

An aerial photograph of a rural landscape. In the foreground, a two-lane road curves through a field of bare trees and grass. A red car is visible on the road. The middle ground shows more trees and a small body of water. The background features rolling hills under a clear blue sky. The text is overlaid on the image in white, bold, sans-serif font.

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

Joint Conceptual Workshop | June 22, 2023

Presentation Outline

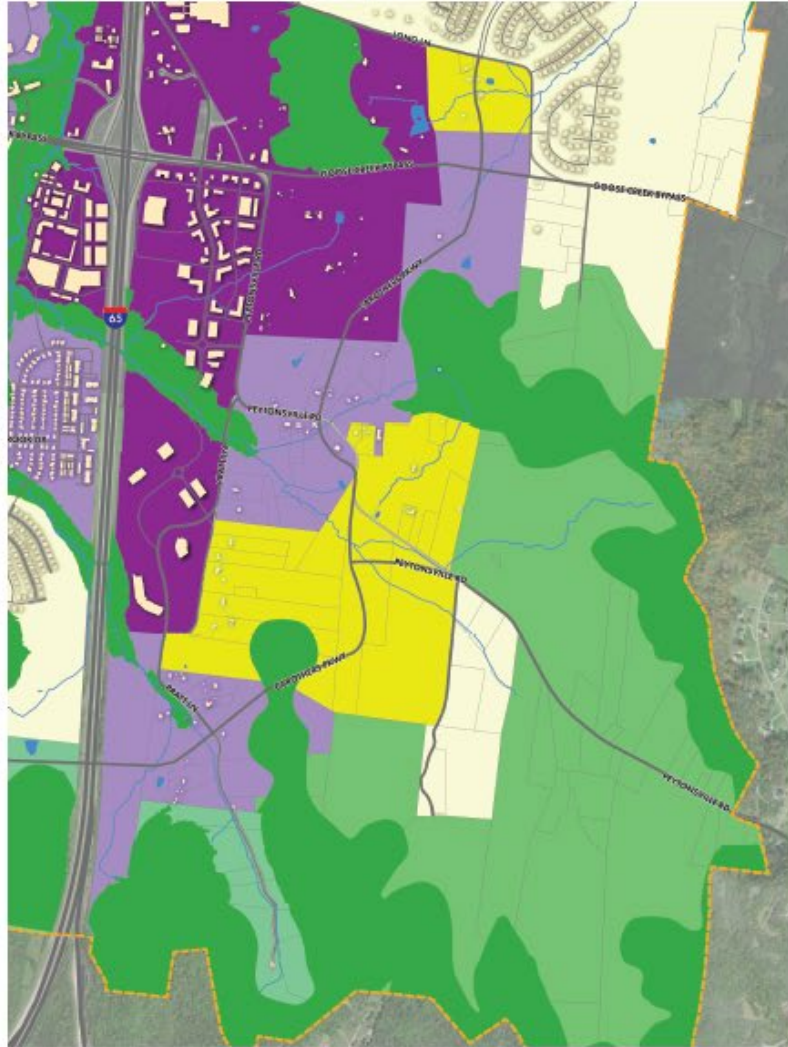
- **Purpose:** Present a fourth land use scenario to be integrated into the Envision Franklin Comprehensive Update
- **Review Previous Land Use Scenarios**
- **Present Scenario 4**
- **Discuss Draft Special Considerations**
- **Next Steps**

An aerial photograph of a rural landscape. In the foreground, a two-lane asphalt road curves from the bottom left towards the right. A dirt road branches off to the left from the main road. The landscape is covered with dense, leafless trees, suggesting a late autumn or winter setting. In the background, rolling hills are visible under a clear blue sky. The text "LAND USE SCENARIOS" is overlaid in the center of the image.

LAND USE SCENARIOS

SCENARIO 1

FLYOVER

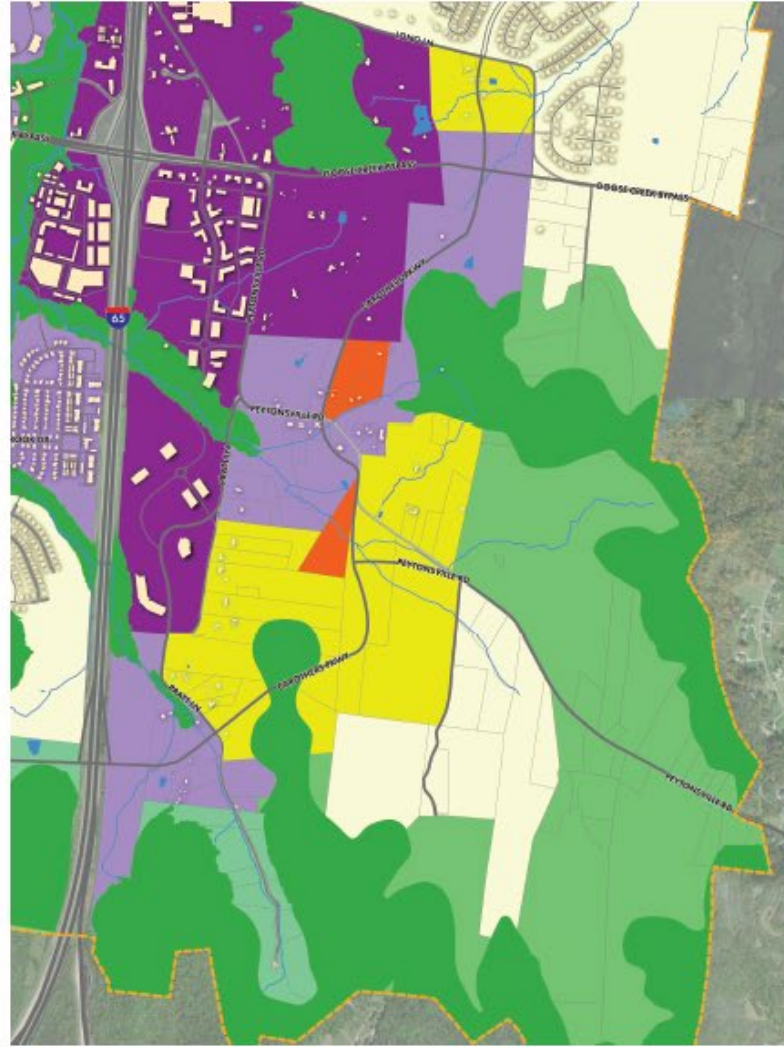


NEIGHBORHOOD
COMMERCIAL



SCENARIO 2

PARTIAL INTERCHANGE



DEVELOPMENT
RESERVE

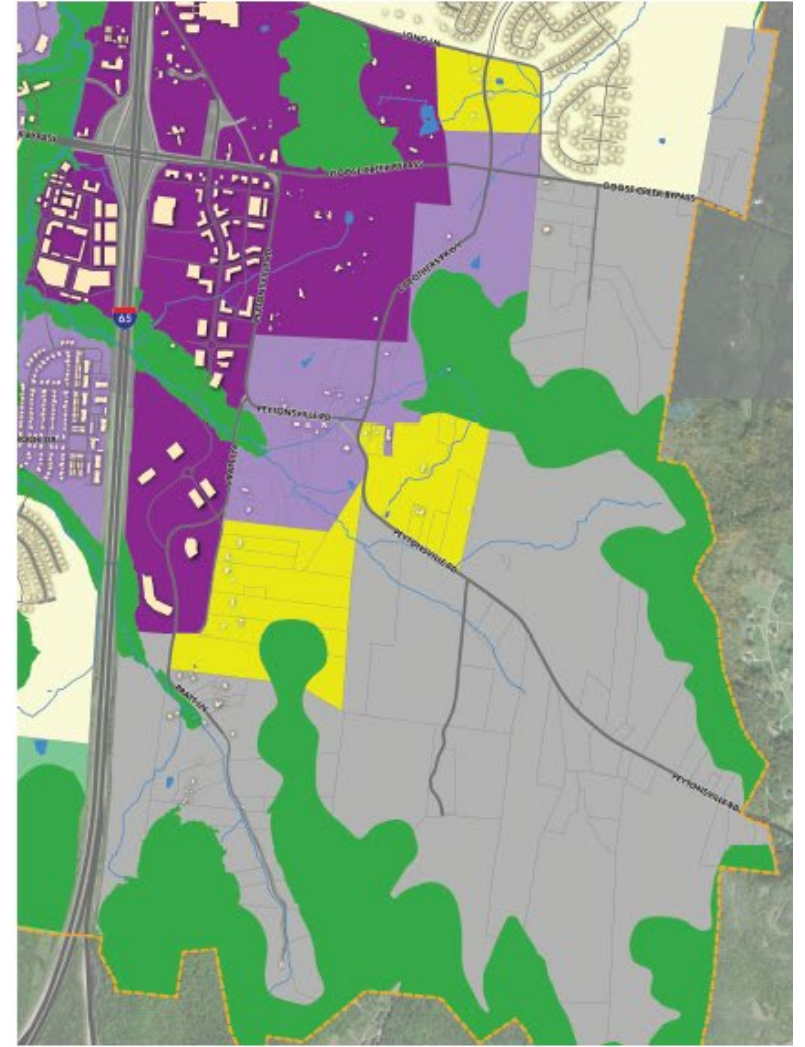


MIXED
RESIDENTIAL
SINGLE-FAMILY
RESIDENTIAL



SCENARIO 3

LIMITED CONNECTIVITY



NEIGHBORHOOD
MIXED-USE
REGIONAL
COMMERCE



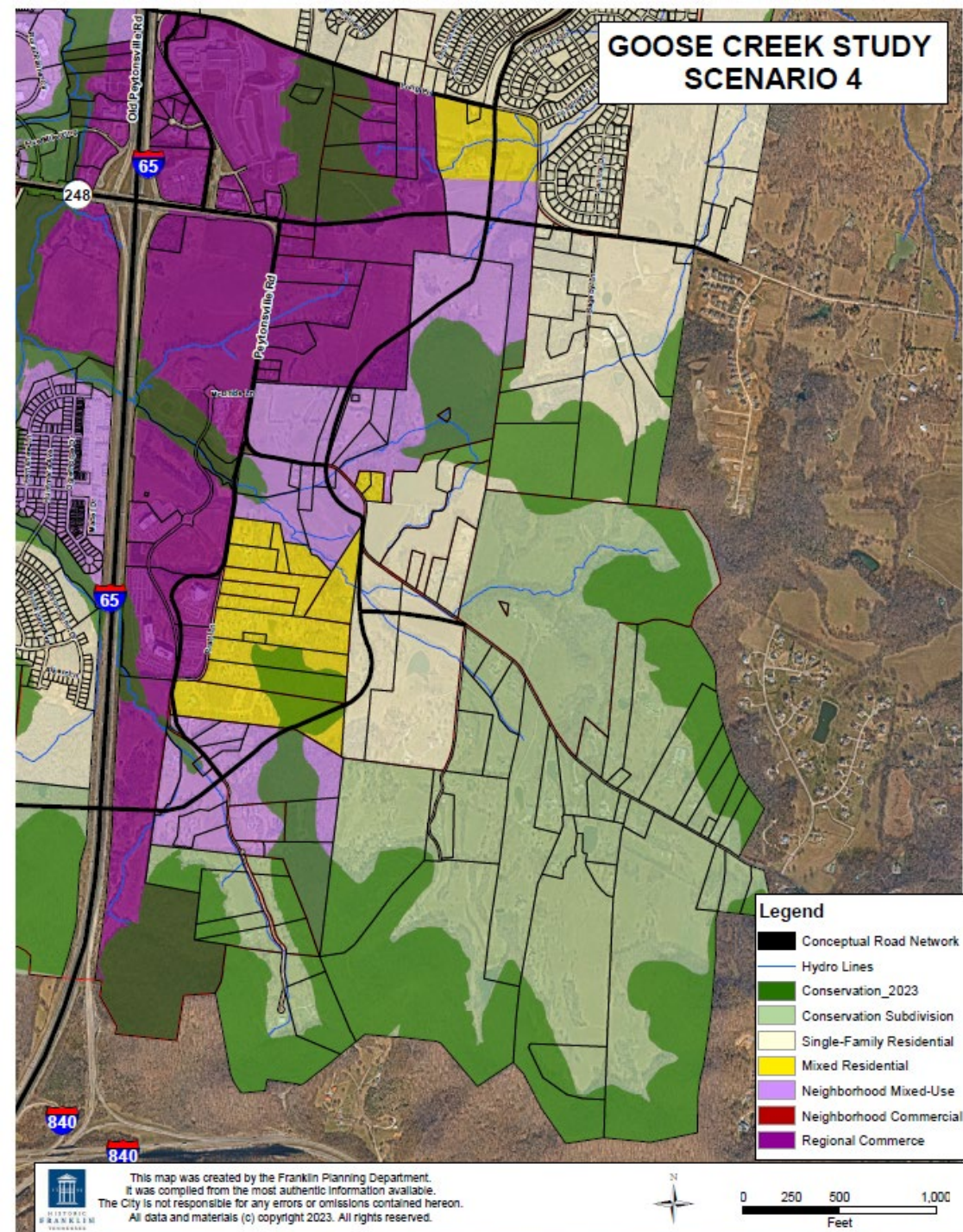
CONSERVATION
CONSERVATION
SUBDIVISION



GOOSE CREEK STUDY SCENARIO 4

4th Scenario

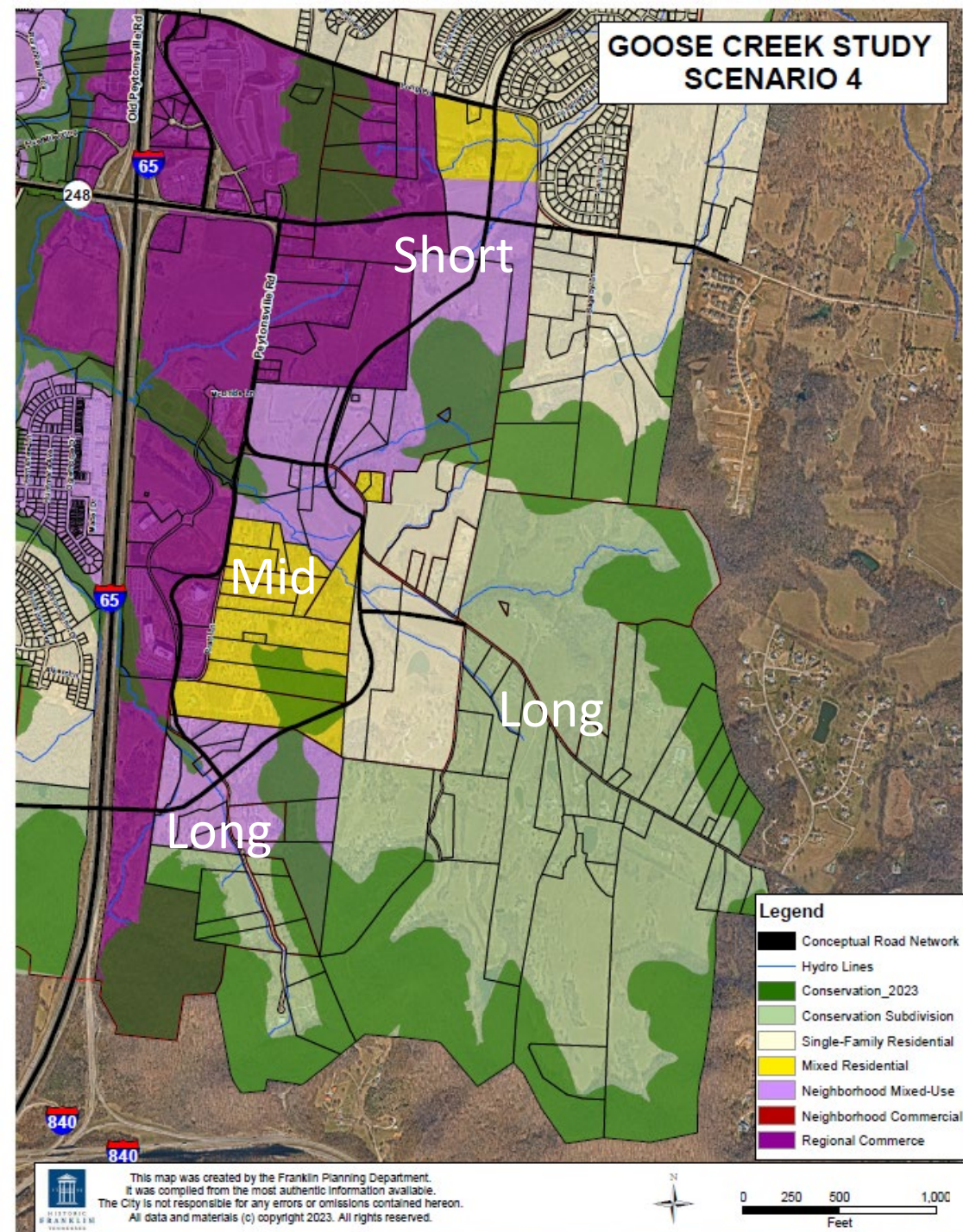
- Focuses on short and mid-term growth areas, but plans for entire basin.
- Heavily utilizes Conservation Subdivision, which is being refined as part of the comprehensive update to Envision Franklin.
- Single-Family Residential is used as a transitional design concept between higher and lower intensity uses.
- The staff also anticipates changes to the Neighborhood Mixed-Use Design Concept to better define multifamily uses.



GOOSE CREEK STUDY SCENARIO 4

4th Scenario

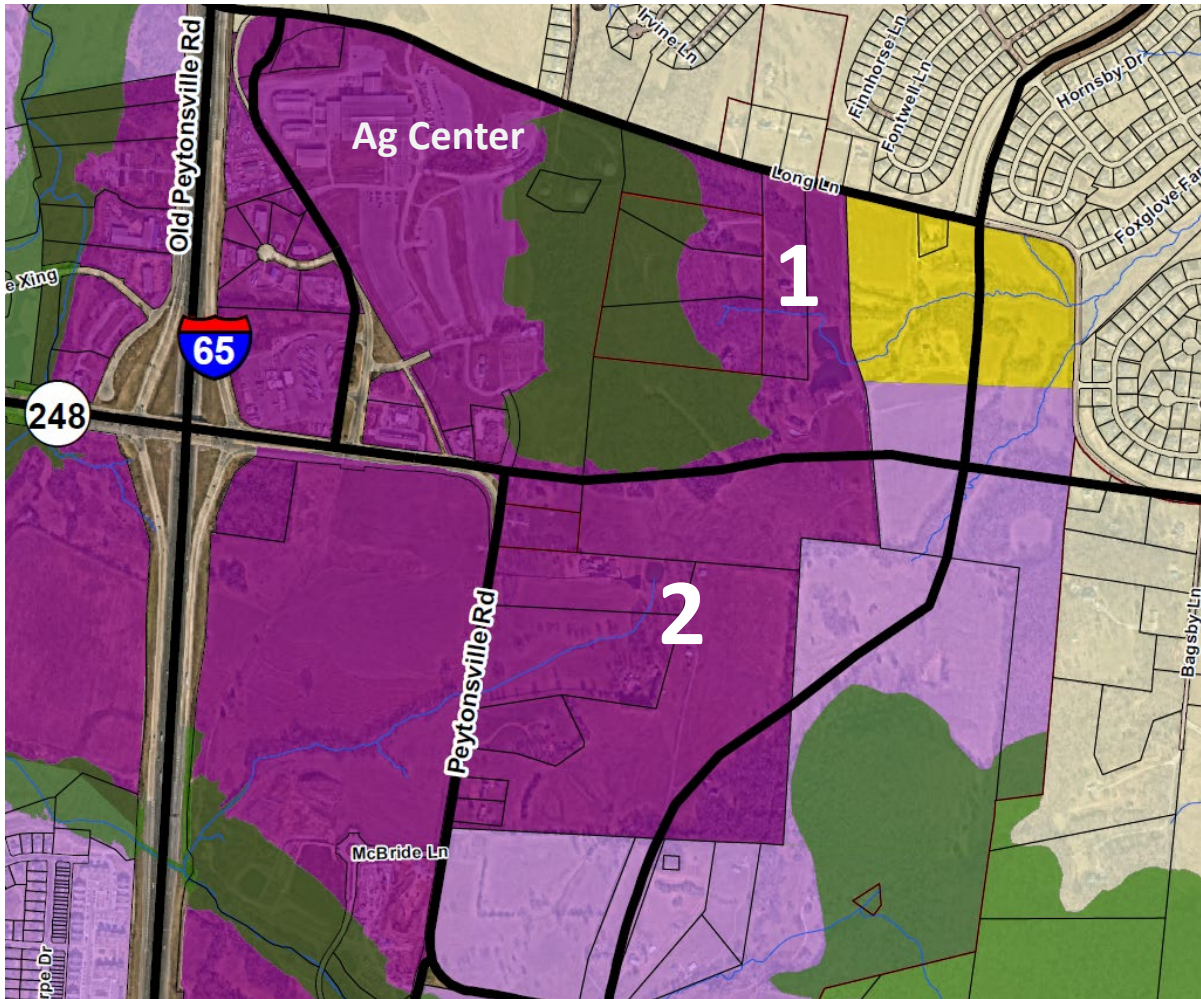
- The Northwest part of the study area is considered by the staff to be a short-term growth area.
- Extending Goose Creek Bypass to the east, improving Peytonsville Road along the Reams-Fleming frontage, and extending Carothers Parkway to the south will be critical to building out this area and allowing the long-term growth areas to develop.
- Development should be limited in the southern third of the study area until the aforementioned streets and the southern flyover can be constructed.



An aerial photograph of a rural landscape. In the foreground, a two-lane asphalt road curves from the bottom left towards the right. A dirt road branches off to the left from the main road. The landscape is covered in dense, leafless trees, suggesting a late autumn or winter setting. In the background, rolling hills are visible under a clear blue sky. The text "SPECIAL CONSIDERATIONS" is overlaid in the center of the image.

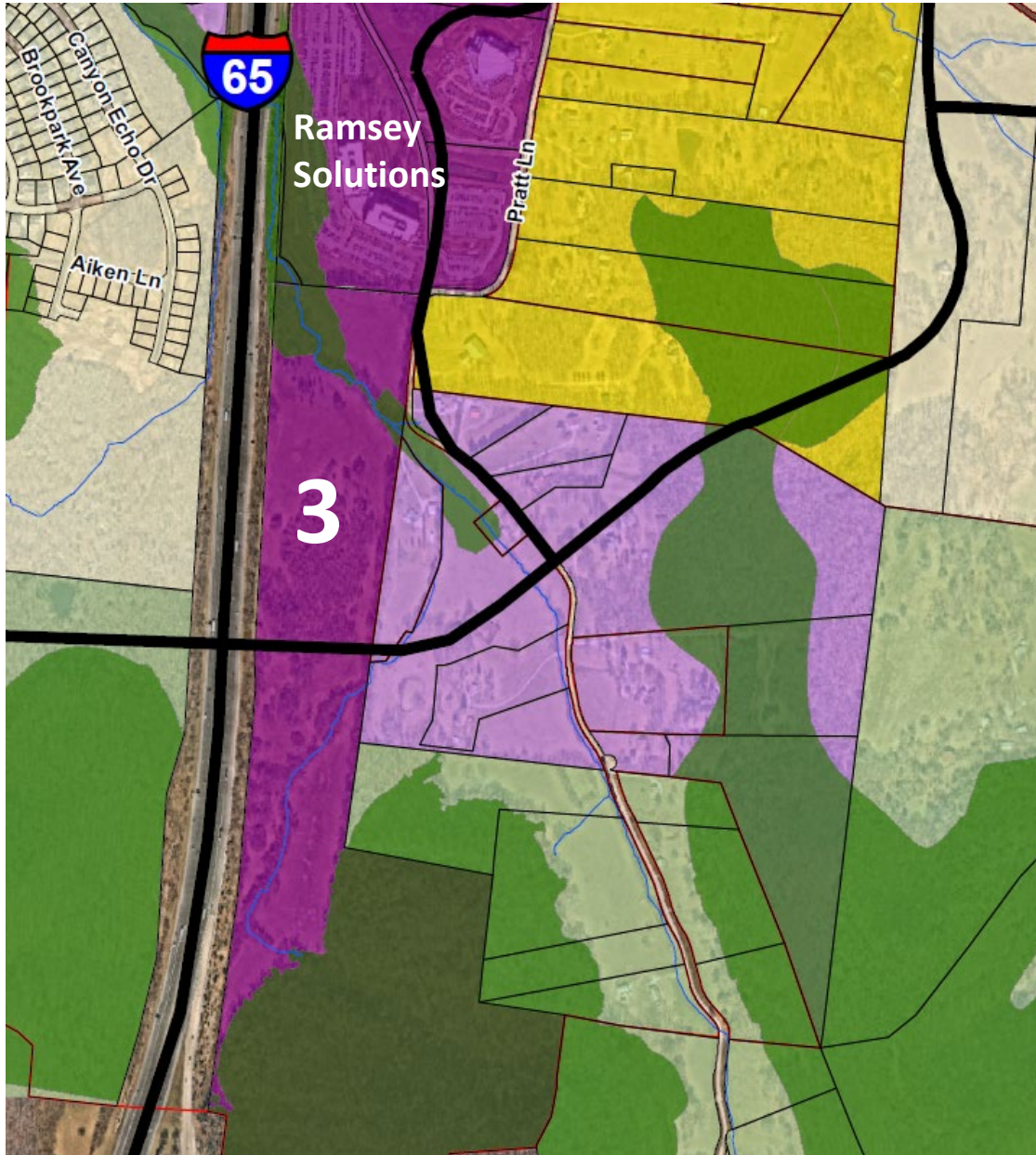
SPECIAL CONSIDERATIONS

Regional Commerce Special Considerations



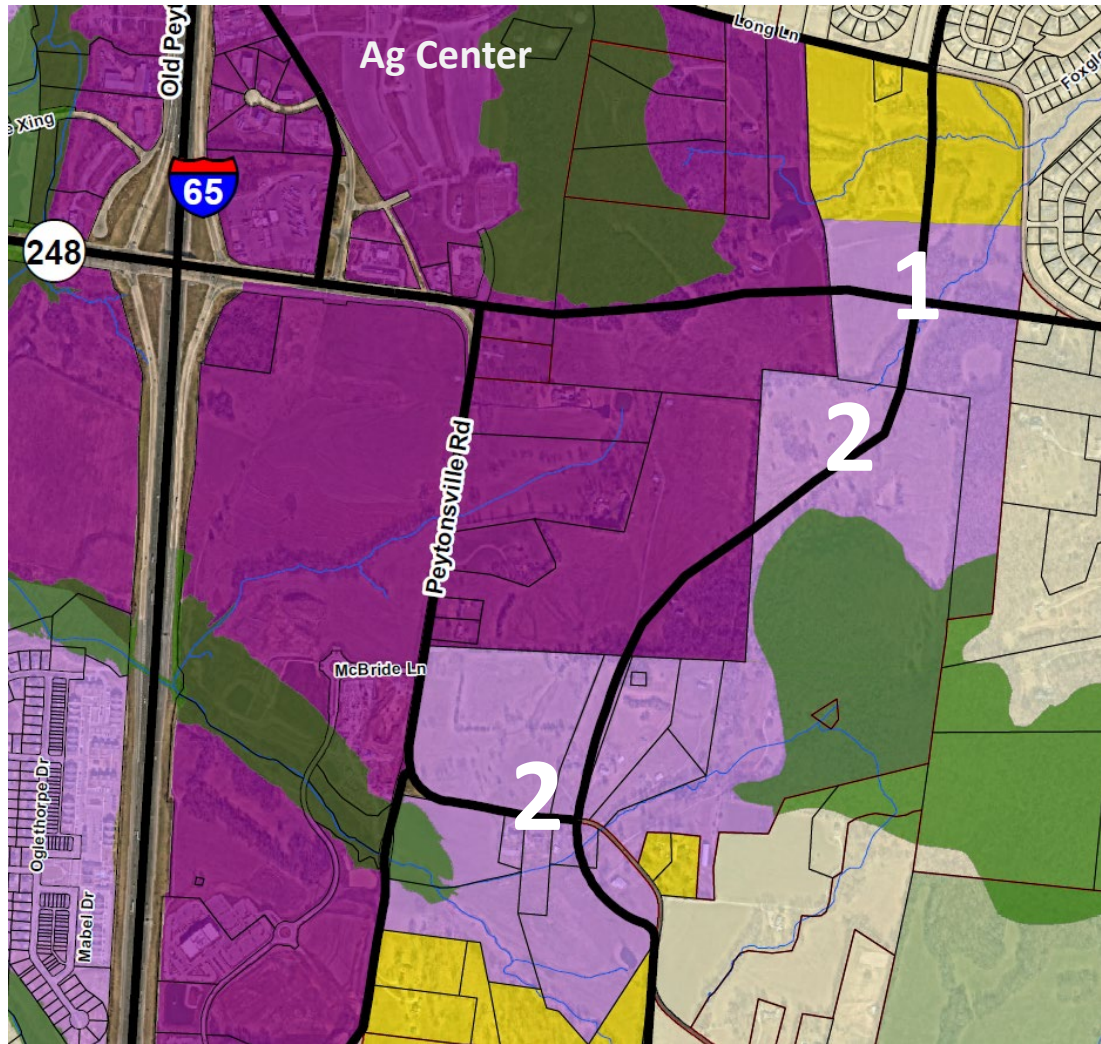
- **Location 1 South of Long Lane:** Future development should be low-scale nonresidential uses with minimal to moderate traffic demands that are compatible with adjacent approved projects. Institutional uses are encouraged.
- **Location 2 South of Future Goose Creek Bypass Extension:** Support uses with relatively low traffic impacts like institutional, small-scale offices, local commercial, and other residential uses, not just large-scale multifamily uses.

Regional Commerce Special Considerations



Location 3 South of the Reams-Fleming Tract: New development south of the Reams-Fleming Tract will heavily depend upon the completion of Reams Fleming Boulevard, the Pratt Lane and Peytonsville Road intersection improvement, as well as the timing of the proposed I-65 flyover and the Carothers Parkway extension from Long Lane to Lewisburg Pike.

Neighborhood Mixed Use (NMU) Special Considerations



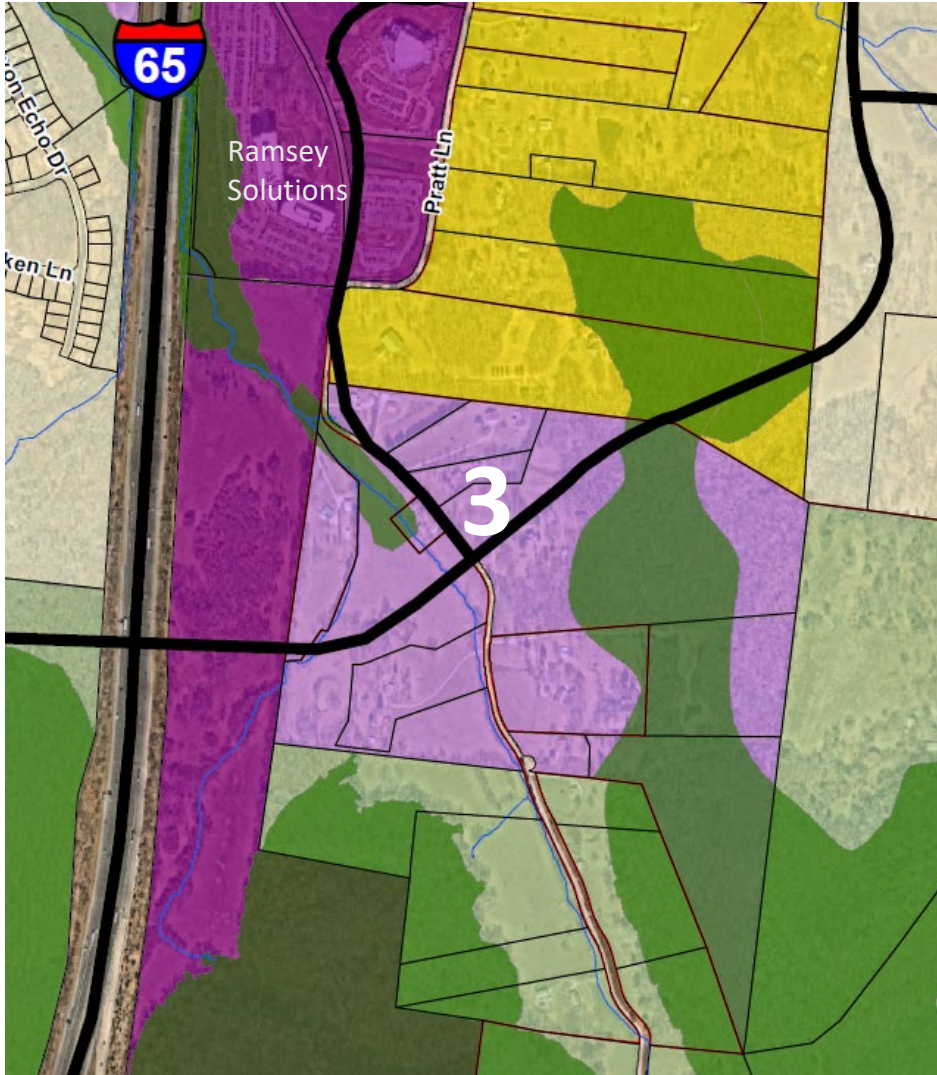
Location 1 Future Goose Creek Bypass and Future Carothers Parkway Intersection

At least one quadrant should have primarily local commercial uses anchoring the intersection to serve the area.

Location 2 All NMU Areas East of I-65

Any new standalone multifamily buildings should be small-scale in order to create a low-scale residential character as you travel away from I-65.

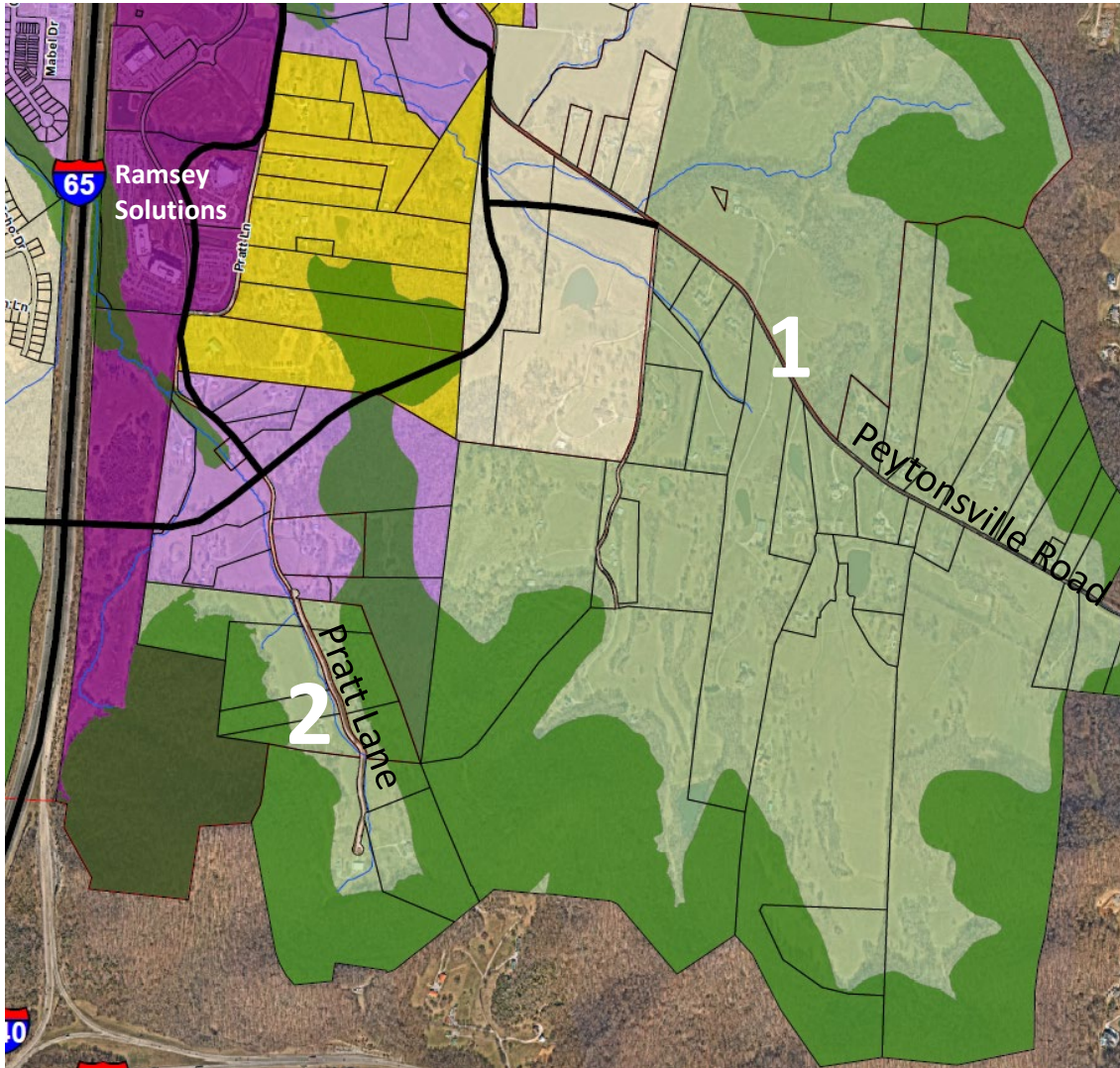
Neighborhood Mixed Use Special Considerations



Location 3 Pratt Lane and Potential Flyover

New development south of the Reams-Fleming Tract will heavily depend upon the completion of Reams Fleming Boulevard, the Pratt Lane and Peytonsville Road intersection improvement, as well as the timing of the proposed I-65 flyover and the Carothers Parkway extension from Long Lane to Lewisburg Pike.

Conservation Subdivision Special Considerations



Location 1 Properties Along Peytonsville Road

The Scenic Corridor Overlay should be applied for properties along Peytonsville Road.

Location 2 Pratt Lane and Potential Flyover

New development south of the Reams-Fleming Tract will heavily depend upon the completion of Reams Fleming Boulevard, the Pratt Lane and Peytonsville Road intersection improvement, as well as the timing of the proposed I-65 flyover and the Carothers Parkway extension from Long Lane to Lewisburg Pike.

An I-65 interstate interchange could have regional significance and may necessitate a reevaluation of the Design Concept and Special Considerations.

NEXT STEPS

As part of the Comprehensive Envision Franklin Update:

- Assign design concepts for entire study area
- Assign Conservation Areas
- Include Special Considerations

The UGB Update and the Envision Franklin Update are now tracking together on similar adoption timelines.