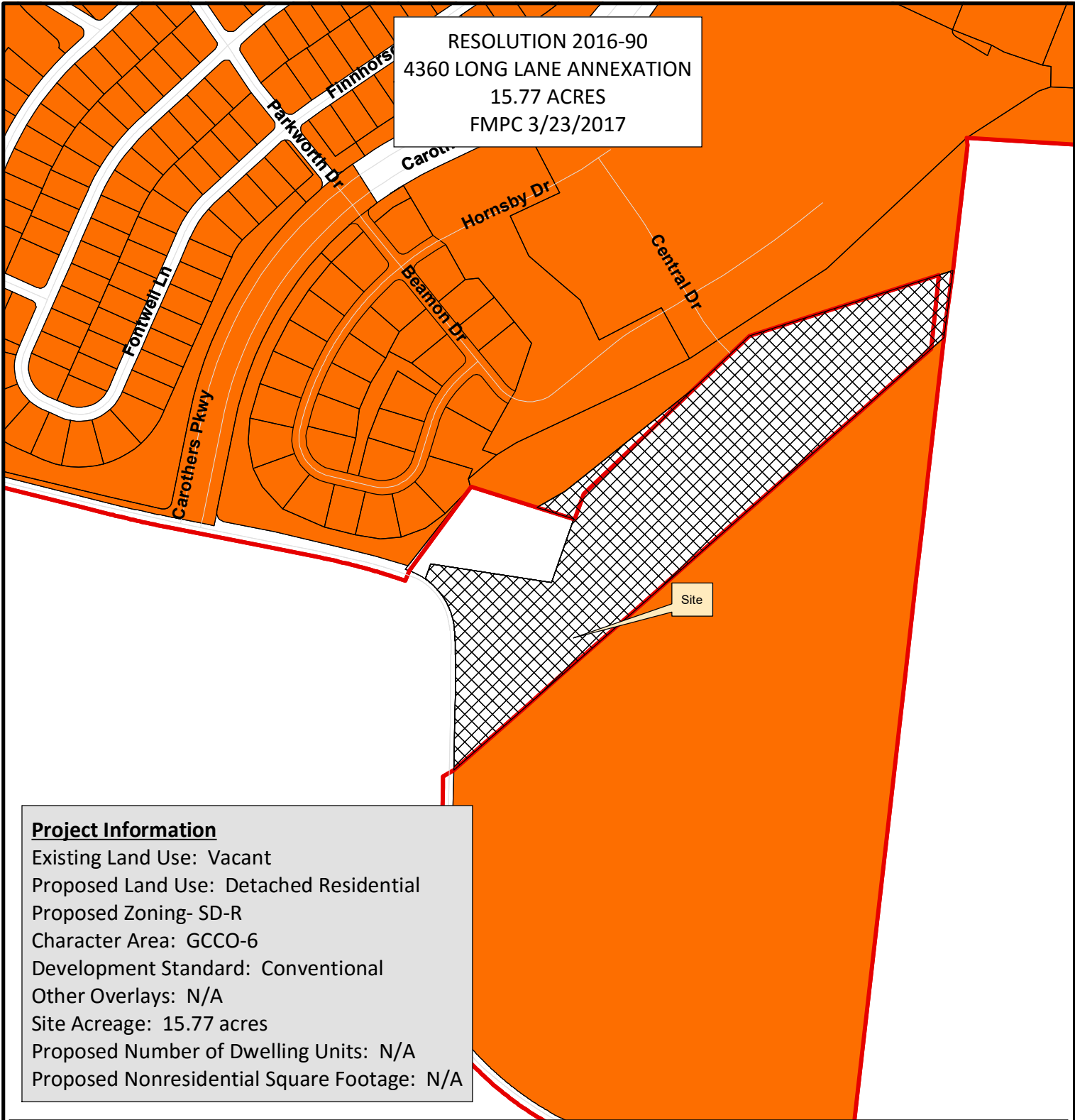
ERIC S. STUCKEY
City Administrator

DR. KEN MOORE
Mayor

Approved as to form by:

Shauna R. Billingsley
City Attorney

RESOLUTION 2016-90
 4360 LONG LANE ANNEXATION
 15.77 ACRES
 FMPC 3/23/2017



Project Information
 Existing Land Use: Vacant
 Proposed Land Use: Detached Residential
 Proposed Zoning- SD-R
 Character Area: GCCO-6
 Development Standard: Conventional
 Other Overlays: N/A
 Site Acreage: 15.77 acres
 Proposed Number of Dwelling Units: N/A
 Proposed Nonresidential Square Footage: N/A

- | | |
|--|---------------------------------------|
| 4360 Long Lane | SD-R Specific Development-Residential |
| Corporate Boundaries | SD-X Specific Development-Variety |
| AG Agricultural District | OR Office Residential District |
| ER Estate Residential | GO General Office District |
| R-1 Residential District | CC Central Commercial District |
| R-2 Residential District | NC Neighborhood Commercial District |
| R-3 Residential District | GC General Commercial District |
| R-6 Residential District | LI Light Industrial District |
| RM-10 Attached 10 Residential District | HI Heavy Industrial District |
| RM-15 Attached 15 Residential District | CI Civic and Institutional District |
| RM-20 Attached 20 Residential District | |



0 250 500 1,000
 Feet

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CITY OF FRANKLIN TENNESSEE

2016 REVISIONS TO 2014 ROAD IMPACT FEE STUDY

Prepared by
Duncan Associates

January 2016
Staff Review Draft

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INTRODUCTION AND SUMMARY

Summary of Revisions to 2014 Study

A comprehensive road impact fee update was prepared by this consultant for the City of Franklin in 2014. This report is a slightly revised version of the *Road Impact Fee Update* study that the consultant prepared in March 2014. No changes to data inputs are made, and the methodology is unchanged from the 2014 study. Minor changes are made to accommodate the City's desire to have the option of imposing collector road impact fees only in the west, only in the northwest, or only in the southwest areas of the city. In addition, staff has been having difficulty classifying land uses. The following changes were made to accommodate the City's needs.

Show collector fee. The 2014 road impact fee study calculated two alternatives: (1) a city-wide arterial road fee, and (2) a city-wide road fee that includes the costs of both arterials and collector roads. The 2014 study did not specifically calculate a separate, city-wide collector road fee, although such a fee is implied. The collector fee is simply the difference between the arterial road fee and the fee for all major roads. Consequently, this revised version provides an additional table to show the collector road fee option.

Implement collector service areas. The collector road fees implied in the 2014 study were determined at the city-wide level. Four quadrants were proposed as "benefit districts" that could be used to earmark funds collected in an area to be spent in the same area in the event that the "all major road" option was chosen. However, to charge a fee only in a certain area requires some analysis to ensure that the fees charged reflect the demand and cost characteristics of the area, and that the fees do not exceed the existing level of service in the area. Meeting these requirements qualifies an area to be a "service area," in impact fee terminology. Impact fees determined for a service area may be charged in that area, even if they are not charged in other areas of the city. Consequently, this revised study adds a new "Service Area" chapter to provide the necessary analysis.

Simplify fee administration. City staff report difficulties in classifying proposed land uses into current categories or, alternatively, calculating appropriate fees for such uses. To address this issue, this report adds a final "Administrative Simplification" chapter, and is accompanied by draft ordinance amendments to implement these recommendations, provided separately from this report.

Approach and Findings

The 2014 study revised the road impact fee calculations by incorporating the most current data, including the most recent road improvement costs and the latest version of the *Trip Generation* manual. The inclusion of collector roads in the road impact fee was the major policy option provided in the 2014 update. The inclusion of collector roads would increase the maximum fees by an average of about 91%. It would also require the City to provide credit against the fees for developer's who dedicate right-of-way or construct collectors within their subdivisions. Finally, it would require the restriction of about 40.5% of the fees collected to be earmarked to be spent in the same benefit district in which it was paid.

The revisions to the 2014 study made in this report determine separate collector road fees that could be charged in one or more collector road service areas, corresponding to the 2014 study benefit district boundaries. Based on the analysis provided in this report, the fees would be the same for all of the service areas. Those fees are shown in Table 1.

Table 1. Potential Collector Road Impact Fees

Land Use Type	Unit	Fee/Unit
Single-Family Detached	Dwelling	\$3,340
Multi-Family	Dwelling	\$2,121
Mobile Home Park	Site	\$1,592
Congregate Care Facility	Dwelling	\$743
Hotel/Motel	Room	\$1,750
Retail/Commercial		
Shopping Center/Gen. Retail	1,000 sq. ft.	\$4,394
Restaurant, Quality	1,000 sq. ft.	\$8,186
Restaurant, Fast Food	1,000 sq. ft.	\$11,862
Office/Institutional		
Office, General	1,000 sq. ft.	\$3,170
Hospital	1,000 sq. ft.	\$3,653
Nursing Home	1,000 sq. ft.	\$2,099
Church	1,000 sq. ft.	\$2,218
Elementary/Sec. School	1,000 sq. ft.	\$1,091
Industrial		
Manufacturing	1,000 sq. ft.	\$1,389
Industrial Park	1,000 sq. ft.	\$2,484
Business Park	1,000 sq. ft.	\$4,519
Warehouse	1,000 sq. ft.	\$1,294
Mini-Warehouse	1,000 sq. ft.	\$602

Source: Table 21.

The 2014 update proposed two significant changes to the methodology: design costs were added to construction and ROW costs, and the debt credit was eliminated. Design costs are a necessary component of road improvements, averaging about 6% of total project costs. The debt credit was eliminated in the 2014 update because the City's outstanding road-related debt was for previous arterial street improvements that had created excess capacity for growth, and because road impact fees are being used to retire this debt.

The updated arterial fees are generally somewhat higher than current fees, although there is some variation by land use based on updated travel demand factors (trip generation rates and average trip lengths). The increase is primarily due to increased construction costs and the addition of design costs. If collector roads are added to the city-wide arterial road fee, the resulting fee for all major roads would be significantly higher than the current arterial road fee for all land use categories, as shown in Table 2.

Table 2. Comparison of Current and Updated Fees for Arterials and All Major Roads

Land Use Type	Unit	Current Fee (Arterials)	Arterials Only		All Major Roads	
			Updated Fee	Percent Change	Potential Fee	Percent Change
Single-Family Detached	Dwelling	\$4,227	\$4,911	16%	\$8,251	95%
Multi-Family	Dwelling	\$2,766	\$3,112	13%	\$5,233	89%
Mobile Home Park	Site	\$2,079	\$2,338	12%	\$3,930	89%
Congregate Care Facility	Dwelling	\$943	\$1,093	16%	\$1,836	95%
Hotel/Motel	Room	\$2,350	\$2,567	9%	\$4,317	84%
Retail/Commercial						
Shopping Center/Gen. Retail	1,000 sq. ft.	\$5,996	\$6,484	8%	\$10,878	81%
Restaurant, Quality	1,000 sq. ft.	\$11,104	\$12,069	9%	\$20,255	82%
Restaurant, Fast Food	1,000 sq. ft.	\$16,171	\$17,442	8%	\$29,304	81%
Office/Institutional						
Office, General	1,000 sq. ft.	\$4,045	\$4,632	15%	\$7,802	93%
Hospital	1,000 sq. ft.	\$5,779	\$5,359	-7%	\$9,012	56%
Nursing Home	1,000 sq. ft.	\$2,654	\$3,082	16%	\$5,181	95%
Church	1,000 sq. ft.	\$2,406	\$3,258	35%	\$5,476	128%
Elementary/Sec. School	1,000 sq. ft.	\$1,185	\$1,606	36%	\$2,697	128%
Industrial						
Manufacturing	1,000 sq. ft.	\$1,776	\$2,030	14%	\$3,419	93%
Industrial Park	1,000 sq. ft.	\$3,237	\$3,636	12%	\$6,120	89%
Business Park	1,000 sq. ft.	\$5,934	\$6,613	11%	\$11,132	88%
Warehouse	1,000 sq. ft.	\$1,655	\$1,893	14%	\$3,187	93%
Mini-Warehouse	1,000 sq. ft.	\$809	\$885	9%	\$1,487	84%

Source: Current fees from Table 3; updated and potential fees from Table 20.

Policy Options

Whether to include collector roads in the road impact fee was the major policy option provided in the 2014 update. While adding collectors would result in higher fees, it would also require the City to provide developer credits against the fees for collector right-of-way dedication and construction. In addition, it would require that a significant portion of the fees collected be earmarked to be spent in the same benefit district in which it was paid. The 2014 study recommended against including collectors in a city-wide road impact fee. The study suggested that the City should weigh the potential additional revenue against (a) the fact that much of the potential “revenue” increase would consist of developer credits for collectors that developers would have installed anyway, and (b) determining the amounts of individual developer credits and tracking them would impose significant administrative costs.

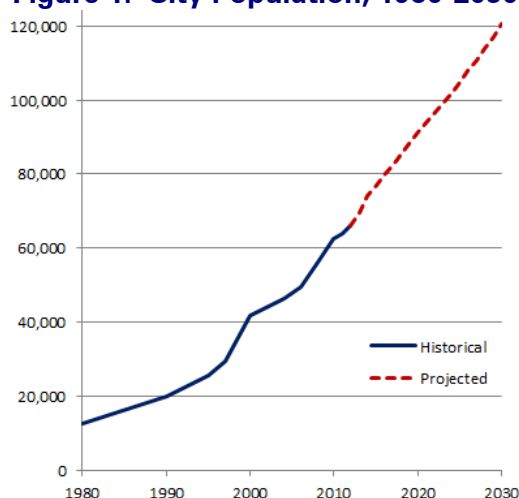
The City has now determined that there may be a benefit to imposing collector road impact fees in certain areas on the western side of the city, where the collector road system is underdeveloped and where developers are less likely to construct improvement. Consequently, the current revisions to the 2014 study add the option of imposing a separate collector road impact fee in one or more service areas, which correspond to the benefit districts proposed in the 2014 study.

BACKGROUND AND LEGAL FRAMEWORK

Growth Context

Impact fees are most appropriate for communities that are experiencing rapid growth. The City of Franklin added over 20,000 new residents in each of the last two decades, and is projected to add about 29,000 more in each of the next two decades, as illustrated in Figure 1.¹ This strong growth will necessitate numerous capacity-expanding improvements to the major roadway system. The City's *Major Thoroughfare Plan* projects that the population of the city and its urban growth area will increase from 74,650 in 2008 to 138,819 by 2035, and recommends 80 road construction and road widening projects, most of which will expand capacity to accommodate the resulting increase in traffic.²

Figure 1. City Population, 1980-2030



Background

Impact fees are charges that are assessed on new development to help pay for the capital facility costs they impose on the community. Unlike other types of developer exactions, impact fees are based on a standard formula and a pre-determined fee schedule. Essentially, impact fees require that each new residential or commercial project pay its pro-rata share of the cost of new infrastructure facilities required to serve that development.

The City of Franklin has assessed road impact fees since 1988. The road impact fee ordinance requires the City to “revise the road impact fee study and the schedule of impact fees at least once every five years.” In addition, when the impact fees were reviewed in 2005, the Board requested subsequent reviews every two to three years. The purpose of this study is to update the City of Franklin’s road impact fee based on the most appropriate methodology and the most current data.

In 1987, the City of Franklin sought and obtained authority from the Tennessee legislature to enact road impact fees. That same year, Duncan Associates was commissioned to prepare an impact fee study to calculate the maximum road impact fees that the City could charge. Ordinance 1037 enacting road impact fees was adopted by the City in June of 1988. The fees were adopted at 60 percent of the maximum fees calculated in the original study.

Duncan Associates prepared five subsequent updates of Franklin’s road impact fees, as described below.

¹City of Franklin, Planning and Sustainability Department, 2012 *Development Report*.

²Wilbur Smith and Associates, *City of Franklin Major Thoroughfare Plan*, adopted September 23, 2010.

2000. Twelve years after the initial adoption, the City updated the road impact fees, based on a study prepared in 2000. The updated fees were adopted in July 2000 with the increase phased in over two years. No significant changes to the methodology were made in this update.

2005. Five years later, the road fees were updated based on a new study. No significant changes to the methodology were made in this update.

2007. Prior to the 2007 update, the road fees were based the cost of arterial roads, excluding I-65 and the Mack Hatcher expressway, and were based on peak hour travel. The 2007 update added Mack Hatcher to the definition of the major road system and based the fees on average daily travel.

2010. Fees calculated in a study by Duncan Associates in 2010 were adopted in 2011, but phased in over two years (25% on July 1, 2011, 65% on July 1, 2012, and 100% of July 1, 2013). The 2010 update provided the options of including right-of-way (ROW) costs and adding collector costs. The City opted to add ROW costs but to continue to exclude collectors.

2014. A study prepared in 2014 continued to include ROW costs, and calculated an option that would add the cost of collector roads. The fee schedules have not been modified based on the 2014 study.

The fees that have been in effect from 2005 to present are summarized in Table 3.

Table 3. History of Road Impact Fees, 2005-2013

Land Use Type	Unit	2005	2007	2011	2012	2013
Single-Family Detached	Dwelling	\$1,617	\$2,191	\$2,700	\$3,514	\$4,227
Multi-Family	Dwelling	\$896	\$1,537	\$1,844	\$2,336	\$2,766
Mobile Home Park	Site	\$1,003	\$1,144	\$1,378	\$1,752	\$2,079
Congregate Care Facility	Dwelling	\$221	\$440	\$566	\$767	\$943
Hotel/Motel	Room	\$649	\$1,126	\$1,432	\$1,922	\$2,350
Retail/Commercial						
Shopping Center/Gen. Retail	1,000 sq. ft.	\$3,508	\$2,681	\$3,510	\$4,836	\$5,996
Restaurant, Quality	1,000 sq. ft.	\$3,773	\$4,964	\$6,499	\$8,955	\$11,104
Restaurant, Fast Food	1,000 sq. ft.	\$5,609	\$7,177	\$9,426	\$13,023	\$16,171
Office/Institutional						
Office, General	1,000 sq. ft.	\$2,716	\$1,891	\$2,430	\$3,291	\$4,045
Hospital	1,000 sq. ft.	\$1,199	\$2,867	\$3,595	\$4,760	\$5,779
Nursing Home	1,000 sq. ft.	\$449	\$996	\$1,411	\$2,074	\$2,654
Church	1,000 sq. ft.	\$754	\$1,127	\$1,447	\$1,958	\$2,406
Elementary/Sec. School	1,000 sq. ft.	\$749	\$543	\$704	\$960	\$1,185
Industrial						
Manufacturing	1,000 sq. ft.	\$1,529	\$830	\$1,067	\$1,445	\$1,776
Industrial Park	1,000 sq. ft.	\$1,497	\$1,513	\$1,944	\$2,634	\$3,237
Business Park	1,000 sq. ft.	\$1,998	\$2,773	\$3,563	\$4,828	\$5,934
Warehouse	1,000 sq. ft.	\$704	\$1,078	\$1,222	\$1,453	\$1,655
Mini-Warehouse	1,000 sq. ft.	\$417	\$388	\$493	\$662	\$809

Notes: Fees effective July 1, 2011 based on 25% of increase from 2007 fees to 2013 fees; fees effective July 1 2012 based on 65% of increase from 2007 fees to 2013 fees; fees effective July 1, 2013 based on Duncan Associates, *Road Impact Fee Update*, November 2010 (which included right-of-way costs).

Legal Framework

Franklin received special authorization to impose a road impact fee from House Bill 1311, which was passed during the 1987 session of the Tennessee legislature. While Franklin’s authorizing act provides a broad grant of authority, impact fees must also comply with constitutional standards that have been developed by the courts to ensure that local governments do not abuse their power to regulate the development of land. The courts have gradually developed guidelines for constitutionally valid impact fees, based on a “rational nexus” that must exist between the regulatory fee or exaction and the activity that is being regulated. The standards set by court cases generally require that an impact fee meet a two-part test:

- 1) The fees must be proportional to the need for new facilities created by the new development; and
- 2) The expenditure of impact fee revenues must provide benefit to the fee-paying development.

Impact fees for various types of developments should be proportional to the impact of each development on the need to construct additional or expanded facilities. The fees do not have to recover the full cost, but if the fees are reduced by a percentage from the full cost, the percentage reduction should apply evenly to all types of developments.

Impact fees were pioneered by local governments long before state legislatures passed explicit enabling acts. The authority to adopt such fees was found in local government’s “police power” to regulate development so as to protect the health, safety and welfare of its citizens. Developers challenged early impact fees, and state court decisions gradually developed a body of case law setting out the standards that should govern impact fees. This section spells out our understanding of the general principles of impact fees and some implications for calculating Franklin’s impact fees.

A fundamental principle of impact fees, rooted in both case law and norms of equity, is that impact fees should not charge new development for a higher level of service than is provided to existing development. While the impact fees could be based on a higher level of service than the one existing at the time of the adoption of the fees, two things are required if this is done. First, another source of funding other than impact fees must be identified and committed to fund the capacity deficiency created by the higher level of service. Second, the impact fees must generally be reduced to ensure that new development does not pay twice for the same level of service, once through impact fees and again through general taxes that are used to remedy the capacity deficiency for existing development. In order to avoid these complications, our general practice is to base the impact fees on the existing level of service.

A corollary principle is that new development should not have to pay twice for the same level of service. As noted above, if impact fees are based on a higher-than-existing level of service, the fees should be reduced by a credit that accounts for the contribution of new development toward remedying the existing deficiencies. A similar situation arises when the existing level of service has not been fully paid for. Outstanding debt on existing facilities that are counted in the existing level of service will be retired, in part, by revenues generated from new development. To avoid requiring new development to pay more than its proportional share, impact fees should be reduced to account for future tax payments that will retire outstanding debt on existing facilities.

In general, credit against impact fees is not required for funding that has historically been used for, or that is committed to be used for growth-related, capacity-expanding improvements. While new development may contribute toward such funding, so does existing development, and both existing and new development benefit from the higher level of service that the additional funding makes possible. However, consistent with past studies and standard impact fee practice, credit is provided in this update for State and Federal funding.

The City's road impact fee ordinance allows developers to receive offsets against their impact fees for right-of-way (ROW) dedication or construction of a thoroughfare shown on the Major Thoroughfare Plan map. Prior to the 2010 update, ROW costs had been excluded from the impact fee calculation, because the City required developers to dedicate a minimum of 60-foot ROW width without credit against the impact fee. The City is now obligated to provide credit for ROW dedication. If collectors are included in the fee, or in areas where a separate collector road fees is charged, developers will also need to receive credit for ROW dedications and improvements for collector road dedications and improvements.

BENEFIT DISTRICTS

The 2014 study proposed benefit districts to acknowledge that including city-wide collector road costs in the existing arterial road impact fee this would include costs for collectors, which serve a more limited area than arterials, thus ensuring a stronger nexus between fee payment and benefit received. The current revisions add a new chapter on ‘Service Areas,’ which follows this chapter and addresses the option of assessing a separate collector road impact fee in selected areas of the city. The remainder of this chapter is unchanged from the original 2014 study.

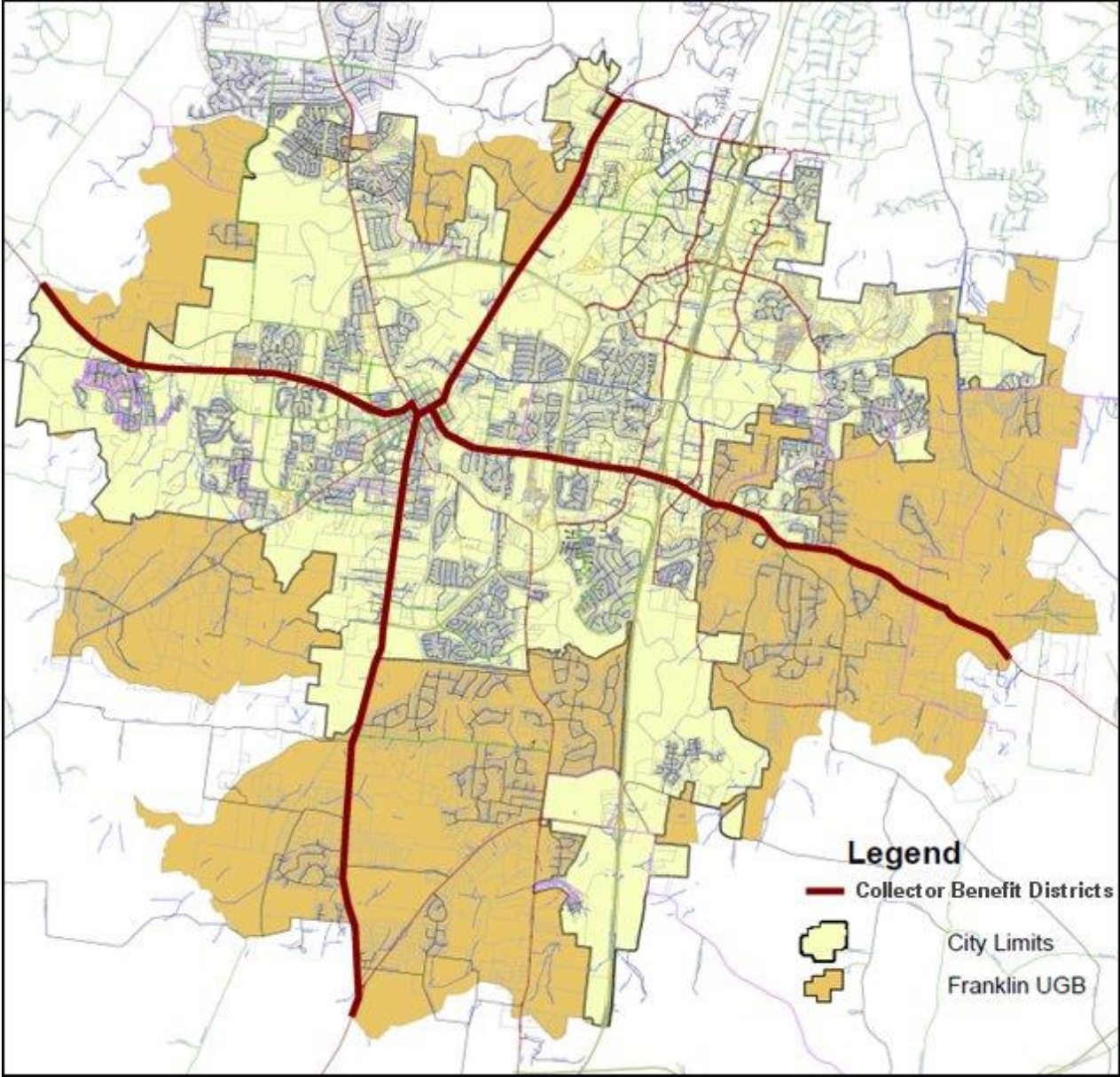
Impact fee case law states that impact fees must be spent so as to provide a reasonable benefit to the fee-paying development. One way of ensuring reasonable benefit is to create multiple benefit districts to ensure that the development fees paid by a development are spent closer to the development than would be the case under a single jurisdiction-wide benefit district. The need for multiple benefit districts increases with the geographic size of the community. On the other hand, the larger the number of benefit districts, the more difficult it is to accumulate sufficient funds in any one district to make any significant improvements. Deciding on the appropriate number and location of benefit districts requires balancing the need to show reasonable benefit to fee payers with the need to maintain sufficient flexibility in impact fee expenditures to address priority improvement needs.

The City’s current impact fee ordinance designates the entire area within the corporate boundaries as a single benefit district. The fact that the City’s road impact fees are currently limited to funding improvements to major thoroughfares strengthens the case for a single benefit district. Major thoroughfares are designed to move traffic from one part of the city to another, and the entire network acts as an integrated system.

In the event that the City decided to expand the road impact fee to cover collector roads, the City should consider dividing its jurisdiction into multiple benefit districts in order to recognize the more localized benefit of collector roads. These benefit districts would earmark the collector portion of the fee to be spent in the same area of the city in which they were collected, while the arterial portion of the fee could still be spent city-wide. While many benefit district configurations are possible, one option would be to divide the city into quadrants defined by US 31 and SR 96, as shown in Figure 2.

If collectors are included, the collector portion would be about 41% of the total fee. This amount could be adopted as a separate fee, with the collector fee earmarked to be spent only on collectors in the same benefit district. Alternatively, a single road fee could be retained, with the collector percentage of the fee paid earmarked to be spent on major road improvements (arterials or collectors) in the benefit district, with the rest of the fee paid put in an account that could be spent anywhere in the city.

Figure 2. City Limits, UGB and Proposed Collector Benefit Districts



SERVICE AREAS

This new chapter has been added to the 2014 study to address the option of imposing a separate collector road impact fee in one or more designated subareas of the city. Assessing a fee in only part of the City's jurisdiction requires some additional analysis beyond that provided in the original 2014 study, and this chapter provides that analysis.

Service Area Structure

The proposed service areas for a separate collector road impact fee are the same as the benefit districts proposed in the 2014 study (see Figure 2 on the previous page). The four potential collector road impact fee service areas would each also be a benefit district. The benefit districts were designed to reflect a reasonable nexus between collector road impacts and benefit from improvements, and are therefore also suited to be service areas for a separate collector road impact fee.

Level of Service Analysis

The consumption-based approach used in this study does not calculate the cost to have all roadways functioning at LOS C, only the cost to replace capacity consumed so that a 1:1 ratio of capacity to demand is maintained system-wide. Dividing the road capacity (vehicle-miles of capacity or VMC) by demand (vehicle-miles of travel or VMT) yields the actual system-wide VMC/VMT ratios for the arterial system, the collector road system for specified service areas, and for the major road system as a whole (arterials plus collectors). As shown in Table 4, the major roadway system provides 1.12 units of capacity for every unit of demand on the arterial system, and 1.23 if collectors are included in the city-wide road fee.

Table 4 has been relocated to this new chapter and expanded from the 2014 study to show levels of service (VMC/VMT ratios) for potential collector road impact fee service areas. This analysis is based on the addition of collector service areas to the major road inventory in Table 22 (see Appendix). Table 4 shows that the actual existing level of service for collector roads in each of the potential service areas is greater than the 1.00 ratio on which the standard consumption-based road fees calculated in this report are based. This analysis demonstrates that the proposed collector road impact fees are not based on a level of service that exceeds the existing level of service in any of the potential collector road impact fee service areas.

Table 4. Existing Roadway Levels of Service

Functional Class	Total VMC	Total VMT	VMC/VMT
Arterials/Expressways	980,344	874,929	1.12
Collectors, NW Area	98,971	84,150	1.18
Collectors, SW Area	110,747	69,710	1.59
Collectors, NE Area	134,932	69,353	1.95
Collectors, SE Area	116,631	32,131	3.63
Total Major Roads	1,441,625	1,170,660	1.23

Source: Estimated total daily VMT from Table 6; actual total daily VMC from Table 22 in the Appendix.

Potential Fee Differences by Service Area

These revisions use the city-wide fee calculation provided in the 2014 study as a reasonable proxy for the cost of new development on the collector road system within each collector road service area. For all of the inputs (costs, revenue credits and travel demand), the city-wide figures appear to be reasonable for each area, and differential data by area are not available, as explained below.

Road costs. At the time of the 2014 study, there were only two recent collector road improvements that could provide recent collector road cost data. Insufficient data are available to determine differences in collector road improvement costs by service area. There is also reason to believe that the city-wide costs are reasonable for all four areas. Construction costs are unlikely to vary significantly by area, and right-of-way costs are highly variable from one project to another, making recent city-wide average costs the best available.

Revenue credits. In the 2014 study, revenue credits were calculated at the city-wide level to account for potential outside funding, most of which derives from state, local and federal motor fuel taxes, some of which will be generated by new development. All of the credit was attributed to the arterial fee, due to the fact that all recent funding had been for arterial improvements. New development in each collector road service area will receive credit for all of their future gas tax payments that will be used for capacity-expanding road improvements via the arterial road impact fee credit. Consequently, a separate calculation of a collector road impact fee revenue credit for individual service areas is not warranted.

Travel demand. National travel demand data by land use type from the Institute of Transportation Engineers (ITE) are used in most road impact fee studies, because more localized data are generally not available. If it is reasonable to rely on national travel demand data at the jurisdiction level, it is also reasonable to rely on national travel demand data for subareas of a jurisdiction.

Summary

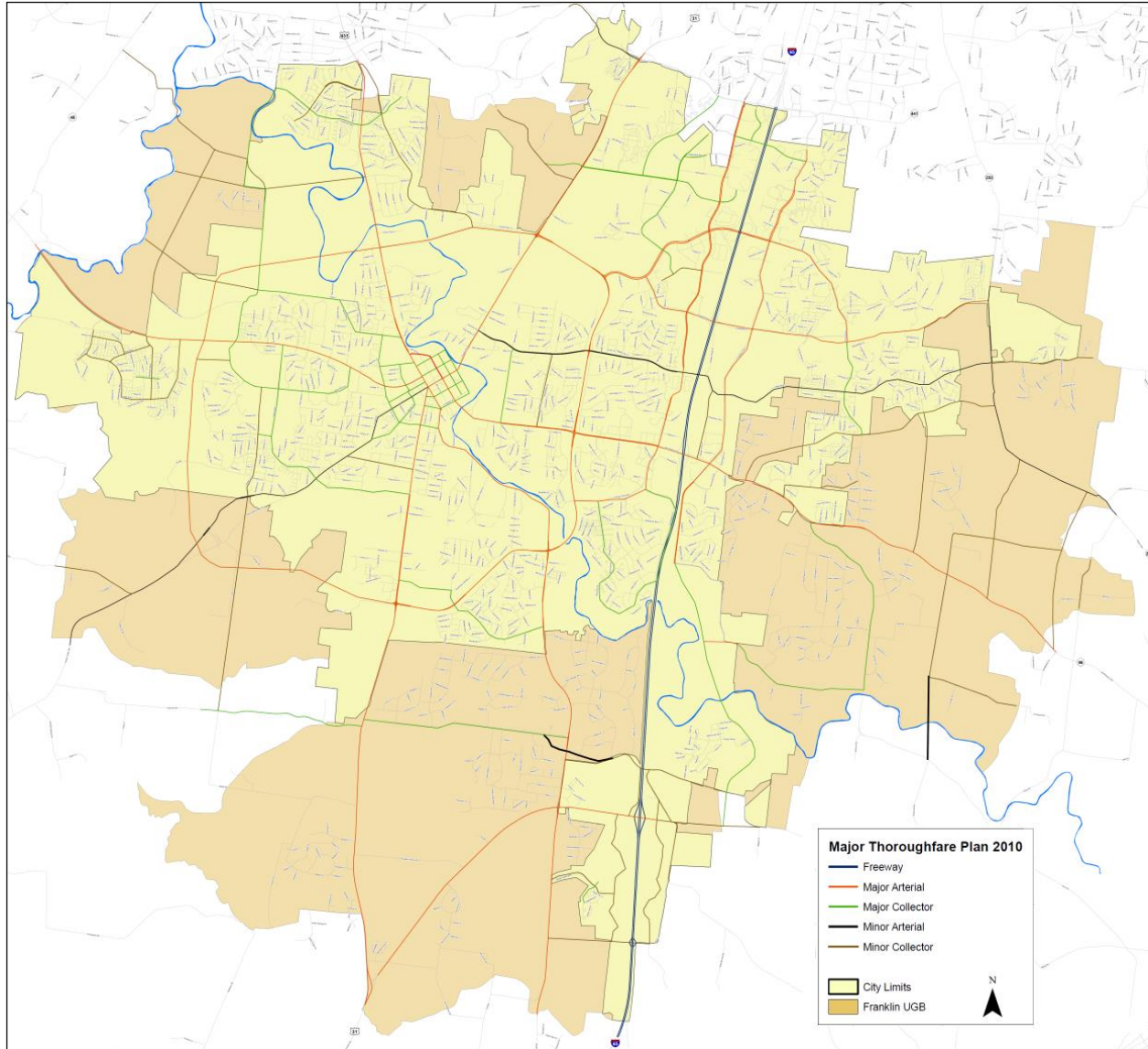
The City can assess collector road impact fees in one or more service areas corresponding to four quadrants of the city defined by US 31 and SR 96. It is reasonable to use city-wide data on road improvement costs, revenue credits and travel demand in the development of collector road impact fees for these subareas of the city.

MAJOR ROADWAY SYSTEM

A road impact fee system should include a clear definition of the major roadway system that is to be funded with the impact fees. In the City's current ordinance, the use of impact fee proceeds is restricted to arterial road improvements, which is defined as "any capital improvement, including but not limited to new roads, additional lanes, widened lanes, intersection improvements, turn lanes, bridges, traffic signals, intelligent transportation system (ITS) improvements, and associated drainage facilities, that expands the capacity of the city's arterial road system." The arterial road system is defined as "all existing and planned arterials, excluding Interstate 65, identified on the city's adopted Major Thoroughfare Plan map." The major roadway system includes State roads as well as City roads. The current ordinance and impact fee excludes major and minor collector roads from the impact fee calculations. As mentioned in the introduction, this study includes the option of expanding the impact fee to include collector roads. Including collector roads in the calculation of the impact fee in this update will allow the City to program future impact fee revenue for planned collector road improvements. If this option is adopted, the City would need to amend the impact fee ordinance to allow for the expenditure of impact fee funds for major and minor collector road improvements by amending the definition of major roadway system.

The major roadway system is thus currently defined as existing and planned arterials identified on the adopted Major Thoroughfare Plan map (see Figure 3) within the city limits. Interstate 65, which primarily serves through traffic rather than local traffic, is excluded from the arterial roadway system to be funded with the road impact fees. The Major Thoroughfare Plan map also identifies the major and minor collector roads that are included in this update. Currently, capacity-expanding improvements include any improvements to arterial roadways, including signalization and intersection improvements, which primarily have the effect of expanding capacity of the arterial roadway system, rather than providing greater access to a particular development or promoting safety.

Figure 3. Major Thoroughfare Plan Map



METHODOLOGY

Key components of the road impact fee methodology described in this chapter include service units, roadway capacity and the overall formula for calculating the fees. Subsequent chapters address the travel demand schedule, cost per service unit and net cost per service unit (revenue credits). The final chapter presents the updated road impact fee schedule.

Service Units

Service units create the link between supply (roadway capacity) and demand (traffic generated by new development). An appropriate service unit basis for road impact fees is vehicle-miles of travel (VMT). Vehicle-miles is a combination of the number of vehicles traveling during a given time period and the distance (in miles) that these vehicles travel.

The two time periods most often used in traffic analysis are the 24-hour day (average daily trips or ADT) and the single hour of the day with the highest traffic volume (peak hour trips or PHT). As in the prior impact fee study, this update utilizes the ADT for calculating the road cost component of the impact fee and ADT for calculating the credit component of the impact fee. While peak hour trip (PHT) generation rates are appropriate for assessing the impact of a new development on the need for road improvements during the evening peak hour, they tend to be more variable than average daily trips depending on size and demographic make-up of a community. Average daily trips is also the best measure for the amount of motor fuel tax that will be generated by new development, which is used to calculate the revenue credit for each land use type. The Tennessee Department of Transportation measures traffic counts on major roads using average daily trips; as a result, utilizing the ADT for both the cost and credit component of the impact fee eliminates the need to convert available traffic counts and projected volumes into PHT. For these reasons, we recommend continuing to use average daily VMT as the service unit for the road impact fee update.

Roadway Capacity

Nationally-accepted transportation levels of service (LOS) categories have been developed by the transportation engineering profession. Six categories, ranging from LOS A to LOS F, generally describe driving conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. LOS A represents free flow, while LOS F represents the breakdown of traffic flow, characterized by stop-and-go conditions.

In contrast to LOS, service volume capacity is a quantitative measure, expressed in terms of the rate of flow (vehicles passing a point during a period of time). Service volume capacity represents the maximum rate of flow that can be accommodated by a particular type of roadway while still maintaining a specified LOS. The service volume capacity at LOS E represents the maximum volume that can be accommodated before the flow breaks down into stop-and-go conditions that characterize LOS F, and thus represents the ultimate capacity of the roadway.

As stated in the City's *Major Thoroughfare Plan*, the LOS C is generally considered to be the minimum acceptable LOS for the City of Franklin. This is consistent with the City's road impact fees, which are based on LOS C. The City's 2004 *Major Thoroughfare Plan Update* identifies maximum daily service volumes at LOS C that are appropriate for planning purposes for a wide variety of roadway facilities (see Table 5).

Table 5. Road Capacity by Classification

Functional Classification	No. of Lanes	Vehicles/Day (LOS C)	Capacity/Lane
Collector	2	9,100	4,550
Collector	3	11,300	3,767
Collector	4	14,900	3,725
Collector	5	19,000	3,800
Arterial	2	11,600	5,800
Arterial	3	14,400	4,800
Arterial	4	19,000	4,750
Arterial	5	21,900	4,380
Expressway	2	28,100	14,050
Expressway	4	56,200	14,050
Expressway	6	84,300	14,050

Source: RPM Transportation Consultants, *City of Franklin Major Thoroughfare Plan Update*, August 2004.

Formula

The methodology used in Franklin's current road impact fee system is based on a "consumption-based" approach. The consumption-based model simply charges a new development the cost of replacing the capacity that it consumes on the major roadway system. That is, for every vehicle-mile of travel (VMT) generated by the development, the road impact fee charges the net cost to construct an additional vehicle-mile of capacity (VMC). The consumption-based methodology is maintained in this update, and credits continue to be provided for outstanding road-related debt and outside funding.

Since travel is never evenly distributed throughout a roadway system, actual roadway systems require more than one unit of capacity for every unit of demand in order for the system to function at an acceptable level of service. Suppose for example, that the City completes a major arterial widening project. The completed arterial is likely to have a significant amount of excess capacity for some period of time. If the entire system has just enough capacity to accommodate all of the vehicle-miles of travel, then the excess capacity on this segment must be balanced by another segment being over-capacity. Clearly, roadway systems in the real world need more total aggregate capacity than the total aggregate demand, because the traffic does not always precisely match the available capacity. Consequently, the standard consumption-based model generally underestimates the full cost of accommodating new development at the existing level of service. Nevertheless, it is a conservative, legally-defensible methodology that is simpler to update and provides more flexibility in the expenditure of funds than the alternative improvements-driven approach.

In most rapidly growing communities, some of the roadways will be experiencing an unacceptable level of congestion at any given point in time. However, it is not necessary to address segment-specific existing deficiencies in a consumption-based system, which, unlike an improvements-driven system, is not designed to recover the full costs to maintain the desired LOS on all roadway segments. Instead, it is only designed to maintain a minimum one-to-one overall ratio between system demand and system capacity. As discussed above, virtually all major roadway systems have more capacity (VMC) than demand (VMT) on a system-wide basis. Consequently, under a consumption-based system, the level of service standard is really a system-wide VMC/VMT ratio of 1.00. Since Franklin's major roadway system currently operates at better than this level of service (see Table 4), there are no existing deficiencies on a system-wide basis.

The recommended impact fee formula is presented in Figure 4.

Figure 4. Road Impact Fee Formula

$$\text{Impact Fee} = \text{VMT} \times \text{NET COST/VMT}$$

$$\text{VMT} = \text{TRIPS} \times \% \text{NEW} \times \text{LENGTH} \div 2$$

$$\text{NET COST/VMT} = \text{COST/VMC} \times \text{VMC/VMT} - \text{CREDIT/VMT}$$

Where:

$$\text{TRIPS} = \text{Trip ends during an average weekday}$$

$$2 = \text{Dividing by two avoids double-counting trips for origin and destination}$$

$$\% \text{ NEW} = \text{Percent of trips that are primary trips, as opposed to pass-by or diverted-linked trips}$$

$$\text{LENGTH} = \text{Average length of a trip on the major road system}$$

$$\text{COST/VMC} = \text{Average cost to add a new daily vehicle-mile of capacity}$$

$$\text{VMC/VMT} = \text{System-wide ratio of VMC to VMT on major road system (assumed 1:1)}$$

$$\text{CREDIT/VMT} = \text{Revenue credit per VMT}$$

TRAVEL DEMAND SCHEDULE

The travel demand generated by specific land use types is a product of three factors: 1) trip generation, 2) percent primary trips and 3) trip length. The first two factors are well documented in the professional literature, and the average trip generation characteristics identified in studies of communities around the nation should be reasonably representative of trip generation characteristics in Franklin. In contrast, trip lengths are much more likely to vary between communities, depending on the geographic size and shape of the community and its major roadway system.

Trip Generation

Trip generation rates were based on information published in the most recent edition of the Institute of Transportation Engineers' (ITE) Trip Generation manual. Trip generation rates represent trip ends, or driveway crossings from the site of a land use. Thus, a one-way trip from home to work counts as one trip end for the residence and one trip end for the work place. To avoid over-counting, all trip rates have been divided by two. This places the burden of travel equally between the origin and destination of the trip and eliminates double-charging for any particular trip.

Primary Trip Factor

Trip rates also need to be adjusted by a "primary trip factor" to exclude pass-by and diverted trips. This adjustment is intended to reduce the possibility of over-counting additional travel induced by the new development. Pass-by trips are those trips that are already on a particular route for a different purpose and simply stop at a development on that route. For example, a stop at a convenience store on the way home from the office is a pass-by trip for the convenience store. A pass-by trip does not create an additional burden on the street system and therefore should not be counted in the assessment of impact fees. A diverted-linked trip is similar to a pass-by trip, but a diversion is made from the regular route to make an interim stop. The reduction for pass-by and diverted trips utilized in this study was drawn from the ITE *Trip Generation Handbook* and other published information.

Average Trip Length

The average trip length is the most difficult travel demand factor to determine. In the context of a road impact fee using a consumption-based methodology, the relevant input is the average length of a trip on the major roadway system within the city limits. The starting point is national data for average trip length for specific land uses and trip purposes. However, these national trip lengths are likely to be unrepresentative of travel on the City's major roadway system. An adjustment factor can be derived by dividing the VMT actually observed on the major roadway system by the VMT that would be expected using national average trip lengths and trip generation rates.

The first step in developing the adjustment factor for the local trip length is to estimate the total VMT that would be expected on Franklin's major roadway system based on national travel demand characteristics. Existing land use data for the City were compiled using information from the Franklin Planning Department. Existing land uses are multiplied by trip generation rates, percent primary trips and average trip lengths and summed to estimate total city-wide VMT. As shown in Table 6, existing

land uses within the city limits, using national trip length data, would be expected to generate approximately 2.28 million VMT every day.

Table 6. Expected Vehicle-Miles of Travel

Land Use Type	Unit	Existing Units	Trip Rates	Primary Trips	Daily Trips	Length (miles)	Daily VMT
Single-Family Detached	Dwelling	16,746	4.76	100%	79,711	9.16	730,153
Multi-Family	Dwelling	11,080	3.33	100%	36,896	8.30	306,237
Mobile Home	Dwelling	408	2.50	100%	1,020	8.30	8,466
Gen. Retail/Commercial	1,000 sq. ft.	12,320	21.35	43%	113,104	6.27	709,162
Office/Institutional	1,000 sq. ft.	8,479	5.52	75%	35,103	9.96	349,626
Industrial/Warehouse	1,000 sq. ft.	5,334	3.42	95%	17,330	9.96	172,607
Total					283,164		2,276,251

Source: Existing residential and nonresidential units from City of Franklin, 2012 Development Report, December 2012; daily trip rates and primary trip factors from Table 10; daily trips is product of trip rate and primary trips; national average trip length from Table 9; daily VMT is product of trips and trip length.

The next step in developing the local trip length adjustment factor is to determine actual daily VMT on the City's major roadway system. An inventory of the existing major roadway system was prepared as part of this study (see Table 22 in the Appendix). Roadway segment lengths and recent traffic volumes are used to estimate actual daily VMT. Since counts were not available for all segments, total VMT must be estimated from VMT for segments for which counts are available. As shown in Table 7, the City's major roadway system has an estimated 1.17 million total daily VMT.

Table 7. Actual Existing Vehicle-Miles of Travel

Functional Classification	Road Segments w/Counts			Total	Total
	VMT	Ln-Mi.	Veh./Ln	Ln-Mi.	VMT
Expressway	138,462	17.60	7,867	17.60	138,459
Other Arterial	613,824	121.27	5,062	145.49	736,470
Subtotal, Arterials	752,286				874,929
Collectors, NW Area	36,649	9.76	3,755	22.41	84,150
Collectors, SW Area	34,649	12.10	2,864	24.34	69,710
Collectors, NE Area	24,691	12.10	2,041	33.98	69,353
Collectors, SE Area	1,754	1.44	1,218	26.38	32,131
Subtotal, Collectors	97,743	35.40	2,761	107.11	295,731
Total	850,028				1,170,660

Source: VMT and lane-miles of segments with traffic counts and total lane-miles from Table 22 in the Appendix; vehicles per lane is VMT on segments with counts divided by lane-miles with counts; total VMT is product of vehicles per lane and total lane-miles.

It should be noted that the collector road VMT for the four service areas sum to less than the collector subtotal, which is derived by multiplying average vehicle trips per lane by total lane-miles. This is attributed to the small sample size of recent traffic counts in the southeast area. Using the weighted average vehicles per lane corrects for this under-estimate of VMT for the southeast area.

Comparing the results of the last two tables, it can be seen that expected VMT using existing land use data and national travel demand characteristics significantly over-estimates VMT actually observed on the major roadway system. This result is not surprising, since the VMT estimate does not include travel on local roads, the Interstate or on any roadways outside of the Franklin city limits. Consequently, it is necessary to develop an adjustment factor to account for this variation. The local travel demand adjustment factor is the ratio of actual to expected VMT on the major roadway system. As shown in Table 8, the national average trip length should be multiplied by a local adjustment factor of 0.384 if the major road system continues to be defined as arterials, and 0.514 if collector roads are included in the impact fee. The difference between the two adjustment factors reflects the share of traffic attributable to collector roads.

Table 8. Local Trip Length Adjustment Factors

	Arterials Only	All Major Roads
Actual Daily Vehicle-Miles of Travel (VMT)	874,929	1,170,660
÷ Expected Daily Vehicle-Miles of Travel (VMT)	2,276,251	2,276,251
Local Adjustment Factor	0.384	0.514

Source: Actual VMT from Table 7; expected VMT from Table 6.

The national average trip lengths derived from the U.S. Department of Transportation's 2009 *National Household Travel Survey* for a variety of trip purposes, including home-to-work, doctor/dentist, school/church, shopping, and other personal trips, have been adjusted by the local trip length adjustment factor. Since this study provides an option to include collector roads, the study will include two separate travel demand schedules: one that reflects travel on arterial roads only and one that reflects travel on both arterial and collector roads. The localized trip lengths are shown in Table 9.

Table 9. Average Trip Length by Trip Purpose

Trip Purpose	National Trip Length (miles)	Arterials Only		All Major Roads	
		Local Adjustment Factor	Local Trip Length (miles)	Local Adjustment Factor	Local Trip Length (miles)
To or from work	11.98	0.384	4.60	0.514	6.16
Office/Industrial	9.96	0.384	3.82	0.514	5.12
Medical/Dental	9.61	0.384	3.69	0.514	4.94
Average	9.28	0.384	3.56	0.514	4.77
Single-Family Det.	9.16	0.384	3.52	0.514	4.71
Multi-Family	8.30	0.384	3.19	0.514	4.27
School/Church	8.47	0.384	3.25	0.514	4.35
Family/Personal	6.61	0.384	2.54	0.514	3.40
Shopping	6.27	0.384	2.41	0.514	3.22

Source: National trip lengths from U.S. Department of Transportation, *National Household Travel Survey*, 2009 (office/industrial is 25% work trip length and 75% average trip length); local adjustment factors from Table 8.

Travel Demand Schedule

The result of combining trip generation rates, primary trip factors and average trip lengths is a travel demand table that establishes the vehicle-miles of travel (VMT) during the average weekday generated by various land use types per unit of development. The recommended travel demand schedules associated with both of the road impact fee options are presented in Table 10.

Table 10. Travel Demand by Land Use

Land Use Type	Unit	Daily Trips/ Unit	% Primary Trips	Arterials Only		All Major Roads	
				Trip Length	Daily VMT	Trip Length	Daily VMT
Single-Family Detached	Dwelling	4.76	100%	3.52	16.76	4.71	22.42
Multi-Family	Dwelling	3.33	100%	3.19	10.62	4.27	14.22
Mobile Home Park	Site	2.50	100%	3.19	7.98	4.27	10.68
Congregate Care Facility	Dwelling	1.01	100%	3.69	3.73	4.94	4.99
Hotel/Motel	Room	3.45	100%	2.54	8.76	3.40	11.73
Retail/Commercial							
Shopping Center/Gen. Retail	1,000 sq. ft.	21.35	43%	2.41	22.13	3.22	29.56
Restaurant, Quality	1,000 sq. ft.	44.98	38%	2.41	41.19	3.22	55.04
Restaurant, Fast Food	1,000 sq. ft.	248.06	30%	0.80	59.53	1.07	79.63
Office/Institutional							
Office, General	1,000 sq. ft.	5.52	75%	3.82	15.81	5.12	21.20
Hospital	1,000 sq. ft.	6.61	75%	3.69	18.29	4.94	24.49
Nursing Home	1,000 sq. ft.	3.80	75%	3.69	10.52	4.94	14.08
Church	1,000 sq. ft.	4.56	75%	3.25	11.12	4.35	14.88
Elementary/Sec. School	1,000 sq. ft.	7.02	24%	3.25	5.48	4.35	7.33
Industrial							
Manufacturing	1,000 sq. ft.	1.91	95%	3.82	6.93	5.12	9.29
Industrial Park	1,000 sq. ft.	3.42	95%	3.82	12.41	5.12	16.63
Business Park	1,000 sq. ft.	6.22	95%	3.82	22.57	5.12	30.25
Warehouse	1,000 sq. ft.	1.78	95%	3.82	6.46	5.12	8.66
Mini-Warehouse	1,000 sq. ft.	1.25	95%	2.54	3.02	3.40	4.04

Source: Trips are ½ of average daily trip ends on a weekday from ITE, *Trip Generation*, 9th ed., 2012 (hotel/motel based on average of two; elementary/secondary based on average of elementary, middle and high school); percent of all trips that are primary trips from ITE, *Trip Generation Handbook*, June 2004; primary trip percentage for schools based on Preston Hitchens, "Trip Generation for Day Care Centers," ITE 1990 *Compendium of Technical Papers*, 1990; average trip length from Table 9 (fast food restaurant assumes one-third shopping trip length).

COST PER SERVICE UNIT

The cost per vehicle-mile in this update is based on a set of recent actual major road construction projects that add capacity to the roadway system. Unlike the previous update, the road construction costs include the costs of design. Recent road improvement project costs are summarized in Table 11. These recent projects added lanes and measurable capacity to the roadway system.

Table 11. Road Improvement Costs

Project Name	Improvement	Year	Design/ Construction	ROW	Total Cost
Carothers Pkwy, S Carothers-Ladd Pk	New 2 Lane	2014	\$13,818,227	\$344,000	\$14,162,227
Carothers Pkwy, Liberty Pike-McEwen	New 4 Lane	2009	\$6,628,430	\$4,000,000	\$10,628,430
Mack Hatcher, Hillsboro-SR 96 W	New 4 Lane	2012	\$73,500,000	\$12,500,000	\$86,000,000
McEwen, Carothers-Cool Spgs	New 4 Lane	2012	\$10,172,167	\$1,770,384	\$11,942,551
McEwen, Cool Spgs-Jordan	Widen 3-5 Lns	2009	\$1,444,450	\$237,680	\$1,682,130
McEwen Dr Temporary Connector	New 4 Lane	2013	\$2,263,322	\$361,253	\$2,624,575
S Carothers Parkway	New 4 Lane	2012	\$16,335,000	\$1,942,000	\$18,277,000
Subtotal, Arterial			\$107,826,596	\$19,213,317	\$145,316,913
3rd Ave N, N Margin-5th Ave	New 2 Lane	2014	\$4,856,330	\$186,500	\$5,042,830
Nichol Mill Ln, Seaboard-Mallory	New 2 Lane	2012	\$1,372,742	\$800,975	\$2,173,717
Subtotal, Collectors			\$6,229,072	\$987,475	\$7,216,547
Total, All Major Roads			\$114,055,668	\$20,200,792	\$152,533,460

Source: City of Franklin, Engineering Department.

The average cost to create an additional lane-mile of roadway can be derived by dividing the cost of the recent capacity-expanding road improvement projects by the additional lane-miles created by the improvements. Based on the cost of recent and current arterial and collector road improvements, the average costs per lane-mile are calculated in Table 12.

Table 12. Road Improvement Cost per Lane-Mile

Project Name	Miles	New Lanes	Lane- Miles	Total Cost	Cost per Lane-Mile
Carothers Pkwy, S Carothers-Ladd Pk	2.00	2	4.00	\$14,162,227	\$3,540,557
Carothers Pkwy, Liberty Pike-McEwen	0.74	4	2.96	\$10,628,430	\$3,590,686
Mack Hatcher, Hillsboro-SR 96 W	3.22	4	12.88	\$86,000,000	\$6,677,019
McEwen, Carothers-Cool Spgs	0.97	4	3.88	\$11,942,551	\$3,077,977
McEwen, Cool Spgs-Jordan	0.15	2	0.30	\$1,682,130	\$5,607,100
McEwen Dr Temporary Connector	0.33	4	1.32	\$2,624,575	\$1,988,314
S Carothers Parkway	1.70	4	6.80	\$18,277,000	\$2,687,794
Subtotal, Arterial		7.41	32.14	\$145,316,913	\$4,521,373
3rd Ave N, N Margin-5th Ave	0.26	2	0.52	\$5,042,830	\$9,697,749
Nichol Mill Ln, Seaboard-Mallory	0.37	2	0.74	\$2,173,717	\$2,937,455
Subtotal, Collectors		0.63	1.26	\$7,216,547	\$5,727,418
Total, All Major Roads		8.04	33.40	\$152,533,460	\$4,566,870

Source: Miles and number of lanes from City of Franklin Engineering Department; lane-miles is product of new lanes and miles; total cost from Table 11; cost per lane-mile is cost divided by lane-miles.

The average cost per unit of capacity added to the major roadway system can be determined by dividing the average cost of a new lane-mile by the average daily capacity per lane at LOS C. The average daily capacities per new lane added by the set of recent projects are calculated in Table 13.

Table 13. Average Capacity per Lane

Project Name	Improvement	Miles	New Capacity	New VMC	New Ln-Mi.	Capacity/Lane
Carothers Pkwy, S Carothers-Ladd Pk	New 2 Lane	2.00	9,100	18,200	4.00	4,550
Carothers Pkwy, Liberty Pike-McEwen	New 4 Lane	0.74	19,000	14,060	2.96	4,750
Mack Hatcher, Hillsboro-SR 96 W	New 4 Lane	3.22	56,200	180,964	12.88	14,050
McEwen, Carothers-Cool Spgs	New 4 Lane	0.97	19,000	18,430	3.88	4,750
McEwen, Cool Spgs-Jordan	Widen 3-5 Lns	0.15	7,500	1,125	0.30	3,750
McEwen Dr Temporary Connector	New 4 Lane	0.33	19,000	6,270	1.32	4,750
S Carothers Parkway	New 4 Lane	1.70	19,000	32,300	6.80	4,750
Subtotal, Arterial		9.11		271,349	32.14	8,443
3rd Ave N, N Margin-5th Ave	New 2 Lane	0.26	9,100	2,366	0.52	4,550
Nichol Mill Ln, Seaboard-Mallory	New 2 Lane	0.37	9,100	3,367	0.74	4,550
Subtotal, Collectors		0.63		5,733	1.26	4,550
Total, All Major Roads		9.74		277,082	33.40	8,296

Source: Improvement length and new lane-miles from Table 12; new capacity added derived from Table 5; new VMC is product of miles and new capacity; capacity per lane is new VMC divided by new lane-miles.

The cost per service unit is calculated by dividing the average cost per lane-mile by the average daily capacity added. As shown in Table 14, the arterial cost per service unit is \$536 per VMC. If collectors are included, the major road cost per service unit is \$550 per VMC.

Table 14. Cost per Vehicle-Mile of Capacity

Arterials Only	
Average Cost per Lane-Mile	\$4,521,373
÷ Average Daily Capacity per Lane at LOS C	8,443
Arterial Cost per Vehicle-Mile of Capacity (VMC)	\$536
All Major Roads	
Average Cost per Lane-Mile	\$4,566,870
÷ Average Daily Capacity per Lane at LOS C	8,296
Major Road Cost per Vehicle-Mile of Capacity (VMC)	\$550

Source: Average cost per lane-mile from Table 12; average daily capacity per lane from Table 13.

NET COST PER SERVICE UNIT

As discussed in the Legal Framework chapter, credit is due against impact fees under three situations: (1) there are existing deficiencies, (2) there is outstanding debt on facilities serving existing development, or (3) there are dedicated local revenues or outside funding for the same improvements. These are each addressed below. The resulting revenue credits are deducted from the cost per service unit calculated in the previous chapter in the final section of this chapter to calculate the net cost per service unit.

Existing Deficiencies

From an impact fee perspective, there are no existing deficiencies. The fees are based on a system-wide level of service, defined as a 1-to-1 ratio of system-wide capacity (VMC) to system-wide demand (VMT). There are no existing deficiencies on a system-wide basis as long as the VMC/VMT ratio is greater than 1.00. The actual existing major roadway level of service is a 1.12 VMC/VMT ratio for arterials only, and a 1.59 3.63ratio if collectors are included (see Table 4 above). Because the fees are based on a LOS that is lower than the actual existing LOS, no deficiency credit is warranted.

Outstanding Debt

The City of Franklin currently has seven outstanding debt issues that have been used to fund improvements on the arterial system. As shown in Table 15, the road-related balance for these outstanding debt issues is \$41.3 million.

Table 15. Outstanding Road Debt Issues

Bond Issue	Outstanding Balance	Road-Related	Road-Related Balance
General Obligation Refunding Bonds 2004	\$1,375,000	55.0%	\$756,250
County Club & McEwen Reimbursement 2005	\$2,715,000	45.0%	\$1,221,750
Capital Improvement Bonds 2007	\$20,000,000	43.0%	\$8,600,000
Capital Improvement Bonds 2009A	\$8,060,000	34.6%	\$2,788,760
Capital Improvement Bonds 2009B	\$30,625,000	34.6%	\$10,596,250
Capital Improvement Bonds 2010	\$15,725,000	40.0%	\$6,290,000
Capital Improvement Refunding Bonds 2012	\$21,710,000	51.0%	\$11,072,100
Outstanding Road Debt	\$100,210,000		\$41,325,110

Source: City of Franklin, December 19, 2013.

In cases where outstanding debt is for improvements that are serving existing development, a credit is due for future taxes that new development will generate that will be used to retire that debt. In the case of Franklin's road impact fees, however, no such credit is warranted. As noted above, the road fees are based on a lower level of service. The cost of the excess capacity in the arterial system alone is significantly greater than the amount of the outstanding road-related debt. The replacement value of the excess arterial capacity is \$56.5 million (see Table 16 below), compared to only \$41.3 million in outstanding debt.

From the facts presented above, it is clear that the outstanding road debt is for improvements that have built excess capacity into the system, not improvements that are serving existing development at the level of service on which the impact fees are based. In addition, new development will not be

paying the debt. The City is using road impact fees, not ad valorem taxes or general funds, to retire the road-related debt. For these reasons, no debt credit against the road impact fees is warranted.

Table 16. Replacement Value of Excess Arterial Capacity

Existing Arterial Vehicle-Miles of Capacity (VMC)	980,344
– Existing Arterial Vehicle-Miles of Travel (VMT)	-874,929
Existing Excess Arterial Capacity (VMC)	105,415
x Average Arterial Cost per VMC	\$536
Replacement Cost of Arterial Excess Capacity	\$56,502,440

Source: Arterial VMC and VMT from Table 4; cost per VMC from Table 14.

Outside Funding

The amount of intergovernmental revenue that is applied toward funding capacity-expanding capital improvements in Franklin is based on anticipated funding over a 7-year period covered by the last two adopted regional Transportation Improvement Programs. Only improvements that are both capacity-expanding and on the major road network are eligible for credit. For example, improvements on I-65 do not occur on the major roadway system used in this study. The non-local share of funding includes funds programmed from the portion of State gas tax revenues that the City receives through the State Street Aid program. The improvements and funding are summarized in Table 17 below. The creditable funding over the 7-year period totaled \$116.7 million.

Table 17. Road Improvements and Funding, FY 2011-2017

Project Name	Description	Total Cost	Non-Local Cost	
			Total	Creditable
Columbia South, Downs to SR 397	New Road	\$5,000,000	\$0	\$0
Franklin Greenway	Multi-Use Path	\$1,147,500	\$630,000	\$0
Franklin Traffic Operations	ITS Infrastructure	\$6,000,000	\$4,800,000	\$4,800,000
Goose Creek Bypass at I-65	New Interchange	\$30,000,000	\$30,000,000	\$0
Goose Creek Bypass	New Road	\$2,050,000	\$0	\$0
Hillsboro Rd, Hwy 96-M. Hatcher	New Road	\$25,000,000	\$1,250,000	\$1,250,000
I-65 Widening from SR 96-SR840	Freeway Widening	\$70,000,000	\$70,000,000	\$0
Mack Hatcher NE Widening	Widen Road	\$15,800,000	\$15,800,000	\$15,800,000
Mack Hatcher NW Extension	Extend Existing Road	\$76,500,000	\$76,500,000	\$76,500,000
Mack Hatcher SE Widening	Widen Road	\$15,000,000	\$15,000,000	\$15,000,000
McEwen Drive Phase 3	Widen Existing Road	\$15,000,000	\$0	\$0
McEwen Drive Phase 4	Widen Existing Road	\$17,500,000	\$0	\$0
McEwen Drive Extension	Extend Existing Road	\$12,500,000	\$0	\$0
Lewisburg Pike, SR 397-Donnellson	Widen Existing Road	\$2,800,000	\$0	\$0
Lewisburg Pike, Donnellson-Old Peyton	Widen Existing Road	\$1,000,000	\$0	\$0
Lewisburg Pike, Old Peyton-Goose Ck	Widen to 4 Lane Divided	\$8,010,000	\$0	\$0
Lewisburg Pike, I-65 to 0.3 mi. west	Widen 2-4 lanes	\$1,500,000	\$1,500,000	\$1,500,000
Franklin ITS Infrastructure	ITS infrastructure	\$2,300,000	\$1,840,000	\$1,840,000
Total, FY 2011-2017		\$307,107,500	\$217,320,000	\$116,690,000

Source: Nashville Area Metropolitan Planning Organization, *Transportation Improvement Program*, FY 2011-2014 and FY 2014-2017.

The State and Federal funding credit is shown in Table 15. At the current cost of borrowing, the present value of State and Federal funding revenue that can be anticipated over the next 20 years,

which is the typical long-term debt repayment period, is about \$243 per daily vehicle-mile of travel on the arterial system, and \$182 per VMT when collectors are included.

Table 18. State/Federal Funding Credit

	Arterials Only	All Major Roads
Total Federal/State Capacity Funding, FY 2011-2016	\$116,690,000	\$116,690,000
÷ Years	7	7
Annual Federal/State Capacity Funding	\$16,670,000	\$16,670,000
÷ Daily Vehicle-Miles of Travel (VMT)	874,929	1,170,660
Average Annual Funding per VMT	\$19.05	\$14.24
x Net Present Value Factor (20 Years @ 4.73%)	12.75	12.75
State/Federal Funding Credit per VMT	\$243	\$182

Source: Total Federal/State capacity funding from Table 17; daily VMT from Table 7; present value factor based on 20 years at 4.73% discount rate based on average interest rate on state and local bonds in December 2013 from the Federal Reserve at <http://www.federalreserve.gov/releases/h15/data.htm>.

Net Cost Summary

As shown in Table 19, reducing the cost per service unit associated by the State and Federal funding credit leaves a net cost of \$293 per VMT for the arterial system and \$368 per VMT if collectors are included.

Table 19. Net Cost per Vehicle-Mile of Travel

Average Cost per VMT, Arterials Only	\$536
– State/Federal Funding Credit per VMT	-\$243
Arterial Net Cost per Daily VMT	\$293
Average Cost per VMT, All Major Roads	\$550
– State/Federal Funding Credit per VMT	-\$182
All Major Roads Net Cost per Daily VMT	\$368

Source: Average cost per VMT based on cost per VMC from Table 14; State/Federal funding credit from Table 18.

POTENTIAL FEE SCHEDULES

The net cost per unit of development is the product of daily vehicle-miles of travel generated by a unit of development and the net cost per VMT. The option of including collector roadways in this update results in two potential impact fee schedules. The final two columns in Table 20 present the updated fees for arterials only and for the total major roadway system, including collector roads.

Table 20. Potential Fee Schedules, Arterial and All Major Roads

Land Use Type	Unit	VMT/Unit		Net Cost/VMT		Potential Fee	
		Arterials	Total	Arterials	Total	Arterials	Total
Single-Family Detached	Dwelling	16.76	22.42	\$293	\$368	\$4,911	\$8,251
Multi-Family	Dwelling	10.62	14.22	\$293	\$368	\$3,112	\$5,233
Mobile Home Park	Site	7.98	10.68	\$293	\$368	\$2,338	\$3,930
Congregate Care Facility	Dwelling	3.73	4.99	\$293	\$368	\$1,093	\$1,836
Hotel/Motel	Room	8.76	11.73	\$293	\$368	\$2,567	\$4,317
Retail/Commercial							
Shopping Center/Gen. Retail	1,000 sq. ft.	22.13	29.56	\$293	\$368	\$6,484	\$10,878
Restaurant, Quality	1,000 sq. ft.	41.19	55.04	\$293	\$368	\$12,069	\$20,255
Restaurant, Fast Food	1,000 sq. ft.	59.53	79.63	\$293	\$368	\$17,442	\$29,304
Office/Institutional							
Office, General	1,000 sq. ft.	15.81	21.20	\$293	\$368	\$4,632	\$7,802
Hospital	1,000 sq. ft.	18.29	24.49	\$293	\$368	\$5,359	\$9,012
Nursing Home	1,000 sq. ft.	10.52	14.08	\$293	\$368	\$3,082	\$5,181
Church	1,000 sq. ft.	11.12	14.88	\$293	\$368	\$3,258	\$5,476
Elementary/Sec. School	1,000 sq. ft.	5.48	7.33	\$293	\$368	\$1,606	\$2,697
Industrial							
Manufacturing	1,000 sq. ft.	6.93	9.29	\$293	\$368	\$2,030	\$3,419
Industrial Park	1,000 sq. ft.	12.41	16.63	\$293	\$368	\$3,636	\$6,120
Business Park	1,000 sq. ft.	22.57	30.25	\$293	\$368	\$6,613	\$11,132
Warehouse	1,000 sq. ft.	6.46	8.66	\$293	\$368	\$1,893	\$3,187
Mini-Warehouse	1,000 sq. ft.	3.02	4.04	\$293	\$368	\$885	\$1,487

Source: Daily VMT per unit from Table 10; net cost per VMT from Table 19.

The collector road impact fee is the difference between the fee for all major roads and the fee for arterial roads only. The potential collector road fees are shown in Table 21 on the following page.

Table 21. Potential Fee Schedule, Collector Roads

Land Use Type	Unit	Fee for All Major Roads	Fee for Arterials	Fee for Collectors
Single-Family Detached	Dwelling	\$8,251	\$4,911	\$3,340
Multi-Family	Dwelling	\$5,233	\$3,112	\$2,121
Mobile Home Park	Site	\$3,930	\$2,338	\$1,592
Congregate Care Facility	Dwelling	\$1,836	\$1,093	\$743
Hotel/Motel	Room	\$4,317	\$2,567	\$1,750
Retail/Commercial				
Shopping Center/Gen. Retail	1,000 sq. ft.	\$10,878	\$6,484	\$4,394
Restaurant, Quality	1,000 sq. ft.	\$20,255	\$12,069	\$8,186
Restaurant, Fast Food	1,000 sq. ft.	\$29,304	\$17,442	\$11,862
Office/Institutional				
Office, General	1,000 sq. ft.	\$7,802	\$4,632	\$3,170
Hospital	1,000 sq. ft.	\$9,012	\$5,359	\$3,653
Nursing Home	1,000 sq. ft.	\$5,181	\$3,082	\$2,099
Church	1,000 sq. ft.	\$5,476	\$3,258	\$2,218
Elementary/Sec. School	1,000 sq. ft.	\$2,697	\$1,606	\$1,091
Industrial				
Manufacturing	1,000 sq. ft.	\$3,419	\$2,030	\$1,389
Industrial Park	1,000 sq. ft.	\$6,120	\$3,636	\$2,484
Business Park	1,000 sq. ft.	\$11,132	\$6,613	\$4,519
Warehouse	1,000 sq. ft.	\$3,187	\$1,893	\$1,294
Mini-Warehouse	1,000 sq. ft.	\$1,487	\$885	\$602

Source: Potential fees for all major roads and arterial roads from Table 20; potential collector road fee is the remainder.

ADMINISTRATIVE SIMPLIFICATION

This chapter has been added to the 2014 study to address some difficulties staff has had administering the road impact fee ordinance. The major problem arises from the need to classify proposed uses into land use categories listed in the fee schedule, or to prepare individual fee assessments for proposed uses that are not specifically listed in the fee schedule. This problem can be addressed by adding definitions of the land use categories to the ordinance, and defining them broadly so that virtually any use can be relatively easily classified into only one category.

The categories could be simplified by (1) creating a new “public/institutional” category that would combine the current separate hospital, nursing home, church and elementary/secondary school categories, as well as a host of other such uses; and (2) a new “industrial” category that would combine the current manufacturing, industrial park and business park categories. The fees for the combined categories would be equal to the lowest fee for the current land use categories being combined. The current and proposed land use categories are shown in Figure 5.

Figure 5. Existing and Proposed Fee Schedule Categories

Current Land Use Categories	Proposed Land Use Categories
Single-Family Detached	Single-Family Detached
Multi-Family	Multi-Family
Mobile Home Park	Mobile Home Park
Congregate Care Facility	Congregate Care Facility
Hotel/Motel	Lodging
Shopping Center/Gen. Retail	Retail/Commercial
Restaurant, Quality	
Restaurant, Fast Food	Restaurant, Fast Food
Office, General	Office
Hospital	Public/Institutional
Nursing Home	
Church	
Elementary/Sec. School	
Manufacturing	Industrial
Industrial Park	
Business Park	
Warehouse	Warehouse
Mini-Warehouse	Mini-Warehouse

The following definitions are suggested for the proposed land use categories.

Single-Family Detached. A single dwelling unit located on a lot or parcel of land and unconnected to any other dwelling unit.

Multi-Family. A lot or parcel of land containing more than one dwelling unit.

Mobile Home/RV Park. A lot or parcel of land use designed or used for the rental of spaces for mobile homes or recreational vehicles.

Congregate Care Facility. An independent living development where residents occupy dwelling units and which provides medical services and centralized amenities such as dining, housekeeping, transportation, and organized social/recreation activities.

Lodging. An establishment providing rooms for transient or longer-term occupancy. Typical uses include hotels, motels, bed and breakfast inns, college dormitories, and fraternity and sorority houses.

Retail/Commercial. An establishment, other than a fast food restaurant, engaged in the selling or rental of goods, services or entertainment to the general public. Such uses include, but are not limited to, shopping centers, discount stores, supermarkets, home improvement stores, building, material and lumber stores, garden centers, car dealerships, convenience markets, furniture stores, pharmacies, restaurants, bars, nightclubs, automobile sales and service centers, banks, movie theaters, amusement arcades, bowling alleys, golf courses open to the public, marinas, movie theaters, barber shops, laundromats, funeral homes, vocational or technical schools, dance studios, health clubs, racquet clubs, banquet halls and conference facilities.

Restaurant, Fast Food. An establishment offering prepared meals with a drive-through window or which serves customers in their vehicles

Office. A building not located in a shopping center and exclusively containing establishments providing executive, management, administrative or professional services, and which may include ancillary services for office workers, such as a restaurant, coffee shop, newspaper or candy stand, or child care facilities. Typical uses include real estate, insurance, property management, investment, employment, travel, advertising, secretarial, data processing, telephone answering, telephone marketing, music, radio and television recording and broadcasting studios; professional or consulting services in the fields of law, architecture, design, engineering, accounting and similar professions; interior decorating consulting services; medical and dental offices and clinics, including veterinarian clinics and kennels; and business offices of private companies, utility companies, trade associations, unions and nonprofit organizations.

Public/Institutional. A governmental, quasi-public or institutional use, not located in a shopping center or included in the definition of any other land use. Typical uses include elementary, secondary or higher educational establishments, day care centers, hospitals, mental institutions, nursing homes, assisted living facilities where residents do not occupy dwelling units, fire stations, city halls, courthouses, post offices, jails, libraries, museums, places of religious worship, military bases, airports, bus stations, fraternal lodges, and public recreational facilities.

Industrial. An establishment primarily engaged in the fabrication, assembly or processing of goods. Typical uses include manufacturing plants, light industrial uses, utility works, welding shops, wholesale bakeries, dry cleaning plants, bottling works and research and development centers.

Warehouse. An establishment primarily engaged in the display, storage and sale of goods to other firms for resale, or activities involving significant movement and storage of products or equipment. Typical uses include wholesale distributors, storage warehouses, moving and storage firms, trucking and shipping operations, office/warehouse developments and major mail processing centers.

Mini-Warehouse. A storage facility containing independent, fully enclosed bays that are leased to persons for storage of their household goods or personal property.

APPENDIX

Table 22. Existing Major Roadway Inventory

Roadway	From	To	Area	Lns	Mi.	Total	w/Ct.	ADT	Cap.	VMC	VMT
Mack Hatcher	Hillsboro Rd	Franklin Rd	City	4	1.70	6.80	6.80	17,933	56,200	95,540	30,486
Mack Hatcher	Franklin Rd	Liberty Pike	City	2	1.50	3.00	3.00	21,950	28,100	42,150	32,925
Mack Hatcher	Liberty Pike	Murfreesboro	City	2	0.85	1.70	1.70	13,340	28,100	23,885	11,339
Mack Hatcher	Murfreesboro	Lewisberg Av	City	2	1.30	2.60	2.60	25,057	28,100	36,530	32,574
Mack Hatcher	Lewisberg Av	Columbia Av	City	2	1.75	3.50	3.50	17,793	28,100	49,175	31,138
Subtotal, Expressways					7.10	17.60	17.60			247,280	138,462
3rd Ave North	Main St	5th Ave N	City	2	0.34	0.68	0.68	4,574	11,600	3,944	1,555
3rd Ave South	Main St	S Margin St	City	2	0.24	0.48	0.48	6,142	11,600	2,784	1,474
5th Ave, N	3rd Ave N	Main St	City	4	0.38	1.52	1.52	17,515	19,000	7,220	6,656
5th Ave, S	Main St	S Margin St	City	2	0.24	0.48	0.48	5,752	11,600	2,784	1,380
Carothers Pkwy	S of Moores Ln	Cool Springs	City	4	1.08	4.32	4.32	22,213	19,000	20,520	23,990
Carothers Pkwy	Cool Springs	Murfreesboro	City	4	2.45	9.80	9.80	11,703	19,000	46,550	28,672
Carothers Pw S	Murfreesboro	S Carothers Rd	City	3	1.12	3.36	3.36	6,040	14,400	16,128	6,765
Carters Cr Pike	Downs Blvd	SW City Limit	City	2	0.86	1.72	1.72	6,591	11,600	9,976	5,668
Columbia Ave	Mack Hatcher	Fairground St	City	3	1.25	3.75	3.75	19,090	14,400	18,000	23,863
Columbia Ave	Fairground St	Five Points	City	3	1.00	3.00	3.00	10,542	14,400	14,400	10,542
Columbia Pike	S Boundary	Mack Hatcher	City	2	1.10	2.20	2.20	15,264	11,600	12,760	16,790
Cool Springs	Mack Hatcher	Carothers Pky	City	4	1.93	7.72	7.72	26,217	19,000	36,670	50,599
Cool Springs	Carothers	E McEwen Dr	City	4	1.35	5.40	-	-	19,000	25,650	-
Franklin Rd	E Main St	Mack Hatcher	City	2	1.59	3.18	3.18	16,392	11,600	18,444	26,063
Franklin Rd	Mack Hatcher	Moores Lane	City	2	2.11	4.22	4.22	12,975	11,600	24,476	27,377
Goose Creek By	Lewisburg Pike	I-65	City	4	0.84	3.36	3.36	13,685	19,000	15,960	11,495
Hwy 96 W	W Bndry	11th Ave	City	2	2.72	5.44	5.44	17,541	11,600	31,552	47,712
Hwy 96 W	11th Ave	5th Ave	City	3	0.43	1.29	1.29	18,962	14,400	6,192	8,154
Hillsboro Rd	3rd Ave N	Mack Hatcher	City	3	1.12	3.36	3.36	17,515	14,400	16,128	19,617
Hillsboro Rd	Mack Hatcher	Fieldstone Pw	City	5	1.00	5.00	5.00	16,740	21,900	21,900	16,740
Hillsboro Rd	Fieldstone Pw	N Boundary	City	5	0.93	4.65	4.65	18,710	21,900	20,367	17,400
Lewisburg Ave	S Margin St	Mack Hatcher	City	2	2.10	4.20	4.20	5,165	11,600	24,360	10,847
Lewisburg Pike	Mack Hatcher	Bowman Rd	City	2	1.09	2.18	2.18	9,359	11,600	12,644	10,201
Lewisburg Pike	Old Peytonsville	Goose Cr Byps	City	4	0.55	2.20	-	-	19,000	10,450	-
Liberty Pike	Waverly Pl	Turning Wheel	City	2	1.47	2.94	-	-	11,600	17,052	-
Liberty Pike	Turning Wheel	Carothers Pky	City	2	0.86	1.72	-	-	11,600	9,976	-
Liberty Pike	Carothers Pky	Mallory Lane	City	4	0.51	2.04	-	-	19,000	9,690	-
Liberty Pike	Mallory Lane	Mack Hatcher	City	3	0.95	2.85	2.85	14,238	14,400	13,680	13,526
Liberty Pike	Mack Hatcher	Franklin Rd	City	3	1.15	3.45	3.45	7,528	14,400	16,560	8,657
Main St	1st Ave S	5th Ave	City	2	0.34	0.68	0.68	10,362	11,600	3,944	3,523
W Main St	5th Ave	11th Ave	City	2	0.43	0.86	0.86	7,389	11,600	4,988	3,177
W Main St	11th Ave	Downs Blvd	City	2	1.11	2.22	2.22	7,692	11,600	12,876	8,538
Mallory Lane	Moores Lane	Cool Springs	City	4	1.36	5.44	5.44	24,542	19,000	25,840	33,377
Mallory Lane	Cool Springs	Liberty Pike	City	4	1.50	6.00	6.00	18,279	19,000	28,500	27,419
W McEwen Dr	Cool Springs	I-65	City	4	0.93	3.72	-	-	19,000	17,670	-
E McEwen Dr	I-65	Cool Springs	City	4	1.38	5.52	-	-	19,000	26,220	-
E McEwen Dr	Cool Springs	Wilson Pike	City	2	1.55	3.10	3.10	6,442	11,600	17,980	9,985

Continued on next page

Table 22 Continued

Roadway	From	To	Serv. Area	Lns	Mi.	Lane-Miles		ADT	Cap.	VMC	VMT
						Total	w/Ct.				
Murfreesboro Rd	S Margin St	Mack Hatcher	City	2	1.32	2.64	2.64	17,935	11,600	15,312	23,674
Murfreesboro Rd	Mack Hatcher	I-65	City	5	1.13	5.65	5.65	24,796	21,900	24,747	28,019
Murfreesboro Rd	I-65	E Boundary	City	2	1.87	3.74	3.74	23,343	11,600	21,692	43,651
Peytonsville Rd	I-65	Long Lane	City	4	0.17	0.68	-	-	19,000	3,230	-
N Royal Oaks	Liberty Pike	Hwy 96	City	3	0.81	2.43	2.43	15,077	14,400	11,664	12,212
S Royal Oaks	Hwy 96	Mack Hatcher	City	4	1.18	4.72	4.72	19,435	19,000	22,420	22,933
Wilson Pike	N Boundary	Clovercroft Rd	City	2	0.79	1.58	1.58	1,987	11,600	9,164	1,570
Subtotal, Major and Minor Arterials					48.63	145.49	121.27			733,064	613,824
1st Ave N	Bridge St	E. Main St	NW	2	0.12	0.24	-	-	9,100	1,092	-
1st Ave S	E. Main St	S. Margin St	SE	2	0.24	0.48	0.48	3,000	9,100	2,184	720
2nd Ave N	Main St	N Margin St	NW	2	0.24	0.48	-	-	9,100	2,184	-
2nd Ave S	Main St	S. Margin St	SE	2	0.24	0.48	0.48	2,054	9,100	2,184	493
4th Ave N	3rd Ave N	Main St	NW	2	0.37	0.74	-	-	9,100	3,367	-
4th Ave S	Main St	S. Margin St	SE	2	0.24	0.48	0.48	2,253	9,100	2,184	541
9th Ave N	Mt Hope St	SR 96 W	NW	2	0.22	0.44	0.44	2,207	9,100	2,002	486
9th Ave S	SR 96 W	Columbia Ave	SW	2	0.32	0.64	0.64	2,207	9,100	2,912	706
11th Ave, N	Mount Hope	SR 96 W	NW	2	0.20	0.40	0.40	4,338	9,100	1,820	868
11th Ave, S	SR 96 W	Natchez St	SW	2	0.42	0.84	0.84	4,338	9,100	3,822	1,822
Acadia Ave	Championship	Jewell Ave	SW	2	0.59	1.18	-	-	9,100	5,369	-
Addison Ave	Stonewater Bld	State Blvd	SW	2	0.42	0.84	-	-	9,100	3,822	-
Aspen Grove Dr	Jordan Rd	Seaboard Ln	NE	3	0.54	1.62	-	-	11,300	6,102	-
Bakers Bridge Ave	W Terminus	Traffic Circle	NE	4	1.16	4.64	-	-	14,900	17,284	-
Bakers Bridge Ave	Mallory Ln	Carothers Pkwy	NE	4	0.77	3.08	-	-	14,900	11,473	-
Battle Ave	Columbia Ave	W Main St	SW	2	0.68	1.36	1.36	3,666	9,100	6,188	2,493
Boyd Mill Ave	SR 96 W	SR 96 W	SW	2	1.75	3.50	3.50	4,092	9,100	15,925	7,161
Bridge St.	5th Ave N	1st Ave N	NW	2	0.33	0.66	-	-	9,100	3,003	-
Carlisle Ln	SR 96 W	Del Rio Pike	NW	2	0.62	1.24	-	-	9,100	5,642	-
S Carothers Rd	Carothers Pwy	City Limits	SE	2	0.34	0.68	-	-	9,100	3,094	-
Championship Bvd	Stonewater	Acadia	SW	2	0.80	1.60	-	-	9,100	7,280	-
Chester Stevens Rd	SR 96E	East City Limits	NE	2	0.61	1.22	-	-	9,100	5,551	-
Church St	Columbia Ave	1st Ave N	SE	2	0.42	0.84	-	-	9,100	3,822	-
Clovercroft Rd	E City Limits	Wilson Pike	NE	2	0.89	1.78	1.78	3,218	9,100	8,099	2,864
Clovercroft Rd	City Limits	City Limits	NE	2	1.00	2.00	2.00	3,155	9,100	9,100	3,155
Cotton Ln	Del Rio Pike	N City Limits	NW	2	0.18	0.36	-	-	9,100	1,638	-
Crossroads Blvd	Seaboard Ln	City Limits	NE	3	0.24	0.72	-	-	11,300	2,712	-
Del Rio Pike	5th Ave N	Cotton Ln	NW	2	3.21	6.42	6.42	8,519	9,100	29,211	27,346
Donelson Crk Pwy	Southeast Pkwy	Lewisburg Pike	SE	2	1.24	2.48	-	-	9,100	11,284	-
Downs Blvd	Columbia Ave	SR 96 W	SW	2	2.67	5.34	5.34	8,224	9,100	24,297	21,958
Eddy Lane	Liberty Park	Murfreesboro	NE	2	0.77	1.54	1.54	2,126	9,100	7,007	1,637
Fair St	11th Ave N	9th Ave N	SW	2	0.42	0.84	-	-	9,100	3,822	-
Fieldstone Pwy	Bexley Park Dr	Hillsboro Rd	NW	3	0.53	1.59	-	-	11,300	5,989	-
Fieldstone Pwy	Hillsboro Rd	Lexington Pkwy	NW	4	0.53	2.12	-	-	14,900	7,897	-
Fieldstone Pwy	Lexington Pkwy	Cotton Ln	WN	2	0.42	0.84	-	-	9,100	3,822	-
Forest Xing Blvd	S Royal Oaks	Riverview Dr	SE	4	0.46	1.84	-	-	14,900	6,854	-
E Fowlkes St	Lewisburg Ave	Columbia Ave	SE	2	0.15	0.30	-	-	9,100	1,365	-
W Fowlkes St	Columbia Ave	Natchez St	SW	2	0.21	0.42	0.42	2,424	9,100	1,911	509
Galleria Blvd	Bakers Brdg Av	Moorse Ln	NE	3	0.38	1.14	-	-	11,300	4,294	-
Gen. Patton Dr	City Limits	Mallory Station	NE	3	0.60	1.80	-	-	11,300	6,780	-
Horton Ln	Boyd Mill	Main	SW	2	1.15	2.30	-	-	9,100	10,465	-

Continued on next page

Table 22 Continued

Roadway	From	To	Serv. Area	Lns	Mi.	Lane-Miles		ADT	Cap.	VMC	VMT
						Total	w/Ct.				
Jewell Ave	Cormac St	Townsend Blvd	SE	2	0.53	1.06	-	-	9,100	4,823	-
Jordan Rd	Mallory Ln	Aspen Grove Dr	NE	2	0.31	0.62	-	-	9,100	2,821	-
Long Ln	Peytonsville Rd	City Limits	SE	2	2.07	4.14	-	-	9,100	18,837	-
Lynnwood Way	Franklin Rd	West City Limits	NW	2	0.59	1.18	1.18	9,486	9,100	5,369	5,597
Magnolia Dr	Del Rio Pike	Mt Hope St	NW	2	0.32	0.64	0.64	5,333	9,100	2,912	1,707
Mallory Sta. Rd	Franklin Rd	Mallory Ln	NE	3	1.49	4.47	4.47	10,490	11,300	16,837	15,630
N Margin St.	5th Ave N	2nd Ave N	NW	2	0.26	0.52	-	-	9,100	2,366	-
S Margin St.	Columbia Ave	5th Ave S	SE	2	0.16	0.32	-	-	9,100	1,456	-
S Margin St.	5th Ave S	1st Ave S	SE	2	0.35	0.70	-	-	9,100	3,185	-
Mount Hope St	5th Ave N	11th Ave N	NW	2	0.34	0.68	0.68	1,902	9,100	3,094	647
Natchez St	W Main St	9th Ave S	SW	2	0.57	1.14	-	-	9,100	5,187	-
Oak Meadow Dr	Royal Oaks	Country Wood	SE	3	0.80	2.40	-	-	11,300	9,040	-
Old Peytonsville	Lewisburg Pike	Goose Ck Bypass	SE	2	1.38	2.76	-	-	9,100	12,558	-
Oxford Glenn	E McEwen Dr	Clovercroft Rd	NE	2	1.08	2.16	-	-	9,100	9,828	-
Peytonsville Rd	Long Lane	South City Limits	SE	2	0.80	1.60	-	-	9,100	7,280	-
Ralston Ln	SR 96 E	Liberty Pike	NE	3	0.77	2.31	2.31	1,824	11,300	8,701	1,404
River View Dr	Forest Crossing	Country Wood	SE	2	1.79	3.58	-	-	9,100	16,289	-
Seaboard Ln	Aspen Grove Dr	Bakers Bridge Av	NE	3	1.32	3.96	-	-	11,300	14,916	-
S Springs Dr	Perimeter Dr	Mallory Ln	NE	4	0.23	0.92	-	-	14,900	3,427	-
Southeast Pkwy	Donelson Ck Pw	Columbia Ave	SE	2	0.55	1.10	-	-	9,100	5,005	-
Spencer Crk Rd	Spencer Crk Ps	Mack Hatcher	NW	2	1.93	3.86	-	-	9,100	17,563	-
State Blvd	Championship	Westhaven	SW	2	0.44	0.88	-	-	9,100	4,004	-
Stonewater Blvd	Fleetwood Dr	SR 96 W	SW	2	0.54	1.08	-	-	9,100	4,914	-
Stream Valley Bvd	Lewisburg Pike	Streamside Ln	SE	2	0.57	1.14	-	-	9,100	5,187	-
Townsend Blvd	Cheltenham Av	Jewell Ave	SW	2	0.41	0.82	-	-	9,100	3,731	-
Westhaven Blvd	Acadia Ave	SR 96 W	SW	2	0.67	1.34	-	-	9,100	6,097	-
Willowsprings Dr	Horton Ln	Boyd Mill Ave	SW	2	0.11	0.22	-	-	9,100	1,001	-
Collectors, Northwest District					10.41	22.41	9.76			98,971	36,649
Collectors, Southwest District					12.17	24.34	12.10			110,747	34,649
Collectors, Northeast District					12.16	33.98	12.10			134,932	24,691
Collectors, Southeast District					12.33	26.38	1.44			116,631	1,754
Subtotal, Major and Minor Collectors					47.07	107.11	35.40			461,281	97,743
Total					102.80	270.20	174.27			1,441,625	850,028

Source: City of Franklin Engineering Department, December 19, 2013; average daily traffic counts (ADT) from Tennessee Department of Transportation traffic history (<http://www.tdot.state.tn.us/traffichistory/>); "w/ct." indicates lane-miles for which counts are available; "VMT" is vehicle-miles of travel, which is product of miles and ADT for segments with counts; "VMC" is vehicle-miles of capacity, which is product of daily capacity and ADT.

DEVELOPMENT IMPACT FEES DEFINITIONS

- Water & Sewer Fees
- Road Impact Fee
- Facilities Tax
- Parkland Dedication
- Williamson County Privilege Tax
- Williamson County Education Impact Fee

Water Tap Fees

- Currently based on meter size.
- PROPOSED calculation is based on flow (gallons per day). 350 GPD = 1 Equivalent Residential Unit (ERU).

Sewer Tap Fees

- Currently based on meter size.
- PROPOSED calculation is based on flow (gallons per day). 350 GPD = 1 Equivalent Residential Unit (ERU).

Other Utility Districts serving the Franklin area include:

- Mallory Valley Utility District
- Milcrofton Utility District
- HB & TS Utility District

Road Impact Fee

- Fees that are assessed on new development, and are also applicable to a change in use of a property, in order to assure the provision of adequate arterial road improvements or expansions to serve such new development.
- PROPOSED Fee Schedule includes the addition of collector roads.

Facilities Tax

- A proportionate tax based on the need for additional facilities created by new development and additions that extend beyond the original building envelope.
- Used to fund capital improvements made necessary by new growth including park, police, fire safety and sanitation facilities.
- No changes proposed.

Parkland Dedication

- Payment in Lieu of Dedication of Public Land for Parks and Greenways/ Blueways - Residential or Mixed-use developments shall dedicate land to the city for use as public parks or greenways/ blueways, or, payment may be made in-lieu of the dedication of land.
- PROPOSED Calculation includes both Land Dedication and Park Development or proportionate fees.

Education Facilities Impact Fee

- Purpose is to meet the proportionate demand of new residential development for expansion or additional education facilities.
- Paid directly to Williamson County.
- Full assessment to be implemented September 1, 2017.

Williamson County Privilege Tax

- A tax on residential development to ensure that new development pays a proportional share for the cost of new and expanded public facilities made necessary by such development.
- Paid directly to Williamson County.
- No changes proposed.

Sample Development Fees
Current & Proposed
One Single Family Detached Dwelling

Fee Type	4065 Sq Ft		
	Current Fees	PROPOSED FEES	
Water Tap Fee	3/4" meter size	1 ERU	
System Development Fee (SDF)	\$903		
Access Fee	\$1,186		
<i>Water Tap Fee Subtotal</i>	\$2,089	\$3,477	
Sewer Tap Fee	3/4" meter size	1 ERU	
System Development Fee (SDF)	\$1,444		
Access Fee	\$2,100		
Effluent Disposal Fee	\$450		
<i>Sewer Tap Fee Subtotal</i>	\$3,994	\$5,460	
Road Impact Fee	Current Fees	PROPOSED RIF - Arterial + 50% Collector	
	\$4,911	\$6,581	
Facilities Tax (no change proposed)	\$3,618	\$3,618	
Payment in Lieu of Dedication of Parkland - residential	Current Fees	PROPOSED FEES	
	n/a	\$7,642	
Williamson County Privilege Tax (no change proposed) - residential	\$8,130	\$8,130	
Williamson County Education Impact Fee - at full implementation (9.1.2017) - residential		<i>Inside FSSD</i>	<i>Outside FSSD</i>
	n/a	\$3,745	\$11,210
Total Estimated Fees	\$22,742	\$38,653	\$46,118

Sample Development Fees
Current & Proposed
Single Family Subdivision - 50 Lots

Fee Type	Avg 4065 Sq Ft/ Dwelling		
	Current Fees	PROPOSED FEES	
Water Tap Fee	50 X 3/4" meter size	50 X 1 ERU	
System Development Fee (SDF)	\$45,150.00		
Access Fee	\$59,300		
Water Tap Fee Subtotal	\$104,450	\$173,850	
Sewer Tap Fee	50 X 3/4" meter size	50 X 1 ERU	
System Development Fee (SDF)	\$72,200		
Access Fee	\$105,000		
Effluent Disposal Fee	\$22,500		
Sewer Tap Fee Subtotal	\$199,700	\$273,000	
Road Impact Fee	Current Fees	PROPOSED RIF - Arterial + 50% Collector	
	\$245,550	\$329,050	
Facilities Tax (no change proposed)	\$180,893	\$180,893	
Payment in Lieu of Dedication of Parkland - residential	Current Fees	PROPOSED FEES	
	\$317,286	\$384,100	
Williamson County Privilege Tax (no change)	\$406,500	\$406,500	
Williamson County Education Impact Fee - at full implementation (9.1.2017) - residential		Inside FSSD	Outside FSSD
	n/a	\$187,250	\$560,500
Total Estimated Fees	\$1,454,379	\$1,934,643	\$2,307,893

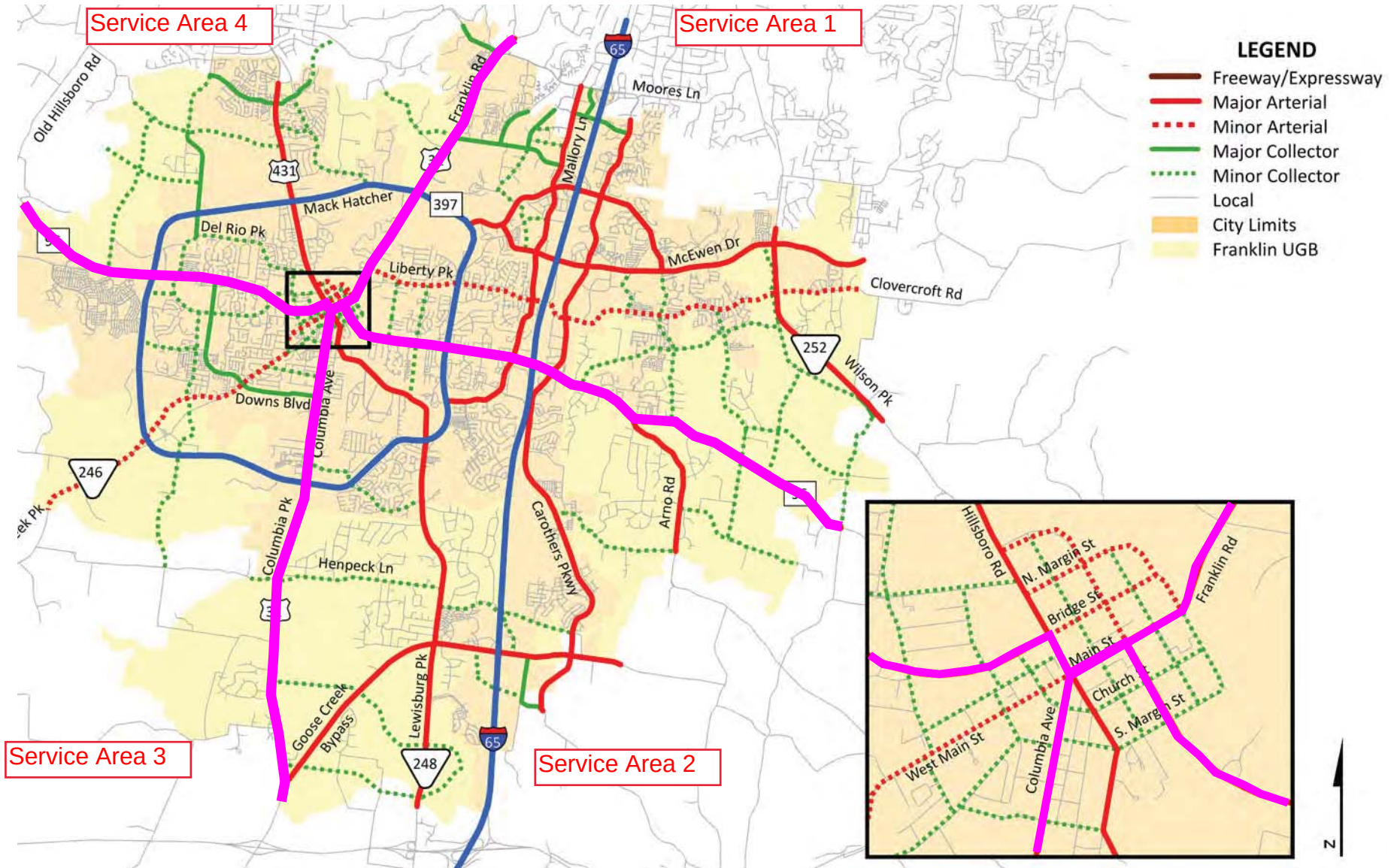
**Sample Development Fees
Current & Proposed
100,000 SF Office Bldg (Shell)**

Fee Type	100,000 SF Office Bldg (Shell)	
	Current Fees	PROPOSED FEES
Water Tap Fee	3" meter size	28.6 ERU's
System Development Fee (SDF)	\$25,284.00	
Access Fee	\$33,222	
Water Tap Fee Subtotal	\$58,506	\$99,442
Sewer Tap Fee	3" meter size	28.6 ERU's
System Development Fee (SDF)	\$40,425	
Access Fee	\$58,800	
Effluent Disposal Fee	\$12,600	
Sewer Tap Fee Subtotal	\$111,825	\$156,156
Road Impact Fee	Current Fees	PROPOSED RIF - Arterial + 50% Collector
	\$463,200	\$621,700
Facilities Tax (no change proposed)	\$118,000	\$118,000
Payment in Lieu of Dedication of Parkland - residential	Current Fees	PROPOSED FEES
	n/a	n/a
Williamson County Privilege Tax (no change proposed) - residential	n/a	n/a
Williamson County Education Impact Fee - at full implementation (9.1.2017) - residential	n/a	n/a
Total Estimated Fees	\$751,531	\$995,298

3 STREETS

MTP Collector Cost Per Quadrant	
Service Area 1	- \$144,562,000
Service Area 2	- \$61,600,000
Service Area 3	- \$108,873,333
Service Area 4	- \$91,452,000

FIGURE 3.14: PROPOSED ROADWAY CLASSIFICATION



ROAD IMPACT FEE COMPARISON
Existing and Proposed Fees - Proposed Ordinance 2017-02

QUADRANT 1 - COOL SPRINGS AREA					
			PROPOSED Fees		
2016	Permits		RIF Collected ARTERIAL 2016*	Proposed COLLECTOR Fees**	ALL MAJOR ROADWAYS - ARTERIAL Fees Collected (2016) + Proposed COLLECTOR Fees***
Single Family Detached Dwellings	90	Units	\$409,806	\$150,300	\$560,106
Office	330,736	Sq Ft	\$1,531,970	\$524,217	\$2,056,187
Restaurant (Quality)	19,406	Sq Ft	\$227,831	\$79,429	\$307,260
Retail	134,101	Sq Ft	<u>\$869,515</u>	<u>\$294,620</u>	<u>\$1,164,135</u>
Totals			\$3,039,122	\$1,048,565	\$4,087,687

QUADRANT 2 - BERRY FARMS AREA					
			PROPOSED Fees		
2016	Permits		RIF Collected ARTERIAL 2016*	Proposed COLLECTOR Fees**	ALL MAJOR ROADWAYS - ARTERIAL Fees Collected (2016) + Proposed COLLECTOR Fees***
Single Family Detached Dwellings	416	Units	\$1,966,080	\$694,720	\$2,660,800
Townhomes	59	Units	\$183,608	\$62,599	\$246,207
Multi-Family Dwellings	242	Units	\$743,768	\$256,762	\$1,000,530
Office	22,821	Sq Ft	\$89,421	\$36,171	\$125,592
Mini-Warehouse	79,674	Sq Ft	\$70,511	\$23,982	\$94,493
Manufacturing	57,750	Sq Ft	<u>\$109,321</u>	<u>\$40,079</u>	<u>\$149,400</u>
Totals			\$3,162,709	\$1,114,313	\$4,277,022

QUADRANT 3 - WESTHAVEN AREA					
			PROPOSED Fees		
2016	Permits		RIF Collected ARTERIAL 2016*	Proposed COLLECTOR Fees**	ALL MAJOR ROADWAYS - ARTERIAL Fees Collected (2016) + Proposed COLLECTOR Fees***
Single Family Detached Dwellings	138	Units	\$660,510	\$230,460	\$890,970
Townhomes	47	Units	\$135,308	\$49,867	\$185,175
Multi-Family Dwellings	127	Units	\$395,224	\$134,747	\$529,971
Retail	2,208	Sq Ft	\$14,317	\$4,851	\$19,168
Mini-Warehouse	105,936	Sq Ft	<u>\$93,753</u>	<u>\$31,887</u>	<u>\$125,640</u>
Totals			\$1,299,112	\$451,812	\$1,750,924

QUADRANT 4 - FRANKLIN ROAD AREA					
			PROPOSED Fees		
2016	Permits		RIF Collected ARTERIAL 2016*	Proposed COLLECTOR Fees**	ALL MAJOR ROADWAYS - ARTERIAL Fees Collected (2016) + Proposed COLLECTOR Fees***
Single Family Detached Dwellings	51	Units	\$230,562	\$85,170	\$315,732
Townhomes	14	Units	\$38,724	\$14,854	\$53,578
Office	1,193	Sq Ft	<u>\$5,528</u>	<u>\$1,891</u>	<u>\$7,419</u>
Totals			\$274,814	\$101,915	\$376,729

*Road Impact Fees Collected for 2016 do not include RIF fees for additions, interior finish/ build-outs, or changes-in-use. Current Road Impact Fee Schedule varies based on Date of Site Plan approval (Non-res) or Final Plat approval (Res).

**Collector Impact Fees are calculated at 50% of the increase recommended by the January, 2016 RIF Update Study.

***Proposed Impact Fee Schedule - All Major Roadways = ARTERIAL FEES (no increase) + COLLECTOR FEES (calculated at 50%).

ORDINANCE 2017-02

TO BE ENTITLED: "AN ORDINANCE TO AMEND VARIOUS SECTIONS OF CHAPTER 4 OF TITLE 16 AND CHAPTER 16 OF APPENDIX A OF THE FRANKLIN MUNICIPAL CODE CONCERNING ROAD IMPACT FEES."

WHEREAS, the Board of Mayor and Aldermen desires to set road impact fees to assure the provision of adequate arterial and collector road improvements to serve such new development, by requiring the developer to pay the pro rata share of the costs of new road improvements or expansions reasonably attributable to such new development, based upon recent growth in residential and nonresidential development; arterial and collector road improvements actually constructed; changing levels of service and transportation needs; inflation; revised cost estimates for arterial road improvements; and changes in the availability of other funding sources for arterial and collector road improvement; and

WHEREAS, the Board of Mayor and Aldermen commissioned and received a Road Impact Fee Update Study conducted by Duncan Associates and dated January 2016 that indicates a need to increase the Road Impact Fees in order to recover and fund the City's roadway infrastructure improvements more efficiently; and

WHEREAS, the Board of Mayor and Aldermen desires, due to the high cost of the rights-of-way required for the construction of the public arterial and collector road improvements, to include the cost of rights-of-way in the calculations for the Road Impact Fees and associated eligible reimbursements; and

WHEREAS, the City of Franklin Municipal Charter, art. H, § 1 (38), as amended by Priv. Acts 1987, Ch. 54 and by Priv. Acts 1987, Ch. 117 (HB 1311) confers such power to increase Road Impact Fees.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE, AS FOLLOWS:

SECTION I: That Title 16, Chapter 4, of the City of Franklin Municipal Code is hereby amended to delete the following text noted with a ~~strike through~~ and to add the following text noted in **bold**:

Sec. 16-401. - Short title.

This chapter shall be known and may be cited as the Franklin Road Impact Fee Ordinance.

Sec. 16-402. - Purpose.

It is the intent and purpose of this chapter to establish the regulatory procedure for assessing and collecting fees of new development within the City of Franklin in order to assure the provision of adequate arterial **and collector** road improvements to serve such new development, by requiring the developer to pay the pro rata share of the costs of new road improvements or expansions reasonably attributable to such new development.

Sec. 16-403. - Authority.

This chapter is adopted pursuant to the powers conferred by the Franklin Municipal Charter, art. H, § 1(38), as amended by Priv. Acts 1987, ch. 54 and by Priv. Acts 1987, ch. 117 (HB 1311).

Sec. 16-404. - Findings.

(1) Williamson County, a suburban county of metropolitan Nashville, of which the City of Franklin is the county seat, is one of the fastest growing counties in the State of Tennessee.

- (2) The City of Franklin is one of the fastest growing municipalities in the state and is experiencing rapid population and employment growth, in part as a result of the location of regional employment facilities.
- (3) The anticipated population and employment growth in Franklin creates the demand for additional capital improvements for road and transportation facilities, including but not limited to, highways, streets, intersection improvements, turn lanes and signalization.
- (4) The city is responsible for and committed to the provision of such road and transportation improvements at a level of service necessary to support anticipated residential and employment growth.
- (5) The Tennessee Legislature has authorized the City of Franklin to impose a road impact fee on new development.
- (6) The road impact fee herein established is directly proportional to the need for new road and transportation improvements generated by new development and reasonably benefits the developer who pays the fee.

Sec. 16-405. - Definitions.

- (1) *Arterial road improvement* means any capital improvement, including but not limited to, new roads, additional lanes, widened lanes, intersection improvements, turn lanes, bridges, traffic signals, intelligent transportation system (ITS) improvements, street lighting, and associated drainage facilities, that expands the capacity of the city's arterial road system. The cost of water, wastewater, electricity except as required for the street lighting or natural gas utilities located within the road right-of-way, or the cost of relocating such utilities as necessitated by a road improvement, shall not be included in the definition of arterial road improvement cost. Providing greater access to a particular development or promoting safety is not necessarily considered expanding arterial roadway capacity.
- (2) *Arterial road system* means all existing and planned arterials, excluding Interstate 65 identified on the city's adopted major thoroughfare plan map.
- (3) *Building* means any structure built for the support, shelter, or enclosure of persons, chattels, or movable property of any kind, including a mobile home, but excluding buildings used for agricultural purposes.
- (4) *Building permit* means a permit issued by the building official authorizing performance of a specified activity in or on a structure or building.
- (5) *Certificate of occupancy* means a license for occupancy of a building or structure after the building or structure has been inspected to determine that construction has been undertaken in compliance with the building permit application and in conformity with the zoning ordinance and other pertinent ordinances or codes.
- (6) *City* means the City of Franklin, Tennessee.
- (7) ***Collector road improvement* means any capital improvement, including but not limited to, new roads, additional lanes, widened lanes, intersection improvements, turn lanes, bridges, traffic signals, intelligent transportation system (ITS) improvements, street lighting and associated drainage facilities, that expands the capacity of the city's collector road system. The cost of water, wastewater, electricity except as required for the street lighting or natural gas utilities located within the road right-of-way, or the cost of relocating such utilities as necessitated by a road improvement, shall not be included in the definition of collector road improvement cost. Providing greater access**

to a particular development or promoting safety is not necessarily considered expanding collector roadway capacity.

(8) *Collector road system* means all existing and planned collector road systems.

(79) *Credits* means the present value of future payments made by new developments toward the costs of existing or future road improvements.

(810) *Developer* means any individual, firm, co-partnership, joint venture, association, corporation, estate, trust, business trust, receiver, syndicate, or other group, combination or entity responsible for a new development or a new development project.

(911) *Development* means new construction, building, reconstruction, erection, extension, betterment or improvement of land providing a building or structure or the addition to any building or structure, or any part thereof, which provides, adds to or increases the floor area of a residential or nonresidential use.

(1012) *Development project* means an interrelated set of developments, approved by the city pursuant to a subdivision plat, planned development or other development plan.

(1113) *Dwelling unit* means a room, or rooms connected together constituting a separate, independent housekeeping establishment for owner occupancy, rental or lease on a daily, weekly, monthly, or longer basis; physically separated from any other room(s) or dwelling units which may be in the same structure; and containing independent cooking and sleeping facilities.

(1214) *Floor area* means the total of the gross horizontal area of all floors, including usable basements and cellars, below the roof and within the outer surface of the main walls of principal or accessory buildings or the centerlines of a party wall separating such buildings or portions thereof, or within lines drawn parallel to and two feet within the roof line of any building or portions thereof without walls, but excluding in the case of nonresidential facilities: arcades, porticoes and similar open areas which are accessible to the general public, and which are not designed or used as sales, display, storage, service or production areas.

(1315) *Intelligent transportation system (ITS)* means a combination of computer technologies (traffic operations center (TOC and signal systems), communication technologies (fiber optic and wifi) and infrastructure (CCTV, DMS, RWIS and count stations), which allow the city to manage and operate the city's transportation system more efficiently and safely.

(1416) *Nonresidential* means the development of any property for any use other than residential use, except as may be exempted by this chapter.

(1517) "Nonresidential accessory structure" means an enclosed storage shed which lacks heating and plumbing facilities and is used primarily for the storage of equipment, tools, heavy machinery and so forth, which are not for sale, retail or wholesale, to the general public; or an open perimeter shelter which may be open on one or more sides, which lacks heating and plumbing facilities and which may be used for the storage of materials available for sale, retail or wholesale, to the general public.

(1618) *Nonsite-related improvements* means land dedications or provisions of arterial **and collector** road improvements that are not for the exclusive use or benefit of a new development and which are not site-related improvements. Nonsite-related improvements may be located wholly within a development project.

(17) *Offset* ~~means a reduction in impact fees designed to fairly reflect the value of nonsite-related arterial road improvements provided by a developer pursuant to the city's land use regulations or requirements.~~

~~(1819)~~ *Residential* means the development of any property for a dwelling unit or units.

~~(1920)~~ *Road impact fee administrator* means the city employee or employees designated by the city administrator to administer this chapter.

~~(2021)~~ *Service area* means the entire area within the corporate boundaries of the City of Franklin in which the impact fee is applied.

~~(2122)~~ *Shopping area* means an integrated group of commercial establishments planned, developed, owned and/or managed as a unit. A shopping area consists primarily of retail establishments, but may also contain some nonretail facilities, such as restaurants, medical or general offices. Fast food restaurants that are not physically attached to any other buildings but are located within a shopping area will be treated as separate uses.

~~(2223)~~ *Site-related improvements* means land dedications or provision of road improvements which are for the exclusive or primary use or benefit of a new development and/or which are for the exclusive or primary purpose of safe and adequate provision of road facilities to serve the new development. Turn lane construction and traffic signalization on the arterial **or collector** road system whose main benefit is to serve a particular development or to provide ingress and egress to a particular development shall be considered a site-related improvement.

Sec. 16-406. - Reserved.

Sec. 16-407. - Applicability.

This chapter applies to all new development, additions to existing structures, and change of uses which increase the intensity of use within the corporate limits of the city, unless such development is expressly exempted or differentiated.

Sec. 16-408. - Impact fee as condition of development approval.

No building permit nor certificate of occupancy for new development in the city shall be issued unless and until the road impact fee herein established has been paid in full by the developer.

Sec. 16-409. - Establishment of service area.

(1) There is hereby established a single service area for arterial road improvements in the city, which shall consist of all area within the corporate boundaries of the city. The service area boundaries may be amended from time to time, or new service areas may be defined following notice and a public hearing.

(2) There is hereby established four service areas, Exhibit B, attached here to and incorporated by reference herein, for collector road improvement in the city as described below:

- a. **Service Area 1 – Area North of Murfreesboro Rd / 3rd Ave South and East of East Main Street / Franklin Road and within the corporate boundaries of the city.**
- b. **Service Area 2 – Area South of Murfreesboro Rd / 3rd Ave South and East of Columbia Ave / Columbia Pike and Main Street and within the corporate boundaries of the city.**
- c. **Service Area 3 – Area South of New Hwy 96W and West of 5th Ave South and Columbia Ave / Columbia Pike and within the corporate boundaries of the city.**
- d. **Service Area 4 – Area North of New Hwy 96W, 5th Ave North, Main Street and West of East Main Street and Franklin Road and within the corporate boundaries of the city.**

Sec. 16-410. - Impact fee schedule.

(1) Every developer shall pay a road impact fee, computed by service area and by proposed land uses, according to new fee schedule, Exhibit A, attached hereto and incorporated by reference herein,

except those paying a fee by an individual assessment of road impacts provided for in section 16-411 or otherwise exempted by this chapter. The reference in the schedules to square feet refers to floor area as defined herein.

- (2) The road impact fee administrator shall be responsible for calculating the appropriate fee for all building permit applications. If the type of development activity for which a building permit is applied is not specified on the fee schedule, the road impact fee administrator shall use the fee applicable to the most nearly comparable type of land use on the fee schedule. The road impact fee administrator shall be guided in the selection of a comparable type by the Institute of Transportation Engineers' Trip Generation Manual (latest edition), studies or reports done by the United States Department of Transportation or the state department of transportation, articles or reports appearing in the ITE Journal or other, similar sources. If the road impact fee administrator determines that there is no comparable type of land use on the fee schedule or that the fee schedule understates the cost to mitigate the road impacts of the development due to the nature, timing or location of the proposed development, the road impact fee administrator shall cause to be prepared an individual assessment pursuant to section 16-411.
- (3) If a building permit is requested for a building with mixed uses, then the fee shall be determined by apportioning the total space within the building according to the space devoted to each principal use. A shopping area shall be considered a principal use and shall be assessed at the general retail rate.
- (4) An application for a building permit to create an addition to an existing structure or to build another structure on the same site with an existing structure shall be subject to the payment of an impact fee, provided that only the new residential units or nonresidential square footage to be added to the existing structure or site shall be subject to the fee. Remodeling activity that does not increase the number of residential units or the amount of nonresidential square footage shall not require payment of an impact fee.
- (5) When a change or expansion of a land use or the redevelopment, replacement or modification of an existing building or structure requires the issuance of a permit the road impact fee shall be based upon the net increase in the impact fee for the new use as compared to the previous use. No impact fee credits or refunds will be granted if a net decrease results. The previous use or structure shall be the most recent use of the site within the nine years prior to the application for the building permit, provided that the applicant can provide records to confirm the previous building size and land use.
- (6) If the road impact fee has been calculated and paid based on error or misrepresentation, it shall be recalculated and the difference refunded to the original fee payer or collected by the city, whichever is applicable. If road impact fees are owed, no permits of any type may be issued for the building structure in question, or for any other portion of a development of which the building or structure in question is a part, until impact fees are paid. The road impact fee administrator may bring any action permitted by law or equity to collect unpaid fees.
- (7) Residential development projects consisting of single-family or townhouse dwelling units whose final plat have been approved prior to the effective date of Ordinance No. ~~2014-09~~ **2017-02** shall be entitled to pay the fee in effect at the time of final plat approval, for so long as the final plat is valid.
- (8) Nonresidential development projects and residential development projects consisting solely of apartments or condominiums whose site plans have been approved prior to the effective date of Ordinance No. ~~2014-09~~ **2017-02** shall be entitled to pay the fee in effect at the time of site plan approval, for so long as the site plan is valid and provided all of the buildings and structures associated with the site plan have been issued a valid building permit within three years from the date of the building permit issued for the first building or structure within the site plan.

- (9) Nonresidential development projects and residential development projects consisting solely of apartments or condominiums whose site plans have been submitted prior to July 1, ~~2014~~ **2017**, and approved prior to October 1, ~~2014~~ **2017**, shall be entitled to pay the fee in effect at the time of submission of the site plan so long as all application and plan review fees have been paid to the city and provided all of the buildings associated with the site plan have been issued a valid building permit within three years from the date of the building permit issued for the first building within the site plan. All development projects whose site plans have been submitted after July 1, ~~2014~~**2017**, shall pay fees in accordance with this chapter.

Note— References made to Exhibits A ~~and B~~ fee schedules may be found in app. A, ch. 16, road impact fees.

Sec. 16-411. - Individual assessment of road impacts.

- (1) The road impact fee for a proposed new development shall be calculated by the use of an individual assessment of road impacts if:
 - (a) The type of new development is not of the type or reasonable equivalent thereof listed on the fee schedules attached as Exhibits A ~~and B~~; or
 - (b) The road impact fee administrator determines that the nature, timing or location of the proposed development makes it likely to generate impacts costing substantially more to mitigate than the costs attributable to the development in the fee schedule; or
 - (c) The developer chooses to have the amount of the fee determined by such method.
- (2) The developer shall be responsible for preparation of the individual assessment of road impacts if the developer chooses to conduct such analysis. The road impact fee administrator shall be responsible for preparation of the individual assessment if the type of new development being proposed is not of the type listed on the fee schedule, or the nature, timing or location of the proposed new development makes it likely that arterial **or collector** road improvements will be necessary to serve the development, the cost of which exceed the costs attributable to the development in the fee schedule.
- (3) The person preparing the individual assessment of road impacts shall be a qualified professional, and shall be approved by the road impact fee administrator on the basis of professional training and experience.
- (4) The individual assessment of road impacts shall compute the impact fee per residential unit or, in the case of nonresidential development, the impact fee per 1,000 square feet of floor area, using the following formula:

IMPACT FEE	=	$\text{VMT} \times \text{COST/VMT} - \text{VMT} \times \text{CREDIT/VMT}$
VMT	=	$\text{DAILY TRIPS} \times \% \text{ NEW} \times \text{LENGTH}/2$
COST/VMT	=	$\text{COST/VMC} \times \text{VMC/VMT}$
CREDIT/VMT	=	Revenue credit per VMT
Where:		
DAILY TRIPS	=	Trip ends during average weekday

%NEW	=	Percent of trips that are primary, as opposed to Pass-by or diverted-link trips
LENGTH	=	Average length of a trip on the major road system
2	=	Dividing by two avoids double-counting trips for origin and destination
COST/VMC	=	Average cost to add a new daily vehicle-mile of capacity
VMC/VMT	=	System-wide ratio of vehicle-miles of capacity to vehicle-miles of travel on major road system (assumed 1:1)

- (5) The determination of the appropriate impact fee for the development, based on the above formula, the information provided by the applicant and any other information determined to be relevant by the road impact fee administrator, shall be made by the road impact fee administrator.
- (6) The applicant may appeal the decision of the road impact fee administrator on the individual assessment to the board of mayor and aldermen pursuant to section 16-423, Appeals.

Note— References made to Exhibits A and B fee schedules may be found in app. A, ch. 16, road impact fees.

Sec. 16-412. - Collection of impact fees.

- (1) The road impact fee for a proposed new development shall be computed in conjunction with the application for a building permit, and shall be collected prior to or simultaneous with the issuance of the building permit, unless otherwise provided herein.
- (2) Payment of all fees due shall be in cash or by check or money order. The building and neighborhood services department shall transmit to the office of the city recorder all fees collected and a copy of all related fee transaction documents for recordation. The office of the city recorder shall be responsible for depositing all collected fees in the appropriate trust fund accounts.
- (3) A monthly summary of all fee collection transactions, by service area and type of use, shall be prepared by the building and neighborhood services department and transmitted to the offices of the city administrator and the road impact fee administrator.
- (4) In its sole discretion, the city administrator may permit a developer, upon application for a building permit, to defer payment of the road impact fee due for a proposed new development until time for issuance of a certificate of occupancy, provided that the developer provides security for the full amount of the road impact fee due in a form acceptable to the city and agrees to pay interest at an appropriate rate on the amount of the fees.

Sec. 16-413. - Establishment of account.

- (1) The city shall establish a separate, interest-bearing account for each service area into which each impact fee collected within designated service area shall be deposited.
- (2) Interest earned on the account into which the impact fees are deposited shall be considered funds of the account and shall be used solely for the purposes specified for the funds of such account.
- (3) The office of the city recorder shall maintain and keep financial records for each such account. Each account shall show the source and disbursement of all revenues which shall account for all monies received. The records of the account into which impact fees are deposited shall be open for public

inspection and copying during ordinary business hours in the office of the city recorder. The city may establish a fee for copying services.

Sec. 16-414. - Use of proceeds of impact fee accounts.

- (1) The **Arterial** impact fees collected pursuant to this chapter may be used to finance arterial road improvements. Impact fees may also be used to pay the principal sum and interest and other finance costs on bonds, notes or other obligations issued by or on behalf of the city to finance such arterial road improvements.
- (2) **The Collector impact fees collected pursuant to this chapter may be used to finance collector road improvements. Impact fees may also be used to pay the principal sum and interest and other finance costs on bonds, notes or other obligations issued by or on behalf of the city to finance such collector road improvements.**
- (23) Impact fees collected pursuant to this chapter may be used to pay the fees actually paid or contracted to be paid to qualified professionals preparing or updating impact fee studies and ordinances.
- (34) Impact fees collected pursuant to this chapter shall not be used to pay for any of the following expenses:
 - (a) Construction, acquisition or expansion of public facilities or assets other than arterial **and collector** road improvements;
 - (b) Repair, operation, or maintenance of existing or new road improvements;
 - (c) Upgrading or replacing existing roadway facilities to serve existing development;
 - (d) Administrative and operating costs of the city.
- (45) The **finance department** ~~road impact fee administrator~~ shall have the responsibility for tracking the expenditure of road impact fee revenues by service area.

Sec. 16-415. - Refunds.

Any road impact fee or portion thereof collected pursuant to this chapter which has not been expended within eight years from the date of payment, shall, upon application, be refunded to the record owner of the property for which the impact fee was paid or, if the impact fee was paid by another governmental entity, to such governmental entity, together with interest calculated from the date of collection to the date of refund. All funds collected shall be deemed to be expended in the same order in which they were collected; that is, the funds collected first shall be expended first. Refunds shall be made only upon written application, which shall be filed with the road impact fee administrator within 30 days of the expiration of the refund period. Refunds shall be made to the record owner of the property for which the impact fee was paid.

(1976 Code, § 12-415; Ord. No. 2000-24, 7- -2000; Ord. No. 2011-07, § I, 4-26-2011, eff. 7-1-2011)

Sec. 16-416. - Updates of fees.

- (1) The city shall revise the road impact fee study and the schedule of impact fees at least once every five years, and may do so more frequently, based upon growth in residential and nonresidential development; arterial **and collector** road improvements actually constructed; changing levels of service or transportation needs; inflation; revised cost estimates for arterial **and collector** road improvements; changes in the availability of other funding sources for arterial **and collector** road improvement projects; and such other factors as may be relevant.
- (2) The city shall adopt the revised fee schedule by ordinance, following notice and public hearing.

(1976 Code, § 12-416; Ord. No. 2000-24, 7- -2000; Ord. No. 2011-07, § I, 4-26-2011, eff. 7-1-2011)

Sec. 16-417. - ~~Offsets.~~ **Reimbursement of Impact Fees.**

- (1) The city shall make no ~~offsets~~ **reimbursement** against impact fees due for a development except pursuant to this chapter. In order to obtain consideration of an ~~offset reimbursement~~, an authorized agent of the development seeking such ~~offset reimbursement~~ shall submit a request for consideration to enter into an ~~offset reimbursement~~ agreement prior to or in conjunction with the initial submittal of the development plan or, when no development plan is required, a site plan to the city.
- (2) If the city, pursuant to duly adopted ordinance standards, requires the dedication of right-of-way or construction of all or a portion of non-site related arterial **or collector** road improvements, or monetary contributions toward such construction, it shall ~~offset reimburse~~ the reasonable costs of such dedication, construction or monetary contributions against road impact fees due for the development.
- (3) The following types of costs may be allowed for purposes of ~~offsetting~~ **reimbursing** the amount of road impact fees due: Land cost for right-of-way, the costs of labor, equipment, supplies and material used to construct the road facilities, and engineering and design costs. Fiscal costs, including interest on money borrowed to finance the construction, and costs for utility relocations are specifically excluded.
- (4) The ~~offset reimbursement~~ value of rights-of-way shall be based on the appraised fair market value of the land at the date of application for the development approval for which the condition of dedication was imposed. The appraisal shall be prepared by a professional real estate appraiser who is a member of the member appraisal institute (MAI) or who is a member of senior residential appraisers (SRA). The road impact fee administrator retains the right to independently determine the amount of ~~offset reimbursement~~ to be approved by securing other property appraisals.
- (5) The ~~offset reimbursement~~ value of arterial **or collector** roadway improvements to be used for the initial ~~offset~~ agreement shall be based on an estimate of the eligible costs of the arterial **or collector** roadway improvements and shall be used for the application of ~~offsets and/or~~ reimbursements until the arterial **and/or collector** roadway improvements have been constructed and accepted by the city. Upon acceptance of the arterial **or collector** roadway improvements by the city, the developer shall submit the following information to the road impact fee administrator for review and approval: invoices and contracts associated with the arterial **or collector** roadway improvements, copies of checks to show proof of payment and notarized release of lien. After approval of the constructed costs of the arterial **or collector** roadway improvements, the initial ~~offset reimbursement~~ agreement shall be amended to reflect the actual eligible road impact fee ~~offset~~ due the development project.
- (6) ~~Offsets Reimbursement~~ shall be computed and subtracted from impact fees ~~due collected prior to the issuance of any building permit for~~ **from** the development, or, in the case of a development project, pursuant to an agreement with the city executed pursuant to section 16-418.
- (7) In no event may the city apply an ~~offset reimbursement~~ which is greater than the applicable impact fees ~~due collected~~ from the development project.
- ~~(8) For a development project, a developer may execute an agreement with the city pursuant to section 16-418, which allocates the offsets among developments within the same development project. Unless a different method of allocating offsets is agreed upon by the city and developer and incorporated into an agreement pursuant to section 16-418, the following procedure shall be used for allocating the offsets to individual developments within a development project:~~
 - a. ~~The city shall apply the offset against the impact fee that would otherwise be due for the first application for a building permit within the project. If the offsets for the development project exceed the road impact fee collected for the development, the city shall apply the balance of the offsets to~~

~~the next application for a building permit within the project. This procedure shall continue until there are no more offsets to be applied within the project. The road impact fee administrator shall maintain records of the offsets balance for each development project for which offsets are due; or~~

- ~~b. The developer may provide to the road impact fee administrator a letter of assignment for any portion of an eligible road impact fee offset for his development project to another developer within his development project prior to such assignment being granted to a successor(s) in interest. Should a successor(s) in interest pay a road impact fee prior to the road impact fee administrator receiving from the developer a letter of assignment, there shall be no reimbursement of the paid road impact fee to the intended successor(s) in interest.~~
- ~~(9) A developer seeking offsets against road impact fees in accordance with an approved offset agreement shall submit an application to the building and neighborhood services department prior to or in conjunction with an application for a building permit. The application shall describe the improvements and their associated costs and shall provide information demonstrating the eligibility of such improvements for offsets.~~
- ~~(10) The building and neighborhood services department shall forward the completed application to the road impact fee administrator. The road impact fee administrator shall review the application and, with the recommendation of the city engineer, shall determine which improvement costs are eligible for offsets and the value attributed to such improvement costs within ten working days of accepting a completed application for offsets. An applicant may appeal the decision of the road impact fee administrator pursuant to section 16-423.~~
- ~~(11) All offset agreements between the city and any developer shall be for the impact fee applicable at the time the agreement was entered.~~

Sec. 16-418. - Contract for construction of improvements.

- (1) A developer may elect to dedicate, construct or finance an arterial **or collector** road improvement, and to ~~offset~~ **obtain reimbursement for** the costs of such dedication, construction or monetary contributions as may be required by the city, by entering into an agreement with the city prior to **the initial submittal of the development plan or, when no development plan is required, a site plan to the city or preliminary plat** ~~the issuance of any building permit~~ for the development or development project. The agreement shall be on a form approved by the city and shall identify the estimated cost of the arterial **or collector** road improvement, the schedule for initiation and completion of the improvement, a requirement that the improvement be designed and completed to city standards and such other terms and conditions as deemed necessary by the city. The city engineer shall determine the **estimated** amount of the **reimbursement** to be given against impact fees due **paid by** ~~for~~ the development or development project. Such ~~offsets~~ **reimbursement, together with any provisions relating to the allocation of offsets among developments within the development project,** shall be incorporated in the agreement.
- (2) In the event that the city elects to reimburse a developer for the dedication **and,** ~~construction or financing~~ of an arterial **or collector** road improvement or portion thereof in excess of the amount of road impact fees that would otherwise be due from the development or development project from the proceeds of road impact fees collected from other new developments, the terms of reimbursement shall be incorporated in the agreement required by subsection (1).

(1976 Code, § 12-418; Ord. No. 2000-24, 7- -2000; Ord. No. 2011-07, § I, 4-26-2011, eff. 7-1-2011)

Sec. 16-419. - Use of other financial mechanisms.

- (1) The city may finance arterial **or collector** road improvements through the issuance of bonds, through the formation of assessment districts, or through any other authorized mechanism, in such manner and subject to such limitations as may be provided by law, in addition to the use of impact fees.
- (2) Except as herein otherwise provided, the collection of a road impact fee shall be additional and supplemental to, and not in substitution of, any other tax, fee, charge or assessment which is imposed on and due against the property under the authority granted by private or public acts of the State of Tennessee.

Sec. 16-420. - Impact fee as additional and supplemental regulation.

The road impact fee established by this chapter is additional and supplemental to, and not in substitution of, any other requirements imposed by the city on the development of land or the issuance of building permits or certificates of occupancy. Such fee is intended to be consistent with and to further the policies of the city's long range plan, the capital improvements plan, the zoning ordinance, subdivision regulations and other city policies, ordinances and resolutions by which the city seeks to ensure the provision of public facilities in conjunction with the development of land.

Sec. 16-421. - Exemptions from chapter.

- (1) The provisions of this chapter shall not apply to construction by the federal or state government or any political subdivision thereof which has the power to assess taxes on real or personal property; provided, however, that this chapter shall apply to any nontaxing public or quasi-public entity and to all not-for-profit entities.
- (2) Nonresidential accessory structures shall be exempt from payment of the road impact fee.

Sec. 16-422. - Relief procedures.

- (1) The Franklin Board of Mayor and Aldermen may grant a variance or waiver from requirement of this chapter, upon written request by a developer or owner of property subject to this chapter. The request shall present the grounds for the waiver or variance and shall be presented to the building and neighborhood services department, which shall forward it to the road impact fee administrator. The road impact fee administrator shall schedule a public hearing before the board of mayor and aldermen to consider the request. The board of mayor and aldermen shall grant the waiver or variance only upon finding that a strict application of such requirement would result in confiscation of the property taking into consideration all uses that are permitted by right or conditionally under existing development regulations. If the board of mayor and aldermen makes the requisite findings, they shall reduce the impact fee due by only that amount necessary to enable the property owner to make a reasonable return on the investment in the property.
- (2) If the Franklin Board of Mayor and Aldermen grants a variance or waiver to the amount of the impact fee due for a new development under this section, it shall cause to be appropriated from other city funds the amount of the reduction in the impact fee to the account for the service area in which the property is located. The road impact fee administrator shall keep a record of all waivers and variances granted pursuant to this section by service area. Prior to the commencement of the next ensuing fiscal year, the board of mayor and aldermen shall appropriate an amount equal to the sum of all waivers and variances granted within the service area, and shall cause said amount to be transferred to the impact fee account for the service area, which shall thereafter be considered funds of the amount. Said funds shall be appropriated from any source other than from the proceeds of impact fees in accordance with the laws of the state.

Sec. 16-423. - Appeal.

The developer or owner of property for which an impact fee is owed may appeal the road impact fee administrator's decision on an independent assessment of road impacts or the computation of an ~~an offset~~

reimbursement pursuant to section 16-417 by filing a petition with the Franklin Board of Mayor and Aldermen.

SECTION II: That Title 16, Appendix A, of the City of Franklin Municipal Code is hereby amended to delete the “Road Impact Fees” and “Implementation of Fee Schedule” table and shall be replaced with the tables included as Exhibit A.

SECTION III: BE IT FINALLY ORDAINED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, Tennessee, that this Ordinance shall take effect on July 1, 2017, after its passage on second and final reading, the health, safety, and welfare of the citizens requiring it.

ATTEST:

CITY OF FRANKLIN, TENNESSEE:

BY: _____
ERIC S. STUCKEY
City Recorder/Administrator

BY: _____
DR. KEN MOORE
Mayor

Approved as to Form:

By: _____
Shauna R. Billingsley
City Attorney

PASSED FIRST READING

PUBLIC HEARING

PASSED SECOND READING

Road Impact Fee
New Fee Schedule ^{1, 2}

Land Use Type	Unit	Daily VMT		Cost/VMT		Cost/Unit		Credit/VMT		Credit/Unit		100% Calculated Impact Fee		
		Arterials	All Major Roadways	Arterials	All Major Roadways	Arterials	All Major Roadways	Arterials	All Major Roadways	Arterials	All Major Roadways	Arterials	Collector	All Major Roadways
Single-Family Detached	Dwelling	16.76	22.42	\$536	\$550	\$8,983	\$12,331	\$243	\$182	\$4,073	\$4,080	\$4,911	\$3,340	\$8,251
Multi-Family	Dwelling	10.62	14.22	\$536	\$550	\$5,692	\$7,821	\$243	\$182	\$2,581	\$2,588	\$3,112	\$2,121	\$5,233
Mobile Home Park	Dwelling	7.98	10.68	\$536	\$550	\$4,277	\$5,874	\$243	\$182	\$1,939	\$1,944	\$2,338	\$1,592	\$3,930
Congregate Care Facility	Dwelling	3.73	4.99	\$536	\$550	\$1,999	\$2,745	\$243	\$182	\$906	\$908	\$1,093	\$743	\$1,836
Hotel/Motel	Room	8.76	11.73	\$536	\$550	\$4,695	\$6,452	\$243	\$182	\$2,129	\$2,135	\$2,567	\$1,750	\$4,317
Retail/Commercial														
Shopping Center / General Retail	1,000 sq. ft.	22.13	29.56	\$536	\$550	\$11,862	\$16,258	\$243	\$182	\$5,378	\$5,380	\$6,484	\$4,394	\$10,878
Restaurant, Quality	1,000 sq. ft.	41.19	55.04	\$536	\$550	\$22,078	\$30,272	\$243	\$182	\$10,009	\$10,017	\$12,069	\$8,186	\$20,255
Restaurant, Fast Food	1,000 sq. ft.	59.53	79.63	\$536	\$550	\$31,908	\$43,797	\$243	\$182	\$14,466	\$14,493	\$17,442	\$11,862	\$29,304
Office/Institutional														
Office	1,000 sq. ft.	15.81	21.2	\$536	\$550	\$8,474	\$11,660	\$243	\$182	\$3,842	\$3,858	\$4,632	\$3,169	\$7,802
Hospital	1,000 sq. ft.	18.29	24.49	\$536	\$550	\$9,803	\$13,470	\$243	\$182	\$4,444	\$4,457	\$5,359	\$3,653	\$9,012
Nursing Home	1,000 sq. ft.	10.52	14.08	\$536	\$550	\$5,639	\$7,744	\$243	\$182	\$2,556	\$2,563	\$3,082	\$2,099	\$5,181
Church	1,000 sq. ft.	11.12	14.88	\$536	\$550	\$5,960	\$8,184	\$243	\$182	\$2,702	\$2,708	\$3,258	\$2,218	\$5,476
Elementary/Sec. School	1,000 sq. ft.	5.48	7.33	\$536	\$550	\$2,937	\$4,032	\$243	\$182	\$1,332	\$1,334	\$1,606	\$1,092	\$2,697
Industrial														
Manufacturing	1,000 sq. ft.	6.93	9.29	\$536	\$550	\$3,714	\$5,110	\$243	\$182	\$1,684	\$1,691	\$2,030	\$1,388	\$3,419
Industrial Park	1,000 sq. ft.	12.41	16.63	\$536	\$550	\$6,652	\$9,147	\$243	\$182	\$3,016	\$3,027	\$3,636	\$2,484	\$6,120
Business Park	1,000 sq. ft.	22.57	30.25	\$536	\$550	\$12,098	\$16,638	\$243	\$182	\$5,485	\$5,506	\$6,613	\$4,519	\$11,132
Warehouse	1,000 sq. ft.	6.46	8.66	\$536	\$550	\$3,463	\$4,763	\$243	\$182	\$1,570	\$1,576	\$1,893	\$1,294	\$3,187
Mini-warehouse	1,000 sq. ft.	3.02	4.04	\$536	\$550	\$1,619	\$2,222	\$243	\$182	\$734	\$735	\$885	\$602	\$1,487

1 The arterial and collector impact fees effective July 1, 2017, are the impact fees needed as indicated in the January 2016 Road Impact Fee Update Study.

Implementation of Fee Schedule

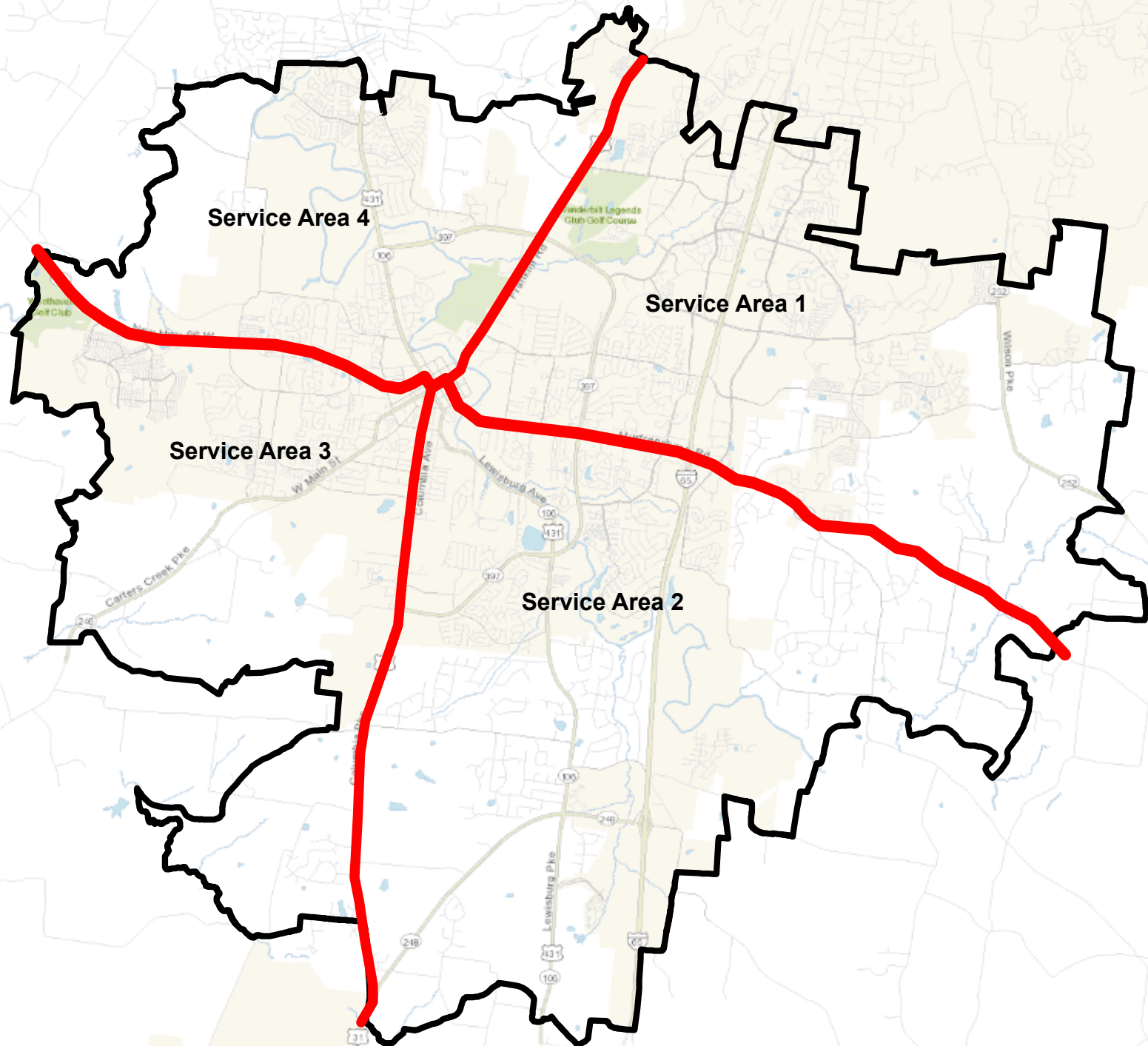
Land Use Type	Unit	Impact Fee (Arterial Only)				
		Current Fee (app. 2007)	Effective ¹ 1- Jul-11	Effective ² 1-Jul-12	Effective ³ 1-Jul-13	Effective ⁴ 1-Sept-14
Single-Family Detached	Dwelling	\$2,191	\$2,700	\$3,514	\$4,227	\$4,911
Multi-Family	Dwelling	\$1,537	\$1,844	\$2,336	\$2,766	\$3,112
Mobile Home Park	Dwelling	\$1,144	\$1,378	\$1,752	\$2,079	\$2,338
Congregate Care Facility	Dwelling	\$440.00	\$566	\$767	\$943	\$1,093
Hotel/Motel	Room	\$1,126	\$1,432	\$1,922	\$2,350	\$2,567
Retail/Commercial						
Shopping Center / General Retail	1,000 sq. ft.	\$2,681	\$3,510	\$4,836	\$5,996	\$6,484
Restaurant, Quality	1,000 sq. ft.	\$4,964	\$6,499	\$8,955	\$11,104	\$12,069
Restaurant, Fast Food	1,000 sq. ft.	\$7,177	\$9,426	\$13,023	\$16,171	\$17,442
Office/Institutional						
Office	1,000 sq. ft.	\$1,891	\$2,430	\$3,291	\$4,045	\$4,632
Hospital	1,000 sq. ft.	\$2,867	\$3,595	\$4,760	\$5,779	\$5,359
Nursing Home	1,000 sq. ft.	\$996	\$1,411	\$2,074	\$2,654	\$3,082
Church	1,000 sq. ft.	\$1,127	\$1,447	\$1,958	\$2,406	\$3,258
Elementary/Sec. School	1,000 sq. ft.	\$543	\$704	\$960	\$1,185	\$1,606
Industrial						
Manufacturing	1,000 sq. ft.	\$830	\$1,067	\$1,445	\$1,776	\$2,030
Industrial Park	1,000 sq. ft.	\$1,513	\$1,944	\$2,634	\$3,237	\$3,636
Business Park	1,000 sq. ft.	\$2,773	\$3,563	\$4,828	\$5,934	\$6,613
Warehouse	1,000 sq. ft.	\$1,078	\$1,220	\$1,453	\$1,655	\$1,893
Mini-warehouse	1,000 sq. ft.	\$388	\$493	\$662	\$809	\$885

1 The arterial only impact fees effective July 1, 2011, are calculated at 25 percent of the increase for fees from the current fee schedule to that as indicated being needed by the November 2010 Road Impact Fee Update Study.

2 The arterial only impact fees effective July 1, 2012, are calculated at 65 percent of the increase for fees from the current fee schedule to that as indicated being needed by the November 2010 Road Impact Fee Update Study.

3 The arterial only impact fees effective July 1, 2013, are the arterial only impact fees needed as indicated in the November 2010 Road Impact Fee Update Study.

4 The arterial only impact fees effective September 1, 2014, are the arterial only impact fees needed as indicated in the March 2014 Road Impact Fee Update Study.



RESOLUTION 2017-15

A RESOLUTION AWARDING THE CONSTRUCTION CONTRACT (COF CONTRACT NO. 2016-0276) FOR THE EAST MCEWEN DRIVE SAFETY ENHANCEMENTS PROJECT TO SUPERIOR TRAFFIC CONTROL, INC., IN THE AMOUNT OF \$93,267.70 AND ESTABLISHING A PROJECT CONTINGENCY IN THE AMOUNT OF \$10,000.00

WHEREAS, on July 28, 2016, the City of Franklin Engineering Department presented the results of a traffic and safety study for the section of East McEwen Drive, between Cool Springs Boulevard/Oxford Glen Drive and Wilson Pike, to the Capital Investment Committee (CIC); and

WHEREAS, the recommendations from this study included: new and larger warning signs, driver feedback signs, flashing beacons, centerline rumble strip, raised pavement markers, updated striping, and the installation of additional guardrail; and

WHEREAS, portions of these recommendations have been performed both in-house by City staff and by the Streets Department annual contractor; and

WHEREAS, the remaining items were combined into a single contract (COF Contract No. 2016-0276) to allow for competitive bids; and

WHEREAS, on February 20, 2017, sealed bids were received by the City of Franklin Engineering Department, 109 Third Avenue South, Franklin, Tennessee, 37064, and were publicly opened and read aloud for the East McEwen Drive Safety Enhancements Project (COF Contract No. 2016-0276); and

WHEREAS, after careful review and tabulation of all submitted bids, City staff recommends awarding the construction contract (COF Contract No. 2016-0276) to Superior Traffic Control, Inc., in the amount of Ninety-Three Thousand Two Hundred Sixty-Seven and 70/100 Dollars (\$93,267.70); and

WHEREAS, in the case of any unforeseen or changed project conditions, quantities, or cost overruns, City staff requests an additional Ten Thousand and No/100 Dollars (\$10,000.00) project contingency to allow for the expedient completion of the East McEwen Drive Safety Enhancements Project.

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

SECTION I. Approval is granted to award the construction contract (COF Contract No. 2016-0276) to Superior Traffic Control, Inc., for the East McEwen Drive Safety Enhancements Project in the amount of Ninety-Three Thousand Two Hundred Sixty-Seven and 70/100 Dollars (\$93,267.70).

SECTION II. Approval is granted to create a project contingency in the amount of Ten Thousand and No/100 Dollars (\$10,000.00) for the East McEwen Drive Safety Enhancements Project.

SECTION III. Authority is granted to the City Administrator, City Engineer, and the Assistant Director of Engineering to review and approve the spending of all project funds, both in the bid award and from the project contingency, toward the completion of the East McEwen Drive Safety Enhancements Project.

IT IS SO RESOLVED AND DONE on this ____ day of _____, 20__.

ATTEST:

By: _____

**Eric S. Stuckey
City Administrator**

CITY OF FRANKLIN, TENNESSEE:

By: _____

**Dr. Ken Moore
Mayor**

Approved as to Form:

By: _____

**Shauna R. Billingsley
City Attorney**



East McEwen Drive Safety Enhancements
COF Contract No. 2016-0267

Bid Opening - UNOFFICIAL Results
February 20, 2017 @ 2:00 PM (CST)

[illegible]

Downtown Parking Capacity & Management Study: Existing Conditions & Peer Review

March 14, 2017



VOLKERT



WALKER
PARKING CONSULTANTS

Today's Agenda

- Project Overview & Status
- Existing Conditions
- Parking Perceptions
- Peer Review
- Public Meeting:

April 10, 2017



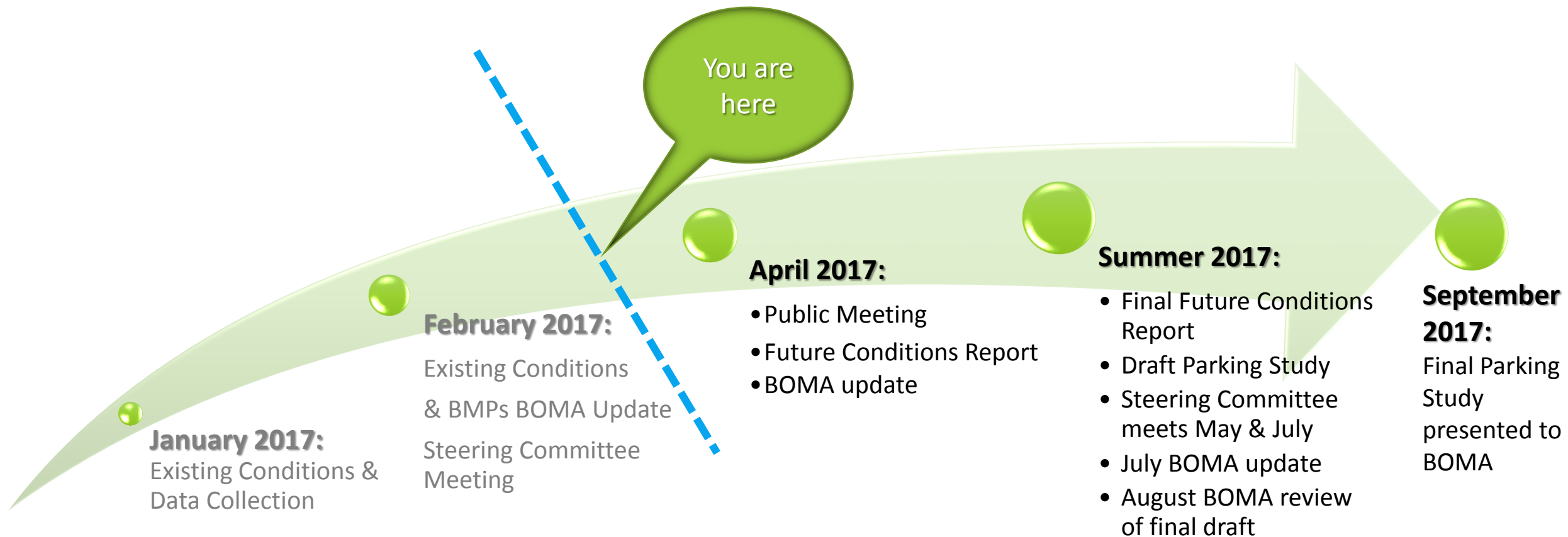
Purpose

- Provide the City, Businesses, Shoppers, Diners, Workers, Churches, Tourists, and Citizens with:
 - Clear understanding of the existing parking infrastructure.
 - Projections of anticipated parking demand in the downtown area.
 - Identification of parking infrastructure and operational needs.



Sources: Esri, HERE, DeLorme, Intermap, increment P. Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Schedule & Process



Steering Team

Steering Team consists of residents, business owners, property owners, tourism officials, officials from the Downtown Merchants Association, members of the Downtown Neighborhood Association, members of the Heritage Foundation, and other stakeholders.

- Cross-section of community
- Varied interests & stakeholders
- 4 meetings
- Goal to collaboratively address challenges & issues.



Existing Conditions

Data Collection Process

- ***Inventory:***

Number of spaces for public on-street parking, public garages, publicly leased lots, and selected private lots.

- ***On-street Striping Plan:***

Creation of an on-street striping plan to determine proper layout for on-street parking within the Study Area.

- ***Parking Utilization Study:***

Data collected on how many vehicles parked per block. Done via a field survey on 30 minute interval.

- ***Parking Duration Study:***

Data collected in the core, walkable portion of the study area using License Plate Recognition Survey on an hourly basis. Indicates how long parking spaces are occupied.

Existing Conditions

Data Collection Process

- ***Inventory:***

Number of spaces for public on-street parking, public garages, publicly leased lots, and selected private lots.

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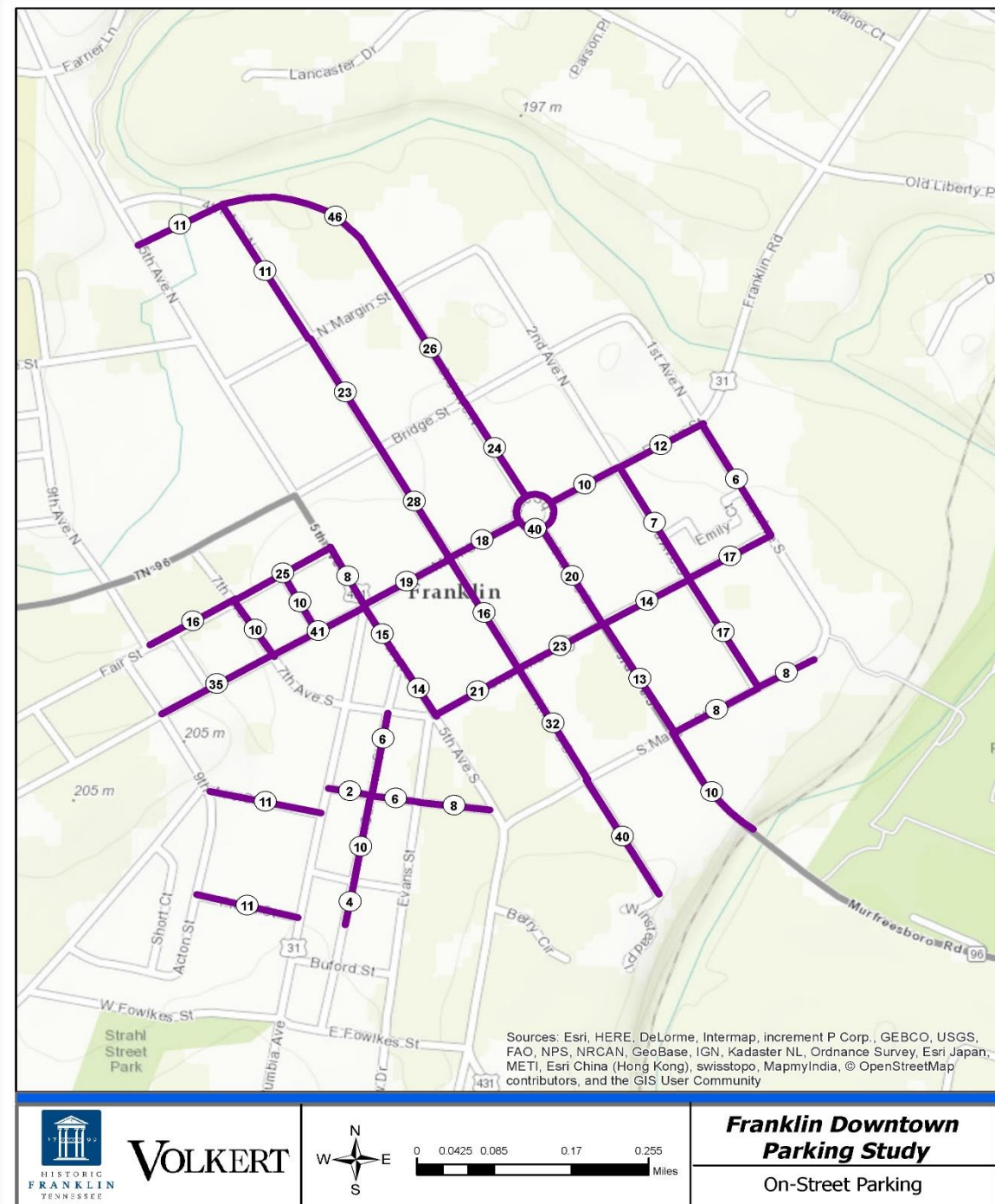
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- ***Parking Duration Study:***

Data collected in the core, walkable portion of the study area using License Plate Recognition Survey on an hourly basis. Indicates how long parking spaces are occupied.

A photograph of a street scene in downtown Charleston, South Carolina. A black car is parked on the left side of the road. A sign on a lamppost reads "Spring" with a floral design. The street is lined with trees and buildings, and a few people are visible on the sidewalk.



Existing Conditions

Data Collection Process

- *Inventory of on-street & garage public spaces.*
- *Private lots that are leased for public parking by the City.*
- *Private spaces that have significant impact on inventory & operations.*

Type of Parking	Spaces
On-street	655
Garage	642
Public Lot	271
Public Leased	100
Private**	1,600

**Determined to have significant impact on parking in the Study Area

Parking Count: Closer Look	Spaces	Type of Parking
2 nd Avenue Garage	304	Garage
4 th Avenue Garage	338	Garage
Pinkerton Park	123	Public Lot
Harlinsdale Park Public Lot	59	Public Lot
City Hall Public Lot	55	Public Lot
Police Headquarters Public Lot	34	Public Lot
4 th Avenue Church of Christ Lot (behind Starbucks) Leased Lot <i>(Expires 11-11-2018)</i>	78	Private Parking Lot Leased for Public Use
John Green Lot (between 4 th N & 3 rd N) Leased Lot- <i>(Expires 7-11-2023)</i>	22	Private Parking Lot Leased for Public Use
Factory at Franklin	924	Private Parking Lot
Downtown Lots	428	Private Parking Lot
Franklin Plaza Shopping Center	248	Private Parking Lot

Existing Conditions

Data Collection Process

- *Inventory:*

Number of spaces for public on-street parking, public garages, publicly leased lots, and selected private lots.

- ***On-street Striping Plan:***

Creation of an on-street striping plan to determine proper layout for on-street parking within the Study Area.

- *Parking Utilization Study:*

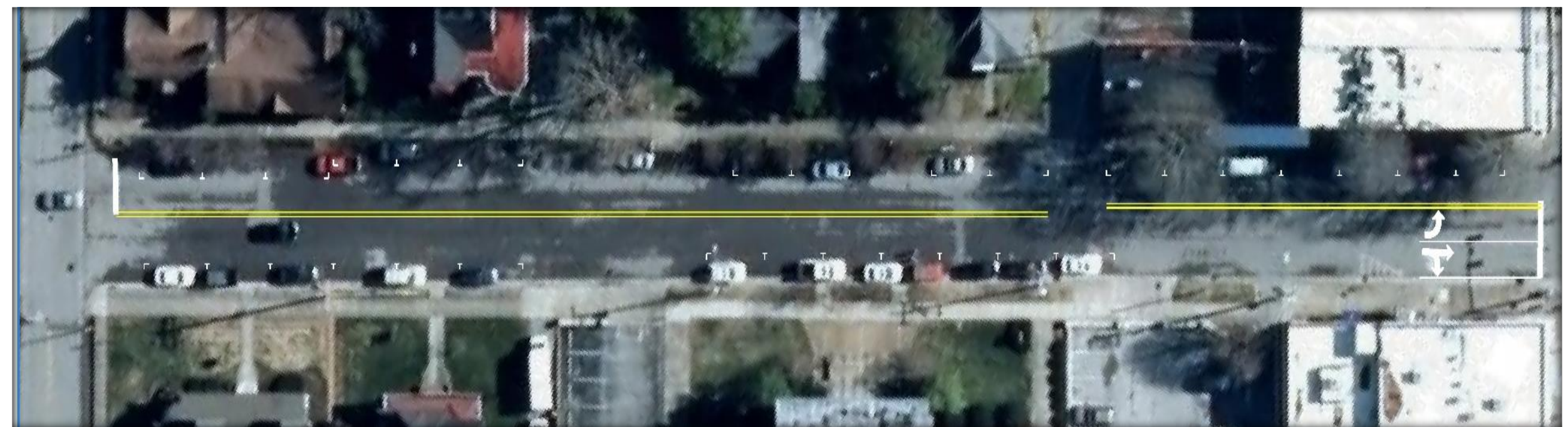
Data collected on how many vehicles parked per block. Done via a field survey on 30 minute interval.

- *Parking Duration Study:*

Data collected in the core, walkable portion of the study area using License Plate Recognition Survey on an hourly basis. Indicates how long parking spaces are occupied.

Existing Conditions: Striping Plan

Example of the preliminary striping plan: 4th Avenue North from West Main to Bridge Street.



Existing Conditions: Striping Plan

Striping Plan developed based on City Standards for on-street Parking from existing City Standards. On-street Parking is dependent on a variety of factors:

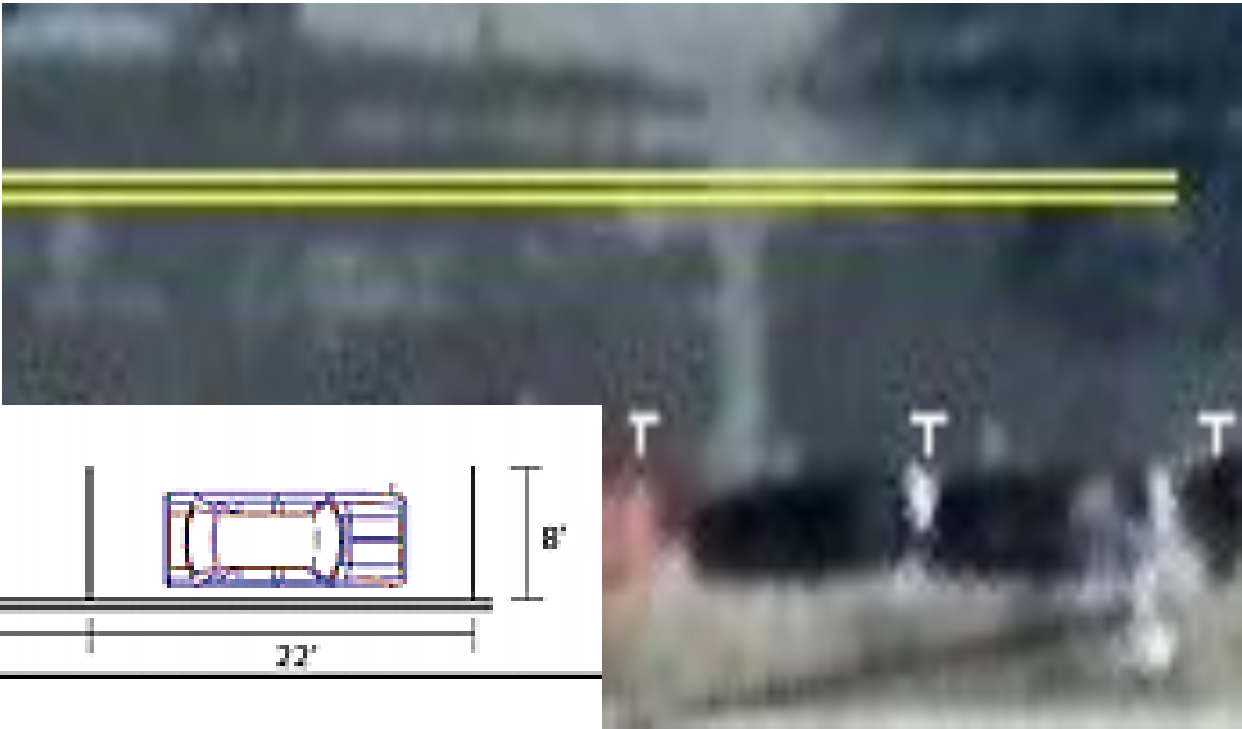
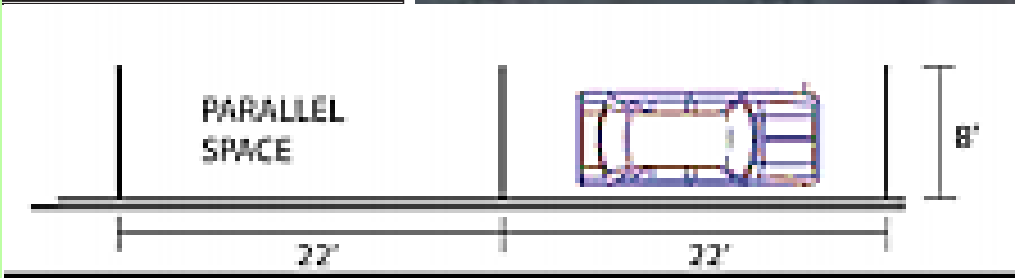
Table 4.3.5: Street Types - Franklin TND Street Design Guidelines

Street Type	Design/ Posted Speed	Movement Type	Context/ Transect Zone	ROW	Travel Way	On-street Parking Width & Sides Parked	Curb Radius	Plantings	Sidewalk Width
Alley (CA)	15	Yield	Commercial/T4-T6	20'	16'	NA	15'	NA	NA
Yield Street (YS)	20	Yield	Residential/T3-T4	50'	2 lanes 10'	unmarked but allowed	15'	6' strip min	5' min, both Sides
Street (ST)	20	Slow	Residential/T3-T4	55'	2 lanes 10'	8' both sides	15'	6' strip min	5' min, both Sides
Drive (DR)	25	Slow	Residential/T3, T4, T5	60'	2 lanes 10'	8' both sides	15'	Tree wells or planters	5' min one side, 10' other

Sec. 15-604. - Where prohibited.

- No person shall park a vehicle in violation of any sign placed or erected by the state or city, nor:
- (1) On a sidewalk.
 - (2) In front of a public or private driveway.
 - (3) Within an intersection or within 25 feet thereof, except that this section (3) shall have no application to:
 - (a) Intersections at which the flow of traffic is controlled by either a traffic light (providing the customary red, yellow and green signals) or a four-way stop sign;
 - (b) Designated parking spaces located on the public square;
 - (c) Parking on the right-hand side of the right-of-way at the intersection of any street with a one-way street.
 - (4) Within 15 feet of a fire hydrant.
 - (5) Within a pedestrian crosswalk.
 - (6) Within 50 feet of a railroad crossing.
 - (7) Within 20 feet of the driveway entrance to any fire station, and on the side of the street opposite the entrance to any fire station within 75 feet of the entrance.
 - (8) Alongside or opposite any street excavation or obstruction when other traffic would be obstructed.
 - (9) On the roadway side of any vehicle stopped or parked at the edge or curb of a street.
 - (10) Upon any bridge.
 - (11) Alongside any curb painted yellow or red by the city.
 - (12) At any place on the public square except in those spaces designated for parking, and in conformance with time restrictions as indicated by signs erected by the city.
 - (13) In any area designated as a fire lane pursuant to the terms of the Standard Fire Prevention Code adopted and codified by § 7-201 of the Franklin Municipal Code.

(1976 Code, § 9-504)



Existing Conditions

Data Collection Process

- *Inventory:*

*Number of spaces for public on-street parking, public garages, publicly leased lots, and private lots.**

- *On-street Striping Plan:*

Creation of an on-street striping plan to determine proper layout for on-street parking within the Study Area.

- **Parking Utilization Study:**

Data collected on how many vehicles parked per block. Done via a field survey on 30 minute interval.

- *Parking Duration Study:*

Data collected in the core, walkable portion of the study area using License Plate Recognition Survey on an hourly basis. Indicates how long parking spaces are occupied.

Existing Conditions

Data Collection Process

➤ *Parking Utilization Study*

Determine number of on-street & public garage spaces occupied within the Study Area.

Field Survey (public spaces):

- Fall 2016
- 2 Weekdays & 1 Weekend
- 7 AM until 7 PM
- Street Parking -30 minute interval
- Garages -15 minute interval



Existing Conditions

Data Collection Process

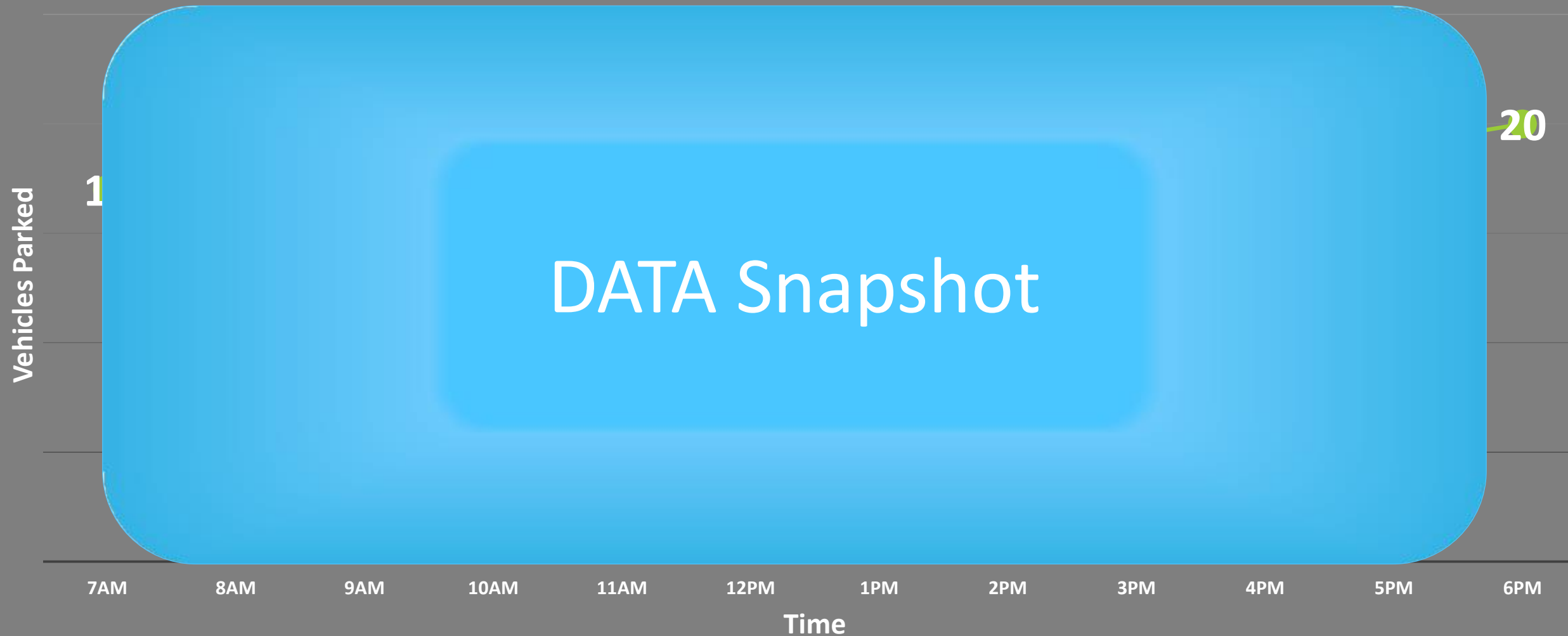
➤ *Parking Utilization Study*

- *Data collected block-by-block in the Study Area*
- *Over 80 datasets & similar charts for on-street & garage parking spaces*
- *Data compiled into overall Utilization Datasets*
- *Level of Service framework for peak periods of on-street parking used for evaluation purposes.*

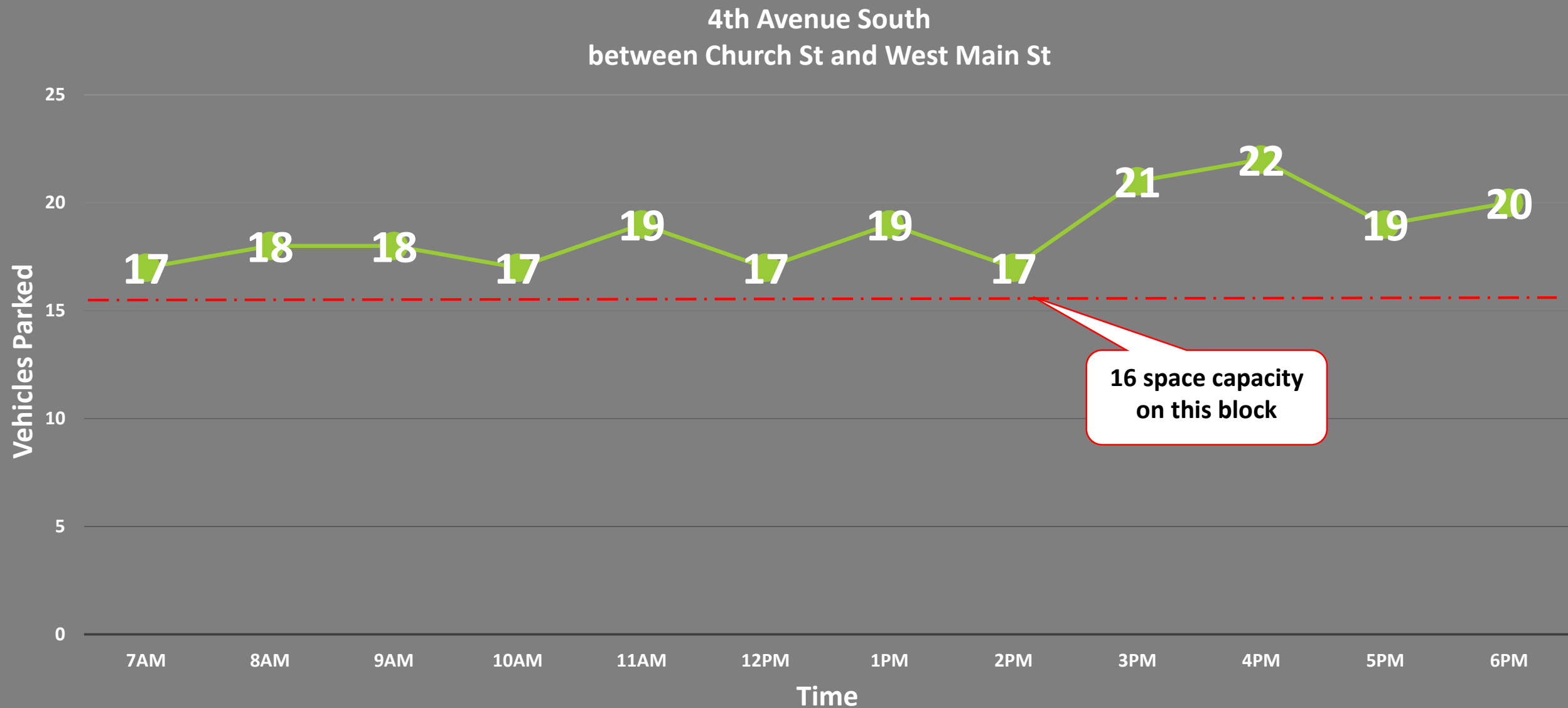


Existing Conditions: Utilization

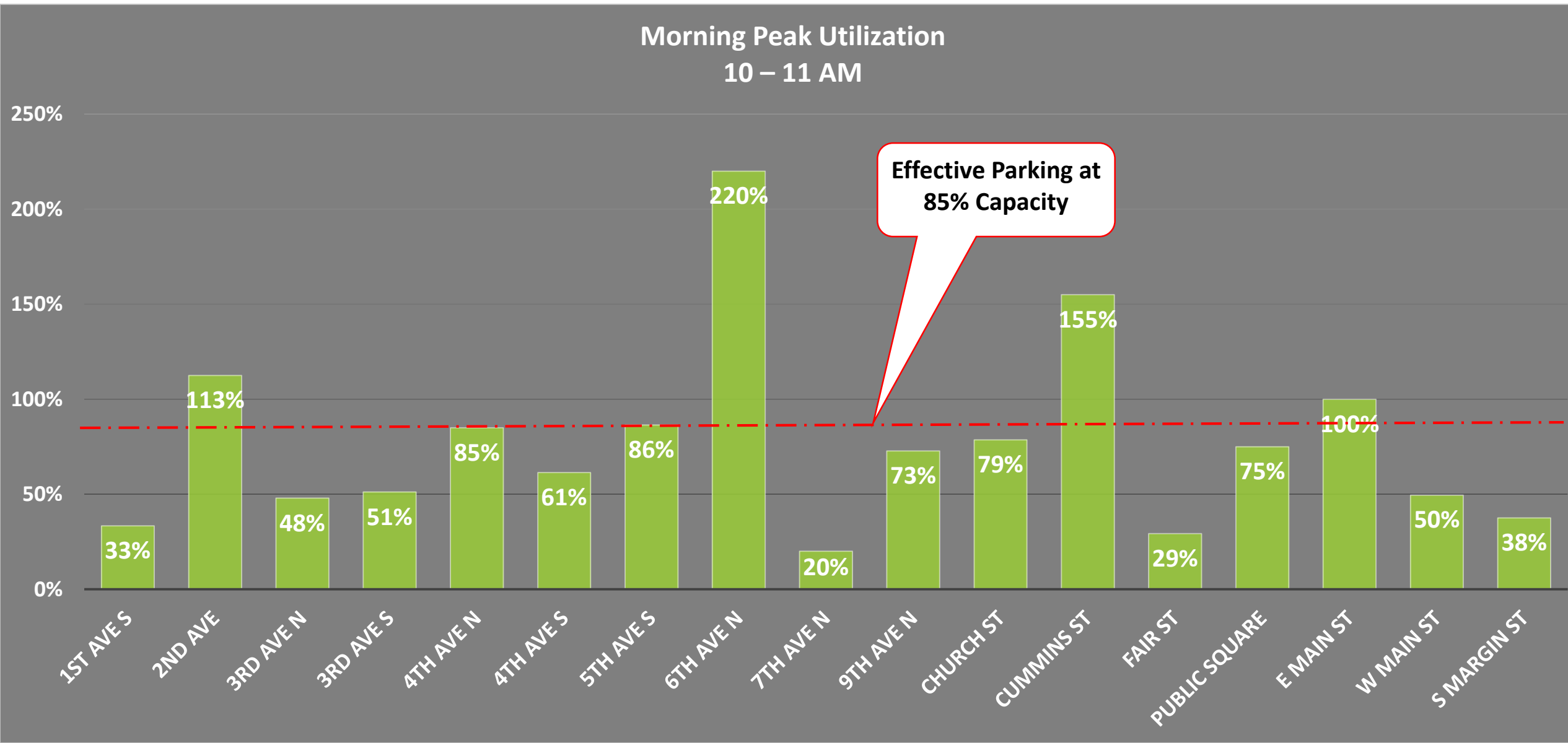
4th Avenue South
between Church St and West Main St



Existing Conditions: Utilization



Existing Conditions: Utilization



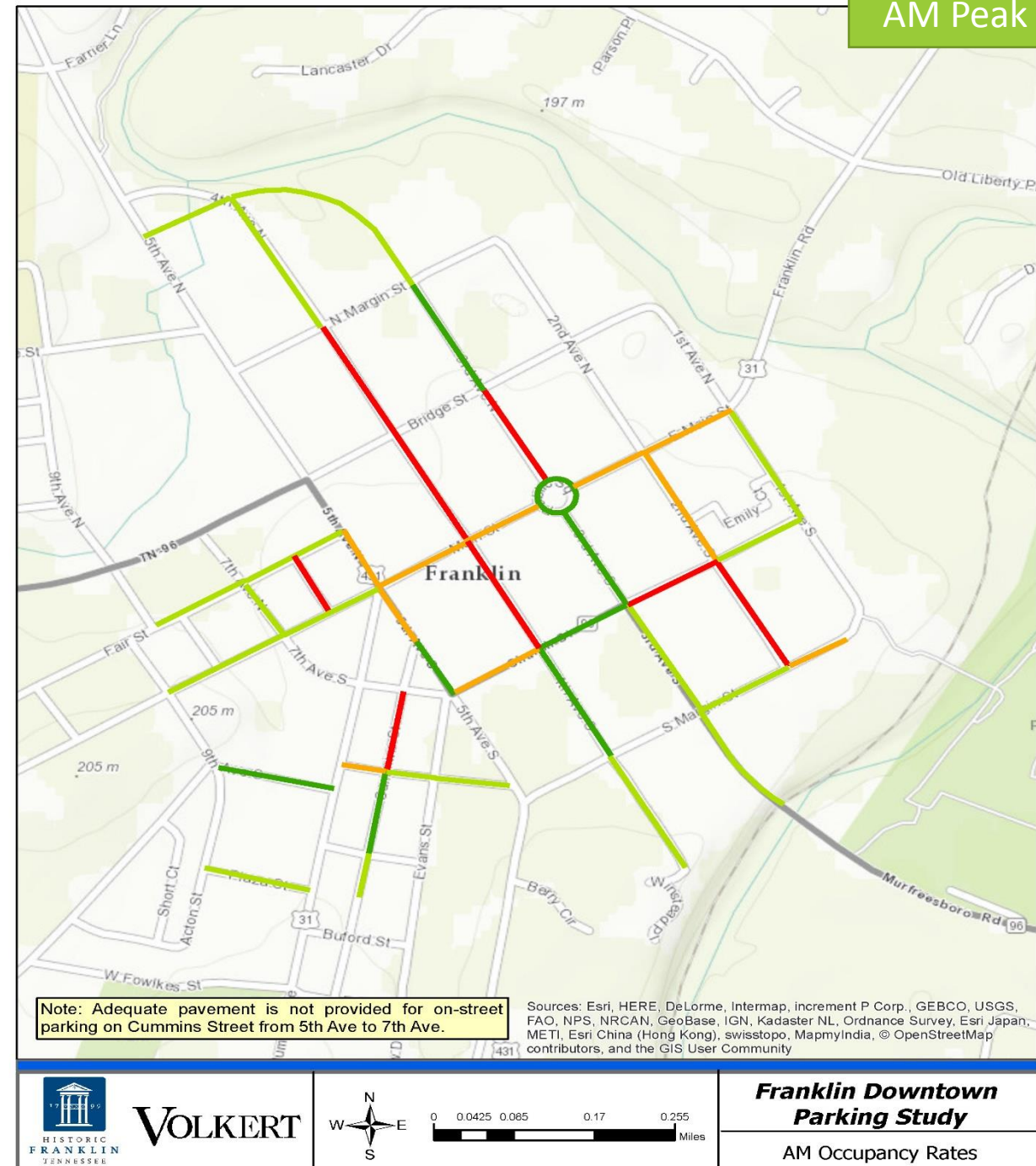
Existing Conditions: Utilization

Analysis of Utilization through LOS framework

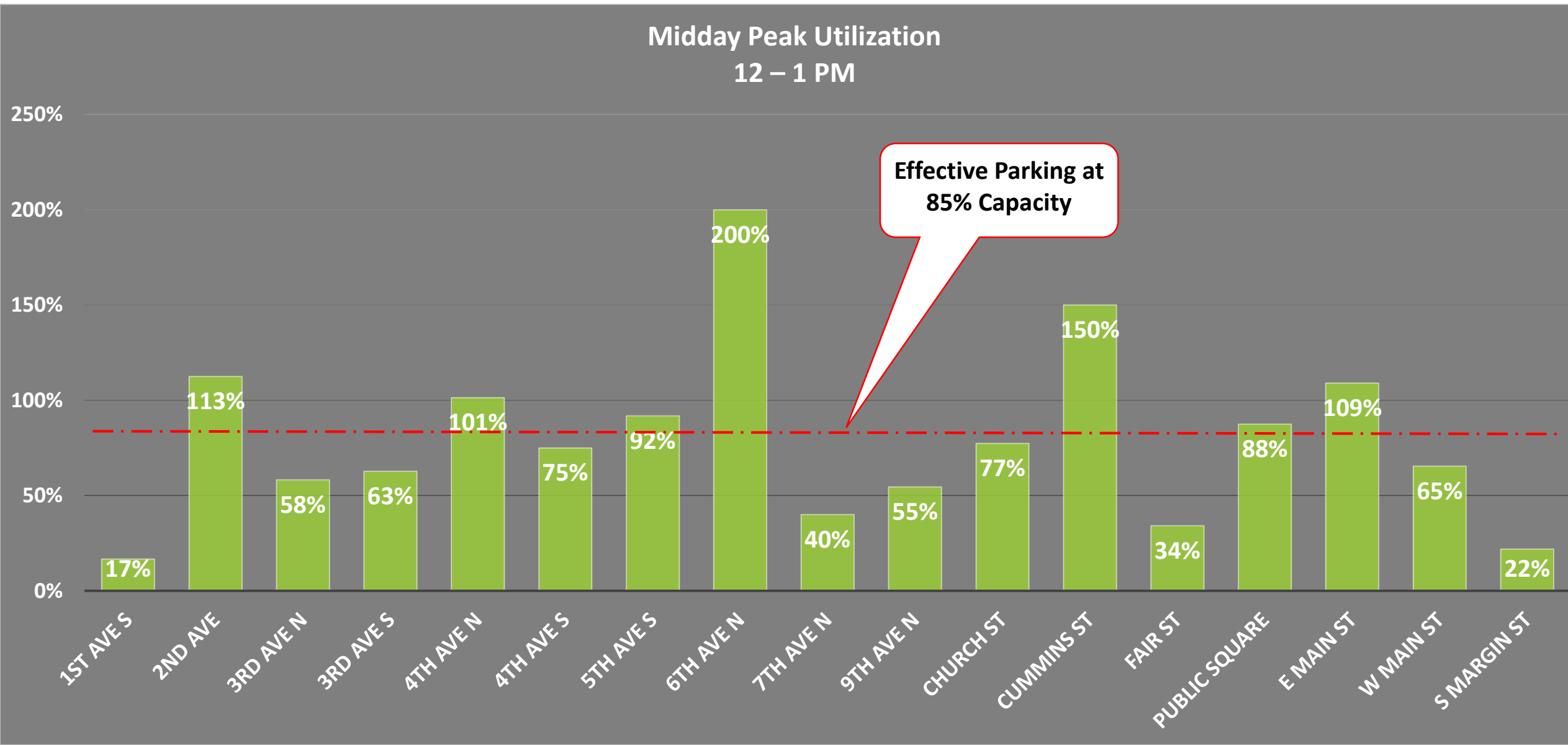
- *Red = Over Capacity*
- *Orange = Nearing Capacity*

AM Hot Spots

- **2nd Ave S** (S Margin to Church)
- **Church** (2nd Ave S to 3rd Ave S)
- **4th Ave** (Church to N Margin)
- **Cummins** (Church to S Margin)
- **6th Ave N**
- **3rd Ave N** (from Church to N Margin)



Existing Conditions: Utilization



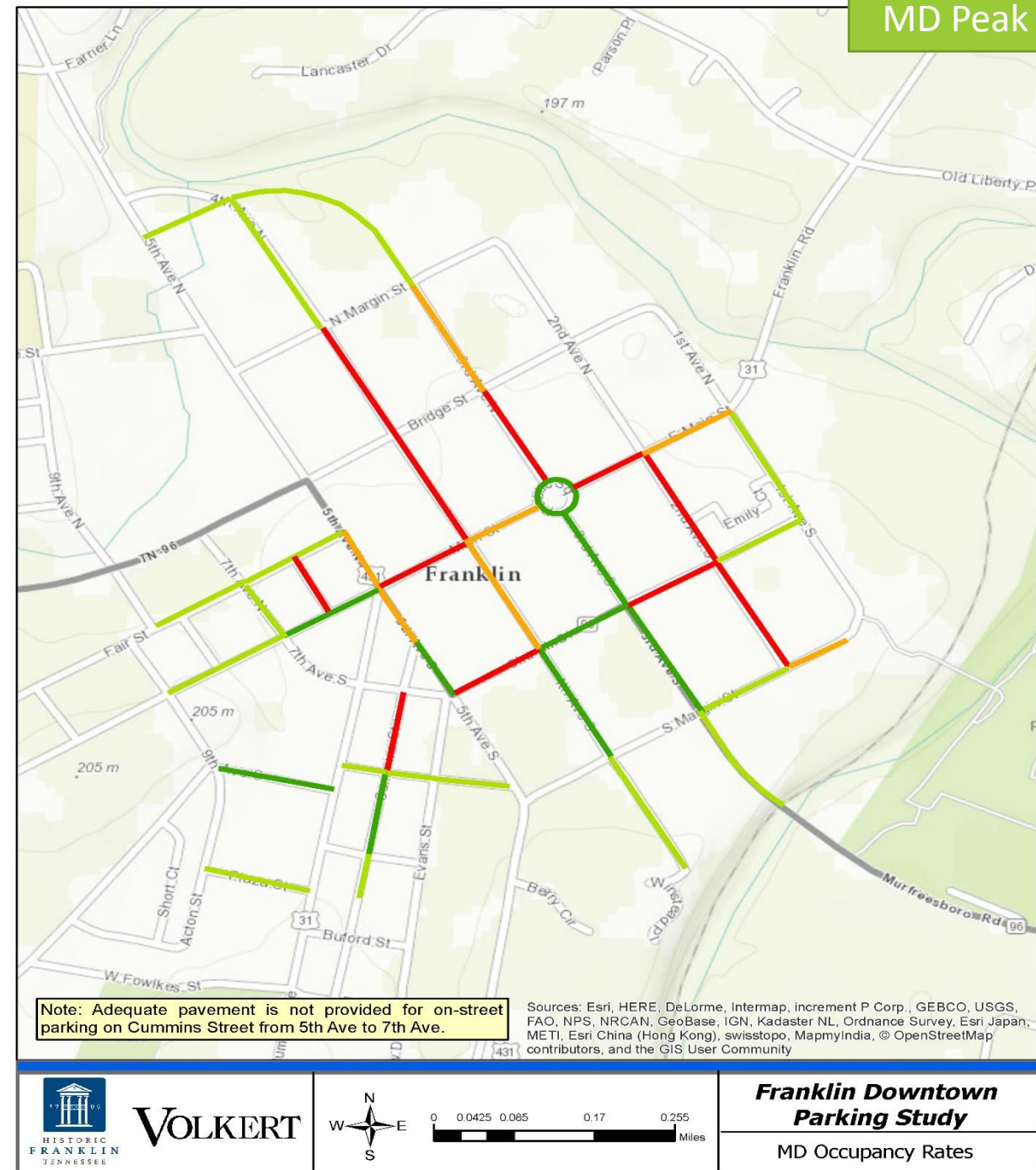
Existing Conditions: Utilization

Analysis of Utilization through LOS framework

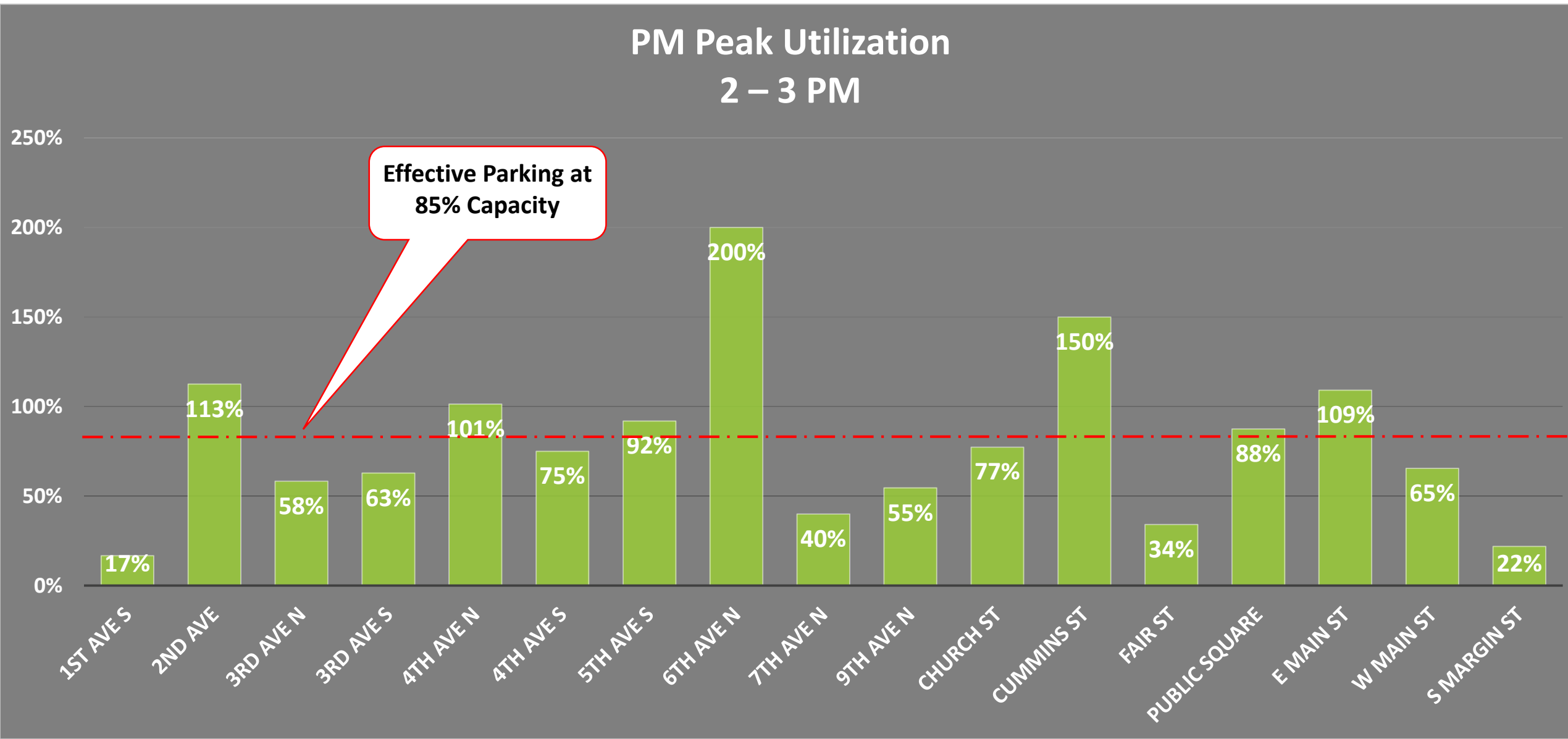
- *Red = Over Capacity*
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MD Hot Spots

- **2nd Ave S** (S Margin to E Main)
- **Church** (2nd to 3rd)
- **Church** (4th to 5th)
- **3rd Ave N** (Public Square to Bridge)
- **4th Ave N** (W Main to N Margin)
- **6th Ave N**
- **Cummins** (Church to S Margin)



Existing Conditions: Utilization



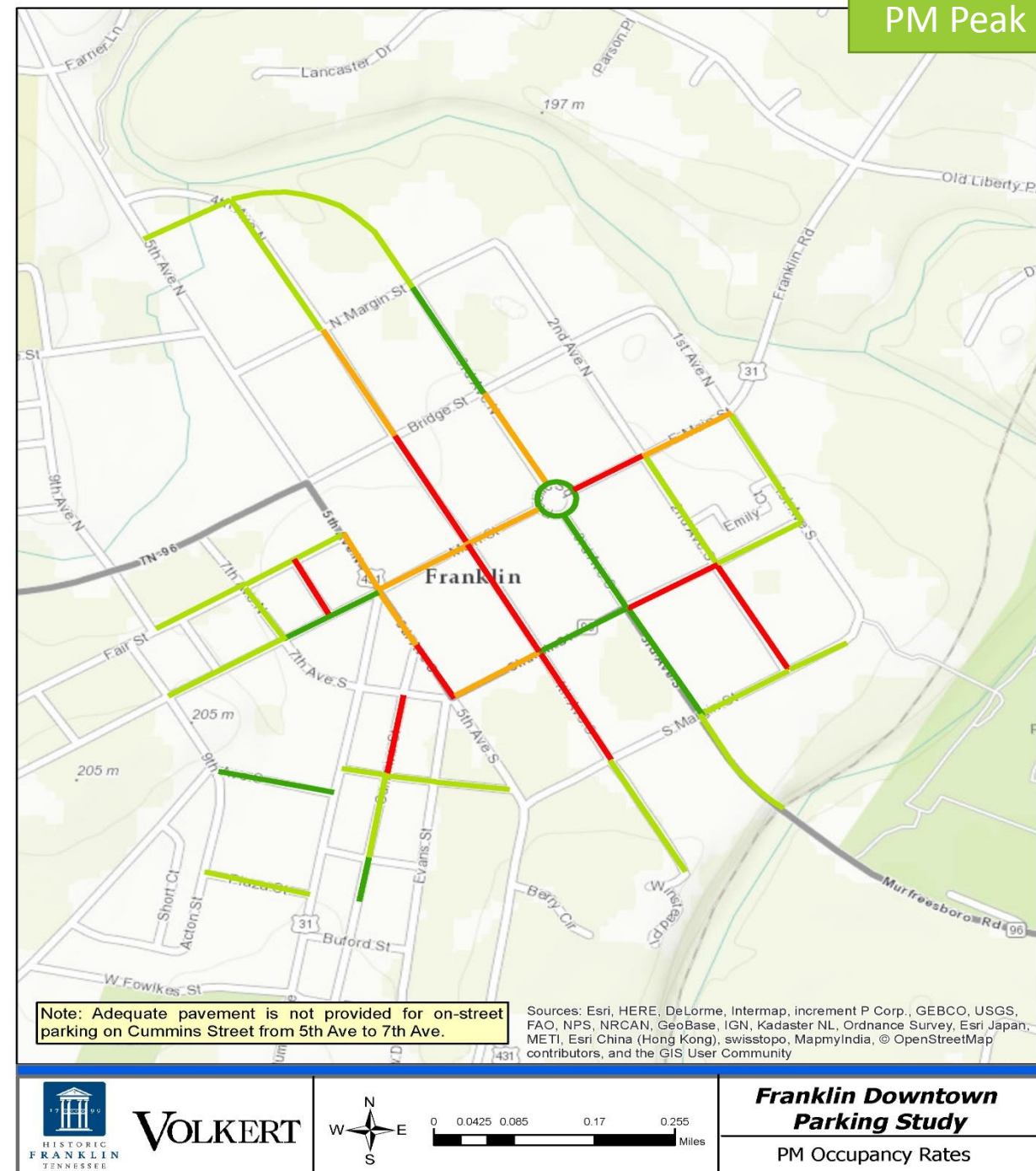
Existing Conditions: Utilization

Analysis of Utilization through LOS framework

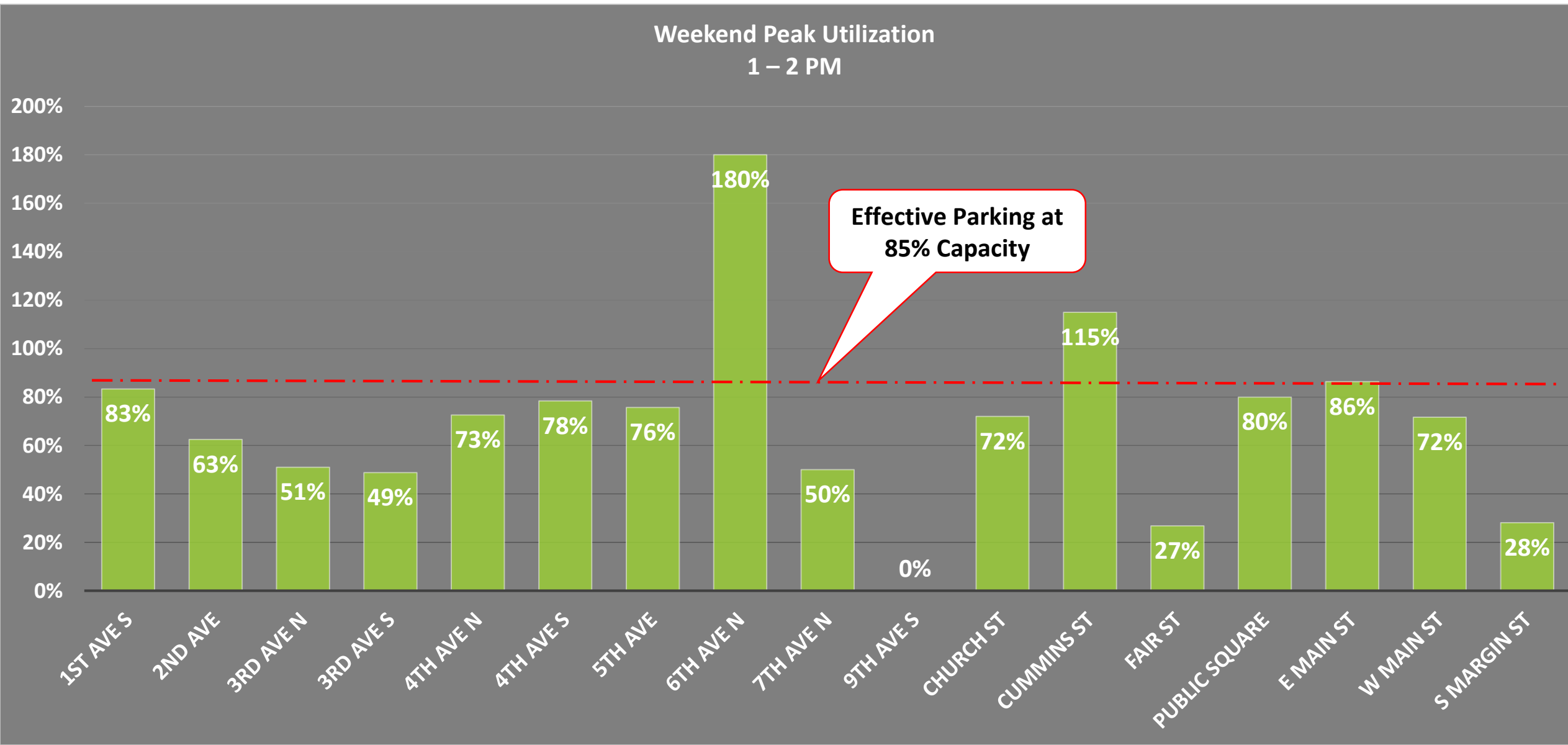
- *Red = Over Capacity*
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PM Hot Spots

- **E Main** (2nd to Public Square)
- **2nd Ave S** (S Margin to Church)
- **Church** (2nd to 3rd)
- **4th Ave N & S** (S Margin to Bridge)
- **5th Ave S** (Cummins to Church)
- **6th Ave N**
- **Cummins** (Church to S Margin)



Existing Conditions: Utilization



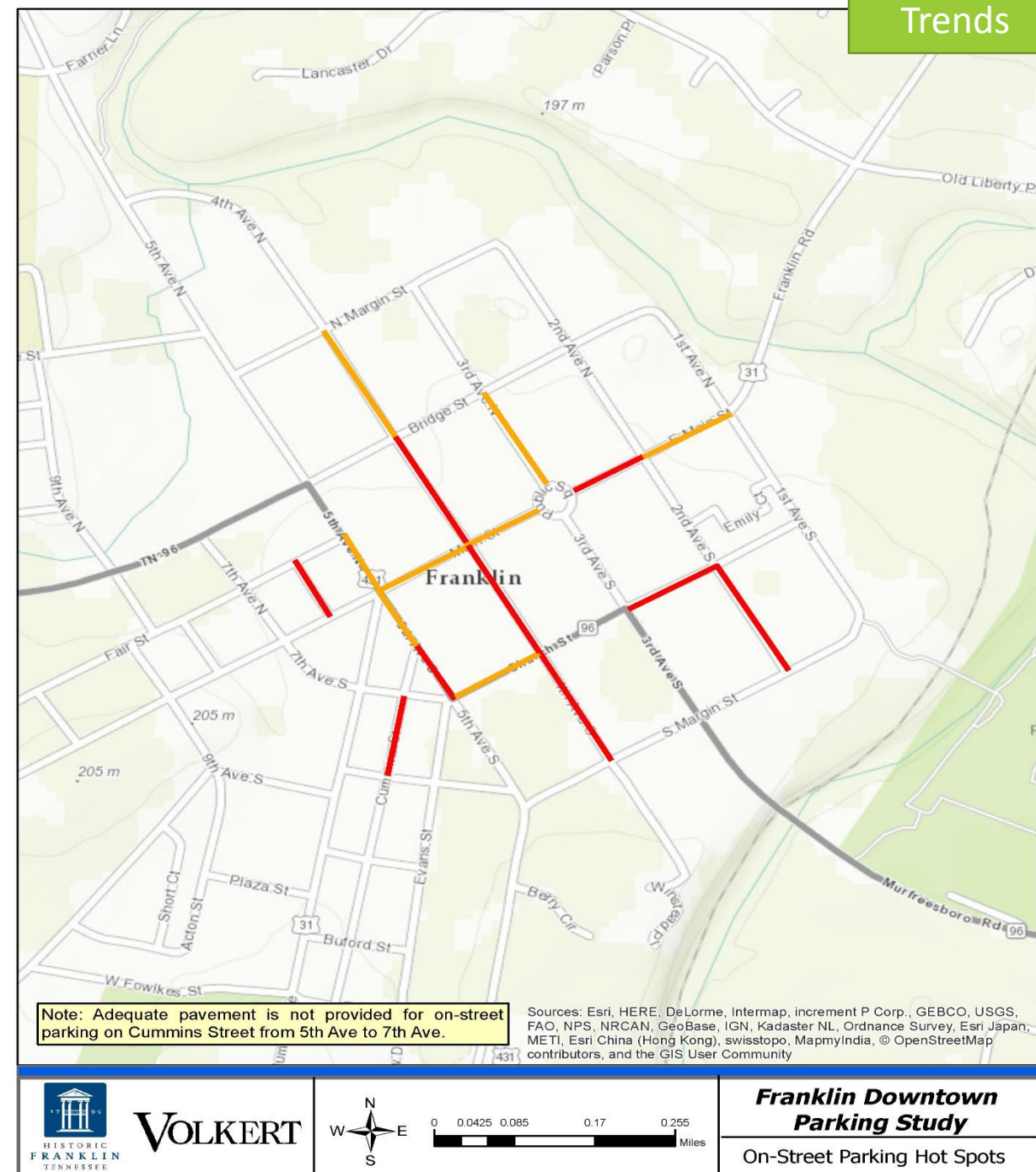
Existing Conditions: Utilization

Analysis of Utilization through LOS framework

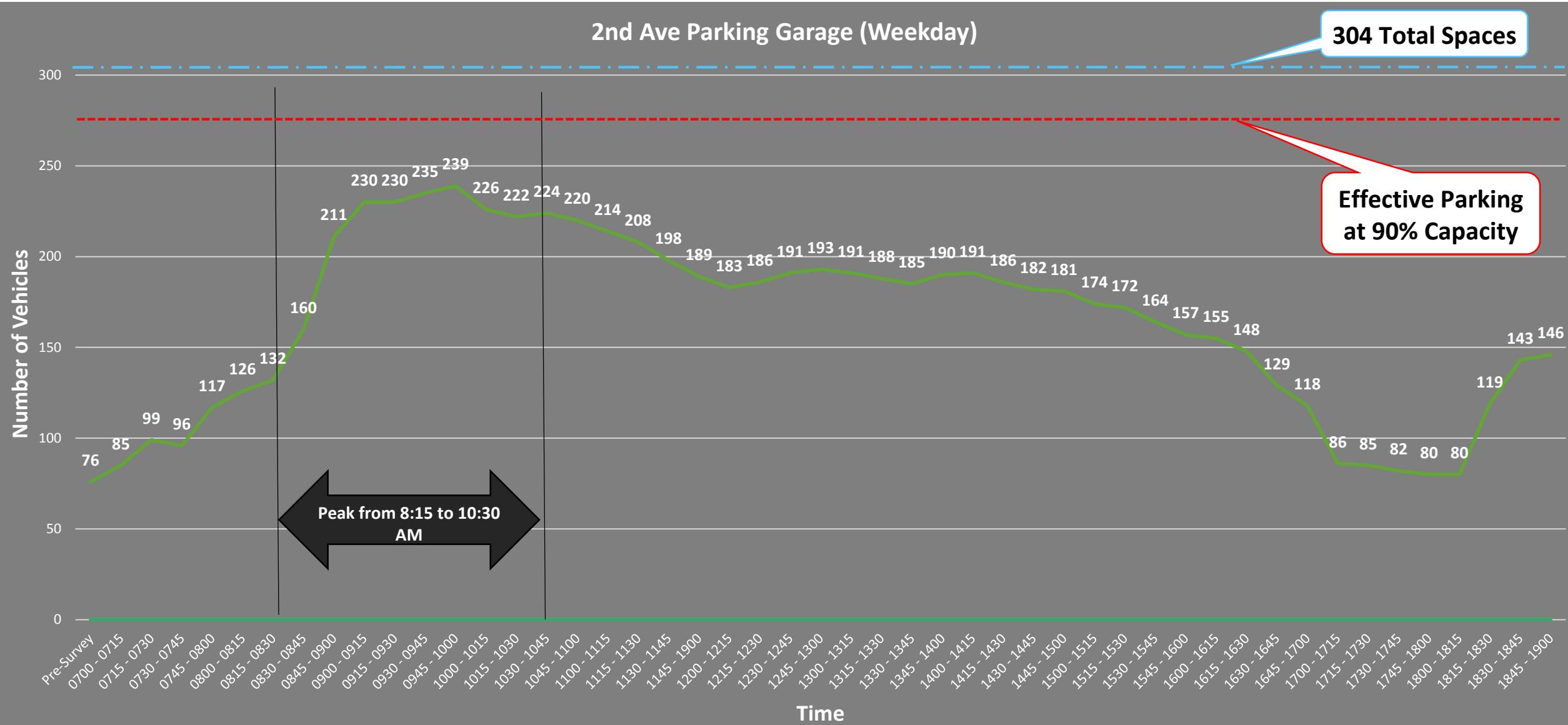
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Hot Spots

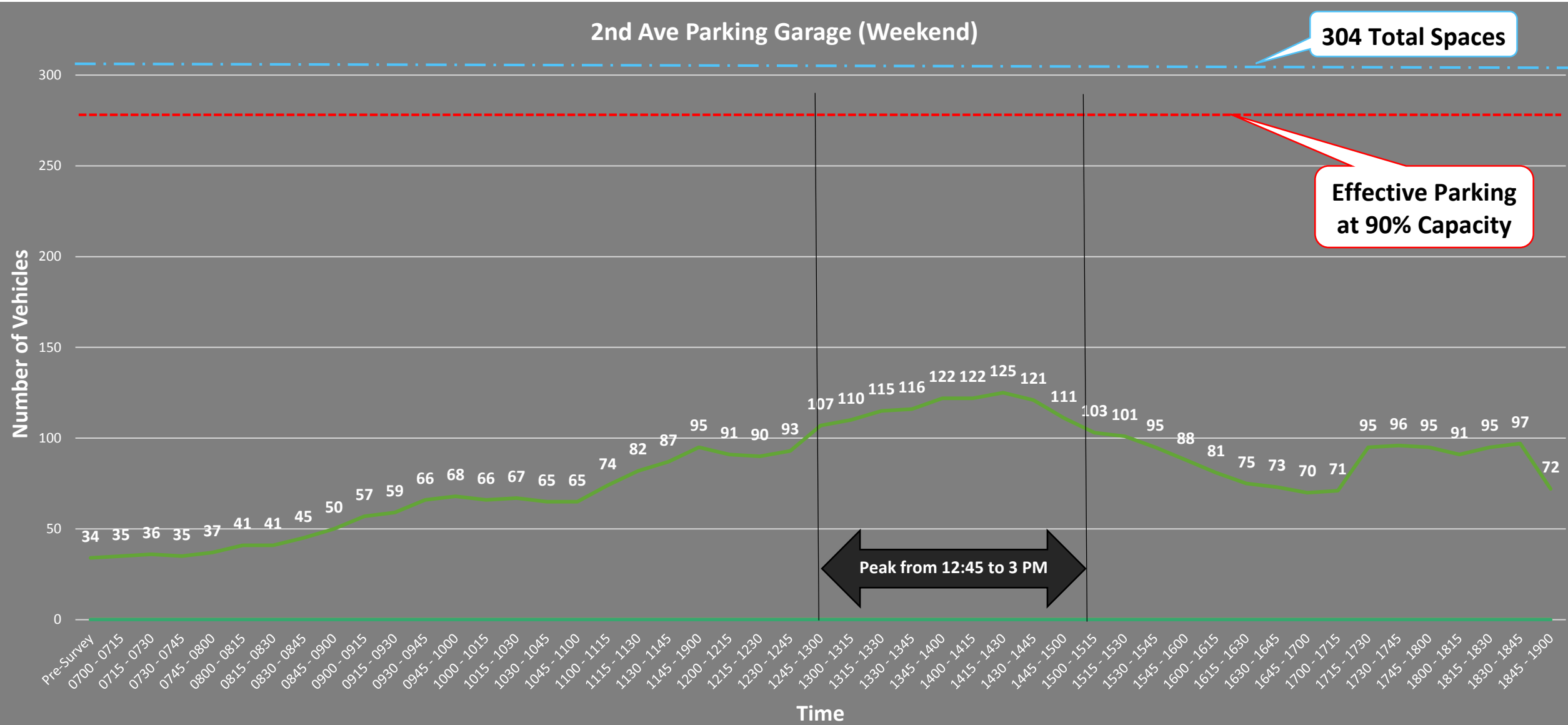
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- **2nd Ave S** (S Margin to Church)
- **Church** (2nd to 3rd)
- **4th Ave N & S** (S Margin to Bridge)
- **5th Ave S** (Cummins to Church)
- **6th Ave N**
- **Cummins** (Church to S Margin)



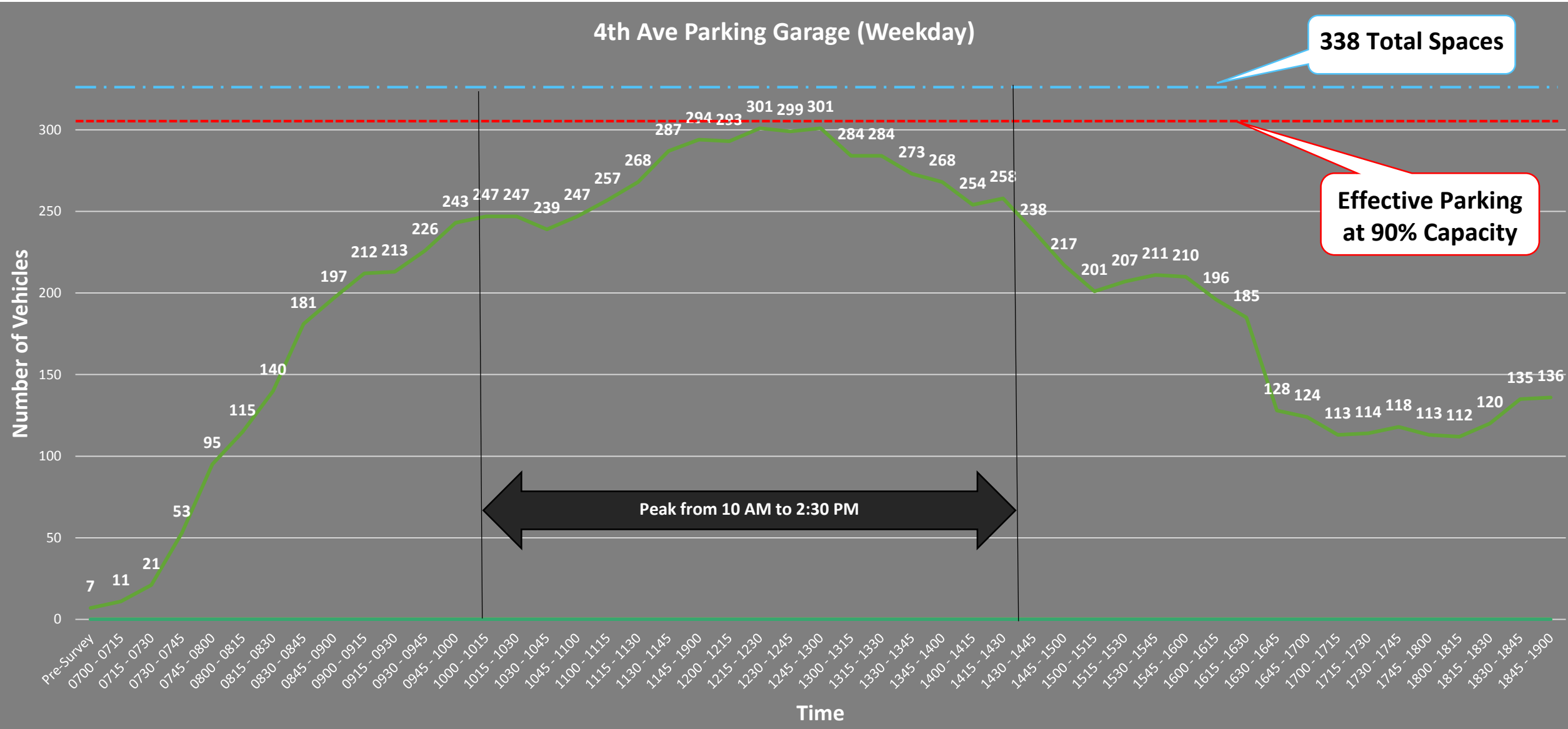
Existing Conditions: Utilization



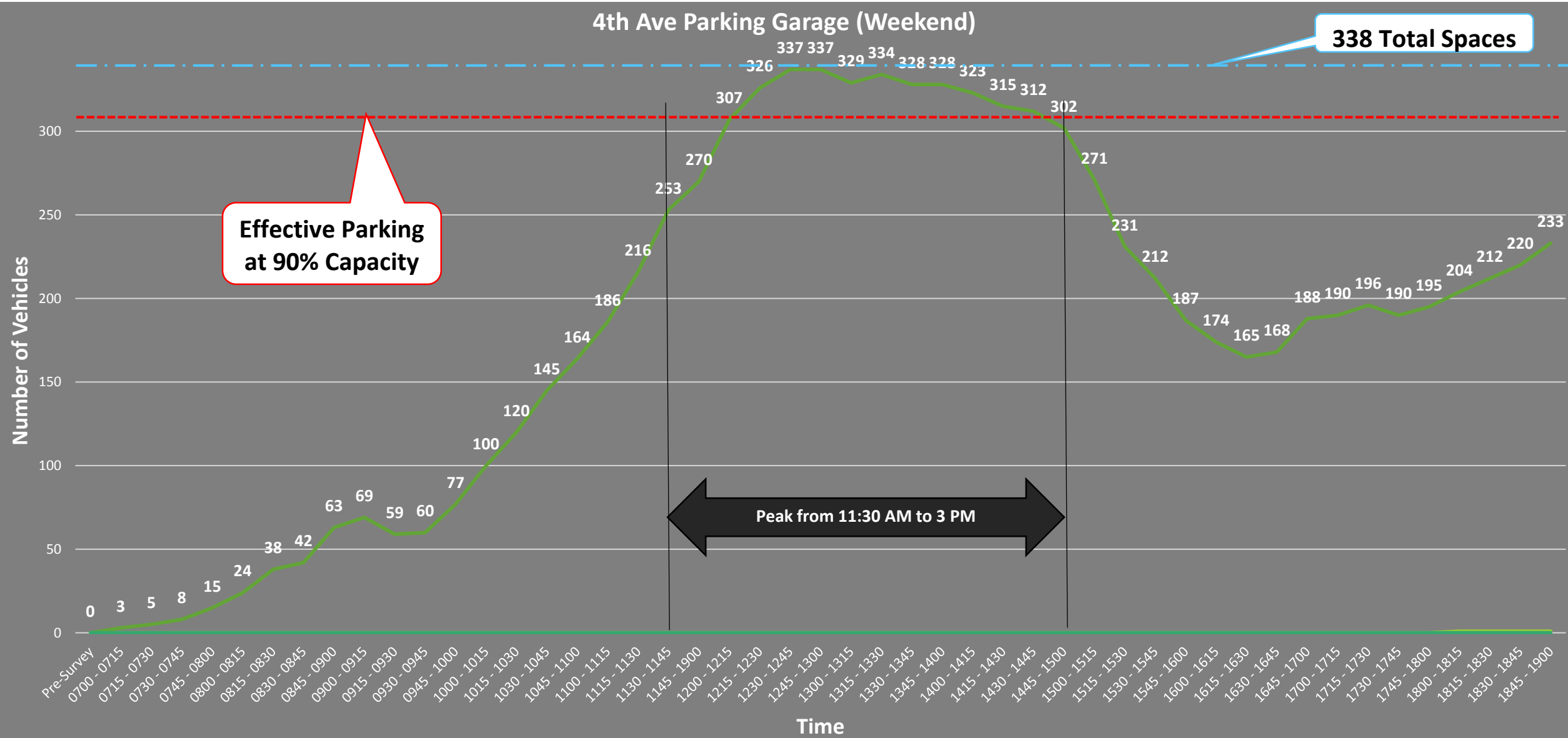
Existing Conditions: Utilization



Existing Conditions: Utilization



Existing Conditions: Utilization



Existing Conditions

Data Collection Process

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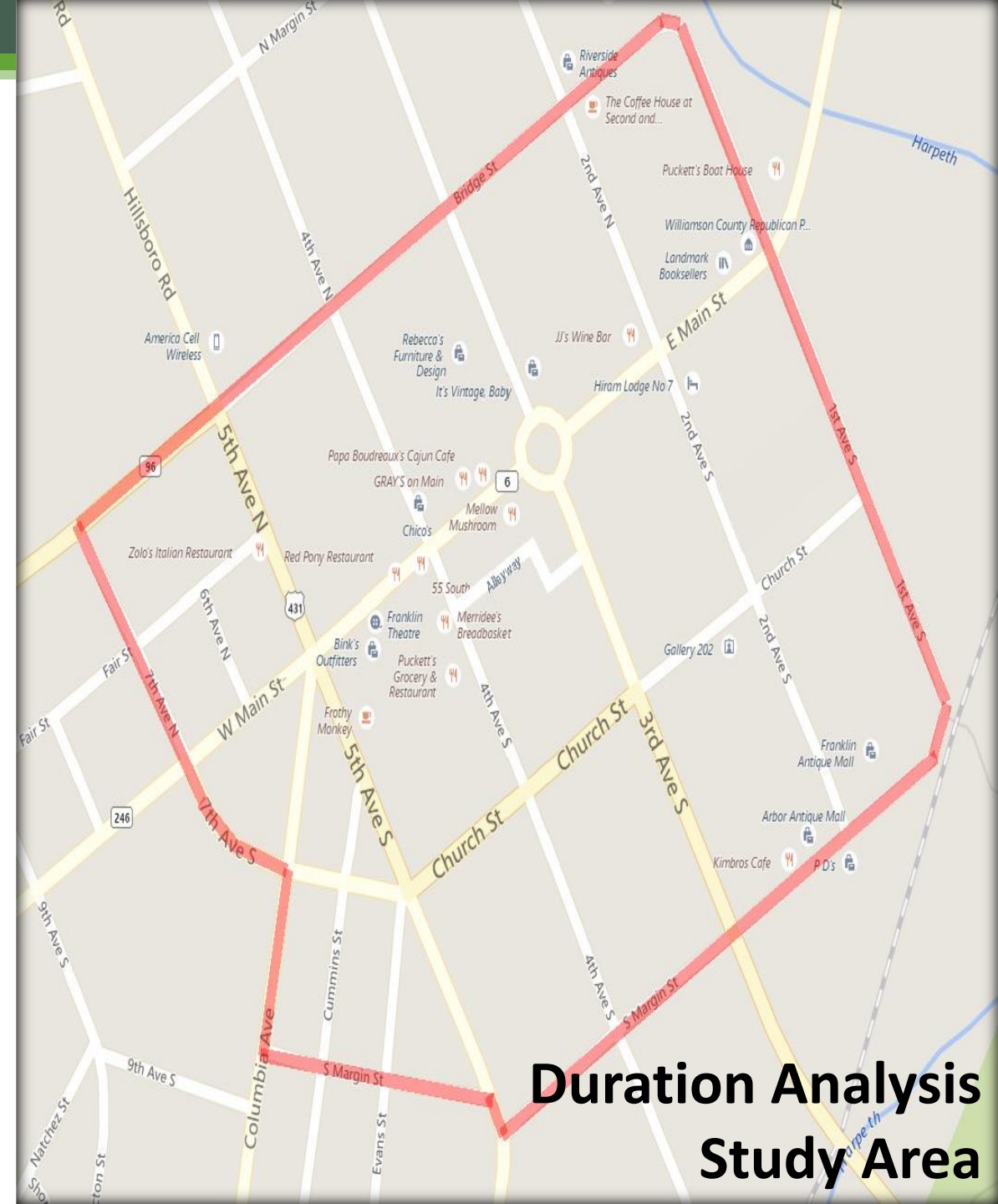
Existing Conditions

Data Collection Process

- *Parking Duration Analysis*
Determined utilizing license plate inventory.

Field Survey (Duration Analysis Study Area):

- Fall 2016
- 9 AM to 6 PM
- On-Street Parking Spaces
- Walkable, core area of the Study Area.



Existing Conditions

Data Collection Process

➤ *Parking Duration Study*

- *Data collected on the most walkable, inner core of the Downtown Area*
- *Provides information on the turnover and length of time parking spaces are occupied*
- *Key measure for operations*



Existing Conditions: Duration

4TH AVENUE: FROM 4TH NORTH TO BRIDGE & 4TH SOUTH TO S MARGIN

DATA Snapshot

1

2

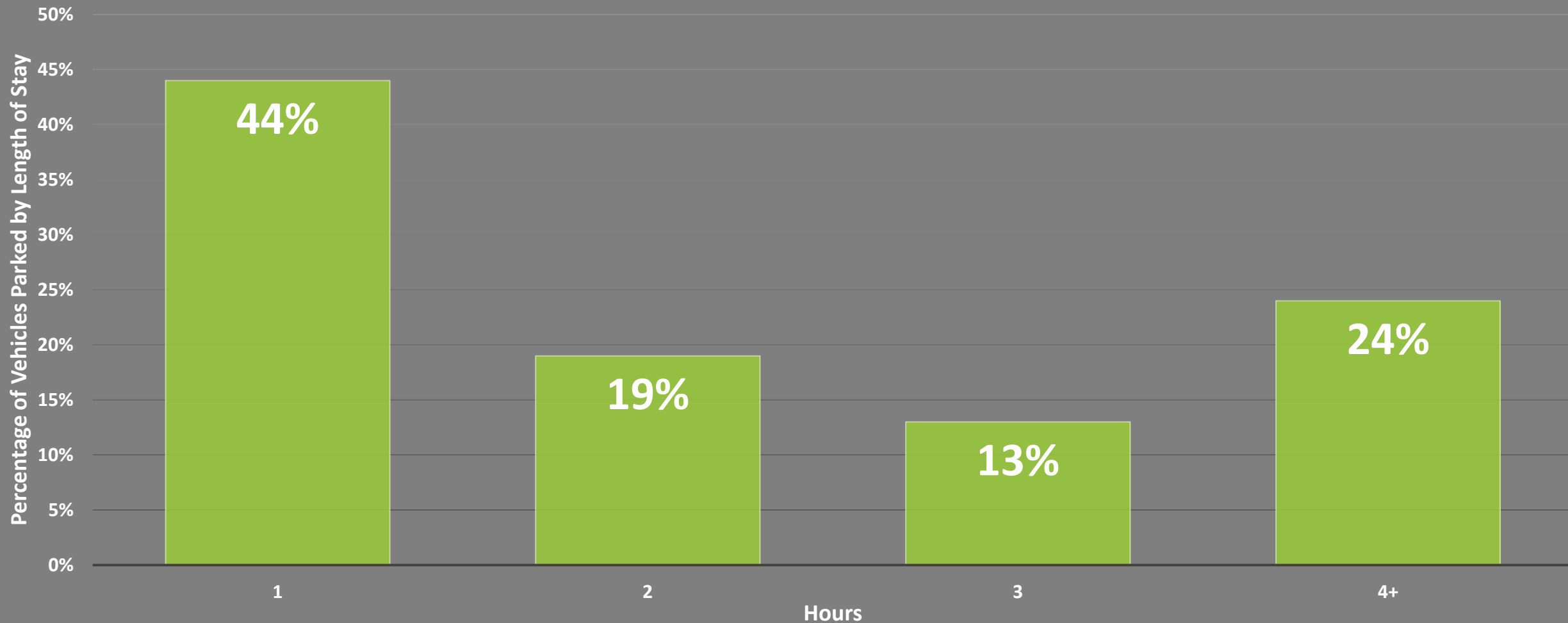
Hours

3

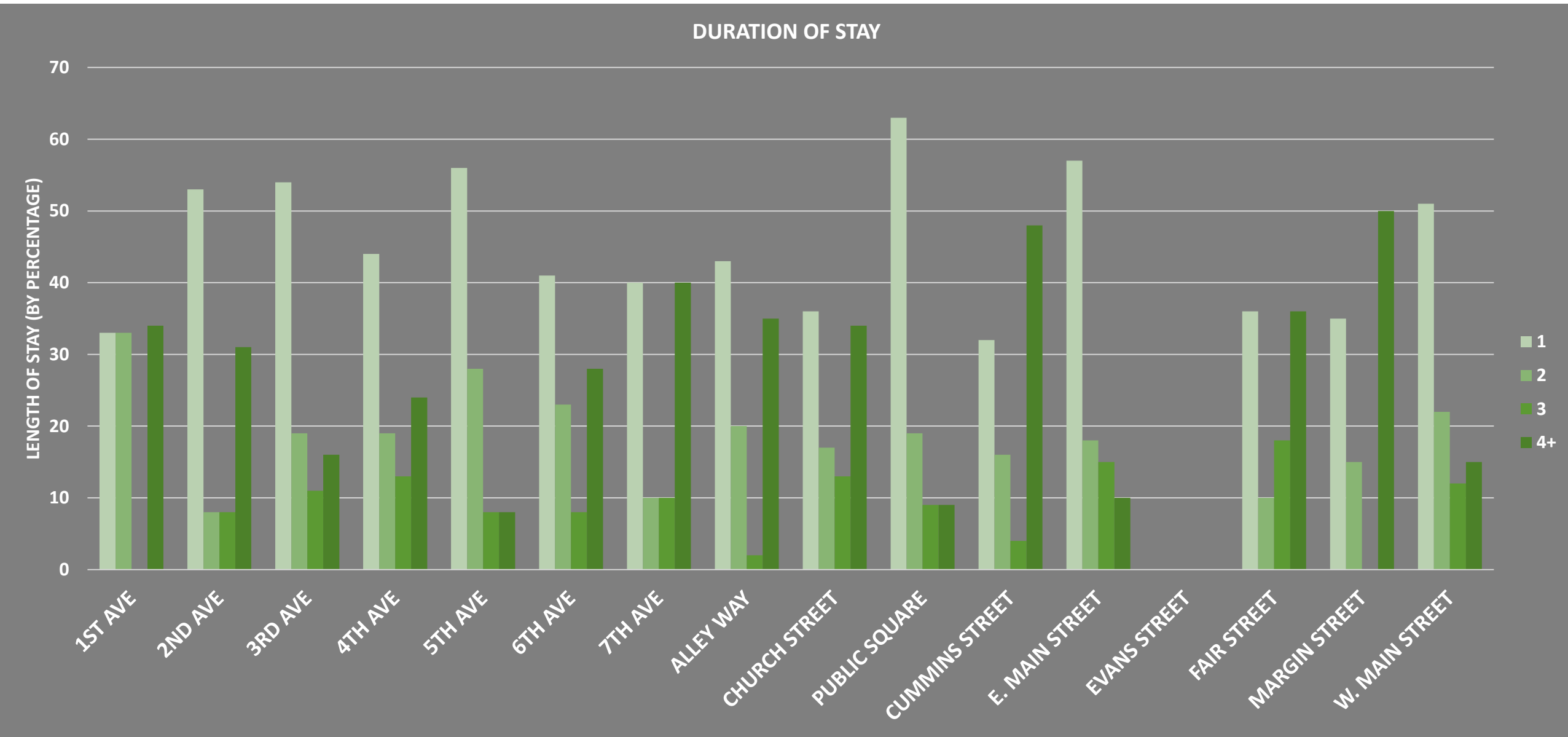
4+

Existing Conditions: Duration

4TH AVENUE:
4TH NORTH FROM W MAIN TO BRIDGE &
4TH SOUTH FROM W MAIN TO S MARGIN



Existing Conditions: Duration



Existing Conditions: Loading Zone Field Survey

Field Survey of Loading Zone Areas:

- *Limited dedicated space.*
- *High intensity of need for deliveries.*

“This is a disaster”- UPS Driver making deliveries in downtown



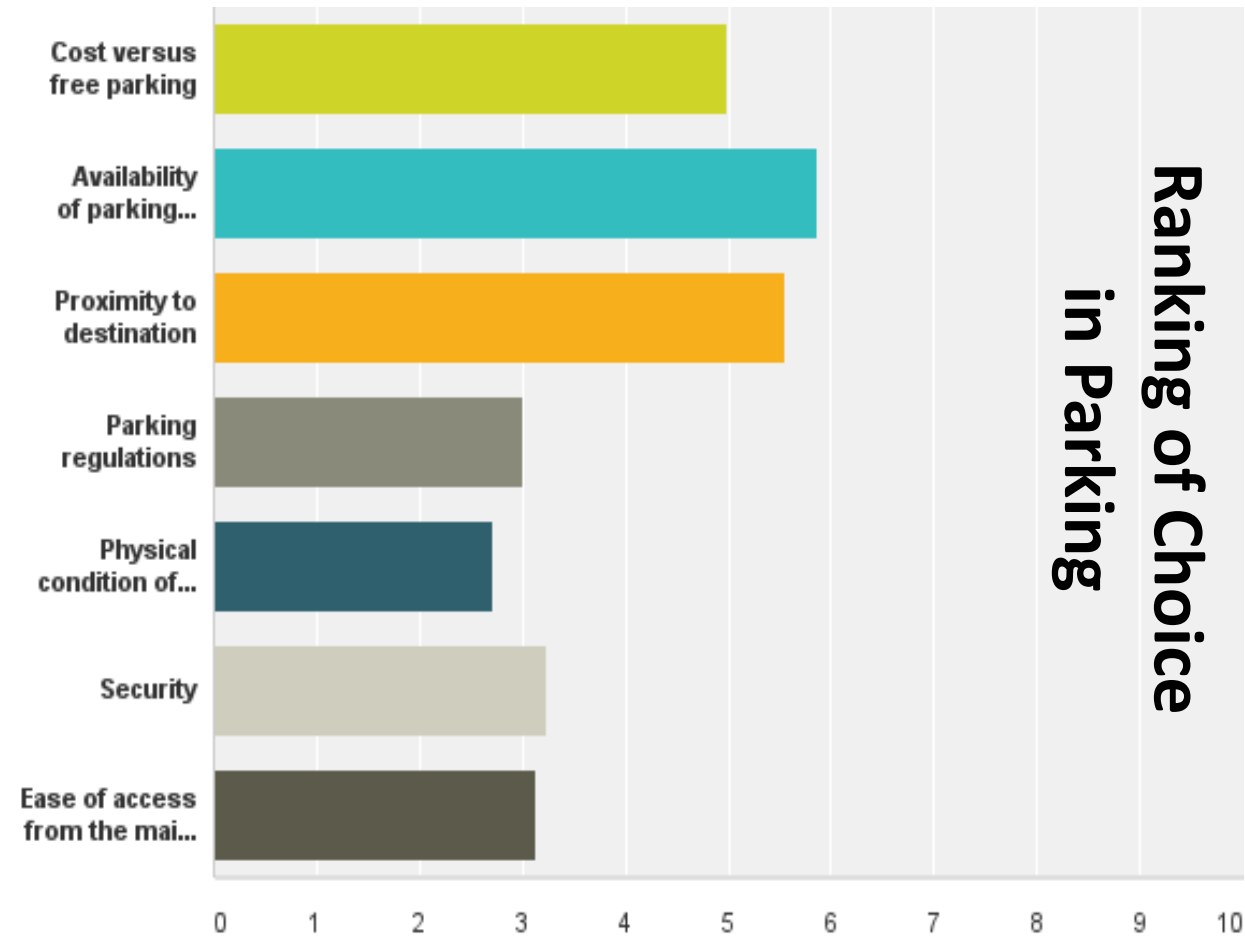
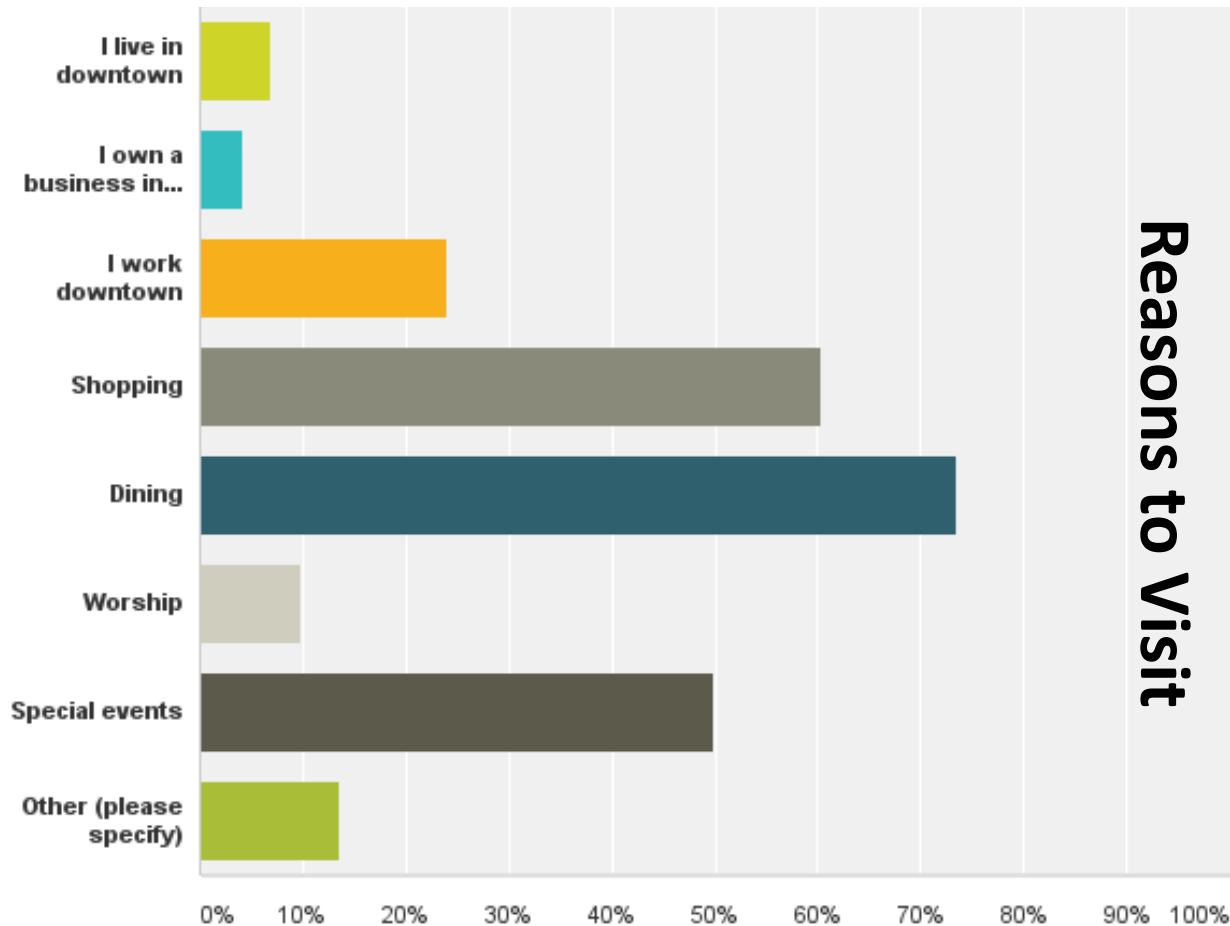
Existing Conditions: On-Line Survey

Online Survey

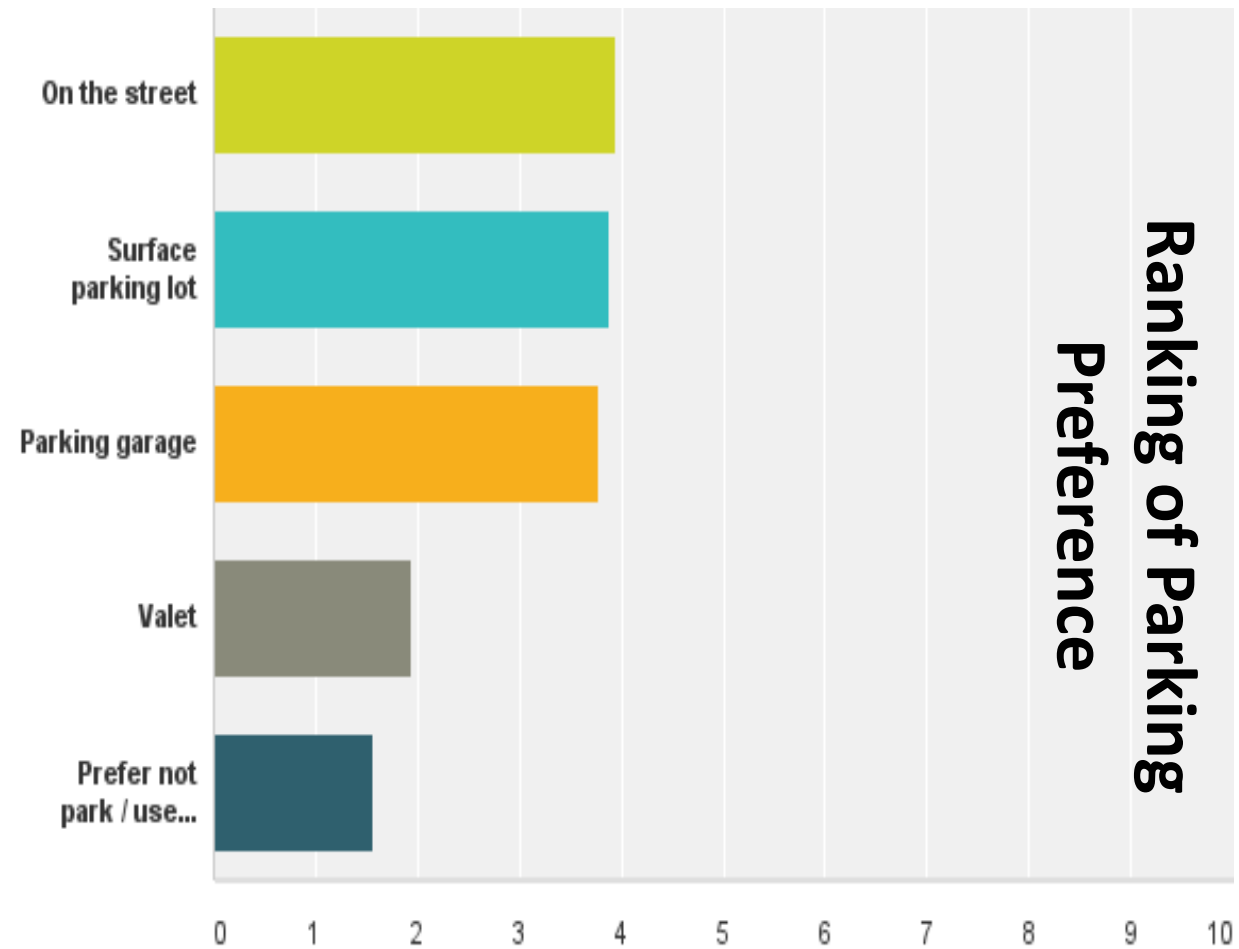
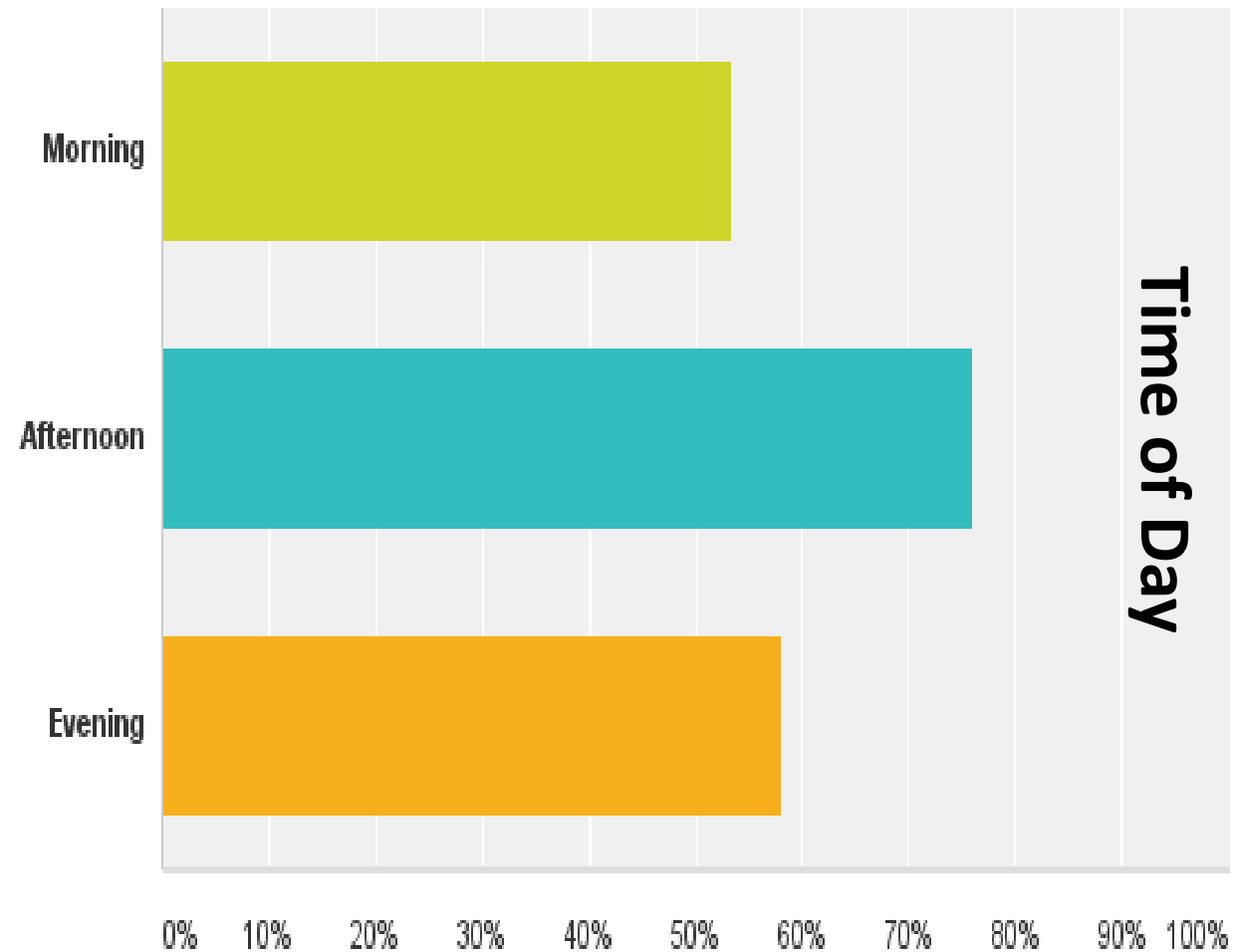
- *18 questions*
- *1st element of stakeholder engagement*
- *Open from October 13, 2016 until December 5, 2016*
- *442 Total Responses*



Existing Conditions: On-Line Survey



Existing Conditions: On-line Survey



Existing Conditions: Survey- Biggest Issues & Best Aspects

Q15 What is the biggest issue with parking in the Downtown Study Area?

Answered: 269 Skipped: 173

Tourists Parking is Tough Trying Security Issue Crowded
Street Parking Growth
Not Enough Parking Place
Spaces Not Enough Available
Parking Garage court Events
Impossible Downtown Parking Close Traffic
Fills up Quickly Festivals Not Knowing Franklin Disabled
Walk

Q16 What are the best aspects of parking in the Downtown Study Area?

Answered: 248 Skipped: 194

Businesses Close to Retail Restaurants Special Events
Safe Think Spaces Eat Walking Morning
Spot Close to Work Garages Cost
Parking Important Downtown Clean
Convenient Stores Proximity Town Love
Small Area Destination Locations

Questions?



Parking Perceptions

Parking Challenges & Opportunities

How should parking infrastructure & enforcement be managed?

What are the City's financial obligations?

How are peer communities dealing with parking issues?

Peer Review is presented to offer framing questions, moving from Existing Conditions to Future Conditions.



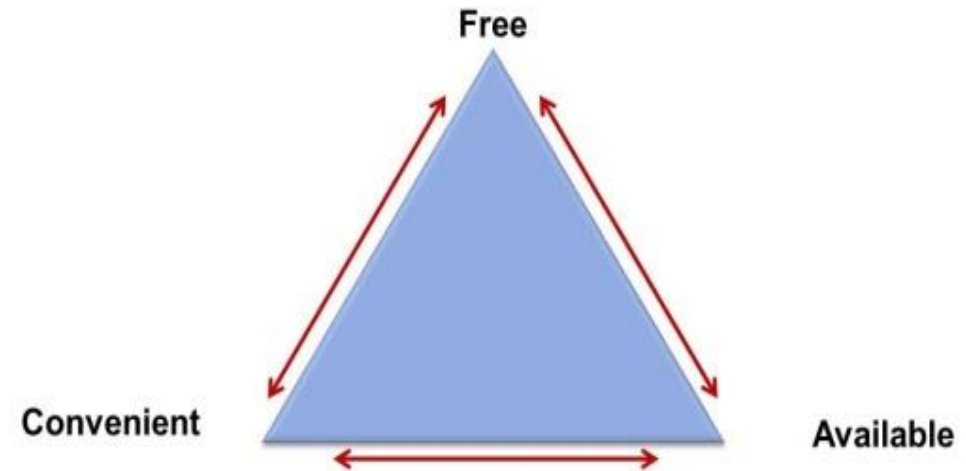
Best Management Practices Around the Nation

- Promote on-street turnover
- Promote financial sustainability to offset high costs of parking
- Make enforcement friendlier
- Right size parking in order to not overbuild
- Be fair and efficient in creation of turnover



Promote On-Street Parking Turnover

- Turnover created through:
 - Enforcement time period
 - Parking meters or similar
 - Time Limits
 - Balance of convenience, cost, & availability of spaces



Example Cities:

- Lexington, KY – Parking meters with time limits.
- Bloomington, IN – Parking meters with free off-street available. Enforced until 9am-9pm, Mon-Sat.
- Asheville, NC – Parking meters with lower rates for garages. Bike lockers available for \$10 per month.
- Newport, RI – Parking meters. Seasonal enforcement until midnight every day of the week.

Option 1
Free + Convenient
≠ Available

Option 2
Free + Available
≠ Convenient

Option 3
Convenient + Available
≠ Free

Promote Financial Sustainability

Examples from other peer communities:

- City department or parking authority
- Ability to issue and service debt for new facilities
- Revenue and sustainability includes paid parking and parking citations

Example Cities:

- Lexington & Fayette County KY Parking Authority (LFCPA)
- Parking Authority of River City Louisville, KY (PARC)
- Chattanooga Parking Authority (CPA)
- Birmingham Parking Authority (BPA)



Friendlier Enforcement

- Ambassador program
 - Serve the community being available to answer questions
 - Provide maps and directions for visitors
 - Educate motorists on enforcement laws, available spaces, and use of meters
 - Create a service for the community, as opposed to facilitating annoyances
- Warning citations
- Graduated fine schedule, with leniency for first-time offenders and curbs scofflaws.



Example Cities:

- Wichita, KS
- Carmel, IN
- New Braunfels, TX
- Holland, MI

Be Fair and Efficient in Creation of Turnover

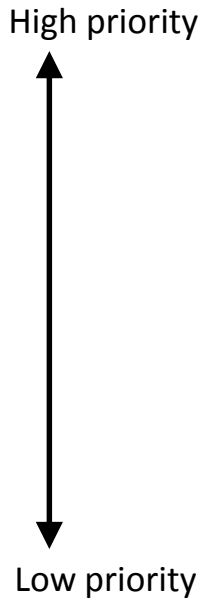
- Ambassador program
- Warning citations
- Graduated fines are more lenient on first-time offenders while curbing scofflaws.
- Regulate to favor higher-priority activities

- Prioritized parking facility users:

1. Delivery and service vehicles
2. Vehicles used by people with disabilities
3. Rideshare and transit vehicles
4. Customers, tourists, and visitors
5. Employees and residents
6. Long-term vehicle storage

Example Cities:

- Lafayette, IN
- Dunedin, FL



Questions?

Thank you for your time!

**PUBLIC MEETING:
APRIL 10, 2017**



FranklinForward: 2016 Progress Update



Baseline Establishment:

Progress Ranking

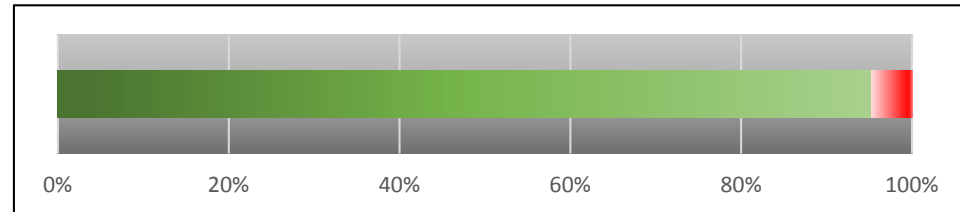
Good

Function: Establishing baselines which can measure goals to determine progress of strategic plan

Goal: 100%

By: ASAP

Goals which have baselines	61
Goals which do not have baselines	3
Total Goals	64



Measurement Determination:

Progress Ranking

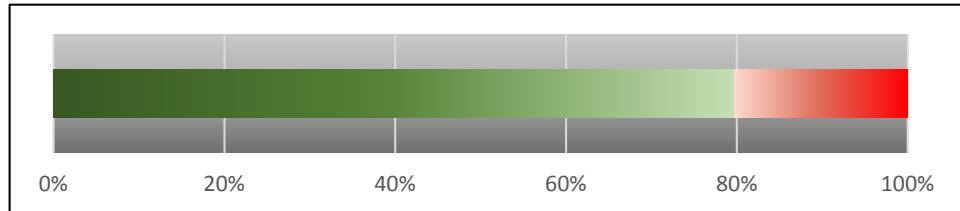
Improvement Needed

Function: To determine how many baselines are established and to what extent they are established

Goal: 100%

Baselines with determined measures	59
Baselines which have no measure	15
Total Baselines*	74

*Please note: Some goals have more than one baseline.



Data Determination

Progress Ranking

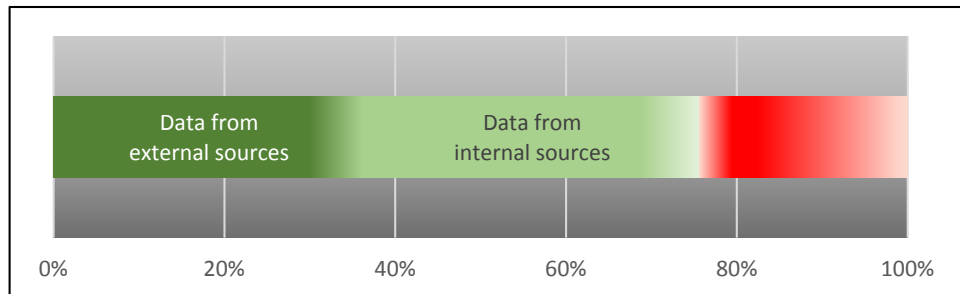
Improvement Needed

Function: To determine how many baselines are established and to what extent they are established

Goal: 100%

Data from external sources	27
Data from internal sources	29
Data from citizen survey	5
Data source not established	13
Total Baselines*	74

*Please note: Some goals have more than one baseline.



FranklinForward: 2017 Progress Update



Baseline Establishment:

Progress Ranking

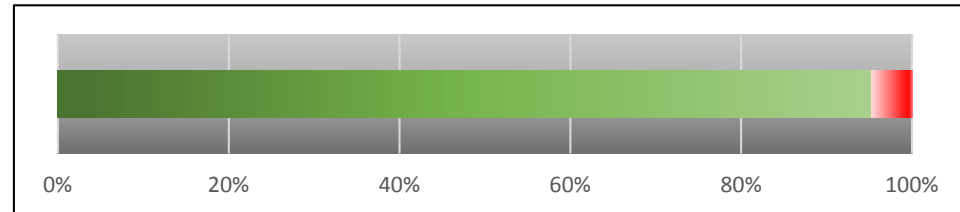
Good

Function: Establishing baselines which can measure goals to determine progress of strategic plan

Goal: 100%

Achieved: 96%

Goals which have baselines	61
Goals which do not have baselines	3
Total Goals	64



Measurement Determination:

Progress Ranking

Good

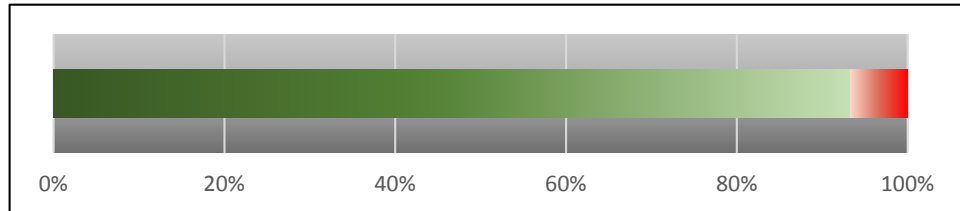
Function: To determine how many baselines are established and to what extent they are established

Goal: 100%

Achieved: 93%

Baselines with determined measures	69
Baselines which have no measure	5
Total Baselines*	74

*Please note: Some goals have more than one baseline.



Data Determination

Progress Ranking

Good

Function: To determine how many baselines are established and to what extent they are established

Goal: 100%

Achieved: 93%

Data from external sources	30
Data from internal sources	34
Data from citizen survey	5
Data source not established	5
Total Baselines*	74

*Please note: Some goals have more than one baseline.

