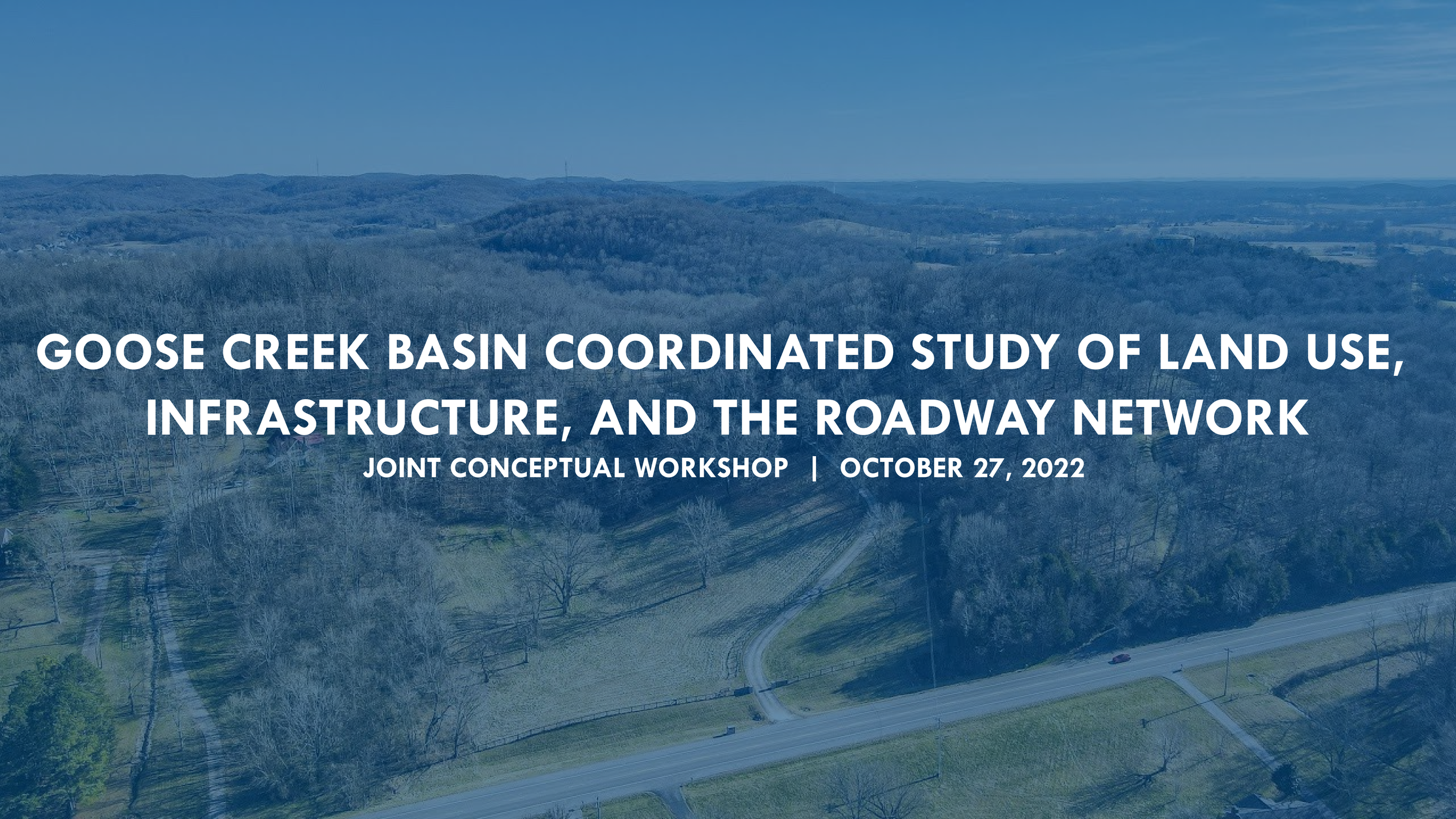


GOOSE CREEK BASIN COORDINATED STUDY OF LAND USE, INFRASTRUCTURE, AND THE ROADWAY NETWORK

JOINT CONCEPTUAL WORKSHOP | OCTOBER 27, 2022

Project Team

REA
RUNDELL ERNSTBERGER ASSOCIATES

Cynthia Bowen, FAICP, LEEP AP
Partner / Planner

Catherine Kazmierczak
Planner

CDM Smith

Thomas Clinard, PE
Vice President

Brandon Denny, PE
Project Engineer

Hollis Loveday, PE
Principal / Traffic Engineering

TischlerBise
FISCAL | ECONOMIC | PLANNING

Carson Bise, AICP
President

Colin McAweeney
Senior Fiscal & Economic Analyst

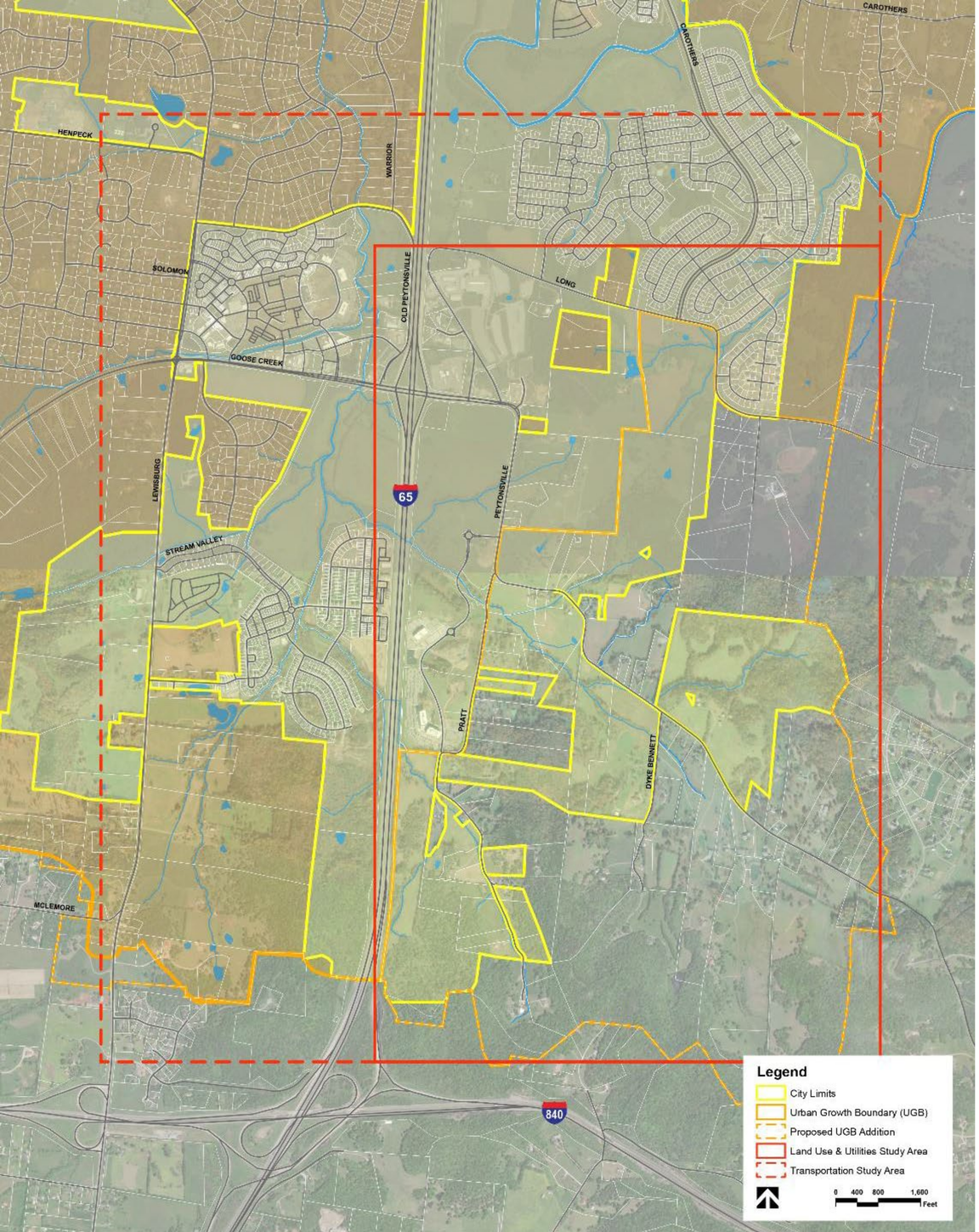
Project Agenda

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

PROCESS

JOINT CONCEPTUAL WORKSHOP | OCTOBER 27, 2022

Project Area



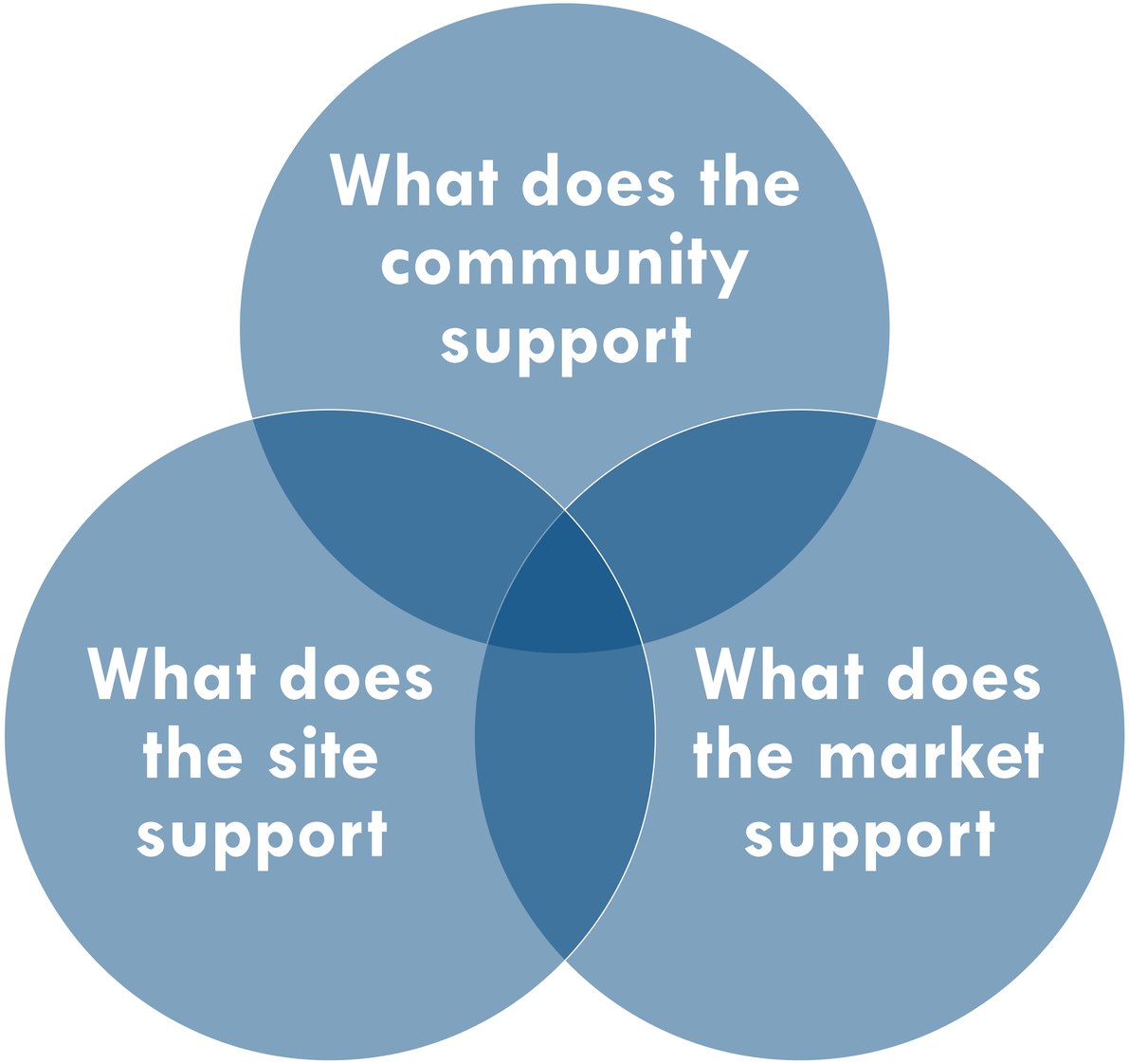
Land Use & Utilities

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

Transportation

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

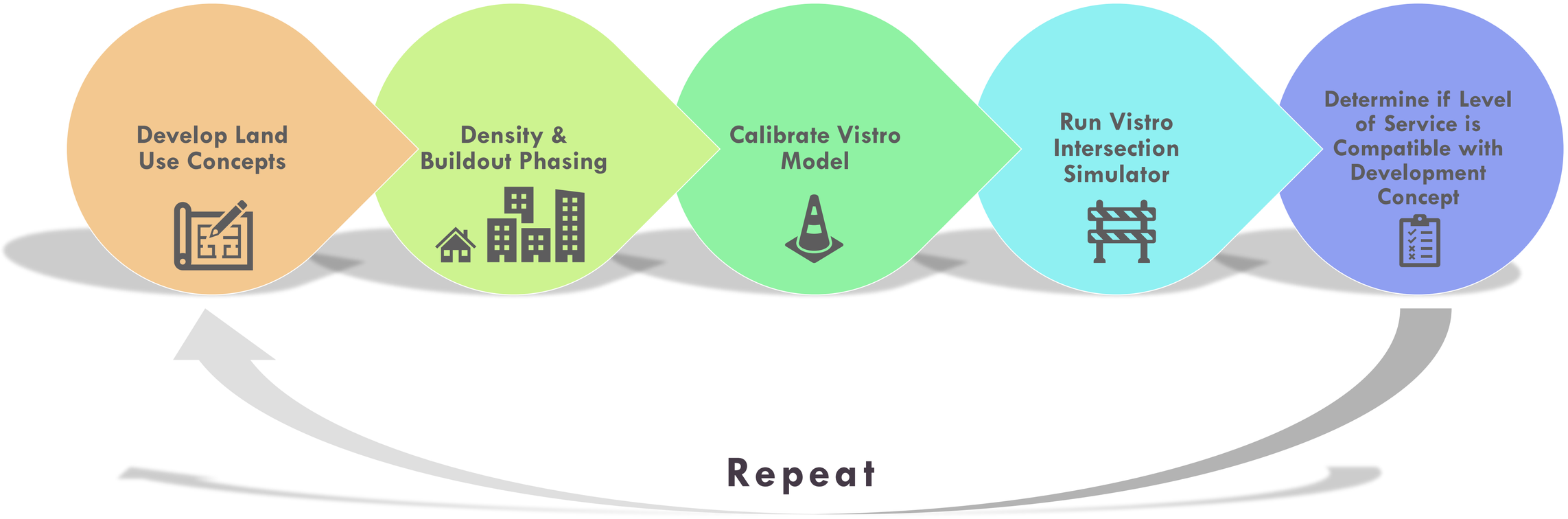
Understanding



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

DISCOVERY	VISIONING	FRAMEWORKS	ACTION
November - January	January - April	April - October	July - December
Coordination			
Outreach			
Project Base Mapping	Community Meeting 1	Final Scenarios	Technical Memorandum
Relevant Plans	Stakeholder Interviews	Infrastructure Financing Strategy	BOMA Meeting
Development Agreement Review	Land Use Scenarios	Implementation Strategy	
Suitability Analysis	Build Vistro Model	Community Meeting 2	
Assess Market Demand	Scenario Analysis and Recommendations		
Transportation and Synchro Analysis	Water and Wastewater Analysis		
Existing Conditions Summary	Fiscal Efficiency of Land Use		
	BOMA / FMPC Meeting		

Transportation Analysis Process



Summary of May 26th Stakeholder Meetings

Land Use

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

Land Use Continued

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

Summary of May 26th Stakeholder Meetings

Conservation

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

Transportation

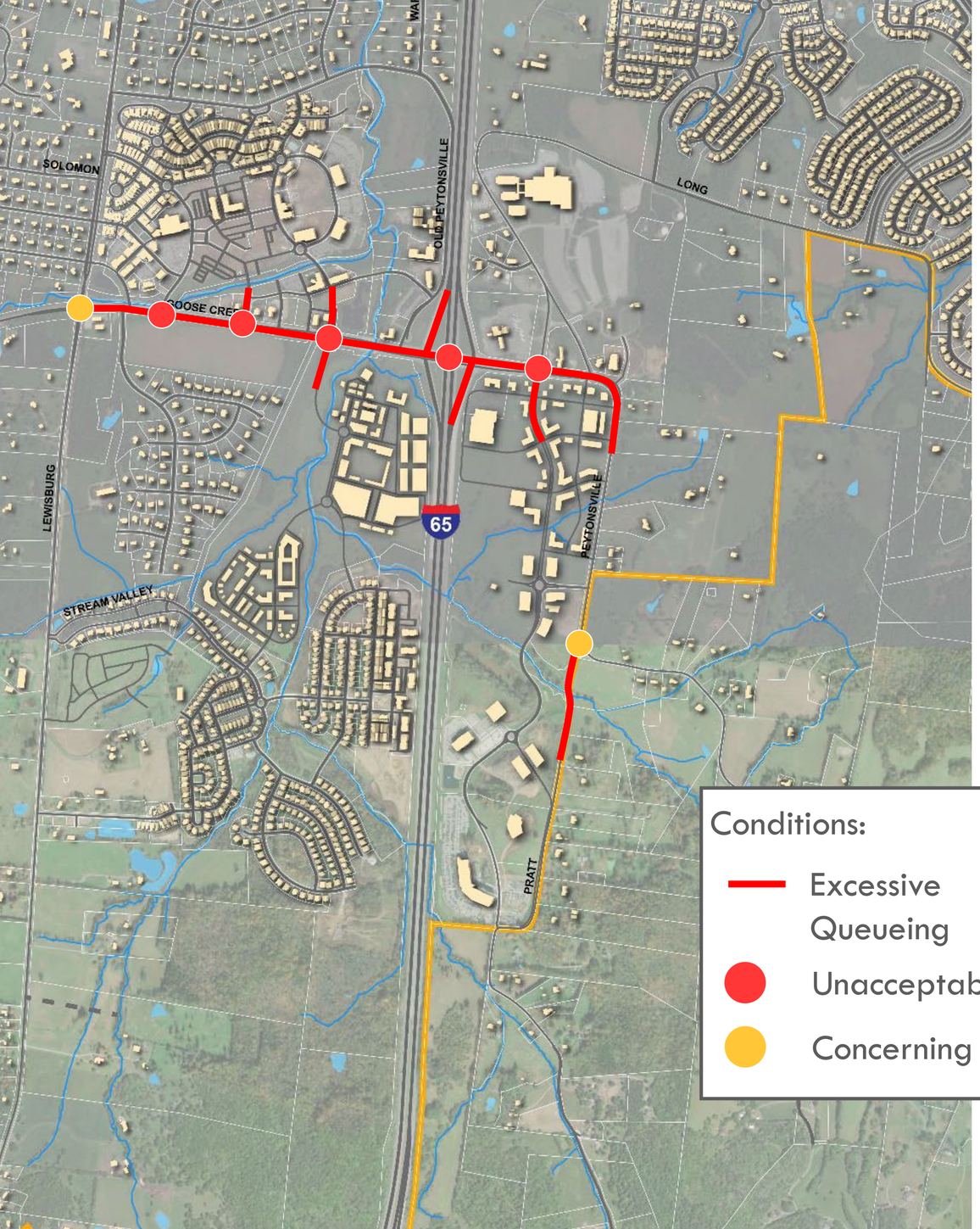
- Identified the timing of the interchange may be too long
- Thought the flyover would not provide relief for traffic congestion
- Need a more creative approach for the Pratt Lane/Carothers Parkway intersection

Fiscal Considerations

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

Estimated 2030 Conditions

Existing and Approved Developments

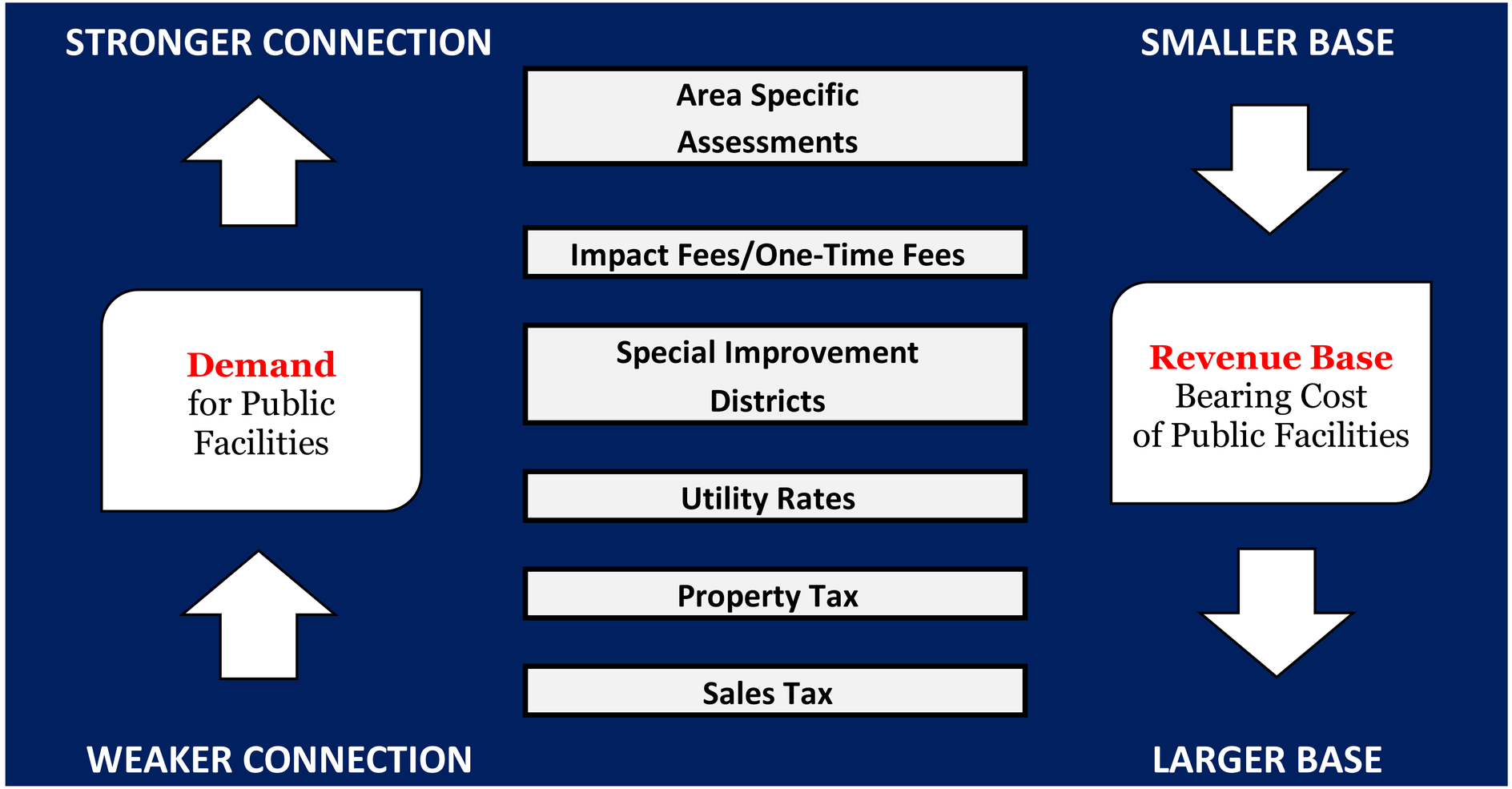


- Approved developments create potential capacity and queueing issues
- Includes improvements to existing roadways and intersections

FINANCIAL CONSIDERATIONS OVERVIEW

JOINT CONCEPTUAL WORKSHOP | OCTOBER 27, 2022

Conceptual Framework for Capital Funding Revenue Strategies



Source: TischlerBise, Inc.

Taxes vs. Fees: Who Should Pay?

WHO BENEFITS?	PUBLIC OR PRIVATE GOOD?	TAX VS. FEE POLICY	EXAMPLE SERVICE
Community	Public	100% Taxes	Police
Primarily the community with some individual benefits	Public/Private	Mostly Taxes & Some Fees	Code Enforcement
Primarily the individual with some community benefits	Private/Public	Mostly Fees & Some Taxes	Govt. Facility Rental
Individual benefit only	Private	100% Fees	Development Services

Source: TischlerBise, Inc.

30-Year Cumulative Capital Revenues

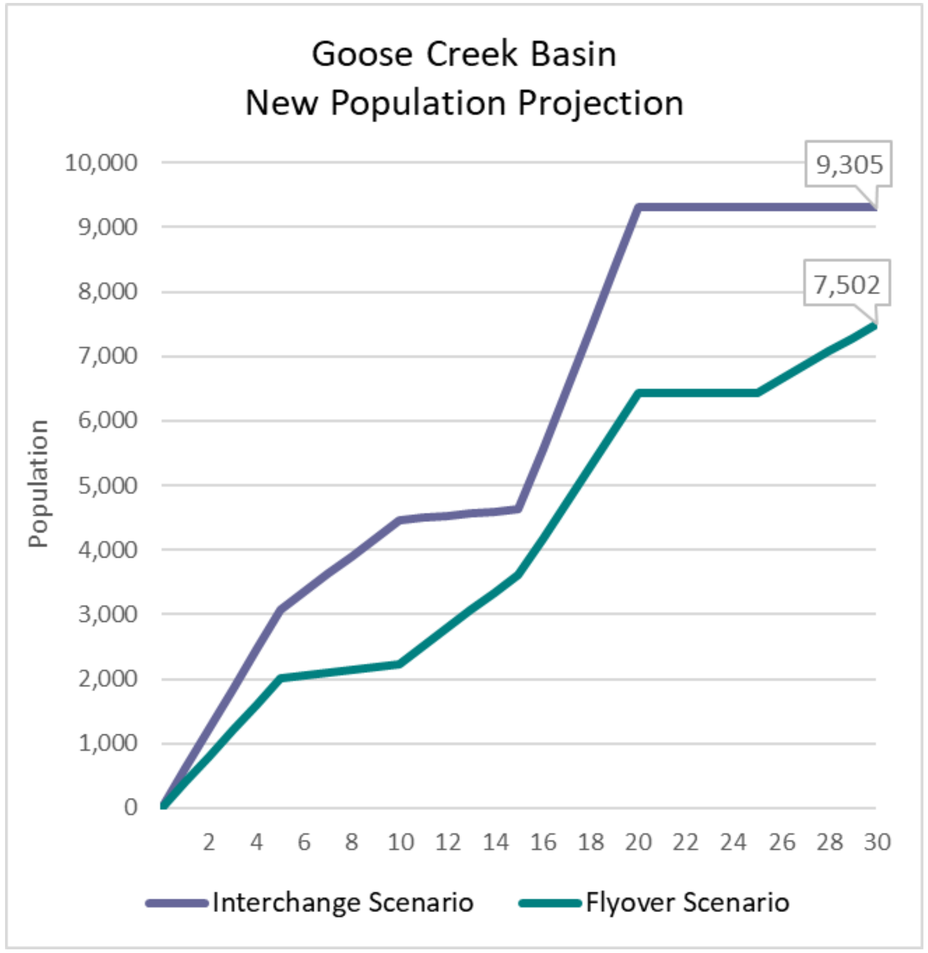
Flyover Concept

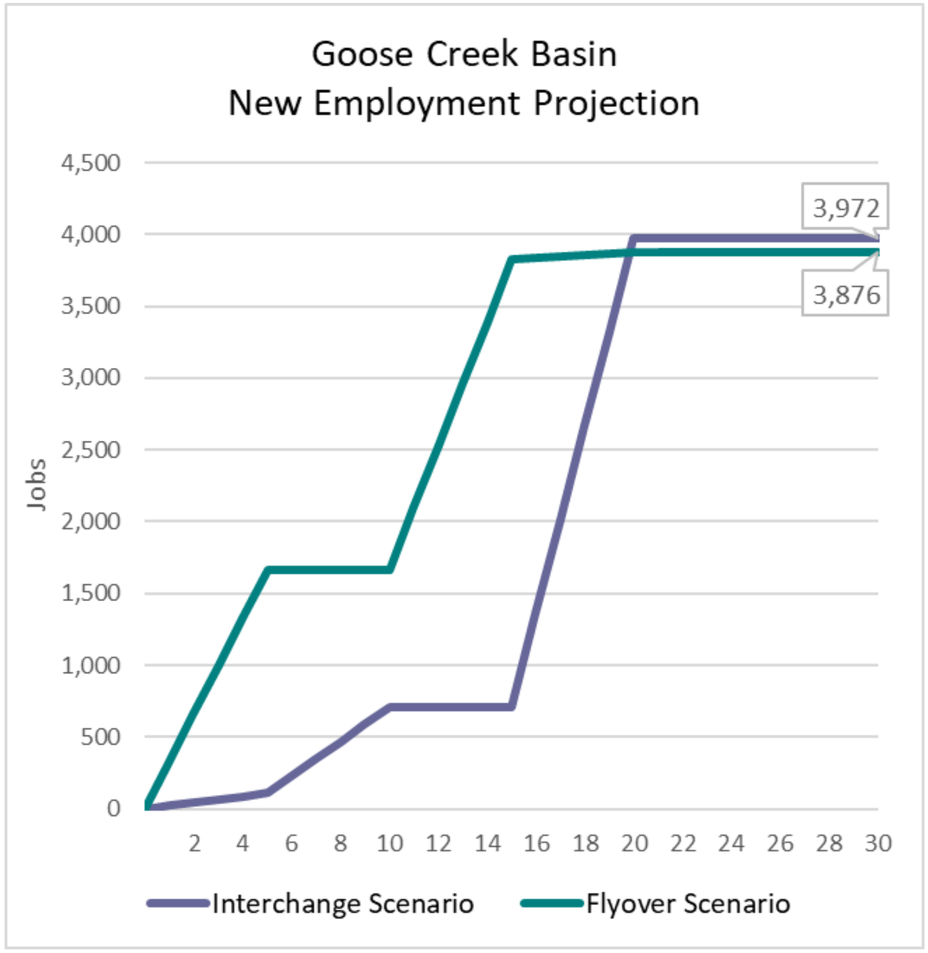
30-Year Development Buildout	Interchange Scenario	Flyover Scenario
Population	9,305	7,502
Increase from 2021 Base	***11%***	***9%***
Housing Units		
Single Family	1,500	1,528
Multifamily	2,879	1,819
Total Units	**4,379**	**3,347**
Jobs		
Retail	1,502	1,523
Office	2,404	2,259
Expo/Institutional	66	94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

Source: REA & TischlerBise analysis

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

Conceptual Framework for Capital Funding Revenue Strategies





30-Year Cumulative Capital Revenues

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

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

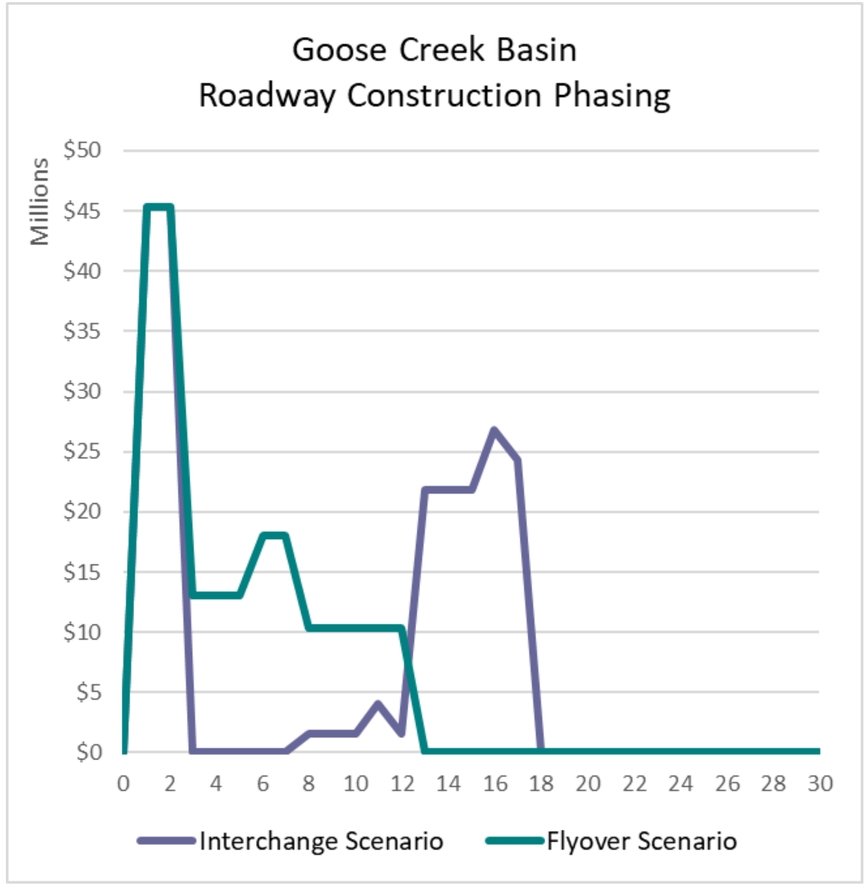
30-Year Cumulative Capital Revenues
Road Projects Only

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

30-Year Transportation Needs & Phasing

30-Year Transportation Needs				
Goose Creek Basin	Interchange Scenario	%	Flyover Scenario	%
Goose Creek Bypass (SR-248) Extension	$20,000,000	9%	$20,000,000	9%
Peytonsville Road	$23,900,000	11%	$23,900,000	11%
Carothers Parkway	$9,500,000	4%	$9,500,000	4%
Long Lane Overpass	$36,800,000	17%	$36,800,000	17%
Goose Creek Bypass (SR- 248) Extension	$9,200,000	4%	$9,200,000	4%
Pratt Lane Improvements	$7,800,000	4%	$7,800,000	4%
I-65 Interchange Connector Road	$51,700,000	24%	$51,700,000	24%
Carothers Parkway (South Extension)	$38,700,000	18%	$38,700,000	18%
Intersection Improvements	$20,000,000	9%	$20,000,000	9%
Grand Total	**$217,600,000**	**100%**	**$217,600,000**	**100%**

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

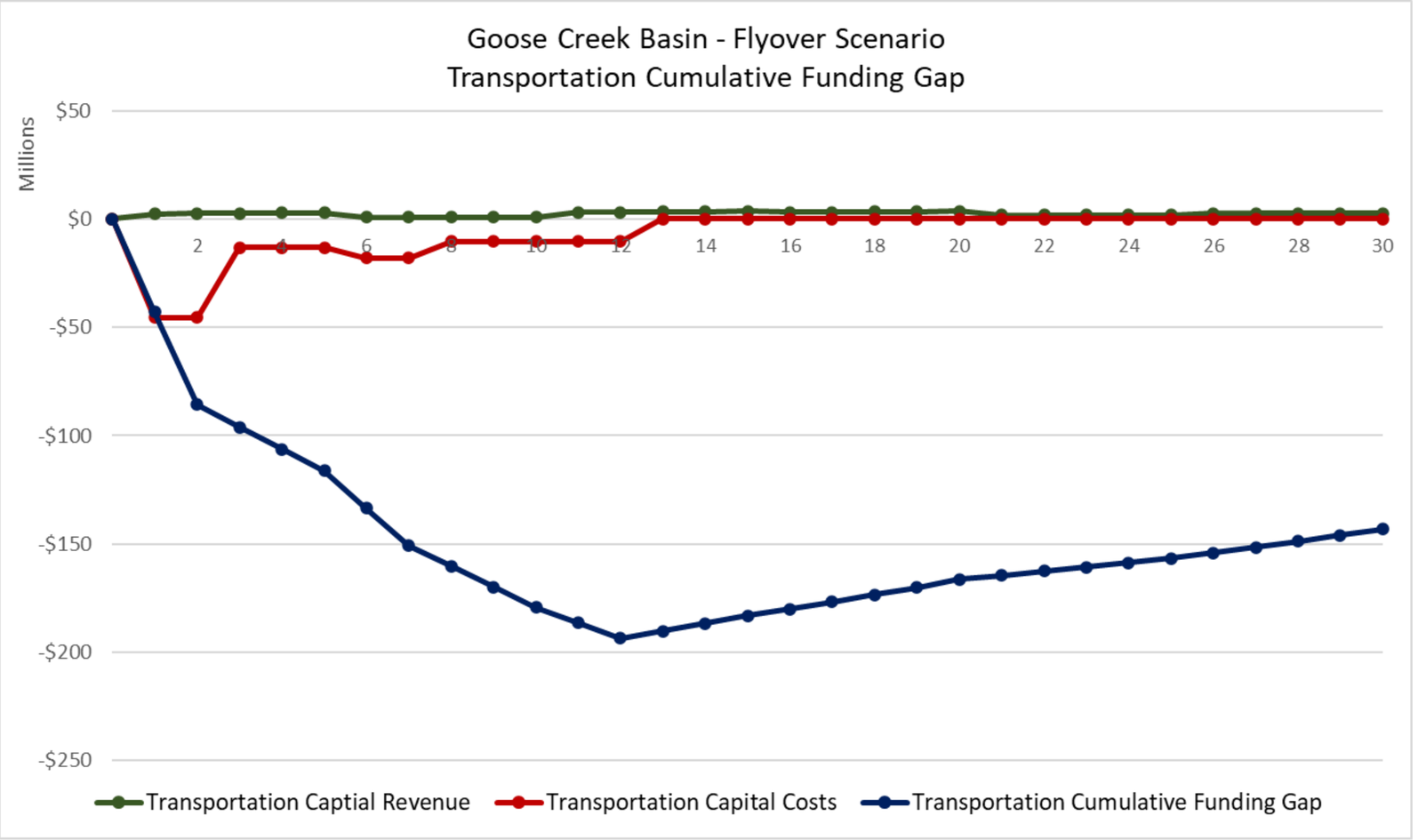


Transportation Project Funding Gap

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

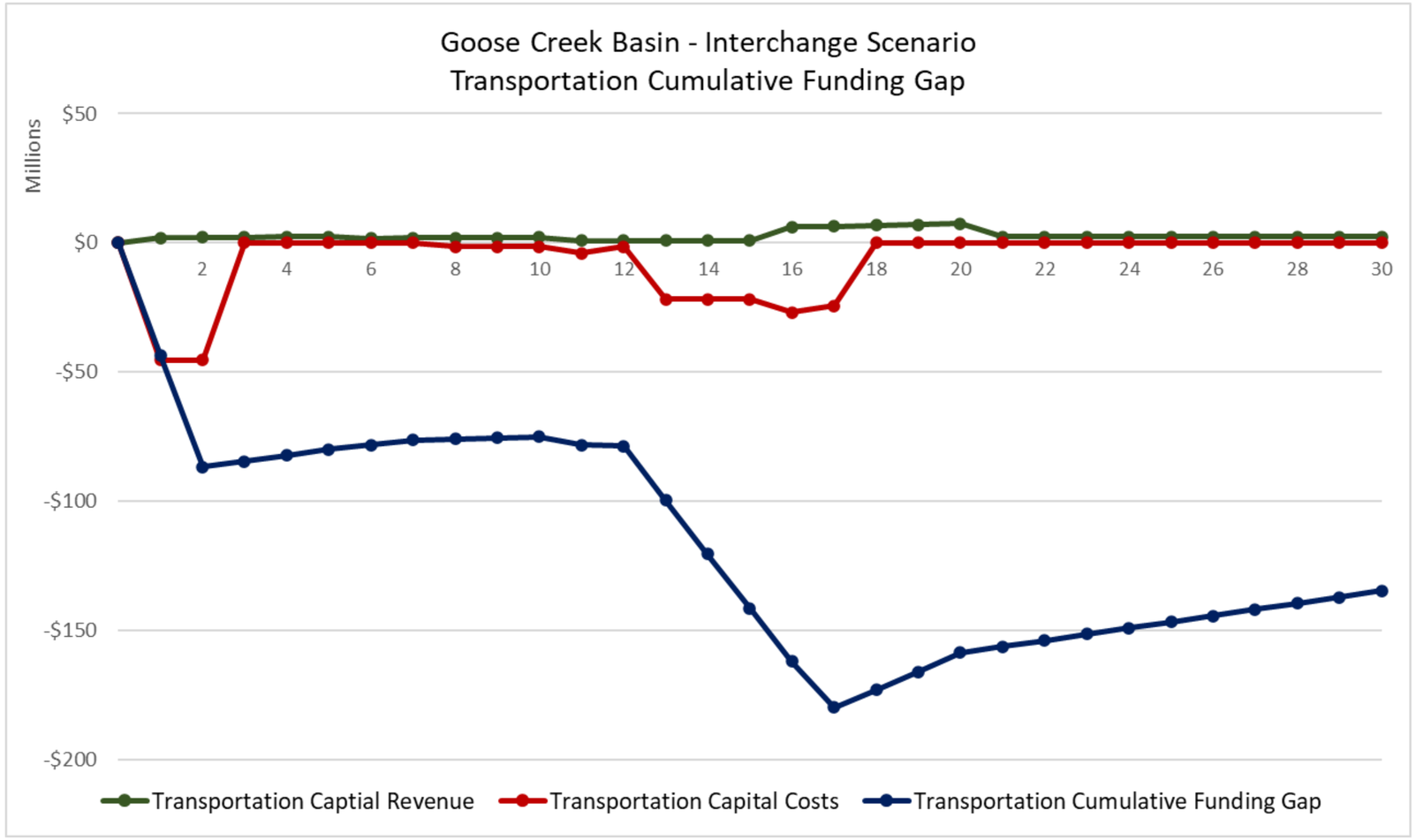
Transportation Project Funding Gap

Flyover Scenario



Transportation Project Funding Gap

Interchange Scenario

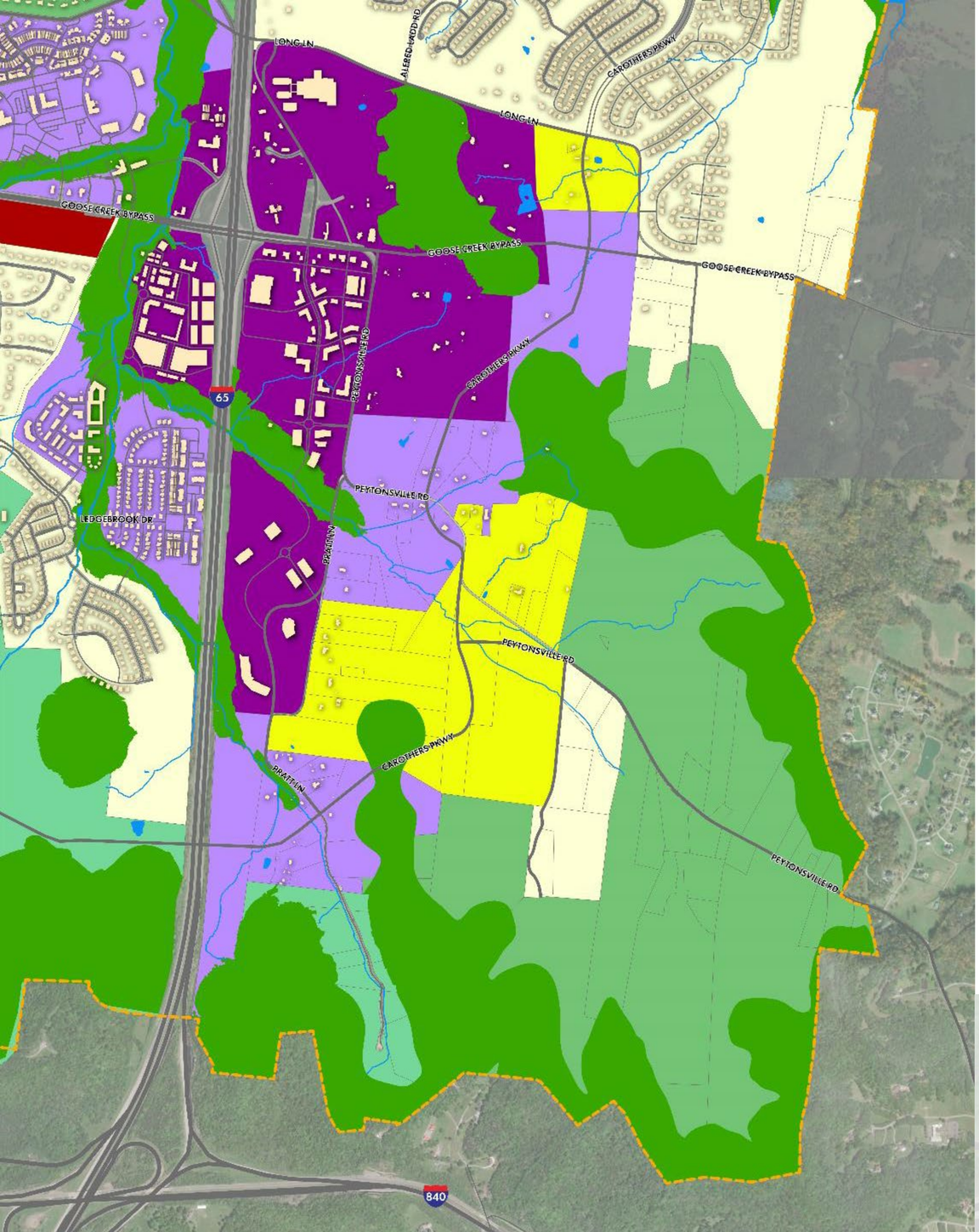


FLYOVER CONCEPT PRESENTATION

JOINT CONCEPTUAL WORKSHOP | OCTOBER 27, 2022

Design Concept

Flyover Concept



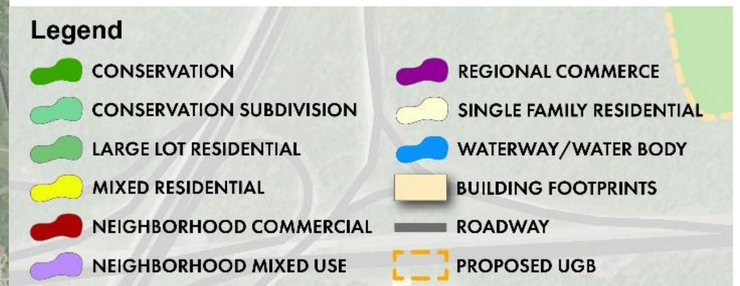
Flyover Concept Totals*

DUs: 3,307

Non-Res. SF: 1,500,266

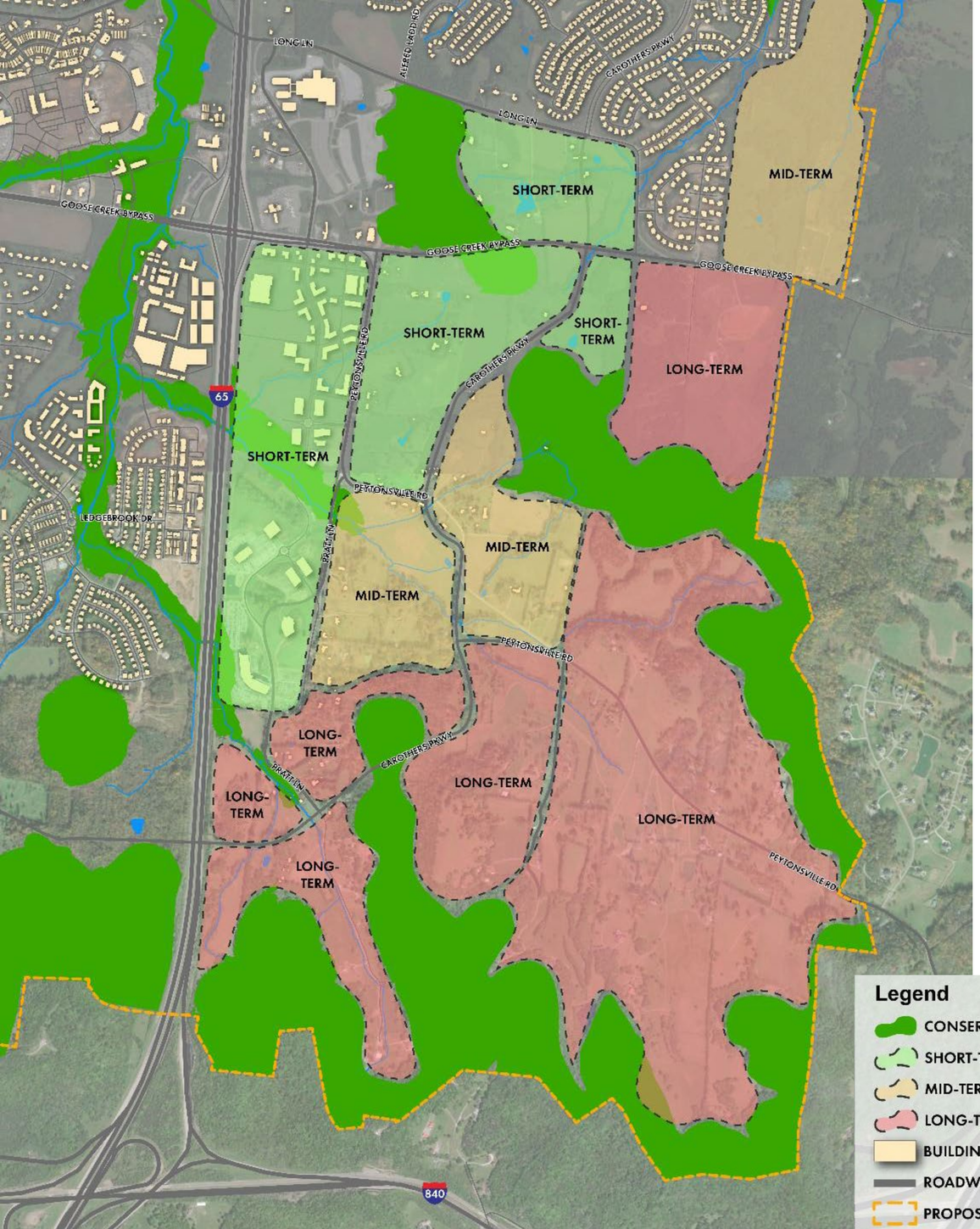
- Staff and consultant do not recommend this option
- No viable transportation improvements available to manage congestion and queuing issues
- Evening scaling back density and limiting development would not address infrastructure deficiencies

* Without Reams-Fleming Development



Phasing of Development

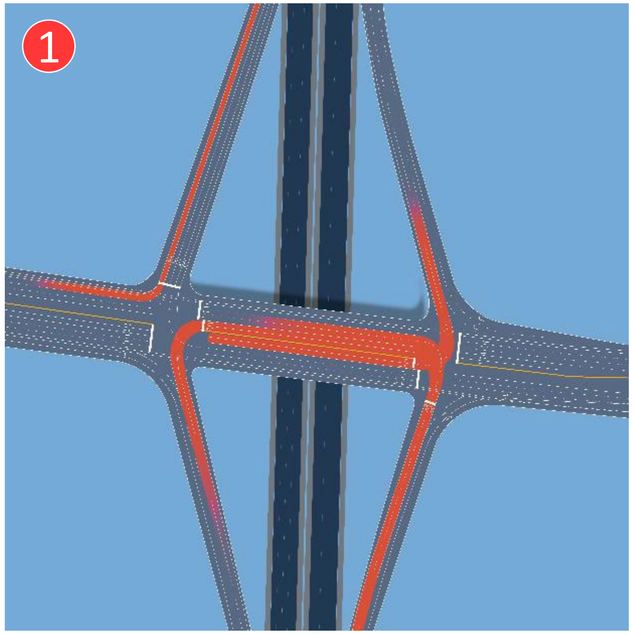
Flyover Concept



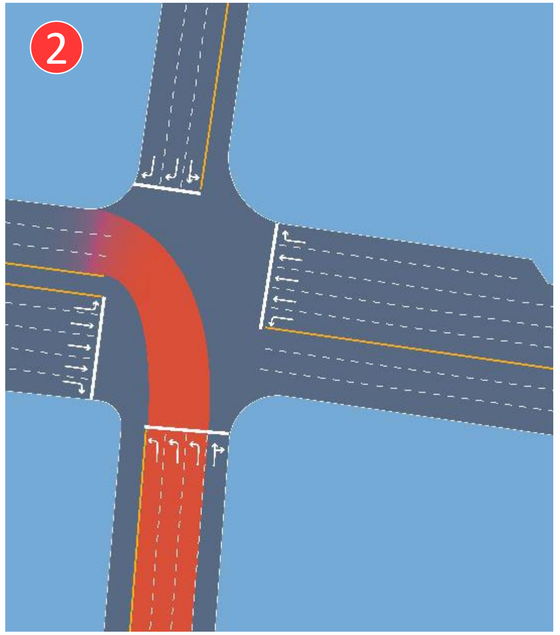
- Infrastructure will be developer driven
- Phasing of development is based on a series of projections
  - Development trends
  - Construction of transportation network
- If Pratt Lane develops sooner, that could change phasing in some areas

Traffic Impacts

Flyover Concept



Goose Creek & I-65 Interchange

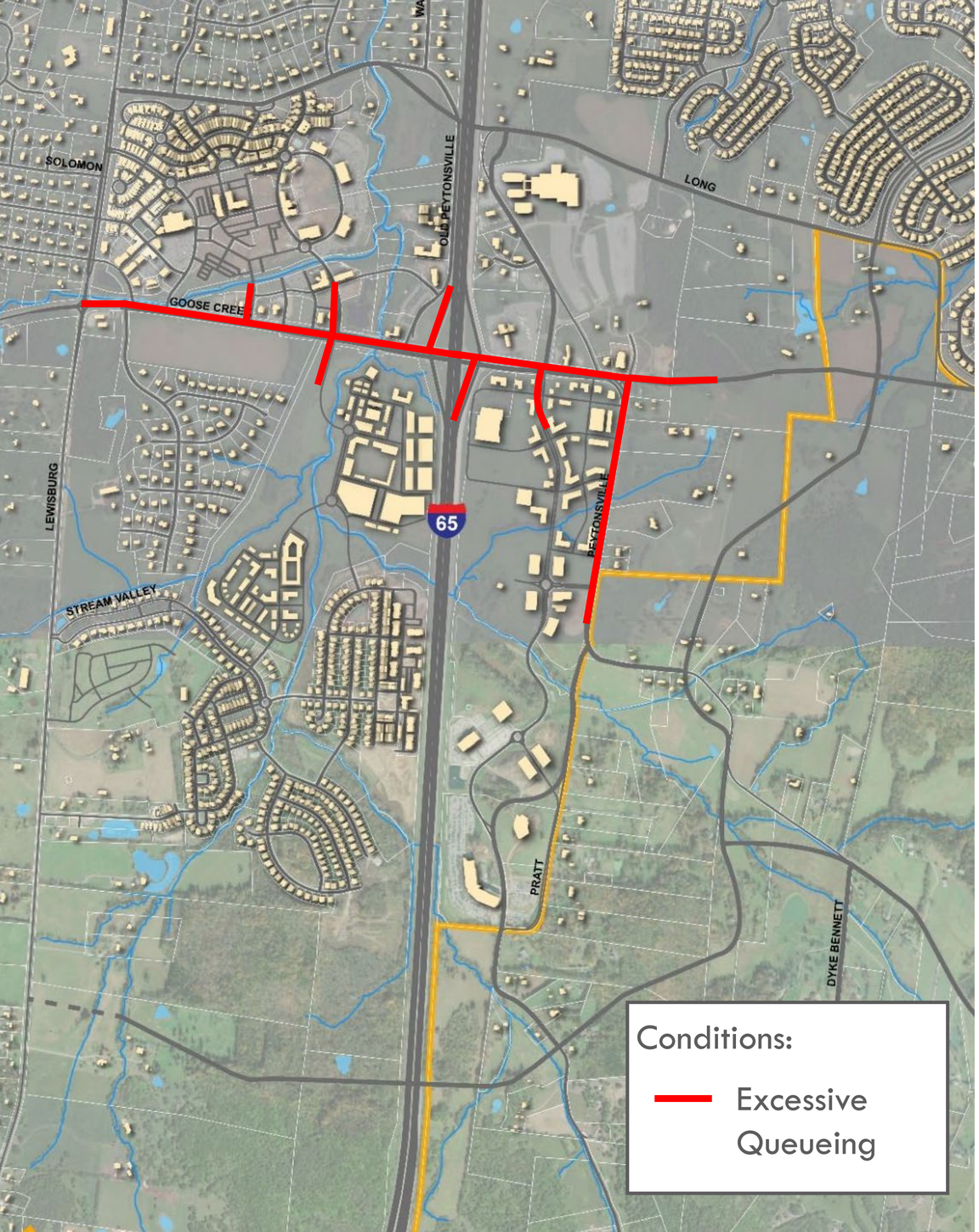


Goose Creek & Long Lane

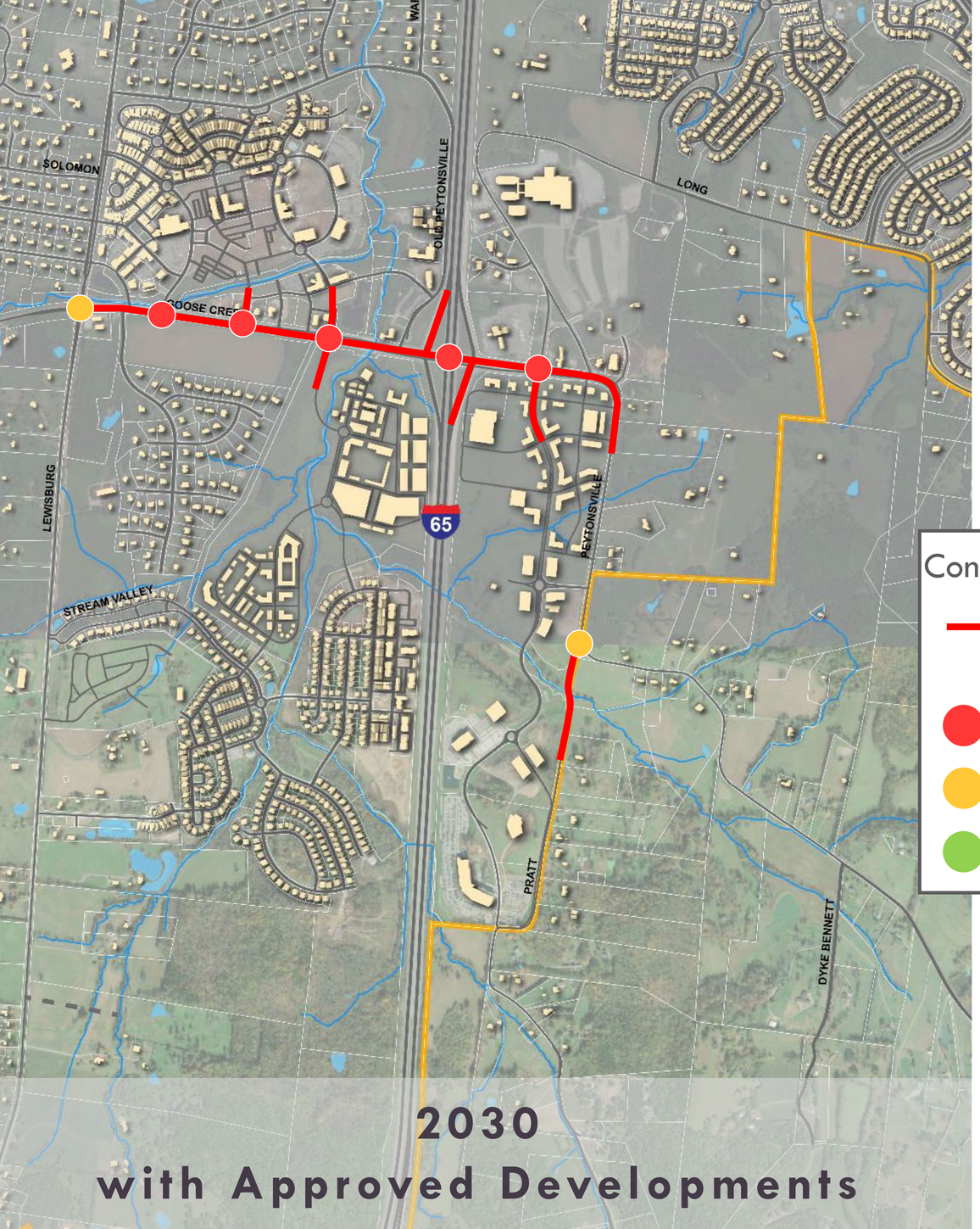
- Unacceptable
- Concerning
- Acceptable

Congestion at Peak Times

Flyover Concept



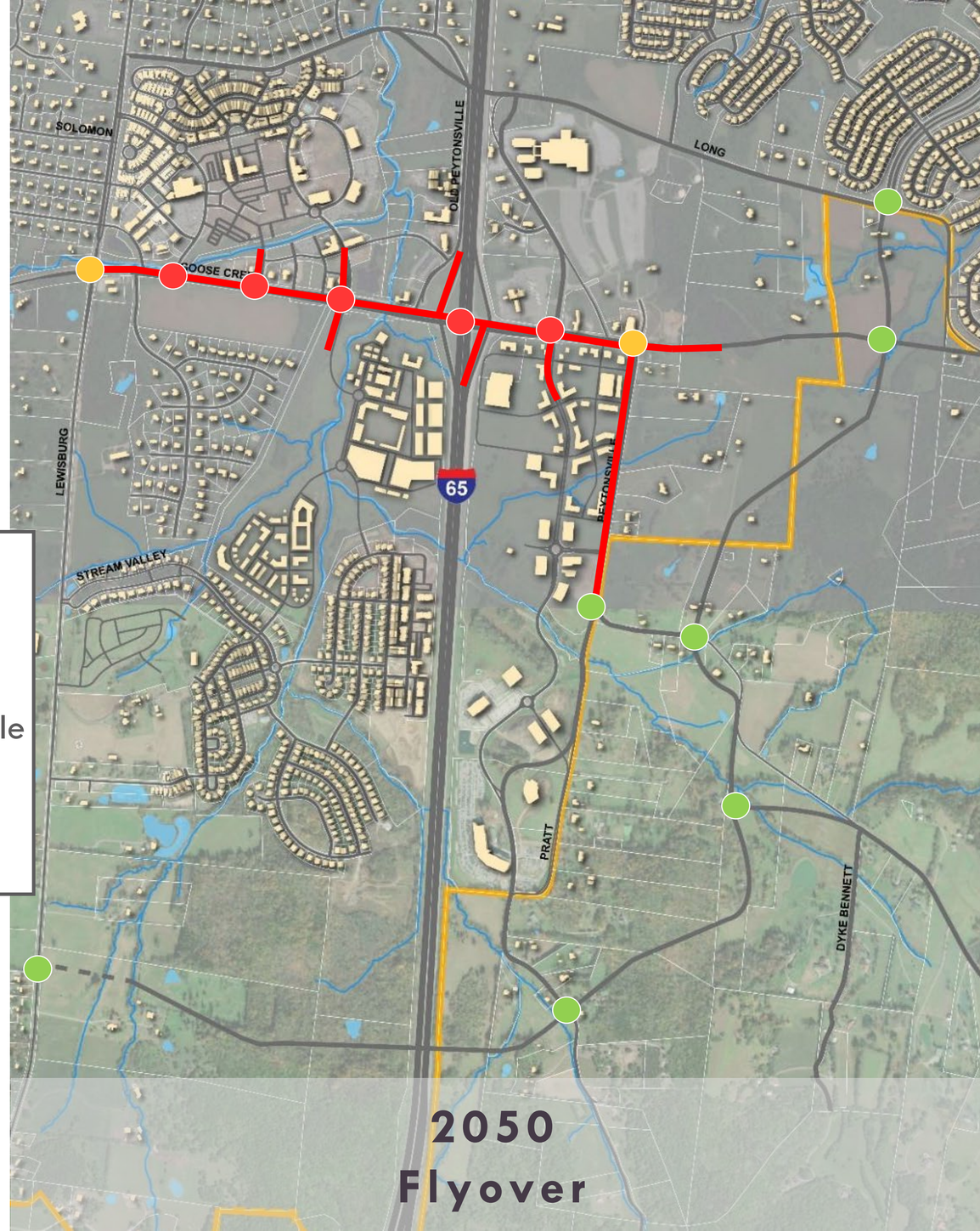
- Even with improvements, queue lengths on Goose Creek indicate capacity issues and deficiencies in the transportation network that cannot feasibly be addressed



2030
with Approved Developments

Conditions:

- Excessive Queueing
- Unacceptable
- Concerning
- Acceptable



2050
Flyover

Fiscal Summary
Flyover Concept

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

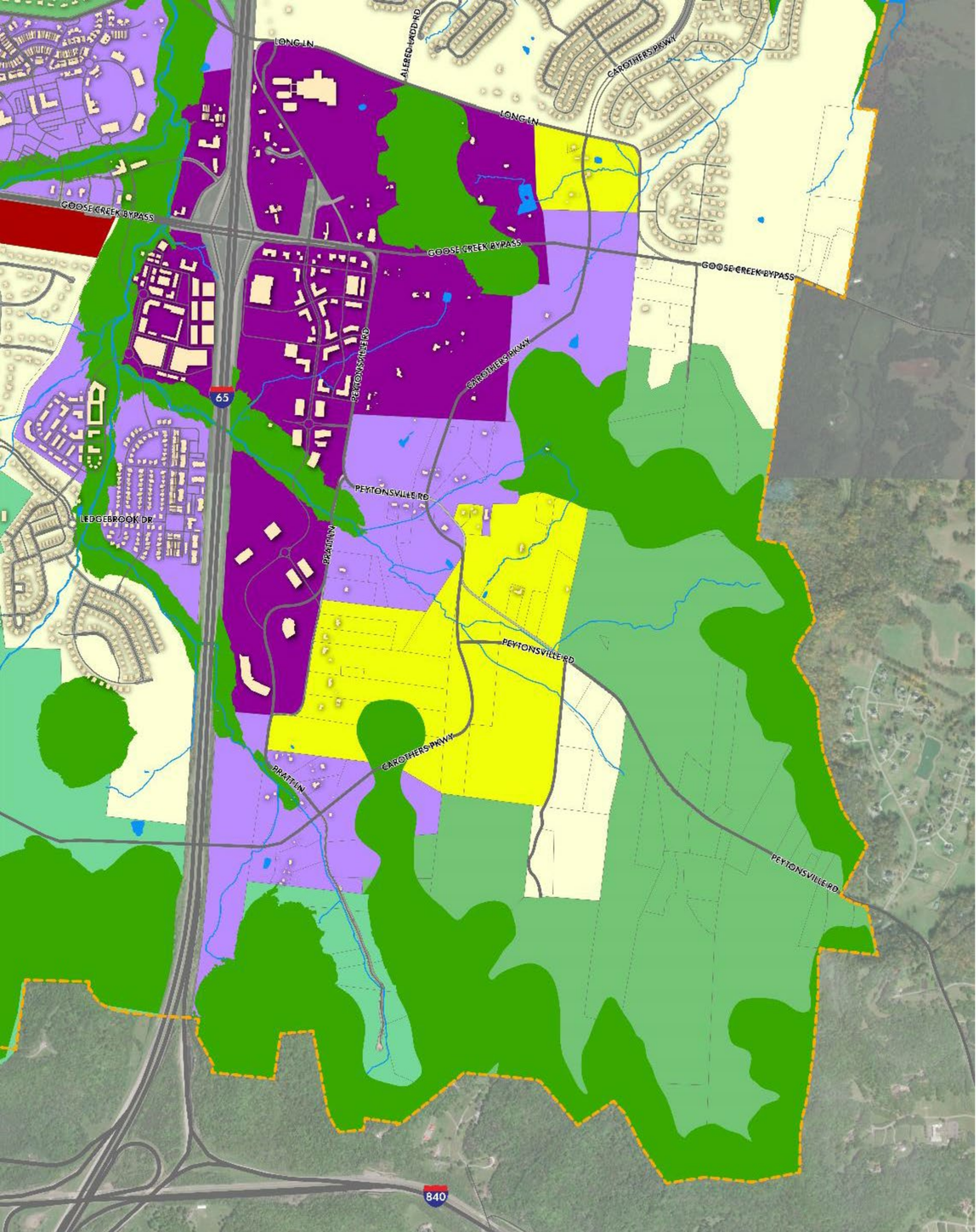
Source: REA & TischlerBise analysis

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

DISCUSSION

JOINT CONCEPTUAL WORKSHOP | OCTOBER 27, 2022

Discussion



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

PARTIAL INTERCHANGE CONCEPT PRESENTATION

JOINT CONCEPTUAL WORKSHOP | OCTOBER 27, 2022

Design Concept

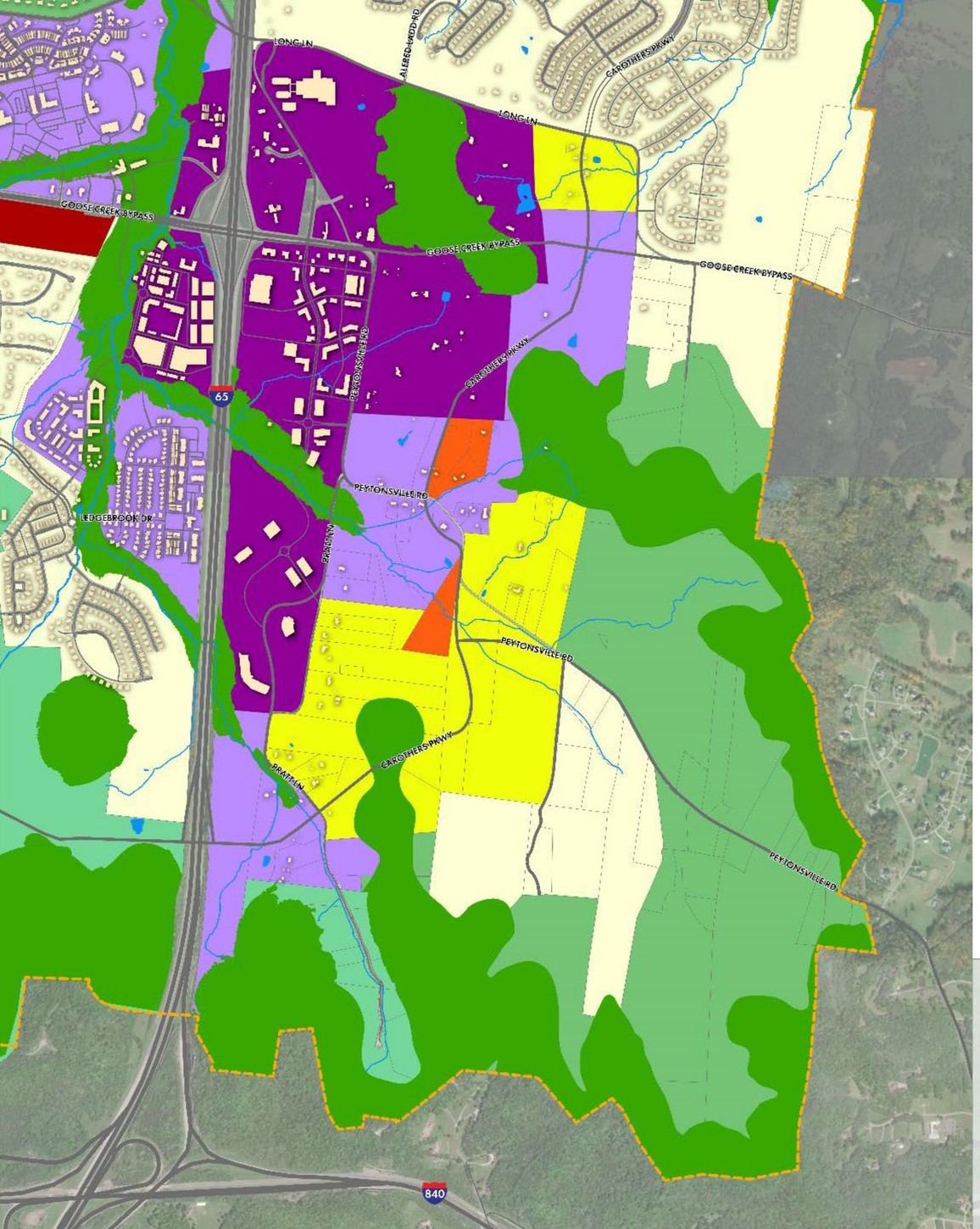
Partial Interchange Concept

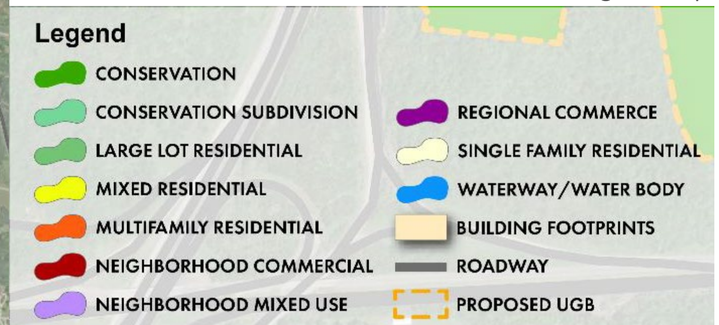
Partial Interchange Concept Totals*

DUs: 4,566 Non-Res. SF: 1,507,796

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

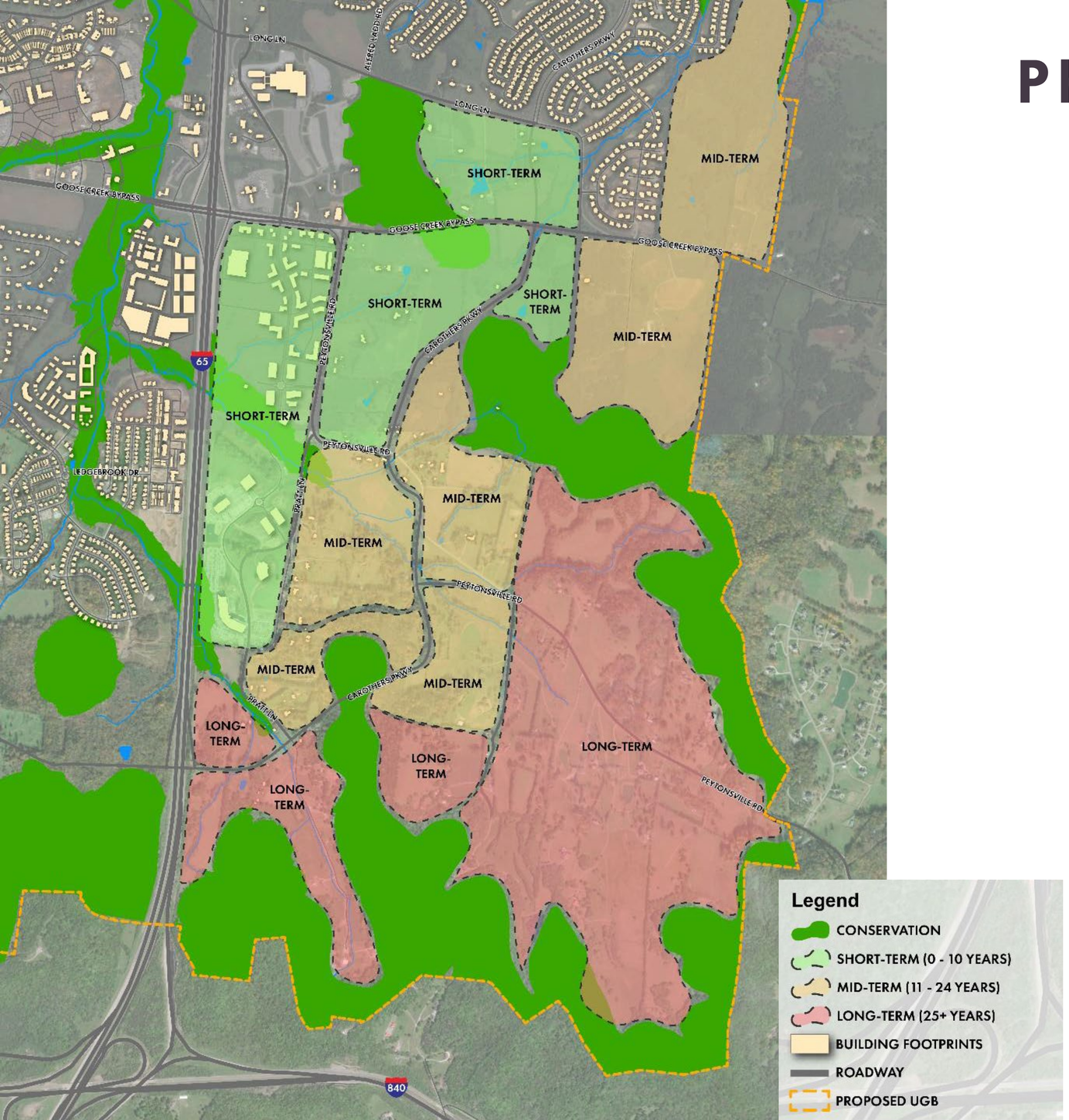
* Without Reams-Fleming Development





Phasing of Development

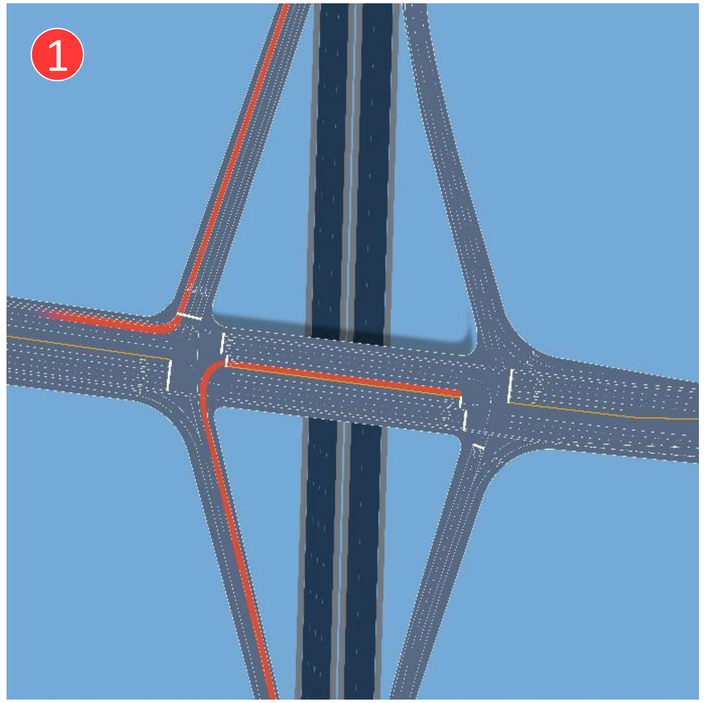
Partial Interchange Concept



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

Traffic Impacts

Partial Interchange Concept

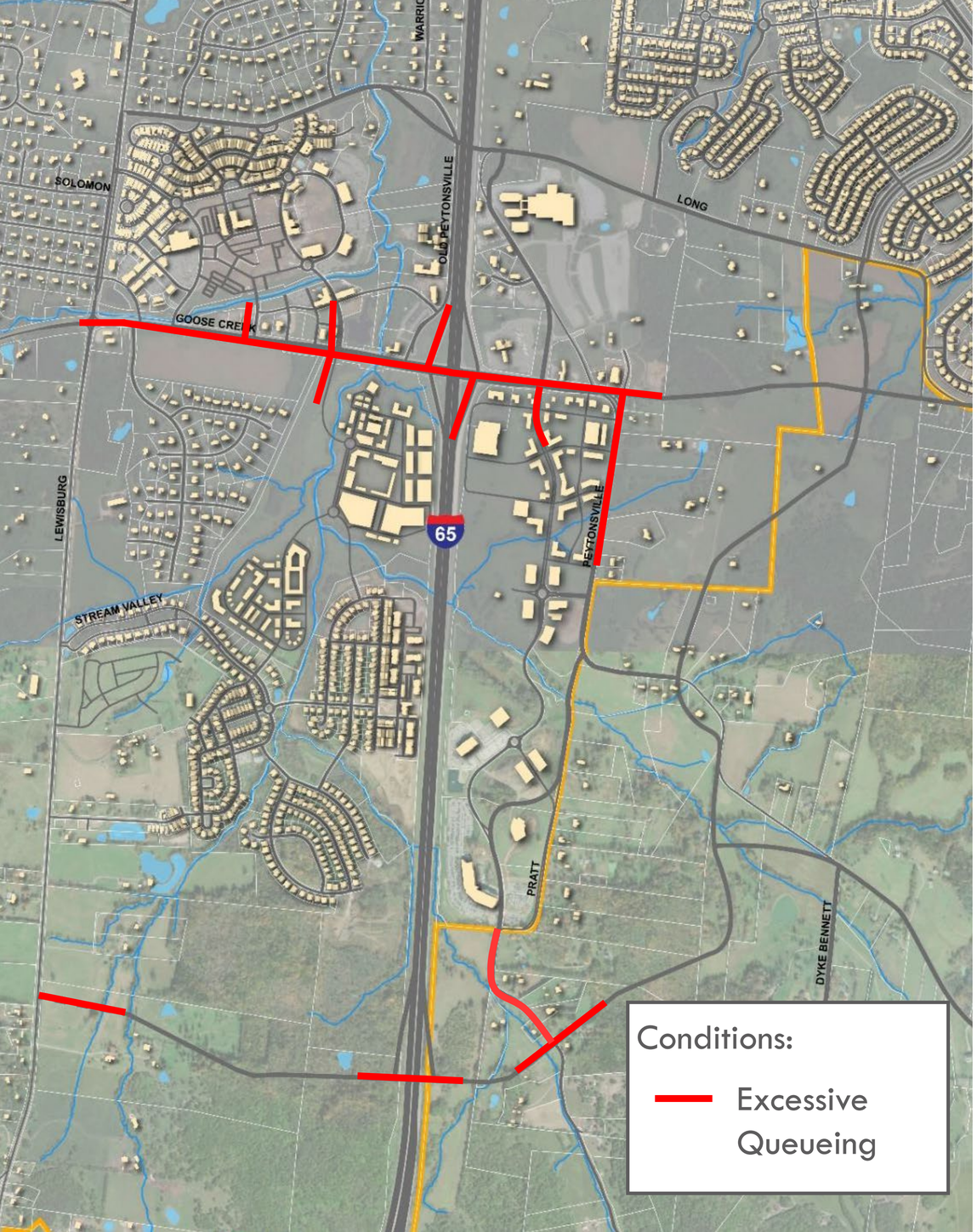


Goose Creek & I-65 Interchange

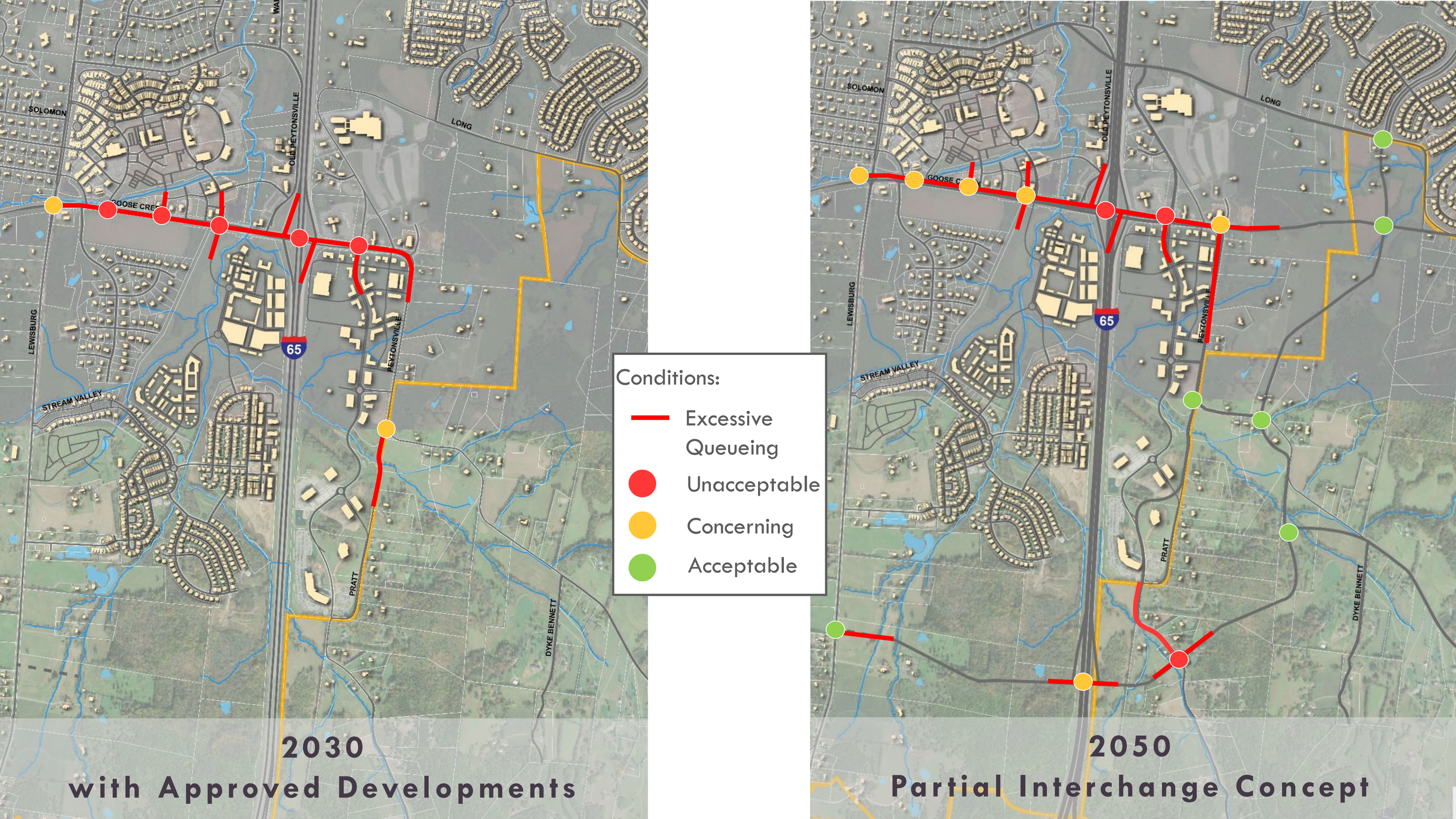
- Unacceptable
- Concerning
- Acceptable

Congestion at Peak Times

Partial Interchange Concept



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


Conditions:
Excessive Queueing
Unacceptable
Concerning
Acceptable
2030
with Approved Developments
2050
Partial Interchange Concept
SOLOMON
LONG
OLD PEYTONSVILLE
LEWISBURG
PEYTONSVILLE
STREAM VALLEY
PRATT
DYKE BENNETT
65

Fiscal Summary
Partial Interchange Concept

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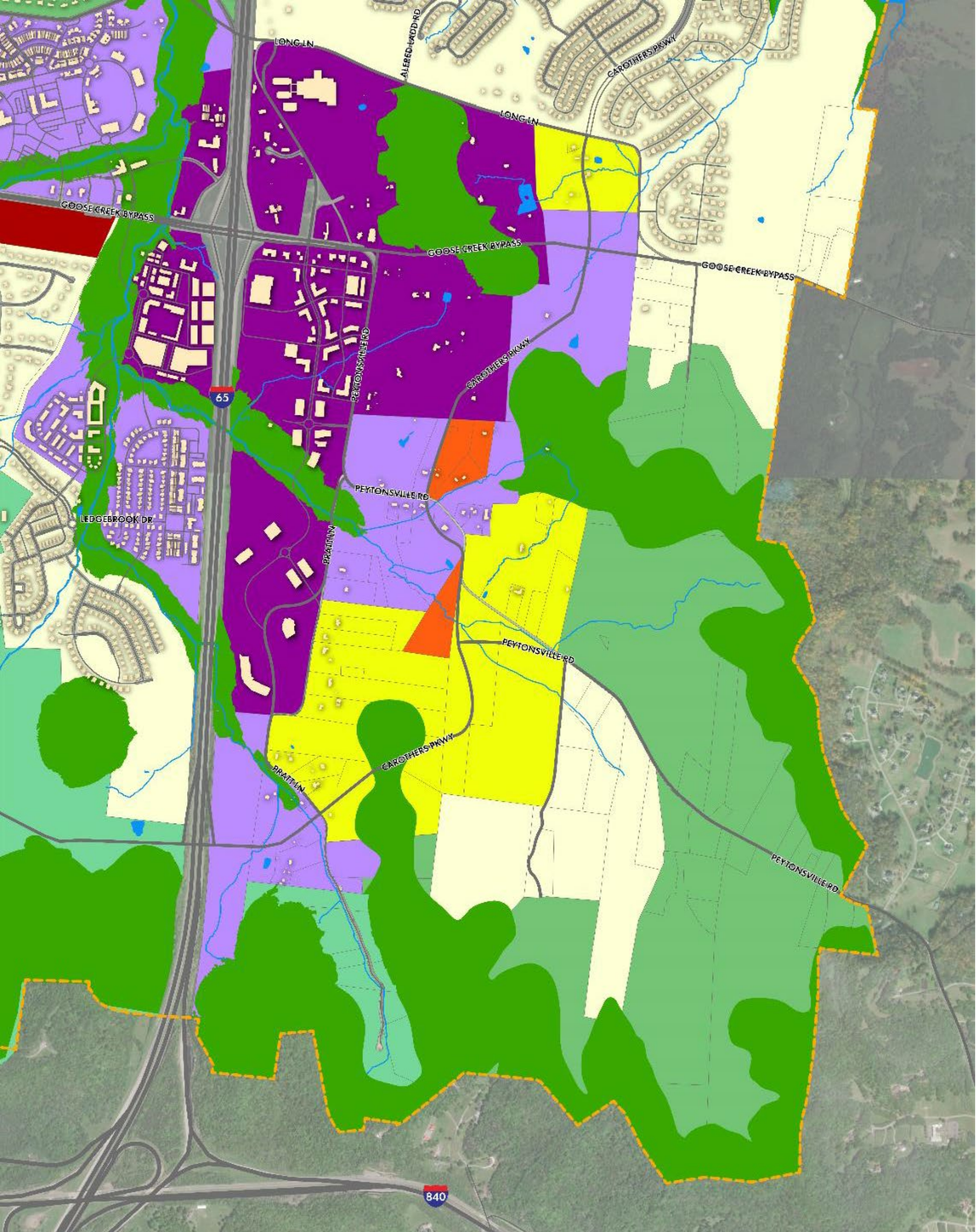
Source: REA & TischlerBise analysis

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

DISCUSSION

JOINT CONCEPTUAL WORKSHOP | OCTOBER 27, 2022

Discussion



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

NEXT STEPS

JOINT CONCEPTUAL WORKSHOP | OCTOBER 27, 2022

Next Steps

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


THANK YOU