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FRANKLIN
TENNESSEE



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

Wednesday, October 26, 2022

5:00 - 6:30 pm

Presentation at 5:30 pm



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

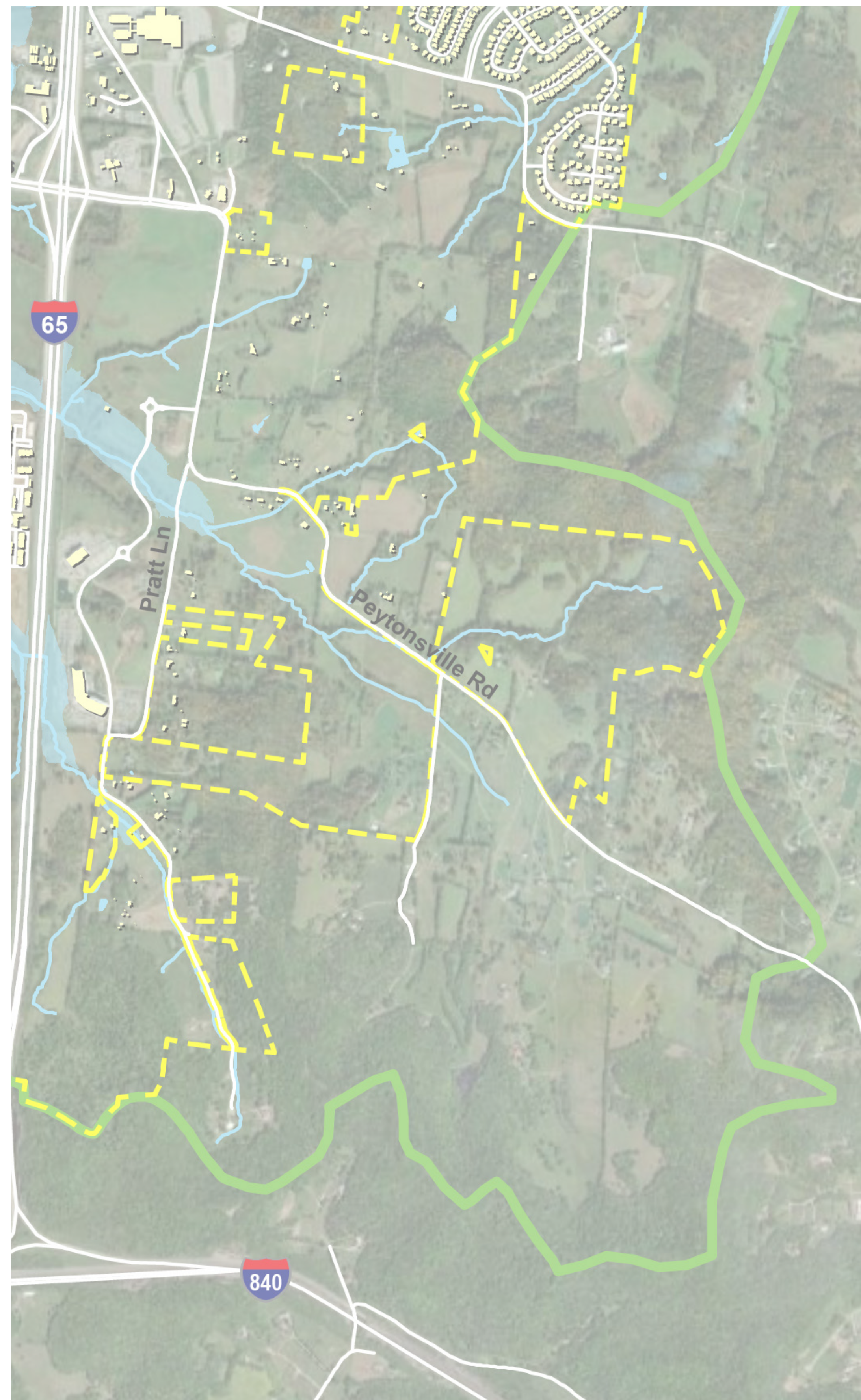
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WELCOME



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

Welcome to the second community meeting for the Goose Creek Coordinated Study. We are presenting findings that came from the study of two land use scenarios and need your feedback.

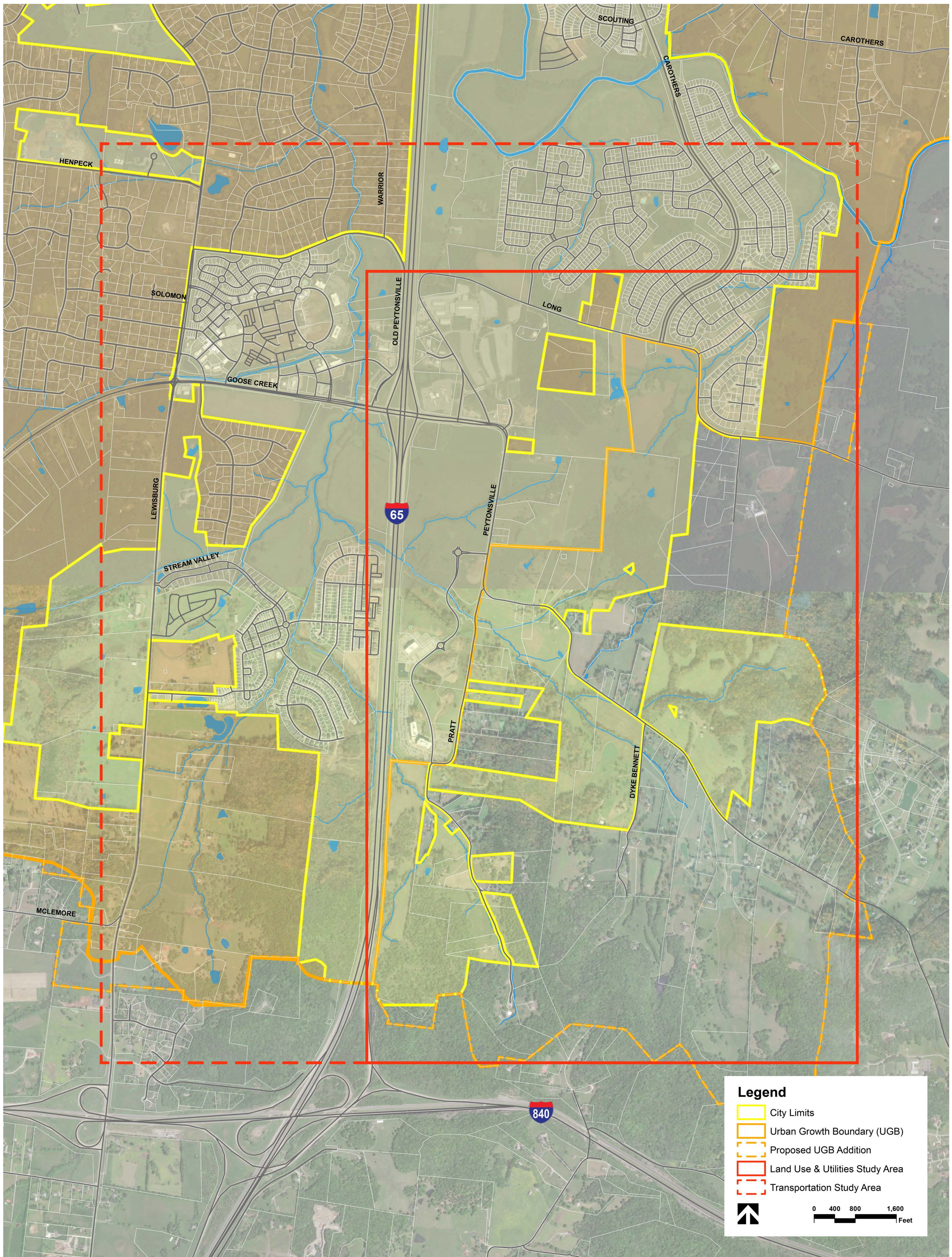
Tonight's meeting is informal. It is an opportunity for you to learn about the project and to share your thoughts about the land use scenarios. You are encouraged to review materials, provide input, and share your thoughts with the project team. City of Franklin staff and members of the consultant team are available to answer questions.

A brief presentation will begin at 5:30 PM.

Please sign in and thank you for your participation!

STUDY AREA

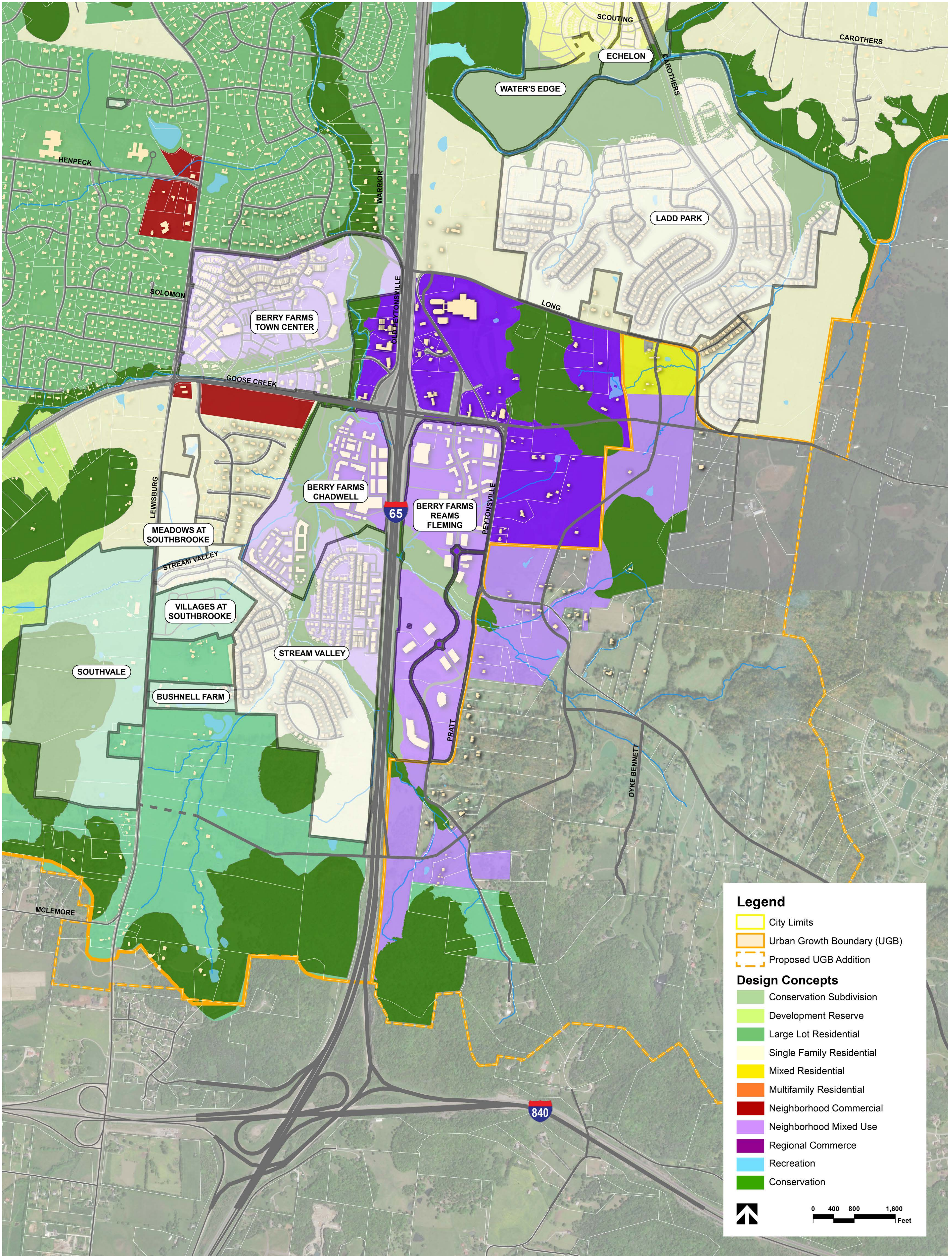
PROJECT BACKGROUND





ENVISION FRANKLIN

EXISTING CONDITIONS

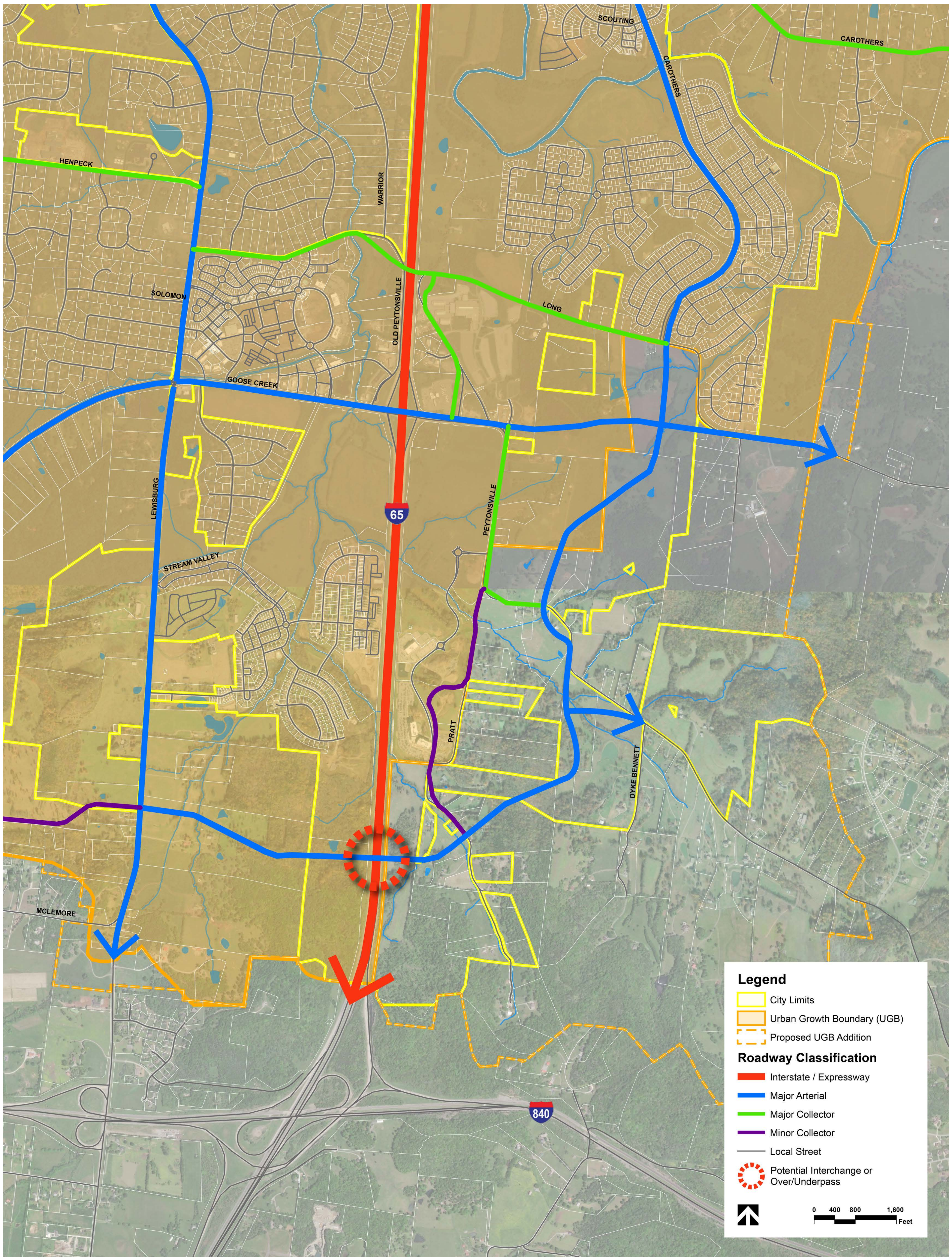


Legend

- City Limits
- Urban Growth Boundary (UGB)
- Proposed UGB Addition

Design Concepts

- Conservation Subdivision
- Development Reserve
- Large Lot Residential
- Single Family Residential
- Mixed Residential
- Multifamily Residential
- Neighborhood Commercial
- Neighborhood Mixed Use
- Regional Commerce
- Recreation
- Conservation

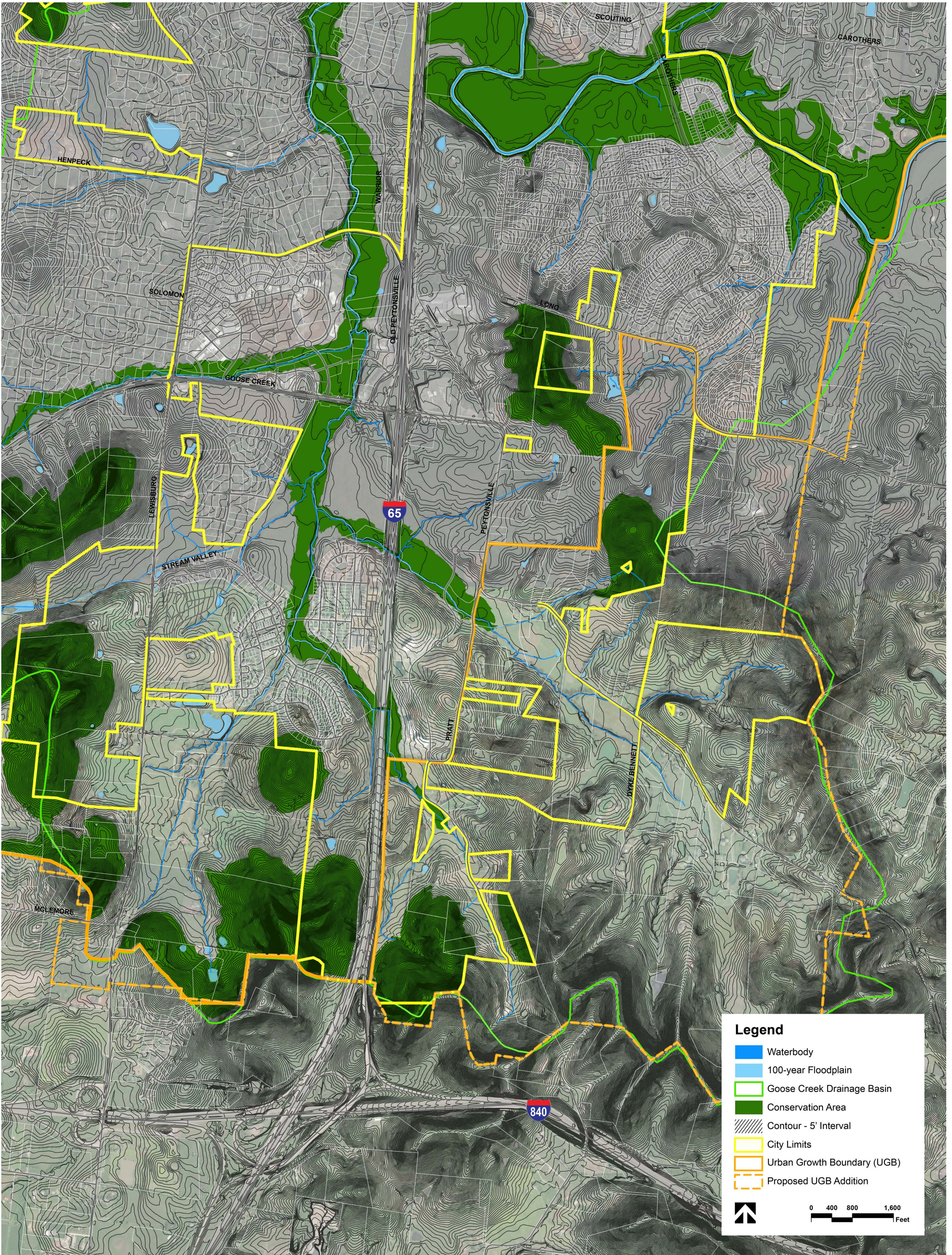




ENVIRONMENTAL CONDITIONS

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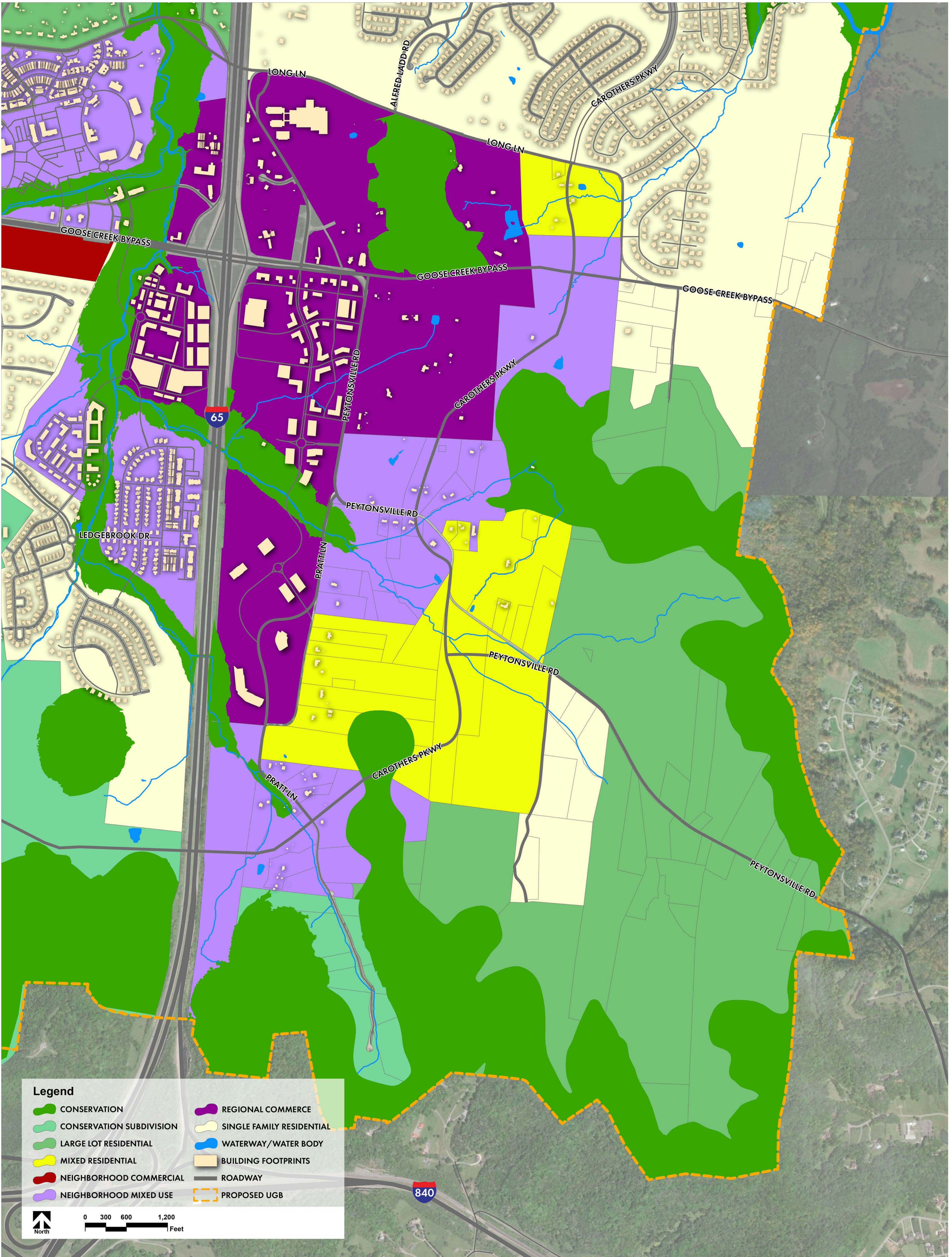
ANALYSIS





DESIGN CONCEPT

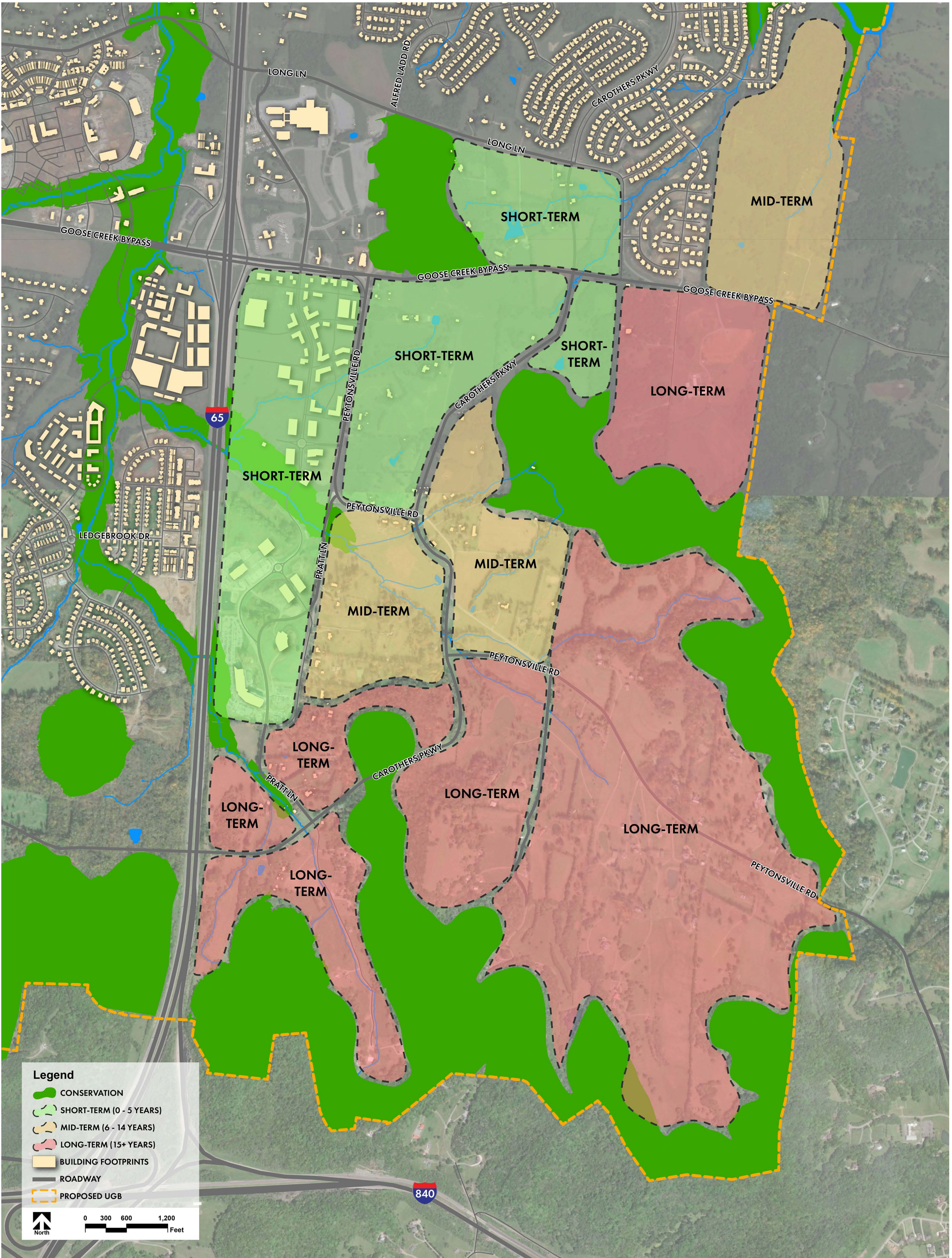
FLYOVER CONCEPT





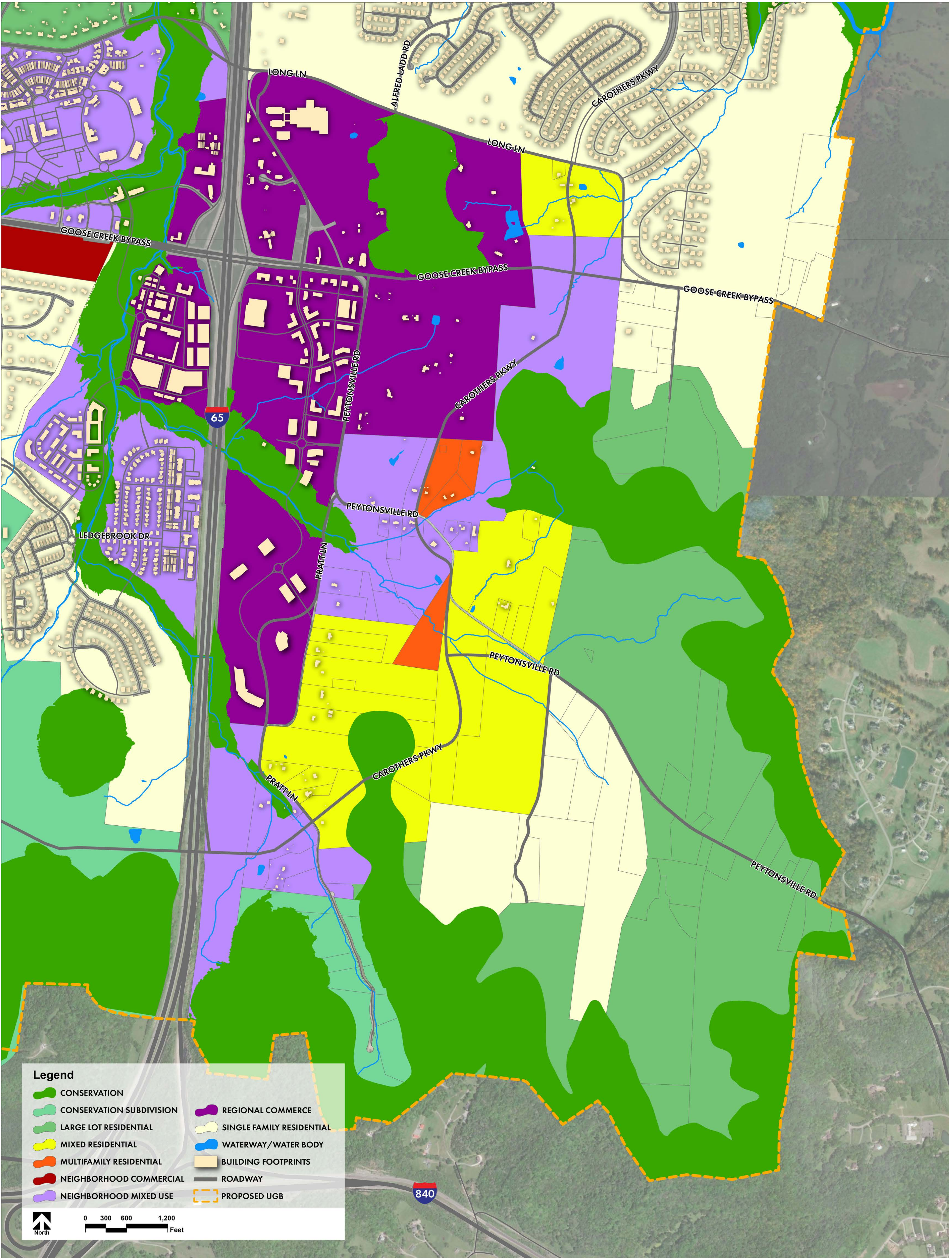
DESIGN CONCEPT

FLYOVER CONCEPT DEVELOPMENT PHASING



DESIGN CONCEPT

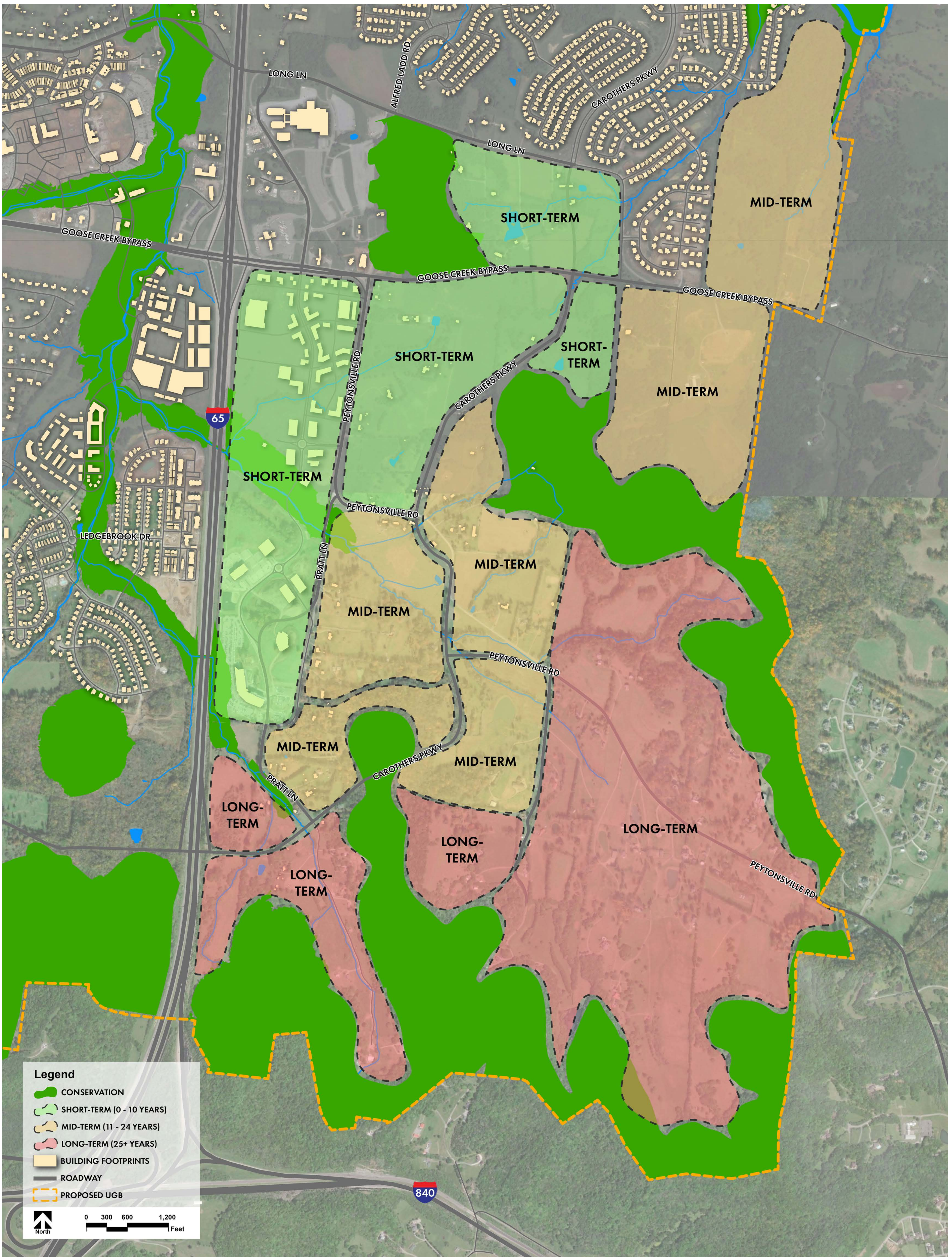
PARTIAL INTERCHANGE CONCEPT





DESIGN CONCEPT

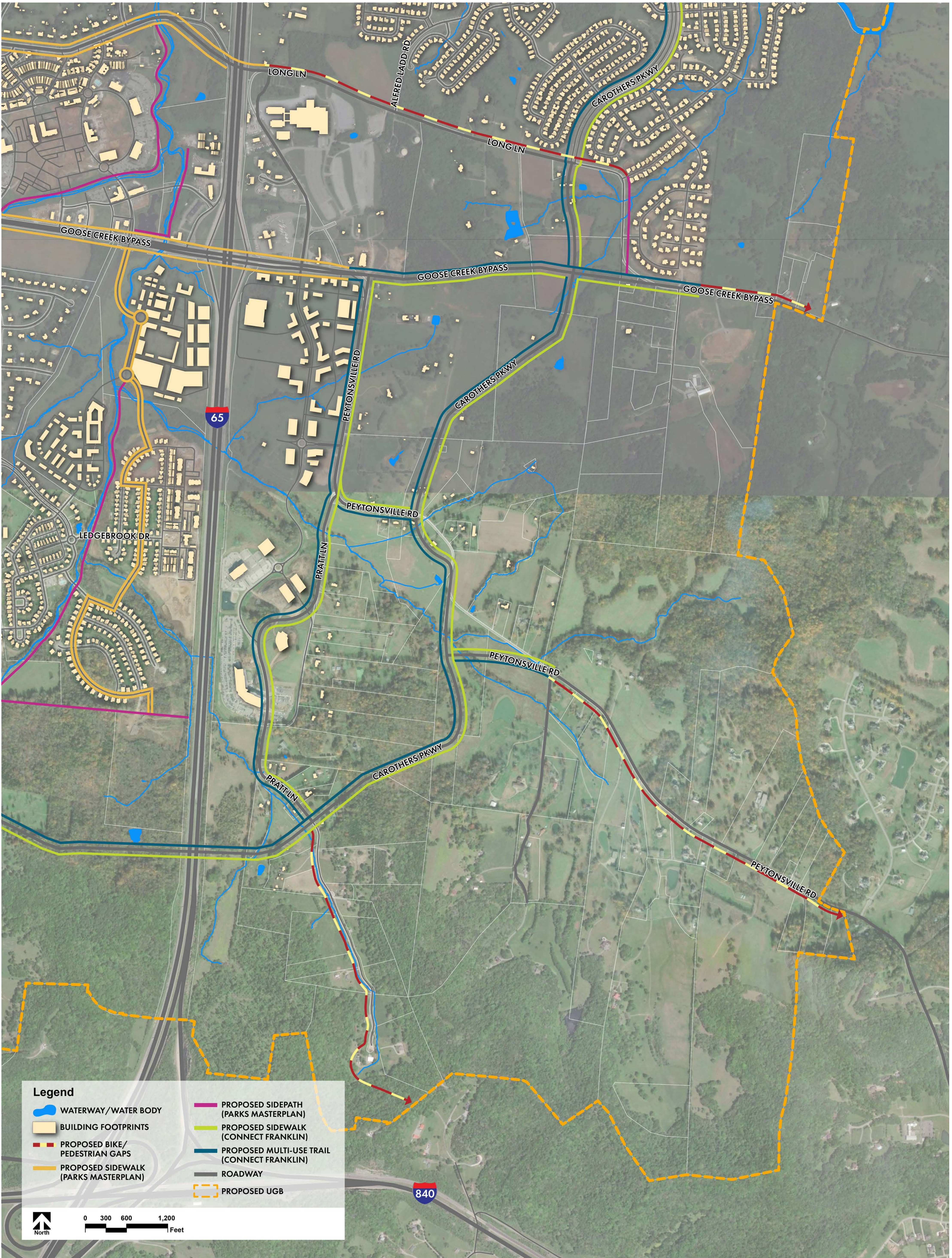
PARTIAL INTERCHANGE CONCEPT DEVELOPMENT PHASING





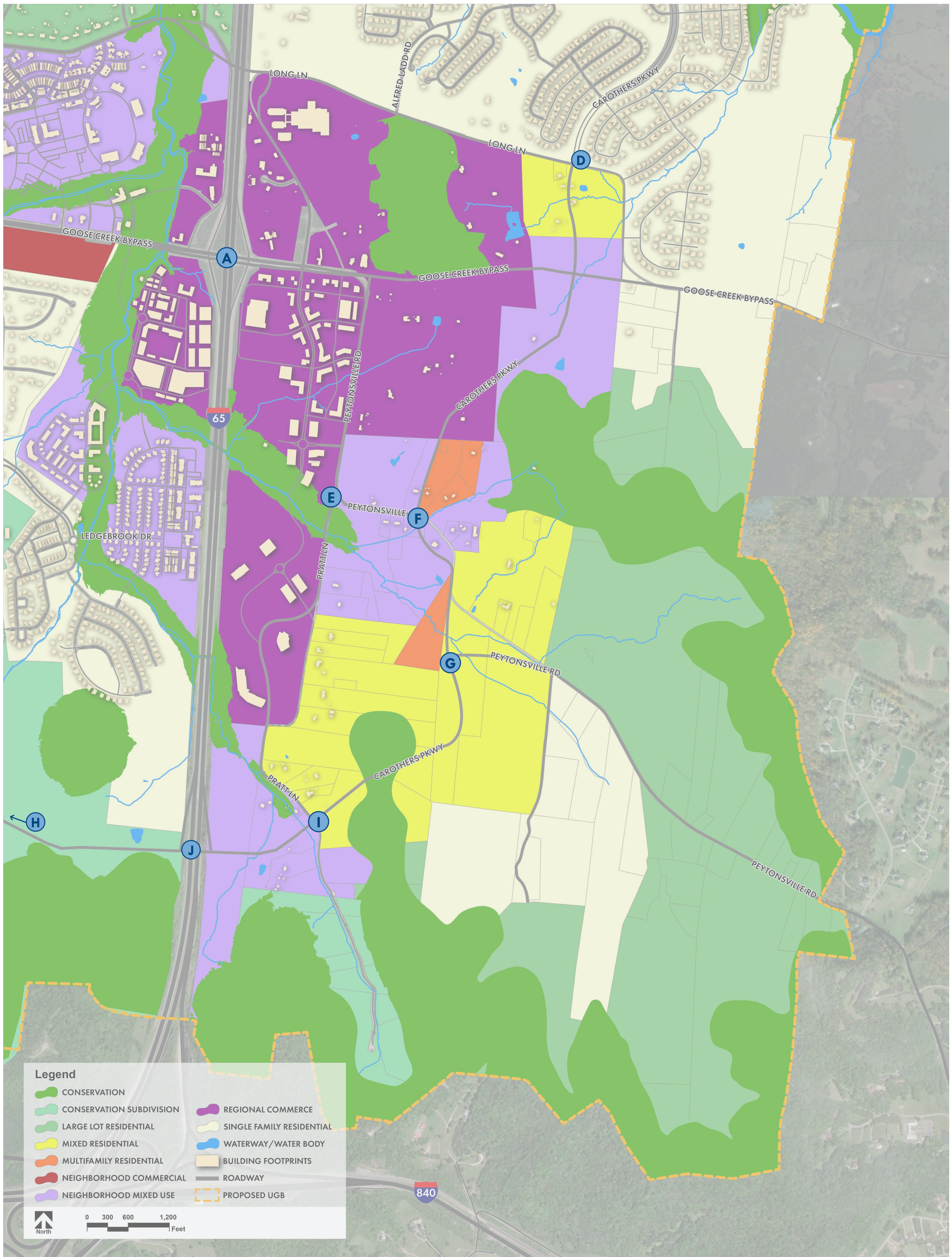
PEDESTRIAN NETWORK

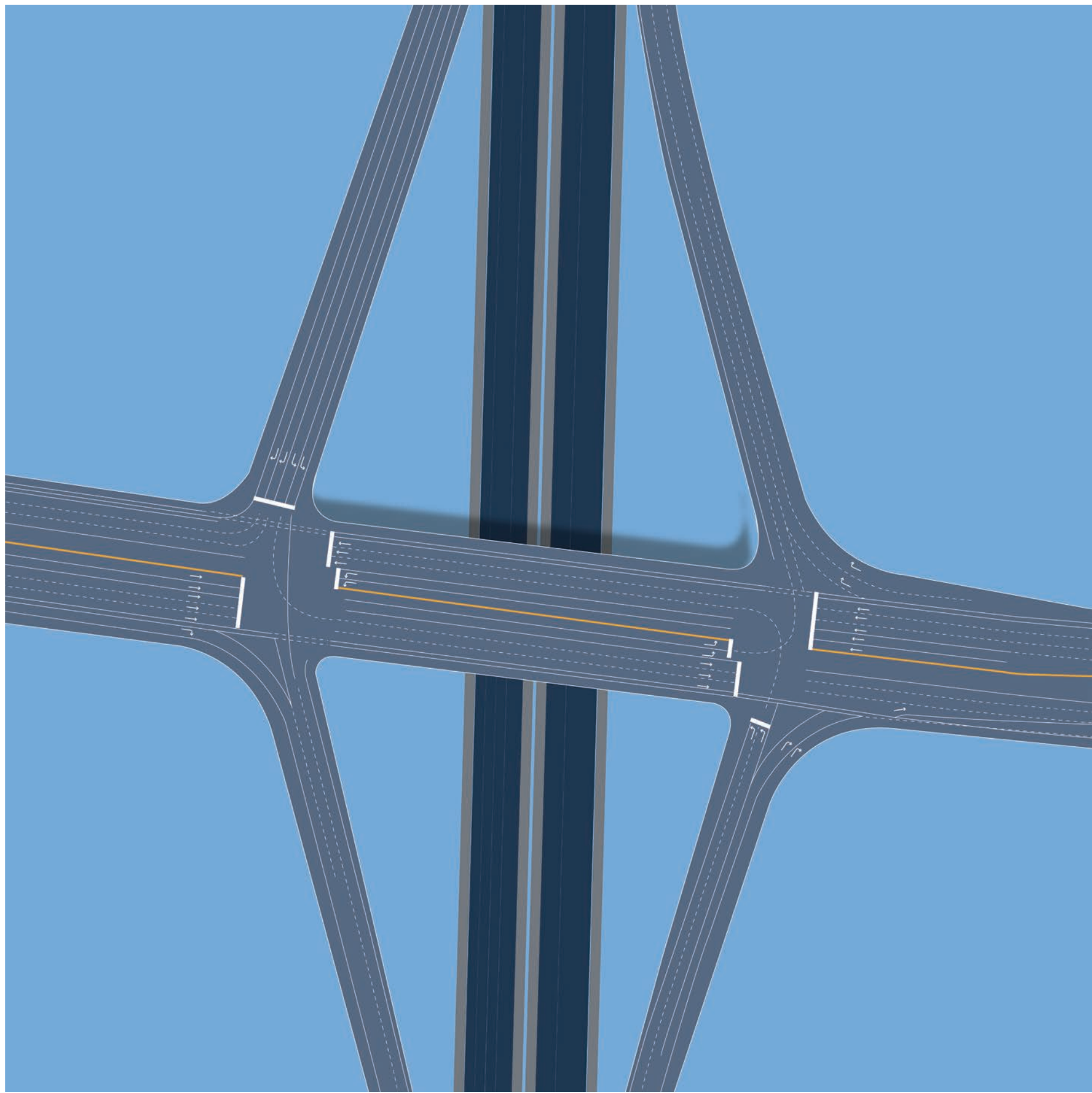
RECOMMENDATIONS



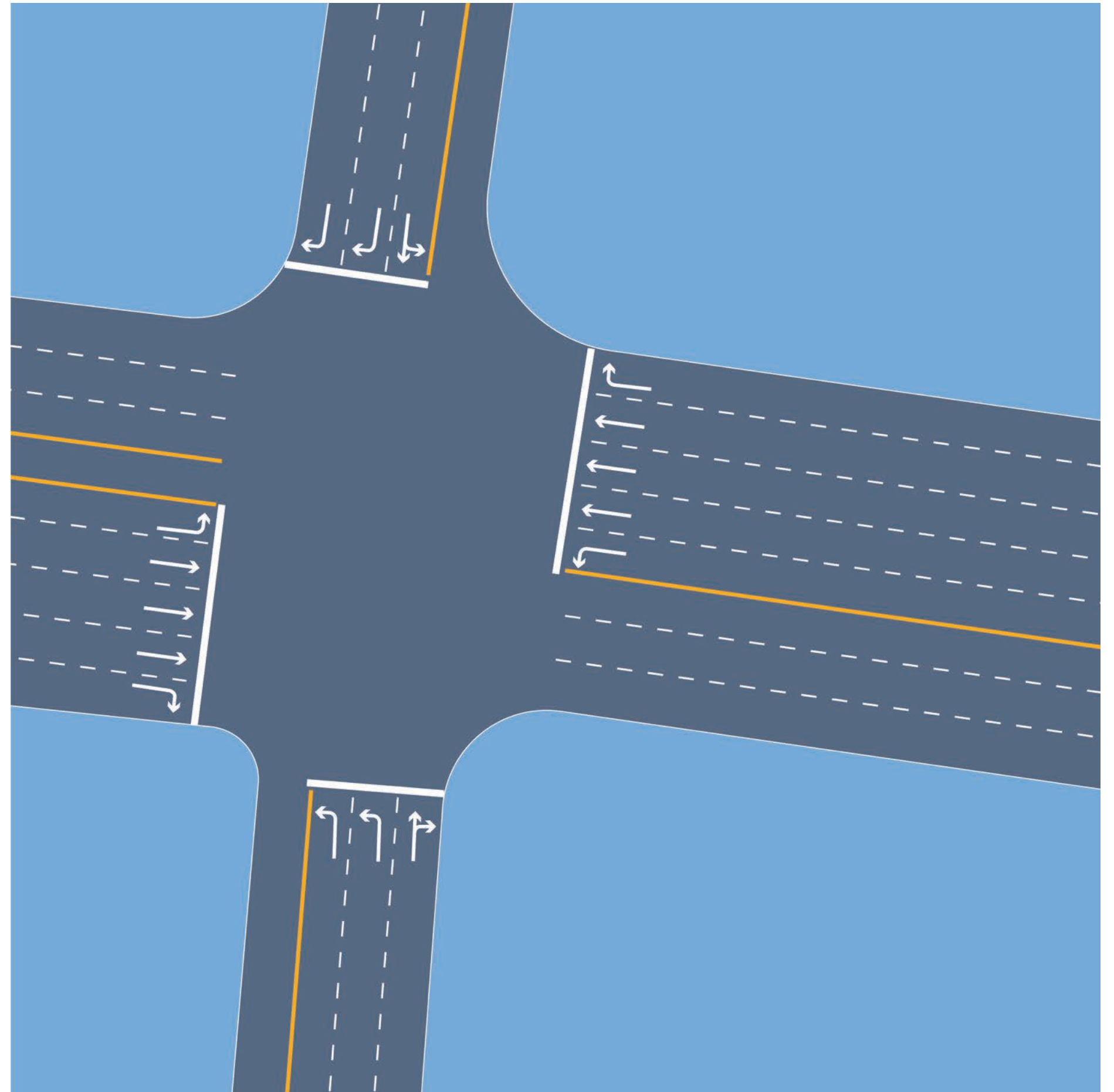
ROADWAY NETWORK

PARTIAL INTERCHANGE RECOMMENDATIONS

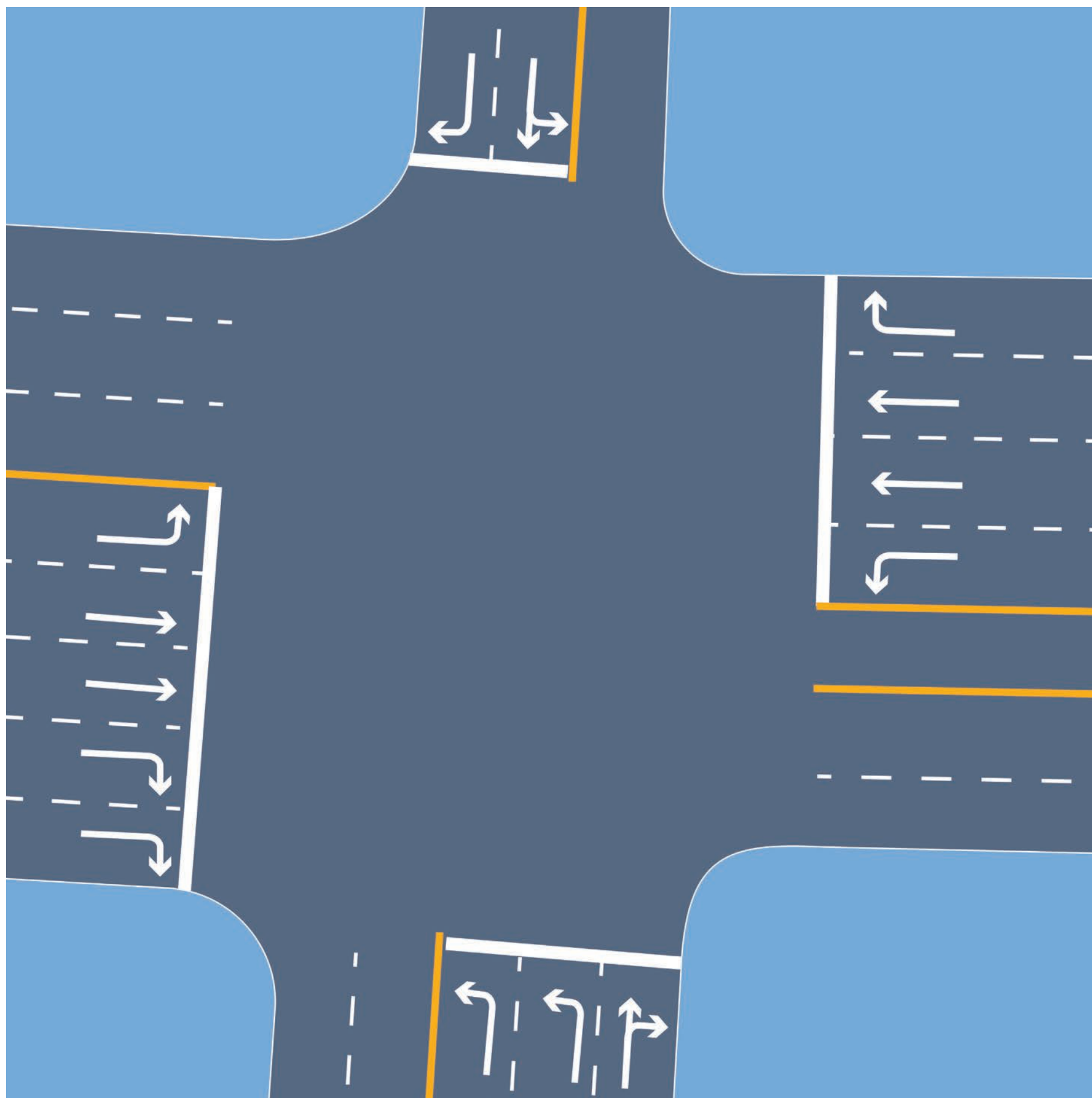




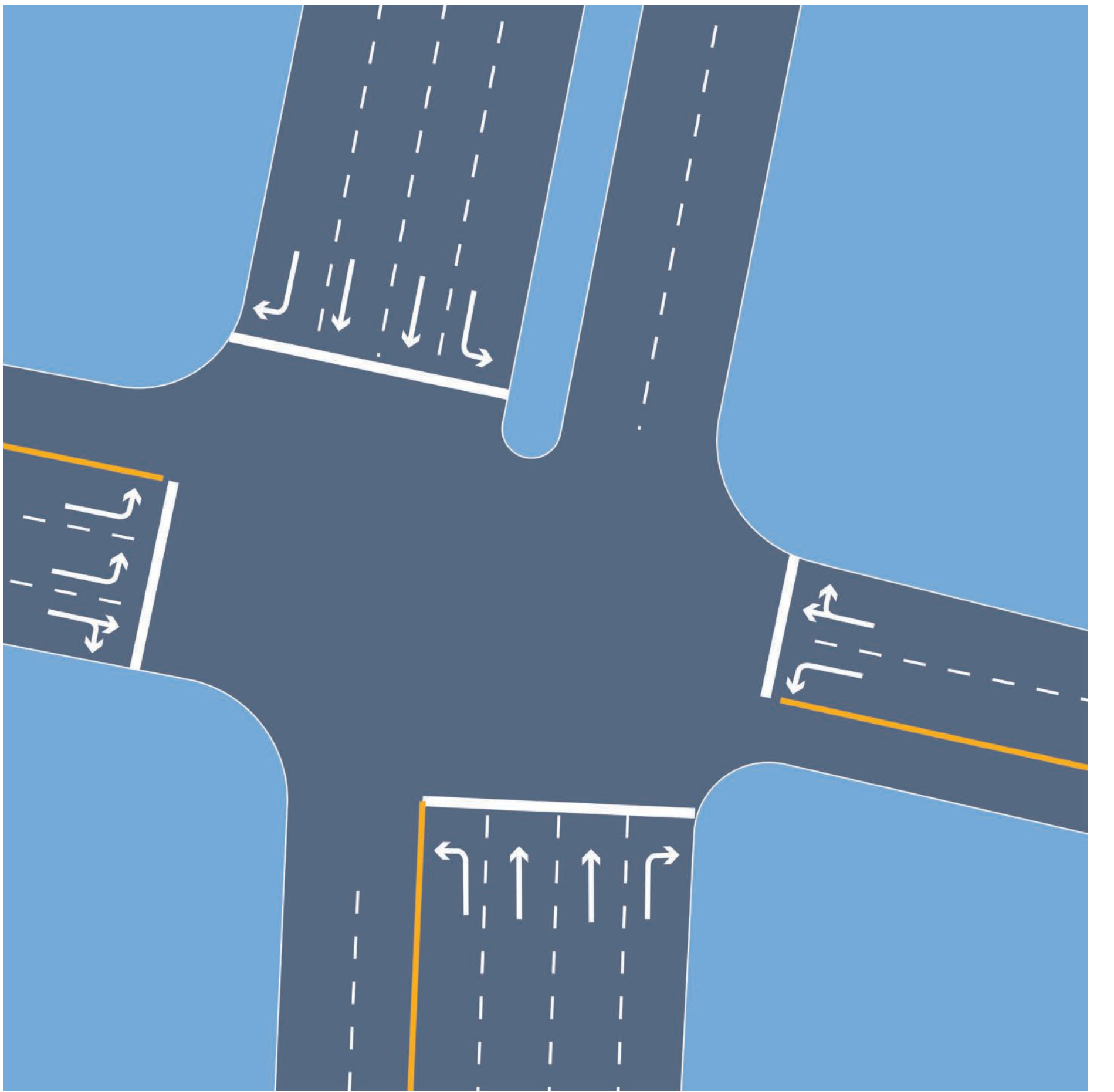
A GOOSE CREEK & I-65 INTERCHANGE



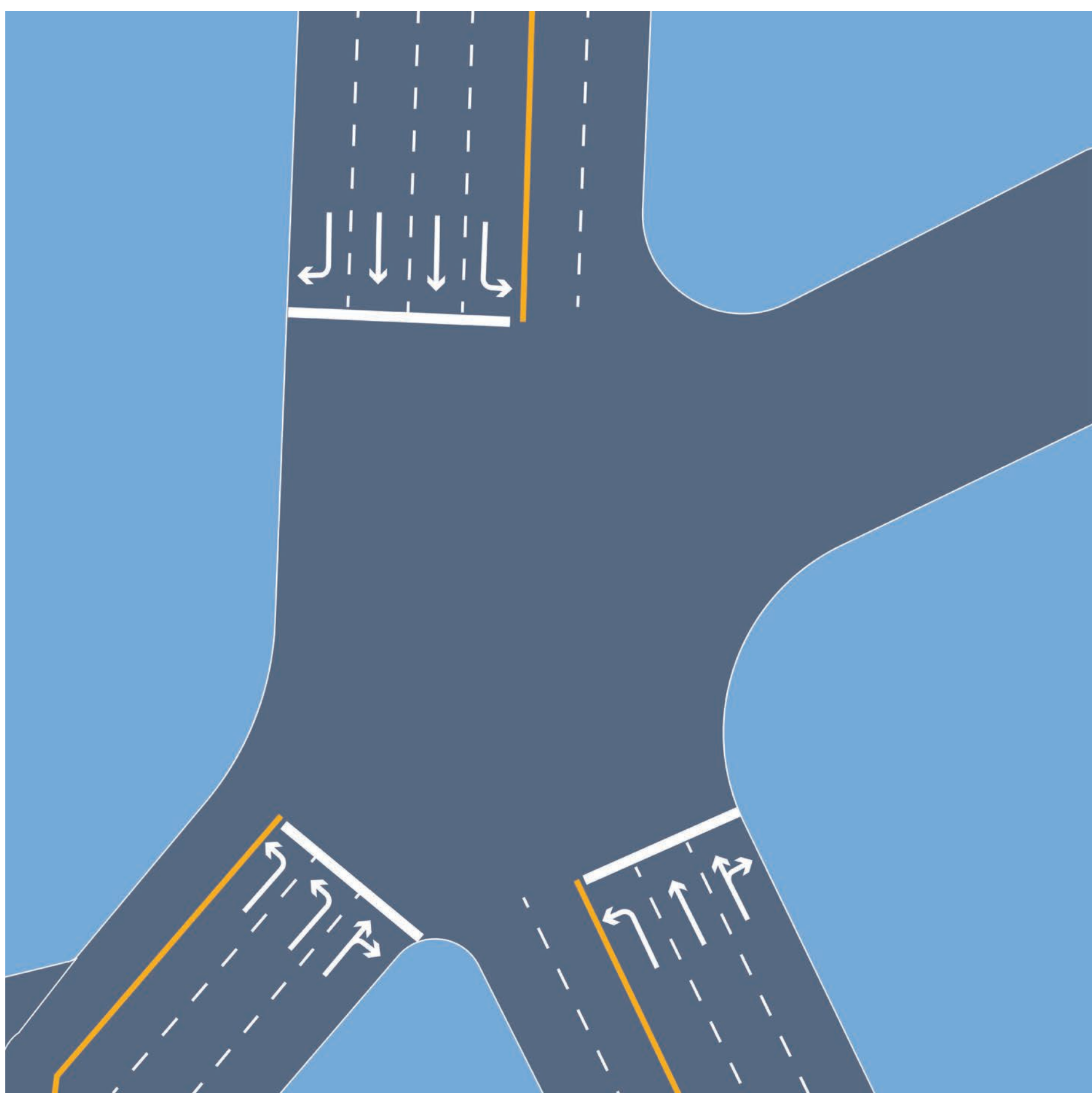
B GOOSE CREEK & LONG LANE



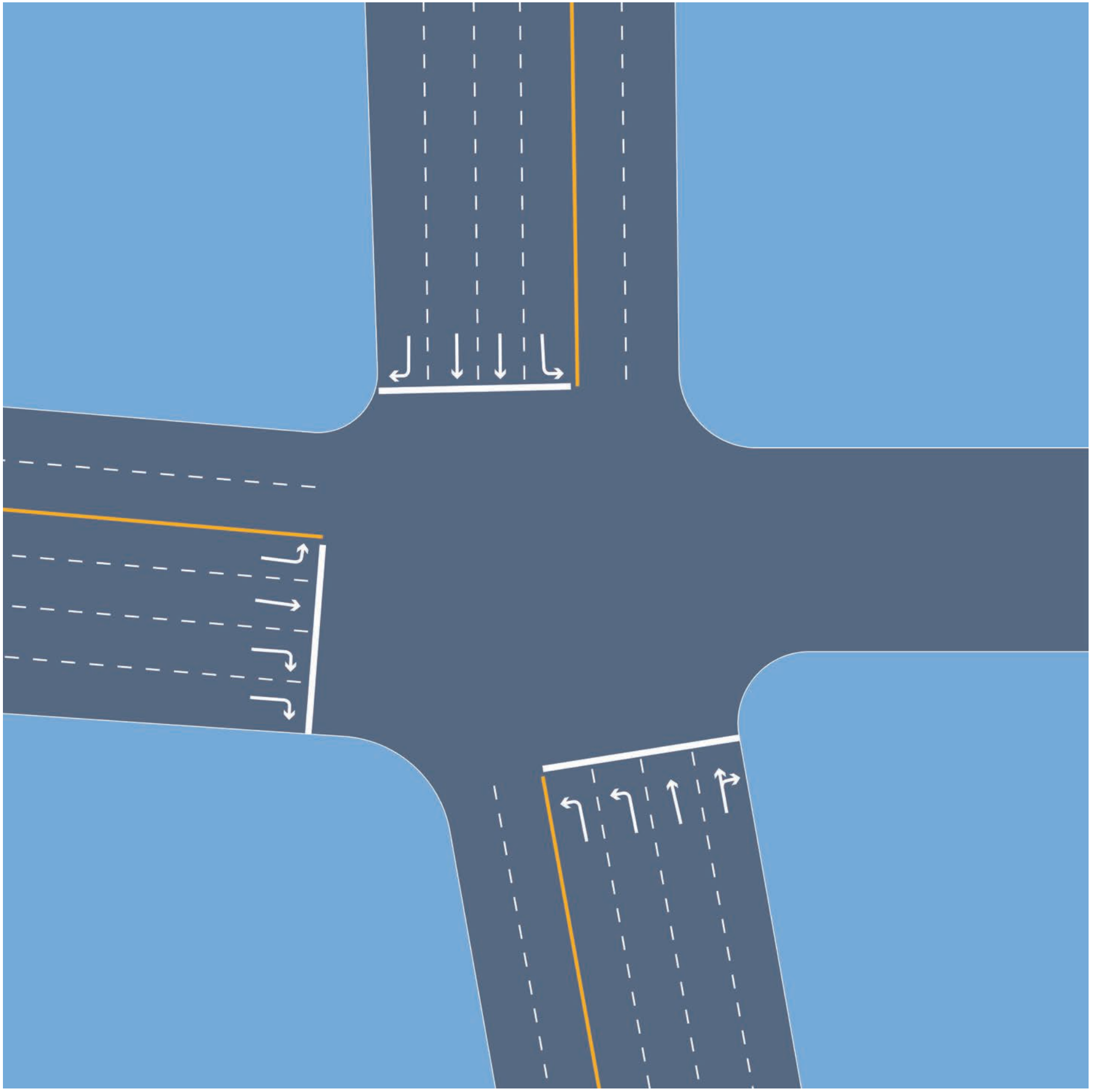
C GOOSE CREEK & PEYTONSVILLE



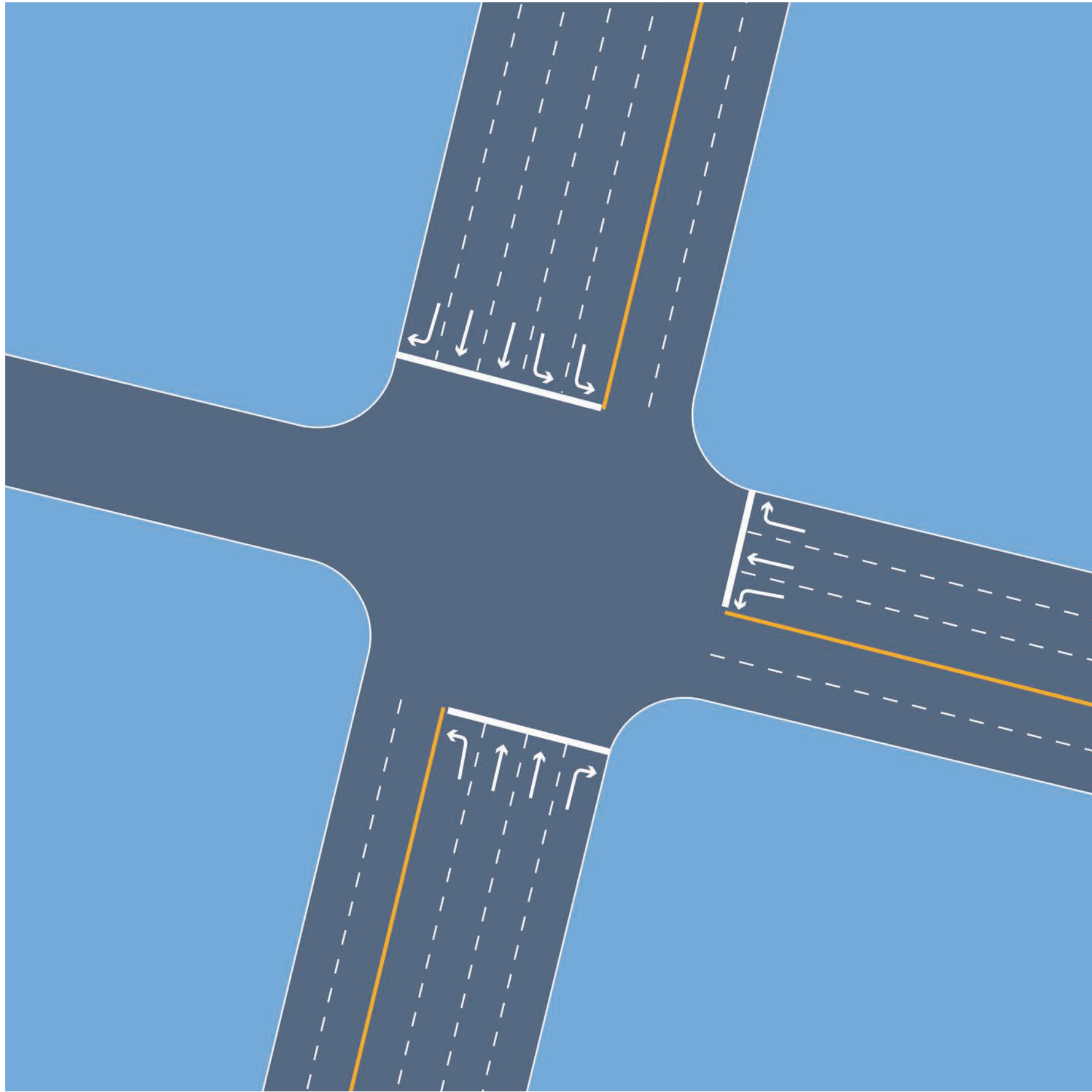
D CAROTHERS & LONG LN



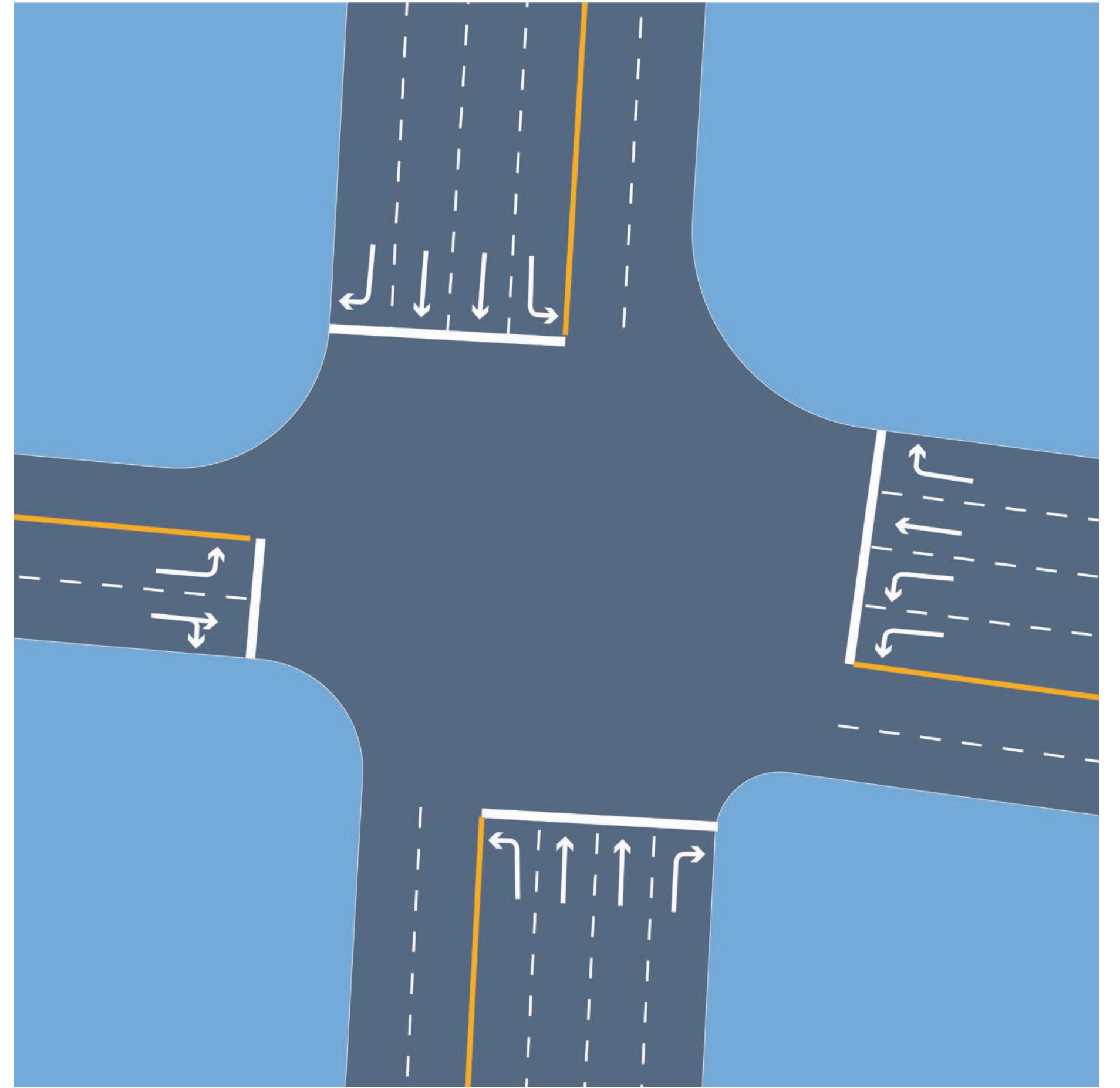
E W PEYTONSVILLE & PRATT



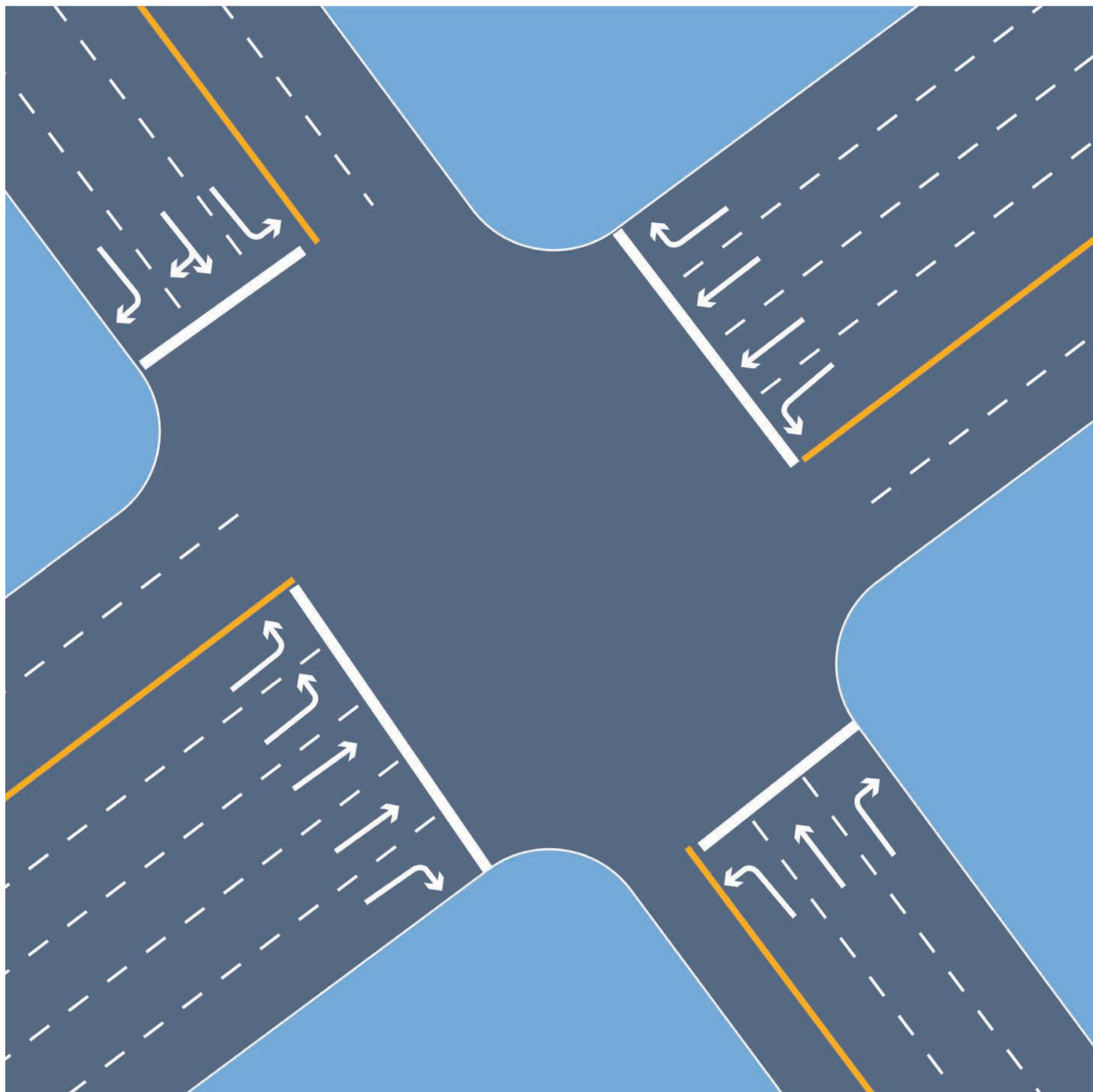
F W PEYTONSVILLE & CAROTHERS



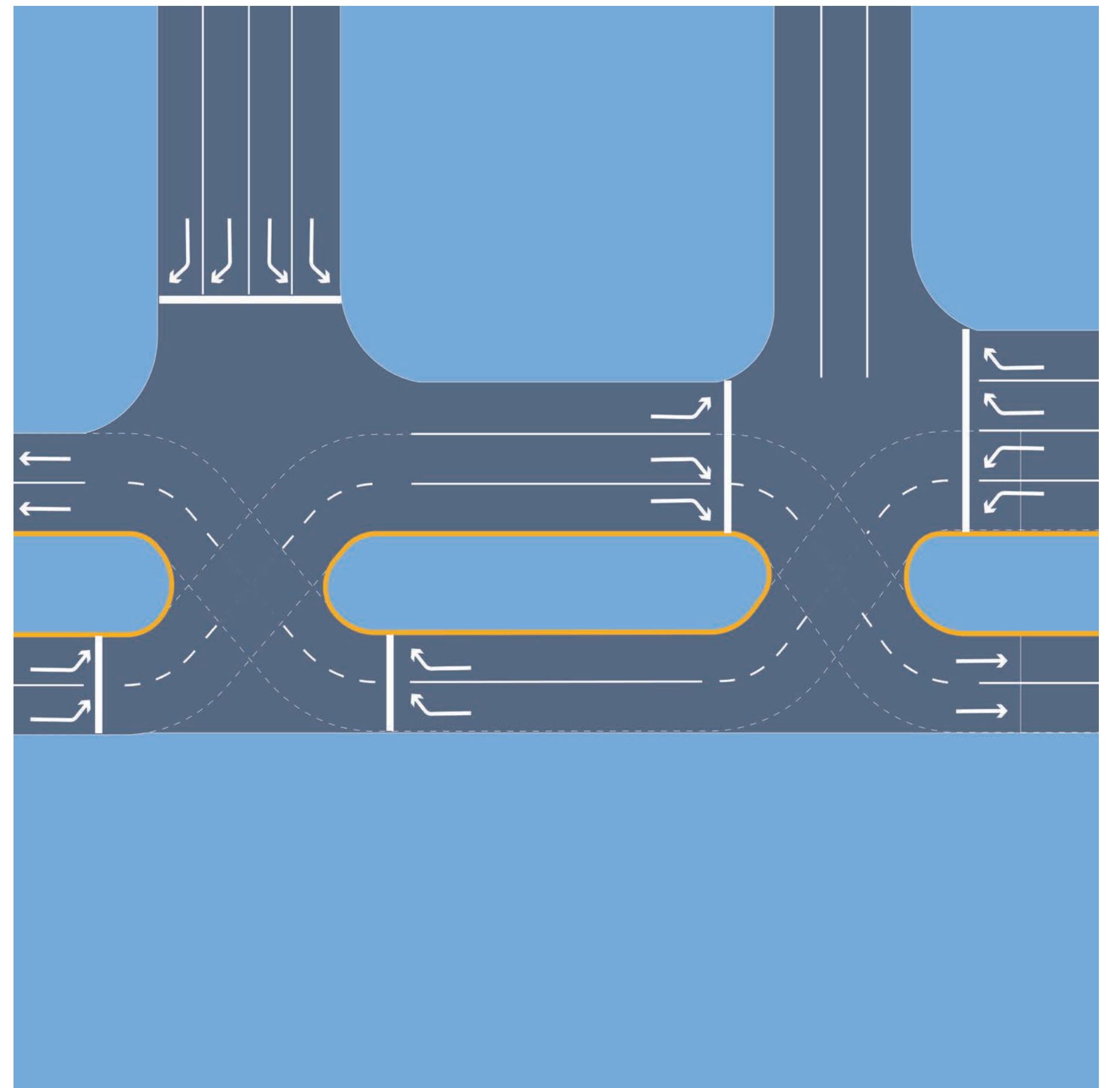
G E PEYTONSVILLE & CAROTHERS



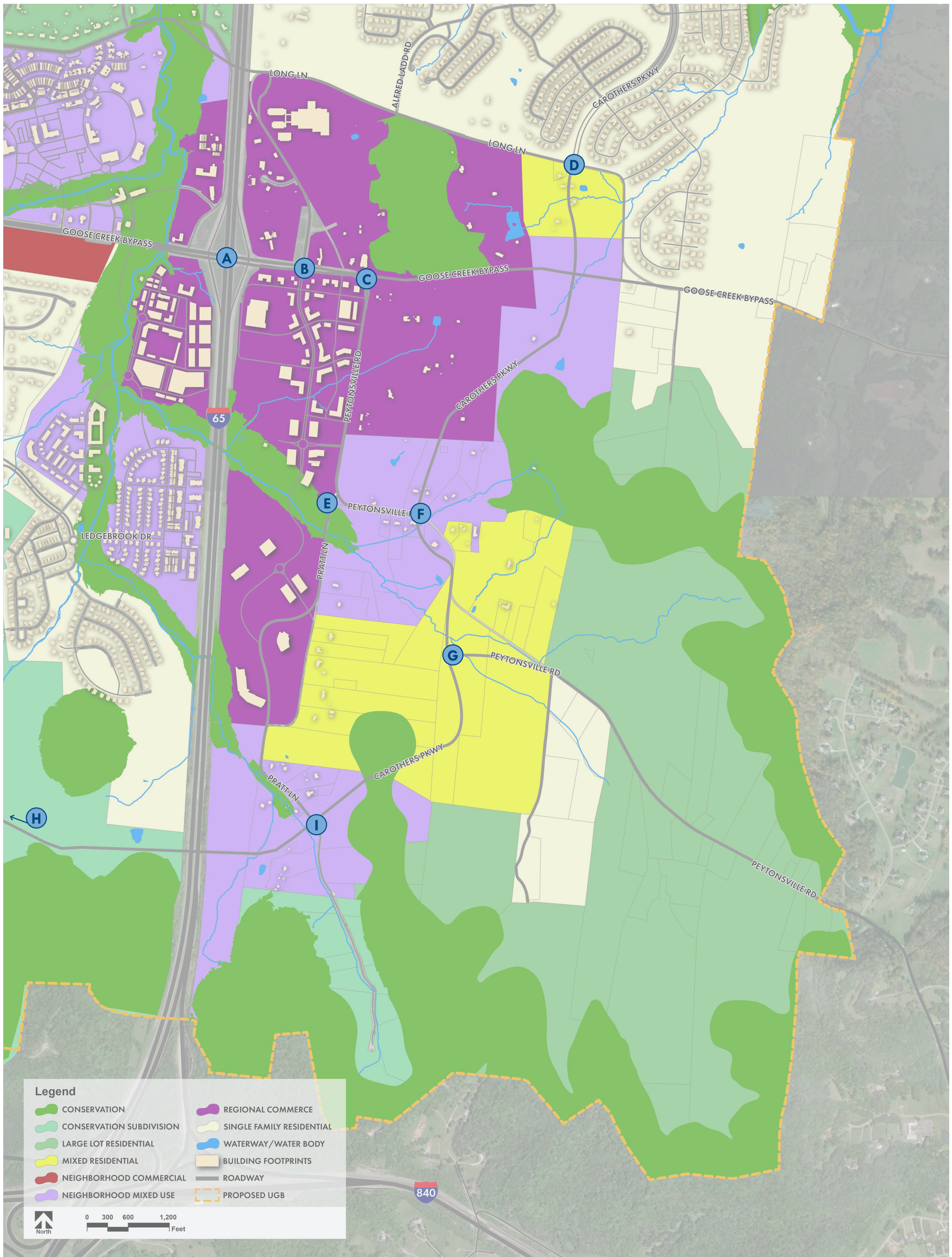
H CAROTHERS & LEWISBURG PIKE

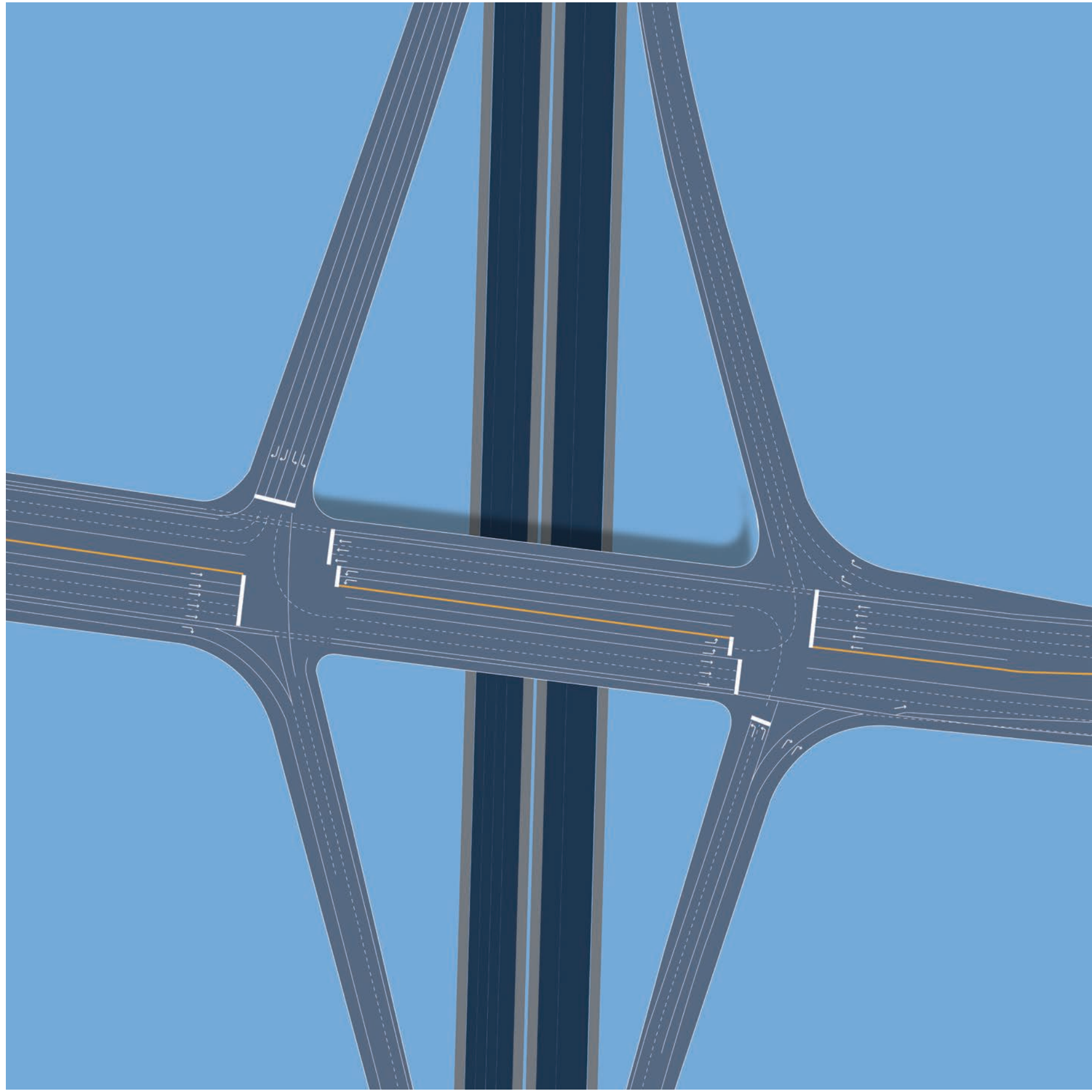


I CAROTHERS & PRATT

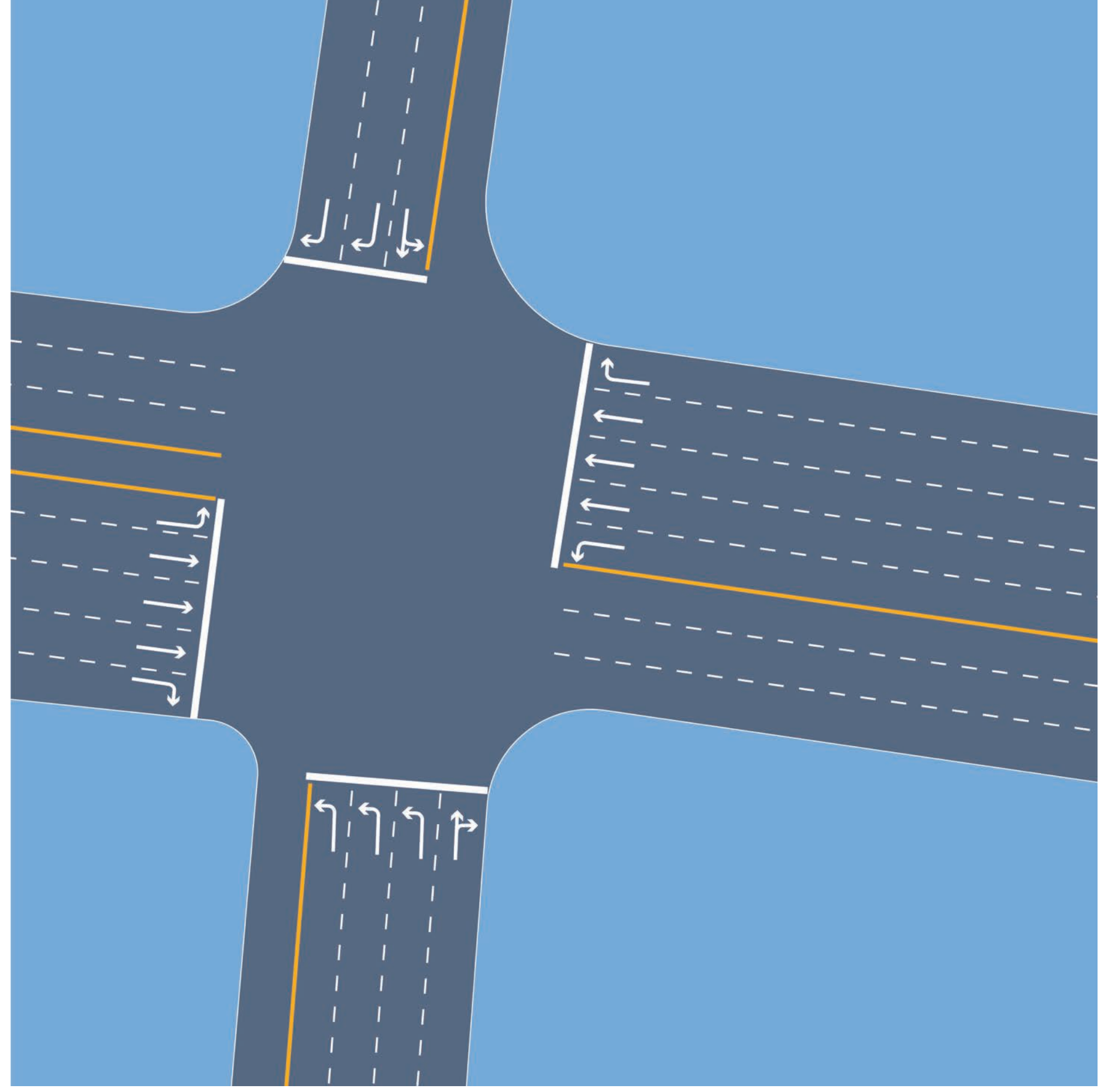


J CAROTHERS & I-65 PARTIAL INTERCHANGE

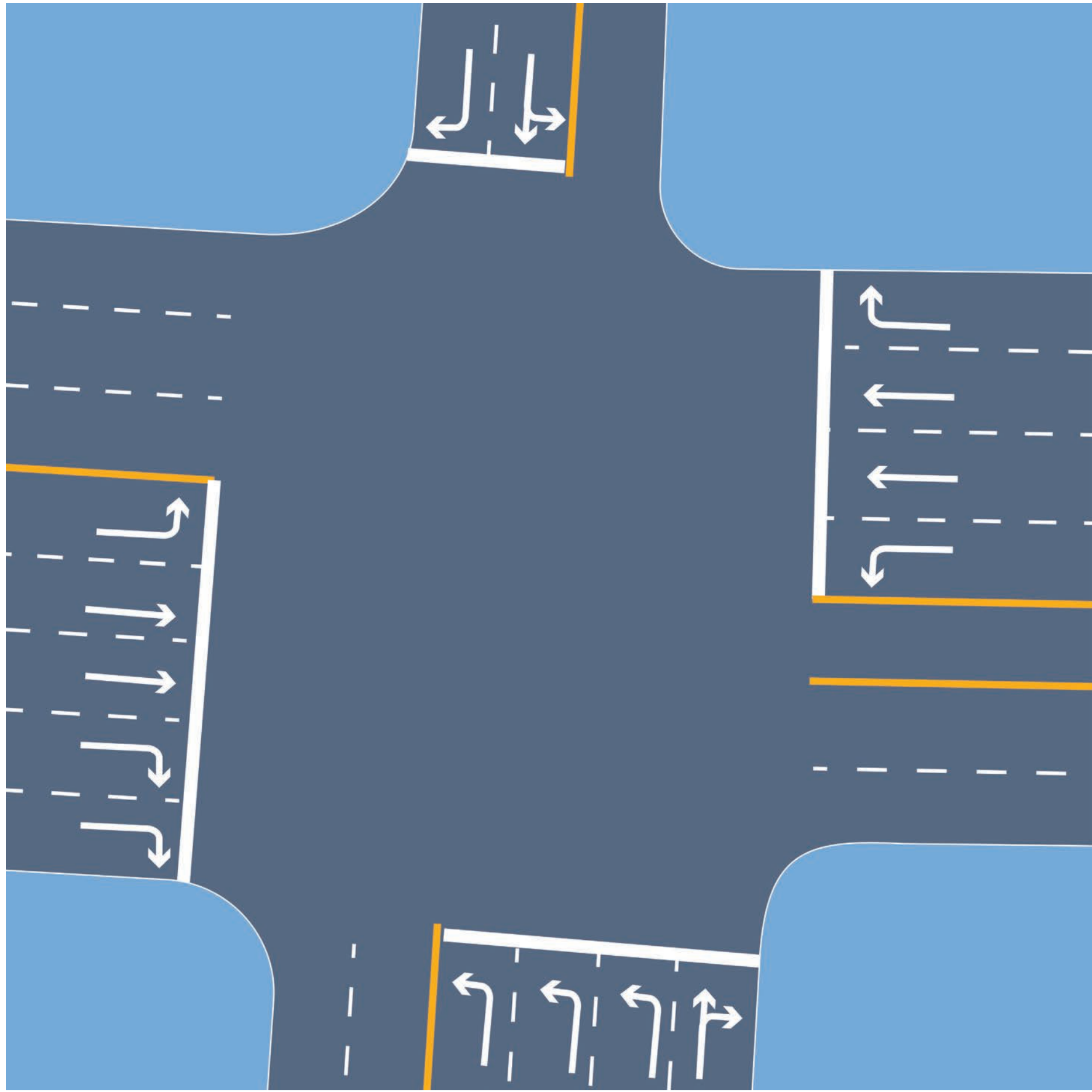




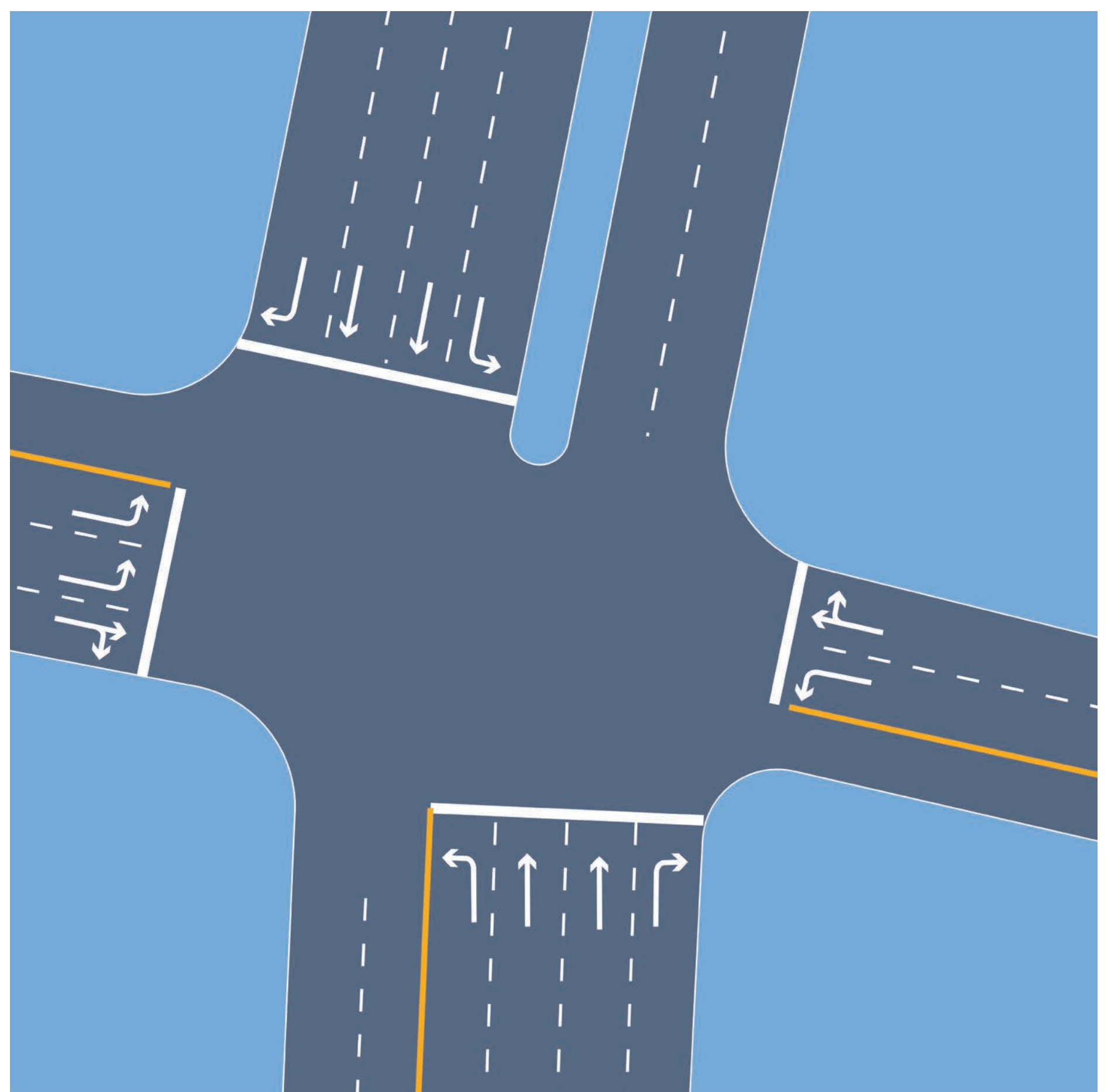
A GOOSE CREEK & I-65 INTERCHANGE



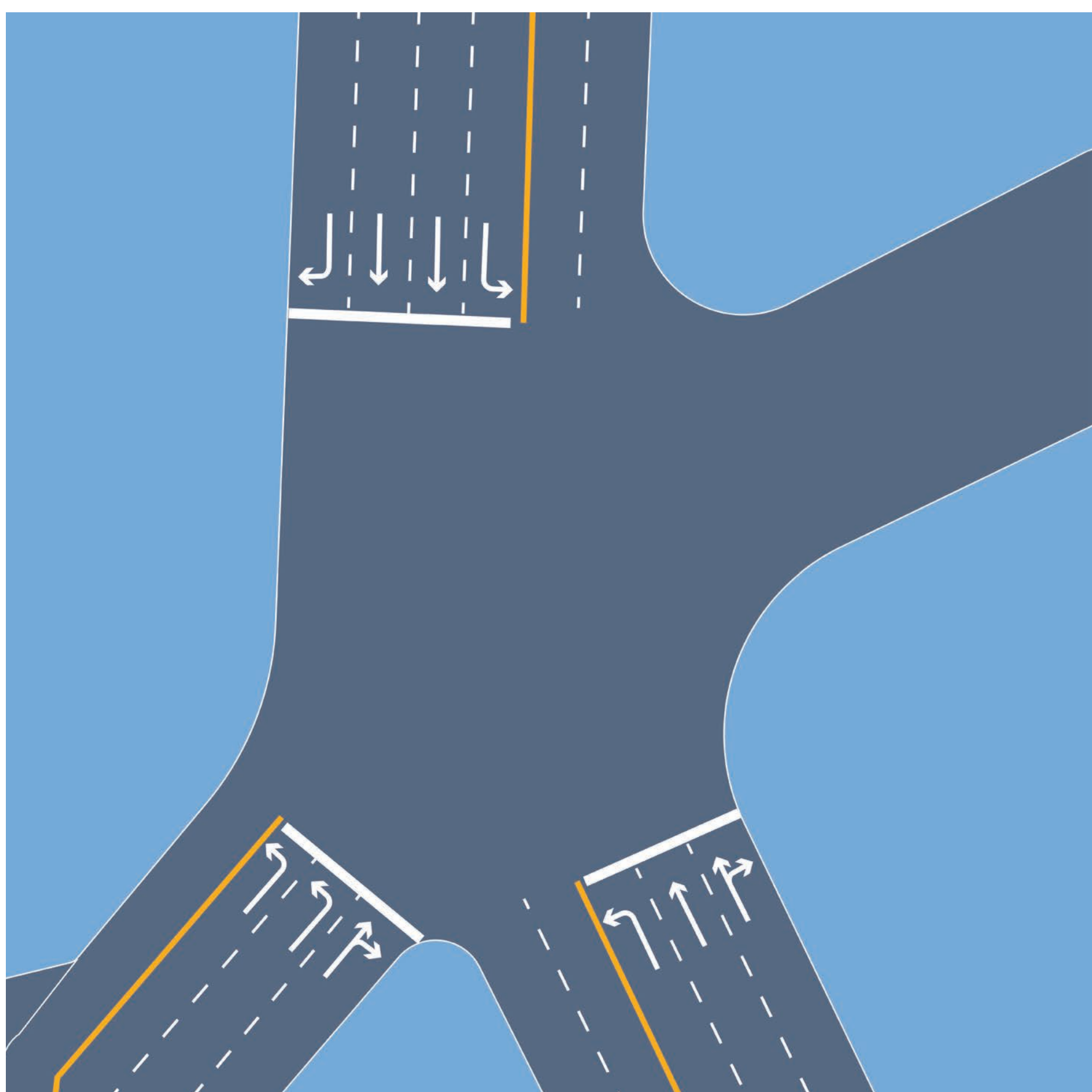
B GOOSE CREEK & LONG LANE



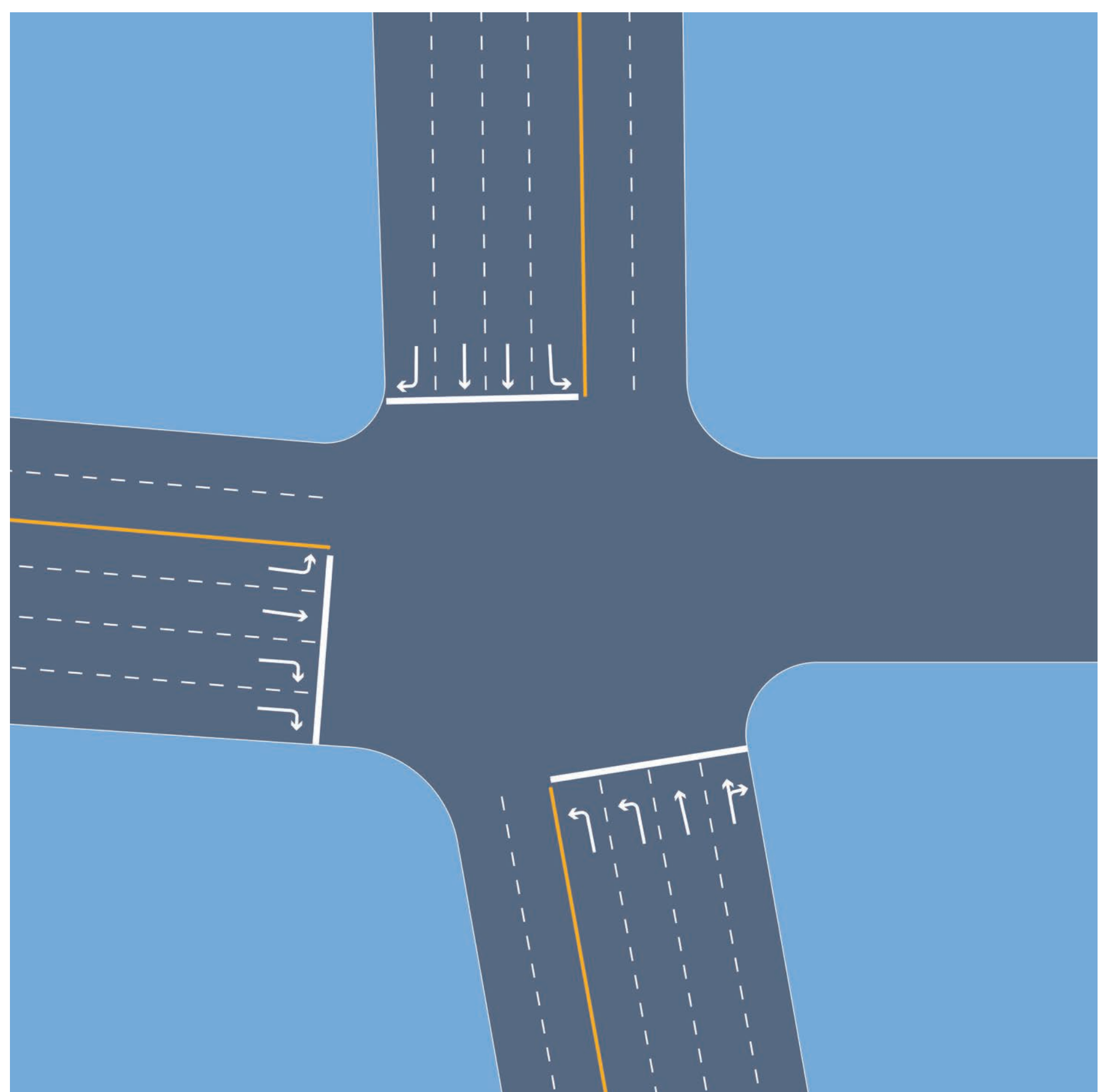
C GOOSE CREEK & PEYTONSVILLE



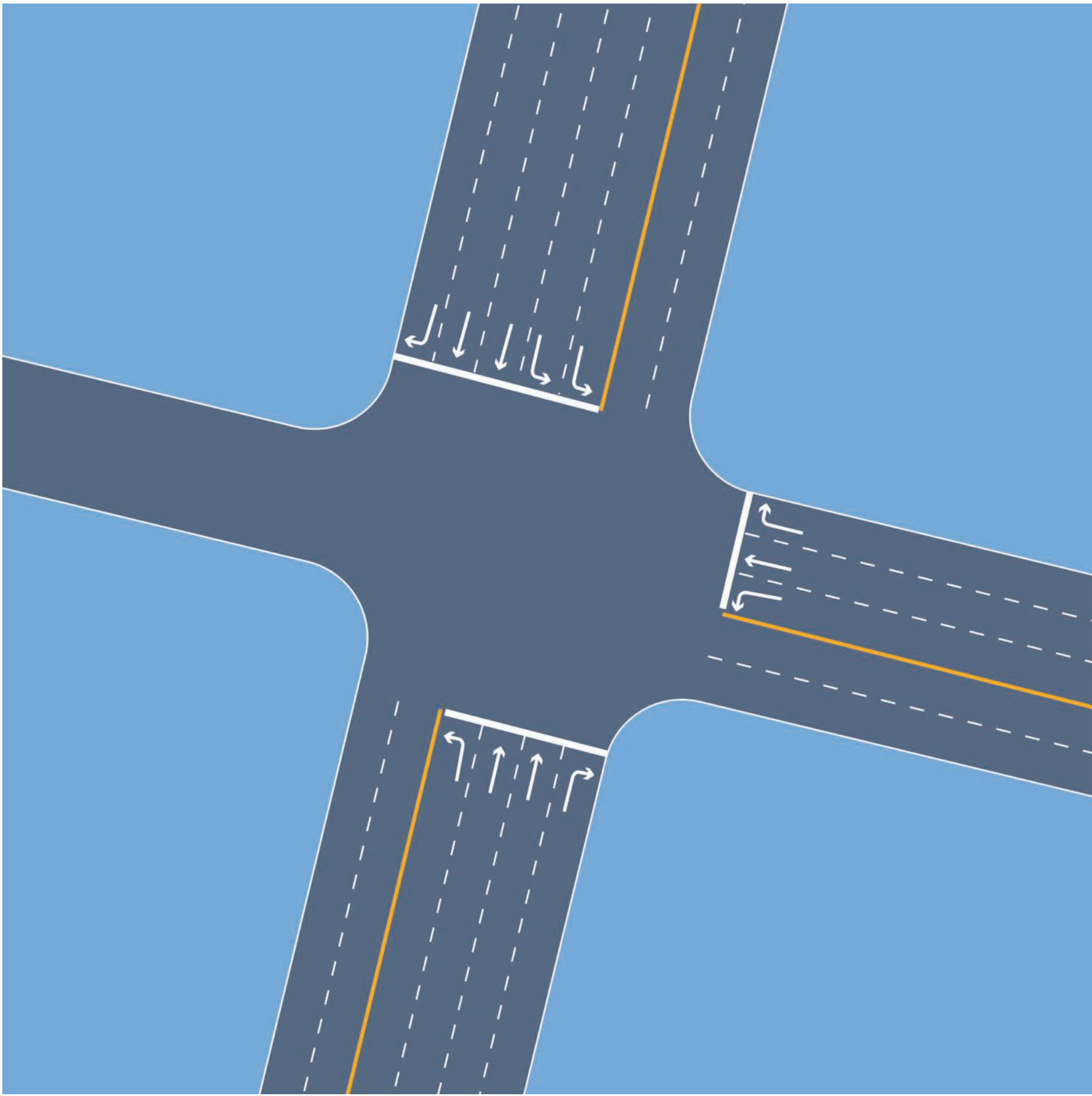
D CAROTHERS & LONG LN



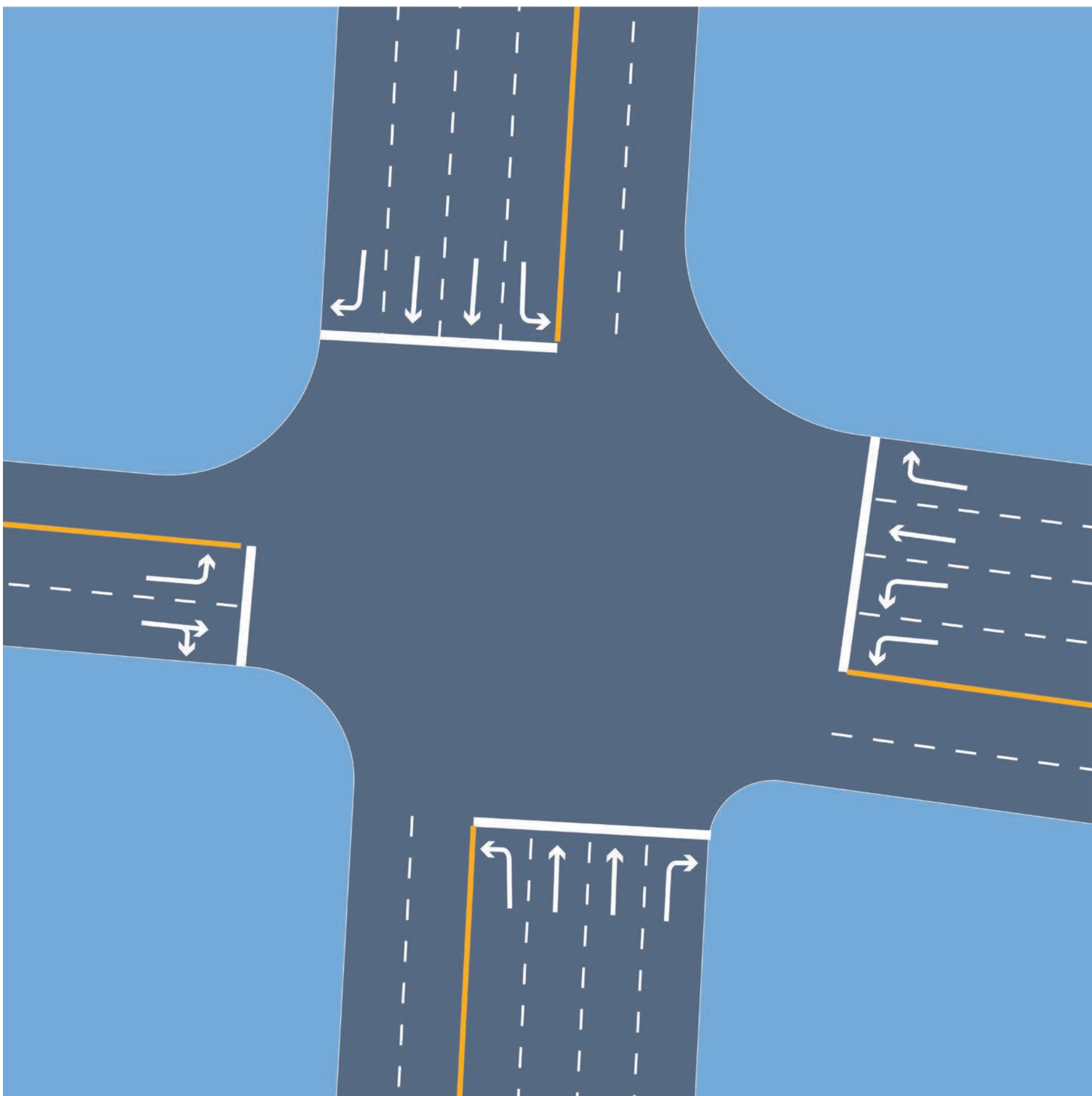
E W PEYTONSVILLE & PRATT



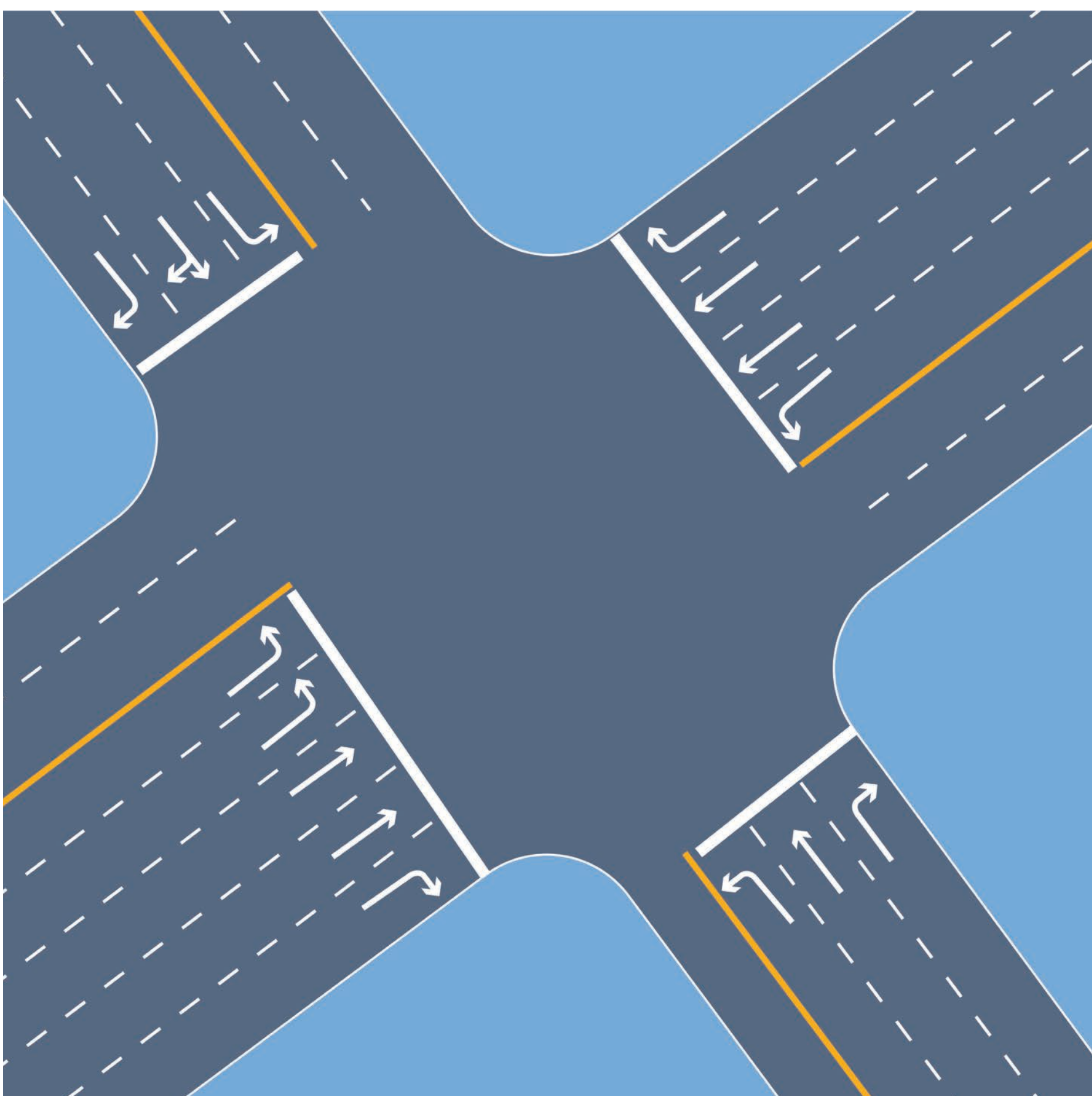
F W PEYTONSVILLE & CAROTHERS



G E PEYTONSVILLE & CAROTHERS



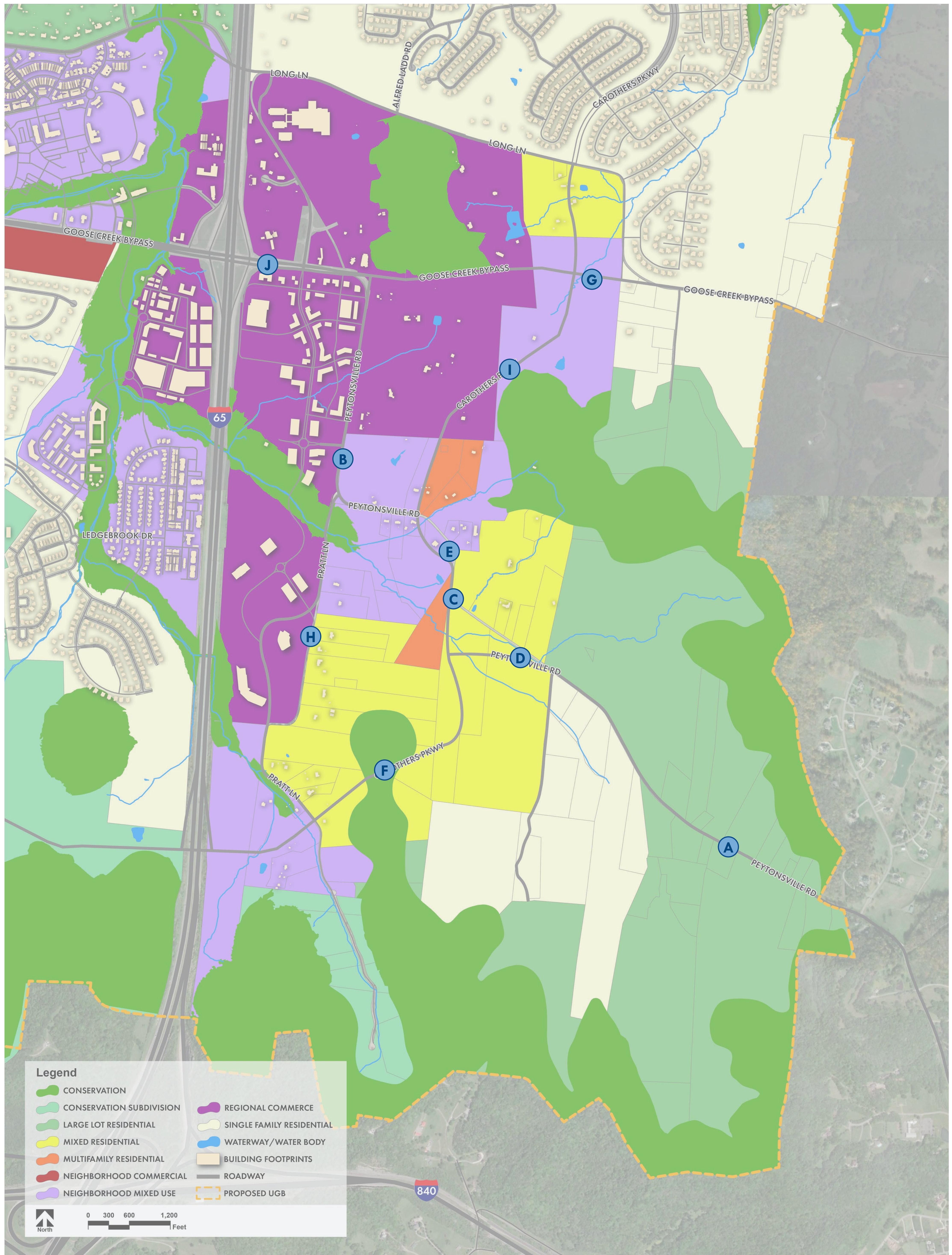
H CAROTHERS & LEWISBURG PIKE



I CAROTHERS & PRATT

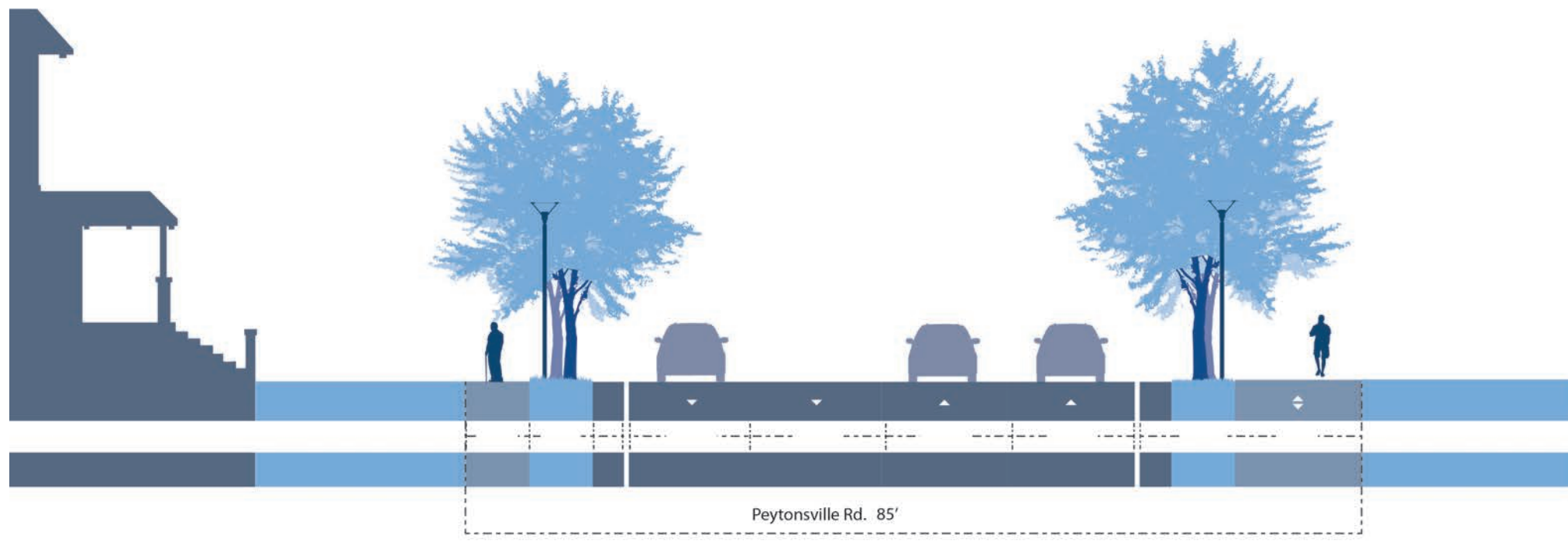
TYPICAL ROADWAY NETWORK

ROADWAY CLASSIFICATION RECOMMENDATION CROSS SECTIONS

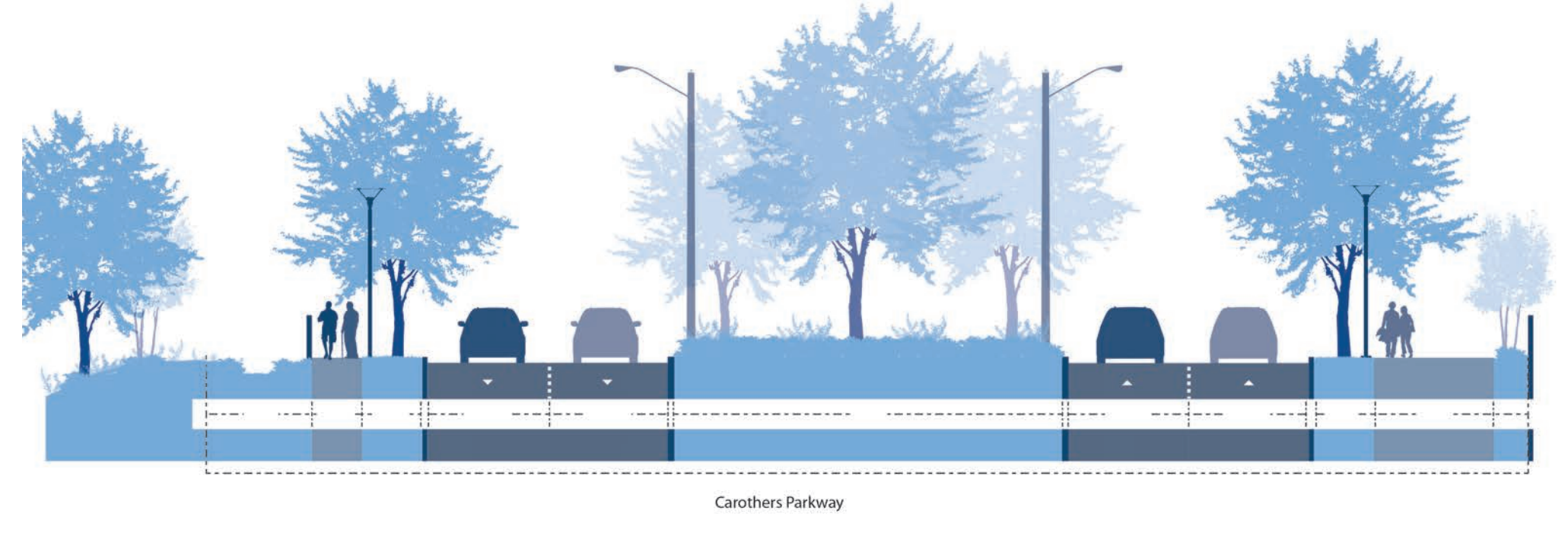


TYPICAL ROADWAY NETWORK

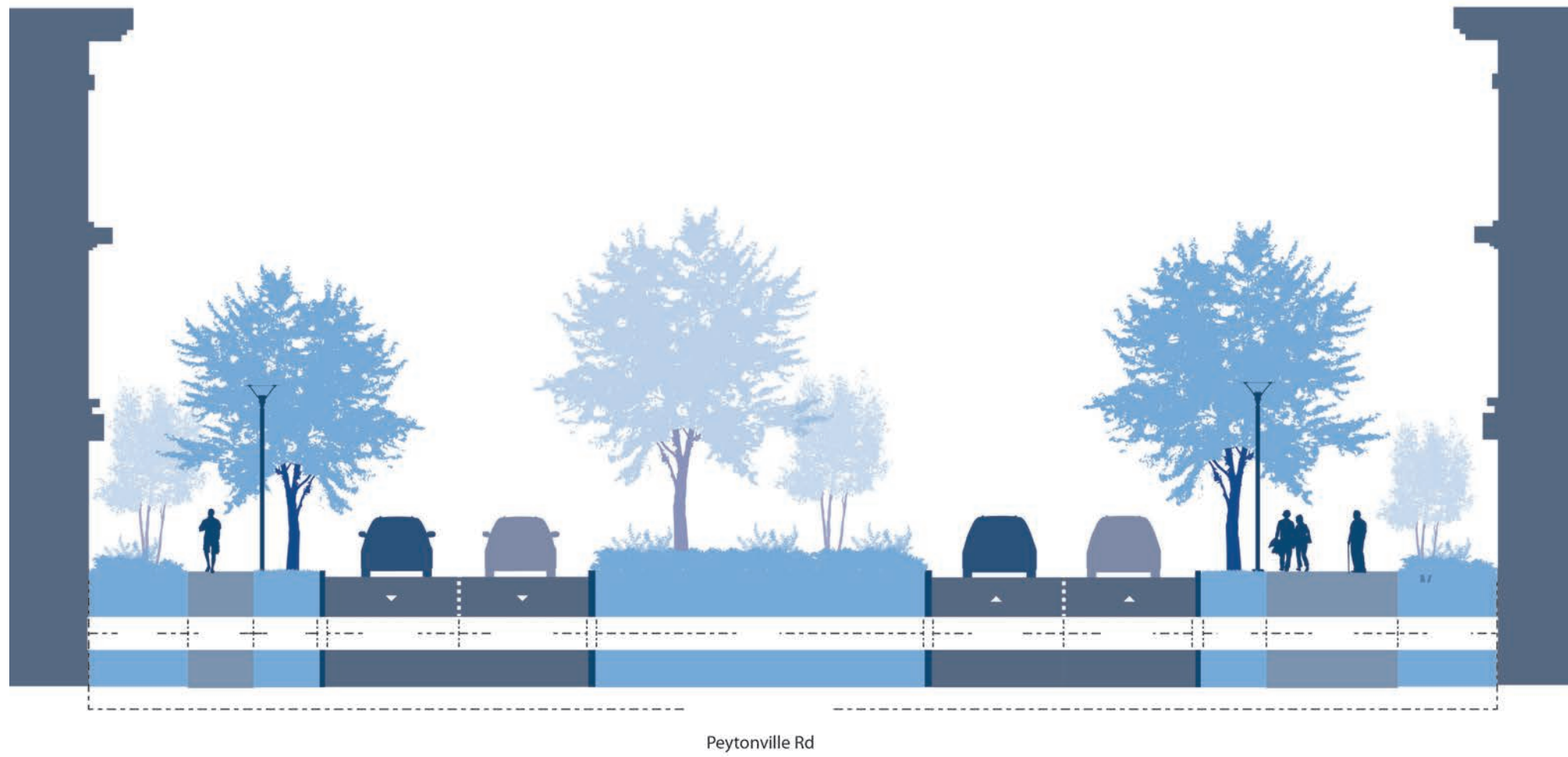
ROADWAY CLASSIFICATION RECOMMENDATION CROSS SECTIONS



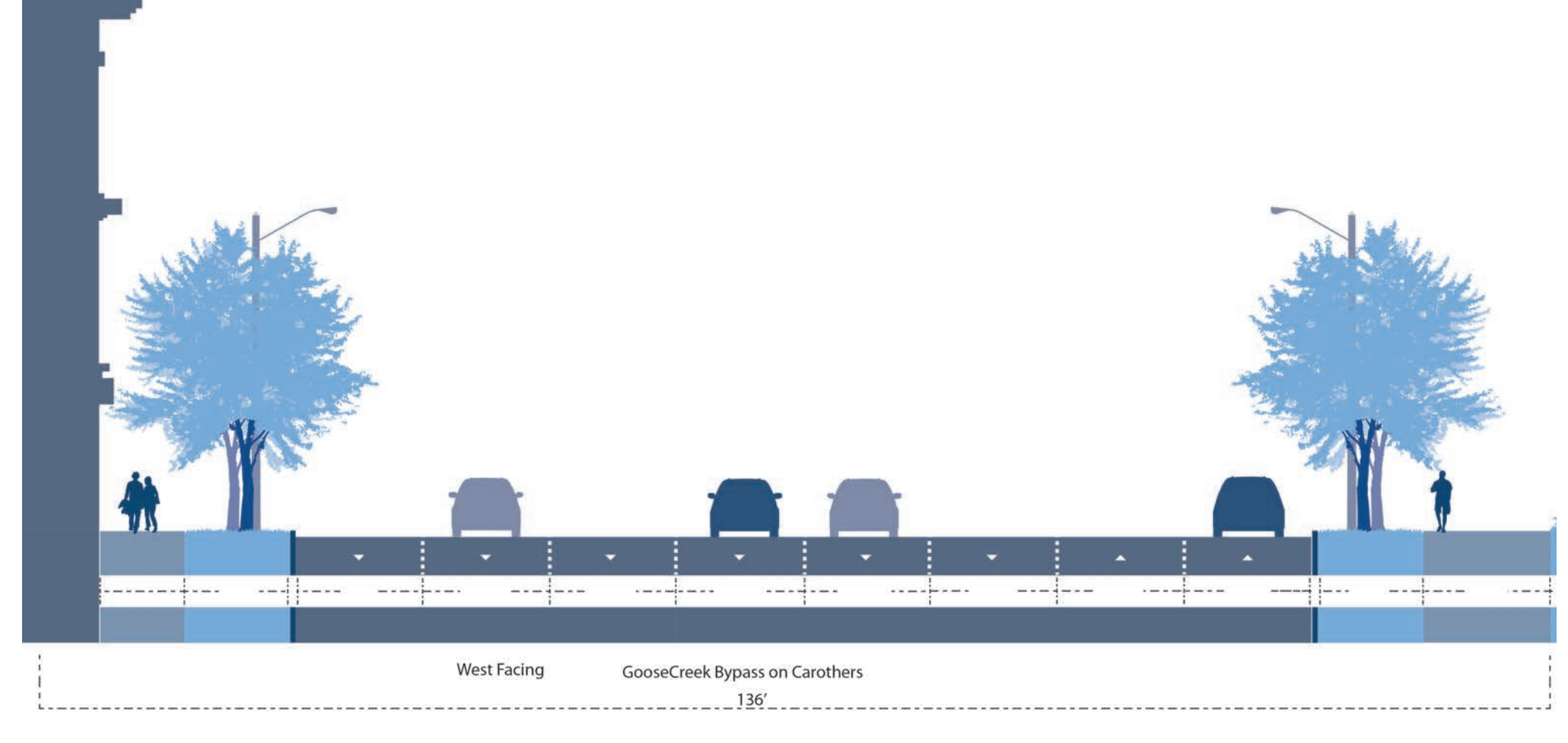
A PEYTONSVILLE ROAD SECTION



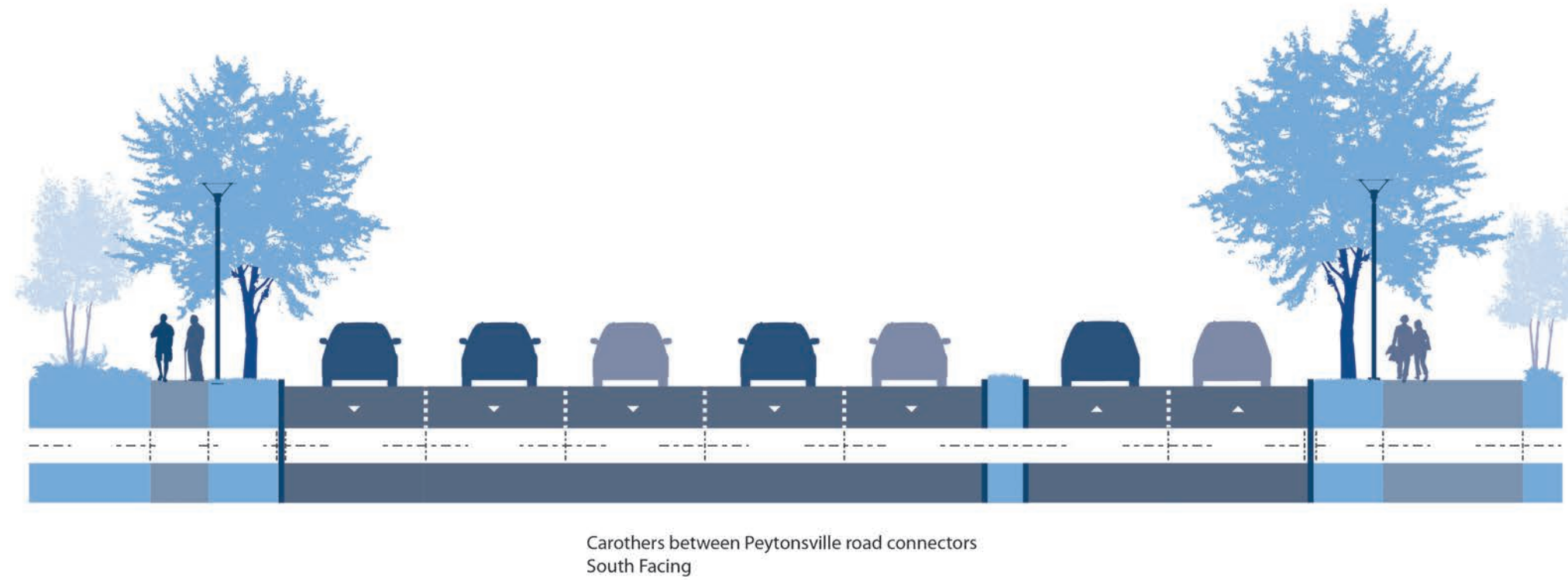
F CAROTHERS PARKWAY SECTION



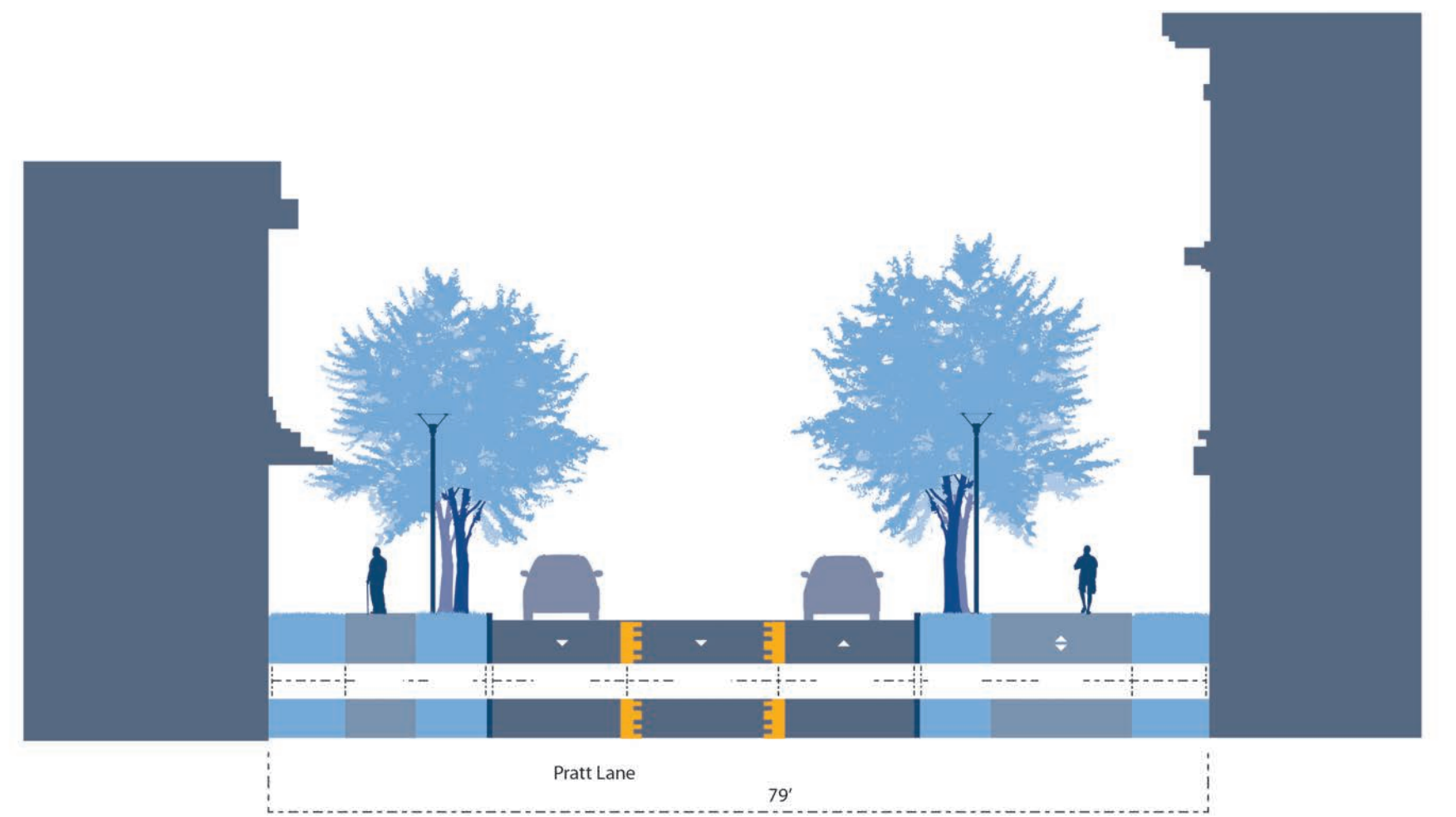
B PEYTONSVILLE ROAD SECTION



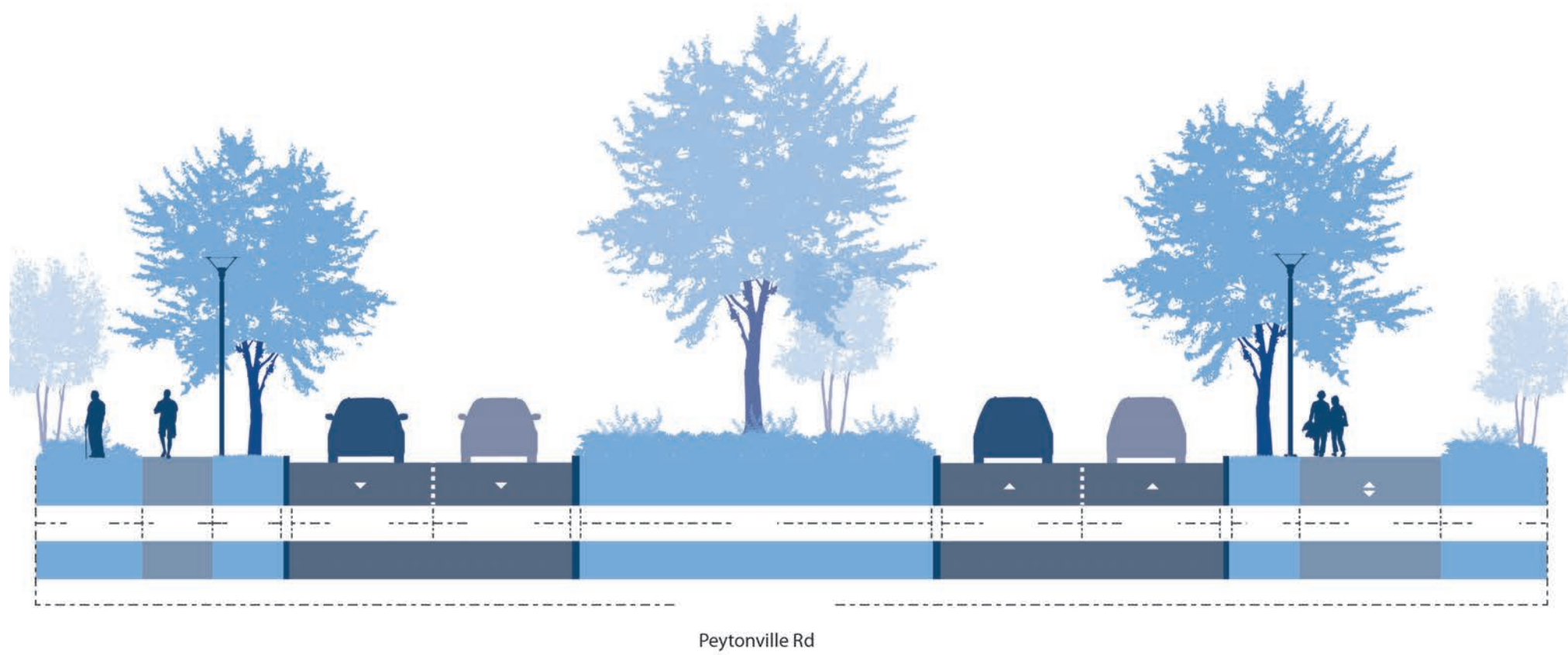
G GOOSE CREEK BYPASS ON CAROTHERS SECTION



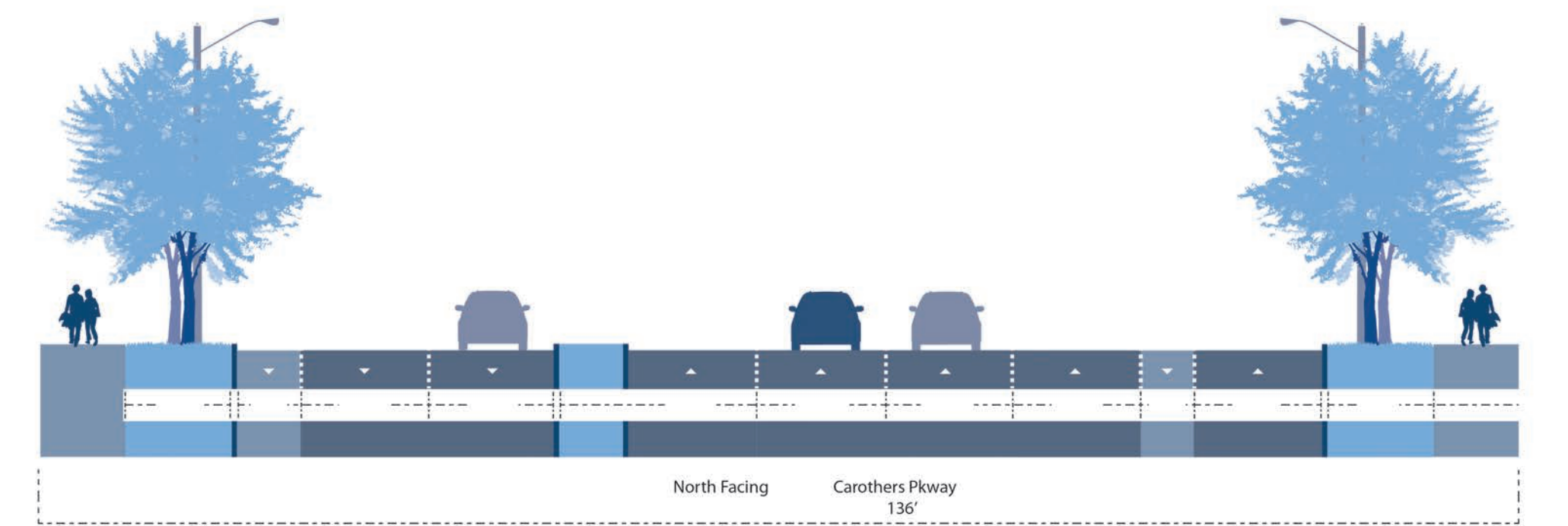
C CAROTHERS BETWEEN PEYTONSVILLE ROAD CONNECTIONS



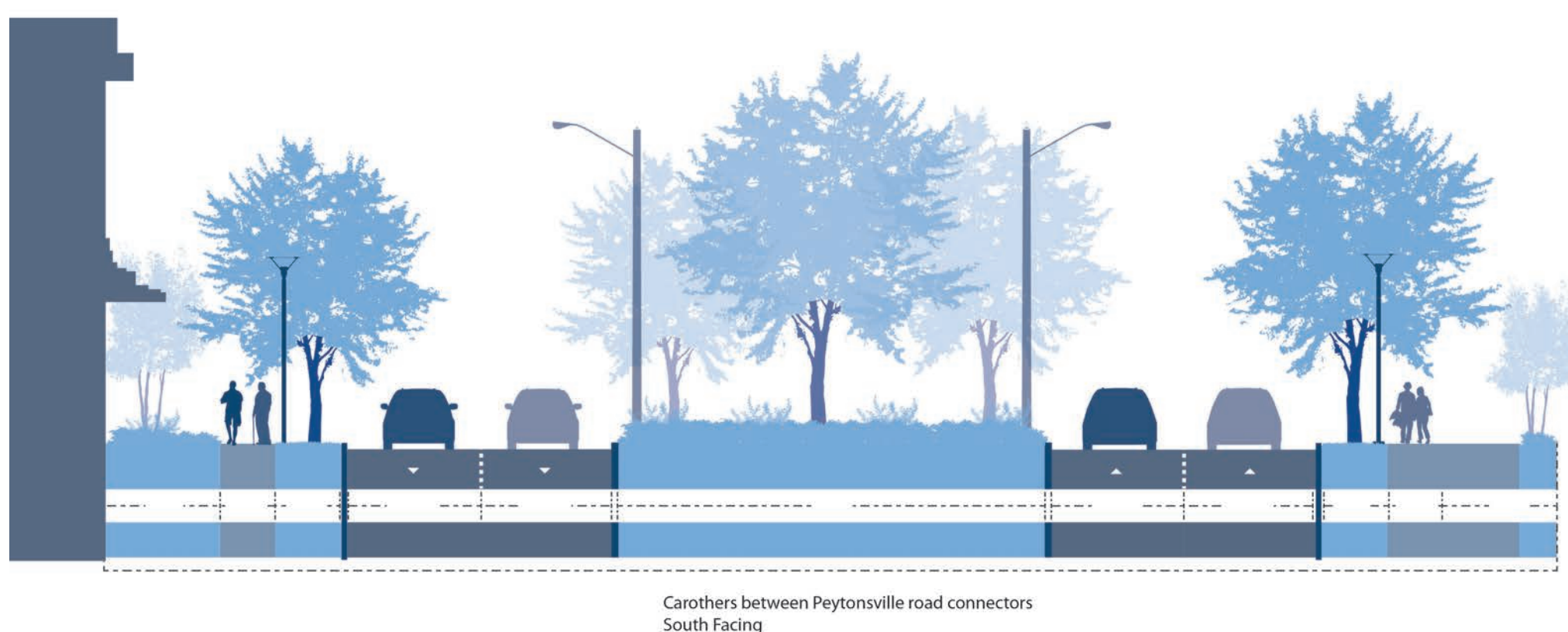
H PRATT LANE SECTION



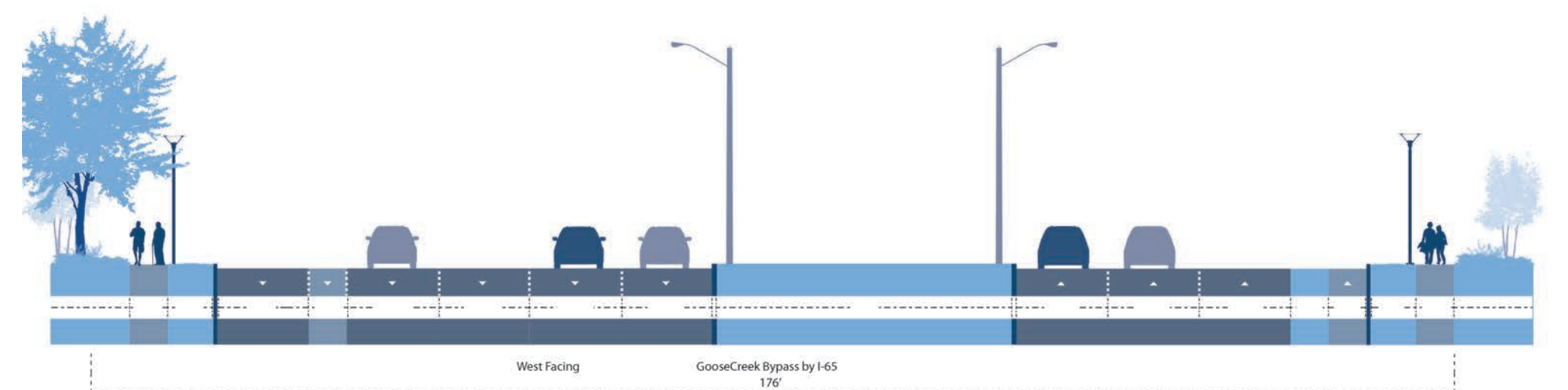
D PEYTONSVILLE ROAD SECTION



I CAROTHERS PARKWAY SECTION



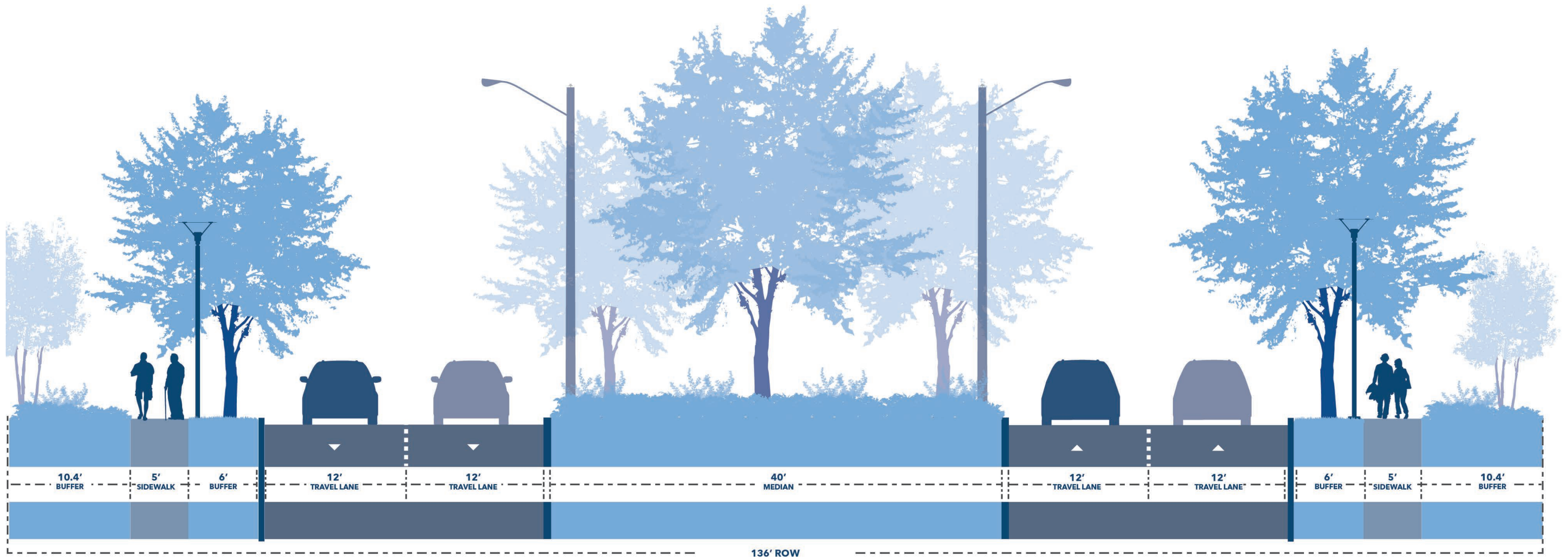
E CAROTHERS BETWEEN PEYTONSVILLE ROAD CONNECTIONS



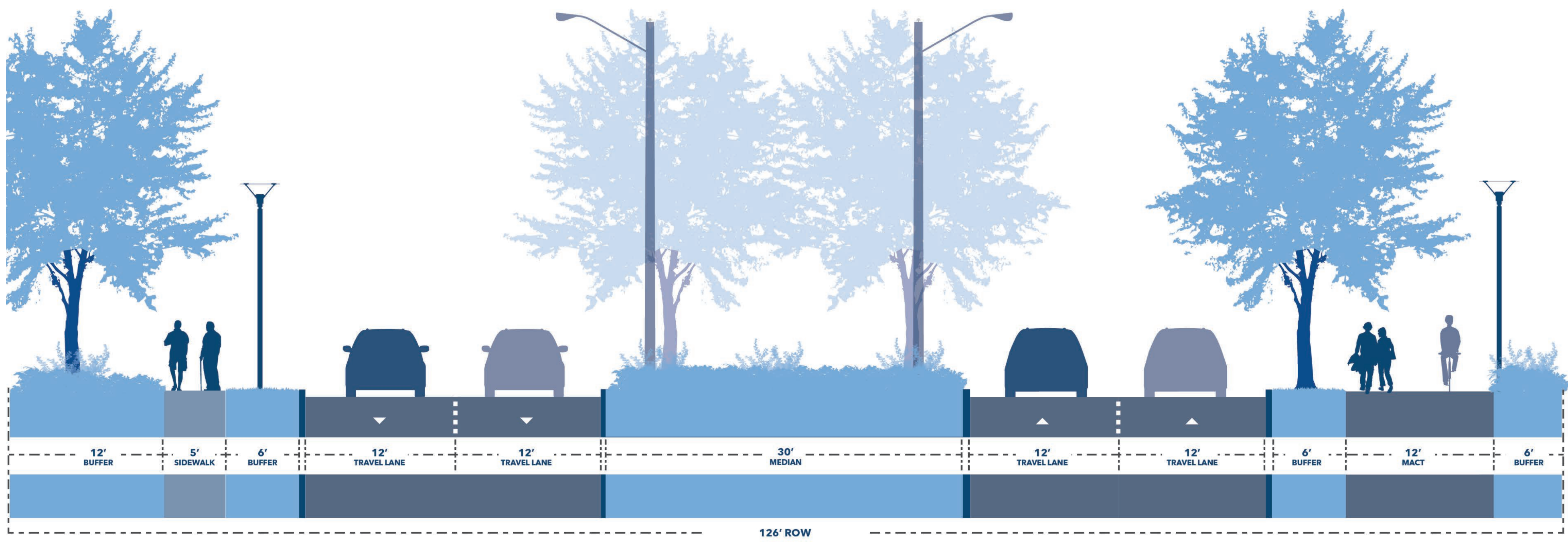
J GOOSE CREEK BYPASS BY I-65

ROADWAY TYPICAL CROSS SECTIONS

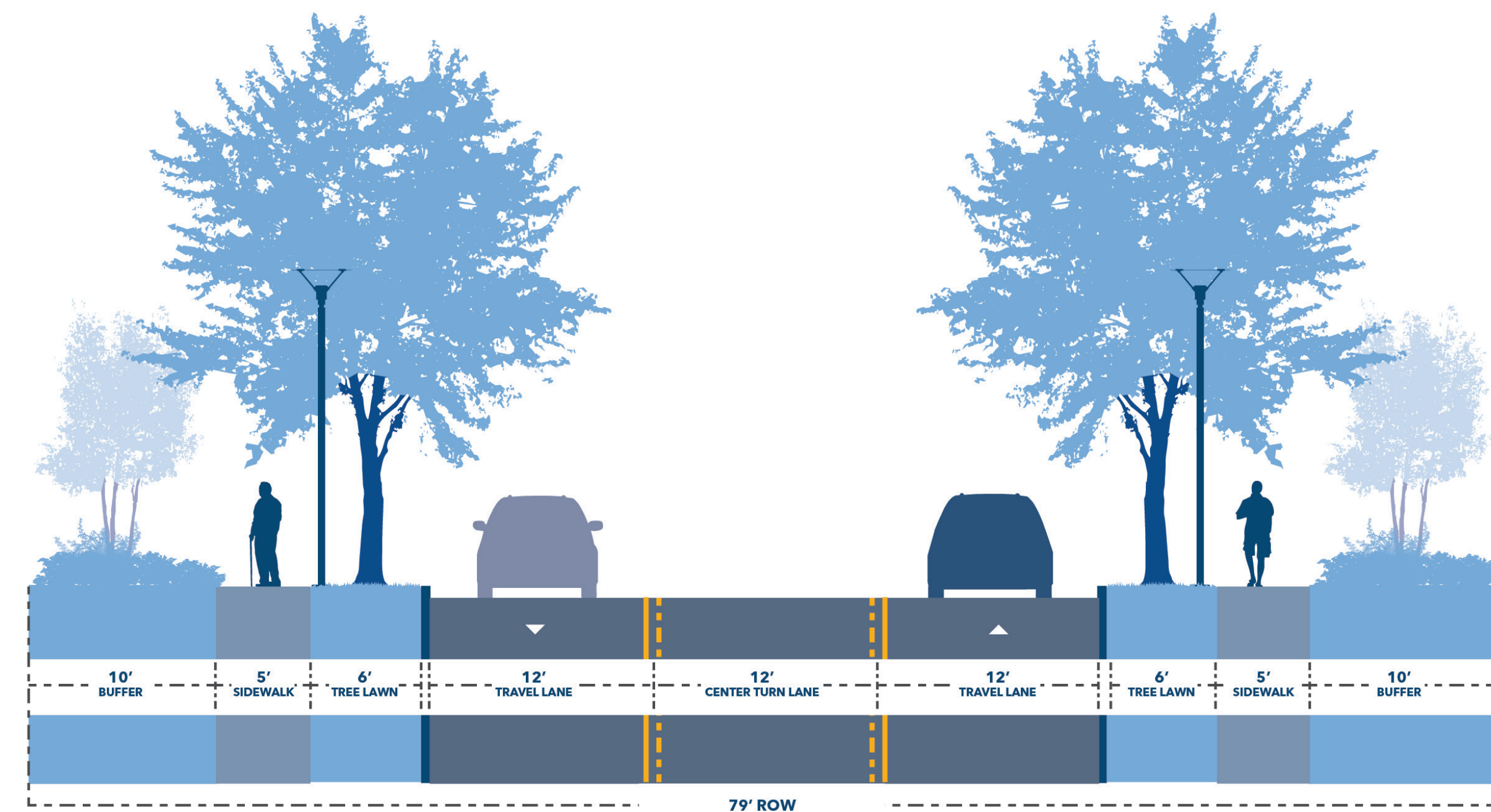
RECOMMENDATIONS



MAJOR COLLECTOR

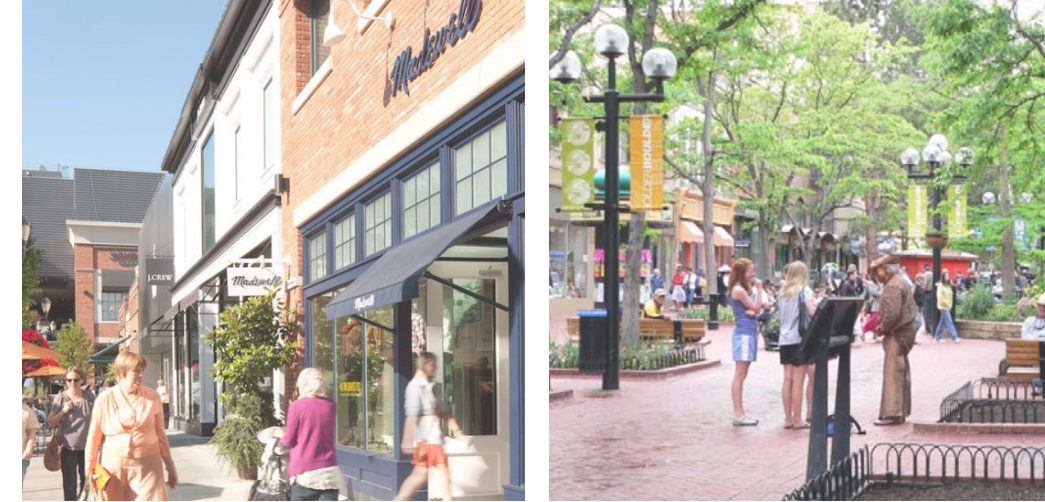


MINOR COLLECTOR



MAJOR ARTERIAL

Regional Commerce



Mixed Use



Mixed Residential



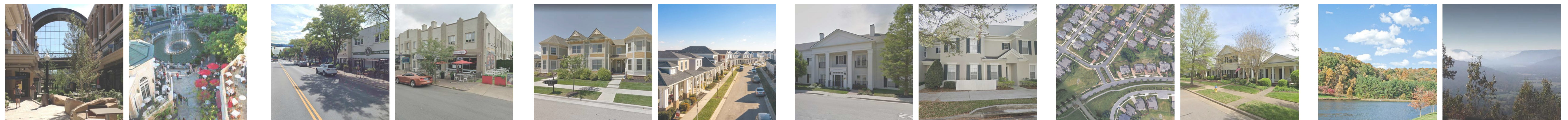
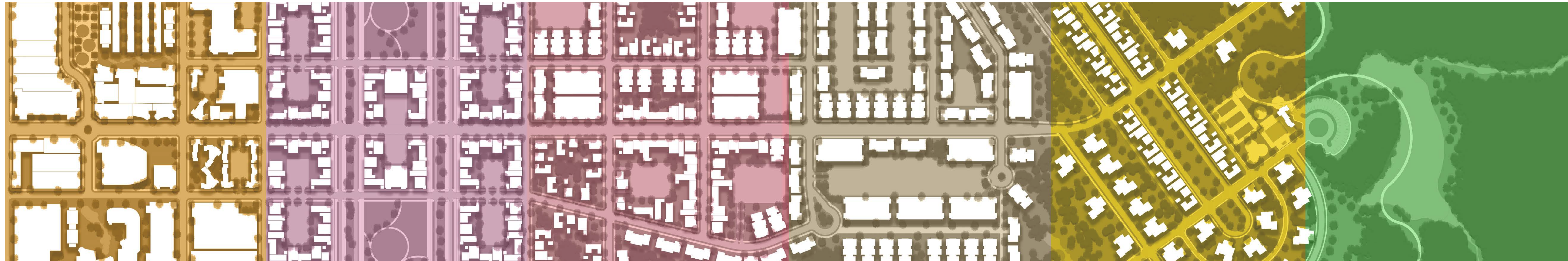
Multi-Family Residential



Single Family Residential



Conservation



A transect graphic shows the changes in an area over time. In this case, the graphic is a diagram of the land uses called out in the Goose Creek Sub-Area Plan Land Use Maps concepts. These are not representative of a particular section in the site, but rather show how the land uses may relate to one another as they transition from lower density uses to higher-density uses. This graphic is designed to show residential, commercial, and office land uses of various types, road network patterns, and the scale of densities of development opportunities.

DRAFT SPECIAL CONSIDERATIONS

CONSERVATION

The Conservation Design Concept will apply to land that has been identified as “conservation” on the design concepts maps created for the Goose Creek Sub-Area Plan. This land may be a hillside or hilltop that includes slopes of 20 percent or greater as well as lands within the 100-year floodplain.

No special consideration amendments are needed. Apply Conservation Design Concept standards to cemeteries, floodplains, hillsides with steep slopes and hilltops.



The Conservation Subdivision Design Concept will only apply to properties along Pratt Lane south of Carothers Parkway extension in the Goose Creek Area, east of I-65.

Special Considerations:

1. The layout and location of housing must protect the rural viewshed of Pratt Lane. New development should be set back from Pratt Lane to preserve the scenic beauty of the corridor. A viewshed study should be provided during the review process to ensure the preservation of the natural view of the corridor.
2. Clustered housing developments should be compatible with the character of surrounding existing development.
3. The hilltops and slopes must be preserved whenever a home is directly adjacent to a conservation designated area.
4. Grading that dramatically alters site vegetation and topography is discouraged. Development should use the existing, natural topography and minimize grading to the maximum extent practicable.
5. Street infrastructure improvements to Pratt Lane south of the future Carothers Parkway extension should be context sensitive and rural in nature, including natural landscaping and traditional rural elements. The Extension of Pratt Lane south of I-840 could have regional significance and necessitate a reevaluation of the Design Concept and Special Considerations.
6. Trail interconnectivity should be promoted by using current and future planned trails found in the City of Franklin's plans including the Parks Master Plan, Connect Franklin, and the Goose Creek Coordinated Study.



DRAFT SPECIAL CONSIDERATIONS

LARGE-LOT RESIDENTIAL

The Large-Lot Residential Design Concept will apply to land in the Urban Growth Boundary Expansion Goose Creek Area, east of I-65 along Peytonsville Road and Bagsby Lane.

Peytonsville Road Special Considerations:

1. Construction in this area will be dependent upon the ability to extend sewer and water services prior to and in coordination with the development of housing.
2. New single-family lots should conform to the R1 base zoning standards.
3. Peytonsville Road will be the main access road for residences in the southeast portion of the Urban Growth Boundary Expansion. Therefore, Peytonsville Road will need to be improved in coordination with the development of housing in this area and a 150-foot setback from Peytonsville Road should be provided. Informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings should be provided to sustain the scenic and rural quality of the area. A viewshed study should be provided during the review process to ensure the preservation of the natural view of the corridor is achieved.
4. New local streets designed to increase access and connectivity should be rural in character, with swales instead of curbs, informal street-tree plantings, and traditional rural elements, such as stone walls and wood-plank fencing.
5. Trail interconnectivity should be promoted by using current and future planned trails found in the City of Franklin's plans including the Parks Master Plan, Connect Franklin, and the Goose Creek Sub-Area Plan Study.



6. Grading that dramatically alters site vegetation and topography is discouraged. Development should use the existing, natural topography and minimize grading to the maximum extent practicable.

Bagsby Lane Special Considerations:

1. Construction along Bagsby Lane will be dependent upon the ability to extend sewer and water services in coordination with the development of housing.
2. Grading that dramatically alters site vegetation and topography should be prohibited. Development should use the existing, natural topography and minimize grading to the maximum extent practicable.

The Mixed Residential Design Concept will apply to land in the Urban Growth Boundary Expansion Goose Creek Area, east of I-65 along Peytonsville Road, Pratt Lane North of Carothers Parkway Extension, and Carothers Parkway.

Special Considerations:

1. Construction will be dependent upon the ability to extend sewer and water services in coordination with development in the Urban Growth Boundary Expansion for increased densities.
2. New buildings should be pedestrian-scale and contextually compatible.. In any internal block development designs, building step-backs, and transitional features should be used to minimize massing and scale.
3. An internal street network will be critical to ensure adequate access to sites and for the safe and efficient movement of traffic from homes to destinations, whether locally or regionally
4. Grading that dramatically alters site vegetation and topography is discouraged. Development should use the existing, natural topography and minimize grading to the maximum extent practicable.
5. The future Peytonsville Road and Carothers Parkway intersection should include gateway features such as fieldstone walls, wood plank fencing, enhanced landscaping, and monumental signage in order to preserve the rural character. A buffer of trees and native plantings should be planted along Carothers Parkway and Peytonsville Road with a setback of 100’.



6. Trail interconnectivity should be promoted by using current and future planned trails found in the City of Franklin’s plans including the Parks Master Plan, Connect Franklin, and the Goose Creek Coordinated Study.

This memo recommends a change from the 2017 *Envision Franklin* Mixed Residential Design Concept for the Intersection of Carothers Parkway and Long Lane:

The location of the southern boundary as Mixed Residential is approximate. The intent is to continue developing single-family uses found in Ladd Park, but to also provide a wider choice of residential uses than just single-family. These residential uses will be more compatible with the higher intensity uses located near the future intersection of Carothers Parkway and Goose Creek Bypass which are designated as Neighborhood Mixed-Use.

DRAFT SPECIAL CONSIDERATIONS

MULTIFAMILY RESIDENTIAL

The Multifamily Residential Design Concept will apply to land in the Urban Growth Boundary Expansion Goose Creek Area, east of I-65 along major thoroughfares at key locations such as Pratt Lane north of the Carothers Parkway extension, Carothers Parkway, and the intersection of Carothers Parkway and Peytonsville Road.

Special Considerations:

1. Construction will be dependent upon the ability provide sewer and water services in coordination with the development of housing in the Urban Growth Boundary Expansion for increased densities.
2. New buildings should be pedestrian-scale and contextually compatible.
3. Maximum building height should be no more than three stories. Buildings located at a corner or end of a development should appear to be within one-half story of the predominant building height of adjacent development for varied architectural design.
4. Assisted living facilities should have traditional multifamily building form with shallow setbacks and parking located behind the building.
5. Trail interconnectivity is required by using current and future planned trails found in the City of Franklin's plans including the Parks Master Plan, Connect Franklin, and the Goose Creek Coordinated Study.



DRAFT SPECIAL CONSIDERATIONS

NEIGHBORHOOD MIXED USE

The Neighborhood Mixed-Use Design Concept will apply to land in the Urban Growth Boundary Expansion Goose Creek Area, east of I-65 along Carothers Parkway and at key intersections including Pratt Lane and Peytonsville Road, Carothers Parkway and Peytonsville Road, and Carothers Parkway and Pratt Lane.

Special Considerations:

1. Construction will be dependent upon the ability to extend and provide sewer and water services prior to and in coordination with development in the Urban Growth Boundary Expansion for increased densities.
2. New buildings should be pedestrian-scale and contextually compatible.
3. No more than two quadrants of an intersection should be developed as neighborhood mixed-use. NEED to be more specific??
4. Buildings located at a corner or end of a development should appear to be within one-half story of the predominant building height of adjacent development for varied architectural design.
5. Multifamily residential development may be constructed where deemed appropriate based on approval from the Plan Commission when site plans are submitted. Reference the Multifamily design concept special considerations for Goose Creek Area, east of I-65 for design standards and requirements.
6. An internal street network will be critical to ensure adequate access to sites and for the safe and efficient movement of traffic from homes to destinations, whether locally or regionally
7. As the area develops, there may be a need to create small neighborhood commercial nodes as defined in the Neighborhood Commercial design concept found in Envision Franklin. These potential developments should be evaluated on a case-by-case basis by the Plan Commission. The standards shall follow the form, site design, and transportation standards found under the Neighborhood Commercial design concept. Potential intersections this may apply to include:
 - Goose Creek Parkway and Carothers Parkway
 - i. Development of the northwest portion of the intersection may not be possible due to topography changes and transportation access constraints.
 - ii. Development of the northeast portion of the intersection will need to be considerate of the existing environmental features.
 - iii. Neighborhood commercial nodes at this intersection may have a maximum building height of four stories if a development plan is submitted and approved.
 - Peytonsville Road and Carothers Parkway
 - i. Development encouraged on either the north or south side of Peytonsville Road, west of Carothers Parkway.
 - ii. At this intersection, only one intersection should be developed as Neighborhood Commercial to serve the area.
 - Pratt Lane and Carothers Parkway
 - i. Development encouraged on either the north or south side of Carothers Parkway Road, west of Pratt Lane.
 - ii. At this intersection, it is appropriate for both sides of Carothers to be developed with Neighborhood Commercial to serve the area.
8. As the transportation network develops to the south of the area, development surrounding the Pratt Lane and Carothers Parkway extension intersections should be revisited and amended as deemed necessary.
9. Trail interconnectivity should be promoted by using current and future planned trails found in the City of Franklin's plans including the Parks Master Plan, Connect Franklin, and the Goose Creek Coordinated Study.



The Regional Commerce Design Concept will apply to land in the Urban Growth Boundary Expansion Goose Creek Area, east of I-65 along Peytonsville Road, south of Goose Creek Parkway, Pratt Lane, and Long Lane.

Special Considerations:

1. Construction will be dependent upon the ability to provide sewer and water services in coordination with the development in the Urban Growth Boundary Expansion for increased densities.
2. The intersection of Goose Creek Parkway and Peytonsville Road will be a highly traveled area. Development within the southeast corner of the intersection is anticipated and encouraged to include a mix of uses such as:
 - a. Corporate offices
 - b. Small-scale offices
 - c. Medical facilities
 - d. Low-scale commercial uses
 - e. Low-scale institutional uses
 - f. Other residential uses not listed as secondary uses
3. An internal street network will be critical to ensure adequate access to sites and for the safe and efficient movement of traffic from homes to destinations, whether locally or regionally.
4. Any additional large-scale nonresidential uses could have significant negative impacts on the already heavily impacted transportation network near the Goose Creek Bypass and I-65 interchange. There are limited transportation options in this area to mitigate future nonresidential development of this magnitude.
5. Development of lesser intense residential uses may be appropriate in this area as development moves towards Carothers Parkway. Mixed Residential and Neighborhood Mixed Use design concepts should be encouraged and evaluated on a case-by-case basis.



6. New buildings should be pedestrian-scale and contextually compatible with surrounding development.
7. Grading that dramatically alters site vegetation and topography is discouraged. Development should use the existing, natural topography and minimize grading to the maximum extent practicable.
8. Trail interconnectivity should be promoted by using current and future planned trails found in the City of Franklin's plans including the Parks Master Plan, Connect Franklin, and the Goose Creek Coordinated Study.
9. For the properties south of Long Lane and east of the Williamson County Agriculture Center, future development is anticipated and should be low-scale nonresidential uses with minimal to moderate traffic impacts.

DRAFT SPECIAL CONSIDERATIONS

SINGLE FAMILY RESIDENTIAL

The Single-Family Residential Design Concept will apply to land in the Urban Growth Boundary Expansion Goose Creek Area, east of I-65 along Peytonville Road, Dyke Bennett Road, and Bagsby Lane.

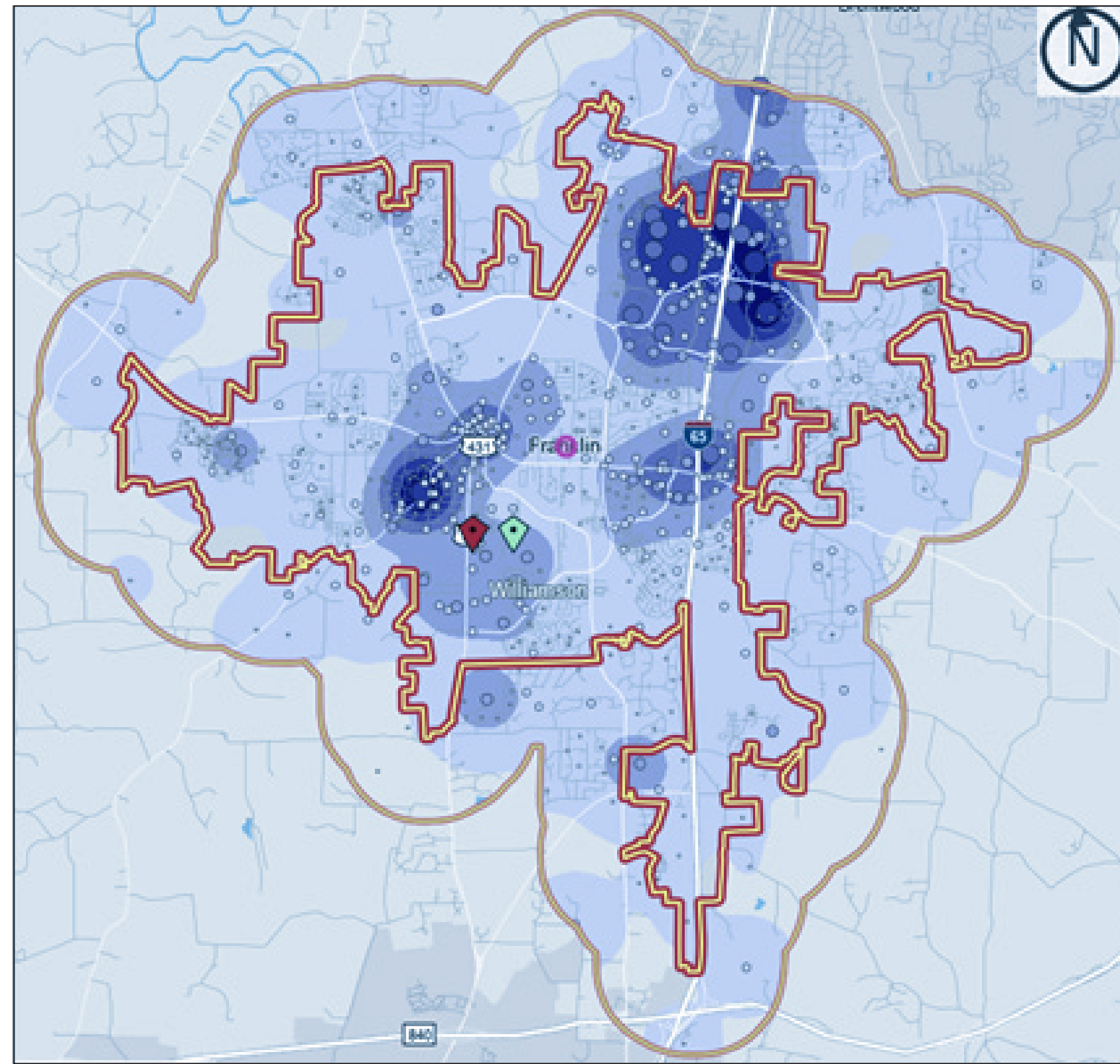
Special Considerations:

1. Construction will be dependent upon the ability to provide sewer and water services in coordination with the development of housing in the Urban Growth Boundary Expansion for increased densities.
2. Development should be compatible with adjacent design concepts including mixed residential and large-lot residential.
3. Grading that dramatically alters site vegetation and topography should be prohibited. Development should use the existing, natural topography and minimize grading to the maximum extent practicable.
4. An internal street network will be critical to ensure adequate access to sites and for the safe and efficient movement of traffic from homes to destinations, whether locally or regionally.
5. Scenic corridors should be preserved with new development having a deep setback of 150 feet or be comparable in building setbacks when located adjacent to existing development within a 150-foot setback. Informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings should be provided to sustain the scenic and rural quality of the area. A viewshed study should be provided during the review process to ensure the preservation of the natural view of the corridor is achieved.



6. Trail interconnectivity should be promoted by using current and future planned trails found in the City of Franklin's plans including the Parks Master Plan, Connect Franklin, and the Goose Creek Coordinated Study.

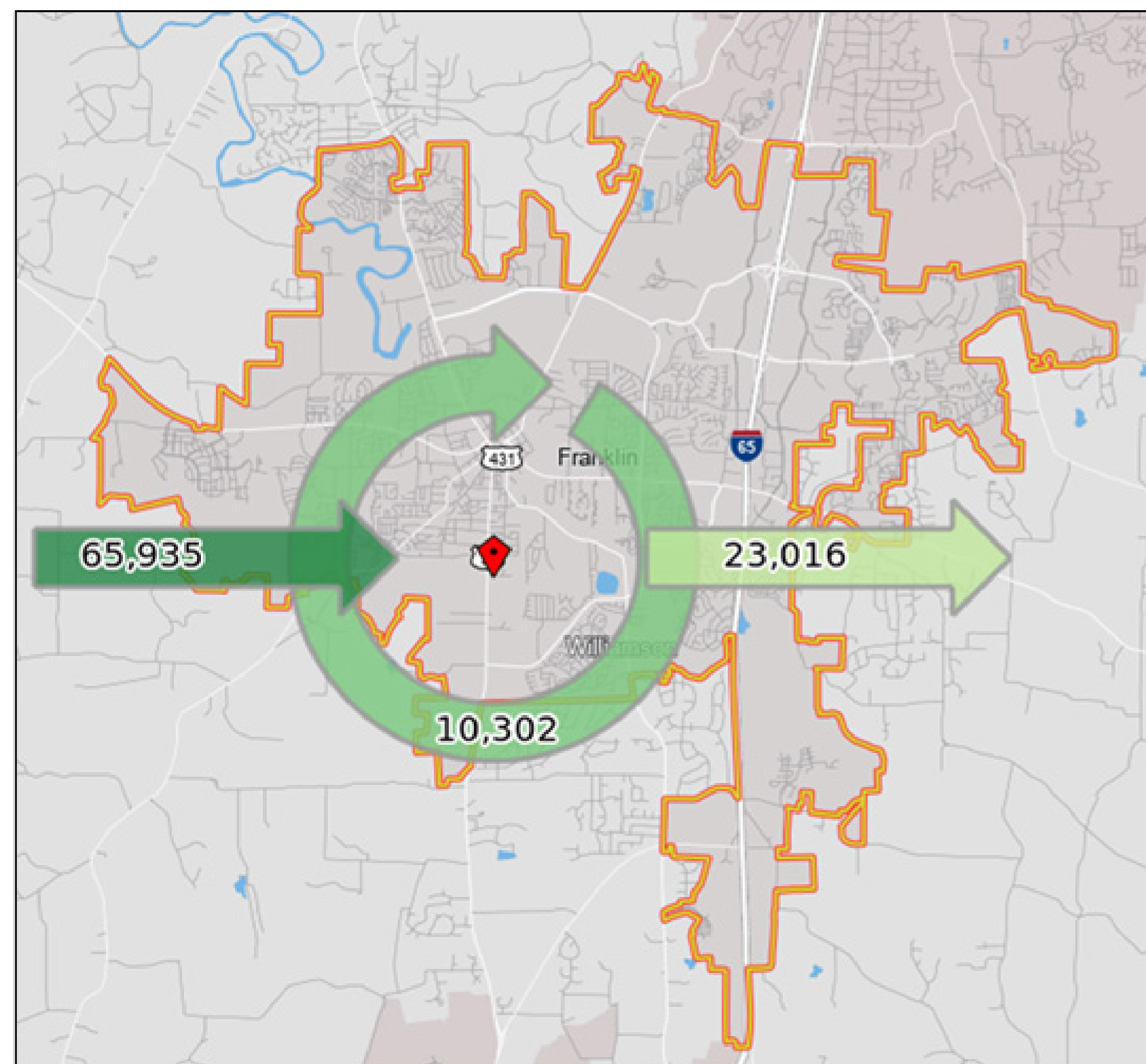
Employment Heat Map



The heat map on the left highlights job epicenters in and around Franklin.

- Cool Springs, northern Franklin, has a significant presence of jobs.
- Higher levels of employment continue down Interstate-65 and into downtown Franklin.
- In the southern area of the city, near the Berry Farms development, the job market is currently growing.

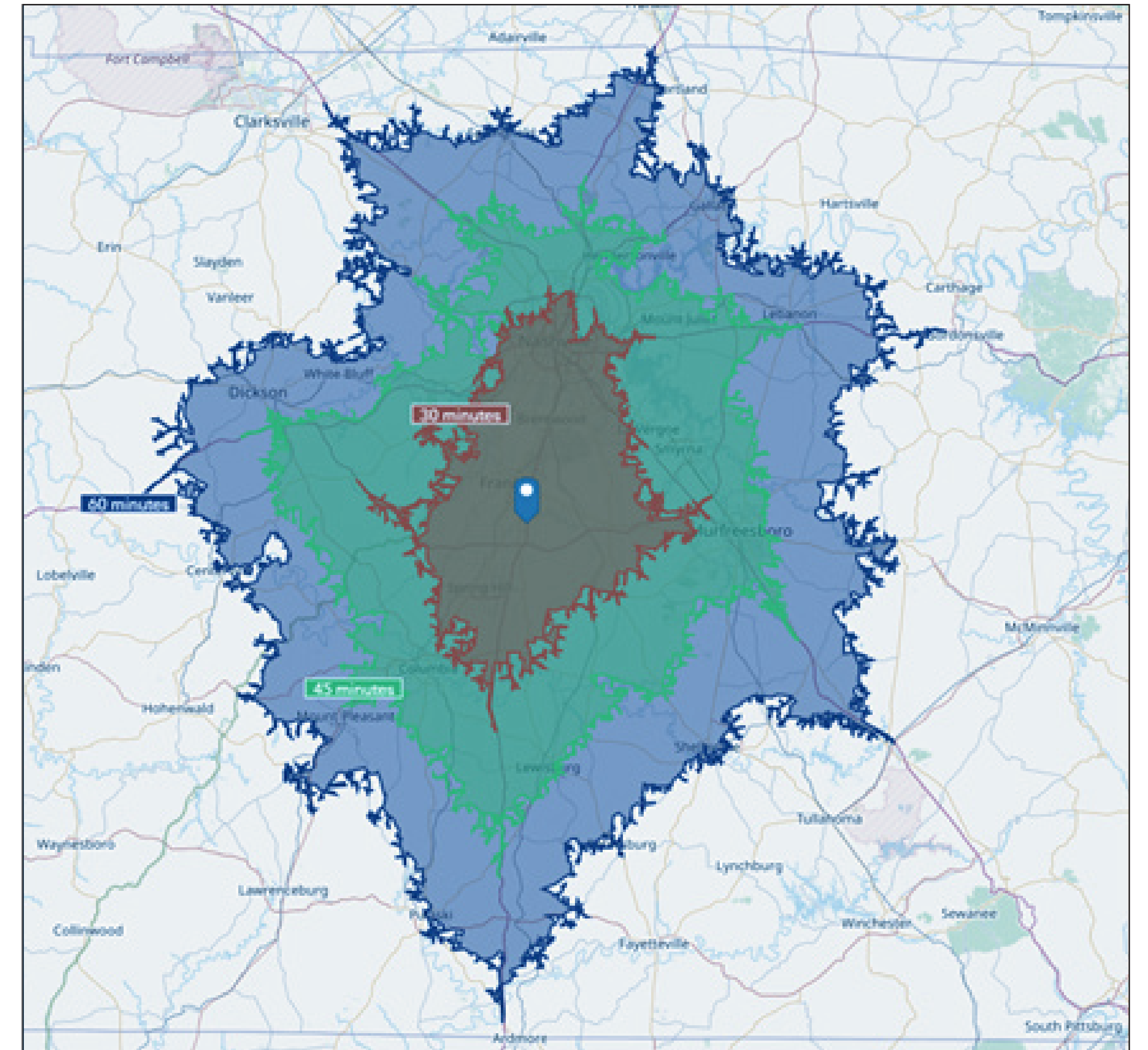
Inflow-Outflow Employment Patterns



The map on the right shows how many people are commuting into, staying within, and commuting out of Franklin for work (2019).

- There is a significant inflow of workers from outside of Franklin.
- Only 10,300 jobs within the City are filled by Franklin residents. This makes up 31 percent of the employed residents living within the City. On average, only 10-15 percent of residents live and work within the community.

Franklin Connectivity Map



The Goose Creek area is advantageously located with great proximity to a variety of areas that allow it to attract employers and talent.

- The City of Nashville, as well as the Nashville International Airport and Murfreesboro are all within a 30 minute drive.
- Within a 60 minute drive, an employee can live throughout Williamson County, Rutherford County and along the Northern and Southern borders of Tennessee to work in Franklin.

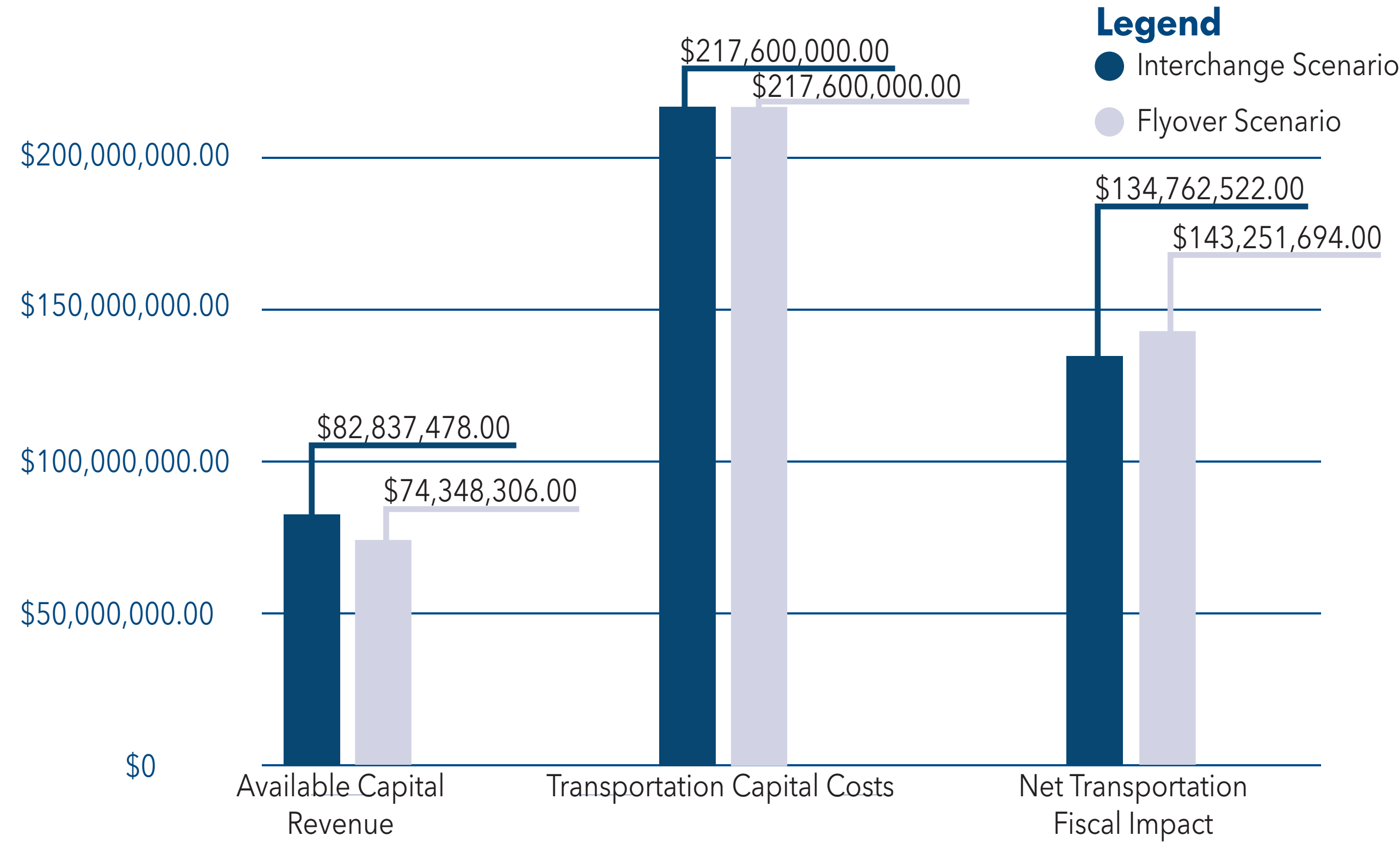
Conceptual Framework for Capital Funding

Revenue Strategies



The above diagram showcases the relationship of various infrastructure funding options and their connection to the source of funds and the demand for demand of public facilities.

Transportation Fiscal Impacts



The graph to the left compares the dedicated revenues, also known as the road impact fees, as well as other capital revenues that would be available for transportation projects, to the 30-year capital cost for the infrastructure.

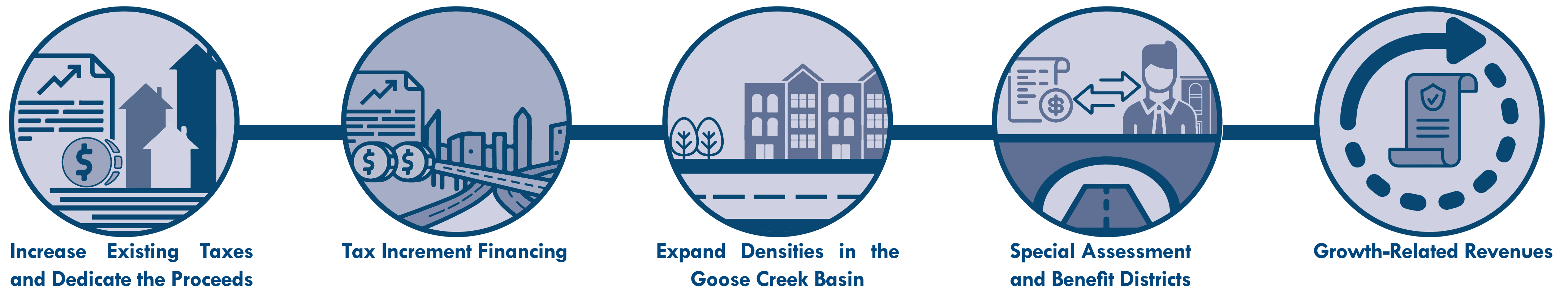
- It is found that the **Interchange Scenario** has a **Funding Gap** of 134.8 million while the **Flyover Scenario** has a **Funding Gap** of \$143.3 million.
- Below are funding strategies to use to help close the funding gaps.

Taxes vs. Fees: Who Benefits and 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 Taxes & Some Fees	Govt. Facility Rental
Individuals Only	Private	100% Taxes	Development Services

The above diagram highlights the beneficiaries of a service, what that service is, how it is paid for, and for whom the service is primarily good for. It showcases how appropriate funding is based on who is paying for it and who receives the most impact from the service.

Funding Strategies



Increase Existing Taxes and Dedicate the Proceeds
Currently being deployed under the debt service property tax, dedicated sales tax, and City Facilities Tax to provide stable revenue for future capital planning.

Tax Increment Financing
General incremental increase in property or sales tax revenue from new development or redevelopment to help pay for improvements that serve that area.

Expand Densities in the Goose Creek Basin
Utilize denser planning for new and redesigned developments to cut infrastructure and long-term costs.

Special Assessment and Benefit Districts
Subareas of jurisdiction to provide public services or improvements that are paid for over time by the benefiting property owners typically through special assessments and/or fees.

Growth-Related Revenues
Update current plans such as the transportation impact fee, parkland and park impact fees, Comprehensive Park and Recreation Master Plan, City Facilities tax and more to promote growth.



FINANCIAL ANALYSIS

KEY FINDINGS: FLYOVER

About the Flyover

- In this scenario, a flyover is constructed over I-65 between the Goose Creek Bypass interchange and I-840. Although growth in the southern portion of the study area is slower compared to the Partial Interchange scenario, the flyover still allows for development to occur in the rural area along with connectivity to other areas of Franklin.
- Overall, there are 1,528 single family homes and 1,819 multifamily homes projected over a 30-year horizon. Based on persons per housing unit factors from the U.S. Census Bureau for the City of Franklin the housing growth will generate 7,502 new residents, a 9 percent increase from the existing population in Franklin.
- Furthermore, 1,500,000 square feet of new nonresidential development is projected. The majority of this development will be office and retail. Based on employee density factors, a total of 3,876 jobs are estimated from the new nonresidential development (5 percent increase from the existing employment in Franklin).

30-Year Buildout Scenario

30-Year Development Buildout	Flyover Scenario
Population	7,502
Increase from 2021 Base	9%
Housing Units	
Single Family	1,528
Multifamily	1,819
Total Units	3,347
Jobs	
Retail	1,523
Office	2,259
Expo/Institutional	94
Total Jobs	3,876
Increase from 2021 Base	5%
Square Feet	
Retail	717,422
Office	693,523
Expo/Institutional	89,321
Total Square Feet	1,500,266

Source: REA & TischlerBise Analysis

30-Year Cumulative Capital Revenues

Goose Creek Basic	Flyover Scenario	
Debt Service Property Tax	\$26,524,177	24%
Sales Tax	\$12,482,789	11%
Road Impact Fees	\$35,341,340	32%
Park Impact Fees [1]	\$25,815,411	24%
City Facility Tax	\$9,319,955	9%
Grand Total	\$109,483,672	100%

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

Transportation Needs

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



FINANCIAL ANALYSIS

KEY FINDINGS: PARTIAL INTERCHANGE

About the Partial Interchange

- In this scenario, an I-65 partial interchange is constructed between the Goose Creek Bypass interchange and I-840. This allows for a quicker buildout in the southern portion of the study area and more dense housing styles to be built.
- Overall, there are 1,500 single family homes and 2,879 multifamily homes projected over a 30-year horizon. Based on persons per housing unit factors from the U.S. Census Bureau for the City of Franklin the housing growth will generate 9,305 new residents, an 11 percent increase from the existing population in Franklin.
- Furthermore, 1,508,000 square feet of new nonresidential development is projected. The majority of this development will be office and retail. During stakeholder interviews, there was interest in a small town center with local serving shops and restaurants. The proximity to the interstates is beneficial to office development. Based on employee density factors, a total of 3,972 jobs are estimated from the new nonresidential development (5 percent increase from the existing employment in Franklin).

30-Year Buildout Scenario

30-Year Development Buildout	Partial Interchange Scenario
Population	9,305
Increase from 2021 Base	11%
Housing Units	
Single Family	1,500
Multifamily	2,879
Total Units	4,379
Jobs	
Retail	1,502
Office	2,404
Expo/Institutional	66
Total Jobs	3,972
Increase from 2021 Base	5%
Square Feet	
Retail	707,609
Office	738,022
Expo/Institutional	62,165
Total Square Feet	1,507,796

Source: REA & TischlerBise Analysis

30-Year Cumulative Capital Revenues

Goose Creek Basic	Partial Interchange Scenario	
Debt Service Property Tax	\$30,921,287	24%
Sales Tax	\$11,018,465	9%
Road Impact Fees	\$40,897,726	32%
Park Impact Fees [1]	\$33,775,227	27%
City Facility Tax	\$10,205,076	8%
Grand Total	\$126,817,781	100%

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

Transportation Needs

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

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