

An aerial photograph of a rural landscape, likely in the Goose Creek Basin. The image shows a winding road through a field of bare trees, with a larger road intersecting it. The background features rolling hills and a clear sky. The entire image has a blue tint.

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

**JOINT CONCEPTUAL WORKSHOP | DECEMBER 8, 2022**

# Project Team

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Planner



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Vice President

**Brandon Denny, PE**

Project Engineer

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President

**Colin McAweeney**

Senior Fiscal & Economic Analyst

# Project Agenda

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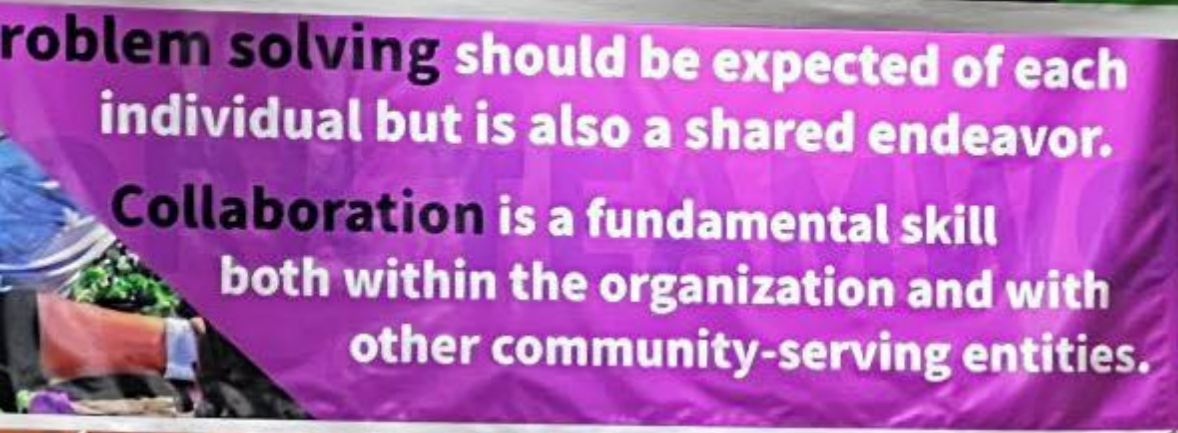
- **Recap of October Meetings**
- **Draft Third Scenario**
- **Updates**
  - **Water**
  - **Sewer**
  - **Conservation Area**
- **Next Steps**



An aerial photograph of a rural landscape, likely in the Southeastern United States, showing a road winding through a wooded area. The trees are mostly bare, suggesting late autumn or winter. The sky is clear and blue. The text is overlaid in the center of the image.

# RECAP OF OCTOBER MEETINGS

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# Recap of Community Meeting

## October 26<sup>th</sup>

- Would like to see a more gradual transition between uses.
- At the dead-end of Pratt Lane, the conservation subdivision designation should be rethought.
- Conservation designated areas should be revisited and redrawn.
- How will sidewalks and trails connect in areas where there are already spacing constraints?

# Recap of Community Meeting

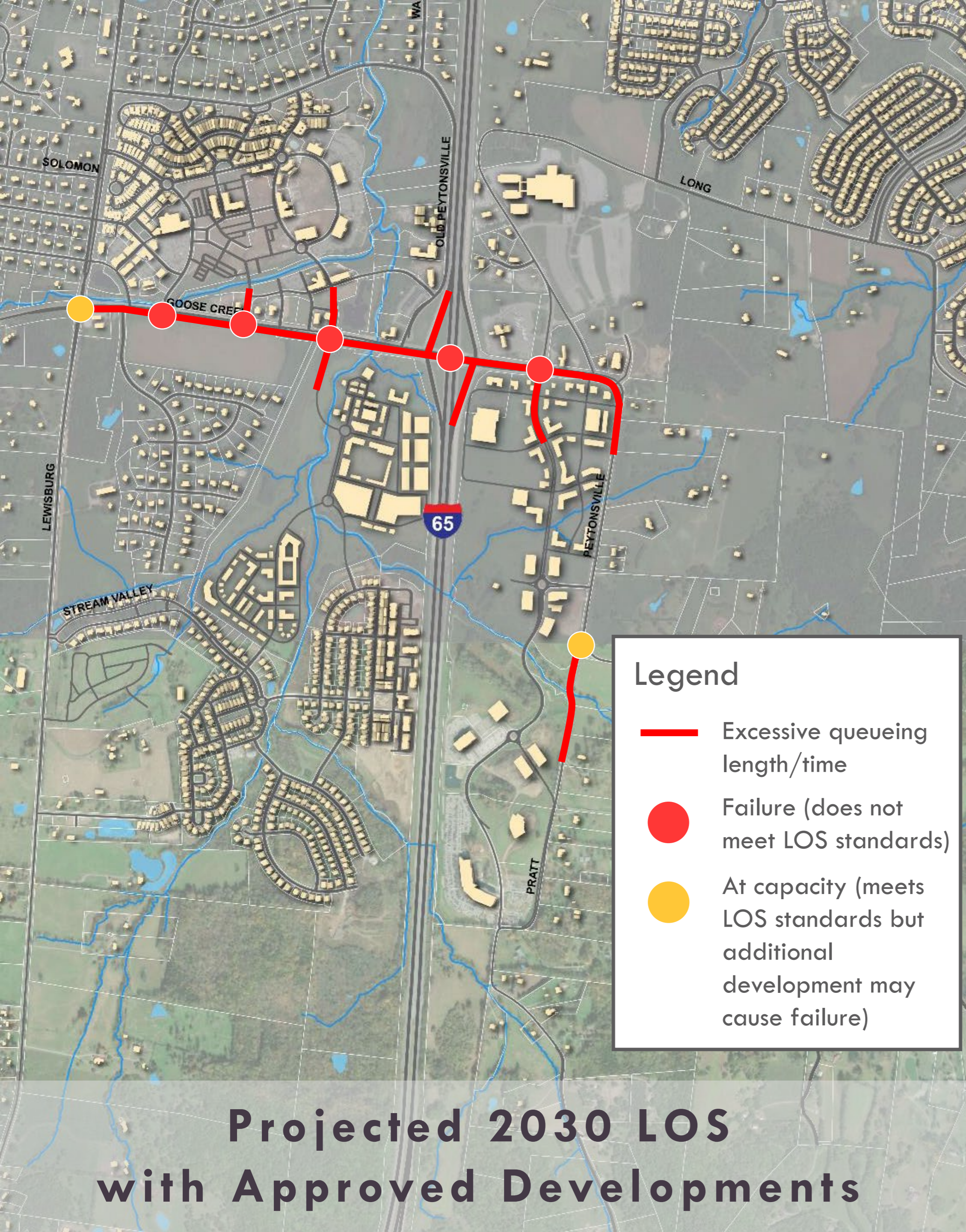
October 26<sup>th</sup>

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- How are we bringing water to the area to justify more development?
- The Long Lane overpass concerns.
- Lewisburg Pike should be widened from Goose Creek down to 840.
- To lower traffic volume, there should be a diversity of residential uses, price ranges, and workforce housing.
- How are people working retail jobs going to afford to live here?
- How will development affect school enrollment? Will a school need to be constructed?
- Given the transportation network failure and funding gaps, should development occur?

# Recap of Joint Meeting

October 27<sup>th</sup>



**Projected 2030 LOS  
with Approved Developments**

- Questions about the level of service at the Goose Creek/I-65 interchange.
- Agreed that the flyover was not the preferred solution.
- Due to the uncertainty of the partial interchange, wanted a third option that showed build-out of the short-term areas.
- Agreed that staff should review the conservation areas on a case-by-case basis.
- Worried about housing affordability in Franklin.
- Ensure utility and water service is provided for development.

# What We're Doing

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1. Staff drafted a third scenario that focuses on the short- and mid-term areas per Joint Meeting feedback.
2. Staff reviewing water/sewer services and capacity.
3. Staff reviewing the conservation area and meeting with property owners.
4. Consultants creating additional requirements for development to occur in the short-term.





An aerial photograph of a rural landscape, featuring a winding road, a large field, and a dense forest of trees. The scene is captured from a high angle, showing the road curving through the landscape. The trees are mostly bare, suggesting a late autumn or winter setting. The overall tone of the image is muted, with a blueish tint.

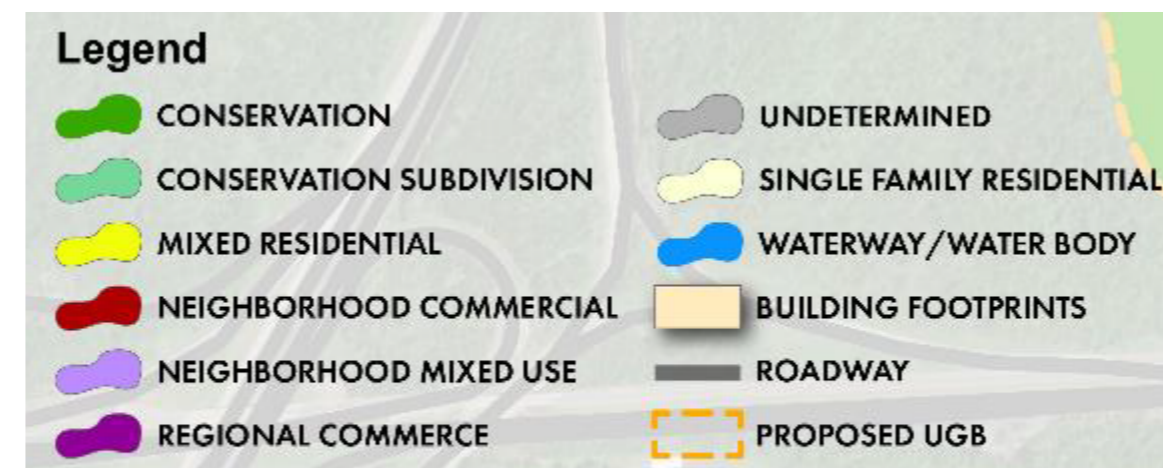
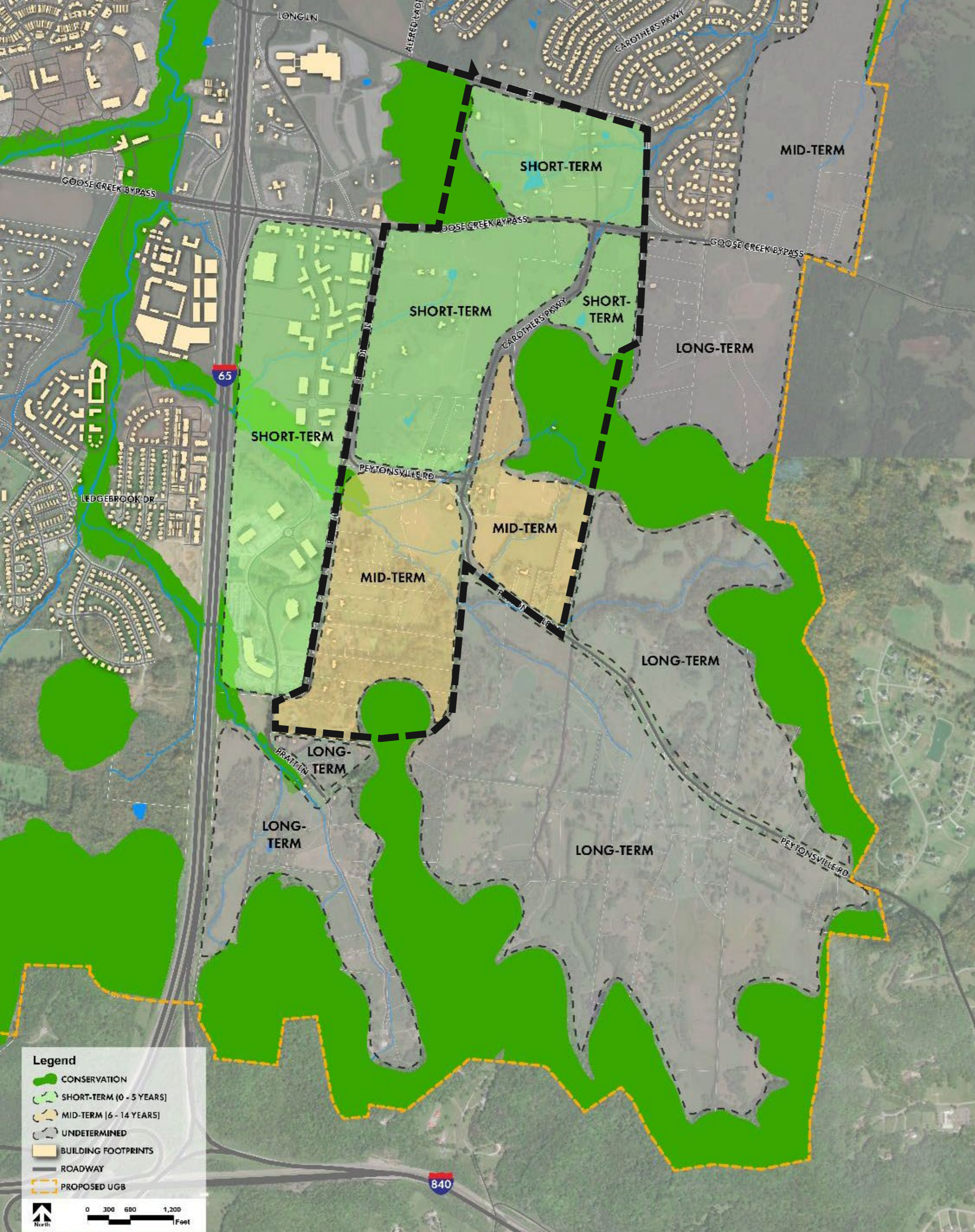
# **DRAFT THIRD SCENARIO**

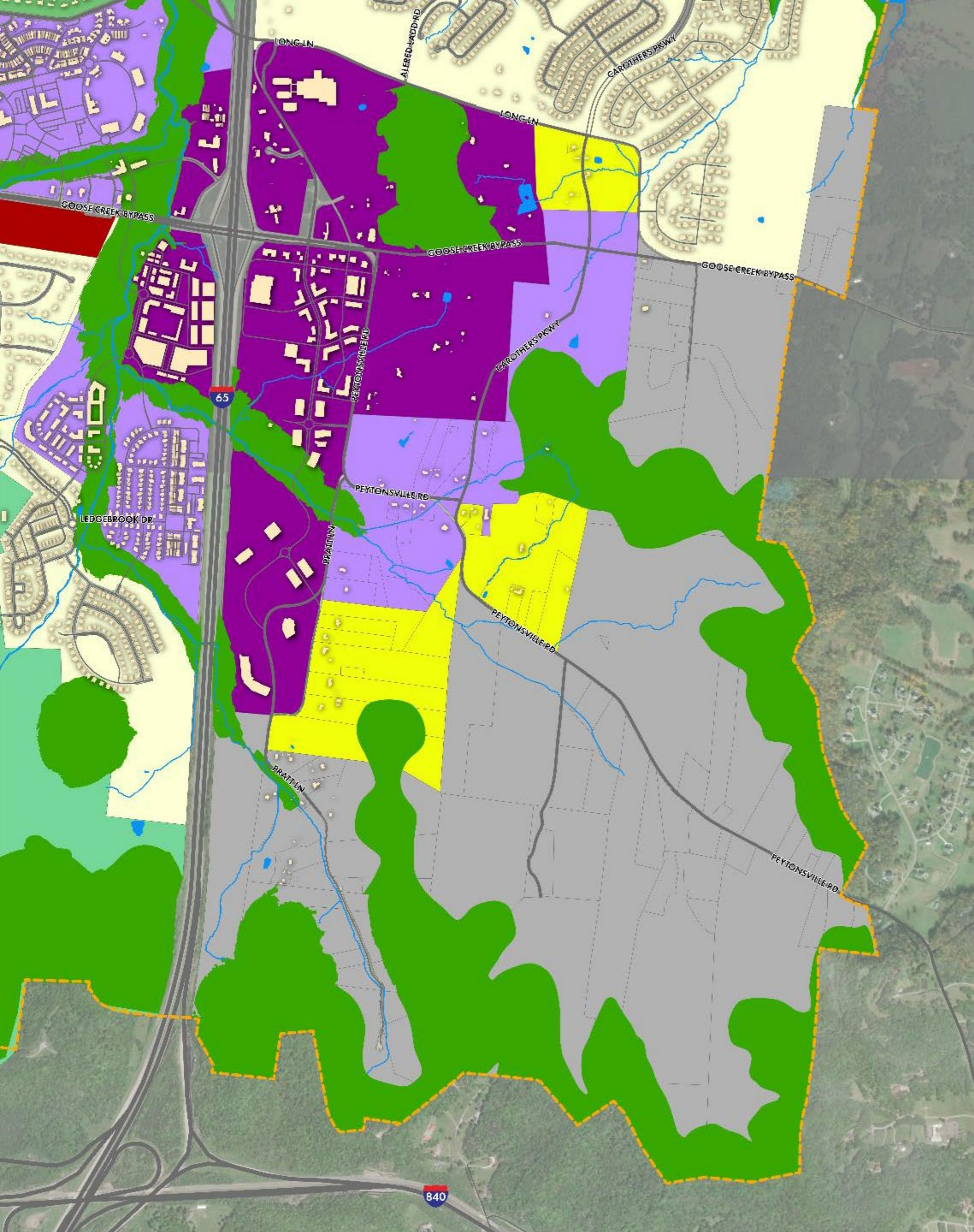
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# Updates

## 3<sup>rd</sup> Scenario

- Focuses on short and mid-term growth areas;
- Interim scenario not dependent on the flyover or partial interchange.
- Shows which properties are likely to develop first.
- The grey opaque properties will likely take longer to develop;
- Will require infrastructure improvements and expansion for development to occur.





# Assumed Densities

## 3<sup>rd</sup> Scenario

1<sup>st</sup> Scenario Flyover Concept Totals:

DUs: 2,926

Non-Res. SF: 1,500,266

2<sup>nd</sup> Scenario Partial Interchange Concept Totals:

DUs: 4,166

Non-Res. SF: 1,507,796

3<sup>rd</sup> Scenario Totals:

DUs: 1,822

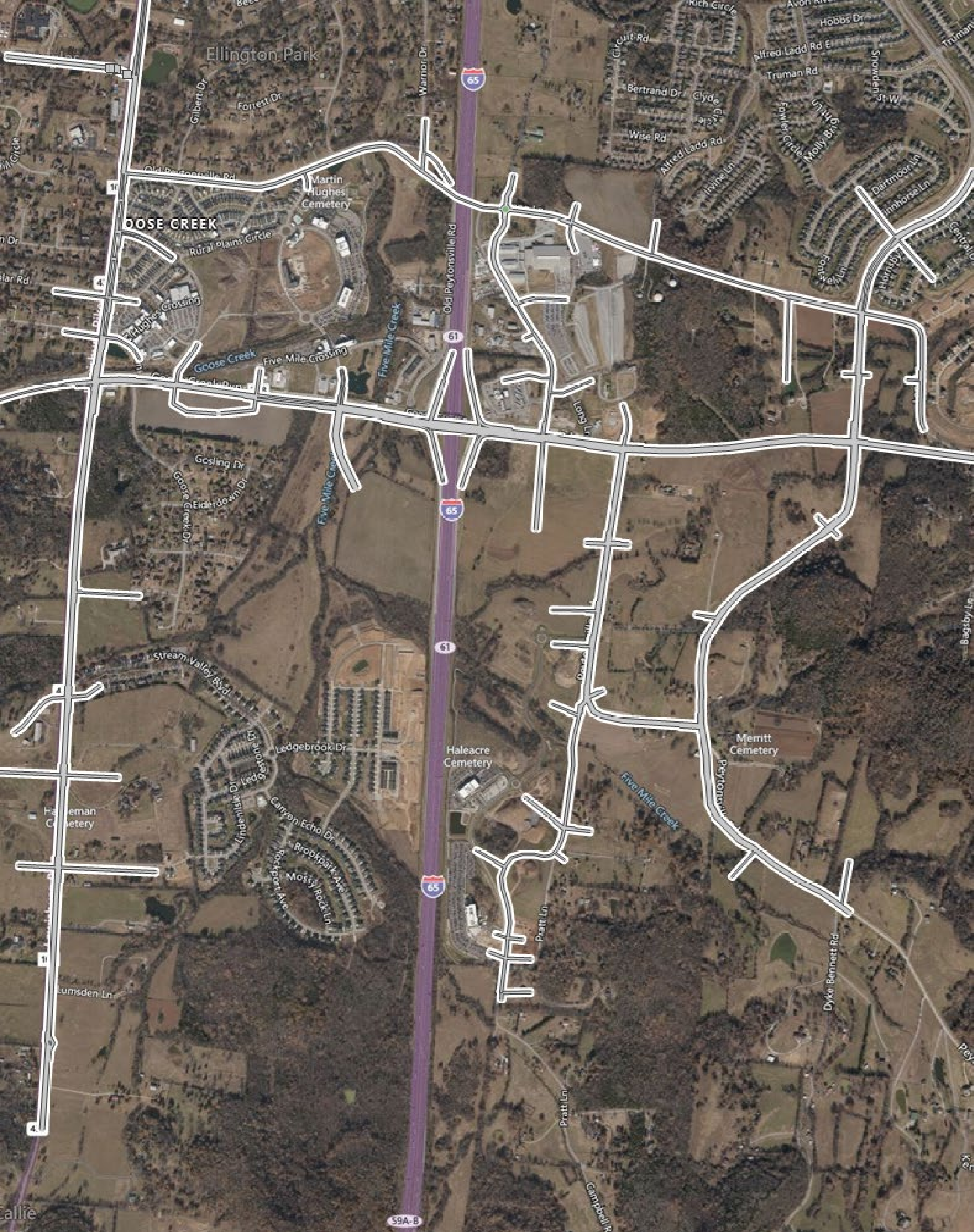
Non-Res. SF: 854,000

Totals do not include Reams-Fleming, but the buildout of Berry Farms is accounted for in the traffic model

Reams-Fleming is entitled for 400 multifamily units and over 2.1 million SF of nonresidential at full buildout.

# Transportation Costs

## 3<sup>rd</sup> Scenario



Connect Franklin Project #	Project Name	Estimated Cost from MTP	Est. Cost w/ 20% contingency
6 + 22	Goose Creek Bypass (SR-248) Extension	\$ 20,587,648	\$ 25,000,000.00
11	Peytonsville Road	\$ 19,846,377	\$ 23,900,000.00
13	Carothers Parkway	\$ 7,857,037	\$ 9,500,000.00
82	Pratt Lane Improvements	\$ 6,423,919	\$ 7,800,000.00
78	Carothers Parkway (South Extension)	\$ 32,201,242	\$ 38,700,000.00
N/A	*I-65 and Goose Creek Interchange Improvements	\$ 16,000,000	\$ 20,000,000.00
		<b>Total Cost =</b>	<b>\$ 124,900,000.00</b>

The major difference between this scenario and the previous scenarios is the elimination of the southern flyover/connector road estimated to cost \$51 million.

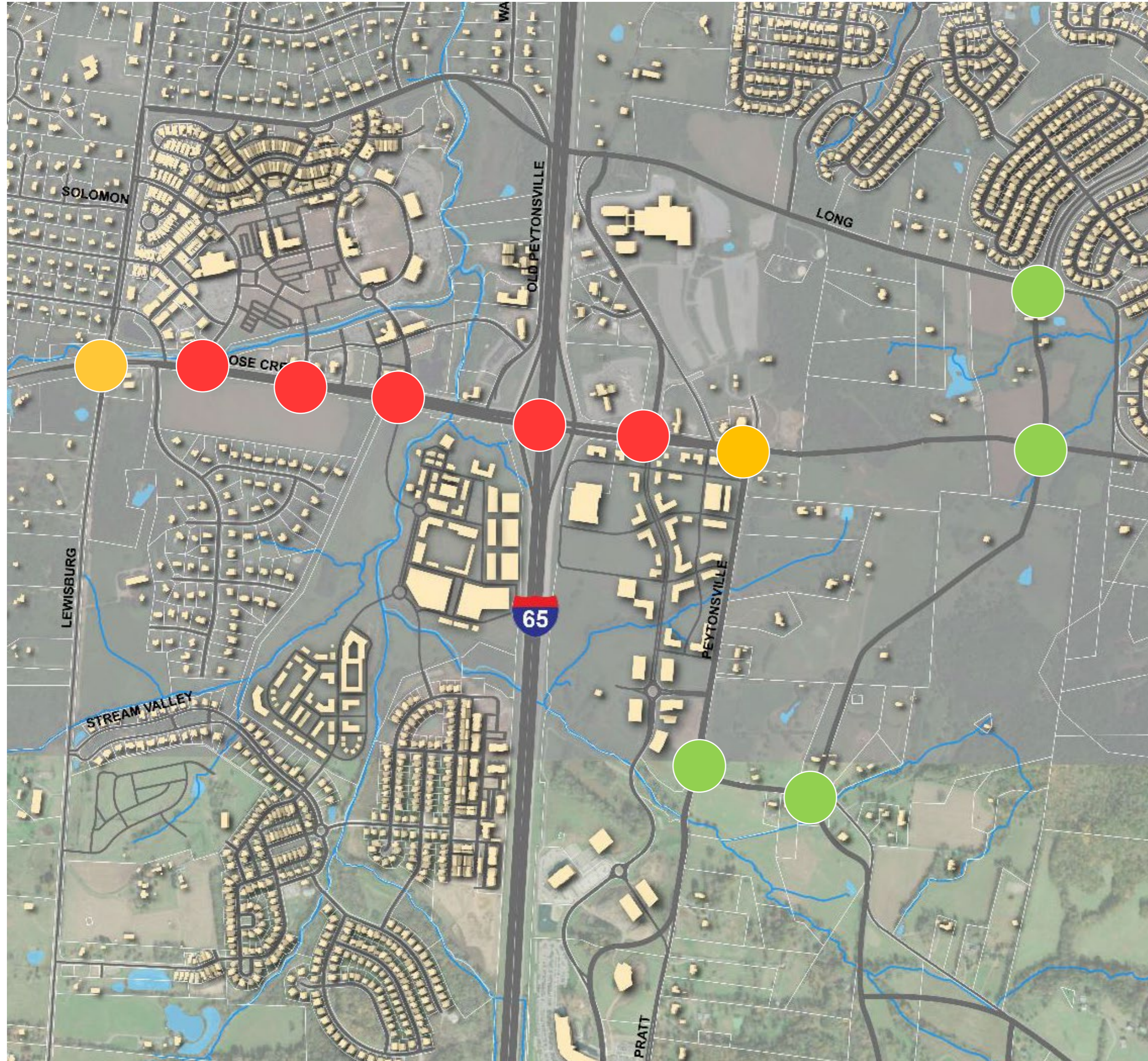
\*Not listed in MTP and previously referred to as “intersection improvements under Scenarios 1 and 2 this would be a redesign of the interchange to a Diverging Diamond Interchange and would be eligible for TDOT funding

Also, Long Lane Overpass was removed from chart due to CIP status

# Traffic Impacts

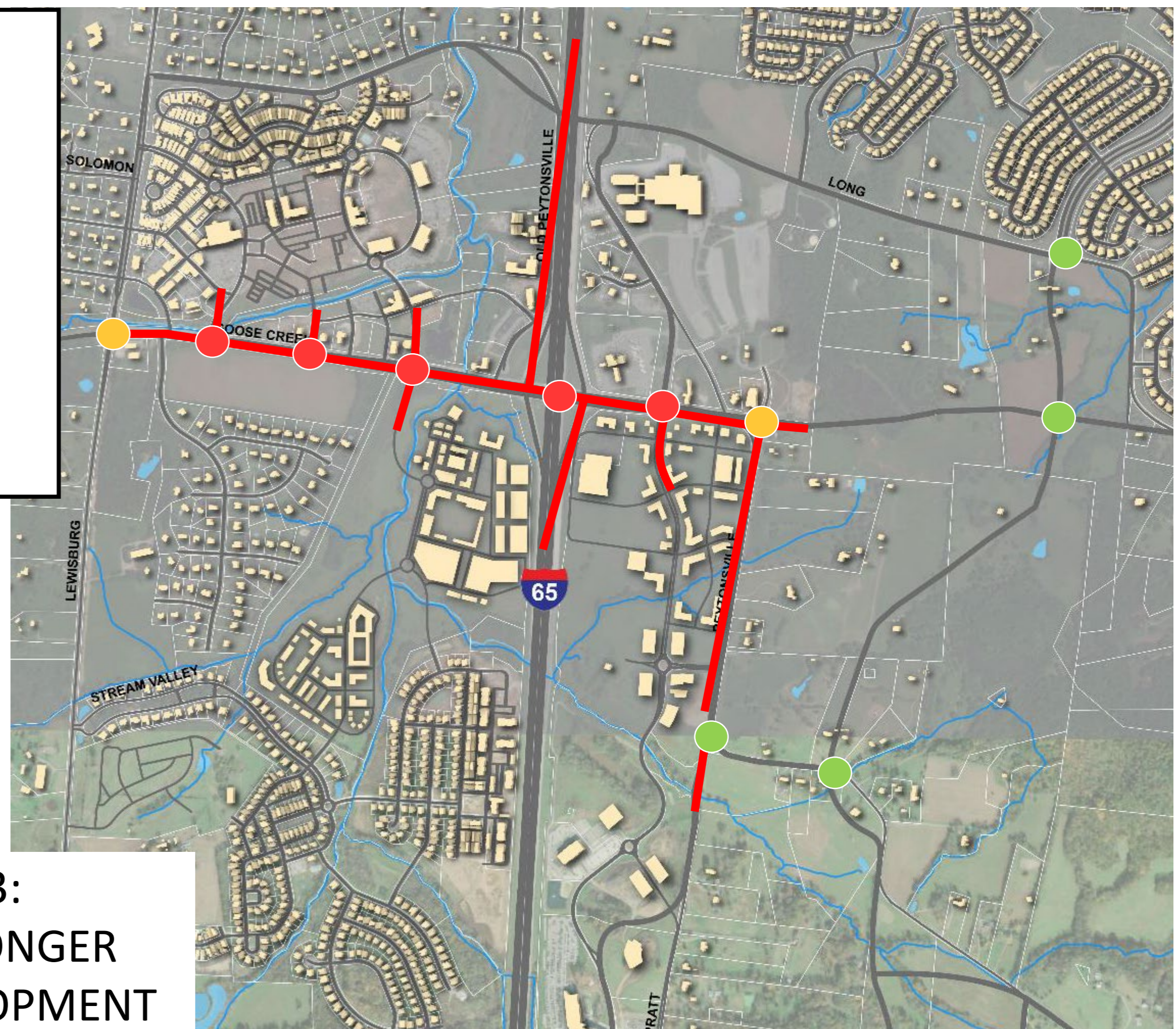
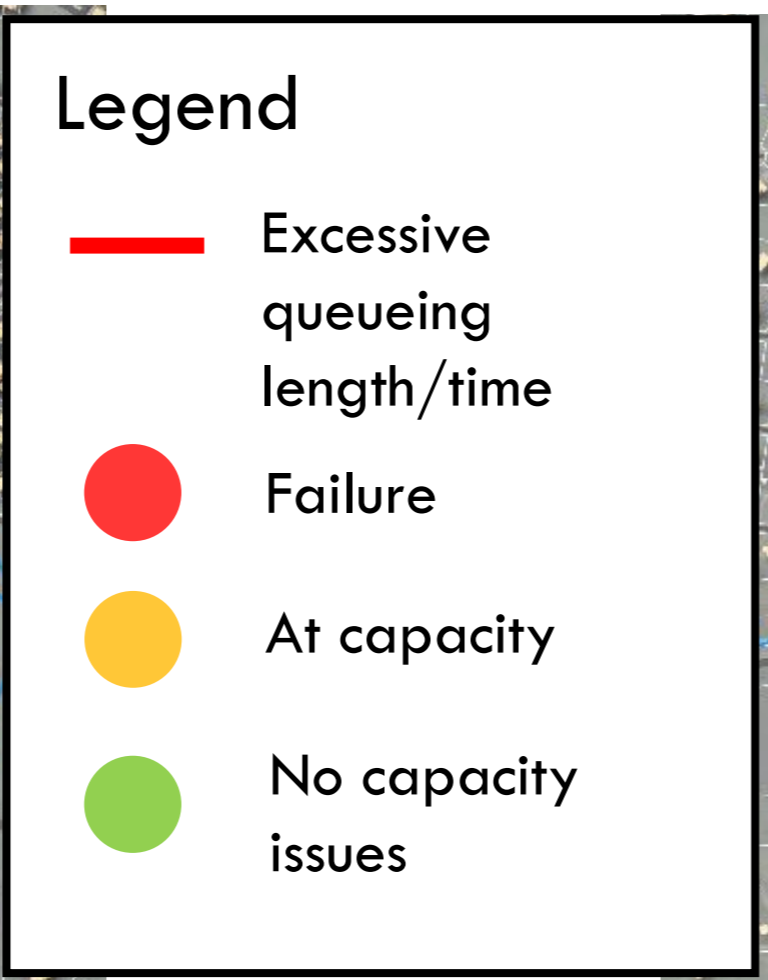
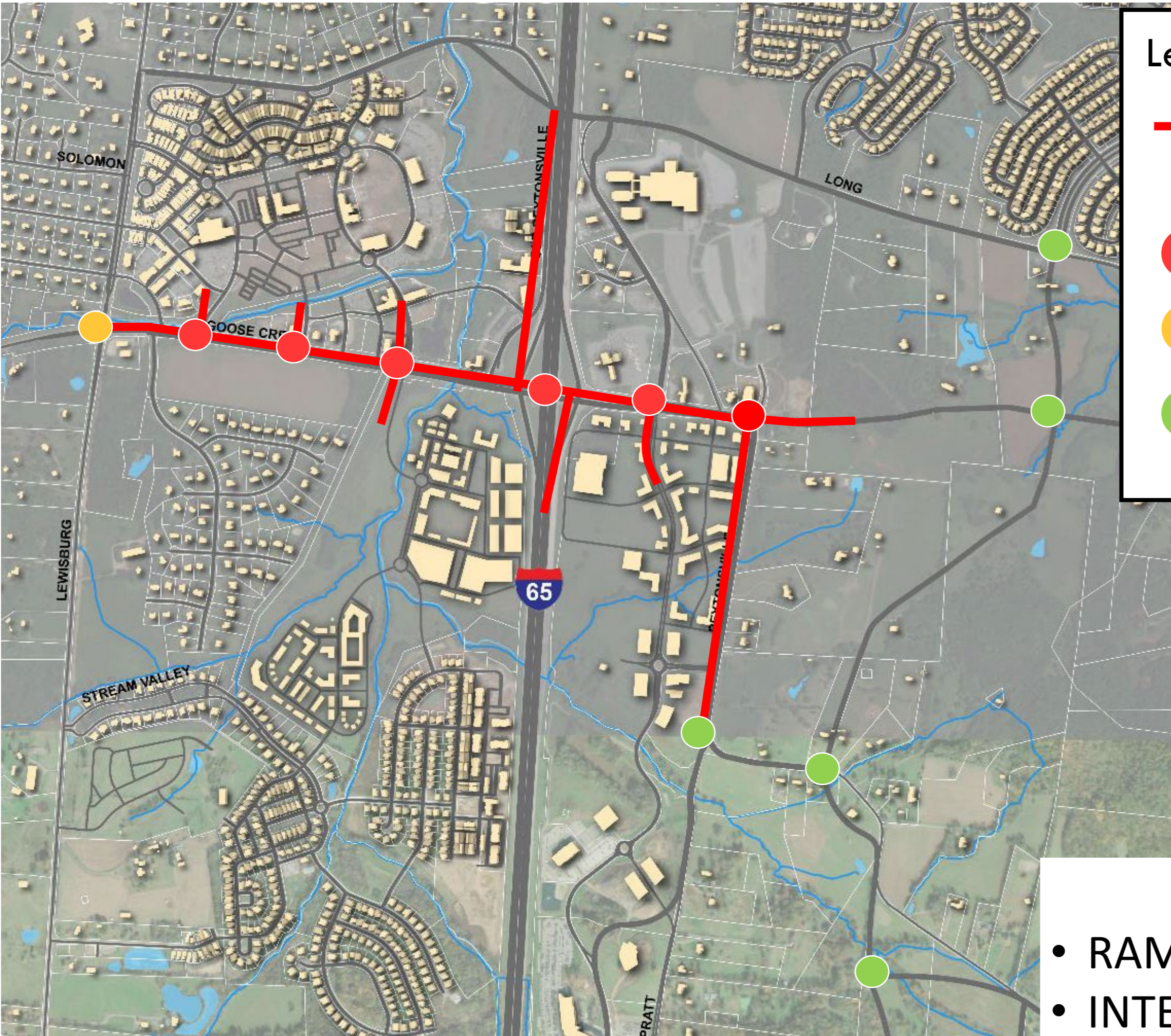
## Scenario 3

- All intersections from the I-65 interchange west to Lewisburg along Goose Creek are expected to increase delay & queuing (LOS F gets worse)
  - Congestion will likely be heavy west of I-65 during peak hours with current entitlements, regardless of the buildout of the study area
- Some intersections on east side of I-65 improved from previous scenarios due to removing 'long term' development areas



### Legend

- Failure (does not meet LOS standards)
- At capacity (does not meet LOS standards but additional development may cause failure, )
- No capacity issues (meets LOS standards and will support additional development)

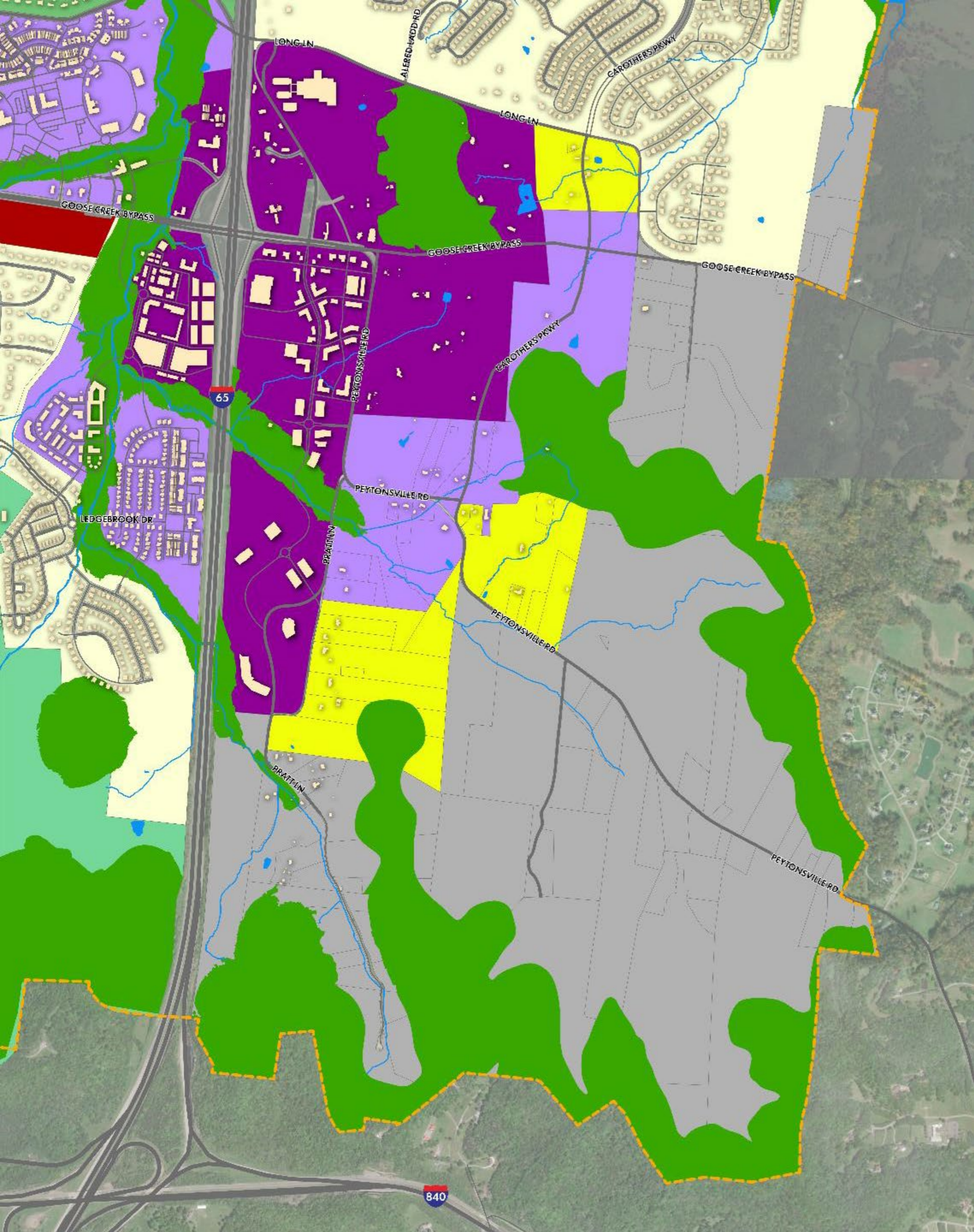


**SCENARIO 3:**

- RAMP QUEUES LONGER
- INTERNAL DEVELOPMENT QUEUES LONGER

**2050**  
**Scenario 2 South Flyover**

**2050**  
**Scenario 3**



# Roadway Impact Fees

## 3<sup>rd</sup> Scenario

3<sup>rd</sup> Scenario Totals:

DUs: 1,822

Non-Res. SF: 854,000

Estimated Total: \$20 million in road impact fees

Totals do not include Reams-Fleming which is entitled for 400 multifamily units and approximately 2.1 million SF of nonresidential which is generating a significant amount of revenue.

The impact fee schedule is being studied as it is required to be updated every five years.

An aerial photograph of a rural landscape, featuring a road that curves through a field of trees. The trees are mostly bare, suggesting a late autumn or winter setting. In the background, there are rolling hills and a clear sky. The entire image has a blue color overlay.

# **WATER AND SEWER UPDATES**

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# Water Districts

City of Franklin Water serves Berry Farms Reams-Fleming Tract and has an active water tank above the Ag Center

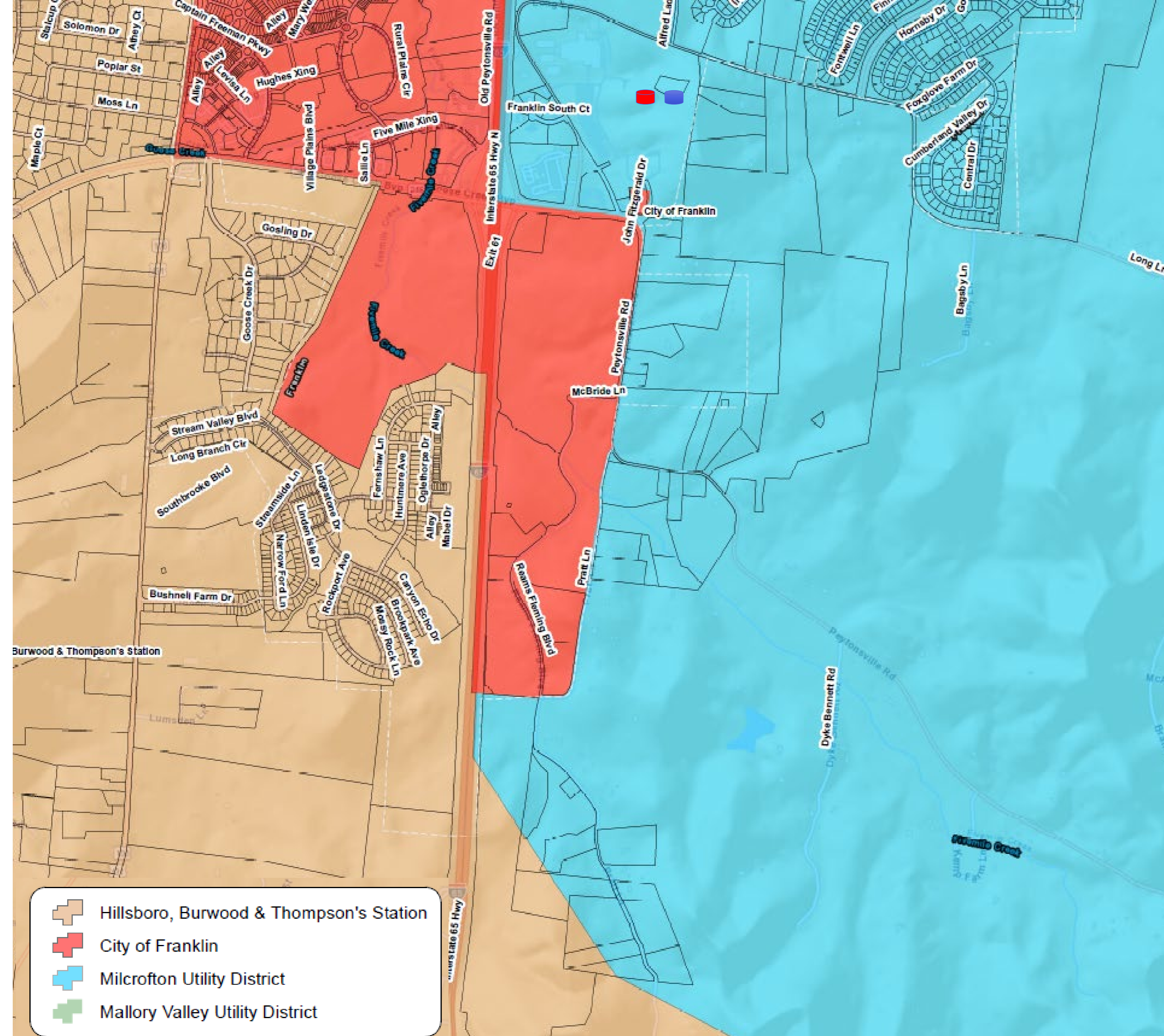
Milcrofton serves vast majority of study area and also has a water tank above the Ag Center

At least one additional tank will be needed to serve Milcrofton territory

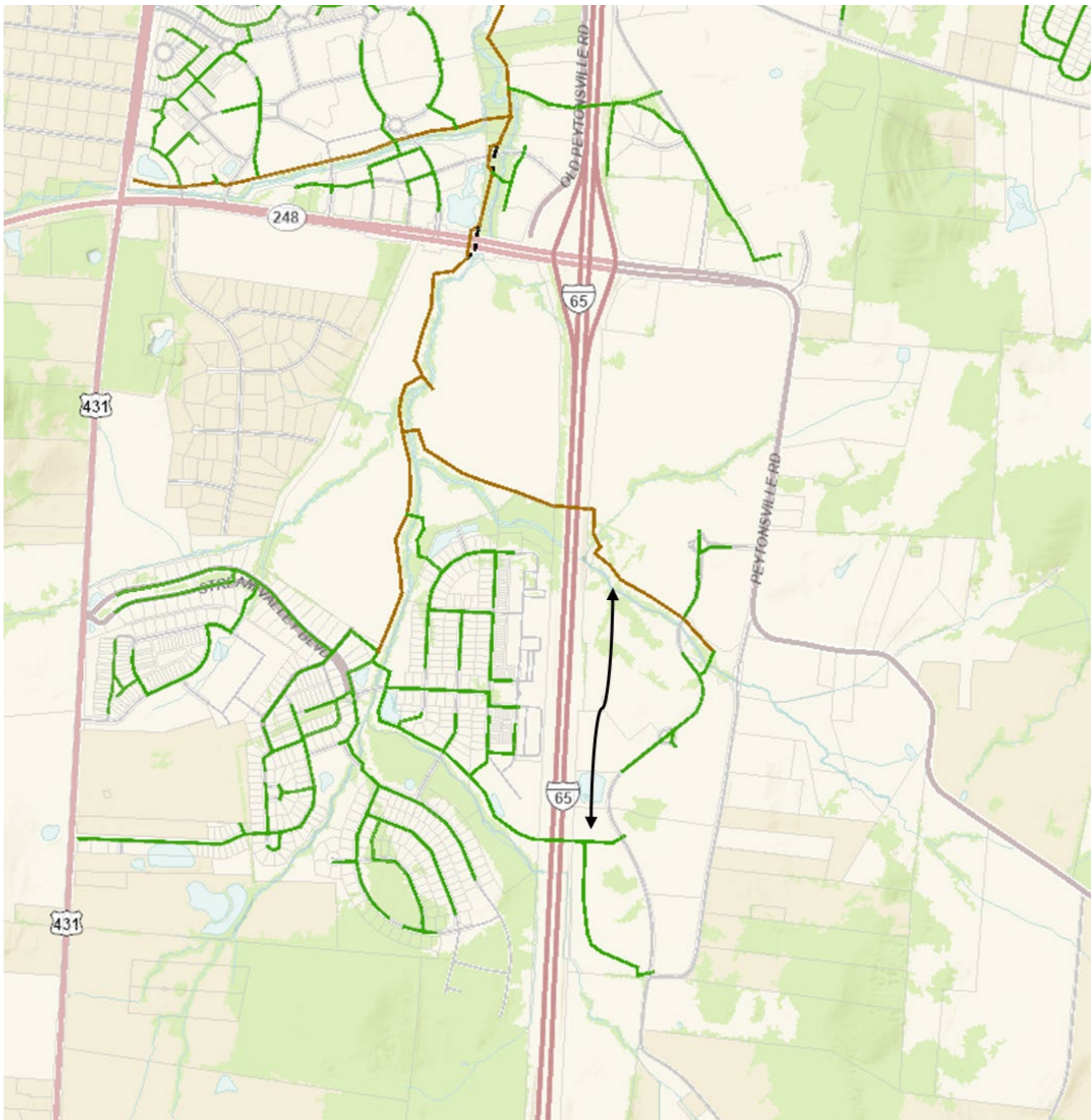
Milcrofton distribution lines will need to be upsized

Milcrofton anticipates developers to jointly absorb infrastructure costs

HBTS serves west side of Pratt Lane, mostly undeveloped areas



# Existing Sewer Service

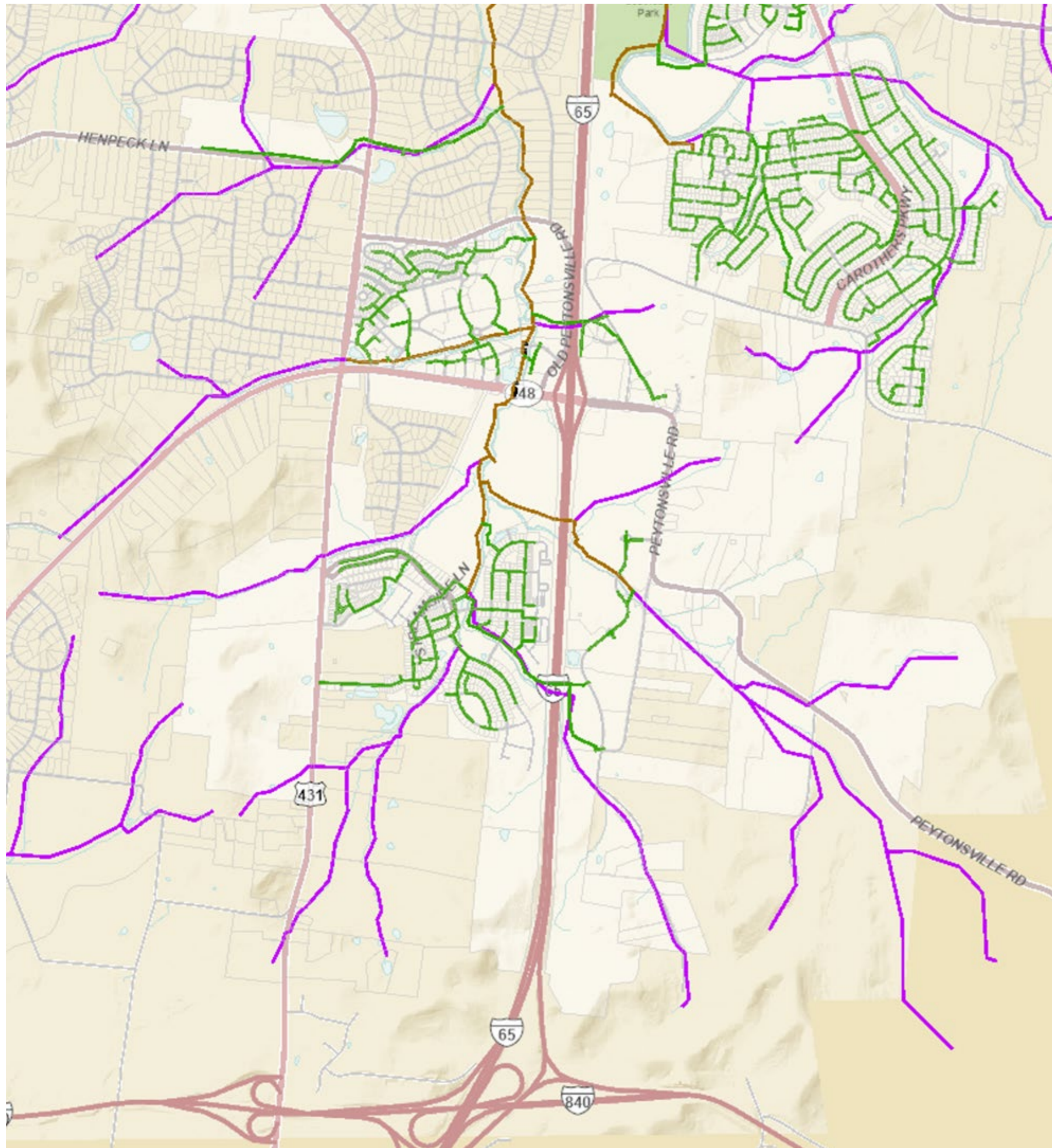


Existing COF sewer extends underneath I-65 in two locations to serve the Reams-Fleming Tract

The northern sewer line is an 18-inch interceptor which serves Aetna

The southern sewer line is a 12-inch collector line which serves Ramsey Solutions

# Sewer Service Update



The purple lines are future interceptors that would serve the basin, to be extended by developers

The northern sewer line underneath I-65 can handle a significant amount of development;

The southern sewer line underneath I-65 can also handle a significant amount of development;

This drainage basin would be served by the future South Plant

An aerial photograph of a rural landscape, featuring a road, fields, and a dense forest. The image is overlaid with a blue gradient. The text is centered in the middle of the image.

# CONSERVATION

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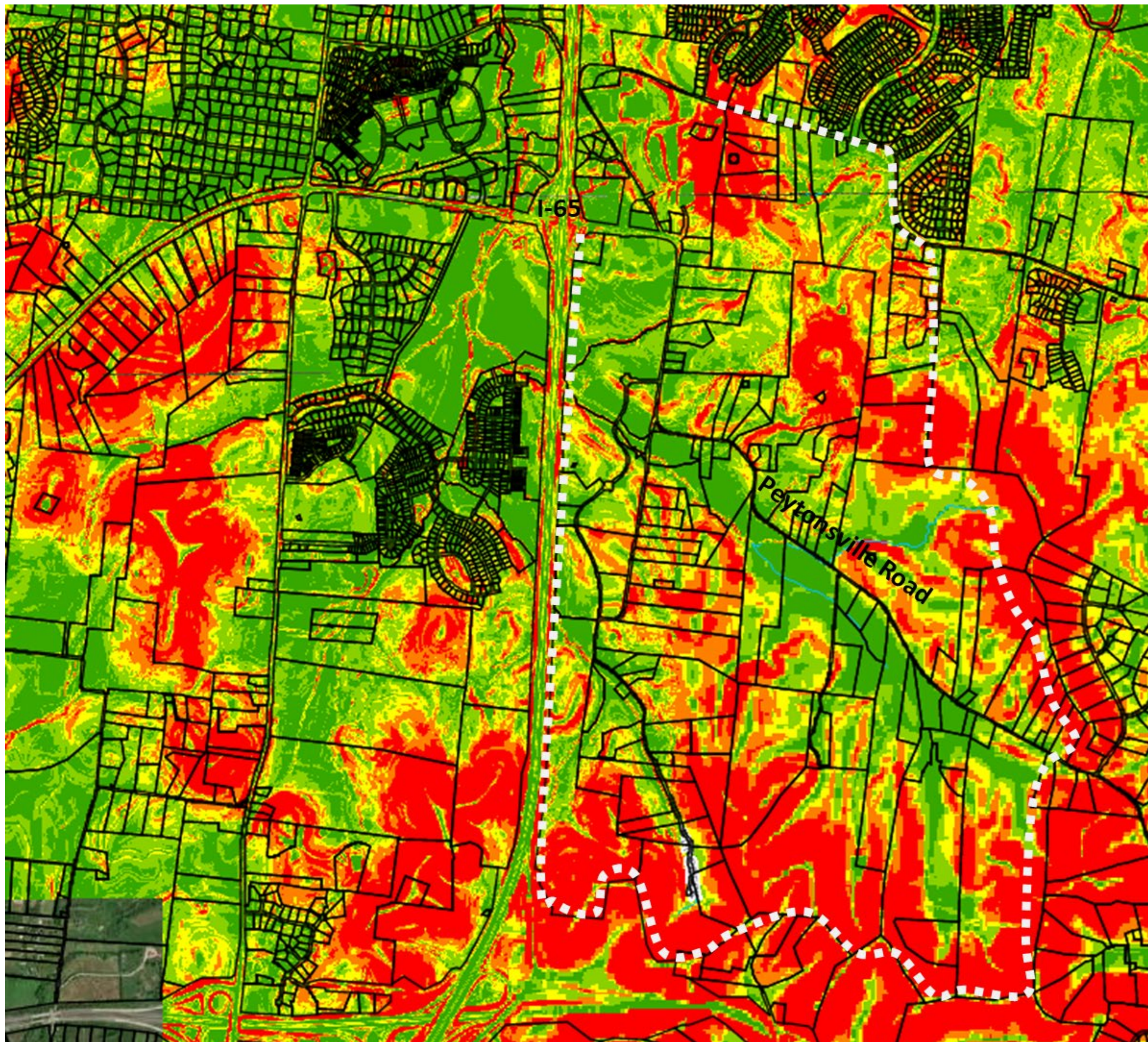
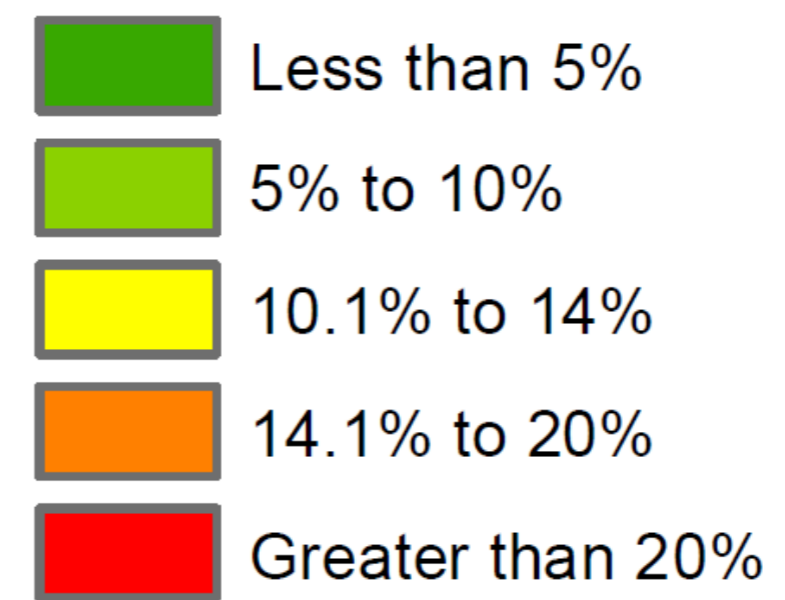
# Conservation Area Update

## Slope Map of Study Area

The City prohibits development on slopes greater than 20% (areas in red).

Analysis is based upon 2 ft contours in city limits and 5 ft contours in County

The City is procuring updated topographic data for the study area to ensure accuracy.





1,050 ft

1,136 ft

875 ft

766 ft

Pratt Lane

Looking SE on Pratt Lane  
Approximate elevation points

I-65



1,050 ft

1,136 ft

875 ft

*Conservation Area*

*Conservation Area*

766 ft

Looking South on Pratt Lane  
Approximate Elevation Points

Conservation Area

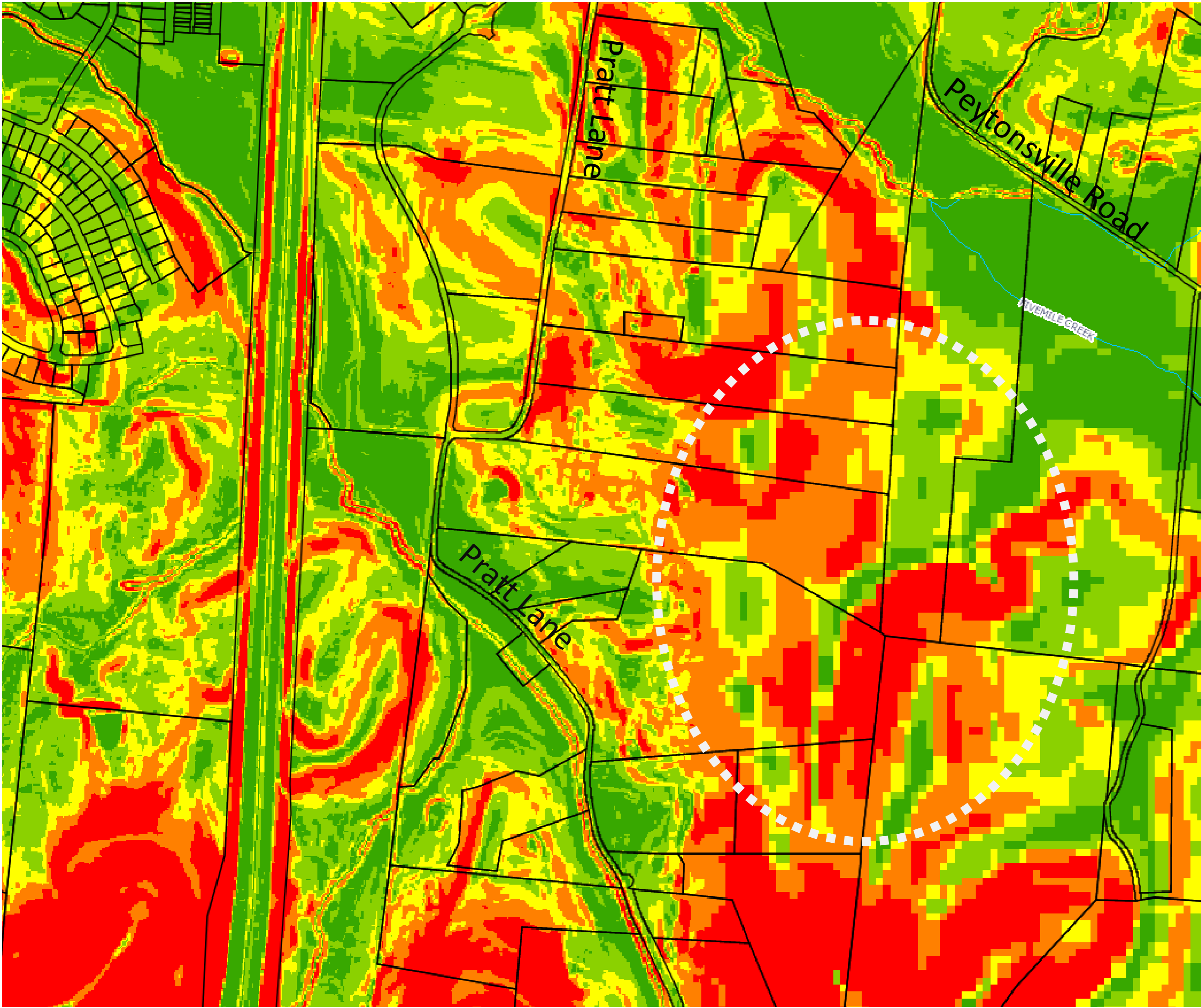


910 ft






Conservation Area

Looking North on Pratt Lane  
Area in Question





## Slope Analysis Pratt Lane

-  Less than 5%
-  5% to 10%
-  10.1% to 14%
-  14.1% to 20%
-  Greater than 20%

## Envision Franklin Conservation Design Concept

Seeks to preserve floodplains, hillsides with steep slopes, hilltops, and cemeteries

Conservation areas follow environmental features, not parcel lines, therefore some parcels have conservation and some do not;

Helps preserve the function, form, and character of the area;

The majority of new development should occur outside of Conservation;

Conservation areas serve to guide development to more suitable locations

## Franklin Zoning Ordinance Standards

Conservation areas in Envision Franklin are basis for the Hillside Hillcrest Overlay District (HHO);

HHO is intended to protect hillsides and hillcrests including their natural and topographic character, identity, environmental sensitivities, aesthetic qualities, and viewshed;

Development is prohibited on slopes of 20% or greater except for public infrastructure (like a water tank) and passive parks (Chapter 17 of the Zoning Ordinance);

HHO 500-foot buffer contains specific lot size standards in steep slope areas to help transition development along the edges of the HHO;

Chapter 13.2 Retaining Walls

Chapter 17.2 Tree Protection



### Conservation Areas Next Steps

Refine precise location of conservation areas using drone footage, updated 2-ft contours, property owner input, and views from the public right-of-way.

Release updated staff recommendation for the Conservation Design Concept.

An aerial photograph of a rural landscape, featuring a road that curves through a field of trees. The trees are mostly bare, suggesting a late autumn or winter setting. The background shows rolling hills under a clear sky. The entire image has a blue color overlay.

# NEXT STEPS

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# Next Steps

- Staff and consultants to refine concepts and Special Considerations based on public input and BOMA/FMPC feedback
- Staff to obtain more precise topographic data for study area and refine Conservation areas
- UGB Update underpins planning efforts; formal process has not started;
- Contract extension for continued planning services and public outreach



# Discussion Questions

- The City has jurisdiction over properties in the city limits, outlined in yellow. Should the staff bring forth an Envision Franklin plan amendment that includes special considerations and map designations for properties within the City? This would be an interim step until the new UGB is adopted and more information is known about the partial interchange concept.

