

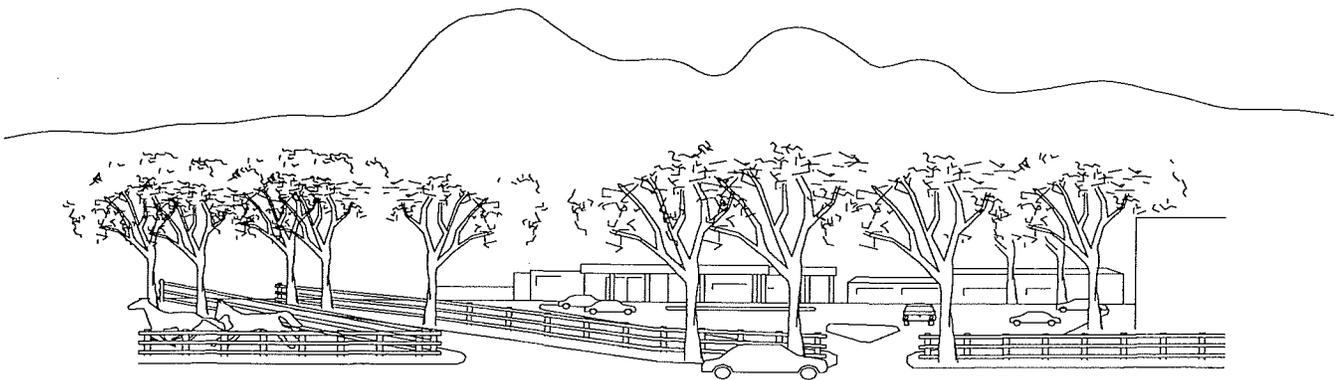
# BRENTWOOD 2020 PLAN

BRENTWOOD, TENNESSEE

# Brentwood 2020

## Comprehensive Plan

*February 1999*



Hart Freeland Roberts • RM Plan Group • RPM Associates  
*Engineering*                      *Planning*                      *Transportation*

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**RESOLUTION 99-03**

**A RESOLUTION OF THE CITY OF BRENTWOOD, TENNESSEE  
TO ADOPT THE BRENTWOOD 2020 PLAN**

**WHEREAS**, for the past year, the Brentwood 2020 Plan process has involved hundreds of citizens in thinking about where our community is today, where we want to be in twenty years and how we can best reach those goals and objectives; and

**WHEREAS**, after months of intensive information gathering, review and debate through citizen advisory committee and focus group workshops and meetings, community surveys and public hearings, the Brentwood 2020 Plan has been prepared as the vision for the Brentwood community by the year 2020; and

**WHEREAS**, the Brentwood 2020 Plan is an ambitious plan that will require a significant commitment of public (state, federal, county and city) and private resources, staff time and community cooperation for full implementation; and

**WHEREAS**, budgetary limitations, economic and other unexpected constraints and the complexities associated with gaining approvals of other governments and affected private parties may make it difficult to accomplish all of the goals and objectives; and

**WHEREAS**, the Brentwood 2020 Plan is not a fixed document, but is subject to periodic evaluations and updates as appropriate to reflect changes in the community's vision.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF BRENTWOOD, TENNESSEE, AS FOLLOWS:**

**SECTION 1.** That the Brentwood 2020 Comprehensive Plan, prepared by RM Plan Group dated January 1999, is hereby adopted, subject to incorporation of text amendments approved by the Board of Commissioners.

**SECTION 2.** That Board of Commissioners will prioritize and implement the individual goals, objectives and action steps over the next twenty years through decisions associated with adoption of the annual operating budget, the six year capital improvements program and the nonroutine work plans for the various City departments.

SECTION 3. That this resolution shall take effect from and after its passage, the general welfare of the City of Brentwood, Williamson County, Tennessee requiring it.

*Anne Dunn*  
MAYOR Anne Dunn

*Joe Reagan*  
VICE MAYOR Joe Reagan

*Robert L. Higgs*  
COMMISSIONER Robert L. Higgs

*Regina R. Smithson*  
COMMISSIONER Regina R. Smithson

*Brian J. Sweeney*  
COMMISSIONER Brian J. Sweeney

APPROVED AS TO FORM:

*Robert H. Jennings, Jr.*  
CITY ATTORNEY Robert H. Jennings, Jr.

ADOPTED: 2/8/09

*Roger A. Horner*  
RECORDER Roger A. Horner

*Michael W. Walker*  
CITY MANAGER Michael W. Walker

# Foreword

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The Brentwood 2020 Comprehensive Plan is truly a citizen-based initiative for guiding the community's future. From vision to implementation, each component of the plan has been crafted by the citizens of Brentwood. A total of 58 representatives of the community have shared their time and knowledge in creating a plan that represents the needs and aspirations of Brentwood. They have worked together in forging a consensus for Brentwood's development, sometimes at the sacrifice of personal preferences, but always in the best interest of the community overall. The City Commission is to be commended for selecting such committed and caring citizens for the community participation process.

Appreciation is expressed to the following people for serving in an outstanding fashion on the Brentwood 2020 Comprehensive Plan committee structure.

#### *Citizens Advisory Committee*

Larry Atema  
Randy Campbell  
Joe Carter  
Colleen Chapple  
William Cleland  
Noreen Dacpano  
Stephen Doughty  
Connie Edmonds  
Jack Fletcher  
Judy Genualdi  
James Harris  
Cecelia Hettinger  
Leah Hoskins  
Giny Knudsen  
Bill Kottas  
T. Vance Little  
Emil Mongeon  
Jerry Moody  
John Overmyer  
Robert Power  
Don Robinson  
Michael Sheppard  
Frederike Statum  
Dan Stern  
Richard Sweeney

#### *Quality of Life Focus Group*

Billy Akin  
Rick Canada  
Donna Dede  
Janet Donahue  
Mary Lou Gallagher  
Mary Haley Hamlin  
Lydia Kingsborough  
Linda Lee  
Jane Logan  
Zoe Wells

#### *Business/Economy*

Thomas Frye  
Royce Harrell  
Bob Harris  
Diane Hines  
Virgil Hockersmith  
Will Ogilvie  
Gregory Ramos  
Marie Rawley  
Peter Schofield  
James Veale  
Jamie Villers

#### *Mobility Focus Group*

Robert Benson  
Chuck Blackburn  
John Cage  
Lochiel Gaines  
James Hackett  
Skip Heibert  
Van Herbert  
Devin McClendon  
Glenn Mizell  
Alex Noble  
Jerry Scobee  
Mari Weller

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Appreciation is also expressed to the members of the Brentwood City Commission and Planning Commission for their efforts and contributions during the the development of this Plan.

*City Commission*

Mayor Anne Dunn  
Vice Mayor Joe Reagan  
Commissioner Bob Higgs, P.E.  
Commissioner Regina Smithson  
Commissioner Joe Sweeney

*Planning Commission*

Milton Grief, Chairman  
Randy Campbell  
Stephen Doughty  
Dennis Hansen  
Joyce Keistler  
Norm Lorman  
Tom McCoy  
Bill Porth  
Commissioner Regina Smithson  
T.D. Trotter

*Volunteer Board Participants*

Joe Cavarra  
Carole Crigger  
Sean Donahue  
Wendell Edison  
Michael Hindman  
Linda Hirsch  
Judy Hoppe  
Joyce Keistler  
Jim Murphy  
Diane Sylvis  
Tony Thompson  
Cecil Ward  
Sandi Henderson Wells

*Brentwood City Staff*

Michael W. Walker, City Manager  
Brian W. Wilcox, Assistant City Manager  
Linda Lynch, Community Relations  
Colette Meehan, Planning/Codes Director

*Chapter One*  
**Planning Context**

# Overview

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**Transitions.** What was at the time of Brentwood's incorporation in 1969 a modest area of 4,099 residents located just south of Old Hickory Boulevard near Franklin Road has become one of the Nashville metropolitan area's most sought communities. Approaching millenium year 2000, the population has risen to approximately 22,500, an increase of 18,401, while the incorporated area has expanded to 22,720 acres, an increase of more than 19,000 acres and involving every direction but north. Employment has risen from a few hundred to over 17,000, driven largely by the introduction of Nashville's first suburban office park – Maryland Farms. The retail commercial base, which began as less than a dozen small businesses located in the town center between Franklin Road and Pewitt Drive, has become a diverse center of approximately 533,000 square feet extending as far south as Meadowlake Drive. The even larger 3 million square foot commercial center near Moores Lane has become the regional commercial hub of one of the nation's fastest growth areas involving Williamson and Maury Counties. Interstate 65 is the regional transportation corridor linking these counties with the Nashville metropolitan area and a collective population of over one million.

The vision that was shared by Brentwood's early residents in establishing a low-density residential community within these wooded hills is still prevalent. Over 80 percent of Brentwood's residential tracts are one or more acres in size. Many of the large magnificent "farms" along Franklin Road are intact – for the moment.

Brentwood is facing, perhaps, its greatest transition as the millenium changes. Approximately two-thirds of the incorporated area is developed or platted for development. Population growth continues to be in the four plus percent range yearly. School enrollment is adding 230 students yearly. The number of retirement eligible persons is increasing by 140 yearly. Commercial building starts are averaging

125,000 square feet yearly. Employment is increasing by over 800 jobs yearly. Traffic counts are increasing by an average of 13 percent yearly. Some of the wooded hills no longer retain their natural state. Development proposals are pending for several of the remaining large farms including those near the Franklin and Concord Roads intersection which has been touted as Brentwood's unique pastoral gateway.

Meanwhile, other more subtle but equally weighing transitions are occurring. Brentwood has fewer choices in regard to its ability to annex. Encroaching geo-political and water utility district boundaries, plus severe topographic change, significantly limit the areas with annexation potential. The commercial tax base that supports 52 percent of the current cost for fire, police and recreation services is approximately 80 percent built-out. The year 2020 population in Brentwood's urban growth area is projected to increase by 87 percent, along with the related demand for protective and recreational services, without a comparable increase in commercial tax generating land use based on current zoning provisions.

**Vision.** In responding to these transitions, the community has crafted its vision for the development of Brentwood by the year 2020. Six primary initiatives – some of them highly challenging and potentially conflicting – have been identified for guiding the future. These initiatives include 1) rural/open space character, 2) retirement provisions, 3) appropriate mix of land use, 4) transportation, 5) community identity and 6) education.

The community's vision retains the predominately low-density residential character enhanced by a sense of "rural" or natural/open space feel. Achieving this vision involves a concerted effort including 1) public acquisition of natural/open space areas, 2) alternative zoning provisions for protecting scenic corridors and natural resources and 3) private provisions for

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recreation and open space in future developments.

A second initiative of the community's vision provides retirement housing and related services. Approximately 3,600 persons over age 55, or 16 percent of the total population, are in or nearing retirement compared to 1,200, or 13 percent, in 1980. An increasing number of Brentwood's earlier residents, who have become "empty nesters," are seeking retirement opportunities in remaining within the community. Achieving this vision involves 1) alternative housing types and 2) transportation connections with essential services.

A third initiative of the community's vision creates an appropriate mix of land use involving additional commercial tax base and other urban amenities, while maintaining Brentwood's primarily residential orientation. Meeting this challenge, given current development patterns, involves 1) creating new commercial opportunities in conjunction with regional access improvements, 2) enhancing marketability of undeveloped commercially zoned sites currently, 3) providing convenience commercial near future residential areas and 4) maintaining and redeveloping existing commercial areas.

A fourth initiative of the community's vision provides increased mobility within Brentwood and in connecting with the metropolitan region. Concurrent with this initiative is the desire to reduce the need for vehicular trips. Achieving this vision involves 1) additional access with the regional transportation system, 2) additional cross-town connections, 3) connection of subdivisions using their internal street system, 4) closer proximity of residential uses and supporting services and 5) alternative modes of transportation including sidewalks, bikeways and public type transportation.

A fifth initiative of the vision for Brentwood enhances community identity. In its recent transition from a bedroom to a self-supporting

community, Brentwood lacks a traditional downtown that is characteristic of older communities. Similarly, community entries are less defined. Enhancing community identity involves 1) community gathering places for social interaction and 2) unified gateways associated with major access points. It also involves maintaining the current reputation for outstanding protective services in keeping the community safe as it grows.

A sixth and final initiative of the community's vision expands educational opportunities and further integrates them with community life. Achieving this vision involves 1) increased provisions for Williamson County schools in Brentwood and 2) linking Williamson County schools in Brentwood with related community resources.

The Brentwood 2020 Plan provides a vision for this community over the next 20 years. It is an ambitious plan that will require a significant commitment of public (state, federal, county and city) and private resources, staff time and community cooperation for full implementation.

As the community begins to prioritize and implement the individual goals, objectives and action steps over the next 20 years, it is important to recognize that the Brentwood 2020 Plan is not a fixed document. It is subject to periodic evaluations and updates as appropriate to reflect changes in the community's vision. Budgetary limitations, economic and other unexpected constraints and the complexities associated with gaining approvals of other governments and affected private parties may make it difficult to accomplish all of the goals and objectives.

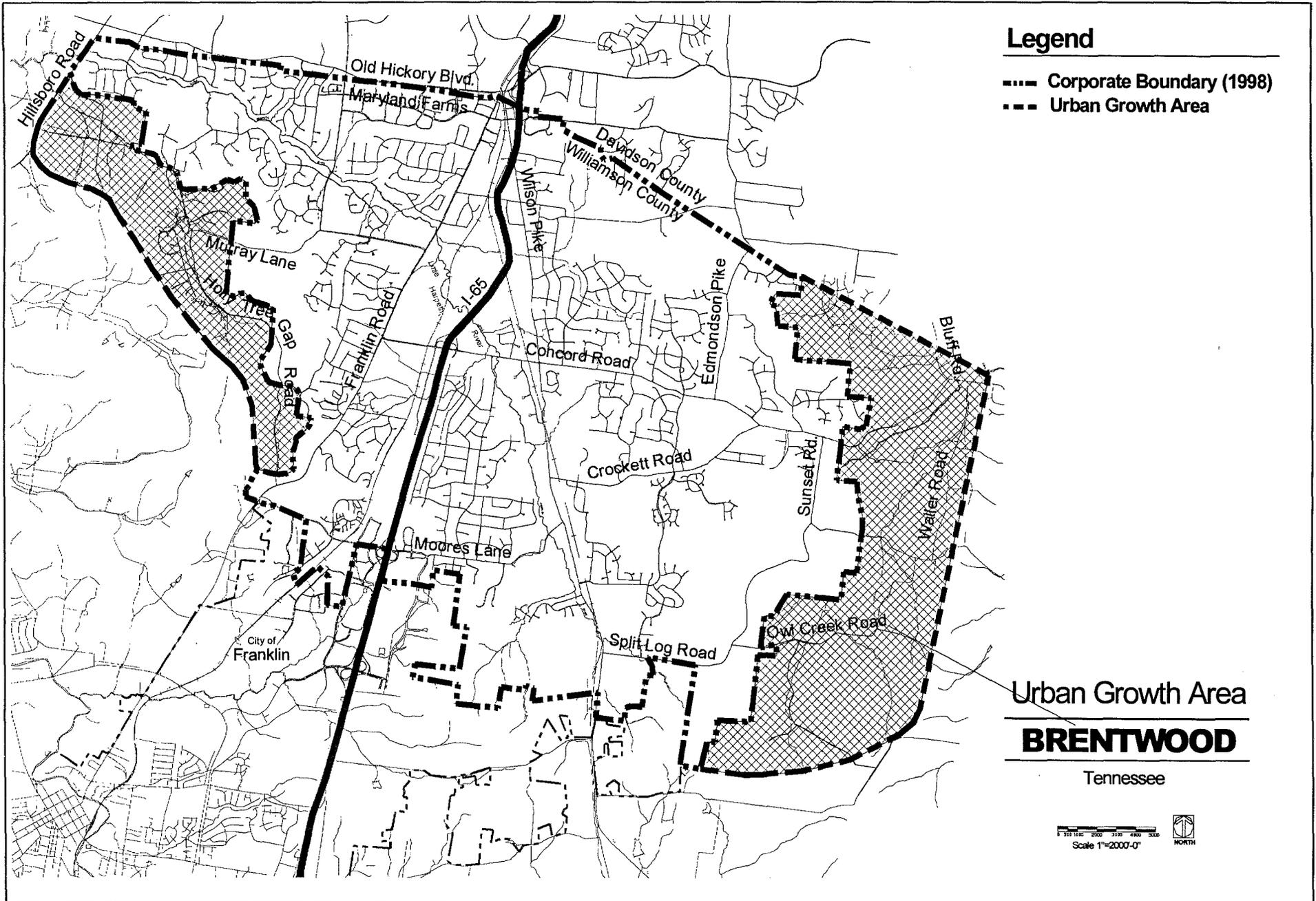
While formal endorsement of the Brentwood 2020 Plan by resolution of the Board of Commissioners represents acceptance of the visioning process and overall key vision ideas, this conceptual framework for future public policy will require ongoing community review

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and consensus on decisions associated with implementation of individual action steps. During the implementation stage, issues associated with the complexity and possible misinterpretation of provisions in the Plan will have to be resolved by the City Commission. While most items in the plan are expected to be implemented over the next 20 years, failure to reach consensus or agreement on an individual action step is possible and may, in fact, represent a change in the community's vision or direction from the original Plan.

**Urban Growth Area.** While growth continues to occur within the area incorporated as of 1998, the adjoining unincorporated area is experiencing a significant increase in the level of development. Located along two of Brentwood's gateways – Concord Road to the east and Murray Lane to the west – development within the adjoining unincorporated area is associated primarily with Brentwood and its urban services. It is assumed for planning purposes that these adjoining unincorporated areas to the east and west are appropriate extensions of Brentwood through future annexation.

Brentwood's *urban growth area* is defined generally as extending eastward to encompass Waller Road and adjoining properties, and westward to encompass Holly Tree Gap/Murray Lane and adjoining properties. The northward extension is established by the existing Davidson County boundary, while the southward extension is established by the existing City of Franklin boundary. (*See the following Urban Growth Area Map*).

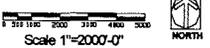


**Legend**

- Corporate Boundary (1998)
- - - Urban Growth Area

Urban Growth Area  
**BRENTWOOD**

Tennessee



**Growth Factors.** Continuing increases in population and employment are major factors in Brentwood's growth by the year 2020. Brentwood's location in Williamson County, one of the nation's fastest growing counties during the mid to late 90's, contributes to an economic surge that is projected to increase by upwards of 87 percent over the 20-plus-year period.

Population for the combined incorporated area and unincorporated urban growth area is projected to increase from 24,279 in 1997 to 45,300 by the year 2020. The change represents an increase of 21,021, or 87 percent. Approximately 12,541, or 60 percent, of the increase will occur within the area incorporated as of 1997.

Employment for the combined incorporated area and unincorporated urban growth area is projected to increase from 16,900 in 1997 to 28,600 by the year 2020. The change represents an increase of 11,700, or 69 percent. Approximately 11,100, or 95 percent, of the increase will occur within the area incorporated as of 1997.

**Table 1  
POPULATION PROJECTIONS  
Brentwood Urban Growth Area  
1997-2020**

<b>Year</b>	<b>City of Brentwood</b>	<b>Unincorp. Area</b>	<b>Total Area</b>
1997	22,259	2,020	24,279
2000	24,400	2,350	26,750
2005	27,900	3,850	31,750
2010	31,400	6,200	37,600
2015	33,900	8,500	42,400
2020	34,800	10,500	45,300

*Source: RM Plan Group, Nashville, 1998*

**Table 2  
EMPLOYMENT PROJECTIONS  
Brentwood Urban Growth Area  
1997-2020**

<b>Year</b>	<b>City of Brentwood</b>	<b>Unincorp. Area</b>	<b>Total Area</b>
1997	16,900	0	16,900
2000	19,800	0	19,800
2005	24,100	300	24,400
2010	25,800	400	26,200
2015	27,100	500	27,600
2020	28,000	600	28,600

*Source: RM Plan Group, Nashville, 1998*

*Chapter Two*  
**Goals, Objectives and Action Steps**

# Goals, Objectives & Action Steps

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**Vision Relationship.** The basis for creating the goals, objectives and action steps is the community's vision as summarized in the "Overview" section of Chapter One. The goals and objectives verbalize both qualitatively and quantitatively the mental image associated with the community's vision. Seven goals are identified. There is one goal for each of the six components of the vision 1) *rural/open space character*, 2) *retirement provisions*, 3) *appropriate mix of land use* 4) *transportation*, 5) *community identity* and 6) *education*. A seventh goal, *growth management provisions*, is identified related to implementation of the first six goals.

**Plan Relationship.** While goals and objectives give overall guidance to the direction and intent of this Comprehensive Plan, the action steps provide the methodology for implementing specific objectives. The development options recommendations of this plan provide the context within which the action steps can be implemented. The action steps are the collective responsibility of the public and private sectors of the community, while the City of Brentwood has the primary management role.

# Goal No. 1 – Environmental Conservation, Recreation & Scenic Provisions

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As part of its vision to maintain a sense of rural character, Brentwood's goal for the year 2020 is to assure adequate areas for environmental conservation, recreation and scenic purposes. The primary elements associated with this goal include the following:

- Stream corridors;
- Lands with restrictive topography and soil;
- Scenic vistas, hilltops and corridors;
- Natural areas with major vegetation and farmlands;
- Open spaces;
- Passive parks; and,
- Active parks.

The following objectives I-A through I-G are associated with Goal No. 1.

## Stream Corridors Objectives

I.A.1 Conserve and protect stream corridors as drainage and flood management areas, as plant and animal habitats and to improve water quality of streams.

### Action Steps:

1. Continue to enforce existing regulations that strictly limit the placement of new structures and fill material within the Little Harpeth River floodplain and associated tributaries so as to minimize the flood damage potential during a major storm event.
2. Adopt and enforce all new regulations and policies formulated by the Federal Emergency Management Agency (FEMA) that allow residents and property owners in the floodplain to continue to participate in the subsidized federal flood insurance program.

3. Establish close working relationships with the state agency responsible for management of water quality, the Tennessee Department of Environment and Conservation. Educate the public on who to contact in state government in the enforcement of water quality regulations.

4. Continue to require all new housing development on lots that are 3 acres or less in size to connect to the public sewerage system. Encourage all other development to connect with the public system, where economically feasible.

5. Complete the ongoing neighborhood sewer extension program to all existing subdivision homes without public sewer in accordance with the schedule in the capital improvements program. Extend public sewer to newly annexed subdivisions with septic systems within 5 years of the effective date of annexation.

I.A.2 Maintain and enhance stream corridors as scenic and passive recreational areas.

### Action Steps:

1. Expand through acquisition and land dedication the Little Harpeth River Corridor Park to eventually extend from Franklin Road on the north to the headwaters of the river on the south near Split Log Road. Incorporate sufficient floodplain areas and other land into the park from currently undeveloped areas and areas with low-density development to protect the scenic quality of the park.

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I.A.3 Maintain and enhance stream corridors as pathways for linking activity areas and the community overall.

Action Steps:

1. Provide for a continuation of the existing bike trail in the Little Harpeth River Corridor Park as adjoining land is acquired or obtained through land dedications.
2. As a part of any new development abutting the proposed Little Harpeth River Corridor Park, ensure a sufficient number of pedestrian bike trail access points to reach the park from and through the new development.

**Lands with Restrictive Topography and Soil Objectives**

I.B.1 Limit cut-fill ratios where they create unsafe and unsightly slope conditions associated with roads and lots.

Action steps:

1. While maintaining the existing maximum grade limitations for newly constructed streets, amend the subdivision regulations to limit the maximum vertical cut and fill sections for property abutting any newly constructed street to 15 feet at 2 to 1 slopes, subject to additional limitations based on soil conditions.

I.B.2 Further limit development from areas with unstable soil conditions and steep terrain.

Action Steps:

1. Except for locations where subdivision development has been previously approved by the City, amend the subdivision regulations to prohibit any land disturbance on hillside areas with slopes greater than 15 percent.
2. Encourage the preservation of hillsides with slopes greater than 15% as permanent open space by rezoning such areas to Open Space Residential Development (OSRD). Such rezoning should occur concurrent with submission of a proposed development plan for the property.
3. Retain the "partial open space credit" provision in the OSRD zoning district provisions to preclude developers from increasing overall housing density in a development by applying essentially undevelopable land (i.e. hillsides with slopes greater than 25% and legally designated floodways) toward meeting open space requirements. Expand the definition to include TVA and natural gas transmission right of ways.

**Scenic Vistas, Hilltops and Corridors Objectives**

I.C.1 Conserve and protect hilltops in maintaining their scenic value as natural areas.

Action Steps:

1. On hillside or hilltop areas where OSRD development or rezoning is not possible, identify and prioritize highly visible tracts that are worthy of preservation. Acquire scenic easements or property to preserve such tracts from development based on the

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availability of public and private land trust funding. In locations where public acquisition of hilltops is not feasible or practical, amend the zoning ordinance to include requirements for natural screening and alternative siting of new hilltop development in maintaining its pre-development scenic value.

I.C.2 Conserve and protect road corridors in maintaining their scenic value as natural areas, farmlands and open space.

Action Steps:

1. To preserve the historic character of the Old Smyrna Road corridor, amend the zoning ordinance to prohibit any new building structures from being constructed within 400 feet of the edge of the road.
2. Maintain the AR Agricultural/Residential Estate zoning district classification with minimum 3 acre lots and 175 foot front setbacks for all development along Franklin Road.
3. To maintain an open, undeveloped character along the other arterial streets of the City, encourage OSRD zoning with 150-foot wide linear buffer strips with sufficient landscaping and berms to screen the new subdivision from direct view of the abutting property owners and traveling public.

I.C.3 Conserve and protect historically and culturally significant areas in maintaining their scenic values.

Action Steps:

1. Establish minimum acreage and setback requirements around known historical, cultural & archaeological sites that are sufficient to protect the integrity and character of the feature and area. Encourage OSRD zoning in such areas via open space preservation provisions so that affected property owners are not penalized for requirements to preserve such important features.

I.C.4 Encourage the use of landscaped boulevards in creating more scenic road corridors.

Action Steps:

1. Encourage the Tennessee Department of Transportation to improve state highways in and near Brentwood as boulevards with grass medians incorporated into the design in those locations where the additional right-of-way can be acquired or dedicated cost effectively and the improvement does not adversely impact adjacent residential dwellings.
2. In locations where new arterial streets will be needed and constructed in the future, such as the Mallory Lane extension, encourage as a part of the development approval process the construction of landscaped boulevards with underground utilities.

**Natural Areas with Major Vegetation and Farmlands Objectives**

1.D.1 Conserve and protect natural areas with major vegetation, particularly indigenous vegetation, for reduction of stormwater

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run-off, modification of climate and improvement of air quality.

Action Steps:

1. Over and beyond steep hillsides, floodplains and culturally significant areas, establish criteria and identify and prioritize other natural areas in the community worthy of permanent preservation.
2. Encourage any future development of such tracts under OSRD zoning with the significant natural areas preserved within the permanent open space in the development.
3. With new development in all zoning districts, strengthen the tree ordinance regulations with performance criteria that encourages the permanent preservation of mature trees by the developer.

I.D.2 Encourage conservation and protection of private agricultural activities and private open space.

Action Steps:

1. Encourage permanent agricultural uses in the City by formulating and adopting amendments to the zoning ordinance that permit eligible and willing property owners to transfer (sell) their development rights to the City and/or to another tract in the City. Within the ordinance, formulate policy criteria and establish priorities for areas and land worthy of permanent preservation as farmland and open space and for those receiving tracts that will have

increased density from this action.

I.D.3 Encourage recycling endeavors on a communitywide scale.

Action Steps:

1. With projected future population growth and demand, encourage the placement of new recycle centers in locations that are convenient and acceptable from an adjoining land use/screening standpoint. Projected locations include City Parks and/or future growth areas to the east and west of the existing city limits and/or within new community or convenience scale retail facilities.

### **Open Space Objectives**

I.E.1 Maintain and enhance buffering options for open space between residential and non-residential uses.

Action Steps:

1. Review the City's existing buffer/landscape/screening standards in the zoning ordinance and the standards used in other cities that place a similar high priority on maintaining proper separation of conflicting land uses. Incorporate innovative techniques into the City's standards that will better protect the continued use and value of the affected residential property.

### **Passive Parks Objectives**

I.F.1 Provide additional passive parks with garden, pedestrian and sitting provisions.

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Action Steps:

1. Publicly acquire or obtain through dedication sufficient land (minimum of 10 acres) to permit the construction of passive parks. While such parks should have some athletic features such as outdoor basketball goals, sand volleyball court and turf areas sufficient for practice and pickup soccer/baseball, no formal athletic programs or field lighting should occur in these parks.
2. Targeted locations for the new parks include 1) the southwest area of the City bordered by Franklin Road, Concord Road, I-65 and Moores Lane; 2) the northeast area bordered by Concord Road, the CSX Railroad/I-65, northern city limits and Edmondson Pike; and 3) the Concord Road – Sunset Road area.

I.F.2 Provide additional passive parks in association with activity centers and public spaces.

Action Steps:

1. Where feasible, incorporate passive park/plaza areas within the design of any future public/civic buildings and facilities.
2. Require sufficient open space and private recreation facilities be incorporated into any future comprehensive retirement/assisted care development.

**Active Parks Objectives**

I.G.1 Provide additional active parks at the community-scale level.

Action Steps:

1. Publicly acquire or obtain through dedication sufficient land (minimum of 30 acres) to permit the construction of a new athletic park. This park should have both passive and active athletic facilities with organized athletic programs and field lighting for night play. The timing of construction should be driven by population growth and demand based on usage of existing active parks.
2. Targeted location for the new park should be newly annexed and future growth areas in the eastern end of the City. Placement of the park adjacent to any future Williamson County school site in the area should be considered, if land is available. See Service Institutional Objective V.B.2.

## Goal No. II – Retirement Provisions

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As part of its vision to include alternative retirement opportunities, Brentwood's goal for the year 2020 is to assure adequate provisions for retirement-age persons including alternative housing for all stages, services and activities. The primary elements associated with this goal include the following:

- Group living retirement facilities; and,
- Individual retirement housing units.

The following objectives II-A through II-C are associated with Goal No. II.

### Group Living Retirement Objectives

II.A.1 Allow comprehensive group living retirement facilities that include stages for independent, congregate living and skilled care.

#### Action Steps:

1. Amend the zoning ordinance to create a retirement/assisted care zoning district which would allow for a continuum of housing/care needs for senior citizens based on their physical condition and need.
2. Provide legal provisions in the zoning ordinance in such a way that will ensure the development will be geared exclusively to needs of senior citizens and, if challenged, will not threaten the City's fundamental residential density standards.
3. Target the rezoning approval process for any tract of land proposed for retirement/assisted care development based on the needs of existing senior residents in Brentwood and other residents with a need to take care of elderly parents.

4. Target the future placement of such developments in locations that abut arterial roads and are convenient to the commercial, civic, religious, medical and other support service needs of the residents.

II.A.2 Allow group living retirement facilities that include supporting commercial services, accessed internally, plus recreational, fitness and social amenities.

#### Action Steps:

1. Allow industry standard requirements for related food services, commercial uses geared to the needs of the residents, recreational, fitness and social amenities and administrative support services within the retirement/assisted care development.

### Individual Retirement Housing Objectives

II.B.1 Allow within the OSRD zoning district the flexibility to construct new individual retirement housing units that include reduced lot and structure size, while at the same time maintaining the overall density standard of 1 dwelling unit per acre. Further allow the mixing of standard and retirement housing units within the same OSRD subdivision provided that the ratio is comparable to the share of retirement-age persons within the total population.

#### Action Steps:

1. Amend the OSRD zoning district to allow for developments with independent single family retirement housing units (one story) on lots as small as 10,000 square feet with the maximum amount of living space in the unit limited to 2,000 square feet plus garage space.

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**Transportation Services for Retirement  
Objectives**

II.C.1 Encourage transportation services by retirement facilities that link retirement housing locations with essential services.

Action Steps:

1. As a part of the approval process for any retirement/assisted care development, require a transportation program be established and operated that will shuttle residents to essential services such as medical, recreation, library, grocery stores, etc.

## Goal No. III - Commercial Provisions

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As part of its vision to create an appropriate mix of residential and non-residential land uses, Brentwood's goal for 2020 is to assure adequate commercial activities in providing additional tax base, serving areas with unmet needs, reducing trips associated with convenience activities and maintaining the viability of existing activities. Based on the Fiscal Model attached as "Appendix C," provisions for additional commercial development will be required. The primary elements associated with this goal include the following:

- Regional-scale commercial activity in association with future regional access improvements;
- Neighborhood-scale commercial in unserved residential expansion areas;
- Convenience-scale commercial in unserved residential areas;
- Existing undeveloped commercially-zoned sites enhancement;
- Existing commercial center enhancement; and,
- Existing commercial center redevelopment.

The following objectives III.A through III.D are associated with Goal No. 3

### Regional-Scale Commercial Objectives

III.A.1 Enhance the marketability of existing undeveloped commercially-zoned sites.

#### Action Steps

1. Initiate preliminary engineering and design studies to determine the most appropriate and beneficial alignment for the extension of Mallory Lane between Moores Lane and Concord Road.
2. Based on the outcome and agreement on the appropriate alignment for the Mallory Lane extension, acquire

and/or receive through dedication the necessary right-of-way for construction of the new road.

3. Design the extension of Mallory Lane as a four-lane boulevard with special features such as a landscaped median, underground utilities, appropriate lighting, etc.
4. Facilitate the construction of Mallory Lane in a cost effective manner through a public/private partnership. Focus City and other public resources on the construction of a safe underpass/overpass plus approaches over the CSX railroad while encouraging adjoining property owners who will benefit from new commercial and service/institutional development to construct roadway segments within or adjacent to their property.

III.A.2 Provide regional-scale commercial activities in association with future regional access improvements where economically and physically feasible and where design and development impact is compatible with residential uses.

#### Action Steps:

1. Work with the property owners/developers/nearby residents in the formulation of an acceptable mixed use office/retail development plan for the entire 125 acre Spires tract including the 50 acres currently zoned C-3 located north of Service Merchandise Headquarters (referred to as Mallory Park),
2. To implement the development plan, rezone the remaining 75 acres adjacent to Mallory Park from R-2 (Suburban Residential) to C-1 Office

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and C-2 Retail within the parameters of any special restrictions overlay district.

3. To protect nearby residential property that may abut the future development, use existing buffering, landscaping and screening standards and any other innovative techniques that may be incorporated into the zoning ordinance.
4. In locations on the northern end of the Spires Tract where screening standards alone may not be adequate to protect nearby residential areas from an expanded office/retail park, encourage the dedication of such land to the City for a future park site or greenway.

### **Neighborhood-Scale Commercial Objectives**

III.B.1 Provide neighborhood-scale commercial activities in association with unserved residential expansion areas where design and development impact is compatible with residential uses.

#### **Action Steps:**

1. Amend/update the C-2 retail zoning district to allow for freestanding neighborhood-scale commercial centers with clear definitions and limitations on the maximum size, scope, types of permitted uses and greenspace/buffer requirements. All permitted uses should be geared to need and convenience of nearby residents.
2. Target placement of the new commercial activity in locations that meet the following criteria:

- On undeveloped property where no existing residential development would directly abut the retail center;
- On property directly fronting and accessing an arterial street, preferably near intersecting arterial streets;
- On property where the failure to allow a neighborhood center would result in a similar center being built nearby in another jurisdiction with a corresponding loss of sales tax revenue to the City.

3. Target one or more of the following areas and locations for review and placement of a neighborhood scale shopping center:

- Concord Road (from Edmondson Pike to Crockett Road);
- Concord Road (from Sunset Road to Waller Road);
- Murray Lane (from Hillsboro Road to Beech Creek Road); and,
- Green Hill Boulevard at relocated Old Smyrna Road.

4. Identify and initiate actions to annex targeted properties into the City limits and rezone the tracts to permit the construction of the neighborhood shopping center.

III.B.2 Expand the mix of future commercial provisions to include more dispersed restaurants and specialty retail activities.

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Action Steps:

1. Revise the C-1 office district zoning uses to encourage the placement and integration of sit-down and walk-to restaurants and specialty retail on nearby vacant tracts and/or within the office buildings in a manner that will not adversely impact the quality, appearance or value of the office district.

**Convenience-Scale Commercial Objectives**

III.C.1 Provide convenience-scale commercial activities in association with unserved residential expansion areas where design and development impact is compatible with residential uses.

Action Steps:

1. Amend/update the C-2 retail zoning district to allow for freestanding convenience-scale provisions with clear definitions and limitations on the maximum size, scope, types of permitted uses and green space/buffer requirements. All permitted uses should be geared to need and convenience of nearby residents.
2. Target placement of the new convenience-scale provisions in locations that meet the following criteria:
  - On undeveloped property where no existing residential development would directly abut the store;
  - On property directly fronting and accessing an arterial street, preferably at the intersection of two arterial streets.

- On property where the failure to allow a store would result in a similar store or shopping center being built nearby in another jurisdiction with a corresponding loss of sales tax revenue to the City.

3. Target one or more of the following areas and locations for review and placement of a convenience store:

- Wilson Pike near Split Log Road;
- Split Log Road near Sam Donald Road;
- Any location previously targeted for a neighborhood center when it is determined that a larger center should not be built at that location or is not economically feasible.

4. As the market dictates, identify and initiate actions to annex targeted properties by the City and rezone the tracts to permit the construction of the convenience store.

**Existing Commercial Objectives**

III.D.1 Expand the mix of activities in existing commercial centers in maintaining their long-term viability, reducing trip generation associated with business and food services and serving nearby future residential developments.

Action Steps:

1. Encourage additional restaurants and specialty retail shops within the office areas of Maryland Farms and other

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office parks. See Action Step associated with Objective III.B.2.

III.D.2 Redevelop existing commercial centers where they are underutilized.

Action Steps:

1. Designate the area between Old Hickory Blvd. to the north, Franklin Road to the west, Church Street to the south and I-65 to the east as an area for future redevelopment.
2. Formulate and endorse a unified, cost effective redevelopment plan for the area that will address substandard properties and enhance the property and sales tax base of the City. The plan should minimally address the following:
  - Alternative parking , traffic flow arrangements in and out of the area and the feasibility of a transit rail station;
  - The feasibility and desirability of structured parking;
  - Determination of the appropriate and desired land uses in the area including retail, restaurants, entertainment, services, offices and business-support services;
  - Pedestrian amenities within the site and to reach the area from adjoining commercial areas;
  - Design provisions and compatibility standards; and,
  - Financial requirements and public/infrastructure investment required to implement the plan and projected revenue/income benefit to the City.
3. If the redevelopment plan is determined to be a cost effective

public investment, form public/private partnership (Redevelopment Authority) to support the acquisition and assemblage of properties for the development and to facilitate necessary infrastructure improvements.

4. If redevelopment is not feasible, encourage private enhancement of existing properties through public/private partnerships.

III.D.3 Link existing commercial centers with any future regional transit improvements in providing alternative access for commuters.

Action Steps:

1. Install sidewalks to provide safe and efficient pedestrian travel between future transit stations and adjacent/nearby commercial and employment centers - Maryland Farms, Koger Center, Brentwood Place, Mallory Park, Overlook Park, Moores Lane retail area, etc.
2. In locations where walking is not practical from a transit station, establish public and/or private shuttle services between any future transit stations and those commercial and office center locations.

## Goal No. IV - Mobility Provisions

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As part of its vision to enhance accessibility both locally and interurban, Brentwood's goal for the year 2020 is to assure a more mobile community in conveniently and safely linking people with home, employment, essential services and recreation. It is a further goal to assure mobility provisions that are suitable for the environment, integrate land use and promote economic activity. The primary elements associated with this goal include the following:

- Regional access improvements;
- Community access improvements;
- Neighborhood access improvements;
- Pedestrian and bicycle improvements;
- Public transportation improvements;
- Trip reduction improvements; and,
- Technology improvements.

The following objectives IV.A through IV.G are associated with Goal No. IV.

### Regional Access Objectives

IV.A.1 Provide additional highway access that includes a new interchange with I-65 where economically and physically feasible and where design and traffic impact is compatible with adjacent land uses.

#### Action Steps:

1. Construct a new interchange for I-65 between Old Hickory Boulevard and Concord Road. As shown on the Major Thoroughfare Plan, the interchange ramps should intersect with Wilson Pike, south of Old Smyrna Road and opposite Carondelet Place. Also, construct a bridge over I-65 to connect Old Smyrna Road with the east/west section of Wilson Pike Circle. Consideration should be given to connecting the interchange access with Murray Lane.

2. To the greatest extent possible, any new interchange and associated roadway improvements shall be designed to be compatible with the residential character of the area and to minimize the impact on the neighborhoods. In particular, the interchange/bridge design shall include measures that restrict cut-through traffic in the adjoining neighborhoods.

IV.A.2 Improve regional access at existing interchanges with I-65 where economically and physically feasible and where design and traffic impact is compatible with residential uses.

#### Action Steps:

1. Modify the existing I-65 interchange at Old Hickory Boulevard to permit direct access from I-65 southbound to public streets in the area south of Old Hickory Blvd., north of Church Street and west of I-65.

### Community Access Objectives

IV.B.1 Provide additional east-west cross-town thoroughfare connections in association with any future interchange with I-65 where economically and physically feasible and where design and traffic impact is compatible with adjacent land uses.

#### Action Steps:

1. Provide a new east/west arterial roadway connection between Franklin Road and Wilson Pike by constructing a bridge over I-65 and improving Old Smyrna Road and the east/west section of Wilson Pike Circle as a four-lane boulevard with a

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landscaped median. See action steps associated with Objective IV.A.1.

IV.B.2 Provide additional north-south cross-town thoroughfare connections.

Action Steps:

1. Extend Mallory Lane as an arterial roadway from the current terminus north of Moores Lane to Concord Road, and eventually extend the road north of Concord Road to Franklin Road opposite Murray Lane. The Mallory Lane extension should be designed as a four-lane boulevard with special features such as landscaped median, underground utilities and appropriate lighting. See action steps associated with Objective III.A.1.
2. Ensure the construction of new north/south collector roadways as shown in the Major Thoroughfare Plan. Many of these projects are development-driven and will be constructed by developers as a part of their project. The important collector roadways include the following:
  - Jones Parkway, north to the city limits;
  - Green Hill Boulevard, north to the realigned Old Smyrna Road;
  - Sunset Road extension, northwest from Concord Road to Edmondson Pike;
  - Arrowhead Drive extension, south to Raintree Parkway at Autumn Place;
  - Kennon Drive, located east of the CSX railroad, extending from Raintree Parkway to

Wilson Pike, south of the new railroad overpass;

- Raintree Parkway extension, west from Wilson Pike to Moores Lane (across the Primm tract);
- Carriage Hills Drive, south to the city limits;
- Edmondson Pike extension, south from Concord Road to Crockett Road;
- Waller Road extension, south from Sunset Road to the proposed Cool Springs Blvd./Sam Ridley Parkway connector road; and,
- New roadway, south from Concord Road between Sunset Road and Waller Road to the proposed Cool Springs Blvd./Sam Ridley Parkway connector road.

IV.B.3 Provide alternative routing for designated historic and scenic roadways/corridors.

Action Steps:

1. Construct a new east/west arterial roadway to serve as an alternative to Old Smyrna Road. As shown on the Major Thoroughfare Plan, this new roadway should be located south of and parallel to the old historic road section but should be realigned to connect with Edmondson Pike in Brentwood, north of Smithson Lane. When the proposed bridge over I-65 is completed, this roadway will provide a direct connection between Edmondson Pike and Franklin Road.

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2. Extend Sunset Road from its current northern terminus at Concord Road to Edmondson Pike at Liberty Church Road. This new collector road will serve as an alternative traffic route to the historic north/south section of Liberty Church Road.

### Neighborhood Access Objectives

IV.C.1 Provide roadway connections between future residential developments.

#### Action Steps:

1. When new subdivisions are proposed and developed, the City should ensure that future roadway connections are provided to adjacent undeveloped tracts zoned for residential development.

IV.C.2. Where feasible, provide roadway connections between existing and future residential developments where capacity permits.

#### Action Steps:

1. Temporary dead-end roadways within existing subdivisions should be connected to new adjacent residential subdivisions as development occurs. The roadway network in the new subdivision should be designed to minimize cut-through traffic. The City should maintain official signs advising current and future residents of the temporary dead-end status of the road.

IV.C.3 Provide arterial roadway connections with residential development that have

adequate lane widths, safe shoulders and drainage improvements.

#### Action Steps:

1. The Major Thoroughfare Plan includes recommended improvements to arterial roadways with an inadequate number of lanes, substandard lane widths and no paved shoulders. In order to improve safety and capacity, the following roadways are recommended for improvement:

- Franklin Road, from West Concord Road to Moores Lane;
- Wilson Pike, from Concord Road to the southern city limits;
- Murray Lane, from Granny White Pike to western city limits;
- Concord Road, from Jones Parkway to Crockett Road;
- Concord Road, from Crockett Road to Nolensville Road;
- Wilson Pike, from Church Street to Concord Road;
- Granny White Pike, from Virginia Way to Old Hickory Blvd;
- Crockett Road, from Green Hill Blvd. to Concord Road;
- Moores Lane, from Carothers Parkway to Mallory Lane;
- Sunset Road/Ragsdale Road, from Concord Road to Split Log Road; and,
- Split Log Road, from Wilson Pike to Ragsdale Road.

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## **Pedestrian and Bicycle Objectives**

IV.D.1 Provide pedestrian and bicycle pathways within future residential developments, as well as connecting existing residential areas where such facilities are not already provided.

### **Action Steps:**

1. Implement the bicycle and pedestrian facilities identified in the Bikeway Plan and Greenways Plan.
2. Ensure a safe and convenient system for pedestrian and bicycle movement in new residential developments.
3. Where possible, provide pedestrian and bicycle pathways to connect existing residential neighborhoods with other neighborhoods.
4. In order to enhance bicycle use, wide shoulders or wide outside curb lanes should be incorporated into arterial and collector roadways when built, improved or widened.
5. In locations where dedicated bicycle lanes or separate bicycle paths are not feasible or practical, sidewalks should be provided along arterial and collector roadways that are built or improved.

IV.D.2 Provide pedestrian and bicycle connections between residential areas and special generators such as parks, recreational areas and schools.

### **Action Steps:**

1. As a part of any new development abutting future areas incorporated into the Little Harpeth River Corridor Park, ensure a sufficient number of

pedestrian/bike trail access points to reach the park from and through the new development. See action steps associated with Objective I.A.3.

2. The location and design of new parks, recreation areas, and schools in Brentwood should incorporate pedestrian and bike path connections to as many adjacent neighborhoods as possible.

IV.D.3 Where possible, pedestrian and bicycle pathways should be physically separated from the roadway by a landscaped area.

### **Action Steps:**

1. In accordance with accepted bikeway design criteria, a minimum distance of five feet between the edge of the road and the bike path should be provided, wherever feasible.

## **Public Transportation Objectives**

IV.E.1 Provide access locations for future commuter-rail transit services.

### **Action Steps:**

1. Anticipate and plan for the construction of transit stations in the Pewitt Drive, the Moores Lane/Cool Springs area and in conjunction with the new office/commercial development planned in the Mallory Park area.
2. As a part of the site approval process for new development or redevelopment in the above locations, ensure that sufficient

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space is set aside for future rail stations.

3. Through the site plan approval process, ensure that adequate parking and vehicle access is provided to support the future rail stations.
4. Provide safe and convenient pedestrian and bicycle access to all future rail stations.

IV.E.2 In conjunction with future commuter-rail facilities, encourage development and redevelopment of adjacent lands to provide commercial support of such transit facilities.

Action Steps:

1. When commuter rail is extended to Brentwood, redevelopment of the Pewitt Drive area should be encouraged to provide a mix of supporting commercial uses. See action steps associated with Objective III.D.2.
2. Encourage a transit compatible development within the mixed use office/retail development plan for the entire 125 acre Spires tract (Mallory Park), located north of Service Merchandise Headquarters.

IV.E.3 Encourage shuttle services from future commuter-rail facilities and remote parking lots to large-scale office and commercial developments.

Action Steps:

1. Establish shuttle services between any future transit stations and large-scale commercial and office center locations such as Maryland Farms, the Koger Center, and Mallory Park.

**Trip Reduction Improvements**

IV.F.1 Provide future support commercial services in closer proximity to residential areas.

Action Steps:

1. In order to reduce travel time for residents and congestion on major arterial streets such as Franklin Road, Concord Road, Wilson Pike and Moores Lane, neighborhood and convenience scale retail and support services should be located in closer proximity to residential areas. See action steps associated with Objectives III.B.4 and III.C.1.

IV.F.2 Provide more supporting uses within existing and future commercial developments.

Action Steps:

1. Encourage the development of restaurants and smaller scale retail within office developments in order to reduce traffic demand at peak hours. See action steps associated with Objective III.B.2.

IV.F.3 Encourage ride-sharing programs that help reduce the number of single-occupancy vehicles on Brentwood's arterial and collector roadways.

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**Action Steps:**

1. In order to reduce traffic demand on Brentwood's roadways, the following Traffic Demand Management (TDM) strategies should be encouraged:

- Increased ridesharing for work trips and school trips;
- Increased telecommuting for businesses in Brentwood;
- Increased flextime and staggered work hours for businesses in Brentwood; and,
- Employer incentives to increase bicycle commuting such as lockers, shower facilities and bicycle racks.

- Use of incident management techniques to minimize the traffic impacts and delays from accidents and to improve emergency response times; and
- Use of web pages and cable television to provide up to date traffic reports and information.

**Technology Improvements**

IV.G.1 Maximize the use of technology in order to improve the efficiency of Brentwood's transportation system.

**Action Steps:**

1. Aggressively pursue the use of technology to improve traffic flow, manage incidents, and reduce delays, Technological strategies should include the following:

- Use of Intelligent Transportation System (ITS) strategies such as improved traffic signal systems, improved traffic detection, variable message signs, and real time video monitoring to improve traffic flow and reduce delays;

# Goal No. V – Residential & Service Institutional Provisions

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As part of its vision to create a balance of residential and non-residential land uses and to enhance educational opportunities, Brentwood's goal for the year 2020 is to assure the continuation of existing predominant residential types and densities in future residential areas other than for retirement districts. It is the further goal to assure adequate provisions for future service institutional uses. The primary elements associated with this goal include the following:

- Single-Family Residential (other than retirement); and,
- Service Institutional.

The following objectives V.A through V.B are associated with Goal No. V.

## Single-Family Residential Objectives

V.A.1 Maintain average density of one or less dwelling unit per acre in future single-family residential provisions, exclusive of retirement-related residential.

### Action Steps:

1. Maintain the current R-2 (Suburban Residential) and Open Space Residential Development (OSRD) zoning district standards in future residential areas with a maximum density of one dwelling unit per acre.

V.A.2 Within the parameters of OSRD zoning, provide reduced lot size in future individual retirement housing provisions involving small, scattered locations.

### Action Steps:

1. See Action Step associated with Objective II.B.1.

V.A.3 Assure the compatibility of future neighborhood- and convenience-scale commercial provisions with nearby areas.

### Action Steps:

1. See Action Step associated with Objective I.E.1.

## Service Institutional Objectives

V.B.1 Assure adequate provisions of future sites for educational and worship facilities at locations with access to designated arterial streets.

### Action Steps:

1. Identify key locations within the City that are appropriate for the location of or clustering of educational and/or worship facilities. Locations should have direct access to an arterial street without having to travel through a residential area. Targeted sites should include properties that are considered less desirable for single-family residential development in the future.
2. Evaluate the feasibility of establishing a public land banking program directed at assembling property for future resale at cost with the purpose of clustering service institution uses at a targeted location within a unified site development plan.

V.B.2 Coordinate with the Williamson County School Board the location of future school sites with future recreational provisions.

### Action Steps:

1. Continue to work with the School Board to identify and acquire future school sites in advance of population growth and development.

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2. Where feasible, coordinate the acquisition of future school sites with the placement and location of future parks so as to encourage the cost effective use of facilities for the delivery of recreational programs and services.

## Goal No. VI – Community Identity Provisions

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As part of its vision to enhance community identity, Brentwood's goal for the year 2020 is to enhance community identity involving entry, appearance, cultural/civic opportunities and safety. The primary elements associated with this goal include the following:

- Gateways;
- Cultural and Civic Provisions; and,
- Protective Services.

The following objectives VI.A through VI.C are associated with Goal No. VI.

### Gateways Objectives

VI.A.1 Enhance the appearance of the City's primary and secondary gateways in creating unified entry corridors.

1. Formally designate the primary and secondary gateways into the City.

The primary gateways include the following locations:

- Franklin Road from Old Hickory Boulevard to Church Street;
- Franklin Road from Moores Lane to Holly Tree Gap;
- Moores Lane from Mallory Lane to Carothers Pkwy.; and,
- Concord Road from Franklin Road to Wilson Pike.

The secondary gateways include the following locations:

- Concord Road from Waller Road to Bluff Road;
- Murray Lane from Hillsboro Road to Beech Creek Road;
- Church Street East from the city limits to Wilson Pike;

- Carothers Pkwy. from southern city limits to Moores Lane;
- Granny White Pike from northern city limits to Maryland Way;
- Wilson Pike from southern city limits to Splitlog Road; and,
- Edmondson Pike from northern city limits to In-A-Vale Drive.

2. Establish and implement a common design element for primary and secondary gateways that clearly identifies entry into Brentwood. Design guidelines should be customized for each individual gateway and address the following elements:

- Architectural entrance design;
- Signage and street banners;
- Lighting;
- Landscaping / buffering / screening;
- Pedestrian and bicycle amenities;
- Street furniture (benches, receptacles, etc.); and,
- Common logo.

VI.A.2 Coordinate improvements in the Franklin Rd./Old Hickory Blvd. gateway with any redevelopment of older commercial areas.

Action Steps: See Action Steps associated with Objective III.D.2

VI.A.3 Enhance the identification and appearance of all I-65 interchanges.

Action Steps:

1. Establish and implement a common design element including logo at all

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existing and future interchanges that symbolizes entry into Brentwood.

2. Enhance landscaping at interchanges by utilizing any applicable State and Federal programs promoting interchange/interstate/highway beautification.

### **Cultural & Civic Provisions Objectives**

VI.B.1 Establish a civic activity area by integrating the provisions located on Concord Road near I-65 (the Library, YMCA and River Park) with new civic, public and educational activities in nearby areas.

#### **Action Steps:**

1. Identify the appropriate location and tracts for future cultural, civic, public and educational facilities that may be needed and complement existing, nearby public and semipublic investments in the center of Brentwood. Ensure that such sites can be reached safely by pedestrian and bicycles movement to and from existing facilities.
2. Evaluate the feasibility of establishing a public land banking program directed at assembling a large tract of land for future subdivision and resale at cost with the purpose of clustering cultural, civic, public and educational uses within a unified site development plan.

### **Protective Services Objectives**

VI.C.1 Coordinate the provision of additional fire and police services for emerging residential area with future community facilities in creating safer areas.

#### **Action Steps:**

1. In conjunction with efforts associated with the location and placement of future schools and park sites, encourage the placement of new public safety facilities that may be needed to maintain a high level of service on property adjacent to new schools or parks.
2. Within 15 months from the adoption date of this Comprehensive Plan, City fire and police departments should prepare a cost effective protective services plan for the next twenty years.

## Goal No. VII – Growth Management Provisions

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As part of its collective vision, Brentwood's goal for the year 2020 is to maintain and enhance its effective growth management system. The primary elements associated with this goal include the following:

- Planning;
- Land Protection;
- Community Involvement/Monitoring;
- Annexation;
- Infrastructure; and
- Fiscal.

The following objectives VII.A through VII.F are associated with Goal No. VII.

### Planning Objectives

VII.A.1 Where feasible and consistent with fundamental land use policies of the City, encourage integration of development policies with adjoining governmental entities and with state government agencies.

#### Action Steps:

1. In locations abutting the boundary of another jurisdiction, encourage the use of similar and compatible land use patterns and density standards in both jurisdictions.
2. In locations abutting the boundary of another jurisdiction where the potential land uses and/or zoning districts in each jurisdiction are normally incompatible with each other, encourage the use of physical screening and landscaping buffers sufficient to separate and protect the less intensive land use.
3. Encourage unified transportation improvements through coordination of long range planning with the surrounding jurisdictions Nashville-Davidson County, Franklin,

Nolensville, Williamson County and the State of Tennessee.

VII.A.2 Assure integration of development policies with the preservation of historical and culturally significant properties/resources.

#### Action Steps:

1. Review existing development standards in the zoning ordinance for adequacy in protection of historically and culturally significant sites. Coordinate review effort and the identification of important sites with the Brentwood Historic Commission and Tennessee Division of Archeology. Amend ordinance as may be needed to better protect and buffer important sites from nearby development.

### Land Protection Objectives

VII.B.1 Enhance protection of hillside, flood-prone and historical areas involving public & private management control in addition to current zoning provisions.

#### Action Steps:

1. Establish a formal transfer of development rights program in the City of Brentwood. See Action step associated with Objective I.D.1.
2. Encourage private trust acquisition and leasing of important sites.
3. Encourage preservation as permanent open space by rezoning such areas to Open Space Residential Development (OSRD).

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**Community Involvement/Monitoring Objectives**

VII.C.1 Provide review of Comprehensive Plan/Goals & Objectives progress in assuring their implementation.

Action Steps:

1. In addition to the current capital improvements program, establish a formal mechanism for a public review and status report on the implementation of the Goals and Objectives at least every five years.
2. Staff should prepare a summary written report to the citizens every five years outlining accomplishments to date and identifying the areas of focus during the next five years based on the direction of the City Commission.
3. Establish a formal mechanism for periodically amending the plan via adoption of a resolution that provides adequate public notice and a process for receiving public input prior to approval of the amendment by the City Commission.

**Annexation Objectives**

VII.D.1 In territory adjoining the City where urban growth is expected, pursue a systematic and cost-effective program of annexation.

Action Steps:

1. Identify and formally endorse the City's projected urban growth area outside the existing city limits during the next 20 years where it anticipates the City's residential and commercial

growth will occur and urban services can be extended in an orderly, cost effective manner.

2. Obtain agreement from Williamson County on the urban growth area for Brentwood as required under state law.
3. Proceed with annexations in an orderly, systematic manner and provide urban services to new residents and property owners within the timetable specified in the approved plan of services.

**Infrastructure Objectives**

VII.E.1 Assure the adequate provision of a long-term water source to meet the community's growth and need.

Action Steps:

1. Project future water demands and obtain a long-term commitment from providers for purchasing a dependable and adequate supply of water to meet the long-term needs of a growing residential and commercial customer base.
2. Construct new water mains and tanks as may be needed to meet the demands for a reliable source of potable water and for adequate fire protection.
3. Maintain the existing water system in good working order through a systematic preventive maintenance program.

VII.E.2 Assure the adequate provision of wastewater treatment facilities to meet the community's growth and need.

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Action Steps:

1. Anticipate the future need and purchase sufficient treatment capacity from Metro Nashville to serve the requirements of a growing population and to protect the overall environment in Brentwood.
2. Construct new sewer lines and pump stations as may be needed to meet the demands for public sewer and to protect the environment.
3. Maintain the existing sewer collection system in good working order through a systematic preventive maintenance program.

**Fiscal Objectives**

VII.F.1 Continue a strong financial position for the City by maintaining or improving the current bond rating.

Action Steps:

1. Maintain or improve the City's bond rating from Moody's Investor's Service rating of Aa1 (or the equivalent rating should the rating system change).
2. Maintain sufficient reserves in the City's General Fund equivalent to at least 40% of the annual operating budget or approximately 5 months of expenditure obligations.
3. Place a higher priority on increasing the local option sales tax by ½ cent over property tax increases to make up any future revenue shortfalls.

*Chapter Three*  
**Development Options**

# Land Use

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**Existing Land Use.** There are approximately 29,899 acres within Brentwood's combined incorporated area and unincorporated urban growth area, as of 1998. The incorporated area includes 22,720 acres, or 76 percent of the combined areas total. The unincorporated urban growth area includes 7,179 acres, or 24 percent of the combined areas total.

Within the combined areas, as of 1998, approximately 16,754 acres, or 56 percent, are developed. The remaining 13,145 acres, or 44 percent, are undeveloped and classified as vacant or agricultural. The largest land use is single-family residential involving 14,997 acres, or 50 percent, of the total. After vacant and agricultural, commercial is the third largest use at 981 acres, or 3.4 percent, of the total. The remaining 776 acres, or 2.6 percent, of the total involve parks (318 acres), public/semi-public (316 acres), industrial (86 acres) and institutional (56 acres). A detailed description and location of existing land uses can be found in Appendix B, "Existing Land Use".

**Future Land Use Classification.** For planning purposes, future land use classifications identify use based on scale (i.e., ratio of housing units to acreage). Residential scale is defined in terms of density, while non-residential is defined in terms of intensity (i.e., ratio of building size to lot size).

Six general categories of land use are included in future purposes. The categories of land use, which do not constitute zoning districts, are identified as follows:

- Residential;
- Commercial;
- Industrial;
- Public;
- Service Institutional;
- Parks and Open Space.

The scale of specific uses under each general category is identified in the following.

**Residential.** Residential uses include two designations, 1) Low-Density Residential and 2) Medium-Density Residential. The two designations include the following:

- Low-Density Residential – all existing and future single-family detached uses that involve a gross density of one dwelling unit, or less, per acre; and,
- Medium-Density Residential – All existing and future single-family detached and attached uses that involve a gross density of more than one but less than twelve dwelling units per acre.

**Commercial.** Commercial uses include two designations, 1) General Commercial, and 2) Neighborhood Commercial. The two designations include the following:

- General Commercial – All existing and future commercial activities, including retail, services and offices, that are associated with major commercial centers in the north Franklin Road/Maryland Farms and Moores Lane/I-65 areas including retail shopping centers in excess of 75,000 gross square feet of floor area;
- Neighborhood Commercial – All commercial activities that are located within and supportive of residential uses where access to other commercial activities is limited. The location, size and mix of uses are determined by a market assessment of the residential area to be served.

Neighborhood Commercial associated with freestanding locations include the following designations: a) Convenience-scale; and, b) Neighborhood-scale. Neighborhood Commercial may

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also be located inside future group living retirement housing to support the needs of those residents. Convenience-scale is defined as 10,000 gross square feet or less of floor area. Neighborhood-scale is defined as in excess of 10,000 but less than 75,000 gross square feet of floor area. Future convenience- and neighborhood-scale commercial differs from existing neighborhood and convenience commercial in that the scale and design are intended to be more pedestrian-oriented and more compatible with nearby residential uses.

Industrial. Industrial uses include one designation, Light Industrial. The designation includes the following:

- Light Industrial – All existing and future industrial uses that involve limited assembly and storage and that are less than 75,000 gross square feet of floor area.

Public. Public uses include one designation, Public. The designation includes the following;

- Public-All existing and future administrative and service (but not educational) activities that are associated with local, state and federal governments and their agencies.

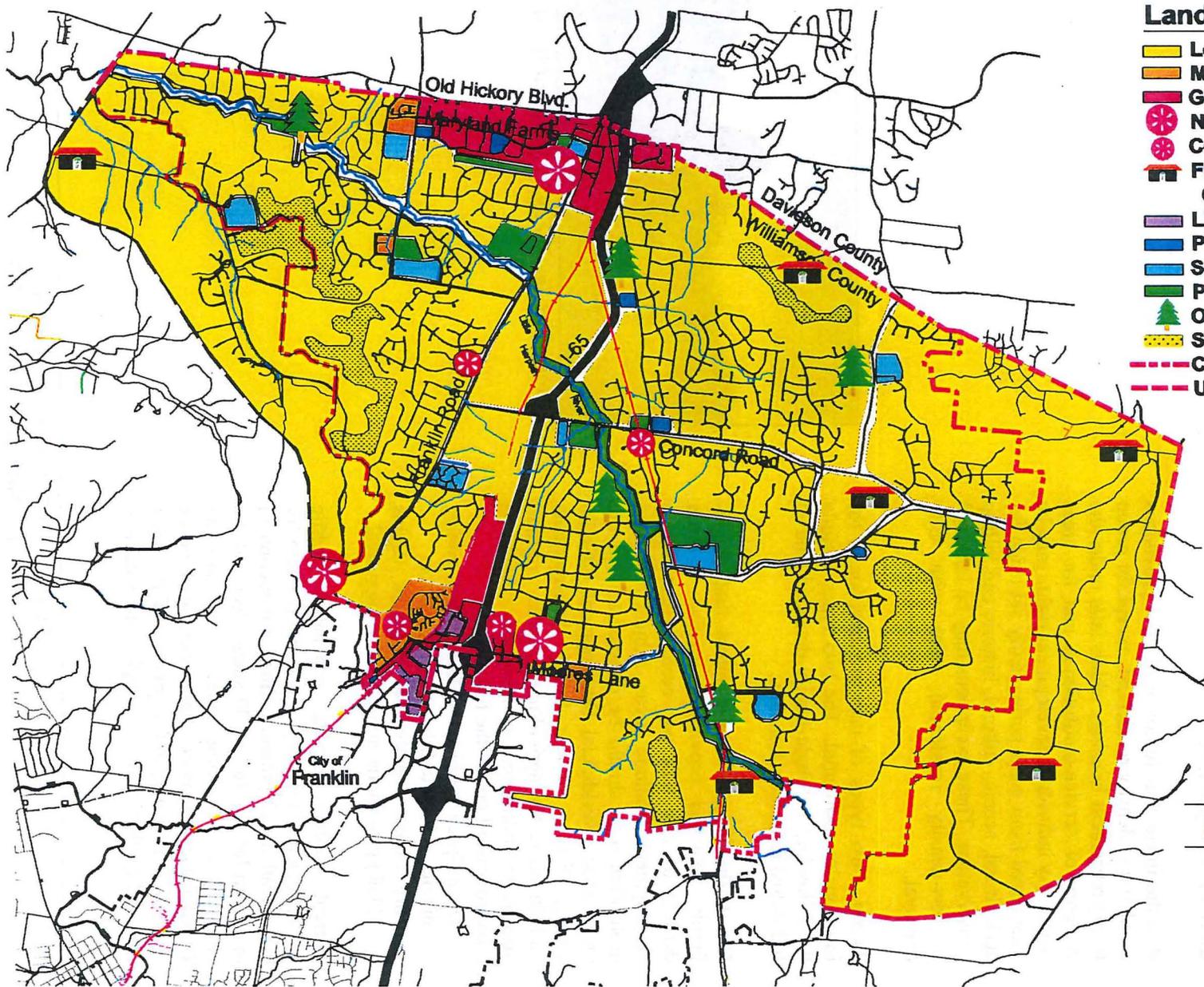
Service-Institutional. Service-Institutional uses include one designation, Service-Institutional. The designation includes the following:

- Service-Institutional-All educational, religious, community services, philanthropic, and cultural activities that are for the general use of the community, plus group living retirement/assisted care housing.

Parks and Open Space. Park and Open Space uses include public-controlled areas for

recreation. The term “Parks” includes developed sites that involve facilities and/or structured programs. The term “Open space” includes mostly natural sites that involve passive purposes.

**Future Land Use Map.** The Future Land Use Map identifies the location and extent of each land use classification as envisioned for Brentwood’s area incorporated as of 1998, plus its unincorporated urban growth area by the year 2020. The location and extent of each use is generalized and, in some cases, referred to as “zones” wherein any specific location is to be determined through additional criteria. The Future Land Use Map is intended to illustrate relationships between uses in creating a compatible and viable development pattern overall. The Future Land Use Map also serves as a policy guide in decision-making for zoning; however, the Future Land Use Map does not constitute zoning for an area or specific parcel. (*See the following Future Land Use Map.*)



### Land Use Legend

- Low-Density Residential
- Medium-Density Residential
- General Commercial
- Neighborhood Commercial (Existing)
- Convenience Commercial (Existing)
- Future Neighborhood/Convenience Commercial Zone
- Light Industrial
- Public
- Service Institutional
- Parks & Open Space
- Optional Future Park Zone
- Steep Hillside
- Corporate Boundary (1998)
- Urban Growth Area

Future Land Use  
**BRENTWOOD**  
 Tennessee



# Low-Density Residential Options

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**Purpose.** Of the 14,997 acres designated as residential use as of 1998, over 12,000 acres, 80-plus percent, are associated with low-density residential. Existing low-density residential is generally characterized as single-family detached involving densities of one or less gross dwelling units per acre.

It is the intent that future residential provisions involve low-density residential, except for group living retirement housing, which falls under the category of service-institutional, and for areas where any individual development rights may be transferred from areas permanently set aside for agricultural, scenic, cultural, historic and hilltop conservation. These exceptions may be included in low-density residential areas with City approval.

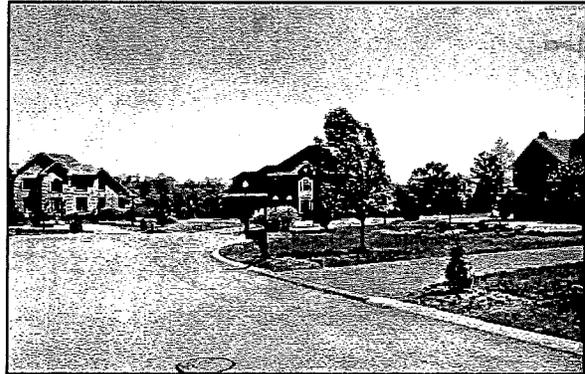
**Types.** Two types of uses are envisioned for low-density residential. The two types include the following: 1) Single-family detached, and 2) Individual retirement housing.

**Use Guidelines.** It is the intent that single-family detached provisions involve a gross density of one unit per acre. Where future developments include areas subject to flood protection, they should be directed toward the Open Space Residential Development (OSRD) zoning district. Where future developments include areas for agricultural, scenic, cultural, historic and hilltop conservation, they should be directed toward one of the following:

- Open Space Residential Development zoning district, subject to City approval; and /or,
- Any future Transfer Development Rights (TDR) provisions, subject to City approval.

Current OSRD zoning provisions, while involving a gross density of one unit per acre for the overall development, permits a reduction in minimum lot size to 14,000 square feet and the grouping of dwelling units. There are no Transfer Development Rights permitted under Brentwood's zoning code currently. TDR's are a commodity that may be bought and sold and

transferred to an alternative development in exchange for permanently setting aside an equal area/density for approved conservation purposes.



*Example of Single-Family Detached Housing*

# General Commercial Options

**Purpose.** General commercial involves community-scale uses including retail, services and offices. Most existing general commercial uses are located in association with major arterial thoroughfares including Franklin Road, Maryland Way, Church Street, Moores Lane and Mallory Lane. It is the intent to maintain general commercial provisions within these locations where access is more suitable and uses are more compatible.

In addition, it is the intent to ensure adequate general commercial provisions in serving the projected growth of Brentwood. This plan envisions three methods of ensuring future provision:

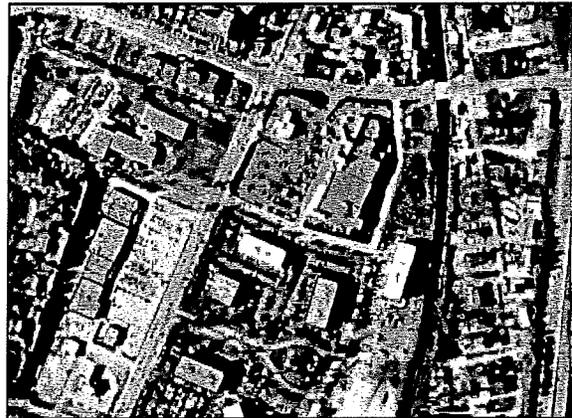
- Enhance the marketability of undeveloped areas that have commercial zoning currently;
- Intensify existing commercial areas that are underutilized currently; and,
- Maintain and enhance the long-term potential of existing commercial areas that are viable currently.

Three specific areas are targeted for action in conjunction with the above methods. The areas are identified as follows:

- Undeveloped tract of commercially-zoned property (Mallory Park), plus adjoining undeveloped residentially-zoned property (Spires Tract), that is located adjacent to the west side of I-65, east of the CSX railroad and north of the Service Merchandise corporate headquarters;
- Pewitt Drive area that generally extends from Old Hickory Boulevard to Church Street and from Franklin Road to I-65; and,
- Undeveloped portions of Maryland Farms.

The general provisions for each of the three locations are characterized in the following.

**Types.** A greater mix of uses is envisioned in each of the three locations. The types of uses included are 1) retail, 2) services and 3) offices.



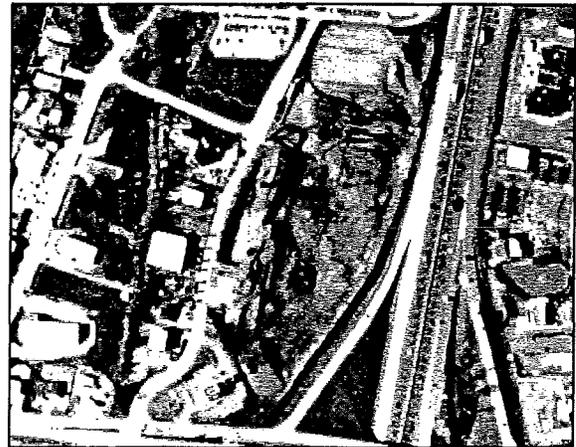
*Pear Tree Village and H.G.Hills  
Shopping Centers*



*Moores Lane at I-65*

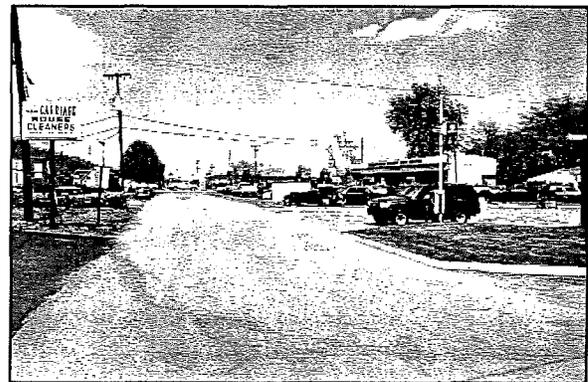
**Use Guidelines.** A greater mix of uses is encouraged in order to enhance the market attraction and reduce trips between commercial activity centers. The recommended mix of uses for each of the three locations is identified in the following.

125-Acre Mallory Park Area (including the adjacent 75-acre Spires Tract). While it is envisioned that development in this area will be primarily oriented to office uses, there should also be provisions for specialty retail, food services and business support services in order to promote trip reduction between this and other commercial activity centers. Also, consideration should be given to structured parking.



*Mallory Park Area*

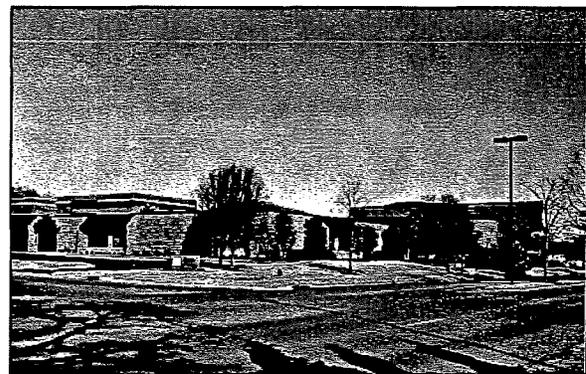
Pewitt Drive Area. This area represents Brentwood's original "town center" and is characterized by a mixture of commercial uses of a small scale that was appropriate for the earlier, smaller community. It is envisioned that this area undergo redevelopment that includes provisions for the following uses: retail, food service, entertainment, personal services, offices, and business-support services. It is further envisioned that the area include alternative parking arrangements such as structured parking.



*Pewitt Drive Area*

Maryland Farms. In promoting trip reduction between this and other activity centers, it is envisioned that undeveloped areas of Maryland Farms involve uses associated with food service and specialty retail. Additional business support services are also envisioned.

**Design Guidelines.** The three areas have design considerations that are distinct from one another. The Mallory Park area is still in a natural state with limited development surrounding. Maryland Farms, which is mostly developed and has adjoining residential uses, will require a "shoe horn" approach to retro-fitting the area with a greater mix of uses. The Pewitt Drive area, which involves several property owners



*Maryland Farms*

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and restrictive access, will require a comprehensive approach with public support. Design guidelines for the Mallory Park area and the Pewitt Drive area are identified in the following:

Mallory Park Area. As a public/private effort, several options are recommended for improving Mallory Park's commercial marketability. These options include the following:

- Northern access utilizing a new thoroughfare that would connect the site to Concord Road through the vacant property parallel to and west of the railroad;
- Southern access improvement that would involve construction of the missing section of Mallory Lane and connect with the new northern access;
- Expansion of commercial zoning to include the 75-acre undeveloped tract immediately adjacent to the north;
- Greater mix of commercial uses to attract more activity;
- Integration of design with a future light-rail transit station;
- Structured parking; and,
- Improvement of industrial area appearance.

Pewitt Drive Area. Several options are recommended for commercial redevelopment of the Pewitt Drive area. These options include the following:

- Bridge the railroad so that development can directly access Franklin Road and Wilson Pike;
- Increase the building intensity to permit a higher floor area to land ratio (e.g. taller buildings, more building square feet per acre);
- Include a parking structure to serve the entire development;

- Improve I-65 access through alternative ramping;
- Create a greater mix of commercial uses that includes retail, food services, entertainment, services, offices and business support services;
- Locate pedestrian-scale structures along the east side of Franklin Road that are compatible with the west side; Increase the height of structures within the interior of the site where the grade naturally drops from Franklin Road;
- Widen Franklin Road;
- Provide public support in the acquisition of property to facilitate infrastructure improvements and to assure a unified development; and,
- Integrate design with a future light-rail transit station.

# Neighborhood Commercial Options

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**Purpose.** Brentwood has few provisions currently for convenience – and neighborhood – scale commercial uses. (Convenience uses include small daily needs such as individual food items, automotive fuel, video rental, etc; and, neighborhood uses include weekly type retail and services such as grocery, pharmacy and personal services). As population increases and corporate boundaries expand, residents in the expansion areas face longer trips in conjunction with the current commercial provisions. Not only do these longer trips consume an inordinate amount of time, they waste fuel and they contribute to the already congested traffic situation within the community's center.

The provision of commercial uses in closer proximity to residents in expansion areas is intended to reduce the length of trips associated with frequent needs. The provision is also intended to reduce the number of trips to the community's center.

Selected commercial uses should also be provided within group living retirement housing locations where the number of residents can support such activities. The intent in including selected commercial uses within group living retirement housing is to assure that the less mobile segment of the population has access to essential services.

**Types.** Future convenience and neighborhood commercial uses should be directed toward a scale, appearance and access that is more compatible with nearby residential areas.

Three types of neighborhood commercial are envisioned: 1) Convenience-scale commercial in freestanding locations associated with residential expansion areas, wherein the uses and scale would be guided by commercial assessment of the service area specific to residences in close proximity to the provision; 2) Neighborhood-scale commercial in freestanding locations associated with residential expansion areas

wherein the use and scale would be guided by a commercial assessment of the service area specific to residences in general proximity to the provision; and, 3) Group living retirement housing provisions involving internally-serving locations.

**Use Guidelines.** Uses should be associated and compatible with the residential areas that they serve. The commercial uses associated with the general population are different from many of those associated with the retirement segment. In general, compatibility should include the following use considerations:

- Limited service area involving nearby residential locations;
- Limited operating hours during the nighttime; and;
- Limited lighting and noise impact.

Convenience-Scale Commercial. Commercial associated with convenience-scale provisions should involve the lesser type of use and scale. This use typically involves the following:

- Frequent food/drink products such as bread, milk and other small packaged items;
- Coffee and pastry bar (limited seating); and;
- Automotive fuel (2-6 pumps).

Neighborhood-Scale Commercial. Commercial associated with neighborhood-scale provisions should involve moderate type of uses and scale. These uses typically involve the following:

- Grocery involving mid-size bulk items;
- Specialty items such as bakery, floral, reading materials, video rental, etc.,
- Automotive fuel (2-12 pumps);
- Food service (1-50 seats);
- Pharmacy;
- Clothes cleaning (pick-up only);
- Personal care services; and;
- Banking.

Group Living Retirement Housing. Larger group living retirement housing should permit selected commercial uses that are exclusively for

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residents of a specific development. These uses typically involve the following:

- Limited retail and services such as food services, personal care services, pharmacy, personal banking, etc.;
- Medical office for consultation, limited lab and therapy;
- Fitness; and;
- Meeting and recreation.

**Design Guidelines.** Commercial provisions should be compatible in design to the residential areas with which they are associated. Each type should follow specific design guidelines including the following.

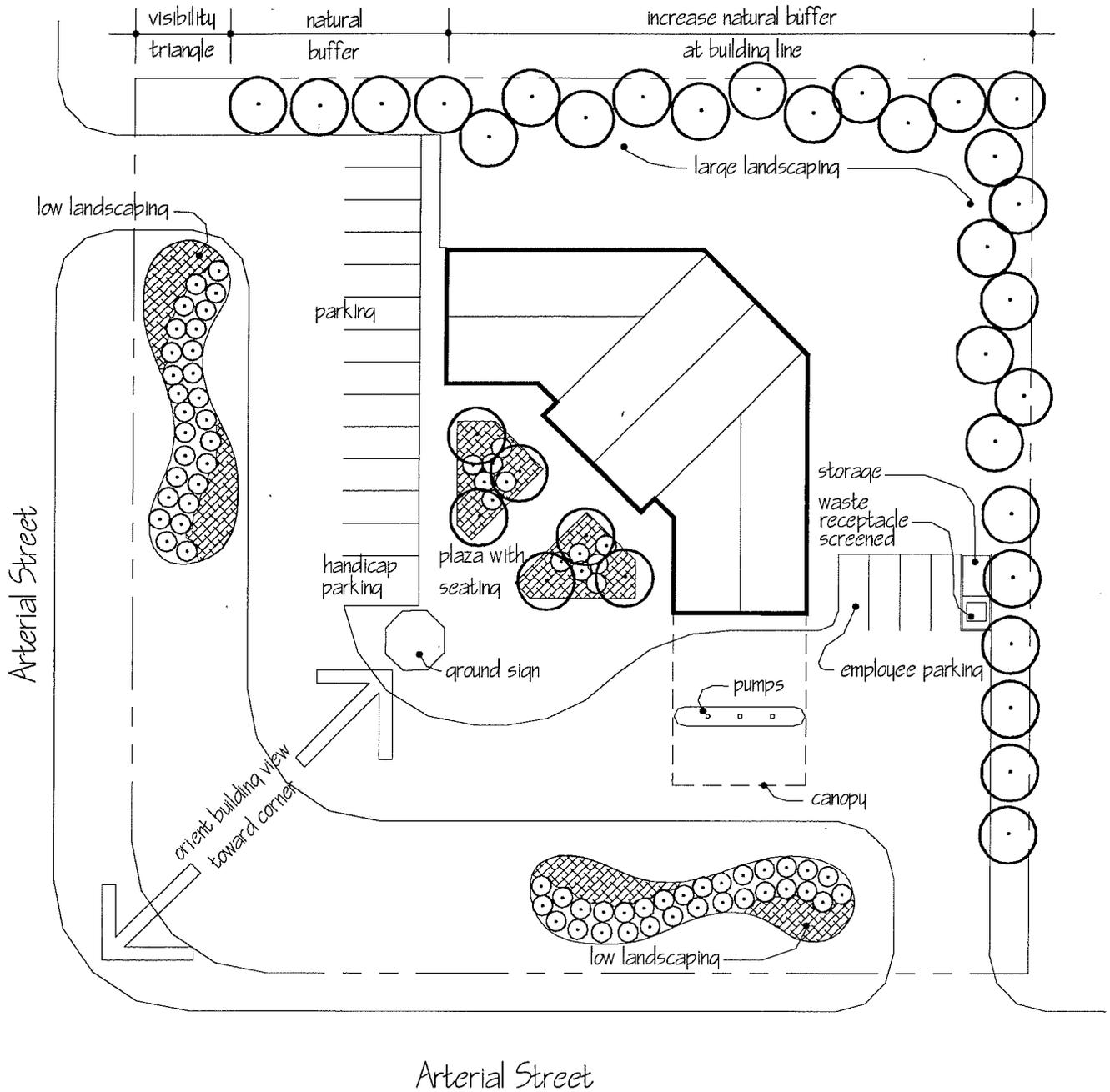
- Pedestrian orientation with pedestrian-scale architecture and pedestrian improvements including sidewalks, seating, lighting and landscape shading.
- Unified architectural design including building placement and appearance;
- Pitched roof, brick or stone facade and porch with columns entry;
- Ground signage;
- Underground utilities;
- Parking located to the side or rear of buildings;
- Storage and disposal areas located to the side or rear of buildings and permanently screened;
- Landscape buffers in conjunction with adjoining residential uses;
- Directional lighting; and,
- Building front orientation toward major thoroughfare.

**Location Guidelines.** Freestanding types of neighborhood- and convenience-scale commercial should be located on arterial streets, preferably with corner locations. Commercial provisions within group living retirement housing should be located internally within freestanding living facilities with regard to the overall site.

**Location Zones.** In conjunction with residential expansion areas, several optional neighborhood-

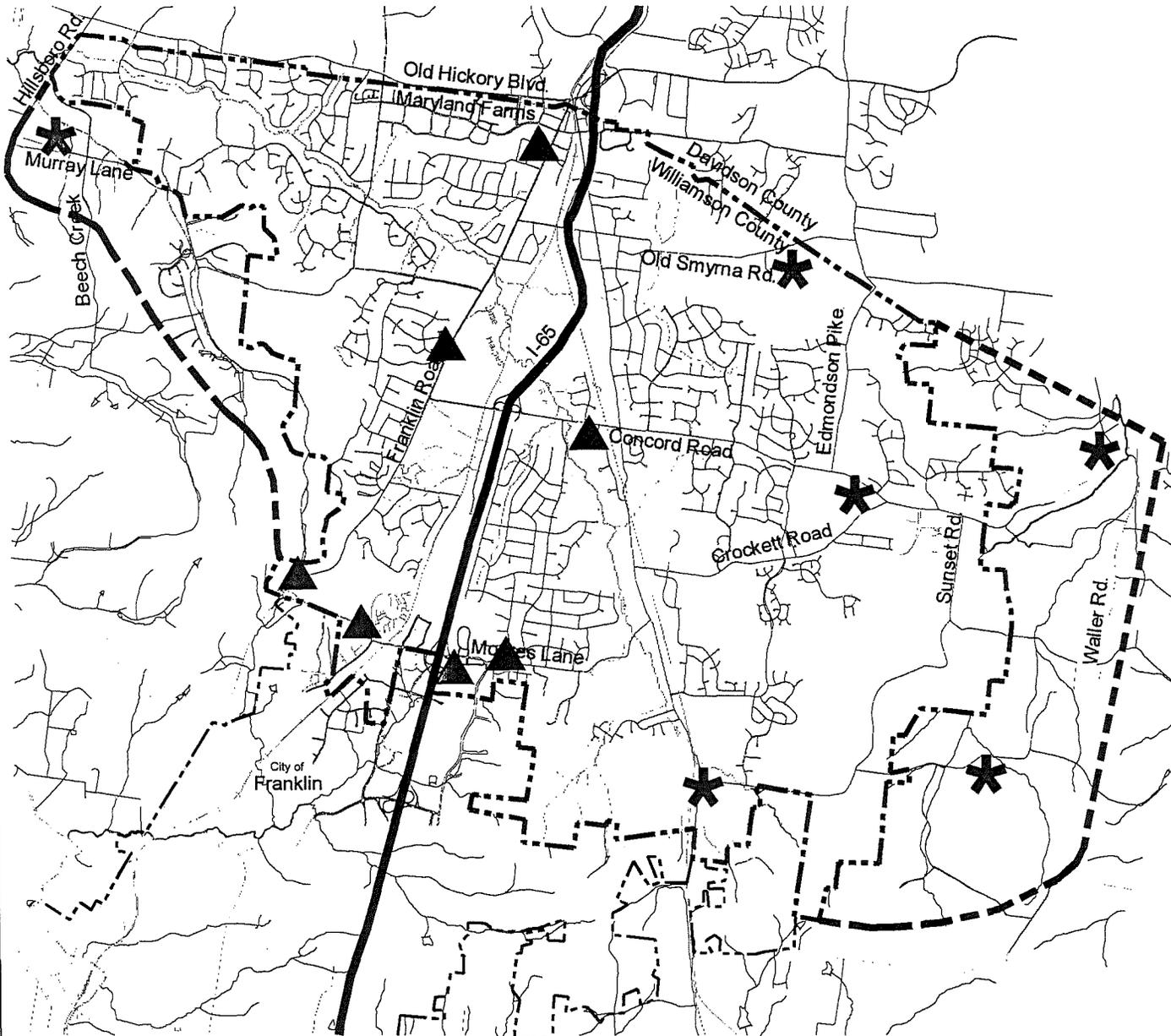
and convenience-scale commercial zones are identified for future provisions. These location zones are identified in the following:

- Concord Road (from Edmondson Pike to Crockett Road);
- Concord Road (from Sunset Road to Waller Road);
- Murray Lane (from Hillsboro Road to Beech Creek Road); and,
- Green Hill Boulevard at relocated Old Smyrna Road.
- Wilson Pike near Split Log Road;
- Split Log Road near Sam Donald Road;



## SINGLE USE COMMERCIAL EXAMPLE

For illustration Purposes Only, Example based on one acre, 5000 gross square feet of building, 22 total parking spaces (13 standard, 4 pumpside, 4 employee, 1 handicap), 3 fuel pumps, 20% minimum pervious/ landscaped area. See Zoning Code for applicable requirements.



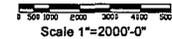
**Legend**

- ▲ Existing Convenience and Neighborhood Commercial Location
- \* Future Convenience and Neighborhood Commercial Zones

**Optional Zones for Convenience-Scale Commercial in Freestanding Locations**

**BRENTWOOD**

Tennessee



# Service-Institutional Options

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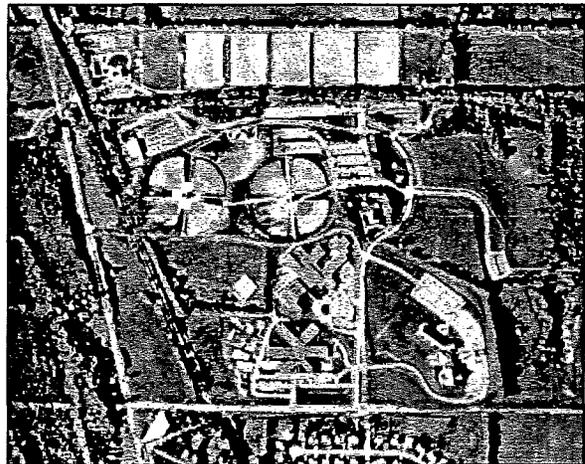
**Purpose.** Growth in residential population has associated with it a concomitant increase in educational, religious, community, cultural and philanthropic services. It is Brentwood's vision to provide for such services through integrating their functions and locations in creating centers of communitywide activity. It is also part of the community's vision that future services – institutional provisions include group living retirement housing.

Service – Institutional locations are not delineated on the Future Land Use Map due to the special criteria associated with approving their location. Group living retirement housing optional zones are delineated on the Group Living Retirement Housing Optional Zones Map.

**Types.** Six types of uses are envisioned for service-institutional. The six types include the following: 1) Schools, 2) Worship places, 3) Community services (non-profit), 4) Cultural/Civic centers, 5) Philanthropic administrative and housing centers and 6) Group living retirement/assisted care housing.

**Use Guidelines.** A greater mix of Service-Institutional and related uses is encouraged in order to create communitywide activity centers, reduce trips between activity centers and share resources. Educational, religious, community, cultural and philanthropic services should be co-located where possible in creating multiple-use centers. Group living retirement housing should also be co-located with these services where possible in reducing trips between housing and services. Recreational provision should also be coordinated with service-institutional locations where possible.

**Design Guidelines.** Service-institutional uses should be compatible in design to the residential areas with which they are associated or located nearby. Each type should follow specific design guidelines including the following:



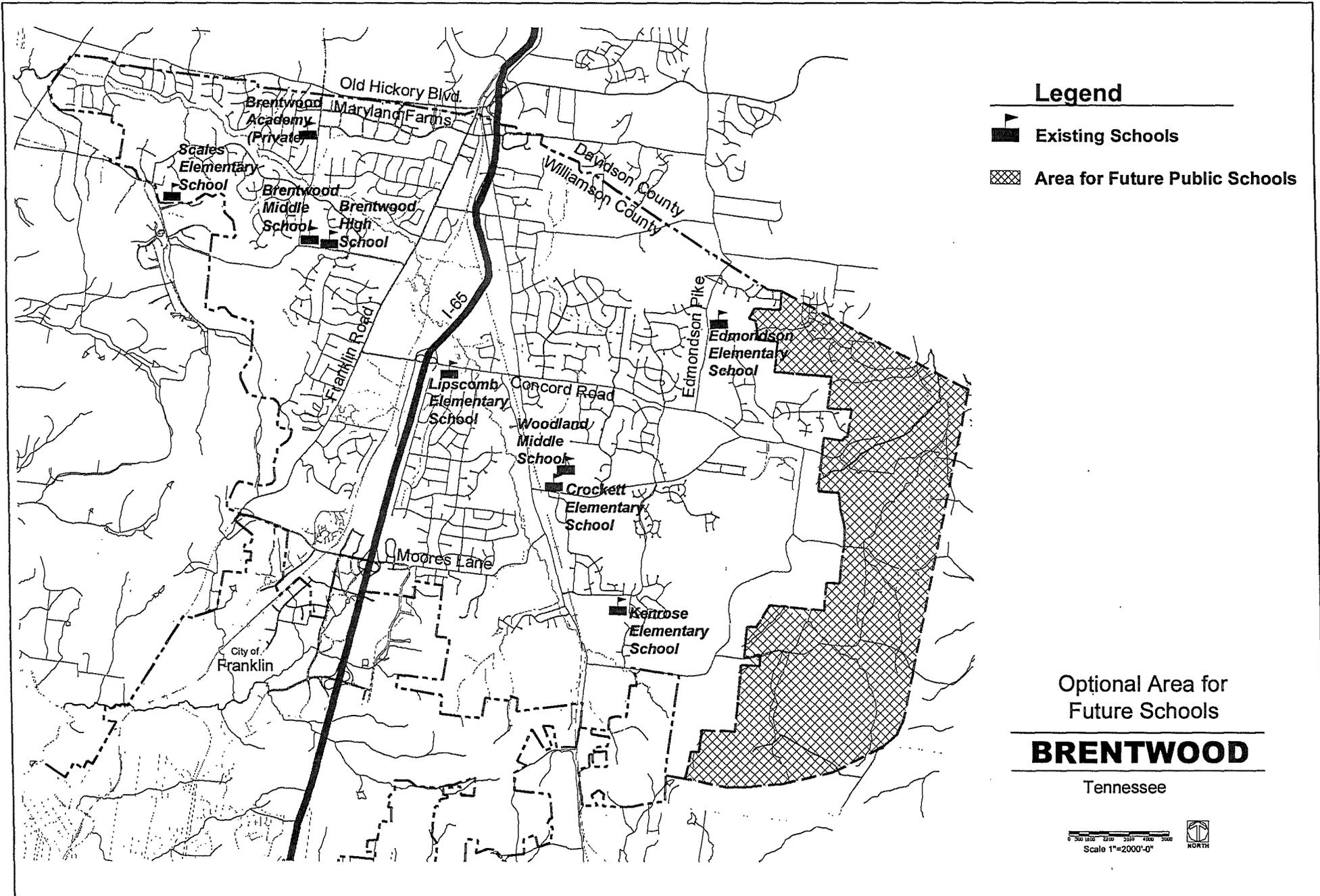
*Crockett Park, School and Church*

- 
- Pedestrian orientation with pedestrian-scale architecture and pedestrian improvements including sidewalks, seating, lighting and landscape shading;
  - Unified architectural design including building placement and appearance;
  - Pedestrian and bicycle connections with the community's recreational and greenway provisions where possible;
  - Ground signage;
  - Underground utilities;
  - Parking located to the side and rear of buildings;
  - Storage and disposal areas located to the side and rear of buildings and permanently screened;
  - Landscape buffers in conjunction with adjoining residential uses;
  - Directional lighting;
  - Shared access, circulation and parking where possible.

**Location Guidelines.** All service-institutional uses should be located on arterial streets. Future schools should be located in conjunction with existing and future recreational provisions where possible. While the provision of public schools is a function of Williamson County, Brentwood should continue to provide local guidance in location selection. This plan identifies zones wherein the location of schools can be integrated with other community services and amenities.

**Location Zones.** Optional location zones for group living retirement housing are identified in the Retirement Housing Options section. The need for a new public high school has been identified as an option for the newly annexed and future growth areas in the eastern portion of the City.

*(See the following Optional Zones for School Map.)*



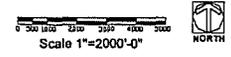
**Legend**

-  Existing Schools
-  Area for Future Public Schools

Optional Area for  
Future Schools

**BRENTWOOD**

Tennessee



# Retirement Housing Options

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**Purpose.** Persons of retirement age are increasing significantly in Brentwood both in actual number and percent share of the total population. Retirement provisions are different from the types of housing, infrastructure, services and amenities currently provided in Brentwood. More compact development, more intense provision of waters and wastewater facilities, greater access to essential services, specialized wellness and recreation provisions and additional safety precautions are characteristic of retirement provisions.

In responding to the challenge of retirement provisions, there should be mitigating efforts to offset the impact. Among the mitigating efforts to be considered are the following.

Compact Development Mitigation Options. One option to offsetting the impact of more compact development is reserving a comparable area that is currently undeveloped for natural conservation, outdoor recreation and/or agricultural purposes. The reservation of offsetting area may involve private and/or public action. One of the related objectives of the community is the further conservation of natural areas and provision of outdoor recreational areas.

Infrastructure Mitigation Options. One option to offsetting the impact on water and wastewater facilities is limiting household size. The typical limit is two persons and two bedrooms.

Access Mitigation Options. One option to offsetting the impact of greater access to essential services is to locate developments within walking distance of current service locations. A second option is the provision of connecting transportation services by the retirement development. A third option is to include selected services with the retirement development.

Wellness and Recreation Mitigation Options. One option to the impact of specialized wellness

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and recreation provisions is to locate developments within walking distance of current wellness and recreation locations. A second option is the inclusion of wellness and recreation provisions with the retirement development.

**Safety Mitigation Options.** One option to the impact of additional safety precautions is to orient the retirement development toward pedestrian use. The orientation may include a greater mix of uses in minimizing the need for vehicular trips. A second option is the inclusion of safety personnel with the retirement development to assist residents.

In further responding to the challenge of retirement provisions, there should be limits placed on the total number of housing units and the timing for retirement developments. Provisions should be proportional to the number of retirement age persons within Brentwood at a given time. Additional consideration should be given to retirement-age parents of Brentwood residents. Provisions of alternative types should be governed by the State certificates of need for skilled care.

**Types.** Two general types of retirement housing are envisioned: 1) Individual; and, 2) Group Living. Within the Group Living type, three stages are included: a) Independent; b) Congregate Living; and, c) Skilled Care. It is further envisioned that each type of group living retirement housing involve a "life estate" ownership and occupancy. The concept of life estate assumes one overall ownership and management entity for each retirement development.

**Use Guidelines.** The Individual type retirement housing should be limited to the single-family and duplex dwelling units within an overall development plan. The incorporation of single-family retirement housing within a conventional OSRD is appropriate provided that the ratio of single-family retirement housing units in a particular development is comparable to the



*Example of Congregate Living Stage*

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ratio of retired persons to the total population for Brentwood. The Group Living type retirement housing should permit one or more of the three stages – Independent, Congregate Living and Skilled Care.

Larger Group Living type retirement housing should also permit supporting uses that are exclusively for residents of a specific development. These supporting uses typically include the following:

- Limited retail and services such as food services, personal care services, pharmacy, personal banking, etc.;
- Medical office for consultation, limited lab and therapy;
- Fitness; and,
- Meeting and recreation.

**Design Guidelines.** Individual retirement housing should follow density guidelines as delineated in the Open Space Residential Development (OSRD) provisions; however, the OSRD provisions should be made to allow housing units on lots as small as 10,000 square feet for the retirement designation. Group Living type retirement housing should follow specific design guidelines including the following:

- Pedestrian orientation with pedestrian-scale architecture and pedestrian improvements including sidewalks, seating, lighting and landscape shading;
- Unified architectural design including building placement and appearance;
- Common open space with connections to the communitywide system where feasible;
- Bikeways with connections to the communitywide system where feasible;
- Recreational and fitness provisions; and,
- Separation of vehicular traffic from pedestrian areas.

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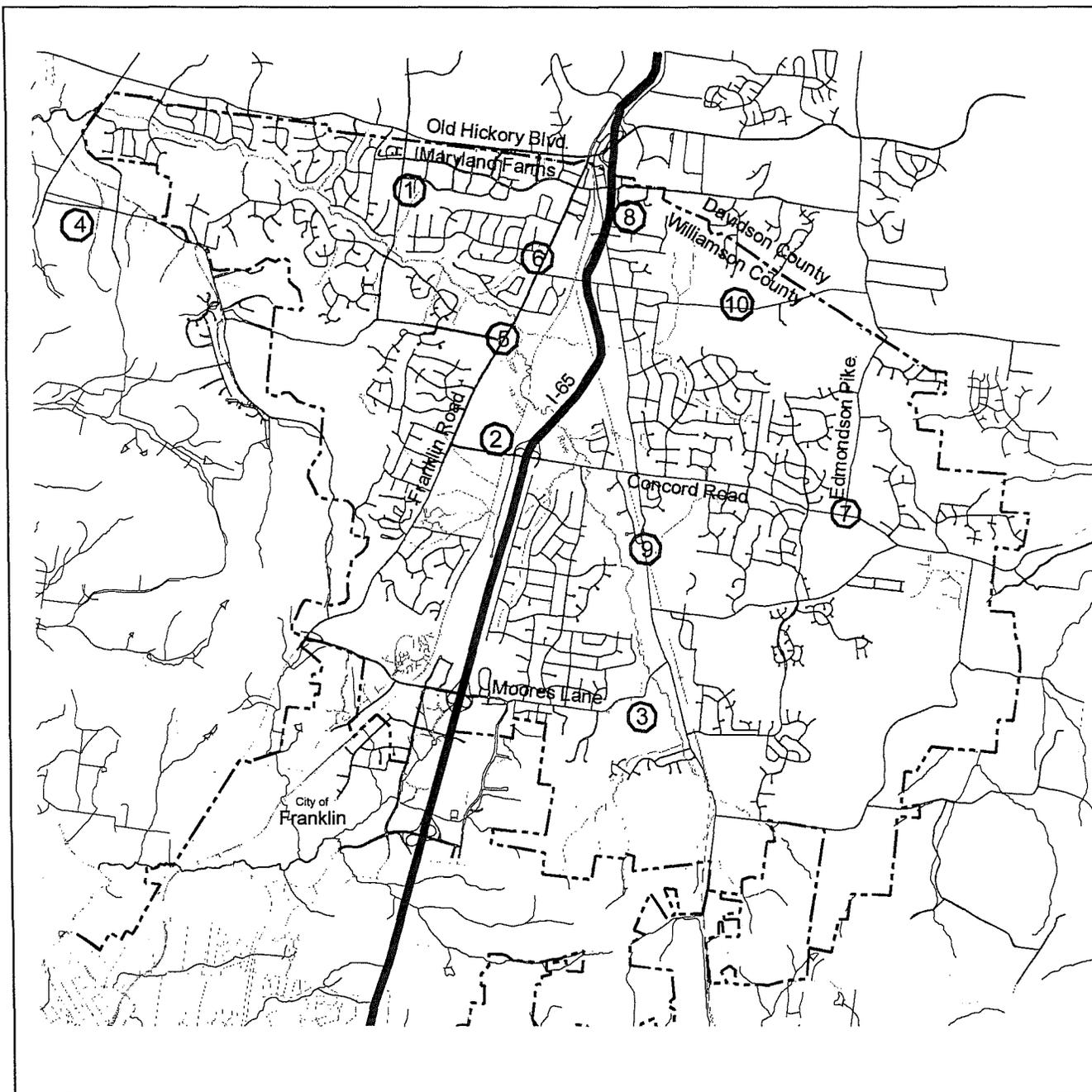
**Location Guidelines.** Individual retirement housing should follow location guidelines similar to current Open Space Residential Development (OSRD) provisions. Group Living type retirement housing should follow specific location guidelines including the following:

- Within walking distance of essential services such as supporting commercial, medical, recreation, worship, etc.;
- Adjacent to an arterial street (the site access may be a collector street that intersects with the adjoining arterial street); and,
- Within areas that have adequate fire protection such as water line capacity and emergency service.

**Location Zones.** Brentwood's zoning provisions and required market study/certificate of need should determine the specific location, use, size and design of retirement facilities. While additional and/or alternative locations may be identified in the future, the following optional zones should be considered for locating retirement housing:

- South of Virginia Way and east of Granny White Pike;
- Northwest quadrant of Concord Road/I-65 interchange;
- Moores Lane near Wilson Pike;
- Murray Lane near Beech Creek Road;
- Murray Lane at Franklin Road;
- Baptist Church vacated site;
- Concord Road at Edmondson Pike;
- Wilson Pike south of Overlook Park;
- Wilson Pike between Concord and Crockett Roads; and,
- Old Smyrna Road.

The inclusion of these zones should not presume the utilization of each and every one. Instead, the zones should be considered, along with any future identified zones, as options from which the optimum one(s) may be determined. To the extent that the optimum one(s) meets the community's need, the remainder may not be necessary for retirement housing.

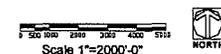


**Optional Group Living Retirement Housing Zones**

- ① South of Virginia Way and east of Granny White Pike
- ② Northwest quadrant of Concord Road/I-65 interchange
- ③ Moores Lane near Wilson Pike
- ④ Murray Lane near Beech Creek Road
- ⑤ Murray Lane at Franklin Road
- ⑥ Baptist Church vacated site
- ⑦ Concord Road at Edmondson Pike
- ⑧ Wilson Pike south of Overlook Park
- ⑨ Wilson Pike between Concord and Crockett Roads
- ⑩ Old Smyrna Road

**Optional Zones for Group Living Retirement Housing**  
**BRENTWOOD**

Tennessee



# Recreational Options

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**Purpose.** Parks and open space are important contributors to the high degree of quality of life that Brentwood residents enjoy. The existing “rural” or open space feel of the area is one of the features that help to define Brentwood’s identity. As the population continues to increase, so will the demand for recreational services.

In expanding the quantity and quality of Brentwood’s parks and open space provisions, an attempt should be made to create a cohesive system of parks and open space that preserves and enhances the rural character of the community while providing for the recreational needs of a diverse population.

**Types.** Two general types of recreational provisions are envisioned: 1) Parks; and, 2) Open Space. Park provisions are further divided into two types: a) Active; and, b) Passive.

**Use Guidelines.** Uses should be limited by the type of recreational provision and include the following:

Active Parks. Uses should include athletic facilities for both active and passive uses with provisions for organized athletic programs and field lighting for night play.

Passive Parks. Primary uses should include picnic, sitting and pedestrian activities. Landscape and public art features may be included. Where feasible, passive parks may involve limited athletic uses including outdoor basketball goals, sand volleyball courts and open turf areas for free play.

Open Space. Uses of open space should involve buffering/screening of conflicting uses and preservation of areas with unstable soil conditions and steep terrain, floodplains, culturally significant areas and other quality natural resource areas including farmlands and areas with major vegetation.

Dedication of land to be used as park and open space provides is one mechanism for protecting scenic and natural resources.

**Design Guidelines.** Individual parks should incorporate some common design element in creating a unified system. Other improvements should have specific design guidelines that reflect the character of adjoining uses and the needs of the immediate area. Guidelines for future active and passive parks should include the following:

- A unified signage system;
- Adequate lighting for security and/or nighttime activities;
- Large and small landscaping;
- Multi-use trails;
- Barrier-free accessibility; and,
- Furnishings including seating, bike racks, trash receptacles and drinking fountains.

An attempt should be made to physically link, through trails and greenways, parks and open space with major activity areas including residential areas, schools, civic spaces and historic/cultural facilities.

Open space should follow guidelines similar to the buffering/screening standards in the City’s current zoning ordinance. Developers should be encouraged to include private open space in new residential developments.

**Location Guidelines.** As a general guideline, a community-scale park (20-100 acres) should be located within three miles of the population it is intended to serve. Neighborhood parks (5-20 acres) are generally located within 2 miles, and mini-parks, or tot lots (0.5-5 acres) are located within 1 mile of their service population. (*A more complete description of parks classification criteria is found in Appendix D – Parks, Recreation and Open Space Assessment*).

Areas with quality natural features and/or development constraints may be preserved and enhanced as components of a community

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recreation plan. The following general types of natural features are included for consideration:

- Stream corridors;
- Hillsides;
- Historically and culturally significant areas; and,
- Areas with major natural vegetation.

Stream Corridors. Stream corridors have potential for being enhanced with low-impact amenities (*i.e.* trails, picnic tables) as passive recreational areas. It is recommended that the City expand, through acquisition and land dedication, the existing River Park to include properties along or near the river from Franklin Road to Split Log Road. This River Corridor Park could then become the “spine” of a communitywide greenway system.

Hillsides. Development in areas with hillsides with slopes greater than 15% should be preserved as permanent open space by rezoning to OSRD. Any future residential development plans should include such provisions as part of their submission.

Historically and Culturally Significant Areas. OSRD zoning should be encouraged in areas with known historical, cultural and archaeological sites in order to preserve and protect the quality of the site.

Areas with Major Natural Vegetation. OSRD zoning should also be encouraged in any future development of natural areas containing stands of significant natural vegetation.

**Location Zones.** Individual recreational provisions should be driven by population growth and demand in the targeted areas. Targeted locations for active parks include the following locations:

- Newly annexed and future growth areas in the eastern portion of the City; and,
- Available land adjacent to any future school site.



*Little Harpeth River Corridor Park*

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Targeted locations for passive parks include the following locations:

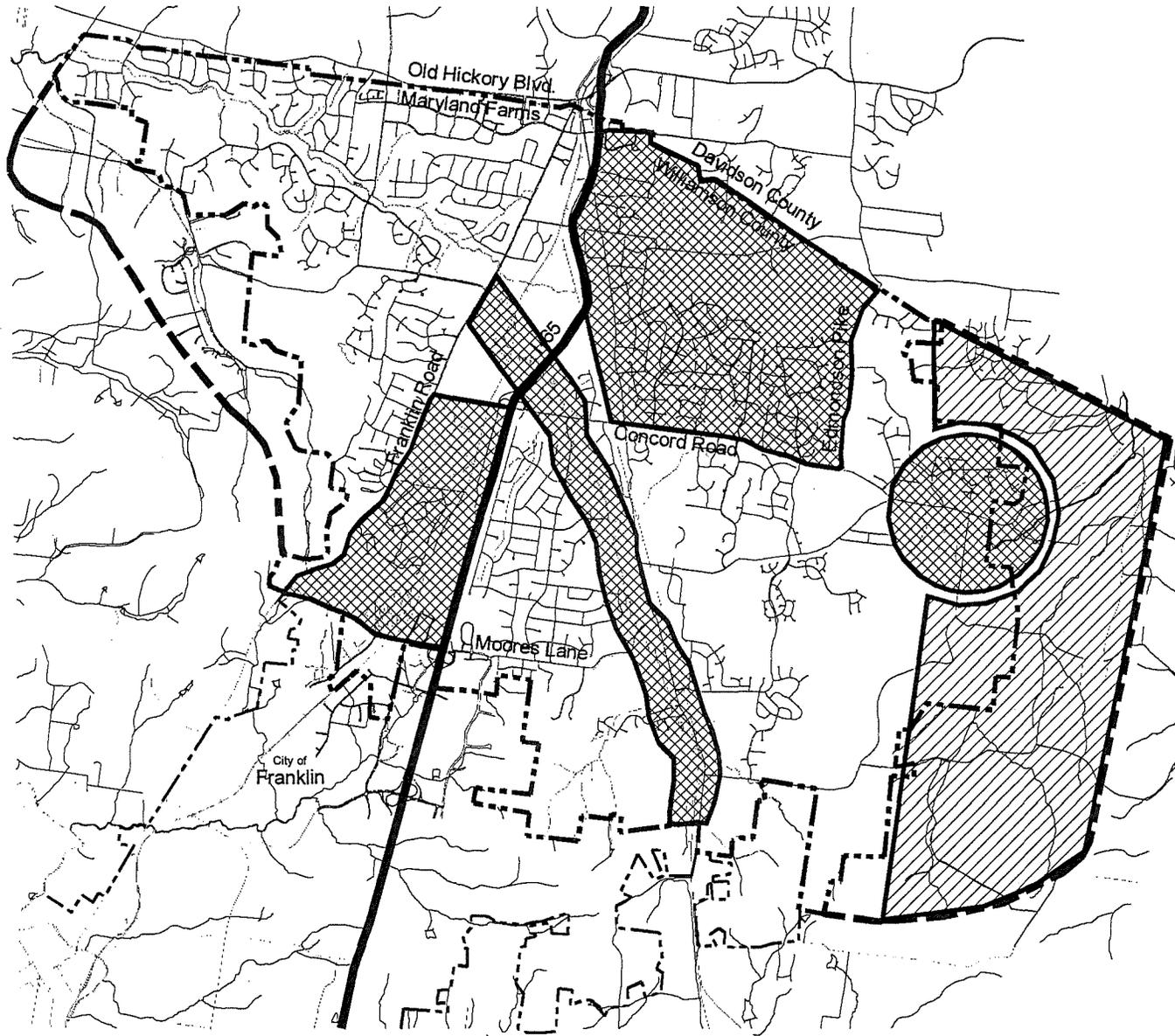
- The southwest area of the City bordered by Franklin Road, Concord Road, I-65 and Moores Lane;
- The northeast area bordered by Concord Road, the CSX Railroad/I-65, northern city limits and Edmondson Pike;
- The Concord Road/Sunset Road area; and,
- The Little Harpeth River Corridor.

Additional passive park/plaza areas might be located in conjunction with future public/civic facilities. Future retirement housing locations should also include provisions for passive recreation and open space areas.

While additional and/or alternative locations may be identified in the future, the following optional zones should be considered for locating future passive parks and open space:

- Property adjacent to Scales School;
- Property between the River Oaks and Laurelwood subdivisions;
- Property between Mooreland Estates and Willowick;
- Property between Wilson Pike and I-65;
- Agricultural land on Old Smyrna Road;
- Property across from Edmonson Elementary School; and,
- Property in the Splitlog/Ragsdale Road area.

Targeted park locations are depicted in the following map.



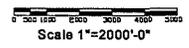
**Legend**

-  Targeted Locations for New Passive Parks
-  Targeted Location for New Active Park

**Future Park Zones**

**BRENTWOOD**

Williamson County, Tennessee



# Scenic, Cultural, Historic & Farmlands Options

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**Purpose.** Brentwood is a scenic community that has traditionally been defined by its residential and pastoral character, forested hilltops and historical heritage. In recent years, Brentwood has also become increasingly associated with regional employment and retail activities. This shift in the City's "sense of place", combined with increasing development pressures for a dwindling supply of land resources, has left Brentwood's traditional scenic and rural character threatened. The existing zoning structure, which maintains an overall low density and includes the OSRD zoning classification, has helped maintain the City's current visual quality; however, further actions are warranted in sustaining the traditional scenic character, hilltops and cultural and historical heritage.

**Types.** The following types of provisions have been identified as contributing to the traditional character of Brentwood and are worthy of enhanced protective and/or innovative zoning controls:

- Road corridors, including designated scenic corridors;
- Hilltops;
- Historically and culturally significant areas; and,
- Farmlands.

**Road Corridors.** There are numerous road corridors that contribute to the traditional character of the community. These corridors are frequently associated with a pastoral quality that residents of the City seek to maintain. In maintaining this character, two types of road corridors are identified. The first type involves the City's arterials. The second type involves designated scenic corridors, identified during the planning process. Both types have specific use, design and location guidelines associated with them. These guidelines are identified in the following.

Use Guidelines. Uses on arterial segments with

an existing pastoral character should generally be limited to agricultural or residential. Uses on scenic road corridors should be limited to those that reflect the character of existing development on the identified corridor segment.

Design Guidelines. Road corridor design guidelines are intended to maintain an open and undeveloped character along arterials and/or conserve the historic character of development along designated scenic corridors. In maintaining these characteristics, the following design guidelines are recommended.

- Arterial Corridors - Design guidelines should apply to existing and future arterials and state highways through the following provisions:
  - ♦ For future subdivisions located on arterial roadways, preserve open space that will buffer development from the arterial through application of OSRD zoning. On Franklin Road, in particular, minimum 3 acre lots and minimum 175-foot front building setbacks are recommended. On other arterials, 150-foot wide linear buffer strips are recommended between the arterial roadway and development;
  - ♦ Also, for future subdivisions located on arterial roadways, greater landscaping within the buffer that will screen development from adjacent land uses and the arterial is recommended;
  - ♦ Grass medians on new arterial road construction and state highways in creating landscaped boulevards where such improvements do not adversely impact adjacent residential dwellings are recommended; and,
  - ♦ Burial of transmission lines on new arterial road construction is recommended.
- Scenic Road Corridors - Designated scenic road corridors should have design guidelines assuring that future development and road construction do not detract from the existing

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scenic character. Where appropriate, design guidelines should include the following:

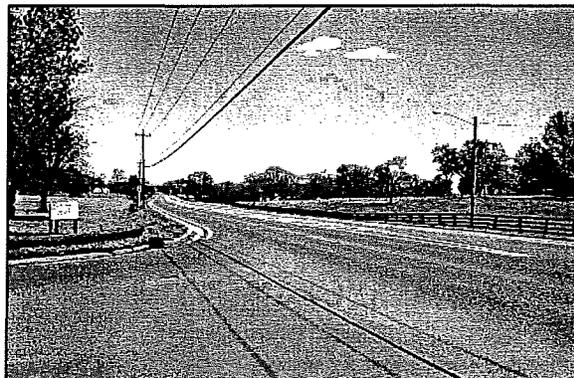
- ◆ Increased building setback from the corridor; and,
- ◆ Maintenance of large lot residential zoning;

Location Guidelines. In road corridors designated for specialized treatment or protection, the following guidelines are recommended:

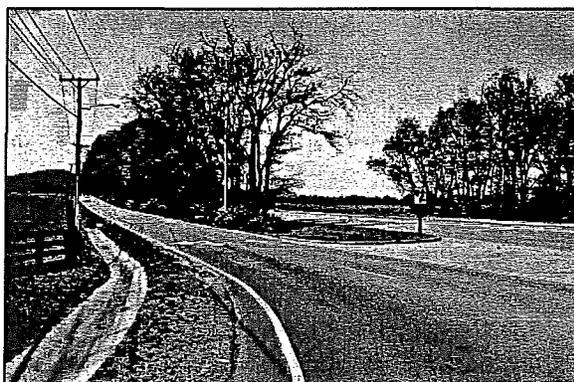
- The road corridor should engender a positive and memorable visual impact with regards to the natural or built environment;
- The road corridor should present a unified appearance that is relatively free of incompatible elements;
- The road corridor should have an easily identified character (e.g. historic, pastoral, residential, undeveloped, etc.); and,
- The road corridor should be recognized by the community as appropriate for specialized treatment.

Location Zones. During the planning process the community identified the following road corridors as appropriate for specialized use and design treatment.

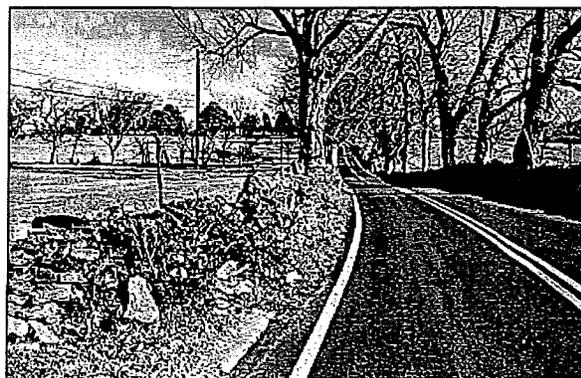
- Arterial Corridors
  - ◆ Franklin Road (particularly the segment south of the Kroger shopping center);
  - ◆ Other arterials as necessary (existing and future); and,
  - ◆ State highways as necessary (existing and future).
- Scenic Corridors
  - ◆ Old Smyrna Road – This corridor was identified as possessing a unique historic and scenic character;
  - ◆ Liberty Church Pike – This corridor was also identified as possessing a unique historic and scenic character;



*Franklin Road Corridor*



*Example of Landscaped Boulevard*



*Old Smyrna Road*

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**Hilltops.** Widely dispersed throughout the community, Brentwood's forested hilltops are a major component of the City's traditional character. While hilltop development has remained relatively sparse to date, a dwindling land supply is forcing developers to look to the area's hilltops and hillsides as a development alternative. The community has expressed the desire to conserve and protect area hillsides and hilltops from further development.

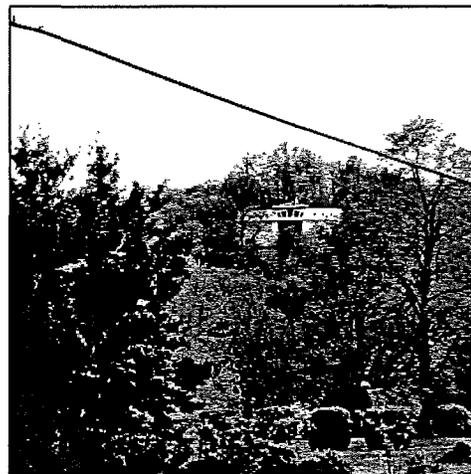
Use Guidelines. The following use guidelines are recommended for hilltops and hillsides:

- Hilltops – On highly visible hilltops that have been identified by the City as worthy of preservation, development should be restricted through OSRD zoning or public acquisition; however, where hilltop development cannot be restricted, uses should be limited to large lot single-family residential on minimum five acre lots; and,
- Hillsides – Development should be restricted from hillsides with slopes greater than 15 percent; further, these hillsides should be preserved as open space through application of OSRD zoning.

Design Guidelines. In those situations where development cannot be restricted from hilltops or hillsides, development should be screened through the preservation of mature trees and other existing landscaping and, where appropriate, installation of new large landscaping. The intent is to minimize the adverse effects of development on the visual quality of the hilltop viewshed. It is further recommended that the maximum vertical cut and fill sections for future development abutting a newly constructed street be limited to 15 feet at 2 to 1 slopes.

Location Guidelines. In identifying hilltops and hillsides that are appropriate for protection, the following guidelines are recommended.

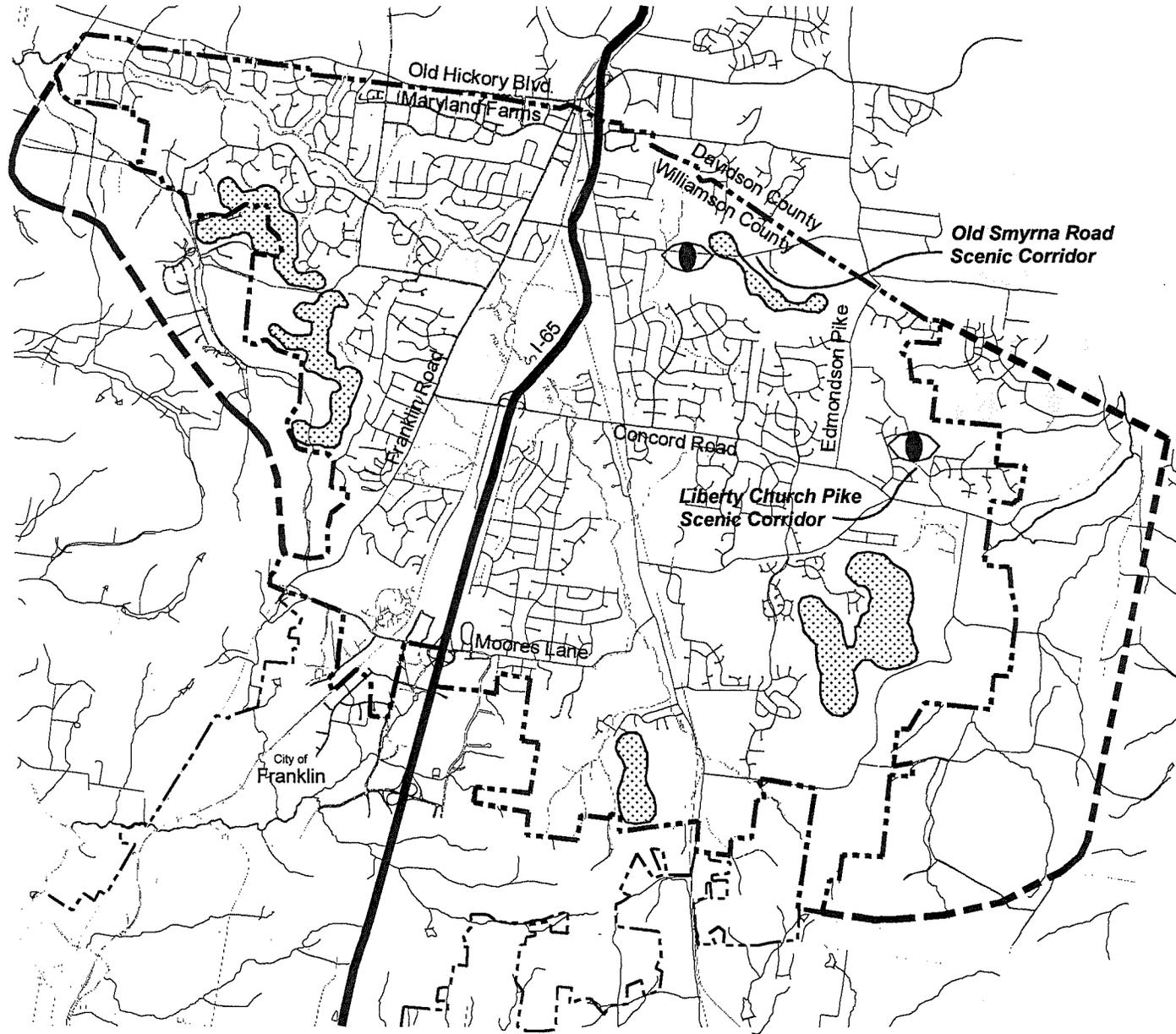
- Development should be restricted from hilltops that are highly visible from the community's arterials.
- Development should be further restricted from hilltops where any portion of the grade leading up to the hilltop exceeds 15 percent or the maximum grade limitations for newly constructed streets.
- Development on hillsides should be restricted where slopes are 15 percent or greater.



*Hillside Development*



*Hilltop Development*

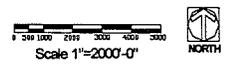


**Legend**

-  Scenic Corridor
-  Steep Hillside

Scenic Resources  
**BRENTWOOD**

Tennessee



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**Historically and Culturally Significant Areas.**

Brentwood possesses a rich history that is most prominently visible in its many historic homes, mansions, archaeological sites and churches. As development pressures grow throughout the planning period, these historic resources will be increasingly threatened by encroaching development or possible demolition in the worst cases. The community has expressed the desire to maintain its heritage by preserving its historic resources. The following guidelines are recommended.

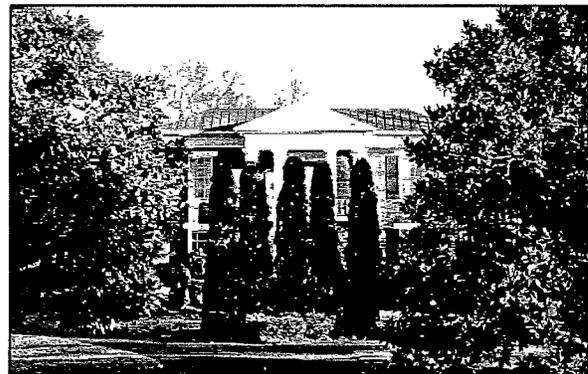
Use Guidelines. Within a designated perimeter extending from the center of the historically or culturally significant resource, uses should be limited to the historical, cultural or archaeological structure or site. OSRD zoning should be used to offset preservation requirements.

Design Guidelines. Identified historically and culturally significant resources should maintain minimum acreage and setback requirements that are of sufficient size to protect the scenic resource from encroaching development. It is important to note that historic preservation and new development can be compatible. An historic structure can be integrated with new development, while successfully preserving the structure's integrity and character (e.g. The Koger Center and Maryland Farms).

Location Guidelines. Identification of historic resources often involves complex and formal procedures included in a historic preservation plan. Currently, Brentwood does not have such a program in place. It is recommended that in the future the City more formally identify and address its historic resources through the development of a historic preservation plan. In lieu of such a plan, the City of Brentwood Historical Commission has informally identified the following historic resources (*See the Historic Resources Map*).



*Mooreland Mansion*



*Isola Bella*

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Historic Resources. The numbers associated with these historic resources do not imply any order of importance; they are provided only to aid in locating the resources on the accompanying map.

- |     |  |     |                                 |
|-----|--|-----|---------------------------------|
| 1.  | Johnson Chapel United Methodist Church | 41. | Cool Springs House              |
| 2.  | Ward House/Maryland Farms              | 42. | Wildwood                        |
| 3.  | Maryland Farms Stables                 | 43. | Carpenter Store                 |
| 4.  | Buchanan House                         | 44. | Forge Seat                      |
| 5.  | Mooreland Mansion                      | 45. | Knox Crockett House             |
| 6.  | Boxwood Hall                           | 46. | Maplelawn (Cox House)           |
| 7.  | Midway                                 | 47. | Owen-Primm House                |
| 8.  | Morrow House                           | 48. | Boiling Springs Mound & Academy |
| 9.  | McDowell House                         | 49. | Crockett Springs                |
| 10. | White/McDowell House                   | 50. | Oak Hall (Century Oak)          |
| 11. | Green Pastures                         | 51. | Wilson Pike Underpass           |
| 12. | Woodmere                               | 52. | Caldwell House                  |
| 13. | Ashlawn                                | 53. | Fly House                       |
| 14. | Mountview                              | 54. | Ravenswood                      |
| 15. | Richardson House                       | 55. | Inglehame (Harpeth)             |
| 16. | Franklin Road Toll House               | 56. | Ragsdale House                  |
| 17. | Owen Chapel Church of Christ           | 57. | Waller House                    |
| 18. | Isola Bella                            | 58. | Champion Place                  |
| 19. | Shy/Redmond House                      | 59. | Sayers/Omas House               |
| 20. | Old Brooks Place                       |     |                                 |
| 21. | Grandview                              |     |                                 |
| 22. | Bennett House                          |     |                                 |
| 23. | Mayfield House                         |     |                                 |
| 24. | Valley View Farm                       |     |                                 |
| 25. | Foxview                                |     |                                 |
| 26. | Windy Hill                             |     |                                 |
| 27. | Sneed Acres                            |     |                                 |
| 28. | Cottonport                             |     |                                 |
| 29. | Owen's Blacksmith Shop                 |     |                                 |
| 30. | Maple Grove Farm                       |     |                                 |
| 31. | Suntrap                                |     |                                 |
| 32. | Green Hill Cemetery                    |     |                                 |
| 33. | Concord House                          |     |                                 |
| 34. | Liberty Hill (Hamer                    |     |                                 |
| 35. | Liberty United Methodist Church        |     |                                 |
| 36. | Fly/Lineberger House                   |     |                                 |
| 37. | Primm House                            |     |                                 |
| 38. | Pleasant Hill (Winstead)               |     |                                 |
| 39. | Winstead Cabins                        |     |                                 |
| 40. | Twenty-Four Trees                      |     |                                 |

## Legend

(See accompanying text for Resource identification.)

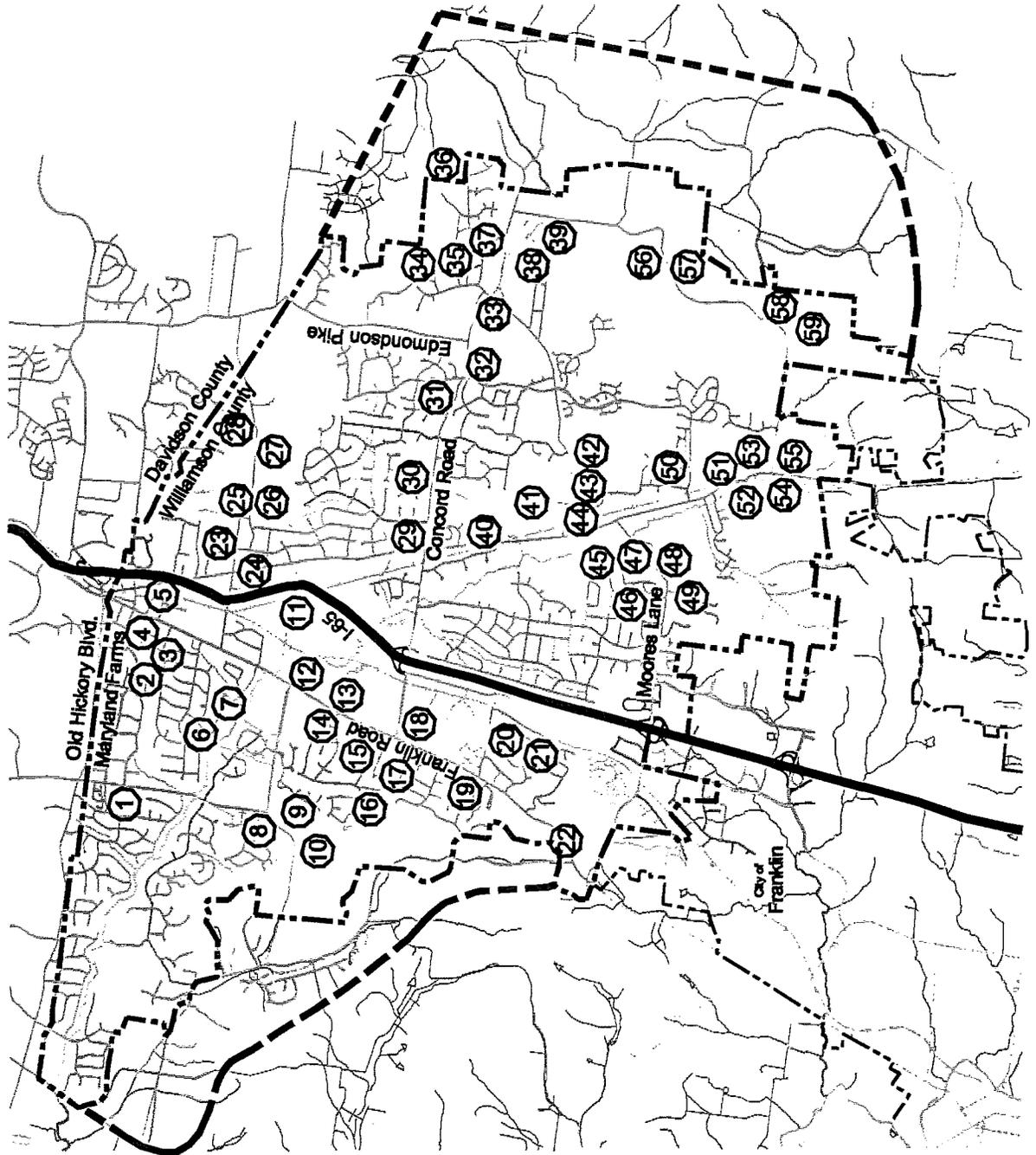
Historic Resources

## BRENTWOOD

Tennessee



Scale 1"=5000' 0"



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**Farmlands.** Brentwood has historically been associated with agricultural activities, and they form a major component of the community's traditional character. However, development pressures for a dwindling land supply threaten continuance of these activities and the farmlands on which they take place. Unless some protective mechanism is put in place, it is likely that over the planning period and beyond, the farmlands currently located within the corporate boundaries will disappear altogether. The community has expressed the desire to maintain its pastoral character by preserving some of these farmlands.

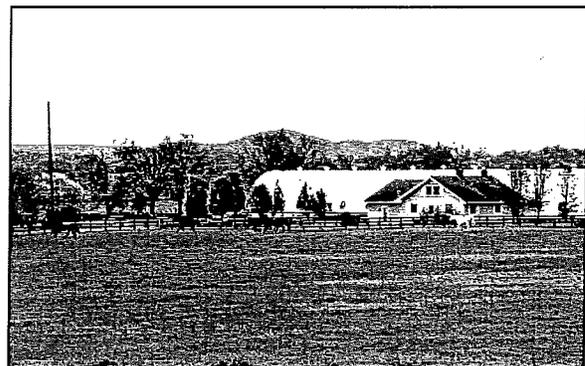
Preservation. It is recommended that the City create a mechanism within the zoning ordinance whereby an owner of farmland can transfer/sell the development rights associated with the farmland to the City or to another piece of property within the City, thereby keeping the farmland intact for the future. The mechanism that allows this type of exchange is typically referred to as Transferred Development Rights (TDR). The intent of the TDR is as follows:

- to recognize the development value inherent in a piece of property;
- to recognize that a property owner has the right to develop the property;
- to allow these development rights to sold at fair market value to another entity (e.g. the City in which the property is located);
- to allow these development rights to then be purchased by another entity (e.g. developer) such that the development rights are then *transferred* to another identified *receiving* tract within the City;
- to allow increased density development for the *receiving* tract; and,
- to require the transferring property to maintain the use classification present at the time transference takes place.

Implementation of the TDR would allow willing farmland owners to transfer/sell their



*Example of Farmland*



*Example of Farmland*

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development rights in order to maintain their farmland as farmland in the future. It should be noted that the base zoning in effect at the time of transference would remain in effect in the future; although, after transference the property could not be developed.

Use Guidelines. For those farmlands that the City has formally identified as worthy of preservation, uses should be limited to continuance of the existing agricultural activity. For those *receiving* tracts that the City has identified as appropriate for transference and increased density development, uses are to be determined.

Design Guidelines. For those farmlands that are to be preserved, formal design guidelines should assure that any future construction, renovation or installation (e.g. fencing) reflects the agricultural character of the property and existing structures.

Location Guidelines. After incorporation of the TDR provisions into the zoning ordinance, the City should formally identify farmlands appropriate for preservation and receiving tracts appropriate for increased density development. Additionally, a formal mechanism should be established for the City Commission to approve each TDR request on a case by case basis.

# Greenway Options

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**Purpose.** Greenways are areas of natural vegetation and drainageways that are protected from intensive development. Within selected locations, a system of greenways can be linked link in creating a communitywide system. Greenways can also be used to connect activity areas including residential areas, parks, open space, schools, historic/cultural amenities and natural resource areas. Some portions of a greenway system may involve trails while others may be left in a natural state as scenic corridors, buffers or nature preserves. The concept involves a continuous “green corridor” linking various activity areas. When trails are included, major activity areas are physically linked and a viable form of alternative transportation is provided.

**Types.** The greenway system envisioned for Brentwood includes some portions with trails and some portions involving preserved open space.

**Use Guidelines.** Uses within the greenway system include pedestrian and bicycle pathways and preservation of open space areas. A further use involves buffering.

**Design Guidelines.** The greenway system should adhere to specific design guidelines that safely link people with activities while preserving scenic and natural resources. Guidelines include the following:

- The greenway should include a multi-use trail system with varying pavement types (*i.e.* asphalt, mulch, etc.) on some portions;
- Trails should accommodate walkers, joggers, cyclists, skaters and others, possibly involving separate lanes to avoid conflict. Techniques for separating traffic types may involve the use of different paving materials or striping and signage;
- Trails should be physically separated from the roadway by landscaping;

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- Portions of the trails should be barrier-free to provide opportunities for the physically impaired. The greenway should provide opportunities for access to development along its length, including residential, recreational and low-impact commercial;
  - The greenway should provide a variety of experiences along its length, both natural and built. Interest is added by varying landscaping, paving materials and views. Interpretative signage should be provided where appropriate;
  - Natural, scenic and cultural resource areas should be preserved; and,
  - Trailhead areas should be established at key locations. Amenities might include parking, bike racks, trash receptacles, benches, drinking fountains and informational kiosks and signage.

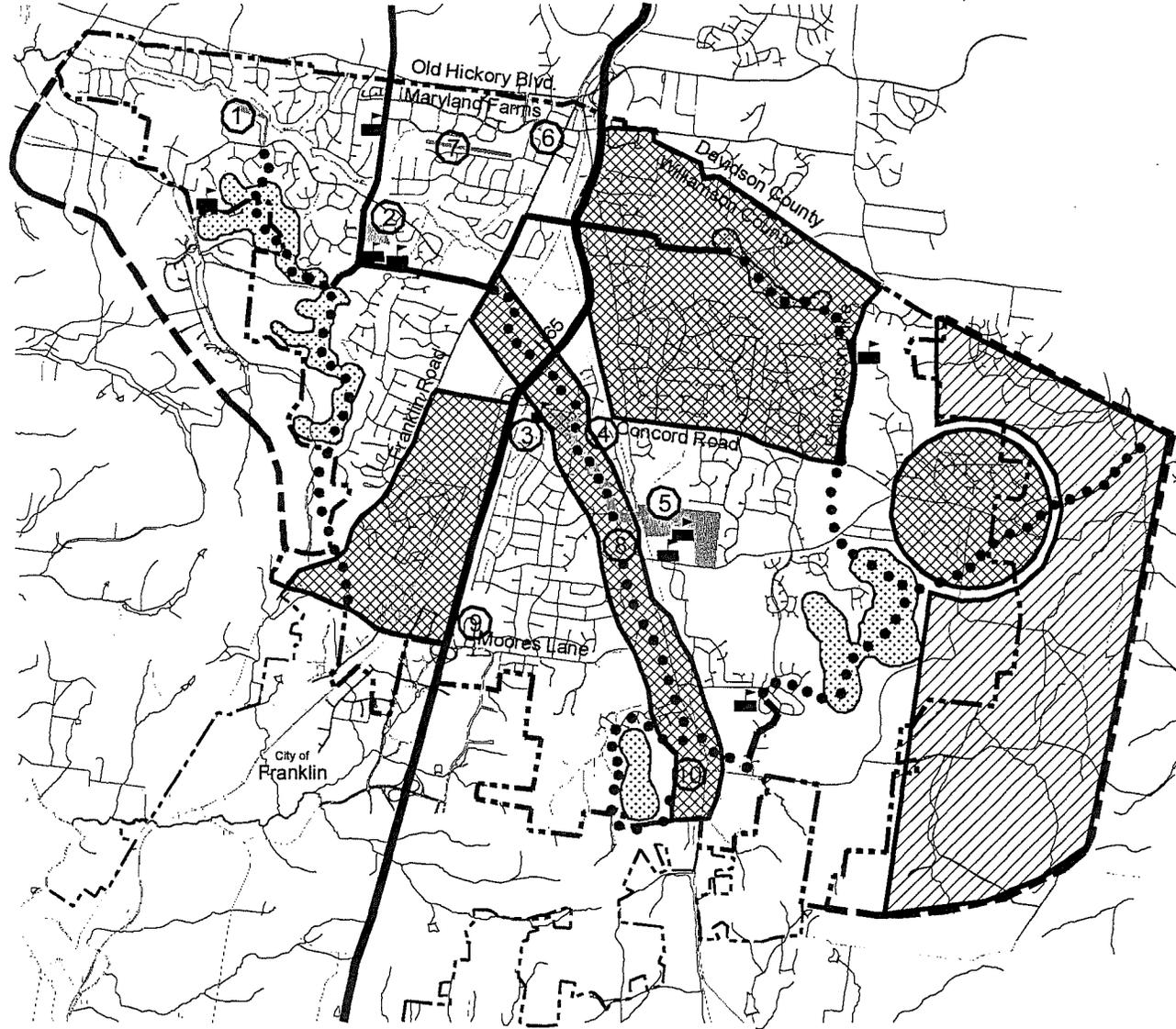
**Location Guidelines.** The greenway system should be located so as to connect residential areas and activity areas using stream corridors, natural resource areas, scenic corridors, existing bikeways and trails and existing roads.

**Location Zones.** The proposed Little Harpeth River Corridor Park has potential for becoming the connector for a system linking major activity areas. It is desirable that the greenway extend into the unincorporated urban growth area in serving future residents and connecting with any regional opportunities.

*(Optional greenway locations are shown on the following map)*



*Little Harpeth River Corridor*



**Legend**

- ① Deerwood Arboretum & Nature Area
- ② Granny White Park
- ③ Concord Park
- ④ River Park
- ⑤ Crockett Park
- ⑥ Maryland Way Park
- ⑦ Maryland Farms Greenway
- ⑧ Wilson Pike Greenway
- ⑨ Moores Lane Greenway
- ⑩ Split Log Greenway
- School
- ▨ Targeted Zones for New Passive Parks
- ▧ Targeted Zones for New Active Parks
- ⋆ Steep Hillsides
- Greenway
- Greenway Connector
- - - Corporate Boundary

**Greenway Options**  
**BRENTWOOD**

Tennessee

0 50 100 150 200 250 300  
 Scale 1"=2000'-0"



# Gateways Options

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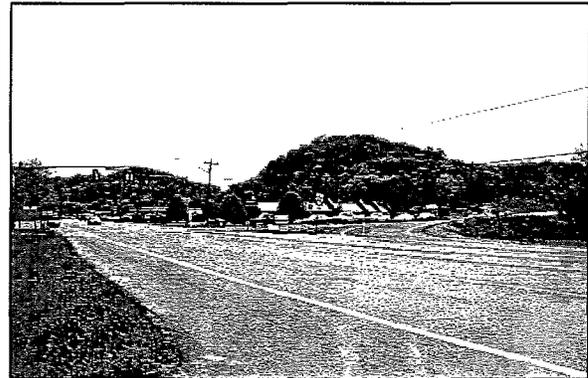
**Purpose.** There are multiple locations associated with Brentwood's vehicular access. They vary in significance based on the relative number of vehicles using them. They also differ in character, in some cases associated with major activity centers and in others associated with residential developments. In general, these access locations provide limited identity and direction currently.

- Church Street East from city limits to Wilson Pike;
- Carothers Pkwy. from southern city limits to Moores Lane;
- Granny White Pike from northern city limits to Maryland Way;
- Wilson Pike from southern city limits to Splitlog Road; and,
- Edmondson Pike from Davidson County to In-A-Vale Drive.

In creating a greater sense of arrival and wayfinding, a hierarchy of gateways should be established. These gateways should be grouped according to their significance. The gateway's length should be determined by the destination point(s) associated with each. Each gateway should involve improvements that provide a unified appearance and reflect its intended character. Signage improvements should assist wayfinding within the community.

**Types.** Two general types of gateways are envisioned: 1) Primary; and, 2) Secondary. Primary Gateways include the following locations:

- Franklin Road from Old Hickory Boulevard to Church Street;
- Franklin Road from Moores Lane to Holly Tree Gap;
- Moores Lane from Mallory Lane to Carothers Pkwy.; and,
- Concord Road from Franklin Road to Wilson Pike.



*Franklin Road & Moores Lane Gateway*

In addition, any future access involving I-65 should be designated as a Primary Gateway. In the event that a limited-access road is built connecting Brentwood and Smyrna, any future access should be designated as a Primary Gateway.

Secondary Gateways include the following locations:

- Concord Road from Waller Road to Bluff Road;
- Murray Lane from Hillsboro Road intersection to Beech Creek Road;

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**Design Guidelines.** Each type of gateway should have some common design element that symbolizes Brentwood (e.g. signage). Other improvements should have specific design guidelines that reflect the gateway's character/adjointing activity center.

**Primary Gateways.** The following design guidelines are recommended for each Primary Gateway.

- Franklin Road from Old Hickory Boulevard to Church Street. This gateway is the oldest and most urbanized of Brentwood's access points. Improvements for unifying use and appearance should reflect the more intense development pattern and pedestrian scale associated with smaller, individual buildings, one-story height and reduced front yard and side yard building setbacks. Lighting, signage and landscaping should maintain the pedestrian scale, while sidewalks and seating should promote pedestrian use. All improvements should be integrated with the Franklin Road Streetscape Plan. Any redevelopment of the Pewitt Drive area, along its perimeter, should continue the design theme and pedestrian scale associated with Franklin Road.
- Franklin Road from Moores Lane to Holly Tree Gap. This gateway has associated with it an older neighborhood-scale commercial center. Design and use improvements should continue the informality of the area. Landscaping should be located in pockets and utilized to screen parking areas. Sidewalk improvements should be utilized to create more pedestrian activity between uses. Signage should be minimal and decorative utilizing natural materials preferably.
- Moores Lane from Mallory Lane to Carothers Pkwy. This gateway has a more mixed character ranging from residential to neighborhood-scale commercial to regional-scale commercial. Associated with a major arterial and I-65 access,

improvements for unifying use and appearance should reflect the vehicular orientation. A more formal streetscaping is recommended utilizing directional signage and medium-scale landscaping.

- Concord Road from Franklin Road to Wilson Pike. This gateway, east and west of the I-65 interchange, is largely associated with access to residential areas. The recent emergence of a "civic center" that has as its focus the YMCA, Library and River Park creates a communitywide destination for the gateway. Improvements for unifying the use and appearance should reflect the more pastoral existing character. Larger setback of uses associated with open space, informal use of landscaping, divided medians at intersections and moderate-scale lighting are recommended. Signage for wayfinding is also recommended.

**Secondary Gateways.** The following design guidelines are recommended for each secondary gateway.

- Concord Road from Waller Road to Bluff Road. This gateway is currently outside of the incorporated area but will most likely be increasingly associated with entry to the City from southeast Davidson County as the corporate boundary shifts westward during the planning period. Of particular importance, this segment of Concord Road is included in the City's thoroughfare plan and has been targeted for upgrade to a three-lane arterial. The area has been further targeted for the possibility of village commercial development near the intersection of Concord and Bluff Roads. Finally, the stream that crosses Concord Road in the middle of the gateway has been targeted for inclusion in the greenway system. The following improvements recognize the potential for the gateway's character to shift during the planning period from its current undeveloped state toward an increasing

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association with commercial activities, residential development and higher traffic volumes. It is recommended that any commercial development in the gateway involve “village” design that reflects the current pastoral character. It is further recommended that commercial uses involve large setbacks associated with open space and informal use of landscaping. Some degree of formal protection of the stream corridor is also recommended. Finally, wayfinding signage is recommended.

- Murray Lane from Hillsboro Road intersection to Beech Creek Road. While this gateway is not currently within Brentwood’s incorporated area, it provides entry to the community from Hillsboro Road via Murray Lane. Largely undeveloped, the gateway is nonetheless primarily associated with existing residential development. The general area has been targeted for the possibility of village commercial development in the future. The following improvements recognize the potential for the gateway to become increasingly associated with commercial activities over the planning period. It is recommended that any commercial development in the gateway involve “village” design that reflects the current pastoral character. It is further recommended that commercial uses involve large setbacks associated with open space and informal use of landscaping. Signage for wayfinding is also recommended.
- Church Street East from city limits to Wilson Pike. Providing entry to the community from the higher density residential areas immediately to the east in Davidson County, this gateway is primarily associated with commercial activities related to office, lodging and other services providers. The gateway also involves significant undeveloped areas and a landscaped divided median on

Church Street. Currently, the gateway has a vehicular orientation; however, sidewalk improvements are recommended in establishing pedestrian linkage from lodging and office facilities to the retail and service activities located in the town center and nearby shopping center. Improvements for unifying appearance and design should reflect the general vehicular orientation of the gateway. Also, more formal streetscaping is recommended involving street lighting, signage and medium-scale landscaping.

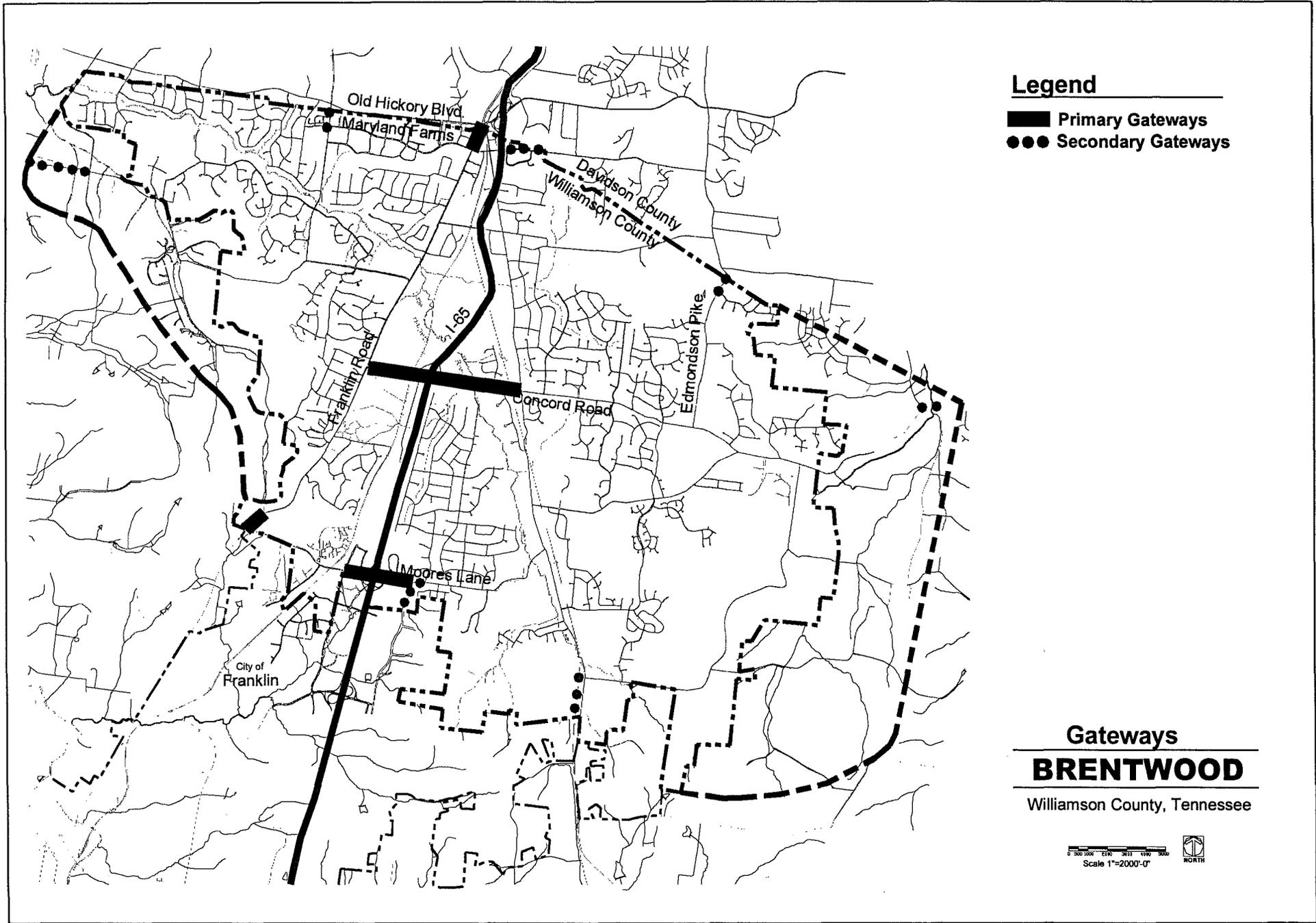
- Carothers Parkway from southern city limits to Moores Lane. This gateway is primarily associated with entrance to regional commercial areas east of I-65 and south of Moores Lane. Tracts to the east of the Parkway are currently in development and will likely involve additional retail or office in the near future. The gateway has a vehicular orientation. Improvements unifying appearance and design should reflect the automobile orientation. Streetscaping improvements should involve buffering of uses for the length of the Parkway with medium to large landscaping. Signage improvements should involve placement near the intersection with Moores Lane and include provisions for wayfinding.
- Granny White Pike from northern city limits to Maryland Way. Because this gateway is closely associated with entry into Maryland Farms, it is heavily trafficked and has a vehicular orientation. Nearby residential and institutional uses also impact the gateway. Improvements for unifying appearance include maintaining and improving buffers with medium landscaping provisions. Signage improvements should involve placement just north of the entrance to Maryland Farms and include provisions for wayfinding.
- Wilson Pike from southern city limits to Splitlog Road. Primarily associated with

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large lot residential and agricultural uses, this gateway provides southeast entry to the community from the City of Franklin and, ultimately, from the Sam Ridley Parkway/Cool Springs Boulevard connector road. Largely pastoral in character, improvements involve continuance of the gateway's pastoral qualities through large setbacks and informal landscaping provisions. Signage improvements should be limited to the common design element and involve placement near the City of Brentwood boundary.

- Edmondson Pike from Davidson County to In-A-Vale Drive. Primarily associated with large lot residential uses to the east and undeveloped tracts to the west, this gateway provides northeast entry to the community from Davidson County. Improvements should involve continuance of the current pastoral character of the area through large setbacks associated with future residential development and informal landscaping provisions. Signage improvements should be limited to the common design element and involve placement near the Davidson County line.

*(See the following Gateways Map)*



**Legend**

- █** Primary Gateways
- Secondary Gateways

**Gateways**  
**BRENTWOOD**  
 Williamson County, Tennessee

0 500 1000 1500 2000  
 Scale 1"=2000'-0"



# Vehicular Mobility

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**Purpose.** Traffic congestion in Brentwood limits the mobility of residents and visitors, as well as the businesses that operate in the city. The analyses of current traffic counts on Brentwood's major roadways indicate that many of the City's major roadway segments and corridors currently accommodate heavy traffic volumes. In particular, heavy traffic volumes occur on Franklin Road, Maryland Way, Church Street, Concord Road, and Moores Lane. Also, Old Hickory Boulevard, which is in Davidson County just north of the city limits, accommodates extremely high traffic volumes. As a result, significant traffic congestion occurs on many of these roadways and corridors.

Traffic operational and safety problems also occur on several two-lane roadways within Brentwood. Examples of these two-lane roadways include Wilson Pike, Old Smyrna Road, Murray Lane, Crockett Road, Split Log Road, and Concord Road in the eastern part of the city. The problems associated with these roadways are primarily due to substandard widths, lack of adequate shoulders, and poor horizontal and vertical alignments. In most cases, these roadways are old rural roads that are now carrying traffic volumes that are much higher than they were designed for.

Most major roadways within the city are projected to experience steady growth in traffic volumes. As a result, the capacity problems being experienced on Brentwood's roadways will intensify through the year 2020. Based on analyses of projected traffic volumes, many of the critical roadway segments and corridors within the study area are expected to operate at poor Levels of Service by the year 2020, even with the construction of committed roadway improvement projects. Specifically, the following roadway segments are expected to experience capacity deficiencies by the year 2020:

- Franklin Road,

- Interstate 65,
- Wilson Pike,
- Old Hickory Boulevard,
- Maryland Way,
- Church Street,
- Granny White Pike
- Concord Road, and
- Moores Lane.

Several other roadway segments are expected to experience significant increases in traffic, even though they are not expected to experience capacity constraints in the year 2020. In particular, the projected traffic demand on Old Smyrna Road is expected to be almost eight times greater than the existing traffic volume on Old Smyrna Road. This indicates that the demand on Old Smyrna Road will increase dramatically as congestion increases on other east-west corridors such as Old Hickory Boulevard, Church Street, and Concord Road. Also, the traffic volumes on roadways such as Murray Lane, Edmondson Pike, and Crockett Road are projected to increase significantly by the year 2020. Due to these traffic increases, improvements to Brentwood's roadway network, in addition to the projects that are already committed, will be necessary in order to provide adequate traffic operations throughout the City. Also, efforts to reduce the traffic demand on Brentwood's streets will be necessary.

**Type.** Brentwood has a hierarchy of streets that provides varying levels of access to property. The classifications of roadways are discussed below:

**Freeways** - Controlled access highways that are part of the U.S. Interstate System. The only freeway within the Brentwood area is I-65. Interchanges with I-65 exist at Old Hickory Boulevard, Concord Road, and Moores Lane.

**Arterial Roadway** - A class of street intended to efficiently accommodate relatively high traffic

flows. The primary purpose of an arterial street is to serve through traffic, although some land access service may be accommodated. Existing arterials within Brentwood are Franklin Road, Wilson Pike, Concord Road, Hillsboro Road, Moores Lane, Maryland Way, Church Street East, Granny White Pike, Carothers Parkway, Mallory Lane, Edmondson Pike, Green Hill Boulevard, Old Smyrna Road, Raintree Parkway, Crockett Road, and Murray Lane.

**Collector Roadway** - An intermediate classification of street. The principal functions of a collector include providing access to abutting properties and the collection and distribution of traffic between local streets and arterial streets. Existing collectors within Brentwood include Arrowhead Drive, Jones Parkway, Knox Valley Drive, Lipscomb Drive, Wilson Pike Circle, Eastpark Drive, Westpark Drive, Brentwood Boulevard, Virginia Way, Powell Drive, Belle Rive Drive, Winners Circle, McGavock Drive, Holly Tree Gap, General George Patton Drive, Carriage Hills Drive, and Charity Drive.

**Local Street** - A low-volume street intended to provide access to abutting properties. Through traffic is discouraged on local streets. The most common example of a local roadway is a minor residential street. The majority of roadways within Brentwood are local roadways.

**Use Guidelines.** There are several transportation improvement projects that are planned to be completed in the near future in Brentwood. These improvement projects are at various stages in the planning process, and most are included in either Brentwood's Capital Improvements Program (CIP), or the Metropolitan Nashville region's Transportation Improvement Program (TIP). A listing of the "planned" transportation projects for the Brentwood area is included in the appendix of this report.

The capacity analyses of the projected traffic volumes for Brentwood show that traffic operational problems will occur on Brentwood's

street network even with the completion of these "planned" projects. These results show that additional transportation improvements will be necessary to accommodate the traffic volumes projected for the year 2020. The analyses also indicate that certain roadway extensions and realignments are needed to improve the traffic circulation within Brentwood, preserve certain historical roadway corridors, and to enhance the safety of the roadway system.

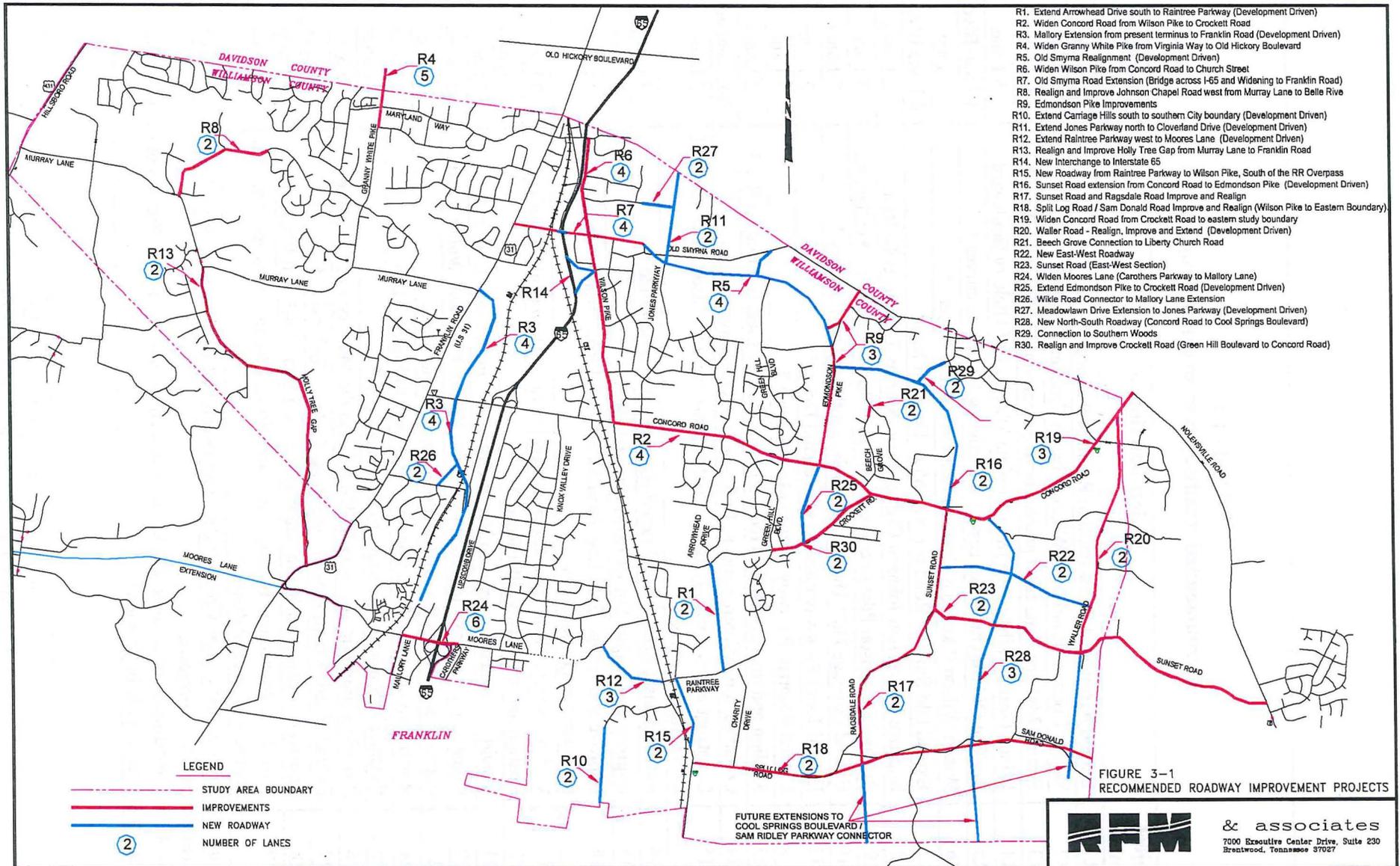
As a result, the consultant team along with the Mobility Focus Group, developed a list of recommended transportation projects that will provide improved traffic capacity, safety, and mobility within the study area. The improvement projects focus on the city's arterial and collector roadways. The recommended improvement projects are identified in Figure 3-1 and described in Table 3-1.

The Major Thoroughfare Plan is shown in Figure 3-2. The Major Thoroughfare Plan identifies the recommended routing of Brentwood's existing and future arterial and collector roadways.

**Design Guidelines.** Typical cross-sections were developed for Brentwood's arterial and collector roadways. The recommended roadway classifications and minimum right-of-way widths for arterials and collector roadways are shown in the table below.

**Recommended Roadway Classifications and Right-of-way Widths**

Roadway Classification	Minimum ROW
Arterial (six lanes)	116 feet
Arterial (four lanes)	92 feet
Arterial (four lane boulevard)	104 feet
Arterial (2 lanes)	68 feet
Collector (2 or 3 lanes)	64 feet



**Table 3-1  
Recommended Roadway Improvement Projects**

<b>Project Number</b>	<b>Project Description</b>	<b>Number of Lanes</b>
R1	Extend Arrowhead Drive south to Raintree Parkway *	2 Lanes
R2	Widen Concord Road from Wilson Pike to Crockett Road **	4 Lanes
R3	Extend Mallory Lane from present northern terminus to Franklin Road *	4 Lane Blvd.
R4	Widen Granny White Pike from Virginia Way to Old Hickory Boulevard	5 Lanes
R5	Realign Old Smyrna Road east of the existing 90 degree curves *	4 Lane Blvd.
R6	Widen Wilson Pike from Concord Road to Church Street **	4 Lanes
R7	Extend Old Smyrna Road across I-65 to Franklin Road	4 Lane Blvd.
R8	Improve and realign Johnson Chapel Road Murray Lane to Belle Rive	2 Lanes
R9	Realign Edmonson Pike to connect with the Old Smyrna Road Realignment	3 Lanes
R10	Extend Carriage Hills Drive south to the southern city boundary *	2 Lanes
R11	Extend Jones Parkway north to Cloverland Drive *	2 Lanes
R12	Extend Raintree Parkway west to Moores Lane *	3 Lanes
R13	Realign and improve Holly Tree Gap from Murray Lane to Franklin Road	2 Lanes
R14	Construct a new interchange to I-65, south of Old Smyrna Road	Interchange
R15	Construct a new roadway from Raintree Parkway to Wilson Pike, south of the railroad overpass	2 Lanes
R16	Extend Sunset Road from Concord Road to Edmondson Pike *	2 Lanes
R17	Improve and realign Sunset Road/Ragsdale Road	2 Lanes
R18	Improve and realign Split Log Road/Sam Donald Road from Wilson Pike to the eastern study boundary	2 Lanes
R19	Widen Concord Road from Crockett Road to the eastern study boundary	3 Lanes
R20	Realign and improve Waller Road *	2 Lanes
R21	Provide a connection between Beech Grove Rd. and Liberty Church Rd.	2 Lanes
R22	Construct a new east/west road to connect Sunset Road and Waller Road	2 Lanes
R23	Improve and realign the east/west section of Sunset Road	2 Lanes
R24	Widen Moores Lane from Carothers Parkway to Mallory Lane	6 Lanes
R25	Extend Edmondson Pike south to Crockett Road *	2 Lanes
R26	Provide a connection between Wikle Rd. and the Mallory Ln. Extension	2 Lanes
R27	Extend Meadowlawn Drive to the Jones Parkway Extension *	2 Lanes
R28	Construct a new north/south roadway between Sunset Rd. and Waller Rd.	3 Lanes
R29	Provide a connection between the new Sunset Road Extension and the Southern Wood Subdivision	2 Lanes
R30	Improve and realign Crockett Rd. from Green Hill Blvd. to Concord Rd.	2 Lanes
* Development driven projects.		
** For 4 lane roadways, turn lanes are to be provided at intersections. For 4 lane boulevards, a landscaped median should be provided.		

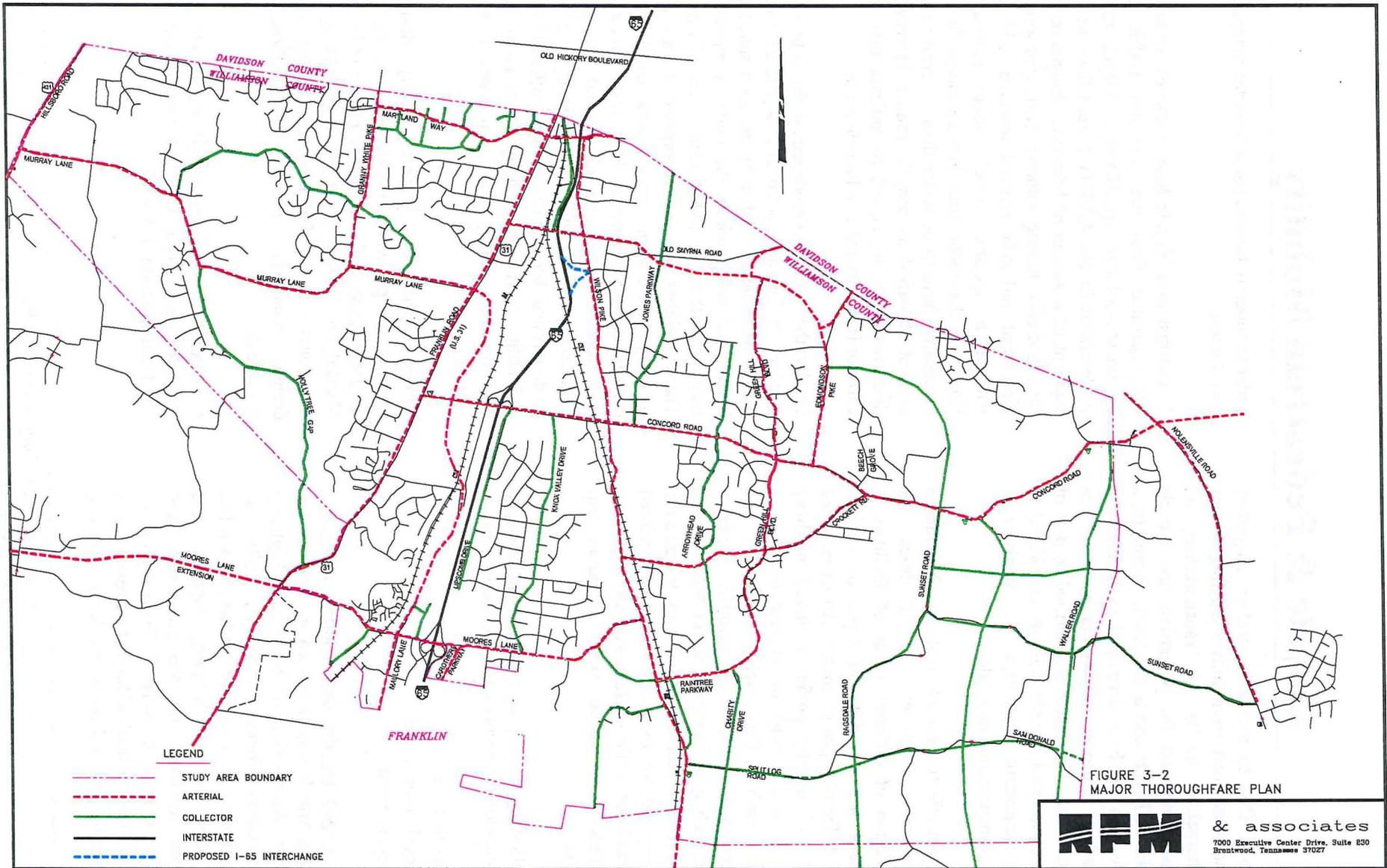


FIGURE 3-2  
MAJOR THOROUGHFARE PLAN

**RFM** & associates  
 7000 Executive Center Drive, Suite 830  
 Brentwood, Tennessee 37027

# Bicycle & Pedestrian Mobility

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**Purpose.** Due to increasing traffic congestion and the Brentwood community's growing interest in alternative modes of transportation, an increasing demand for pedestrian and bicycle facilities in Brentwood is projected. Therefore, a bicycle plan has been developed to complement the roadway improvement projects that have been recommended. The facilities identified as part of the recommended bicycle plan are considered to be an important component of Brentwood's future transportation network.

**Type.** An effective bicycle system will include a comprehensive network of facilities. A combination of different types of facilities is important because different types of cyclists prefer different types of routes. An experienced cyclist will usually prefer a shared roadway which is wide enough for bicycle travel to a bicycle path. Conversely, children and inexperienced cyclists will generally prefer a bicycle path to a bicycle route or bicycle lane. Also, it is important to note that bicycle paths are often enjoyed for their scenic and recreational characteristics, while cyclists who use bike lanes and routes often have more utilitarian trip purposes.

The following three types of bicycle facilities are recommended for Brentwood's bicycle system:

- Bicycle lanes,
- Bicycle routes, and
- Bicycle paths.

In the Guide for the Development of Bicycle Facilities, which was published in 1991 by the American Association of State and Highway Transportation Officials (AASHTO), a bike lane is described as "a portion of roadway which has been designated by striping, signing, and pavement markings for the preferential and exclusive use of bicyclists." Typically, these facilities require that additional pavement and markings be provided on the roadway system in

order to separate bicycle lanes from the vehicular travel lanes.

In contrast to a bicycle lane, a bicycle route is not separated from the vehicular traffic by pavement markings. Specifically, a bicycle route is described in the AASHTO guidelines as "a segment of a system of bikeways designated by the jurisdiction having authority with appropriate directional and informational markers, with or without a specific bicycle route number." Roadways that incorporate bicycle routes do not necessarily have to be wider than roadways that are not classified as bicycle routes. However, these roadways are signed to indicate that the corridor is designated as a bicycle route.

Finally, the AASHTO guidelines define a bicycle path as "a bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way." These facilities are not incorporated into the roadway network but may travel parallel to certain roadway segments. Also, these facilities may follow the course of natural physical boundaries, such as rivers and streams, or man-made physical boundaries, such as railroad lines and utility easements. Usually, these paths are multi-use trails used by bicycles, pedestrians, and skaters.

**Design Guidelines.** Bicycle facility design standards are presented in AASHTO's Guide for the Development of Bicycle Facilities and in the Manual on Uniform Traffic Control Devices. Additional sources for bicycle planning and design standards include the following documents:

- North Carolina Bicycle Facilities and Design Guidelines, North Carolina Department of Transportation, 1994

- 
- Review of Planning Guidelines and Design Standards for Bicycle Facilities, Institute of Transportation Engineers, 1997
  - Highway Design Manual, Chapter 1000, California Department of Transportation

**Location Guidelines.** The recommended bicycle plan for Brentwood is shown in Figure 3-3.

The specific routes which are targeted for bicycle facilities are as follows:

- Murray Lane, from Hillsboro Road to Franklin Road;
- Granny White Pike, from Murray Lane to Belle Rive Drive/McGavock Road;
- McGavock Road, from Granny White Pike to Murray Lane;
- Franklin Road, from Concord Road to Murray Lane;
- Proposed Mallory Lane Extension, from its present terminus to Franklin Road;
- Concord Road, from Franklin Road to Little Harpeth River;
- Little Harpeth River, from Concord Road to Franklin Road;
- Proposed Wilson Pike Circle/Old Smyrna Road Realignment, from Franklin Road to Edmonson Pike;
- Current Old Smyrna Road Alignment, from Jones Parkway to Green Hill Boulevard;
- Green Hill Boulevard, from present bikeway terminus at Smithson Lane to Old Smyrna Road;
- Proposed Jones Parkway Extension, from its present terminus to Cloverland Drive;
- Proposed Meadowlawn Drive Extension, from present terminus to Proposed Jones Parkway Extension;
- Steeplechase Drive, from Concord Road to Foxboro Drive;
- Connections to Crockett Park from newly developed properties south of Concord Road;
- Crockett Road, from Crockett Park to Concord Road;
- Concord Road, from Green Hill Boulevard to eastern study boundary;
- Liberty Church Road, from Edmonson Pike to Concord Road;
- Stanfield Road, from Liberty Church Road to Proposed Sunset Road Extension;
- Ragsdale Road/Sunset Road/Proposed Sunset Road Extension, from Spilt Log Road to Edmonson Pike;
- Proposed Arrowhead Drive Extension, from Crockett Road to Raintree Parkway;
- Raintree Parkway, from Oakhall Drive to present southern terminus of Green Hill Boulevard bikeway;
- Charity Drive, from Split Log Road to Raintree Parkway;
- Split Log Road/Sam Donald Road, from Wilson Pike to eastern study boundary;
- Wilson Pike, from near Carriage Hills Drive to Split Log Road; and
- Route generally following the TVA easement, from Carriage Hills Drive southwest toward Franklin.

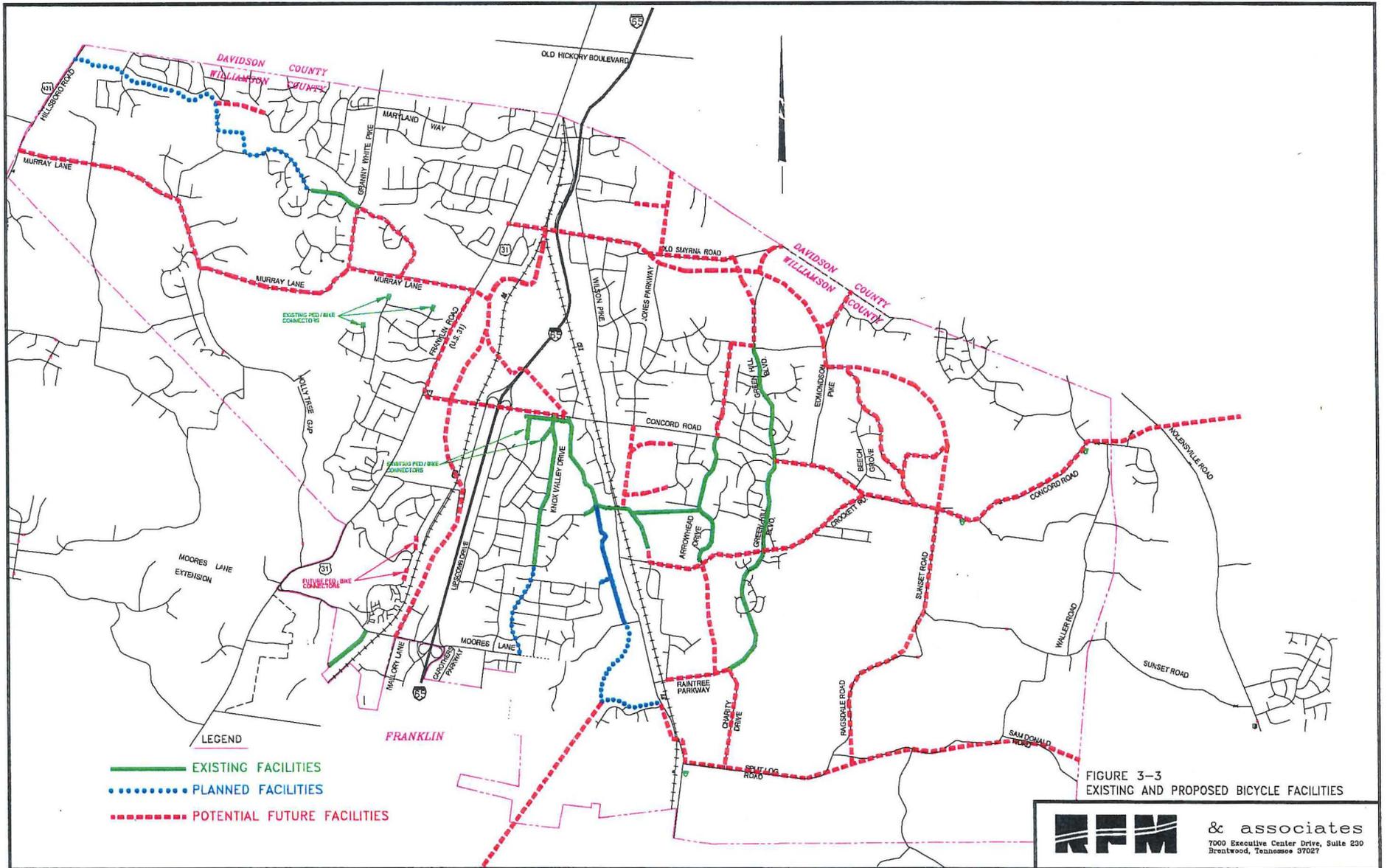


FIGURE 3-3  
EXISTING AND PROPOSED BICYCLE FACILITIES

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It is envisioned that these bicycle facilities will be a combination of multi-use trails, bikepaths, bicycle lanes, and bicycle routes.

Additional recommendations to encourage bicycling and walking as alternative forms of transportation in Brentwood are as follows:

- The City should ensure that a safe and convenient system is provided for pedestrian and bicycle movement in new residential developments.
- Wherever possible, the City should ensure that pedestrian and bicycle pathways are provided to serve existing residential neighborhoods with other neighborhoods.
- In order to enhance bicycle use, wide shoulders or wide outside curb lanes should be incorporated into arterial and collector roadways when built, improved, or widened.
- As a part of any new development abutting future areas incorporated into the Little Harpeth River Corridor Park, the City should ensure that a sufficient number of pedestrian/bike trail access points are provided to reach the park from and through the new development.
- The City should ensure that the location and design of new parks, recreational areas, and schools in Brentwood should incorporate pedestrian and bike path connections to as many adjacent neighborhoods as possible.

# Mass Transit

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**Purpose.** Traffic congestion on Brentwood's streets is projected to increase significantly over the next 20 years. The analyses conducted for the Brentwood 2020 Plan show that traffic volumes will increase significantly and Levels of Service will deteriorate unless extensive improvements are made to the city's transportation system.

The Major Thoroughfare Plan for Brentwood envisions several major roadway improvement projects through the year 2020. However, certain roadways such as Franklin Road Maryland Way, and sections of Concord Road are still projected to operate at unacceptable levels of service by the year 2020.

During the Mobility Focus Group meetings, the need for mass transit service between Brentwood and Nashville was recognized. Mass transit was viewed as a very important strategy to providing adequate mobility for Brentwood residents.

Currently, public mass transit service is limited in the Brentwood area. The only MTA bus route in area travels along a loop route which includes Franklin Road between Old Hickory Boulevard and Maryland Way, Maryland Way between Franklin Road and Eastpark Drive, Eastpark Drive between Maryland Way and Old Hickory Boulevard, and Old Hickory Boulevard between Eastpark Drive and I-65.

**Types.** Optional forms of public mass transit include the following:

- Bus Service,
- Light Rail, and
- Commuter Rail.
- 

These different types of transit services are described as follows:

**Bus Service** - This type of service can be either fixed route service or express service. Fixed bus

services are typically provided along a specific route on a regularly scheduled time period. The most common fixed route bus services use buses which are 35 - 40 feet in length. The MTA makes extensive use of articulated buses which are approximately 55 feet in length. An alternative popular in some cities is a rubber-tired trolley.

Express bus service is similar to fixed route service, except that stops along the route are usually limited. This type service is typically attractive to commuters from outlying communities such as Brentwood. In fact, the MTA operates several express bus routes between Nashville suburbs and downtown during morning and afternoon peak periods.

**Light rail transit** - a medium capacity rail service operated by an electrically powered rail vehicle. Light rail can operate either on exclusive rights-of-way, or shared right-of-way, such as within a street. Examples of light rail are MARTA in Atlanta, the Metro in Washington, D.C., and BART in the San Francisco Bay Area.

**Commuter rail** - a service that typically operates between a major city and outlying suburbs. Commuter rail uses mainline rail lines with high speed locomotives or self propelled diesel multiple unit cars.

**Use Guidelines.** Brentwood's one-acre residential zoning is a challenge to an effective mass transit system. Mass transit works best when population and development densities are high. This is because with high densities, the potential ridership per mile is high. Transit planning guidelines indicate that densities in the range of 4 to 5 dwelling units per acre will justify a minimum level of local bus service (about one bus per hour). Light rail is most suitable for areas that have corridors averaging 9 dwelling units per acre leading to non-residential concentrations of 20 to 50 million square feet. An advantage to commuter rail is that it can be

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justified with much lower densities than light rail.

Since 1996, Metropolitan Transit Authority has studied the potential for commuter rail for the five-county Metropolitan Planning Organization (MPO) planning area. In April, 1996, The Nashville Regional Commuter Rail Evaluation conducted by R.L. Banks for the MTA evaluated a total of six corridors to determine which corridors were best suited for commuter rail. The studies showed that the South Corridor (along I-65 South) would have the third highest ridership and the third lowest operating cost per passenger. However, the South corridor was not included in a subsequent study completed in May, 1998, which evaluated the three most promising commuter rail corridors.

Even though the South corridor is not considered to be a likely near-term candidate for commuter rail, commuter rail is a viable option for the South corridor within the next 20 years. Therefore, there is potential that Brentwood will have commuter rail service and commuter rail stations in place by the year 2020.

#### **Location Guidelines**

The Nashville Regional Commuter Rail Evaluation identified the following three potential rail stations within the Brentwood area:

- North Brentwood between Church Street and Old Hickory Boulevard
- Concord Road
- Moores Lane/Cool Springs Mall

These locations are consistent with the proposed future rail stations identified through the Brentwood 2020 planning process. As stated in the Mobility Goals and Objectives, the City of Brentwood should anticipate and plan for the construction of transit stations in the Pewitt Drive area, the Moores Lane/Cool Springs area, and in conjunction with the new office/commercial development planned in the

Mallory Park area.

Additional mass transit recommendations which are intended to support the future rail stations are as follows:

- As part of the site plan approval process for new development or redevelopment in the locations where rail stations are anticipated, ensure that sufficient space is set aside for future rail stations.
- Through the site plan approval process, ensure that adequate parking and vehicle access is provided to support the future rail stations.
- Provide safe and convenient pedestrian and bicycle access to all future rail stations.
- When commuter rail service is extended to Brentwood, redevelopment of the Pewitt Drive area should be encouraged to provide a mix of supporting commercial uses.
- Encourage a transit compatible development within the mixed use office/retail development plan for the entire 125 acre Spires tract (Mallory Park), located north of Service Merchandise Headquarters.
- Establish shuttle services between any future transit stations and the large-scale commercial and office center locations such as Maryland Farms, the Koger Center, and Mallory Park.

# Wastewater

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**Existing System.** The City of Brentwood constructs and owns the wastewater system. Under contractual arrangement, Metro Nashville collects the effluent and is responsible for treatment. There are two points of collection with Metro Nashville. One is the 10 MGD pump station located west of Hillsboro Road and south of the Old Hickory and Chickering Road intersection along the little Harpeth River; the second connection is a gravity flow connection with an 18" diameter sewer pipe located on the City's eastern boundary at the intersection with Owl Creek. This connection is under construction and will be completed by June 1999.

By contract, Metro Nashville and the City of Brentwood have agreed to the wastewater pumping station capacities listed in the table to the right. The present pumping rate is 10 MGD. To increase the pumping rate, new pumps and a parallel 18" force main to Metro would have to be installed. Using 350 gpd (ADF) per residential customer, the pumping station could serve 12,850 residential customers by contract. The pumping station as it now exists, can serve approximately 10,045 residential sewer customers.

The Owl Creek/Holt Creek connection is designed to serve 2,825 residential sewer customers. Of this amount, approximately 600 customers will be taken off the Metro Nashville pumping station and the flows will be diverted to the Owl Creek connection. The remaining capacity will be for the growth area within the existing city limits that was given to Brentwood in the agreement between the Nolensville Utility District, Metro Nashville and Brentwood when the Nolensville Utility District gave up its rights to provide sewer service in Williamson County. Most of the Brentwood's urban growth area adjacent to the eastern boundary of the existing city limits will be served by Metro-Nashville under this agreement.

**Table 3-2  
Wastewater Capacity  
City of Brentwood  
1998  
(Million Gallons Per Day)**

<b>Brentwood-Metro Pumping Station</b>	<b>Average Daily Flow (ADF)</b>	<b>Peak Flow  2.5 X ADF</b>
City of Brentwood	4.50 MGD	11.25 MGD
Metro Nashville	0.62 MGD	1.55 MGD
<b>Sub-Total</b>	<b>5.12MGD</b>	<b>12.8 MGD</b>
Owl Creek/Holt Creek Connection	0.99 MGD	2.47 MGD
<b>Total</b>	<b>6.11 MGD</b>	<b>15.27 MGD</b>
<i>Source: City of Brentwood; Hart, Freeland, Roberts</i>		

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In 1989, the City embarked upon a sewer program to provide sewer service to the existing subdivisions that were on septic tanks. Each year, a sewer project was completed. The program will end in the year 2002. At that time, the entire City of Brentwood will have sewer service. The City has the sewer capacity within its service area to serve potential development until the year 2020, as long as the one acre per lot density is maintained. At the present time, the City of Brentwood has approximately 6,600 sewer customers.

**Future Wastewater Improvements.** As the City continues to grow, most of the new sewer lines will be constructed by developers. The City may contribute to off-site sewer line extension projects by developers in the form of sewer tap credits. There are a few City sewer projects that will need to be constructed, primarily the construction of gravity sewer lines to existing sewage pumping stations that will divert the flow to the Owl Creek connection. The first sewer line that should be constructed will eliminate the pump station at the Liberty Downs subdivision. From time to time, new regulations may be proposed by the Environmental Protection Agency that may require the City's participation in upgrading the wastewater plants in Metro-Nashville that are used to treat Brentwood sewers. This will be done on a *prorata* basis as set forth in the contract between Metro Nashville and the City of Brentwood.

# Water System

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**Existing System.** The City's water system is divided into two major pressure zones, one to the north and the other to the south, and four smaller zones in the upland areas of Brentwood Hills Subdivision, Willowick Subdivision, Raintree Subdivision, and the Raintree Forest South (Highland Park) Subdivision. The North System serves the area generally north of the Little Harpeth River to the City's northern boundary. Its primary water tanks, located on Skyline Drive, are connected to the Metro Nashville system and filled by the River Oaks pumping station and the Metro Pumping Station. Capacity of the older tank is 330,000 gallons with an overflow elevation of 875; capacity of the newer tank is 2 million gallons with an overflow elevation of 875. The River Oaks pumping station has two 350 gpm pumps. The Metro Pumping Station has two 1,050 gpm pumps.

The South System serves the remainder of the City. Water pressure cannot be maintained above elevation 850 for this system. The water tanks for the South System are located as follows:

1. Hill above Mooreland Estates, with a capacity of 500,000 gallons and an overflow elevation of 925;
2. West of the intersection of Concord and Franklin Roads, with a capacity of 1 million gallons and an overflow elevation of 925;
3. Chenoweth Subdivision with a capacity of 2 million gallons and an overflow elevation of 925; and,
4. Carriage Hills with a capacity of 2 million gallons and an overflow elevation of 925.

These four tanks are filled by pumping stations at Murray Lane (two – 350 gpm pumps) and Johnson Chapel Road (two – 1050 gpm pumps).

A third and smaller pressure zone is located in Brentwood Hills Subdivision. It is served by a

new 230,000 gallon tank with an overflow elevation of 1115.

The forth and smaller pressure zone is centered around Willowick Subdivision. A storage tank of approximately 230,000 gallons is serving Brentwood South, Mooreland Estates and Willowick subdivisions.

The other smaller pressure zones are in the Raintree and Raintree Forest South Subdivisions. The two storage tanks are 103,000 gallons and 263,000 gallons respectively. All of the smaller pressure zones receive their water from the South System.

Brentwood has the current capacity to deliver 5 to 6 million gallons per day based on pump size. Two suppliers currently provide drinking water under the following contractual arrangements:

- Metro Nashville – 1.5 million gpd at a steady rate since 1985; and,
- Harpeth Valley Utility District – 4.0 million gpd at a variable rate.

In the past year, the City of Brentwood has averaged 2.64 MGD with a peak day approaching 5.3 MGD. Please note that the Brentwood water service area does not correspond to the city limits. The City is presently surrounded within and along its boundaries by other water providers and cannot expand beyond its current service area without the consent of the other utility district water providers. Therefore, all of the growth in water usage will occur on vacant tracts generally located in the central part of the city within the present service area.

**Future Water Distribution Improvements.** During the past few years, the City of Brentwood has received offers from the Nolensville Utility District and its supplier, the City of Smyrna and from Metro Nashville to supply additional drinking water to Brentwood. Each proposal was more expensive to the City

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than the cost of water supplied to Brentwood by the Harpeth Valley Utility District. As a result, the City of Brentwood recently signed a new 40 year contract with Harpeth Valley. The contract is unique in that Brentwood is obligated to give a five year projection to Harpeth Valley each year and Harpeth Valley is obligated to supply that amount of water.

At the present time, Harpeth Valley Utility District is planning an 18" diameter water line up Murray Lane to the Murray Lane water pumping station. With the widening of Murray Lane, a new water pumping station with additional pumping capacity will be needed. A major new water transmission line will be needed to extend from that point to the eastern side of the City limits to provide drinking water in the growth area. The routing of this future water line is presently being determined.

The present water connections to Metro Nashville for the north system should be continued and, if possible, upgraded from a maximum of 1.5 MGD to 2.5 MGD. A water pumping station is proposed in the Smyrna Road area in order to pump water from the North Pressure System to the South Pressure Systems near the Chenoweth water tank as needed.

Two new 2 million-gallon storage tanks will be required, one in the North pressure system at the location of the existing Skyline Drive water storage tanks, and one in the Southwest quadrant of the City near the Raintree Forest South Subdivision to serve growth in that area. Major water lines will also be required along the proposed thoroughfares as they occur, in order to distribute the water and maintain pressure and fire flows.

# Soils Analysis

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**Soil Characteristics.** Soil characteristics are a major concern for development in Brentwood. Problems associated with development of unsuitable soils include:

- Increased erosion;
- Slippages and landslides;
- Insufficient bearing capacities, resulting in higher construction costs;
- Lower depth of bedrock;
- Inadequate percolation rates for septic tanks; and,
- Lower permeability, creating rapid runoff.

Three categories of soils are identified on the following map, based on the Soil Capability Classes identified by the U.S. Soil Conservation Service. There are eight series in the system. Series I soils have few limitations which restrict their use while, at the other extreme, Series VIII soils have such severe limitations that it precludes their use for anything other than conservation or passive recreation. Only Series IV, Series VI and Series VII soils are mapped herein (there are no Series V or Series VIII soils in Williamson County). These soils have limitations for development due to high clay subsoil; shallow soils; and, cherty and rocky soils. The soils associated with each series are listed in the following table.

**Table 3-3  
Soil Capability By Series**

**SERIES IV SOILS**

***CAPABILITY UNIT IVe-1***

In this capability unit are moderately deep to deep soils on uplands and stream terraces. These soils have a friable subsoil. The soils are:

- Armour silty clay loam, 5 to 12 percent slopes, severely eroded
- Culleoka silt loam, 12 to 20 percent slopes
- Hicks silty clay loam, 5 to 12 percent slopes, severely eroded
- Maury silty clay loam, 5 to 12 percent slopes, severely eroded
- Stiversville clay loam, 5 to 12 percent slopes, severely eroded
- Stiversville silt loam, 12 to 20 percent slopes, eroded

***CAPABILITY UNIT IVe-2***

The soils in this capability unit are on sloping upland. They have a clayey subsoil and generally range to 5 feet in depth to bedrock, but there are few outcrops. The soils are:

- Ashwood silty clay loam, 5 to 12 percent slopes
- Braxton cherty silt loam, 5 to 12 percent slopes, eroded
- Hampshire-Colbert silt loams, 5 to 12 percent slopes, eroded
- Hampshire silt loam, 5 to 12 percent slopes, eroded
- Inman silt loam, 5 to 12 percent slopes
- Mimosa cherty silt loam, 5 to 12 percent slopes, eroded
- Mimosa silt loam, 5 to 12 percent slopes, eroded
- Talbott silty clay, 2 to 5 percent slopes, severely eroded
- Talbott silty clay loam, 5 to 12 percent slopes, eroded

***CAPABILITY UNIT IVe-3***

In this capability unit are sloping to moderately steep, cherty soils that are slightly to severely eroded. The soils are:

- Armour cherty silt loam, 12 to 20 percent slopes, eroded
- Armour cherty silt clay loam, 5 to 12 percent slopes, severely eroded
- Baxter cherty silt loam, 12 to 20 percent slopes
- Baxter cherty silt loam, 12 to 20 percent slopes, eroded
- Baxter cherty silty clay loam, 5 to 12 percent slopes, severely eroded
- Dellrose cherty silt loam, 12 to 20 percent slopes
- Frankstown cherty silt loam, 12 to 20 percent slopes
- Humphreys cherty silt loam, 12 to 20 percent slopes, eroded
- Mountview silt loam, shallow, 5 to 12 percent slopes, severely eroded
- Mountview silt loam, shallow, 12 to 20 percent slopes
- Mountview silt loam, shallow, 12 to 20 percent slopes, eroded

**Table 3-3 Continued  
Soil Capability By Series**

**SERIES VI SOILS**

***CAPABILITY UNIT VIe-1***

The soils in this capability unit are on moderately steep uplands. They are moderately deep to deep and are moderately permeable throughout. The soils are:

- Baxter cherty silt loam, 20 to 30 percent slopes
- Baxter cherty silt clay loam, 12 to 20 percent slopes, severely eroded
- Culleoka silt loam, 12 to 20 percent slopes
- Culleoka silt loam, 20 to 35 percent slopes, severely eroded
- Dellrose cherty silt loam, 20 to 30 percent slopes
- Stiversville clay loam, 12 to 20 percent slopes, severely eroded

***CAPABILITY UNIT VIe-2***

The soils in this capability unit are clayey, slowly permeable, and highly erodible. The soils are:

- Ashwood silty clay loam, 12 to 20 percent slopes
- Braxton cherty silt loam, 12 to 20 percent slopes, eroded
- Braxton cherty silty clay loam, 5 to 12 percent slopes, severely eroded
- Braxton cherty silty clay loam, 12 to 20 percent slopes, severely eroded
- Hampshire-Colbert silt loams, 12 to 20 percent slopes, eroded
- Hampshire-Colbert silty clay loams, 5 to 12 percent slopes, severely eroded
- Hampshire-Colbert silty clay loams, 12 to 20 percent slopes, severely eroded
- Hampshire silt loam, 12 to 20 percent slopes, eroded
- Hampshire silty clay loam, 5 to 12 percent slopes, severely eroded
- Hampshire silty clay loam, 12 to 20 percent slopes, severely eroded
- Inman silt loam, 12 to 20 percent slopes
- Inman silt loam, 20 to 30 percent slopes
- Inman silty clay loam, 5 to 12 percent slopes, severely eroded
- Inman silty clay loam, 12 to 20 percent slopes, severely eroded
- Mimosa cherty silt loam, 12 to 20 percent slopes, eroded
- Mimosa cherty silt loam, 20 to 30 percent slopes, eroded
- Mimosa cherty silty clay, 10 to 20 percent slopes, severely eroded
- Mimosa silt loam, 12 to 20 percent slopes, eroded
- Mimosa silty clay, 10 to 20 percent slopes, severely eroded
- Talbott silty clay, 5 to 12 percent slopes, severely eroded

**Table 3-3 Continued  
Soil Capability By Series**

**SERIES VI SOILS CONTINUED**

***CAPABILITY UNIT VI<sub>s</sub>-1***

The soils in this capability unit are cherty, flaggy, or very rocky, are shallow to moderately deep and are on sloping to steep uplands. The soils are:

- Bodine cherty silt loam, 5 to 12 percent slopes
- Bodine cherty silt loam, 12 to 20 percent slopes
- Culleoka flaggy loam, 12 to 20 percent slopes, eroded
- Culleoka flaggy loam, 20 to 30 percent slopes, eroded
- Mimosa and Ashwood very rocky soils, 5 to 20 percent slopes
- Sulphura cherty silt loam, 12 to 20 percent slopes
- Talbott very rocky soils, 2 to 15 percent slopes

**SERIES VII SOILS**

***CAPABILITY UNIT VII<sub>e</sub>-1***

The soils and the land type in this capability unit are mostly on steep and very steep uplands. They are:

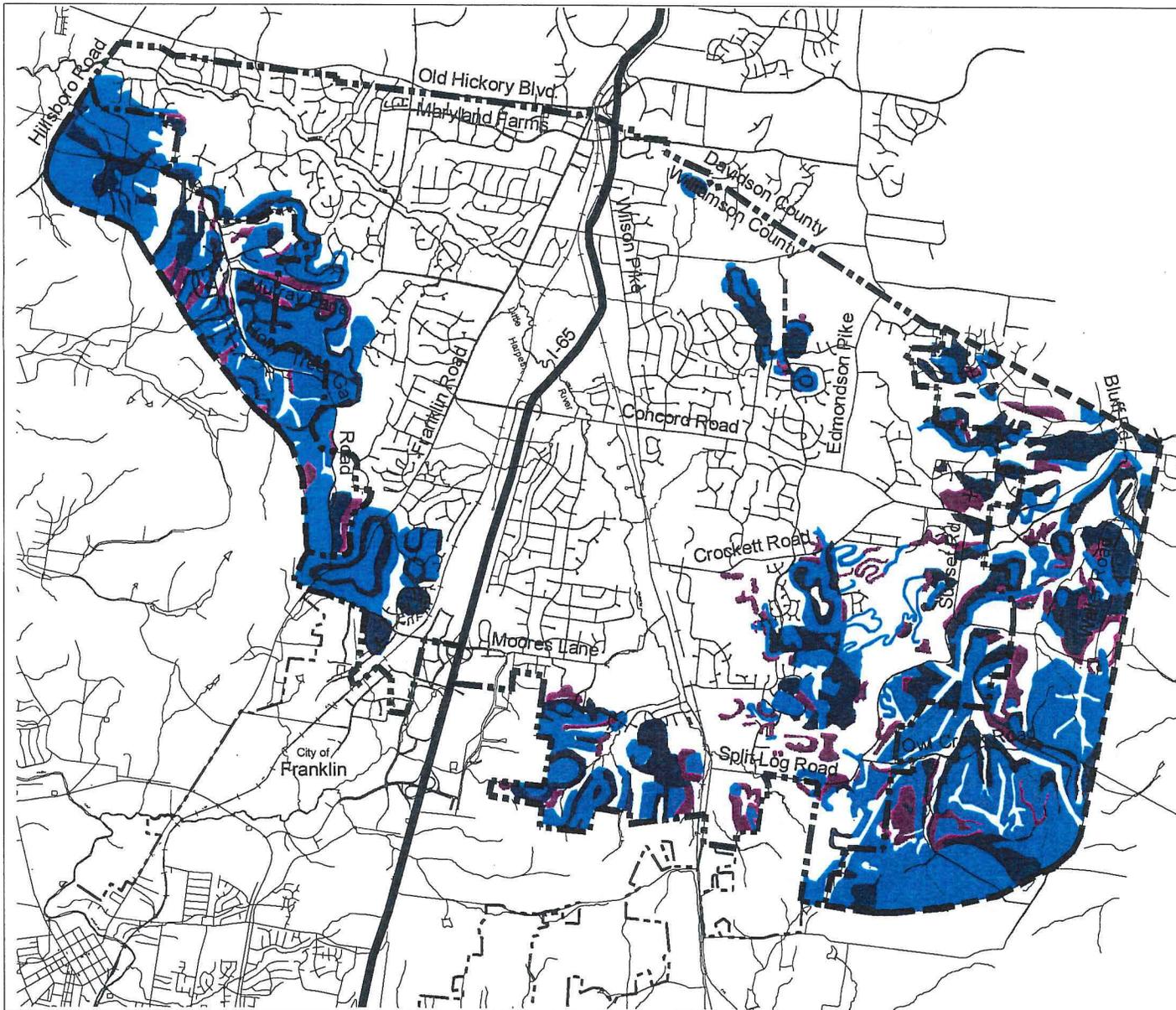
- Dellrose cherty silt loam, 20 to 30 percent slopes, severely eroded
- Dellrose cherty silt loam, 30 to 40 percent slopes
- Dellrose cherty silt loam, 30 to 40 percent slopes, severely eroded
- Gullied Land
- Inman silty clay loam, 20 to 30 percent slopes, severely eroded
- Mimosa cherty silty clay, 20 to 30 percent slopes, severely eroded

***CAPABILITY UNIT VII<sub>s</sub>-1***

The soils in the capability unit are cherty, steep, severely eroded, or rocky; or they have some combination of these characteristics. They are:

- Bodine cherty silt loam, 20 to 45 percent slopes
- Mimosa very rocky soils, 20 to 40 percent slopes
- Rockland
- Sulphura cherty silt loam, 20 to 50 percent slopes
- Sulphura cherty silt loam, 20 to 50 percent slopes, severely eroded

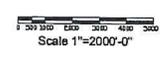
*Source: Soil Survey, Williamson County, Tennessee  
USDA, Soil Conservation Service, August 1964*



- Legend**
- Corporate Boundary (1998)
  - Urban Growth Area
  - Little or No Limitations
  - Series IV
  - Series VI
  - Series VII

Soil Analysis  
**BRENTWOOD**

Tennessee



# Appendices

**Appendix A**  
**Growth Determinants**

# Population

**Historical Population Trends.** Williamson County has experienced significant population growth since 1970. Associated with the population expansion of the six-county Nashville region, Williamson is currently one of the nation's fastest growing counties as measured by percent increase annually in population. Over the past 27 years, Williamson County's population has increased by 77,874 or 200 percent. During the same period, Williamson's share of the six-county Nashville region total population has increased from 5.3 to 9.9 percent currently.

As the two largest incorporated areas, the cities of Franklin and Brentwood have accounted for most of the population growth in Williamson County. Franklin's population has increased by 19,762 or 208 percent since 1970, while its share of the total county population has increased from 27.6 to 28.4 percent currently. Brentwood's population has increased by 18,160 or more than 440 percent since 1970 (Brentwood was officially incorporated in 1969), while its share of the total county population has increased from 11.9 to 21.6 percent.

Williamson County Population Trends. Between 1970-1997, the county's total population has increased from 34,423 to 103,141 currently, a change of 68,718 or 200 percent. For the 27-year period, population has increased at an annual average of 2,545 or 7.4 percent. Decennial periods involving 1970-1997 have reflected steady increases of 23,685 between 1970-1980, 22,913 between 1980-1990 and 22,120 between 1990-1997. The latest decennial period has increased at an annual average of 3,160 or 3.9 percent based on seven years.

Brentwood Planning Area. The Brentwood planning area is defined as the City of Brentwood plus the unincorporated Williamson County area extending eastward to Waller Road and westward to Holly Tree Gap/Murray Lane (see Figure 1).

**Table 1  
POPULATION TRENDS  
City of Brentwood, City of Franklin,  
Williamson County & 6-County  
Nashville Region  
1970-1997**

	1970	1980	1990	1997
<b>City of Brentwood</b>	4,099	9,431	16,392	22,259
<b>City of Franklin</b>	9,497	12,407	20,098	29,259
<b>Williamso County</b>	34,423	58,108	81,021	103,141
<b>Nashville Region</b>	648,192	787,243	908,471	1,042,018

*Source: U.S. Census 1970, 1980, 1990; Special Census 1997 by City of Brentwood & City of Franklin; Estimate 1997 by Williamson County Planning Commission; Estimate 1997 for Nashville MSA by Greater Nashville Regional Council.*

**Table 2  
POPULATION TRENDS  
Brentwood Planning Area  
1970-1997**

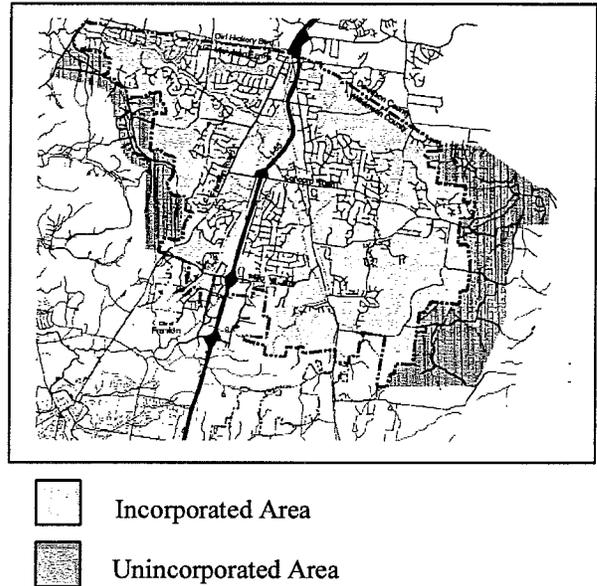
	City of Brentwood	Unincorp. Planning Area	Total Planning Area
<b>1970</b>	4,099	815	4,914
<b>1980</b>	9,431	1,103	10,534
<b>1990</b>	16,392	1,645	18,037
<b>1997</b>	22,259	2,020	24,279

*Source: Estimates by RM Plan Group, Nashville, 1998.*

Between 1970-1997, the planning area's total population has increased from 4,914 to 24,279 currently, a change of 19,365 or 394 percent. For the 27-year period, population has increased at an annual average of 717 or 14.6 percent. Decennial periods involving 1970-1997 have reflected progressive increases of 5,620 between 1970-1980, 7,503 between 1980-1990 and 6,242 between 1990-1997. The latest decennial period has increased at an annual average of 892 or 4.9 percent based on seven years. During the 1970-1997 period, the planning area's share of Williamson County's total population has increased from 14.3 to 23.5 percent currently.

Unincorporated Planning Area Population Trends. The unincorporated planning area's total population has increased steadily over the 27-year period, from 815 persons in 1970 to 2,020 in 1997. Divided into two distinct eastern and western geographic sectors, the western area is historically larger in population, while the eastern area is larger in land size. As of 1997, it was estimated that 1,373 persons or 68 percent of the total unincorporated area population resided in the eastern sector, while 646 persons or 32 percent of the total resided in the western sector.

City of Brentwood Population Trends. Between 1970-1997, the city's total population has increased from 4,099 in 1970 to 22,259 currently, a change of 18,160 or 443 percent. For the 27-year period, population has increased at an annual average of 673 or 16.4 percent. Decennial periods involving 1970-1997 have reflected progressive increases of 5,332 between 1970-1980, 6,961 between 1980-1990 and 5,867 between 1990-1997. The latest decennial period has increased at an annual average of 838 or 5.1 percent based on seven years. During the 1970-1997 period, the city's share of Williamson County's total population has increased from 11.9 to 21.6 percent currently.



*Figure 1. Brentwood Planning Area*

Williamson County Age Distribution Trends.

Williamson County has also experienced significant shifts in the distribution of age groups. Since 1980, many of the population components have almost doubled in size, with the largest increase occurring in the 40-49 age component. This component accounts for 20.3 percent of the total population currently, and has increased numerically from 7,400 persons or 12.7 percent in 1980 to 20,958 persons presently. The second largest age component, comprised of persons aged 30-39, has increased from 10,196 persons, or 17.6 percent, in 1980 to 20,029, or 19.4 percent, in 1997. Persons of secondary school age increased from 13,173, or 22.7 percent, in 1980 to 18,565, or 18 percent currently. The 0-5 age component has increased by 3,901 persons, while its percentage share has remained relatively stable at an average of 9 percent over the 17-year period. The 18-24 age component has experienced a modest numerical increase and a steady percentage share decline from 9.4 percent in 1980 to 6.3 percent in 1997. The 50-64 age component has almost doubled from 7,383 in 1980 to 13,924 currently, and this category has also experienced a modest percentage share increase of nearly 1 percent. Persons aged 65 and over have increased by 3,300, but overall share of this age component has decreased from 8.5 percent in 1980 to 8 percent currently.

City of Brentwood Age Distribution Trends.

Comparison of age components with Williamson County indicate that, while similar in median age, the City of Brentwood has about a five percent higher share of its population under 18 years. Conversely, the city has about a three percent lower share in the 25-29 age component and two percent lower share in the 65 and over age component.

In the City of Brentwood between 1980 and 1997, all age groups have maintained steady numerical increases. Currently, the largest components of the population are children ages

**Table 3**  
**AGE DISTRIBUTION TRENDS**  
**Williamson County**  
**1980-1997**

Age	1980	1990	1997
0-5	5,278	7,335	9,179
% total	9.1	9.0	8.9
6-17	13,173	16,223	18,565
% total	22.7	20.0	18.0
18-24	5,497	5,992	6,459
% total	9.4	7.4	6.3
25-29	4,230	5,196	5,776
% total	7.3	6.4	5.6
30-39	10,196	15,052	20,029
% total	17.6	18.6	19.4
40-49	7,400	14,071	20,958
% total	12.7	17.4	20.3
50-64	7,383	10,465	13,924
% total	12.7	13.0	13.5
65+	4,951	6,687	8,251
% total	8.5	8.2	8.0
<b>TOTAL</b>	<b>58,108</b>	<b>81,021</b>	<b>103,141</b>

Source: 1980 and 1990: U.S. Census. 1997 total population: Williamson County Planning Commission; 1997 age distribution: RM Plan Group, Nashville.

6-17 and the 40-49 component. The ratio of school age children to total population has decreased from 26.6 to 24.7 percent during the 17-year period, while the age component of 40-49 has increased its share from 17.8 percent in 1980 to 23.6 currently. The age category 50-64 comprises the third largest with a total of 3,517. This age component has also increased its share relative to total population by 2.4 percent, rising from 13.4 in 1980 to 15.8 currently. Persons aged 65 and over continue to increase both numerically and in percentage share, with over half of the growth in this category since 1990 having been associated with the influx of new assisted living facilities. All other age components, while increasing numerically, have seen their percentage share reduced over the 17-year period, with the exception of the 0-5 age category which has remained stable at 7.5 percent. The largest reduction in overall share has been in the 30-39 age component, which dropped from 19.8 percent in 1980 to 13.0 percent by 1997.

The most significant trend in Brentwood's age distribution has been the growth in the 40-49 age component. Currently, 5,253 persons fall within this component. Assuming that a large percentage of these persons are married with children ranging in age from 0-24, the 40-49 age component may be associated with as much as half of Brentwood's total households currently.

**Table 4**  
**AGE DISTRIBUTION TRENDS**  
**City of Brentwood**  
**1980-1997**

Age	1980	1990	1997
0-5	712	1,241	1,669
% of total	7.5	7.6	7.5
6-17	2,508	3,784	5,510
% of total	26.6	23.1	24.7
18-24	712	1,119	1,446
% of total	7.5	6.8	6.5
25-29	290	481	625
% of total	3.1	2.9	2.8
30-39	1,864	2,538	2,900
% of total	19.8	15.5	13.0
40-49	1,676	3,832	5,253
% of total	17.8	23.4	23.6
50-64	1,262	2,437	3,517
% of total	13.4	14.9	15.8
65+	407	960	1,357
% of total	4.3	5.9	6.1
<b>TOTAL</b>	<b>9,431</b>	<b>16,392</b>	<b>22,259</b>

*Source: 1980 and 1990: U.S. Census; 1997 total population: City of Brentwood; 1997 age distribution estimate: RM Plan Group, Nashville*

# Schools

**Historical School Enrollment.** Between 1990 and 1997, total public school enrollment increased. The number of schools has also increased, from a total of 4 schools in 1989 to a total of 7 schools in 1997. The greatest rate of growth was in the middle school grades.

Elementary School Enrollment. Between 1989 and 1997, elementary school enrollment increased every year, from 1,630 in 1989 to a high of 2,621 in 1997. The total increase was 991, or an annual average rate of 7.6 percent. During this period, 2 new elementary schools were opened - Crockett in 1990 and Edmondson in 1995.

Middle School Enrollment. Between 1989 and 1997, middle school enrollment increased every year, from 829 in 1989 to 1,434 in 1997. The increase totaled 605, or an annual average of 9.1 percent. Woodland Middle School opened in

1994, relieving the load at Brentwood Middle.

High School Enrollment. Enrollment in Brentwood Senior High School increased from 1,137 in 1989 to a high of 1,570 in 1995, an increase of 433, or an annual average of 6.3 percent. Enrollment decreased in 1996, reflecting the opening of Centennial High School in Franklin.

**Private School Enrollment.** Brentwood Academy is currently the only private school in the City of Brentwood. It includes grades 6 through 12. For the period involving 1989-1997, enrollment has remained relatively flat. Between 1989 and 1991, enrollment decreased by 13 students, then increased from 405 in 1991 to 525 in 1997. The increase totaled 120, or an annual average of 4.9 percent.

**Table 5  
PUBLIC & PRIVATE SCHOOL ENROLLMENT  
City of Brentwood  
1990-1997**

School	1989-1990	1990-1991	1991-1992	1992-1993	1993-1994	1994-1995	1995-1996	1996-1997	1997-1998
Crockett Elementary		527	564	715	804	857	522	567	663
Edmondson Elementary							642	668	687
Lipscomb Elementary	990	668	705	718	796	846	662	682	634
Scales Elementary	640	550	572	610	697	594	621	665	637
<b>Total Elementary</b>	<b>1,630</b>	<b>1,745</b>	<b>1,841</b>	<b>2,043</b>	<b>2,297</b>	<b>2,297</b>	<b>2,447</b>	<b>2,582</b>	<b>2,624</b>
Brentwood Middle	829	857	903	972	1,040	719	611	612	583
Woodland Middle						458	675	760	851
<b>Total Middle School</b>	<b>829</b>	<b>857</b>	<b>903</b>	<b>972</b>	<b>1,040</b>	<b>1,177</b>	<b>1,286</b>	<b>1,372</b>	<b>1,434</b>
Brentwood High School	1,137	1,153	1,173	1,238	1,338	1,468	1,570	1,455	1,491
<b>Total Public Schools</b>	<b>3,596</b>	<b>3,755</b>	<b>3,917</b>	<b>4,253</b>	<b>4,675</b>	<b>4,942</b>	<b>5,303</b>	<b>5,409</b>	<b>5,546</b>
Brentwood Academy*	418	417	405	440	475	470	486	503	525
<b>TOTAL</b>	<b>4,014</b>	<b>4,172</b>	<b>4,322</b>	<b>4,693</b>	<b>5,150</b>	<b>5,412</b>	<b>5,789</b>	<b>5,912</b>	<b>6,071</b>

\*Private, grades 6-12.

Source: Williamson County Board of Education, 1998; Brentwood Academy, 1998.

# Housing

**Historical Housing Trends.** As of 1997, the City of Brentwood contained an approximate total of 7,667 housing units. This total reflects an increase of 2,153 housing units since 1990 and represents a total increase of 4,783 for the 17-year period. The most significant trend is the continuing dominance of the owner occupied, single-family residence over all other categories of housing tenure and type.

**Housing Type Trends.** Single-family detached represented the largest type at 6,752 units or 88.1 percent of the total in 1997, which culminated in an annual average addition of 242 units over the 17-year period. However, between 1980 and 1990, the share of single-family detached decreased by 4.6 percent due to the increase in share of single family attached from 7 percent in 1980 to 10.1 percent in 1990. Between 1990 and 1997, the share of single family attached decreased to 7.7 percent, thus contributing to a marginal rebound in overall share of single family detached to 88.1 percent by 1997.

Multi-family and two-family housing continue to maintain a negligible share of the City's total housing units. In 1997, multi-family units, which are represented by the three 2-10+ unit categories, combined for a total of 101 units or 1.3 percent.

Group housing increased by 184 units or 2.1 percent between 1990 and 1997. Driving this increase was the addition to the community of three assisted living facilities located in Maryland Farms; thus, the other/group category increased from 42 units or 0.8 percent in 1990 to 226 units or 2.9 percent in 1997.

**Table 6**  
**HOUSING UNITS IN STRUCTURES**  
**City of Brentwood**  
**1980-1997**

Type	1980 Units	1990 Units	1997 Units
1-unit detached	2,643	4,797	6,752
% of total units	91.6	87.0	88.1
1-unit attached	201	558	588
% of total units	7.0	10.1	7.7
2-4 units	34	87	87
% of total units	1.2	1.6	1.1
5-9 units	6	14	14
% of total units	0.2	0.2	0.2
10+ units	0	16	0
% of total units	0.0	0.3	0.0
Other/group	0	42	226
% of total units	0.0	0.8	2.9
<b>TOTAL</b>	<b>2,884</b>	<b>5,514</b>	<b>7,667</b>

*Source: U.S. Census, 1980 & 1990, RM Plan Group, Nashville, 1997 Estimate*

**Housing Tenure Trends.** The number of owner-occupied units changed from 2,627 in 1980 to 6,937 in 1997, representing an increase of 4,310 units. However, during this same period, the share of owner occupied units decreased from 91.1 to 90.5 percent

From 1980 to 1997, the number of renter occupied units increased by 266, from 134 in 1980 to 400 in 1997. During this same period, the share of renter occupied units fluctuated from 4.6 percent in 1980, climbing to 6.8 percent in 1990 and then declining to 5.2 percent by 1997.

During the 10-year period 1980 to 1990, vacancies increased from 123 in 1980 to 330 in 1997. However, the share of vacancies remained stable during the 17-year period at 4.3 percent.

**Table 7  
HOUSING TENURE  
City of Brentwood  
1980-1997**

<b>Tenure</b>	<b>1980</b>	<b>1990</b>	<b>1997</b>
Owner Occupied	2,627	4,903	6,937
% Owner Occupied	91.1	88.9	90.5
Renter Occupied	134	373	400
% Renter Occupied	4.6	6.8	5.2
Number Vacant	123	238	330
% Vacant	4.3	4.3	4.3
<b>Total Units</b>	<b>2,884</b>	<b>5,514</b>	<b>7,667</b>

*Source: U.S. Census, 1980 & 1990, RM Plan Group, Nashville, 1997 Estimate*

# Construction

**Brentwood Residential Building Permit Trends.** A total of 4,383 new residential units—3,997 single-family detached and 387 single-family attached—have been constructed during the period 1979-1997. The total does not include units constructed prior to annexation in areas recently included in Brentwood. The annual average is 230.7 units for the 19-year period.

Nine of the 19 years have exceeded the average of 230.7 with the highest being 441 units in 1985 followed by 369 units in 1983, and the lowest being 54 units in 1981 followed by 75 units in 1980. The construction of a large single-family attached development contributed to the higher number of units in the years 1983 and 1985.

The most extensive activity, in number of units, has occurred in the latest period 1992-1997. The six-year period has recorded an annual average of 279 units, including the highest 2-year period involving single-family detached—351 units in 1993 and 313 units in 1994. No other six-year period has approached this level.

**Brentwood Group Home Building Permit Trends.** Earlier group homes have been associated with the Tennessee Baptist Children's Home (106 units) and with a small extended stay medical treatment center. Since 1995, three assisted living developments have been constructed. The three developments have a combined 210 housing units. Because of the type zoning associated with assisted living, these developments have been included with commercial building permits.

**Table 8  
NEW RESIDENTIAL BUILDING PERMITS  
City of Brentwood  
1979-1997**

Year	Single-Family Detached Units	Single-Family Attached Units	Total Units
1979	116	0	116
1980	75	0	75
1981	54	0	54
1982	87	0	87
1983	201	168	369
1984	218	0	218
1985	265	176	441
1986	338	0	338
1987	237	13	250
1988	223	0	223
1989	228	0	228
1990	160	0	160
1991	153	0	153
1992	282	0	282
1993	351	0	351
1994	313	3	316
1995	259	2	261
1996	267	9	276
1997	170	16	186
<b>TOTAL</b>	<b>3,997</b>	<b>387</b>	<b>4,384</b>

*Source: City of Brentwood, 1988 and 1998*

**New Residential Valuation Trends.** During the years for which valuation data are available, 1979 through 1987 and 1991 through 1997, \$519,784,505 in residential construction activity occurred in the City of Brentwood. Also, during the 19-year period, annual average residential valuation per unit increased from \$67,364 in 1979 to \$222,121 in 1997.

While the years 1979 through 1997 have seen sustained residential construction activity, 1993 was the peak activity period in terms of both the number of single-family detached units added and total valuation. However, in 1993, average valuation was \$162,214 per unit, and since that time average valuation has risen steadily every year. Since 1987, the approximate year of the Brentwood 2000 Comprehensive Plan, average valuation per unit has risen from \$141,637 to the 1997 total of \$222,121, reflecting an increase in average value of \$80,484 or an annual average growth rate of approximately 5.7 percent.

**Table 9  
NEW RESIDENTIAL VALUATION  
City of Brentwood  
1979-1997**

<b>Year</b>	<b>Total Units</b>	<b>Total Valuation</b>	<b>Average Valuation</b>
1979	116	7,814,250	67,364
1980	75	6,005,650	80,075
1981	54	5,727,684	106,068
1982	87	6,429,400	73,901
1983	369	31,825,014	86,247
1984	218	25,112,591	115,195
1985	441	37,444,800	84,908
1986	338	47,851,300	141,572
1987	250	33,568,000	141,637
1988	223	NA	NA
1989	228	NA	NA
1990	160	NA	NA
1991	153	23,551,082	152,929
1992	282	46,288,305	164,142
1993	351	56,937,149	162,214
1994	316	54,477,048	172,395
1995	261	45,396,521	173,933
1996	276	50,263,322	182,113
1997	186	41,092,389	222,121
<b>TOTAL</b>	<b>4,384</b>	<b>519,784,505</b>	<b>2,126,814</b>

*Source: City of Brentwood, 1988 and 1998*

**Brentwood Commercial Building Permit Trends.** During the years for which data are available, 1979 through 1987 and 1991 through 1997, a total of 218 permits were issued, resulting in a total of \$271,678,435 of commercial value added to the community. For the 16-year period, an annual average of 14 commercial units were constructed at an average value of \$1,212,850 per unit.

When commercial construction trends are broken down into two periods, 1980 through 1987 and 1991 through 1997, the relative stability of non-residential activity is apparent. For the first period, 96 units were added at a total value of \$125,784,746. In the latter period, 119 units were constructed for a total of \$145,848,189. While the latter period saw more activity in both permits issued and total valuation, the difference between the two periods is more dramatic when it is considered that the latter accounts for only 7 years of activity, compared to 8 years of activity in the earlier period. The difference in productivity can be attributed to the unprecedented construction activity of the four most recent permit periods, from 1994 to 1997. During this time, 94 permits were issued for a total valuation of \$121,904,114 or 45 percent of the total valuation for all years combined. Contributing greatly to the increased activity of this period was the year 1997, during which 40 permits were issued for a total of \$62,076,504 or 23 percent of the total valuation.

**Table 10  
COMMERCIAL CONSTRUCTION  
TRENDS  
City of Brentwood  
1979-1997**

<b>Year</b>	<b>No. of Permits</b>	<b>Total Valuation</b>	<b>Average Valuation</b>
1979	3	45,500	15,167
1980	6	11,499,752	1,916,625
1981	7	17,417,666	2,488,238
1982	11	15,012,467	1,364,770
1983	11	7,969,213	724,474
1984	17	17,437,605	1,025,741
1985	24	31,055,973	1,293,999
1986	7	7,517,770	1,073,967
1987	13	17,874,300	1,374,944
1988	NA	NA	NA
1989	NA	NA	NA
1990	NA	NA	NA
1991	4	2,120,346	530,086
1992	13	12,975,334	998,102
1993	8	8,848,395	1,106,049
1994	15	18,239,824	1,215,988
1995	13	14,712,709	1,131,746
1996	26	26,875,077	1,033,656
1997	40	62,076,504	1,551,912
<b>TOTAL</b>	<b>218</b>	<b>271,678,435</b>	<b>18,845,464</b>

*Source: City of Brentwood, 1988 and 1998*

# Employment

**Williamson County Employment Trends.** Of the 81,021 persons living in Williamson County in 1990, 41,207 or 50.9 percent were employed. Private wage and salary workers constituted 33,158 or 80.5 percent of the total employed. Self-employed workers constituted 3,780 or 9.2 percent. Unpaid family workers constituted 279 or 0.7 percent. Government workers constituted the remaining 3,990 or 9.7 percent.

**City of Brentwood Employment Trends.** Of the 16,392 persons living in the City of Brentwood in 1990, 8,003 or 48.8 percent were employed. Private wage and salary workers constituted 6,479 or 80.9 percent of the total employed. Self-employed workers constituted 796 or 9.9 percent. Unpaid family workers constituted 83 or 1.0 percent. Government workers constituted the remaining 645 or 8.1 percent.

Based on the type of industry, employment in the city of Brentwood was comprised of the following: Services (business and repair, personal, entertainment and recreation, other professional and related services) = 1,399 or 17.5 percent; Retail Trade = 1,141 or 14.3 percent; Finance, Insurance and Real Estate = 1,139 or 14.2 percent; Manufacturing = 1,112 or 13.9 percent; Government-Related Services (public administration and educational) = 889 or 11.1 percent; Health Services = 737 or 9.2 percent; Transportation and Utilities = 533 or 6.7 percent; Wholesale Trade = 511 or 6.4 percent; Agriculture = 131 or 2.3 percent; and, Mining = 24 or 0.3 percent.

**Table 11**  
**CLASS OF WORKER**  
**Williamson County and City of Brentwood**  
**1990**

	Williamson County	City of Brentwood
Working persons 16 & over	41,207	8,003
Private wage & salary workers	33,158	6,479
Government workers	3,990	645
Local government workers	2,157	310
State government workers	1,204	192
Federal government workers	629	143
Self-employed workers	3,780	796
Unpaid family workers	279	83

Source: U.S. Census, 1990

**Table 12**  
**EMPLOYMENT BY INDUSTRY**  
**City of Brentwood**  
**1990**

Working persons 16 & over	8,003
Agriculture, forestry & fisheries	181
Mining	24
Construction	337
Manufacturing, nondurable goods	519
Manufacturing, durable goods	593
Transportation	325
Communications & other public utilities	208
Wholesale trade	511
Retail trade	1,141
Finance, insurance, real estate	1,139
Business & repair services	235
Personal services	124
Entertainment & recreation services	130
Health services	737
Educational services	627
Other professional & related services	910
Public administration	262

Source: U.S. Census, 1990

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**Largest Employers.** Brentwood has become a regional employment center based primarily on the presence of major offices. Maryland Farms and Koger Center have been earlier examples of lease office parks. In addition, major businesses such as BellSouth and Service Merchandise have been among the first to establish corporate operations in Brentwood.

In 1988, there were ten employers with 100 or more employees. These ten accounted for 2,978 or 31 percent of the 9,622 total employees in the city at that time. The largest private employer was BellSouth with 798, followed by Service Merchandise with 600 and DNE Manufacturing Corporation with 310. Corporate Operations was the leading sector with 860 employees in two entities, followed by Communications with 798 in one entity and Services with 706 in six entities. Manufacturing was a distant fourth at 375 in three entities.

In 1997, there were 32 employers with 100 or more employees. These 32 accounted for 8,911 or 53.3 percent of the 16,900 total employees in the city at the time. The largest private employer was Comdata with 1,800, followed by Service Merchandise with 1,300 and the Williamson County Board of Education with 490. Services was the leading sector with 3,615 employees in 12 entities, followed by Corporate Operations with 3,240 in 12 entities and Communications with 690 in two entities. Manufacturing was no longer a significant sector. Retail remained relatively small although the number of employees doubled approximately from 1988. Comparison of trends between 1988 and 1997 reflect that the number of employers with 100 or more employees has more than tripled. The size of the largest employer has more than doubled, from 798 to 1,800. Services has become the largest sector while the previous leaders—Corporate Operations and Communications—are now second and third.

**Table 13**  
**LARGEST EMPLOYERS**  
**City of Brentwood**  
**1988 and 1997**

Company	1988		Company	1997	
	Employees	Classification		Employees	Classification
South Central Bell	798	Communications	Comdata	1,800	Service
Service Merchandise	600	Corp. Operations	Service Merchandise	1,300	Corp. Operations
DNE Corporation	310	Manufacturing	Wmson. County Board of Ed.	490	Governmental
Murray-Ohio	260	Corp. Operations	FISI-Madison Financial	450	Service
FISI-Madison Financial	250	Service	BellSouth	390	Communications
Kroger	250	Retail	Kroger	350	Retail
Maryland Farms Club	180	Service	BellSouth Mobility	300	Communications
City of Brentwood	114	Governmental	M. Lee Smith Publishers	300	Corp. Operations
Wmson. County Board of Ed.	111	Governmental	Murray, Inc.	250	Corp. Operations
TN Baptist Convention	105	Institutional	Columbia Corporation	250	Corp. Operations
Liberty Mutual Insurance	90	Service	InterMedia	200	Corp. Operations
Continental Life Insurance	86	Service	TCS Management Group	200	Corp. Operations
Sharondale Construction	60	Construction	Ath. Club at Maryland Farms	190	Service
Marriott-Courtyard	50	Service	United Cities Gas Co.	170	Corp. Operations
Spandek Corporation	50	Manufacturing	City of Brentwood	161	Governmental
State Farm Insurance	50	Service	EMI Christian Music Group	160	Service
Brentwood Academy	48	Institutional	Brentwood YMCA	150	Service
Brentwood Country Club	35	Service	TN Baptist Convention	150	Service
Boston Industrial Products	35	Manufacturing	Brentwood Music, Inc.	150	Service
TN Baptist Children's Home	31	Institutional	Home Depot	140	Retail
Ray Bell Construction	25	Construction	Focus Healthcare Management	130	Corp. Operations
			Alcoa Fujikura LTD	120	Corp. Operations
			USF&G	120	Service
			Crye-Leike	120	Service
			Quorum Health Group	120	Corp. Operations
			Liberty Mutual	115	Insurance
			AT&T	115	Service
			Fox Ridge Homes	110	Construction
			O'Charley's	110	Service
			Gabriel Ride Control Products	100	Corp. Operations
			American Rehabilitation Services	100	Corp. Operations
			The Berry Company	100	Service

Source: 1987: Hart-Freeland-Roberts, Inc., Nashville; 1997: City of Brentwood Chamber of Commerce.

**Employment by Industry Trends.** The period involving 1988-1996 (the State of Tennessee has not yet released County Employment by Industry data for 1997) has been one of sustained job growth in both Williamson County and the City of Brentwood. During the 8-year period 1988-1996, the total number of jobs in Williamson County grew from 23,494 in 1988 to 45,452 in 1996, representing an increase of 93 percent. During the 8-year period from 1988 to 1996, the city of Brentwood's total jobs grew from 9,622 in 1988 to 16,900 in 1996, reflecting an increase of 75 percent.

**Williamson County Trends.** The County has experienced job growth in all employment categories with the exception of the State Government sector. However, the loss of 4 jobs in this component, from 34 in 1988 down to 30 in 1996, had a negligible impact on the overall total because of the dramatic increases in all other categories of employment. In 1996, the Services sector provided 12,552 jobs, representing the largest employment component in the County. During the 8-year period, Service jobs grew by 7,337 or 140 percent. The next largest category was the Retail sector, which grew from 3,758 in 1988 to 8,933 in 1996, also reflecting growth of approximately 140 percent. The largest percentage increase was in the Finance, Insurance and Real Estate industry, which grew by 193 percent, based on a numerical increase of 3,298 jobs. The remaining categories either doubled or nearly doubled during the period, with the exception of the construction sector, which had a relatively negligible increase from 2,495 in 1988 to 2,955 in 1996 for a growth rate of 18 percent.

**City of Brentwood Trends.** The City of Brentwood experienced numerical increases in all employment sectors, with the exception of manufacturing, which decreased from 515 in 1988 to 301 in 1997. This decline was driven by the closure of DNE Manufacturing during the period. As expected, the largest growth occurred

**Table 14  
AVERAGE ANNUAL EMPLOYMENT BY  
INDUSTRY TRENDS  
Williamson County  
1988 & 1996**

	1988	1996*
Construction	2,495	2,955
Manufacturing	2,016	5,021
Transp/Commun/Util	711	1,453
Retail Trade	3,758	8,933
Finance/Insur/Real Estate	1,706	5,004
Services	5,215	12,552
Local Government	2,251	4,085
State Government	34	30
Other**	5,308	2,419
<b>Total</b>	<b>23,494</b>	<b>45,452</b>

\*County data for 1997 not yet available.

\*\*Includes agriculture, mining, wholesale trade and other unclassified.

Source: Tennessee Department of Employment Security, 1988 & 1996.

**Table 15  
AVERAGE ANNUAL EMPLOYMENT BY  
INDUSTRY TRENDS  
City of Brentwood  
1988 & 1996**

	1988	1996
Construction	190	300
Manufacturing	515	301
Transp/Commun/Util.	319	1,000
Retail Trade	620	1,500
Finance/Insur/Real Estate	819	2,500
Services*	3,110	8,855
Local Government	225	651
State Government	13	15
Other**	3,811	1,778
<b>Total</b>	<b>9,622</b>	<b>16,900</b>

\*Includes Corporate Operations.

\*\*Includes agriculture, mining, wholesale trade and other unclassified.

Source: Estimates, RM Plan Group, Nashville, 1998.

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in the categories of Services and Finance, Insurance and Real Estate. The Services sector increased from 3,110 in 1988 to 8,855 by 1997, reflecting a growth rate of 184 percent. Currently, the Services sector provides approximately 52 percent of all jobs in Brentwood compared to 32 percent in 1988. The Finance, Insurance and Real Estate industry increased from 819 in 1988 to 2,500 in 1997, representing a growth rate of 205 percent. Currently, this sector provides approximately 15 percent of all jobs in Brentwood, compared to 8.5 percent in 1988.

All other employment sectors also experienced significant numerical increases, with the exception of the State Government sector, which added only 2 jobs during the period.

# Growth Projections

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Major physical and economic changes have occurred in Brentwood since its incorporation in 1969. Population and employment growth have been the primary factors for the change. Since 1970, population has increased by 18,160 and employment by over 16,000. Land use associated with residence and employment has increased by over 14,000 acres. Growth in the unincorporated portion of Brentwood's planning area has occurred at a slower, although growing rate. Since 1970, population has increased by 1,205. Land use associated with residence (there has been no significant employment) has increased by over 700 acres. The combined increase for the incorporated and unincorporated area has been 19,365 in population, 16,000 plus in employment and 14,700 in acres.

Population projections for the year 2010, issued jointly by the U.S. Census Bureau and the University of Tennessee, reflect a future growth rate similar to rates currently. The Nashville region is projected to increase by 25 percent and Williamson County by 51 percent. Subject to development policies, it is anticipated that Brentwood will maintain its current share of Williamson County's population increase through the year 2010. Between the years 2010-2020, Brentwood's population will continue to grow, although at a possibly lower rate as build-out of the current planning area is approached.

**Population Projections.** Population for the combined incorporated and unincorporated planning area is projected to increase from 24, 279 in 1997 to 45,300 by 2020. The change represents an increase of 21,021 or 86.6 percent.

City of Brentwood Population Projections. Between 1997-2020, the incorporated portion of the planning area is projected to increase from 22,259 to 34,800. The change represents an increase of 12,541 or 56.3 percent. The increase is projected to occur at a relatively steady rate through 2015. Between 2015-2020, the rate will become lower possibly as build-out of the current incorporated area is approached.

Unincorporated Planning Area Population Projections. Between 1997-2020, the unincorporated portion of the planning area is projected to increase from 2,020 to 10,500. The change represents an increase of 8,480 or 420 percent. The increase is projected to occur at a modest rate through 2005 or until public sewerage is initially available. After 2005, the change is projected to occur at an increasingly higher rate as a public sewerage system becomes more available.

**Table 1  
POPULATION PROJECTIONS  
Brentwood Planning Area  
1997-2020**

Year	City of Brentwood	Unincorp. Planning Area	Total Planning Area
1997	22,259	2,020	24,279
2000	24,400	2,350	26,750
2005	27,900	3,850	31,750
2010	31,400	6,200	37,600
2015	33,900	8,500	42,400
2020	34,800	10,500	45,300

*Source: RM Plan Group, Nashville, 1998*

**Employment Projections.** Employment for the combined incorporated and unincorporated planning area is projected to increase from 16,900 in 1997, to 28,600 by the year 2020. The change represents an increase of 11,700 or 69.2 percent.

City of Brentwood Employment Projections. Between 1997-2020, the incorporated planning portion of the planning area is projected to increase from 16,900 to 28,000. The change represents an increase of 11,100 or 68.6 percent. Through 2005, the increase is projected to occur at a rate comparable to recent years. After 2005, the rate could begin slowing as commercial build-out occurs based on land availability. The Finance/Insurance/Real Estate and the Services sectors could reach build-out by 2010. The retail sector could also begin slowing after 2005.

Unincorporated Planning Area Employment Projections. Between 1997-2020, the unincorporated portion of the planning area is projected to increase from 0 to 600. Employment within this unincorporated area is associated with the introduction of small commercial centers and a new school, churches, etc.

**Table 2  
EMPLOYMENT PROJECTIONS  
Brentwood Planning Area  
1997-2020**

Year	City of Brentwood	Unincorp. Planning Area	Total Planning Area
1997	16,900	0	16,900
2000	19,800	0	19,800
2005	24,100	300	24,400
2010	25,800	400	26,200
2015	27,100	500	27,600
2020	28,000	600	28,600

*Source: RM Plan Group, Nashville, 1998*

**Table 3  
EMPLOYMENT PROJECTIONS BY SECTOR  
Brentwood Planning Area  
1997-2020**

	1997	2000	2005	2010	2015	2020
<b>Construction</b>	300	329	377	424	458	470
<b>Manufacturing</b>	301	301	301	301	301	301
<b>Trans/Comm/Util</b>	1,000	1,098	1,252	1,413	1,526	1,566
<b>Retail Trade</b>	1,500	1,950	2,950	3,470	3,985	4,500
<b>Fin/Ins/Real Est.</b>	2,500	2,733	3,000	3,125	3,250	3,375
<b>Services</b>	8,855	10,700	13,145	13,645	13,900	14,000
<b>Local Government</b>	651	717	850	1,000	1,150	1,130
<b>State Government</b>	15	20	25	30	35	40
<b>Other</b>	1,778	1,952	2,200	2,392	2,495	2,618
<b>Total</b>	16,900	19,800	24,100	25,800	27,100	28,000

*Source: RM Plan Group, Nashville, 1998*

**Appendix B**  
**Existing Land Use**

# Existing Land Use

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**Existing Land Use-Incorporated Area.** The City of Brentwood comprises 22,720 acres or 75 percent of the total planning area. Within the incorporated area the largest classification is associated with single-family residential at approximately 60.8 percent of the total 22,720 acres. Vacant/Agricultural classification comprise the second largest classification at approximately 31.5 percent of the total. The remainder of the incorporated area consist mostly of urban uses with commercial classification encompassing 4.3 percent of the total. The characteristics of each land use classification area described in the following.

Single-Family Residential. Single-Family uses comprise 13,823 acres or 60.8 percent of total incorporated area. It can be found throughout the entire incorporated area.

Commercial. Commercial uses encompass 981 acres or 4.3 percent of the total incorporated planning area. The largest concentration can be found to the north along Franklin Road between Old Hickory Boulevard and the Koger Center including Maryland Farms and the Pewitt Drive area. Another large concentration can be found to the south near the Cool Springs Galleria.

Industrial. Industrial uses encompass 86 acres or 0.4 percent of the total incorporated area. The majority is located within small light industrial parks near Cool Springs Galleria.

Public/Semi-Public. Public/Semi-Public uses comprise 316 acres or 1.4 percent of the total incorporated area. The term “public” is defined as uses that involve federal, state, county or city government. The term “semi-public” is defined as uses that do not involve governmental bodies, but are intended to serve the general public (e.g. churches, civic organizations). Small pockets of this classification can be found throughout the entire incorporated area.

Institutional. Institutional uses encompass 56 acres or 0.2 percent of the incorporated area. It is

**Table B-1  
EXISTING LAND USE  
Incorporated Planning Area  
Brentwood, TN**

Land Use	Acres	% of Total
Single-Family Residential	13,823	60.8
Commercial	981	4.3
Industrial	86	0.4
Public/Semi-Public	316	1.4
Institutional	56	0.2
Parks	318	1.4
Vacant/Agricultural	7,140	31.5
<b>GRAND TOTAL</b>	<b>22,720</b>	<b>100.0</b>

*Source: RM Plan Group, 1998*

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made up almost entirely by the Tennessee Baptist Children's Home and Tennessee Baptist Convention.

Park. Park uses comprise 318 acres or 1.4 percent of the total incorporated area. The term "park" is identified as publicly controlled property with developed provisions for public recreation. The largest concentrations can be found at Granny White Park and Crockett Park.

Vacant/Agricultural. Vacant/Agricultural uses encompass 7,140 acres or 31.5 percent of the total incorporated area. Large areas can be found along the western city limits. A large portion primarily made up by Cal Turner's property is located within the center of Brentwood north of Concord Road.

**Existing Land Use-Unincorporated Area.** The unincorporated area comprises 7,179 acres or 25 percent of the total planning area. Within the unincorporated area the largest classification is associated with vacant/agricultural at approximately 83.6 percent of the total 7,179 acres. The remainder is single-family residential which encompasses 16.4 percent of the total. The characteristics of each land use classification are described in the following.

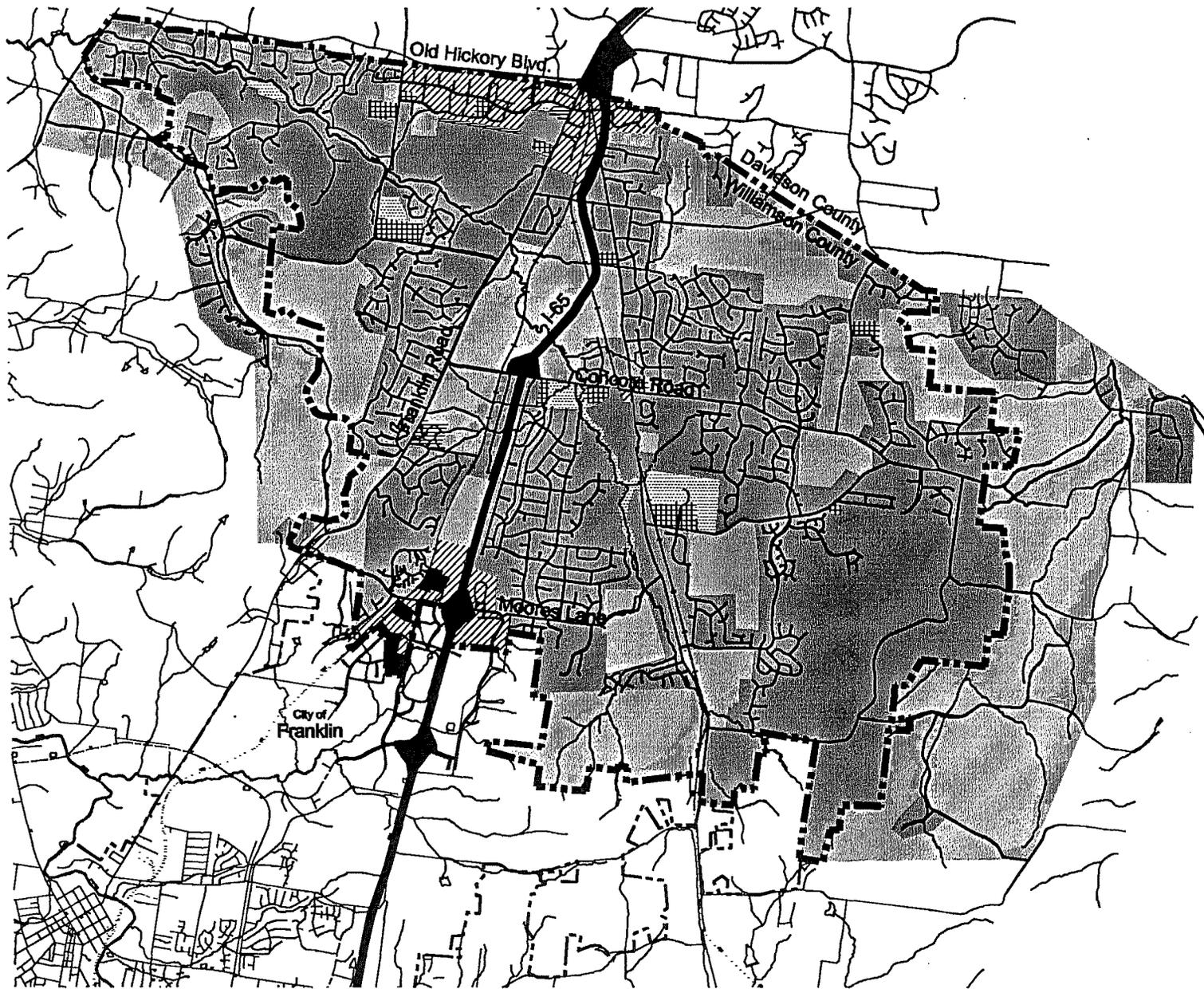
Single-Family Residential. Single-family residential classification comprises 1,140 acres or 16.4 percent of the unincorporated planning area. The largest concentration can be found in the western planning area along Murray Lane.

Vacant/Agricultural. Vacant/Agricultural classification encompasses 6,005 acres or 83.6 percent of the unincorporated area. It can be found throughout the unincorporated planning area.

**Table B-2  
EXISTING LAND USE  
Unincorporated Planning Area  
Brentwood, TN**

<b>Land Use</b>	<b>Acres</b>	<b>% of Total</b>
Single-Family Residential	1,174	16.4
Vacant/Agricultural	6,005	83.6
<b>GRAND TOTAL</b>	<b>7,179</b>	<b>100.0</b>

*Source: RM Plan Group, 1998*



**Existing Land Use**

-  Single-Family Residential
-  Commercial
-  Light Industrial
-  Public/Semi-Public
-  Institutional
-  Park
-  Vacant/Agricultural

City of  
**BRENTWOOD**  
 Williamson County, Tennessee



**Appendix C**  
**Fiscal Model**



ANNE DUNN  
MAYOR

JOE REAGAN  
VICE-MAYOR

MICHAEL W. WALKER  
CITY MANAGER

COMMISSIONERS  
ANNE DUNN  
JOE REAGAN  
ROBERT L. HIGGS, P.E.  
REGINA R. SMITHSON  
BRIAN J. SWEENEY

## City of Brentwood

June 30, 1998

### CITY MANAGER MEMORANDUM

98-13

**TO:** Honorable Mayor and Members of the City Commission  
Brentwood Planning Commission  
Brentwood 2020 Plan – Advisory Committee and Focus Groups

**FROM:** Michael W. Walker, City Manager

**SUBJECT: Brentwood 2020 Plan – Long-Term Financial Options**

An important component of the Brentwood 2020 Plan is an assessment of long-term financial trends of the City. The primary purpose for this study is to determine the financial implications of future land use decisions related to expanded commercial development in the City. This is necessary given the fact that most of the strategically located property in the North Brentwood and Moores Lane area currently zoned for retail and office uses has been or is currently being developed.

The retail development in the 1990's has greatly expanded local sales tax collections and has produced a more balanced tax structure between residential property taxes and commercial generated taxes. Currently, 56% of all General Fund revenues are derived from commercial uses. Consequently, this revenue growth has allowed the City to expand and improve services while maintaining the same effective property tax rate for eight (8) years in a row.

This study projects expenditure trends and demands for services through FY 2010 and the associated funding requirements, including the potential impact on the property tax rate under various options. In addition, the impact of alternative commercial development options on local sales tax collections and real estate property assessments are also reviewed at various levels and intensities of commercial development. Finally, the potential option and benefits of increasing the local sales rate by ½ cent as an alternative to greater property tax increases is explored as a means to have nonresident shoppers and workers share in the tax burden for providing municipal services.

### **City Manager Memorandum 98-13**

The attachments to this memo identify six (6) scenarios or options along with general assumptions on future service demands, baseline and alternative revenue sources and the potential revenue impact from new commercial development. While any long-range financial modeling is subject to debate and is surely not an exact science, it is my belief that the framework outlined in this report will provide a reasonable basis for the formulation of land use decisions in the 2020 Plan. The tradeoffs of choosing a certain course of action for revenue generation and the potential effect on the quality of life should be better understood. Hopefully, this study will help demystify important financial/funding discussions and move away from strictly a pro commercial versus anti commercial debate.

While long-term financial modeling is difficult due to changing economic conditions, projections in local government are fairly straightforward due to type of services provided and the limitations placed by the State of Tennessee on taxing sources. The major revenue sources (locally driven) are limited to property taxes and the local option sales tax. Roughly 72% of the General Fund revenues are derived from these sources while 15% is shared revenues received from the State of Tennessee on a per capita basis. The remaining 13% of revenues are generated from fees and gross receipt business taxes also derived under authority from the State of Tennessee.

As noted earlier, a primary tool that the City possesses to significantly influence future revenue generation is zoning control (i.e. the location of future commercial development in the City). While the City currently has 204 acres of vacant land already zoned for commercial development, most of this land is zoned for office use or is poorly located for retail use or too small for a planned shopping center (see attachment). From the standpoint of direct income generation to the City, retail stores generate significantly more income than an equivalent size office building. For example, a 100,000 square foot retail shopping center will generate a projected \$375,000 in local sales taxes annually to the City plus property taxes while an equivalent office building will generate about \$25,000 in property taxes only.

While the provision of municipal services can be controlled or even reduced, this analysis assumes that Brentwood residents will expect the City to maintain and improve services in the future and proactively address the infrastructure needs of a growing community. It also assumes that the City will continue to incorporate the use of technology and other innovations such as privatization and the use of volunteers in the delivery of municipal services to accomplish more with the same resources.

Each option in this report is provided as a framework for future financial decision-making. There is clearly no single way or best approach to address the future revenue needs of the City. It will likely take a combination of actions by the City to maintain quality services, keep overall taxes low and protect the residential character of the City. For example, with the impending build-out of

desirable retail locations in North Brentwood and the Moores Lane area, it is unrealistic to expect major retail growth to continue to occur at recent levels that would be needed to avoid future property tax increases. At the same time, it is unrealistic to expect citizens to routinely accept annual or biannual property tax increases to maintain and improve essential services. Somewhere in-between is a likely long-term financial solution that will be acceptable to the community.

**City Manager Memorandum 98-13**

The six (6) options in this report are summarized below with detail supporting information provided in the attachments:

**Option 1 – Baseline Data.**

This option identifies the financial position of the City's General Fund through FY 2010 assuming no property or sales tax increase and no proactive effort by the City to encourage expanded retail development outside the existing commercially zoned tracts. Assuming the City maintains quality service delivery with no cutbacks and a strong financial position for the General Fund with adequate cash reserves, the City will begin to face annual deficits or shortfall of revenues under expenditures as early as FY 2001. The annual deficits would continue to grow each year ranging from \$492,000 in FY 2001 to \$8,453,000 in FY 2010. The City would be required to spend all available cash reserves by FY 2005 just to balance the budget. As it is illegal for a Tennessee city to operate in a deficit position, this option is intended only to provide a baseline of the scope of funding shortfall that will have to be addressed by the City.

**Option 2 – Property Tax Increases Only With No Enhanced Commercial Development.**

This option assumes that the property tax alone will be increased as needed to eliminate the projected deficits identified in Option 1. In addition, no proactive effort would be taken by the City to enhance commercial retail development through rezoning of strategically located property. The property tax would need to be increased from \$.73 to \$.88 in FY 2001 with periodic increases every other year. The effective tax rate would be 1.45 in FY 2010 with the average annual City property tax bill a \$300,000 home increasing from \$548 to \$1,088. While a 98% increase over the next 10 years is significant after maintaining an effective \$.73 rate for the last eight years, the relative City property tax burden would remain in line with comparable Tennessee cities. It should be noted that the same home currently pays \$2,183 annually in Williamson County property taxes or \$1,000 more than the projected City tax rate in 12 years.

**Option 3 – Combination Property Tax and ½ Cent Local Sales Tax Increase With No Enhanced Retail Development.**

In an attempt to have nonresidents who work and shop in Brentwood share in the tax burden of providing services and using City facilities, this option assumes that City residents would approve by referendum a ½ cent local option sales tax before June 30, 2000. All options with a local sales tax increase assume that the rest of Williamson County would also vote to extend the tax countywide to provide alternative funding for the schools, thereby reducing what would otherwise be received by the City under a "city only" sales tax. Under option 3, the proceeds from the sales tax would be used to pay for City services with any remaining shortfall handled by a smaller increase in the property tax. No action would be taken by the City to enhance commercial retail development through rezoning of strategically located property. This action would delay the first property tax increase to \$.88 in FY 2004 with a projected 1.25 effective rate in FY 2010. The average annual tax bill would be \$938 in FY 2010, up from the current amount of \$548. Again, this amount would compare favorably with the tax burden in comparable Tennessee cities.

**Option 4 – Aggressive Retail Growth (1,500,000 Square Feet) With No Property or Sales Tax Increase.**

This option attempts to identify the level of new retail development that would be needed to avoid any property tax or local sales tax increase between now and FY 2010. New retail development totaling 1.5 million square feet would be needed to avoid any local tax increase. Realistically, it would be very difficult for the market to support a level of retail development larger than the Cool Springs Galleria within 2-3 miles of that major regional shopping area. In addition, a significant amount of undeveloped land remains in the Cool Springs area just south of the Mall. Under the City's current development standards, the likely maximum floor area ratio (FAR) would be .22 or 9,583 square feet of retail space per acre. Assuming there is market demand to support this level of development, the City would be required to rezone at least 157 acres of strategically located property. Given the size, the most likely location would be the Concoed Road / Franklin Road / I-65 area. Without question, the scope of this new retail development would greatly affect the existing character of the community; however, current property and sales tax rates could be stabilized through FY 2010 under this option.

**Option 5 – Enhanced Retail Development (1,050,000 Square Feet of New Space) Combined With A ½ Cent Local Sales Tax Increase and No Property Tax Increase.**

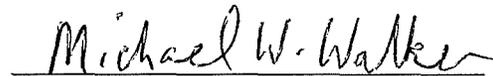
This option attempts to identify the total amount of new retail space combined with the ½ cent local sales tax increase that would be needed to maintain the effective \$.73 property tax rate through FY 2010. This amount of retail space would essentially double the existing total space in Brentwood that is available in North Brentwood and the Moores Lane area. Accordingly, new retail of this magnitude would require community support to rezone at least 110 acres of strategically located property. Again, given the Cool Springs regional shopping area nearby and the amount of undeveloped retail tracts just south and east of the Mall, it is questionable if the market would support new regional and community oriented retail development of this magnitude in Brentwood in the next 10 years.

**Option 6 – Limited Retail Growth (200,000 Square Feet of New Space) Combined With A ½ Cent Local Sales Tax Increase and Smaller Property Tax Increase.**

This option attempts to identify a level of community oriented retail (grocery store, drug store, etc.) that may fit within the market constraints and, may be more acceptable for rezoning due to the smaller scale or impact on any one area of the community. For comparison purposes, the total size at 200,000 square feet is 2/3 the size of Brentwood Place Shopping Center but larger than Peartree Village at 124,000 square feet. Such a development could be configured as two smaller shopping centers at 100,000 square feet. Option 6 would require the rezoning of 21-30 acres depending on the location(s) relative to nearby residential areas. No potential sites have been identified as a part of this study. Option 6 also assumes passage of the ½ cent local sales tax increase by June 30, 2000 with any remaining revenue shortfall covered by increases in the property tax. Under this option, the current effective tax rate would stay the same until FY 2004 when it would increase to \$.88. The projected FY 2010 tax rate of \$1.05 would result in an annual tax bill for a \$300,000 home at \$788 versus \$548 today or \$230 more annually.

**City Manager Memorandum 98-13**

Given the complexity of this subject, I am prepared to meet with the City Commission and other groups involved with the formulation of the Brentwood 2020 Plan to discuss the long-term financial options available to the City and to answer any questions. From this review, other options may be identified for follow up assessment. Please feel free to call if you have any questions.



**Michael W. Walker**

cc: Randy Sanders  
Brian Wilcox  
Al Raby

# Financial Models

## Revenue/Expenditure Trends – Assumptions

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### OVERALL ASSUMPTIONS

- Revenue funding structure provided by the State of Tennessee for local governments today will continue through FY 2010.
- No policy change to place higher emphasis on user fees and charges for services.
- Conservative revenue and expenditure projections based on future uncertainties and time.
- Similar residential growth patterns during the past 10 years will continue for the next 10 years.
- Tax rates are “effective rates” and assume no adjustments downward resulting from the reappraisal of property. State law requires the reappraisal process to be revenue “neutral”; as such, the current tax rate is the baseline to compare any future tax rate increases on an “apples to apples” basis.
- Fund balance will be targeted to remain in the 40 – 45 % range of annual expenditures to maintain strong financial position for City and to protect bond rating.
- Local sales taxes from expanded commercial growth based on average annual retail sales of \$300 per square foot.
- Revenue projections for local sales tax increases are net collections and assume that residents in the rest of Williamson County will vote to make the sales tax increase countywide as provided under state law. Under the county sales tax, revenue collections in Brentwood will be shared 50/50 with the Williamson County Schools.
- Existing service levels will be maintained rather than reduced to balance the budget.
- If a major economic downturn occurs that affects revenue collections in the model, expenditures would have to be reduced accordingly; otherwise the projected property tax rates will be higher than shown.
- Model options are limited to first 10 years (until FY 2010) due to significant uncertainties associated with long-term financial forecasting. However, it is expected

that similar trends and taxing requirements would be required for years 11-20.

### OPTION 1 - Baseline – No Property or Sales Tax Increase / No Enhanced Commercial Development.

Provides baseline budget projections (with annual surplus and deficits) assuming no future property tax increases. The model also assumes no increase in local option sales tax from 2 ¼ cent to the maximum 2 ¾ cent allowed under State law (1/2 cent increase). This model also reflects no effort by the City to facilitate expanded commercial office and retail growth in the City (through rezoning of new tracts). Only incremental growth on existing commercially zoned property would occur. Note: this option is not legal under Tennessee law given the projected annual deficits that would begin in FY 2001 (\$492,000) and continue each year thereafter, reaching \$8,453,000 annually by FY 2010. The projected fund balance of \$7,554,000 at the beginning of FY 2001 would be completely eliminated by FY 2005 just to cover the annual overruns.

### Commercial Generated Taxes

- Real & Personal Property Tax Growth – 3% annually due to new development and improvements within existing commercially zoned land, not through reassessment of property. With build-out in North Brentwood and Moores Lane area, recent growth trends are expected to slow down by FY 2001.
- Public Utility Property Tax – No growth due to the annual statewide effort and success of BellSouth in its appeal of state established property tax assessments.
- Local Sales Tax Growth – 20% annual growth in FY 2000 and 10% in FY2001 (from projected major projects coming on line) and 5% annual growth thereafter based on routine sales growth from existing businesses and smaller growth in new retail business on existing commercially zoned property.

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- Wholesale Beer, Liquor, and Business Taxes – 5% annual growth from existing businesses and new small business growth.
  - State Beer Tax – 2% annual growth based on historic trends.
  - State Alcohol Beverage Tax – 10% annual growth based on historic trends.
  - Building Permits – 5% annual growth.
  - Corporate Excise Tax – 5% annual growth.

***Residential/Population Based Taxes***

- Real Property Tax Growth – 3% annual due to new residential development and improvements, not through reassessment of property.
- State Shared Sales Tax – 7% annual growth based on growing state economy and rising per capita payments due to population growth.
- Halls Income Tax – 5% annual growth recognizing recent income tax exemptions approved by the General Assembly will impact on future revenue growth.
- Building Permits – 5% annual growth.
- TVA Taxes – 4% annual growth of tax distributed based on population.
- Court Fines/Costs – 1% annual growth based on historic experience.
- Interest Earnings – 4.4% of the projected fund balance at year-end from the previous fiscal year. Investment options are conservative due to limitations under state law.
- Miscellaneous Fees/Contributions – 5% annual growth based on small periodic increases in other fees and charges for services.

***General Fund Expenditures***

- Police – 10% annual growth to provide additional new officers in the field annually.
- Fire – 7% annual growth except for FY 2001 when the cost of operating and manning the new fire station will come on-line.
- Debt Service – annual transfer based on implementation of CIP with bond issues scheduled every other year. Level debt service obligations are projected beginning in FY 2007 due to the fact that the annual cost of

new debt will be offset by the retirement of earlier issued debt.

- Capital Projects Fund Transfer – Assumes continued effort to address a portion of the infrastructure needs on a pay as you go basis with a 5% increase in funding annually.
- Library – 7% annual growth to help address needs of growing population base.
- Parks and Recreation – 7% annual growth to help maintain and improve the parks, open space and recreation facility needs in the community.
- Administration, Finance, Planning and Codes, Insurance and Other Benefits, Technology and Miscellaneous – 5% annual growth.
- Municipal Center – 7% annual growth due to age of building and reduction in private rental income associated with the takeover of additional space by City functions.
- Education – \$10,000 annual increase in contribution to schools.

***OPTION 2 - No Enhanced Commercial Retail Growth with budget shortfall addressed by increases in the property tax rate only.***

The same expenditure and revenue assumptions in Option 1 are used except the annual funding shortfall (deficit) is addressed through increases in the property tax rate. The result is that the property tax rate would have to be increased on a regular basis to maintain service levels. The projected tax rate and year of increase are as follows: \$.88 in FY 2001, \$1.06 in FY 2003, \$1.20 in FY 2006, \$1.33 in FY 2008 and \$1.45 in FY 2009. The average annual City property tax bill for a residential dwelling valued at \$300,000 would increase from \$548 to \$1,088 annually or \$540 by FY 2009. For comparison purposes, this City tax obligation in FY 2010 would still be half the current Williamson County tax obligation for the same house in FY 1999.

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**OPTION 3 – No Enhanced Commercial Retail Growth with budget shortfall addressed by a ½ cent increase in the local option sales tax rate supplemented by property tax increases.**

The same expenditure and revenue assumptions from Option 1 are used except the annual funding shortfall (deficit) is addressed through an increase in the local option sales tax (from 2 ¼ to 2 ¾ cent) with periodic increases in the property tax rate to make up the remaining shortfall. While small growth in sales tax collections is envisioned from development on the remaining small commercial tracts, no major expansion of the commercial retail property is envisioned under this option. If approved by voter referendum prior to June 1990, the ½ cent sales tax increase would provide an avenue to share the tax burden with nonresidents who shop and work in Brentwood and use our facilities and services. The sales tax projections have been adjusted downward based on the assumption that Williamson County residents outside Brentwood would likewise approve the sales tax increase countywide to help fund schools, thereby reducing the potential amount available to the City's General Fund. If the sales tax increase becomes countywide, 50% of the new collections in Brentwood would be allocated for public education. Under option 3, the property tax rate would increase to \$.88 by FY 2004, \$1.10 in FY 2006 and \$1.25 by FY 2009. The average residential property tax bill for a \$300,000 dwelling would increase from \$548 to \$938 annually or \$390 by FY 2009.

**OPTION 4 – Aggressive Retail Growth (1.5 million square feet) with no local sales tax or property tax increase.**

The option attempts to determine the level of retail growth needed to maintain services while keeping local sales and property tax rates stable over the next 10 years. For projection purposes, it assumes that there would be a market to support 1.5 million square feet in new retail space within 2-3 miles of the Cool Springs retail area. The amount of space is larger than the

Cool Springs Galleria. The commercial property tax base is projected to grow by an average of 11% annually (8% from proactive commercial growth efforts). For purposes of this model, 500,000 square feet of new retail space would be needed by FY 2002 with 150,000 square feet added each year through FY 2008 when 100,000 square feet of additional space would be needed in FY 2009. Assuming the community would support the rezoning of at least 157 acres of strategically located property and 1.5 million square feet of new retail space is feasible in the market, the existing property tax and sales tax rates would remain the same through FY 2010.

**OPTION 5 – Enhanced Commercial Retail Growth (1,050,000 square feet new space by FY 2010) plus a ½ cent increase in the local option sales tax.**

This option uses the same basic assumptions as Option 1 except that the City would take proactive steps (through rezoning of strategically located land minimally totaling 110 acres) to facilitate expanded new commercial retail growth (cumulatively totaling 1.05 million square feet) between FY 2002 and FY 2010. Note this amount of retail space is equivalent in size to Liberty Place (Cool Springs Festival), Brentwood Place, Peartree Village, Mallory Corners and the new Cool Springs Pointe combined. For purposes of this model, 75,000 square feet on new retail space would be required to come online annually beginning in FY 2002 with 150,000 square feet of new space added each year from FY 2006 - FY 2010. Besides additional sales tax, the commercial property tax base is projected to grow by 8% annually (5% from proactive commercial growth efforts). In addition, the local sales tax would be increased by ½ cent prior to FY 2001 to help capture more taxes from nonresidents shopping at the new retail facilities. Assuming the market would support retail growth of this magnitude within 2-3 miles of the Cool Springs area and approval of the ½ cent local sales tax increase,

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the existing property tax rate (effective rate) of \$.73 could remain the same through FY 2010.

**OPTION 6 – Limited Retail Growth (200,000 square feet by FY 2010) with a ½ cent sales tax increase and smaller property tax increase.**

This option has the same basic assumptions outlined in Option 1 except that the City would need to take proactive steps to facilitate limited commercial retail growth (200,000 square feet by FY 2010). For purposes of the model, 50,000 square feet is projected to come online in FY 2002, FY 2004, FY 2006 and FY 2008. In addition, it anticipates adoption of an additional ½ cent local sales tax by June 2000 with any remaining revenue shortfall handled through periodic increases in the property tax. The commercial property tax base is projected to grow by 5% annually (2% from proactive commercial growth efforts). This amount of retail space is about 2/3 the size of Brentwood Place but larger than Peartree Village at 118,000 square feet. During the next ten years, the property tax rate would increase to \$.88 in FY 2004 and \$1.05 in FY 2007. The \$1.05 rate would remain in place through FY 2010. The average residential property tax bill for a \$300,000 dwelling would increase from \$548 to \$788 or \$230 annually by FY 2007 and remain at this amount through FY 2010.

	FY 1992-93 Actual	FY 1998-99 Budget	6 Year Growth	% Increase	FY 1999-00 Projected	FY 2000-01 Projected	FY 2001-02 Projected	FY 2002-03 Projected	FY 2003-04 Projected	FY 2004-05 Projected	FY 2005-06 Projected	FY 2006-07 Projected	FY 2007-08 Projected	FY 2008-09 Projected	FY 2009-10 Projected
<b>Commercial Generated Taxes</b>															
Real & Personal Property Tax	\$ 1,016,678	\$ 1,984,035	\$ 967,367	95%	\$ 2,182,439	\$ 2,247,912	\$ 2,315,349	\$ 2,500,577	\$ 2,700,623	\$ 2,916,673	\$ 3,150,007	\$ 3,402,007	\$ 3,674,168	\$ 3,968,101	\$ 4,285,549
Expanded Real Property Tax	-	-	-	-	-	-	112,396	121,387	131,098	141,586	152,913	165,146	178,358	192,626	208,036
Public Utility Property Tax	654,039	580,000	(74,039)	-11%	580,000	580,000	580,000	580,000	580,000	580,000	580,000	580,000	580,000	580,000	580,000
Property Tax Increase	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-
Local Sales Tax	2,209,275	5,250,000	3,040,725	138%	6,300,000	6,930,000	7,276,500	7,640,325	8,022,341	8,423,458	8,844,631	9,286,863	9,751,206	10,238,766	10,750,705
Expanded Local Sales Tax	-	-	-	-	-	-	281,250	562,500	843,750	1,125,000	1,687,500	2,250,000	2,812,500	3,375,000	3,937,500
Local Sales Tax Increase	-	-	-	0%	-	1,540,000	1,679,500	1,822,850	1,970,243	2,121,880	2,340,474	2,563,747	2,791,935	3,025,281	3,264,045
Wholesale Beer Tax	201,513	315,000	113,487	56%	330,750	347,288	364,652	382,884	402,029	422,130	443,237	465,398	488,668	513,102	538,757
Wholesale Liquor Tax	65,401	100,000	34,599	53%	105,000	110,250	115,763	121,551	127,628	134,010	140,710	147,746	155,133	162,889	171,034
Business Taxes	257,372	636,000	378,628	147%	699,600	769,560	808,038	848,440	890,862	935,405	982,175	1,031,284	1,082,848	1,136,991	1,193,840
State Beer Tax	8,050	9,500	1,450	18%	9,690	9,884	10,081	10,283	10,489	10,699	10,913	11,131	11,353	11,580	11,812
State Alcohol Beverage Tax	18,220	45,000	26,780	147%	49,500	54,450	59,895	65,885	72,473	79,720	87,692	96,461	106,108	116,718	128,390
Building Permits (Commercial)	134,795	160,000	25,205	19%	184,000	211,600	222,180	233,289	244,953	257,201	270,061	283,564	297,742	312,630	328,261
Corporate Excise Tax	14,161	15,000	839	6%	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000
<b>Total Commercial</b>	<b>\$4,579,504</b>	<b>\$9,094,535</b>	<b>\$4,515,031</b>	<b>99%</b>	<b>\$10,460,979</b>	<b>\$12,820,943</b>	<b>\$13,845,603</b>	<b>\$14,909,971</b>	<b>\$16,016,489</b>	<b>\$17,167,762</b>	<b>\$18,710,312</b>	<b>\$20,303,348</b>	<b>\$21,950,019</b>	<b>\$23,653,686</b>	<b>\$25,417,930</b>
<b>% of total revenues</b>	<b>47%</b>	<b>56%</b>			<b>58%</b>	<b>62%</b>	<b>63%</b>	<b>64%</b>	<b>64%</b>	<b>65%</b>	<b>66%</b>	<b>67%</b>	<b>68%</b>	<b>68%</b>	<b>69%</b>
<b>Residential/Population Based Taxes</b>															
Real Property Taxes	\$ 2,932,415	\$ 3,736,813	\$ 804,398	27%	\$ 3,848,917	\$ 3,964,385	\$ 4,083,316	\$ 4,205,816	\$ 4,331,990	\$ 4,461,950	\$ 4,595,808	\$ 4,733,683	\$ 4,875,693	\$ 5,021,964	\$ 5,172,623
Property Tax Increase	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-
State Shared Sales Taxes	704,376	1,300,000	595,624	85%	1,391,000	1,488,370	1,592,556	1,704,035	1,823,317	1,950,949	2,087,516	2,233,642	2,389,997	2,557,297	2,736,308
Halls Income Taxes	572,671	875,000	302,329	53%	910,000	946,400	984,256	1,023,626	1,064,571	1,107,154	1,151,440	1,197,498	1,245,398	1,295,214	1,347,022
Building Permits	134,795	205,500	70,705	52%	215,775	226,564	237,892	249,787	262,276	275,390	289,159	303,617	318,798	334,738	351,475
TVA (in lieu of taxes)	82,324	120,000	37,676	46%	124,800	129,792	134,984	140,383	145,998	151,838	157,912	164,228	170,797	177,629	184,734
Court Fines/Costs	139,243	149,000	9,757	7%	150,490	151,995	153,515	155,050	156,600	158,167	159,748	161,346	162,959	164,589	166,235
Interest Earnings	56,552	240,000	183,448	324%	308,000	334,881	382,165	425,136	461,918	490,367	508,042	527,293	554,442	589,216	628,834
Miscellaneous Fees/Contributions	462,496	452,802	(9,694)	-2%	475,442	499,214	524,175	550,384	577,903	606,798	637,138	668,995	702,445	737,567	774,445
<b>Total Residential</b>	<b>\$ 5,084,872</b>	<b>\$ 7,079,115</b>	<b>\$ 1,994,243</b>	<b>39%</b>	<b>\$ 7,424,424</b>	<b>\$ 7,741,600</b>	<b>\$ 8,092,858</b>	<b>\$ 8,454,215</b>	<b>\$ 8,824,574</b>	<b>\$ 9,202,613</b>	<b>\$ 9,586,764</b>	<b>\$ 9,990,301</b>	<b>\$ 10,420,528</b>	<b>\$ 10,878,213</b>	<b>\$ 11,361,675</b>
<b>% of total revenues</b>	<b>53%</b>	<b>44%</b>			<b>42%</b>	<b>38%</b>	<b>37%</b>	<b>36%</b>	<b>36%</b>	<b>35%</b>	<b>34%</b>	<b>33%</b>	<b>32%</b>	<b>32%</b>	<b>31%</b>
<b>Total General Fund Revenues</b>	<b>\$ 9,664,376</b>	<b>\$ 16,173,650</b>	<b>\$ 6,509,274</b>	<b>67%</b>	<b>\$ 17,885,403</b>	<b>\$ 20,562,543</b>	<b>\$ 21,938,462</b>	<b>\$ 23,364,186</b>	<b>\$ 24,841,063</b>	<b>\$ 26,370,375</b>	<b>\$ 28,297,076</b>	<b>\$ 30,293,649</b>	<b>\$ 32,370,547</b>	<b>\$ 34,531,898</b>	<b>\$ 36,779,605</b>
<b>General Fund Expenditures</b>															
Police	\$ 1,940,491	\$ 3,289,755	\$ 1,349,264	70%	\$ 3,618,731	\$ 3,980,604	\$ 4,378,664	\$ 4,816,530	\$ 5,298,183	\$ 5,828,002	\$ 6,410,802	\$ 7,051,882	\$ 7,757,070	\$ 8,532,777	\$ 9,386,055
Fire	1,801,901	2,509,100	707,199	39%	2,760,010	3,836,011	4,104,532	4,391,849	4,699,278	5,028,228	5,380,204	5,756,818	6,159,795	6,590,981	7,052,350
Debt Service Fund Transfer	1,200,000	1,950,000	750,000	63%	2,150,000	2,400,000	2,650,000	2,900,000	3,150,000	3,400,000	3,650,000	3,700,000	3,700,000	3,700,000	3,700,000
Public Works, etc.	956,887	1,840,795	883,908	92%	1,969,651	2,107,526	2,255,053	2,412,907	2,581,810	2,762,537	2,955,915	3,162,829	3,384,227	3,621,122	3,874,601
Capital Projects Fund Transfer	25,000	1,470,000	1,445,000	5780%	1,543,500	1,620,675	1,701,709	1,786,794	1,876,134	1,969,941	2,068,438	2,171,860	2,280,452	2,394,475	2,514,199
Library	376,297	966,400	590,103	157%	1,063,040	1,137,453	1,217,074	1,302,270	1,393,429	1,490,969	1,595,336	1,707,010	1,826,501	1,954,356	2,091,161
Parks and Recreation	327,886	884,050	556,164	170%	972,455	1,040,527	1,113,364	1,191,299	1,274,690	1,363,918	1,459,393	1,561,550	1,670,859	1,787,819	1,912,966
Administration	696,360	1,103,440	407,080	58%	1,158,612	1,216,543	1,277,370	1,341,238	1,408,300	1,478,715	1,552,651	1,630,283	1,711,798	1,797,387	1,887,257
Planning and Codes	239,688	624,680	384,992	161%	687,148	721,505	757,581	795,460	835,233	876,994	920,844	966,886	1,015,231	1,065,992	1,119,292
Insurance and Other Benefits	342,497	496,050	153,553	45%	520,853	546,895	574,240	602,952	633,099	664,754	697,992	732,892	769,536	808,013	848,414
Technology	40,626	510,050	469,424	1155%	250,000	262,500	275,625	289,406	303,877	319,070	335,024	351,775	369,364	387,832	407,224
Municipal Center	163,190	280,000	116,810	72%	308,000	329,560	352,629	377,313	403,725	431,986	462,225	494,581	529,201	566,245	605,883
Education	115,000	130,000	15,000	13%	160,000	170,000	180,000	190,000	200,000	210,000	220,000	230,000	240,000	250,000	260,000
Miscellaneous/Other	42,457	107,125	64,668	152%	112,481	118,105	124,011	130,211	136,722	143,558	150,736	158,272	166,186	174,495	183,220
<b>Total Expenditures</b>	<b>\$ 8,268,280</b>	<b>\$ 16,161,445</b>	<b>\$ 7,893,165</b>	<b>95%</b>	<b>\$ 17,274,480</b>	<b>\$ 19,487,904</b>	<b>\$ 20,961,851</b>	<b>\$ 22,528,230</b>	<b>\$ 24,194,480</b>	<b>\$ 25,968,672</b>	<b>\$ 27,859,559</b>	<b>\$ 29,676,638</b>	<b>\$ 31,580,220</b>	<b>\$ 33,631,496</b>	<b>\$ 35,842,620</b>
<b>Annual Surplus / (Deficit)</b>	<b>\$ 1,396,096</b>	<b>\$ 12,205</b>			<b>\$ 610,923</b>	<b>\$ 1,074,639</b>	<b>\$ 976,611</b>	<b>\$ 835,957</b>	<b>\$ 646,583</b>	<b>\$ 401,703</b>	<b>\$ 437,518</b>	<b>\$ 617,011</b>	<b>\$ 790,328</b>	<b>\$ 900,402</b>	<b>\$ 936,985</b>
<b>Projected Beginning Fund Balance</b>					<b>7,000,000</b>	<b>7,610,923</b>	<b>8,685,562</b>	<b>9,662,173</b>	<b>10,498,129</b>	<b>11,144,712</b>	<b>11,546,415</b>	<b>11,983,932</b>	<b>12,600,943</b>	<b>13,391,271</b>	<b>14,291,673</b>
<b>Projected Year-end Fund Balance</b>					<b>\$ 7,610,923</b>	<b>\$ 8,685,562</b>	<b>\$ 9,662,173</b>	<b>\$ 10,498,129</b>	<b>\$ 11,144,712</b>	<b>\$ 11,546,415</b>	<b>\$ 11,983,932</b>	<b>\$ 12,600,943</b>	<b>\$ 13,391,271</b>	<b>\$ 14,291,673</b>	<b>\$ 15,228,659</b>
<b>Fund Balance as % of Total Budget</b>					<b>44%</b>	<b>45%</b>	<b>46%</b>	<b>47%</b>	<b>46%</b>	<b>44%</b>	<b>43%</b>	<b>42%</b>	<b>42%</b>	<b>42%</b>	<b>42%</b>
<b>Property Tax Rate</b>															
	<b>Tax Rate</b>	<b>Residential Avg. Tax Bill</b>													
FY 1999 - FY 2010	\$ 0.73	\$ 548													

	FY 1992-93 Actual	FY 1998-99 Budget	6 Year Growth	% Increase	FY 1999-00 Projected	FY 2000-01 Projected	FY 2001-02 Projected	FY 2002-03 Projected	FY 2003-04 Projected	FY 2004-05 Projected	FY 2005-06 Projected	FY 2006-07 Projected	FY 2007-08 Projected	FY 2008-09 Projected	FY 2009-10 Projected
<b>Commercial Generated Taxes</b>															
Real & Personal Property Tax	\$ 1,016,678	\$ 1,984,035	\$ 967,357	95%	\$ 2,182,439	\$ 2,247,912	\$ 2,315,349	\$ 2,431,116	\$ 2,552,672	\$ 2,680,306	\$ 2,814,321	\$ 2,955,037	\$ 3,102,789	\$ 3,257,929	\$ 3,420,825
Expanded Real Property Tax	-	-	-	-	-	-	44,958	47,206	49,566	52,045	54,647	57,379	60,248	63,261	66,424
Public Utility Property Tax	654,039	580,000	(74,039)	-11%	580,000	580,000	580,000	580,000	580,000	580,000	580,000	580,000	580,000	580,000	580,000
Property Tax Increase	-	-	-	-	-	-	-	-	653,950	680,688	708,763	1,574,915	1,640,948	1,710,281	1,783,082
Local Sales Tax	2,209,275	5,250,000	3,040,725	138%	6,300,000	6,930,000	7,276,500	7,640,325	8,022,341	8,423,458	8,844,631	9,286,863	9,751,206	10,238,766	10,750,705
Expanded Local Sales Tax	-	-	-	-	-	-	187,500	187,500	375,000	375,000	375,000	562,500	562,500	750,000	750,000
Local Sales Tax Increase	-	-	-	-	-	1,540,000	1,658,667	1,739,517	1,866,076	1,955,213	2,090,474	2,188,747	2,333,601	2,441,948	2,555,712
Wholesale Beer Tax	201,513	315,000	113,487	56%	330,750	347,288	364,652	382,884	402,029	422,130	443,237	465,398	488,668	513,102	538,757
Wholesale Liquor Tax	65,401	100,000	34,599	53%	105,000	110,250	115,763	121,551	127,628	134,010	140,710	147,746	155,133	162,889	171,034
Business Taxes	257,372	636,000	378,628	147%	699,600	769,560	808,038	848,440	890,862	935,405	982,175	1,031,284	1,082,848	1,136,991	1,193,840
State Beer Tax	8,050	9,500	1,450	18%	9,690	9,884	10,081	10,283	10,489	10,699	10,913	11,131	11,353	11,580	11,812
State Alcohol Beverage Tax	18,220	45,000	26,780	147%	49,500	54,450	59,895	65,885	72,473	79,720	87,692	96,461	106,108	116,718	128,390
Building Permits (Commercial)	134,795	160,000	25,205	19%	184,000	211,600	222,180	233,289	244,953	257,201	270,061	283,564	297,742	312,630	328,261
Corporate Excise Tax	14,161	15,000	839	6%	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000
<b>Total Commercial</b>	<b>\$4,579,504</b>	<b>\$9,094,535</b>	<b>\$4,515,031</b>	<b>99%</b>	<b>\$10,460,979</b>	<b>\$12,820,943</b>	<b>\$13,663,583</b>	<b>\$14,307,996</b>	<b>\$15,868,040</b>	<b>\$16,605,875</b>	<b>\$17,610,124</b>	<b>\$19,261,027</b>	<b>\$20,380,645</b>	<b>\$21,316,095</b>	<b>\$22,298,842</b>
<b>% of total revenues</b>	<b>47%</b>	<b>56%</b>			<b>59%</b>	<b>62%</b>	<b>63%</b>	<b>63%</b>	<b>62%</b>	<b>62%</b>	<b>63%</b>	<b>61%</b>	<b>62%</b>	<b>62%</b>	<b>62%</b>
<b>Residential/Population Based Taxes</b>															
Real Property Taxes	\$ 2,932,415	\$ 3,736,813	\$ 804,398	27%	\$ 3,848,917	\$ 3,964,385	\$ 4,083,316	\$ 4,205,816	\$ 4,331,990	\$ 4,461,950	\$ 4,595,808	\$ 4,733,683	\$ 4,875,693	\$ 5,021,964	\$ 5,172,623
Property Tax Increase	-	-	-	0%	-	-	-	-	890,224	916,931	944,439	2,075,246	2,137,904	2,201,629	2,267,678
State Shared Sales Taxes	704,376	1,300,000	595,624	85%	1,391,000	1,488,370	1,592,556	1,704,035	1,823,317	1,950,949	2,087,516	2,233,642	2,389,997	2,557,297	2,736,308
Halls Income Taxes	572,671	875,000	302,329	53%	910,000	946,400	984,256	1,023,626	1,064,571	1,107,154	1,151,440	1,197,498	1,245,398	1,295,214	1,347,022
Building Permits	134,795	205,500	70,705	52%	215,775	226,564	237,892	249,787	262,276	275,390	289,159	303,617	318,798	334,738	351,475
TVA (in lieu of taxes)	82,324	120,000	37,676	46%	124,800	129,792	134,984	140,383	145,998	151,838	157,912	164,228	170,797	177,629	184,734
Court Fines/Costs	139,243	149,000	9,757	7%	150,490	151,995	153,515	155,050	156,600	158,167	159,748	161,346	162,959	164,589	166,235
Interest Earnings	56,552	240,000	183,448	324%	252,000	308,000	378,518	413,319	423,095	482,474	515,424	528,146	600,781	662,592	699,456
Miscellaneous Fees/Contributions	462,496	452,802	(9,694)	-2%	475,442	499,214	524,175	550,384	577,903	606,798	637,138	668,995	702,445	737,567	774,445
<b>Total Residential</b>	<b>\$ 5,084,872</b>	<b>\$ 7,079,115</b>	<b>\$ 1,994,243</b>	<b>39%</b>	<b>\$ 7,368,424</b>	<b>\$ 7,714,719</b>	<b>\$ 8,089,211</b>	<b>\$ 8,442,399</b>	<b>\$ 9,675,975</b>	<b>\$ 10,111,651</b>	<b>\$ 10,538,584</b>	<b>\$ 12,066,401</b>	<b>\$ 12,604,372</b>	<b>\$ 13,153,218</b>	<b>\$ 13,699,975</b>
<b>% of total revenues</b>	<b>53%</b>	<b>44%</b>			<b>41%</b>	<b>38%</b>	<b>37%</b>	<b>37%</b>	<b>38%</b>	<b>38%</b>	<b>37%</b>	<b>39%</b>	<b>38%</b>	<b>38%</b>	<b>38%</b>
<b>Total General Fund Revenues</b>	<b>\$ 9,664,376</b>	<b>\$ 16,173,650</b>	<b>\$ 6,509,274</b>	<b>67%</b>	<b>\$ 17,829,403</b>	<b>\$ 20,535,662</b>	<b>\$ 21,752,794</b>	<b>\$ 22,750,395</b>	<b>\$ 25,544,015</b>	<b>\$ 26,717,525</b>	<b>\$ 28,148,708</b>	<b>\$ 31,327,428</b>	<b>\$ 32,985,017</b>	<b>\$ 34,469,313</b>	<b>\$ 35,998,817</b>
<b>General Fund Expenditures</b>															
Police	\$ 1,940,491	\$ 3,289,755	\$ 1,349,264	70%	\$ 3,618,731	\$ 3,980,604	\$ 4,378,664	\$ 4,816,530	\$ 5,298,183	\$ 5,828,002	\$ 6,410,802	\$ 7,051,882	\$ 7,757,070	\$ 8,532,777	\$ 9,386,055
Fire	1,801,901	2,509,100	707,199	39%	2,760,010	3,836,011	4,104,532	4,391,849	4,699,278	5,028,228	5,380,204	5,756,818	6,159,795	6,590,981	7,052,350
Debt Service Fund Transfer	1,200,000	1,950,000	750,000	63%	2,150,000	2,400,000	2,650,000	2,900,000	3,150,000	3,400,000	3,650,000	3,700,000	3,700,000	3,700,000	3,700,000
Public Works, etc.	956,887	1,840,795	883,908	92%	1,969,651	2,107,526	2,255,053	2,412,907	2,581,810	2,762,537	2,955,915	3,162,829	3,384,227	3,621,122	3,874,601
Capital Projects Fund Transfer	25,000	1,470,000	1,445,000	5780%	1,543,500	1,620,675	1,701,709	1,786,794	1,876,134	1,969,941	2,068,438	2,171,860	2,280,452	2,394,475	2,514,199
Library	376,297	966,400	590,103	157%	1,063,040	1,137,453	1,217,074	1,302,270	1,393,429	1,490,969	1,595,336	1,707,010	1,826,501	1,954,356	2,091,161
Parks and Recreation	327,886	884,050	556,164	170%	972,455	1,040,527	1,113,364	1,191,299	1,274,690	1,363,918	1,459,393	1,561,550	1,670,859	1,787,819	1,912,966
Administration	696,360	1,103,440	407,080	58%	1,158,612	1,216,543	1,277,370	1,341,238	1,408,300	1,478,715	1,552,651	1,630,283	1,711,798	1,797,387	1,887,257
Planning and Codes	239,688	624,680	384,992	161%	687,148	721,505	757,581	795,460	835,233	876,994	920,844	966,886	1,015,231	1,065,992	1,119,292
Insurance and Other Benefits	342,497	496,050	153,553	45%	520,853	546,895	574,240	602,952	633,099	664,754	697,992	732,892	769,536	808,013	848,414
Technology	40,626	510,050	469,424	1155%	250,000	262,500	275,625	289,406	303,877	319,070	335,024	351,775	369,364	387,832	407,224
Municipal Center	163,190	280,000	116,810	72%	308,000	329,560	352,629	377,313	403,725	431,986	462,225	494,581	529,201	566,245	605,883
Education	115,000	130,000	15,000	13%	160,000	170,000	180,000	190,000	200,000	210,000	220,000	230,000	240,000	250,000	260,000
Miscellaneous/Other	42,457	107,125	64,668	152%	112,481	118,105	124,011	130,211	136,722	143,558	150,736	158,272	166,186	174,495	183,220
<b>Total Expenditures</b>	<b>\$ 8,268,280</b>	<b>\$ 16,161,445</b>	<b>\$ 7,893,165</b>	<b>95%</b>	<b>\$ 17,274,480</b>	<b>\$ 19,487,904</b>	<b>\$ 20,961,851</b>	<b>\$ 22,528,230</b>	<b>\$ 24,194,484</b>	<b>\$ 25,968,672</b>	<b>\$ 27,859,559</b>	<b>\$ 29,676,638</b>	<b>\$ 31,580,220</b>	<b>\$ 33,631,496</b>	<b>\$ 35,842,620</b>
<b>Annual Surplus / (Deficit)</b>	<b>\$ 1,396,096</b>	<b>\$ 12,205</b>			<b>\$ 554,923</b>	<b>\$ 1,047,759</b>	<b>\$ 790,943</b>	<b>\$ 222,166</b>	<b>\$ 1,349,534</b>	<b>\$ 748,853</b>	<b>\$ 289,149</b>	<b>\$ 1,650,790</b>	<b>\$ 1,404,797</b>	<b>\$ 837,817</b>	<b>\$ 156,197</b>
<b>Projected Beginning Fund Balance</b>					<b>7,000,000</b>	<b>7,554,923</b>	<b>8,602,681</b>	<b>9,393,625</b>	<b>9,615,790</b>	<b>10,965,325</b>	<b>11,714,178</b>	<b>12,003,327</b>	<b>13,654,117</b>	<b>15,058,914</b>	<b>15,896,732</b>
<b>Projected Year-end Fund Balance</b>					<b>\$ 7,554,923</b>	<b>\$ 8,602,681</b>	<b>\$ 9,393,625</b>	<b>\$ 9,615,790</b>	<b>\$ 10,965,325</b>	<b>\$ 11,714,178</b>	<b>\$ 12,003,327</b>	<b>\$ 13,654,117</b>	<b>\$ 15,058,914</b>	<b>\$ 15,896,732</b>	<b>\$ 16,052,929</b>
<b>Fund Balance as % of Total Budget</b>					<b>44%</b>	<b>44%</b>	<b>45%</b>	<b>43%</b>	<b>45%</b>	<b>45%</b>	<b>43%</b>	<b>46%</b>	<b>48%</b>	<b>47%</b>	<b>45%</b>
<b>Property Tax Rate</b>															
	<b>Tax Rate</b>	<b>Residential Avg. Tax Bill</b>													
FY 1999 - FY 2003	\$ 0.73	\$ 548													
FY 2004 - FY 2006	0.88	660													
FY 2007 - FY 2010	1.05	788													

**Appendix D**  
**Parks & Open Space Assessment**

# Parks, Recreation and Open Space Assessment

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## **Overview of Parks and Recreation Facilities.**

The residents of Brentwood are offered a wide variety of parks and recreation facilities and programs. The community's needs are currently being met by the City of Brentwood-owned facilities plus local schools, churches and private clubs. The City operates 11 facilities for the public provision of parks, recreation and open space. The parks provide athletic fields, basketball and tennis courts, picnic shelter areas, biking and pedestrian trails, playgrounds, an amphitheater and a community resource center associated with a historic structure.

## **Existing Facilities Inventory and Assessment.**

Following is an assessment of Brentwood's public park and recreation facilities.

### *Crockett Park*

Site Location. Crockett Park is located on Crockett Road, approximately 1.1 miles south of Concord Road. Primary access to the park is provided by Wilson Pike, which connects with Concord Road approximately 0.5 mile west of the I-65 interchange. Crockett Park is the largest of Brentwood's parks with 150 acres.

The park is easily accessible by vehicle and bikeways, within walking distance for many participants, and it is adjacent to an elementary and a middle school.

Existing Facilities. Facilities at Crockett Park include the following:

- Bikeways and jogging/walking trails including the trail which connects with River Park along the Little Harpeth River;
- Brentwood Community Playground, an "Adventure Playground";
- 6 multipurpose athletic fields currently used for soccer (2 lighted), with 5 additional fields scheduled for construction in fiscal year 1999;

- 8 lighted youth baseball/softball diamonds (two 4-field complexes). All fields have 200-foot outfields with fencing;
- Concession/restroom buildings – one per 4-field complex;
- Picnic pavilion, and 18 tables scattered throughout the park;
- Outdoor amphitheater – grass area with concrete stage and amenities;
- Tennis courts (7-court complex) with permanent bleachers provided for two courts;
- Open meadow – provided as buffer areas; and,
- Community Resource Center involving the historic Cool Springs House.

Site Analysis and General Assessment. Positive site features at Crockett Park include the following:

- The large size of the park allows for a multitude of activities both passive and active;
- Activities are well-dispersed, balanced and harmonious in their relationship;
- The physical nature of the park is diverse and offers visual variety;
- The park is easily accessible to many neighborhoods and is within walking distance to schools and churches;
- The connection which has been created between Crockett Park and Concord Park provides adequate trails for the running/biking/walking enthusiast;
- Park is mostly well-maintained and is well-signed for users;
- Children's Adventure Playground is well-maintained and well-signed, with adequate lighting provided; and,
- The park has a well-defined trail system with adequate parking for the trails.

- Negative site features at Crockett Park include the following:
- Some trailside amenities lack sufficient grass/weed control; and, picnic tables interspersed along the trail do not have a paved walk leading to the table;
- Picnic shelter is conveniently located with properly signed parking provided; however, there are zero accessible tables for the disabled user;
- Parking for the Community Playground is not conveniently located;
- Inadequate drainage control on several baseball fields is causing standing water;
- Parking for the western 4-field ball complex is inconvenient and needs pavement improvement for direct access;
- Some picnic tables are not connected to paved trails; and,
- Based on ADA standards, the accessible ramp provided for the amphitheater is too steep for disabled users.

*Maryland Way Park*

Site Location. This is a well-maintained 7-acre park located on Maryland Way in Maryland Farms. The park is easily accessible for the nearby business community in providing a convenient place for walkers/exercisers.

Existing Facilities. Facilities at Maryland Way include the following:

- Paved 0.3 mile walking/jogging trail winds its way through the park; and,
- 20 exercise stations along the paved trail.

Site Analysis and General Assessment. Positive site features at Maryland Way Park include the following:

- Close proximity to businesses and office park workers;
- Walks are provided to connect the park to the potential users; and,
- Several restaurants are nearby.

Negative site features at Maryland Way include the following:

- A stormwater detention area causes potential flooding conditions; and,
- Low places on the trail should be corrected by installing a boardwalk.

*Concord Park*

Site Location. This park is on Concord Road between River Park and Lipscomb Elementary School. It is a 40-acre site that includes the new public library.

Existing Facilities. Facilities at Concord Park include the following:

- A walking trail which connects to the biking/walking/jogging trail which links River Park to Crockett Park. New trails will be completed in fall, 1998, to access the entire park and to link the adjoining neighborhoods.

Site Analysis and General Assessment. Positive site features at Concord Park include the following:

- Ideal association of recreational area and a public library; and,
- Location is excellent for walking/biking from residential neighborhoods.

*River Park*

Site Location. This park is located at the intersection of Knox Valley Drive and Concord Road and runs south along the Little Harpeth River. Containing approximately 46 acres, the site was Brentwood's first public park.

Existing Facilities. Facilities at River Park include the following:

- Picnic shelter with ADA-accessible restrooms;
- Outdoor basketball court;
- ADA-accessible playground area with protective safety surface; and,

- 2-mile biking/walking paved path along the Little Harpeth River with connections to Crockett Park.

Site Analysis and General Assessment. Positive site features at River Park include the following:

- Excellent location for neighborhood park with connections to Crockett Park, residential areas, YMCA and public library;
- Parking lot provision provides excellent flow to the park amenities; and,
- Paved trail system is well-signed and adequately maintained.

Negative site features at River Park include the following:

- Negative accessibility issues may result with the widening of Concord Road and the increased traffic on Knox Valley Drive; however, sidewalks will be provided as part of the road project.

#### *Granny White Park*

Site Location. This park is located on Granny White Pike between Murray Lane and Maryland Way. The park is 32 acres.

Existing Facilities. Facilities at Granny White Park include the following:

- 0.8 mile paved walking/exercise trail;
- Pavilion for picnicking;
- All-purpose field;
- 3 lighted softball fields;
- 2 sand volleyball courts;
- Children's playground area; and,
- 4 lighted tennis courts.

Site Analysis and General Assessment. Positive site features at Granny White Park include the following:

- Park is well-maintained;
- Park is easily accessible from residential areas; and,

- Park is heavily used; however, it does not show the usage.

Negative site features at Granny White Park include the following:

- Park needs a water fountain.

#### *Deerwood Arboretum and Natural Area*

Site Location. Deerwood Arboretum and Natural Area is located on Deerwood Lane which connects to Johnsons Chapel Road. The natural area has 27 acres with 2 lakes, nature trails and information stations with bench seating.

Site Analysis and General Assessment. Positive site features at Deerwood Arboretum and Natural Area include the following:

- Park entrance is well-signed;
- Open to the public during daylight hours;
- Natural features provide a good arboretum; and,
- Little Harpeth River borders the park in providing access.

Negative site features at Deerwood include the following:

- Park location is difficult to find by outsiders due to a lack of directional signs from Granny White Pike and Murray Lane;
- Trails are not properly signed and are not easily accessible with parking;
- Trails are not accessible for disabled users; and,
- Safety concerns associated with the abandoned waterworks building including exposed steel reinforcement gars, exposed wiring and broken walkways.

Existing public provisions are summarized in Table 1.

**Table 1  
Existing Public Parks and Recreational Provisions  
City of Brentwood, 1998**

	<b>Crockett Park</b>	<b>Deerwood</b>	<b>Concord Park</b>	<b>River Park</b>	<b>Granny White Park</b>	<b>Maryland Way Park</b>
<b>Restrooms</b>	4	0	1	1	1	0
<b>Ballfields</b>	8	0	0	0	3	0
<b>Practice Fields</b>	0	0	2	0	0	0
<b>Pavilions</b>	1	0	0	1	1	0
<b>Picnic Tables</b>	18	0	0	8	18	0
<b>Sand Volleyball</b>	2 Proposed	0	0	0	2	0
<b>Multi-Purp. Field</b>	8	0	0	0	1	0
<b>Playgrounds</b>	1	0	0	1	1	0
<b>Walking Trails</b>	Yes	Yes	Yes	Yes	Yes	Yes
<b>Lights at Night</b>	Yes	No	Yes	Yes	Yes	Yes
<b>Exercise Trails</b>	No	No	No	No	No	Yes
<b>Basketball</b>	0	0	0	8 goals	6 goals	0
<b>Off-street Parking</b>	Yes	Yes	Yes	Yes	Yes	No
<b>Historic Sites</b>	1	0	0	0	0	0
<b>Tennis Courts</b>	7	0	0	0	6	0
<b>Nature Center</b>	0	1	0	0	0	0
<b>Bikeway/Sidewalk Connection</b>	Yes	No	Yes	Yes	Yes	Yes

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In addition to publicly owned and operated facilities, Brentwood has additional recreational opportunities that are provided by local schools, churches and private clubs. These facilities are summarized in the following.

### Educational Facilities

#### *Public*

1. Brentwood High School
  - 2000-seat gymnasium
  - Basketball court with side goals and volleyball court
  - Football field/soccer field/track
  - Practice football and soccer field
  - Baseball field
2. Brentwood Middle School
  - Small gymnasium
  - Soccer field
  - Baseball field
3. Woodland Middle School
  - Small gymnasium
  - Open play field
4. Edmondson Elementary
  - Large gymnasium
  - Playground
  - Open play field
  - Baseball field (proposed)
5. Crockett Elementary
  - Small gymnasium
  - Playground
  - Open field
6. Lipscomb Elementary
  - Small gymnasium
  - Playground
  - 6 youth baseball/softball fields (Civitan Park)
7. Scales Elementary

- Open field
- Small gymnasium
- Playground

#### *Private*

8. Brentwood Academy
  - Large gymnasium/basketball
  - Small gymnasium
  - 6 tennis courts
  - 6-lane 1/4 Mile Tracks
  - Football field
  - Baseball field
  - Softball field
  - 2 practice fields

### Church Facilities

1. Brentwood First Presbyterian Church
  - Playground
2. Concord Road Church of Christ
  - Baseball/Softball field (Proposed)
3. Brentwood Baptist Church
  - Basketball gymnasium
  - Pavilion-picnic tables
4. Brentwood United Methodist Church
  - Fellowship Hall
  - Basketball court (indoor)
  - Volleyball court
  - 2 playgrounds
5. New Hope Community Church
  - Softball field
  - Basketball court (outdoor)
  - Volleyball court (indoor)
  - Pavilion-picnic tables, fireplace
6. Brentwood Cumberland Presbyterian
  - Softball field

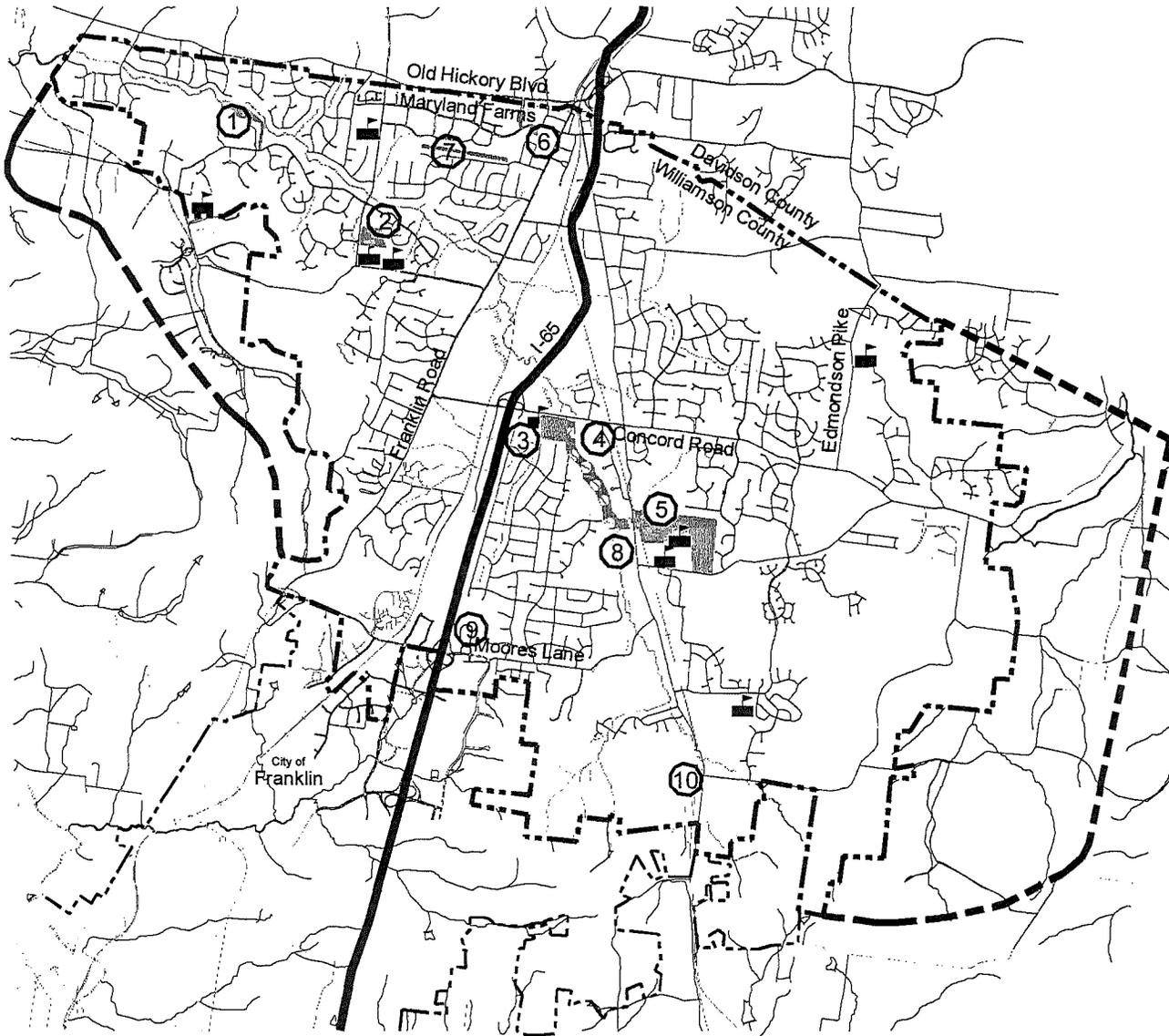
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- 7. Harpeth Hills Church of Christ
    - Basketball court (indoor)
    - 3 youth baseball/softball fields (Lipscomb/Green Hills Athletic Program)
    - Pavilion with tables
  - 8. Cool Springs Church
    - Fellowship Hall
  - 9. Forest Hills Baptist Church
    - Family Life Center (indoor gymnasium)
    - Fellowship Hall
  - 10. Forest Hills United Methodist Church
    - Fellowship Hall
    - Gymnasium
    - Playground
  - 11. Edmondson Chapel Missionary Baptist
    - Fellowship Hall
  - 13. Holy Family Catholic Church
    - Fellowship Hall
    - Picnic pavilion (proposed)
    - Softball (proposed)
  - 14. Episcopal Church of the Good Shepherd
    - Playground (proposed)
    - Picnic pavilion (proposed)
    - Fellowship Hall (proposed)
  - 15. Congregation Micah
    - Playground
    - Meeting Hall
- David Exercise Equipment, free weights, aerobic classes, dance classes, karate classes
  - 2. Dolphin Club
    - 4 tennis courts
    - 25 meter swimming pool (outdoor)
  - 3. Wildwood Swimming and Tennis Club
    - 10 tennis courts (with bubble for winter play)
    - Swimming pool (outdoor)
    - Wading pool
  - 4. Nashville Golf & Athletic Club
    - Golf course (18 holes)
  - 5. Brentwood Country Club
    - Golf course (18 holes)
    - 2 tennis courts
    - Swimming pool (outdoor)
  - 6. Governor's Club (under construction)
    - Golf course (18 holes)
  - 7. Brentwood Family YMCA
    - Aerobics
    - Indoor pool
    - Outdoor pool
    - Gymnasium
    - Indoor track
    - Outdoor track
    - 2 tennis courts
    - Machine weight, cardio equipment
    - Free weights
    - Adult locker rooms
    - Family locker rooms
    - Sauna
    - Steam room
    - Whirlpool
    - Athletic fields
    - Multi purpose room
    - Teen center
    - Beginner exercise programs
    - Weight management/nutrition education

**Sport and Social Club**

- 1. Maryland Farms Racquet and Country Club
  - Indoor tennis courts (7)
  - Outdoor tennis courts (16)
  - Olympic size swimming pool (outdoor)
  - Indoor pool
  - Racquetball courts (5, indoor)
  - Fitness center

# Legend

- ① Deerwood Arboretum & Nature Area
- ② Granny White Park
- ③ Concord Park
- ④ River Park
- ⑤ Crockett Park
- ⑥ Maryland Way Park
- ⑦ Maryland Farms Greenway
- ⑧ Wilson Pike Greenway
- ⑨ Moores Lane Greenway
- ⑩ Split Log Greenway
- School
- Corporate Boundary



Existing Parks

## BRENTWOOD

Tennessee

Scale 1"=2000'-0"



A further source of recreational and open space facilities is the amenities provided by many of Brentwood's subdivisions. Individual subdivisions offer provisions ranging from a simple jogging trail or playground to complexes involving ballfields, swimming pools and clubhouses. These facilities are summarized in Table 2.

**Facilities Classification.** Facilities are classified into groups based on type of provisions, size and service area. Classification criteria for public parks are summarized in Table 3.

<p align="center"><b>Table 2</b>  <b>SUBDIVISION AMENITIES</b>  <b>City of Brentwood, 1998</b></p>								
Subdivision	Swimming	Clubhouse	Tennis Courts	Basketball	Jogging Trail	Picnic	Playground	Golf Course
Belle Rive II					1			
Bonbrook					1			
Brentwood Glen	1	1			1			
Brentwood Pointe I	1	1	1	1				
Brentwood Pointe II	1	1	1	1				
Carriage Hills						1		
Chenoweth	1	1	2					
Foxland/Cambridge			1	1				
Highland Park	1	1						
Inglehame	1	1						
Lansdowne	1	1						
Mooreland Estates			2					
Mooreland Estates II	1	1	1					
Oakhall	1	1						
Raintree	1	1	2					
Reserve at Raintree	1	1						
Somerset	1		1					
Stonehenge			1				1	

*Source: City of Brentwood, 1998.*

**Table 3**  
**CLASSIFICATION CRITERIA FOR PUBLIC PARKS BY SIZE, SERVICE AREA AND PROVISIONS**

<b>Classification</b>	<b>Size Range</b>	<b>Population Served</b>	<b>Service Area</b>	<b>Provisions</b>
Regional Parks	250+ acres	Entire population in smaller communities	Within 1 hour drive	Picnic facilities, wooded/natural areas, swimming pool, tennis courts, athletic fields, play equipment, recreation or community building, trails (walking/jogging, biking, equestrian), amphitheater, usually including some special feature not usually found at a community park such as boating, beach area or natural phenomenon
Large Urban Parks	100+ acres	50,000	Up to 20 miles	Picnic facilities, wooded/natural areas, swimming pool, tennis courts, athletic fields, play equipment, recreation or community building, trails (walking/jogging, biking, equestrian), amphitheater
Community Parks	20-100 acres	10,000-50,000	Within 3 miles	Same as large urban parks, only on a smaller scale
Neighborhood Parks	5-20 acres	2,000-10,000	Within 2 miles	Play equipment, tennis courts, open play fields, picnic facilities, landscaping
Mini-Parks/ Tot Lot	0.5-5 acres	500-2,000	Within 1 mile	Play equipment, landscaping, open play areas and seating areas as required by the primary age need of nearby residents

*Source: National Recreation and Park Association.*

**Level of Service.** Standards for Level of Service (LOS) involving parks, recreation and open space vary with the socio-economic, physiological and alternative provider characteristics of a community. LOS standards for parks, recreation and open space are based on three conditions:

- Type, number and appropriateness of facilities;
- Amount of land dedicated for active and passive recreation; and,
- Accessibility of facilities.

Type, Number and Appropriateness. LOS standards for the type, number, and appropriateness of Brentwood's public facilities are established in the following Table 4. The standards are similar to those recommended by the National Recreation and Park Association.

**Table 4  
STANDARDS AND NEEDS FOR PUBLIC RECREATION FACILITIES  
City of Brentwood, 1998**

<b>FACILITY</b>	<b>Standard/ Population</b>	<b>Existing City Facilities</b>	<b>Existing Non-City Facilities*</b>	<b>Total per 25,000 Pop.</b>	<b>Total per 35,000 Pop.</b>	<b>Total per 45,000 Pop.</b>
Playground	1/2,500	3	10	10	14	18
Baseball/Softball	1/5,000	11	9	5	7	9
Basketball Courts	1/2,500	2	8	10	14	18
Soccer	1/5,000	11	4	5	7	9
Volleyball	1/10,000	2	3	2	3	4
Football Field	1/10,000	1	2	2	3	4
Tennis	1/2,000	13	43	12	17	22
Jog/Exercise Trail	1/10,000	6	4	2	3	4
Golf, 18-hole	1/25,000	0	3	1	1	2
Pool, 25 yd./M	1/10,000	0	17	2	3	4
Pool, 50 M	1/20,000	0	1	1	2	2
Community Center	1/25,000	0	1	1	1	2
Outdoor Theater	1/35,000	1	0	1	1	1

Amount of Land Area. LOS standards for land area involving parks, recreation and open space are recommended as follows:

- Developed land = 5 acres per 1,000 population (minimum); and,
- Open space = 5 acres per 1,000 population (minimum).

A developed park is designed for either passive or active usage with amenities incorporated at the site. Open space is land set aside to be left in a natural state. These areas are suited for recreational pursuits which have a low impact on the land. Trails may be established.

Brentwood currently contains approximately 189 acres of developed parkland. Based on a minimum standard of 110 acres for developed parkland for Brentwood's current estimated population of approximately 22,000, there is a current surplus of 79 acres. If the planning area population is projected to 45,000, there is a deficit of 36 acres over the minimum 225.

Brentwood currently provides 165.5 acres of open space at Concord Park, Deerwood Arboretum and River Park, as well as within four areas throughout the city that have been designated as greenways. Based on a minimum standard of 110 acres for open space, there is an excess of 55.5 acres currently. Based on a standard of 225 acres for a projected population of 45,000 for the planning area, there is a deficit of 59.5 acres. Additional land for parks and open space may be acquired through various means of public acquisition, non-profit conservancy protection and private easements.

**Table 5  
EXISTING PARKS & OPEN SPACE  
City of Brentwood, 1998**

	Acres
<b>Large Urban</b>	
Crockett Park	150
<b>Total</b>	<b>150</b>
<b>Community</b>	
Granny White Park	32
<b>Total</b>	<b>32</b>
<b>Neighborhood</b>	
Maryland Way Park	7
<b>Total</b>	<b>7</b>
<b>TOTAL PARKS</b>	<b>189</b>
<b>Open Space</b>	
Concord Park	40
Deerwood Arboretum/Natural Area	27
Maryland Farms Greenway	20
Moores Lane East Greenway	20
River Park	46
Split Log Greenway	10
Wilson Pike Greenway	2.5
<b>TOTAL OPEN SPACE</b>	<b>165.5</b>
<b>Special Use</b>	
Amphitheater	

*Source: City of Brentwood, 1998.*

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Accessibility. LOS standards for accessibility are based on the type of park (i.e. large urban, community, neigh-borhood, etc.). Based on these accessibility standards, Brentwood's current park provisions are evaluated in the following.

- **Regional Parks.** Brentwood contains no regional parks currently; however, Percy Warner and Edwin Warner Parks (2,058.1 acres and 606.7 acres, respectively,) in Nashville/Davidson County are within 1.5 miles of Brentwood's western border.
- **Large Urban Parks.** Brentwood operates one park that may be classified as a large urban park. Crockett Park's 150 acres meets the criteria for size and the provisions therein are accessible to the population of the entire planning area.
- **Community Parks.** At 32 acres, Granny White Park is the City's only community park. It is located in the northwestern portion of the city. A minimum of 2 community parks are required to meet the current population of Brentwood, while a minimum of 4-5 community parks are required for the 20-year projected population of the planning area.
- **Neighborhood Parks.** Brentwood currently operates one park, Maryland Way Park that, at 7 acres, meets the recommended size criteria for a neighborhood park. The park's only provisions consist of a paved walking/jogging trail with fitness stations. Due to its location within the largely commercial Maryland Farms office park and the specialized nature of its provisions, Maryland Way Park has limited function as a neighborhood park.
- **Mini-Parks.** Brentwood has no public mini-parks currently. The deficit of public

provisions is partially balanced by the inclusion of private recreational facilities located within many of Brentwood's subdivisions. Of Brentwood's approximately 62 subdivisions that are existing or under construction, 18 include amenities that are available to residents within the subdivision. Residents of subdivisions that do not contain recreational provisions must use public or other privately operated facilities.

For the city's current population of approximately 22,000, a minimum of 11 mini-parks are recommended. New parks, either public or private, should be planned in conjunction with new schools and residential development.

- **Open Space.** The City currently owns five properties for the provision of open space. They collectively comprise 165.5 acres. The Deerwood Arboretum and Natural Area is comprised of 27 acres in the extreme northwestern portion of the city. The site contains a collection of native plants and a nature trail.

Concord Park, at 40 acres, and River Park, at 46 acres, are centrally located. Provisions at these two parks are oriented toward more passive types of recreational activities.

The City maintains four areas as greenways, intended to serve as passive open space areas or buffers between dissimilar uses. The Maryland Farms Greenway and the Moores Lane East Greenway, each comprising 20 acres, buffer the commercial uses from the residential uses in their respective areas. The Split Log Greenway, at 10 acres, is located off Wilson Pike near the Split Log

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intersection. The 2.5-acre Wilson Pike Greenway lies just south of Fire Station #2.

- **Special Use Facilities.** The City operates one special use facility, the amphitheater at Crockett Park, currently. The City sponsors an annual well-attended concert series held at the amphitheater, attracting patrons from surrounding communities as well as within Brentwood. No standards are applicable for specialized facilities.

**Open Space Options.** The preservation of open space is one of Brentwood's primary goals. Indeed, the existing open space and related rural appearance is one of Brentwood's defining features. Natural resource areas/wildlife habitats, environmentally sensitive areas including flood-prone areas and historical area buffers should be conserved for open space purposes. Whether publicly or privately provided, or some combination of the two, open space resources should be linked in creating systems. Where public right-of-way and easements can be established, recreational trails (walking, biking) should be included.

Using a distance standard of one mile, Brentwood's existing public open space provisions were compared with major residential locations. Several areas of the community were identified as having deficits. A field assessment of these areas identified specific locations where there is potential for acquiring open space. The locations are identified in the following.

- **Northwest Quadrant**
  - *Property adjacent to Scales School:* McClanahan Street extended runs into the school grounds and this could be developed as a feeder park to the school;
  - *Waterford Drive:* adjacent to Scales School and presently has a nature trail;
  - *Millbrook Court and Harpeth River Drive:* property between the River Oaks and Laurelwood subdivisions at the rear of the Derby Glen subdivision

could be used as open space along the Little Harpeth River or, at a minimum, provide a bikeway connection; and,

- *Holly Tree Gap Road:* near Robert E. Lee Lane, just inside the city limits, a developer (Prudential) has a few hundred feet of road frontage which could be used as an open space for the development.
- **Southwest Quadrant**
  - *Mooreland Estates:* at the north end of Mooreland Boulevard just before it empties into Mooreland III, there is a fenced-off area on the hill to the rear of Willowick.
- **Northeast Quadrant**
  - *Wilson Pike/Interstate 65:* there are several tracts between Wilson Pike and the interstate which would give the Carondelet and Brentmeade developments an open space area;
  - *Old Smyrna Road:* prime agricultural land exists in this area and several large, steep tracts are worthy of open space preservation; and,
  - *Edmondson Elementary:* vacant land on a hillside across Edmondson Pike from the elementary school would be a prime location for open space (this property is adjacent to Smithson Lane).
- **Southeast Quadrant**
  - *River Park Extension:* the City should consider purchasing tracts along the Little Harpeth River, extending River Park further southward; and,
  - *Split Log/Ragsdale Road:* this area in the southeast area of Brentwood, currently agriculture, needs to have a connection to the river. Several large, steep tracts are worthy of preservation as well.



**Appendix E**  
**Mobility**



# Mobility

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## TRANSPORTATION ANALYSIS

### Existing Traffic Operations

An evaluation of Brentwood's existing transportation system was conducted in order to establish base conditions for the current year. Specifically, Average Daily Traffic (ADT) counts were obtained for the major arterial and collector roadways within the City. An ADT count is a 24-hour, two-directional count, and the Tennessee Department of Transportation (TDOT) conducts numerous ADT counts within Brentwood as part of a state-wide annual count program. In addition to the TDOT counts, RPM & Associates has conducted additional ADT counts within the City. The existing daily traffic volumes for roadways within the study area are shown in Figure A-E-1.

The results of these counts indicate that many of the City's major roadway segments and corridors accommodate heavy daily traffic volumes. In particular, heavy traffic volumes occur on Franklin Road, Church Street, Maryland Way, Concord Road, and Moores Lane. Also, Old Hickory Boulevard accommodates extremely high traffic volumes. Although Old Hickory Boulevard is within Davidson County rather than the City of Brentwood, much of the traffic on this roadway is traveling to and from Brentwood. Therefore, the vehicles on this roadway impact Brentwood's nearby streets and land uses.

The segments of roadways where ADT counts were available were analyzed in terms of the daily traffic capacity. The capacity

analyses result in the determination of a Level of Service (LOS) for each roadway segment where an ADT count has been collected. LOS is a term that traffic engineers and planners use to describe how well a particular transportation facility operates. LOS is based on a grading scale, where LOS A is the best and LOS F is the worst. In urbanized areas, LOS D is typically considered the minimum acceptable LOS. However, it would be desirable to have all of the roadways within Brentwood operate at LOS C or better.

For each roadway segment analyzed, a LOS was determined by comparing roadway classification, number of lanes, and travel characteristics to established thresholds. The only roadway which currently operates at LOS E or LOS F is Franklin Road.

### Historical Growth Analysis

For the years 1992-1997, TDOT's historical ADT counts were obtained for the count stations that are located within Brentwood. An analysis of these counts was performed to determine the traffic growth on the major roadways within the study area. The historical traffic growth trend analysis is shown in Table A-E-1.

The results from Table A-E-1 show that between 1992 and 1997, the annual growth rates for the roadways studied range from 2.2% to 32.4%. The roadway segments with the highest growth rates are located on Franklin Road, Wilson Pike, and Split Log Road. It is important to note that these high growth rates do not necessarily indicate capacity problems on these roadway segments.



# Mobility

**TABLE A-E-1  
HISTORICAL TRAFFIC GROWTH ANALYSIS**

Roadway	Segment	TDOT Station	Average Daily Traffic / % Per Year Growth						Avg. Growth Per Year
			1992	1993	1994	1995	1996	1997	
Concord Road	E. of Jones Pkwy	44	7,870	7,700 -2.2%	7,240 -6.0%	5,620 -22.4%	8,640 53.7%	9,730 12.6%	4.7%
	W. of I-65	43	11,270	11,560 2.6%	13,330 15.3%	12,150 -8.9%	13,190 8.6%	15,010 13.8%	6.6%
Franklin Pike	S. of Murray Ln	139	22,910	24,030 4.9%	21,770 -9.4%	22,960 5.5%	22,330 -2.7%	25,400 13.7%	2.2%
	N. of Moores Ln	97	8,820	12,990 47.3%	13,890 6.9%	14,890 7.2%	14,940 0.3%	18,690 25.1%	22.4%
	S. of Maryland Way	2	25,610	23,940 -6.5%	25,980 8.5%	27,400 5.5%	27,870 1.7%	29,060 4.3%	2.7%
Granny White Pike	S. of Belle Rive Dr.	140	7,230	8,080 11.8%	9,360 15.8%	9,190 -1.8%	10,450 13.7%	11,250 7.7%	11.1%
Holly Tree Gap Rd.	Within City Limits	113	1,420	2,010 41.5%	1,920 -4.5%	2,250 17.2%	2,310 2.7%	2,590 12.1%	16.5%
I-65	S. of Concord Rd	157	41,260	48,750 18.2%	57,130 17.2%	59,890 4.8%	64,440 7.6%	65,000 0.9%	11.5%
	N. of Concord Rd	81	49,390	53,010 7.3%	59,120 11.5%	60,740 2.7%	73,010 20.2%	80,140 9.8%	12.5%
Moores Lane	E. of I-65	90	4,150	5,350 28.9%	5,220 -2.4%	5,970 14.4%	7,710 29.1%	7,880 2.2%	18.0%
	W. of I-65	42	10,460	11,540 10.3%	13,680 18.5%	13,150 -3.9%	14,840 12.9%	14,700 -0.9%	8.1%
Murray Lane	E. of Granny White Pk.	119	7,520	8,160 8.5%	10,270 25.9%	10,490 2.1%	10,570 0.8%	11,830 11.9%	11.5%
	W. of Granny White Pk.	114	4,070	4,790 17.7%	5,020 4.8%	5,020 0.0%	5,950 18.5%	6,150 3.4%	10.2%
Split Log Road	Within City Limits	45	370	510 37.8%	560 9.8%	630 12.5%	630 0.0%	970 54.0%	32.4%
Wilson Pike	N. of Concord Rd	112	3,360	3,760 11.9%	3,260 -13.3%	3,920 20.2%	4,090 4.3%	5,150 25.9%	10.7%
Wilson Pike	N. of Concord Rd	112	3,360	3,760 11.9%	3,260 -13.3%	3,920 20.2%	4,090 4.3%	5,150 25.9%	10.7%
	S. of Concord Rd	111	2,520	3,430 36.1%	3,890 13.4%	4,470 14.9%	4,550 1.8%	6,320 38.9%	30.2%
	S. of Church St.	1	6,160	5,980 -2.9%	6,240 4.3%	6,880 10.3%	7,210 4.8%	9,340 29.5%	10.3%
Wilson Pike Circle	S. of Church St.	141	3,760	4,290 14.1%	4,200 -2.1%	4,400 4.8%	4,930 12.0%	5,090 3.2%	7.1%

# Mobility

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## Planned Roadway Improvement Projects

In addition to the existing roadway network within Brentwood, several transportation improvement projects are planned to be completed in the near future. These improvement projects are at various stages in the planning process, and many of them are included in Brentwood's Capital Improvements Program (CIP). Other projects are included in the Metropolitan Nashville region's Transportation Improvement Program (TIP). The specific projects that are planned for Brentwood are shown in Figure A-E-2. These improvement projects represent the "committed" transportation improvements which are expected to be completed within the study area by the year 2020.

The widening and extension projects that are planned to be completed within the City of Brentwood will improve the capacity of the facilities being improved. Also, the planned traffic signal upgrades and intersection improvements will reduce delay at critical locations throughout the study area. Finally, the planned bicycle and pedestrian facilities will encourage non-motorized travel between residential subdivisions, recreational sites, and educational facilities.

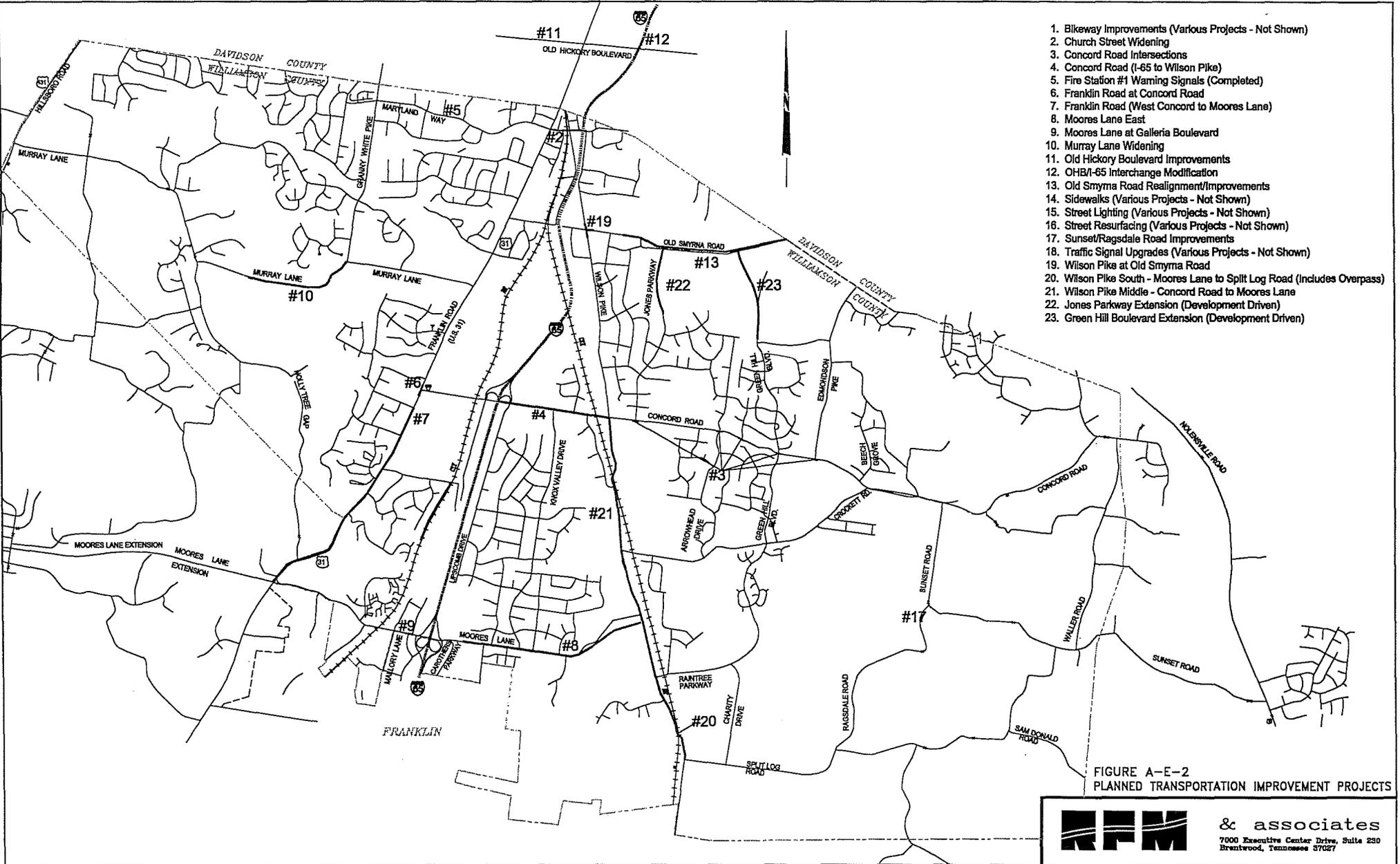
## Existing Plus Committed Roadway Network in the Year 2020

The existing roadway network and the committed transportation improvement projects comprise the Existing Plus Committed (E+C) transportation network for Brentwood. Based on this E+C network, traffic projections were established for the year 2020. Projected daily traffic volumes were obtained for the year 2020 using MINUTP, which is the transportation demand model that has been developed and maintained by TDOT and the Nashville

Area Metropolitan Planning Organization (MPO). This model produces estimated travel demand, based on projected vehicle productions and attractions to and from each part of the study area. This demand results in an assignment of traffic to the E+C roadways within the network. The projected daily traffic volumes for the E+C transportation system are shown in Figure A-E-3.

Using the projected traffic volumes on the E+C roadway network, capacity analyses were conducted in order to identify the critical roadways that are expected to experience poor traffic operations and capacity constraints in the year 2020. The results of the capacity analyses that were conducted for the E+C roadway network in the year 2020 are shown in Figure A-E-4. As shown in this figure, many of the critical roadway segments and corridors within the study area are expected to operate at poor LOS in the year 2020. Specifically, the following roadway segments are expected to experience capacity deficiencies by the year 2020:

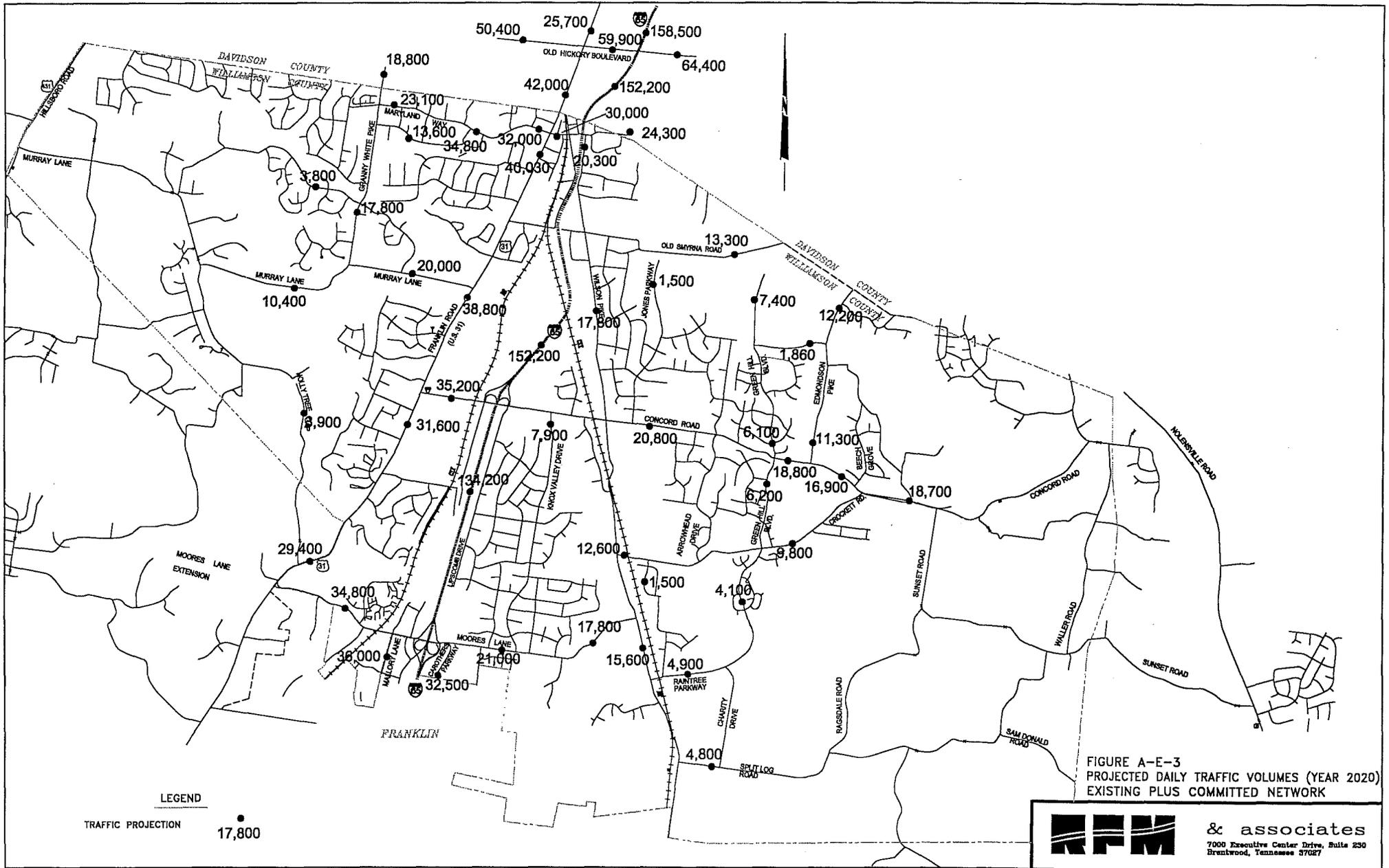
- Franklin Road,
- I-65,
- Wilson Pike,
- Old Hickory Boulevard,
- Maryland Way,
- Church Street,
- Concord Road, and
- Moores Lane.



1. Bikeway Improvements (Various Projects - Not Shown)
2. Church Street Widening
3. Concord Road Intersections
4. Concord Road (I-65 to Wilson Pike)
5. Fire Station #1 Warning Signals (Completed)
6. Franklin Road at Concord Road
7. Franklin Road (West Concord to Moors Lane)
8. Moors Lane East
9. Moors Lane at Galleria Boulevard
10. Murray Lane Widening
11. Old Hickory Boulevard Improvements
12. OHB/I-65 Interchange Modification
13. Old Smyrna Road Realignment/Improvements
14. Sidewalks (Various Projects - Not Shown)
15. Street Lighting (Various Projects - Not Shown)
16. Street Resurfacing (Various Projects - Not Shown)
17. Sunset/Ragsdale Road Improvements
18. Traffic Signal Upgrades (Various Projects - Not Shown)
19. Wilson Pike at Old Smyrna Road
20. Wilson Pike South - Moors Lane to Split Log Road (Includes Overpass)
21. Wilson Pike Middle - Concord Road to Moors Lane
22. Jones Parkway Extension (Development Driven)
23. Green Hill Boulevard Extension (Development Driven)

FIGURE A-E-2  
PLANNED TRANSPORTATION IMPROVEMENT PROJECTS

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 7000 Executive Center Drive, Suite 230  
 Brentwood, Tennessee 37027





# Mobility

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Also, it is important to note that several other roadway segments are expected to experience significant increases in traffic, even though they are not expected to operate at poor LOS in the year 2020. In particular, Old Smyrna Road is expected to accommodate approximately 13,300 vehicles each day. Although this projected traffic volume corresponds to LOS D, indicating marginally acceptable traffic operations, it is nearly eight times greater than the existing traffic volume on Old Smyrna Road. This indicates that the demand on Old Smyrna Road will increase dramatically as capacity constraints increase on other east-west corridors such as Old Hickory Boulevard, Church Street, and Concord Road. Also, the traffic volumes on roadways such as Murray Lane, Edmondson Pike, and Crockett Road are projected to increase significantly by the year 2020. This indicates that significant improvements to Brentwood's roadway network, in addition to the projects which are already committed, will be necessary in order to provide adequate traffic operations throughout the City. Also, efforts to reduce the traffic demand on Brentwood's streets will be necessary.

The analyses indicate that certain roadway extensions and realignments are needed to improve the traffic circulation within Brentwood and to enhance the safety of the roadway system. Also, several segments of Franklin Road in the northern part of Brentwood are projected to have extremely high ADT's and will operate at unacceptable LOS. These capacity deficiencies are due to the future growth that is projected along this corridor and to the lack of access to I-65 for the area between Old Hickory Boulevard and Concord Road. The lack of continuous

east-west roadways which extend across Brentwood contributes to the traffic congestion problems. Because the east-west arterials are staggered, vehicles must use north-south roadways to travel between the east-west arterials. In some cases, this additional demand on the north-south arterials also contributes to poor operating conditions projected for segments of Franklin Road, I-65, and Wilson Pike.

Currently, the transportation network within the City of Brentwood lacks good east-west access. The few existing east-west arterials must be improved to accommodate the projected demand unless new east-west routes are provided. Design and construction of new east-west routes may be difficult because of the existing railroad and interstate infrastructure. The east-west arterials Concord Road, Maryland Way, and Moores Lane, in particular, are projected to experience poor operational conditions with the existing plus committed roadway network.

In order to address the need for improved access to I-65, evaluations of new I-65 interchange alternatives were conducted. Consideration was given to four different concepts. Descriptions of each of these concepts is presented below.

## **Interchange Alternative #1**

Alternative #1 includes the construction of a new east/west roadway that would intersect Franklin Road approximately 450 feet south of Country Club Drive and 1,350 feet north of Murray Lane. This new roadway would extend eastward from Franklin Road to Wilson Pike and would intersect Wilson Pike directly opposite Carondolet Place. A new full interchange with I-65 would be provided.

# Mobility

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## Advantages

1. This alternative would result in improved access to I-65 for the area between Old Hickory Boulevard and Concord Road.
2. The new east/west roadway would reduce traffic on Franklin Road, Concord Road, Old Hickory Boulevard and Church Street.
3. The new east/west roadway would provide access to the Turner property if it is developed in the future.
4. This alternative would have minimal impact on the commercial property on the west side of I-65.

## Disadvantages

1. The new road would require extensive fill and two bridges over the railroads. This would make the roadway very costly and the structures would be visible and unattractive.
2. The new interchange could result in additional traffic traveling through the Carondolet neighborhood.
3. The proposed intersection at Franklin Road is offset from Murray Lane.
4. This alternative relies on the development of the Turner property.
5. The ramps that would be constructed on the south side of interchange would be within the superelevation of the horizontal curve in I-65.

## **Interchange Alternative #1A**

Alternative #1A includes the construction of a new east/west roadway that would intersect Franklin Road directly opposite Murray Lane. This new roadway would extend eastward from Franklin Road to Wilson Pike and would intersect Wilson Pike directly opposite Carondolet Place. A new full interchange with I-65 would be provided.

## Advantages

1. This alternative would result in improved access to I-65 for the area between Old Hickory Boulevard and Concord Road.
2. The new east/west roadway would reduce traffic on Franklin Road, Concord Road, Old Hickory Boulevard and Church Street.
3. The new east/west roadway would provide a convenient connection between Murray Lane, I-65, and Wilson Pike.
4. The new east/west roadway would provide access to the Turner property if it is developed in the future.
5. This alternative would have minimal impact on the commercial property on the west side of I-65.

## Disadvantages

1. The new road would require extensive fill and two bridges over the railroads and one bridge over the Little Harpeth River. Therefore, the majority of the roadway would have to be constructed as a bridge. This would make the roadway very costly and the structures would be visible and unattractive.
2. The new interchange could result in additional traffic traveling through the Carondolet neighborhood.
3. The alternative relies on the development of the Turner property.
4. The ramps that would be constructed on the south side of interchange would be within the superelevation of the horizontal curve in I-65.

# Mobility

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## **Interchange Alternative #2**

Alternative #2 includes the extension of Old Smyrna Road over I-65 to connect with Wilson Pike Circle. A new full interchange with I-65 would be provided.

### Advantages

1. This alternative would result in improved access to I-65 for the area between Old Hickory Boulevard and Concord Road.
2. This alternative would provide improved access between I-65 and the Wilson Pike Circle area.
3. This alternative would provide a convenient connection between the new I-65 interchange and the developing area along Old Smyrna Road and to the east.
4. Old Smyrna Road and Wilson Pike Circle could be reconstructed as an attractive median divided boulevard.

### Disadvantages

1. The extension of Old Smyrna Road would require a bridge that would extend over I-65 and the railroad. Therefore, west of the railroad, the grade of Wilson Pike Circle would have to be raised. It is possible that this could impact several homes on the south side of Wilson Pike Circle.
2. Due to limited right-of-way, a single point interchange design, or a tight diamond design would probably be required.
3. The north-south section of Wilson Pike Circle would have to be rerouted. There are very limited options for rerouting this section of roadway.
4. There would be a significant impact to some businesses along Wilson Pike Circle.
5. The combination of disadvantages would make this alternative very costly.

## **Interchange Alternative #3**

Alternative #3 includes the extension of Old Smyrna Road over I-65 to connect with Wilson Pike Circle. A new one-sided interchange on Wilson Pike with I-65 would be provided. The interchange ramps would intersect Wilson Pike directly opposite Carondolet Place. No interchange would be provided for the Old Smyrna Road crossing over I-65, but the Old Smyrna Road/Wilson Pike Circle roadway would be used to provide access between the new Wilson Pike Circle interchange and the area on the west side of I-65.

### Advantages

1. This alternative would result in improved access to I-65 for the area between Old Hickory Boulevard and Concord Road.
2. This alternative would provide improved access between I-65 and the Wilson Pike Circle area.
3. This alternative appears to be the least disruptive to neighborhoods and business and the least costly.

### Disadvantages

1. This alternative does not provide as good access to the west side of I-65 as the other alternatives.
2. The extension of Old Smyrna Road would require a bridge that would extend over I-65 and the railroad. Therefore, west of the railroad, the grade of Wilson Pike Circle would have to be raised. It is possible that this could impact several homes on the south side of Wilson Pike Circle.
3. The new interchange could result in additional traffic traveling through the Carondolet neighborhood.

Based on the analyses conducted and input from the Mobility Focus Group, Alternative 3 was selected as the most feasible solution for the new interchange. A sketch showing this interchange concept is presented as Figure A-E-5.

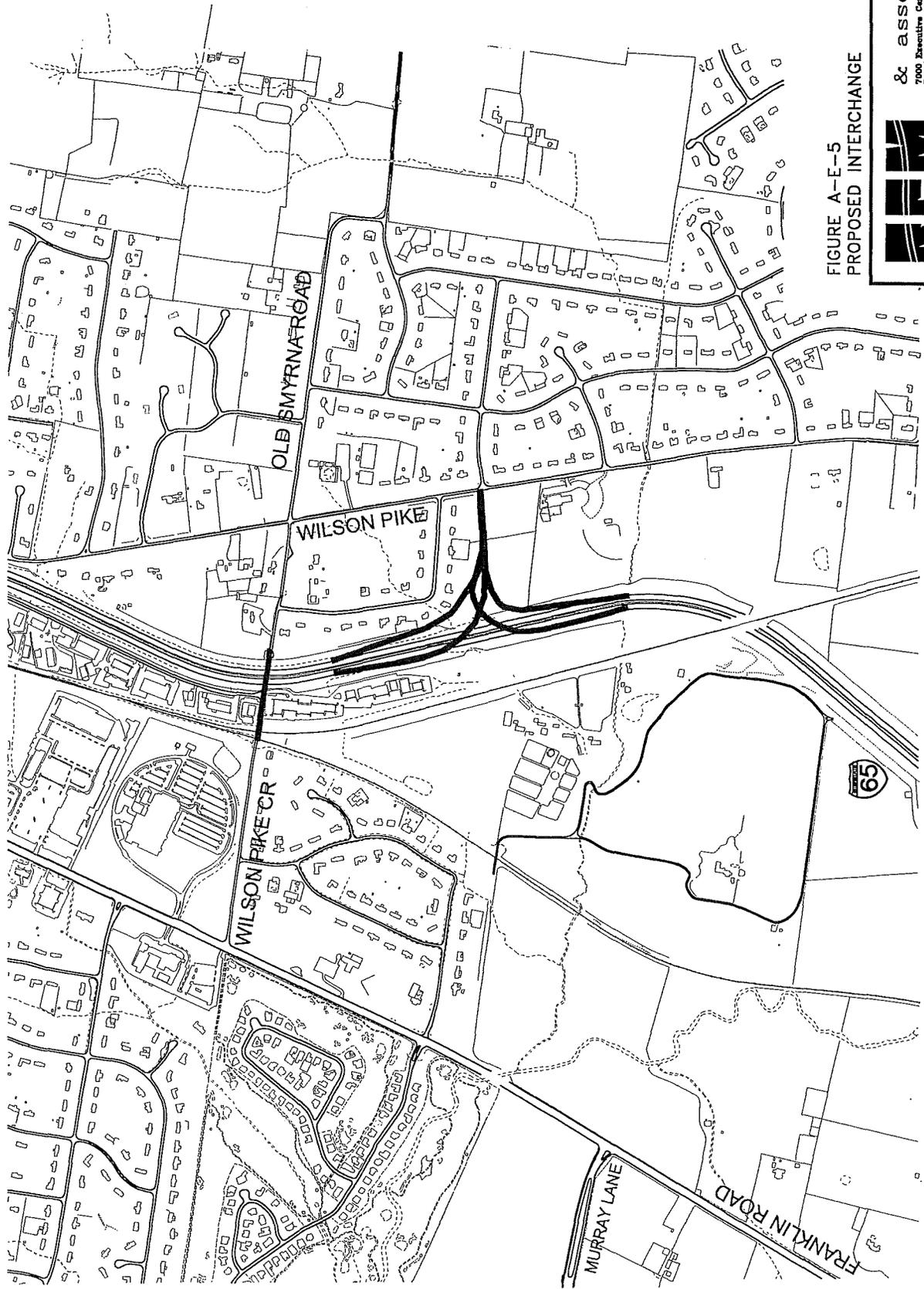


FIGURE A-E-5  
PROPOSED INTERCHANGE



**& associates**  
7000 Executive Center Drive, Suite 230  
Brentwood, Tennessee 37027

# Mobility

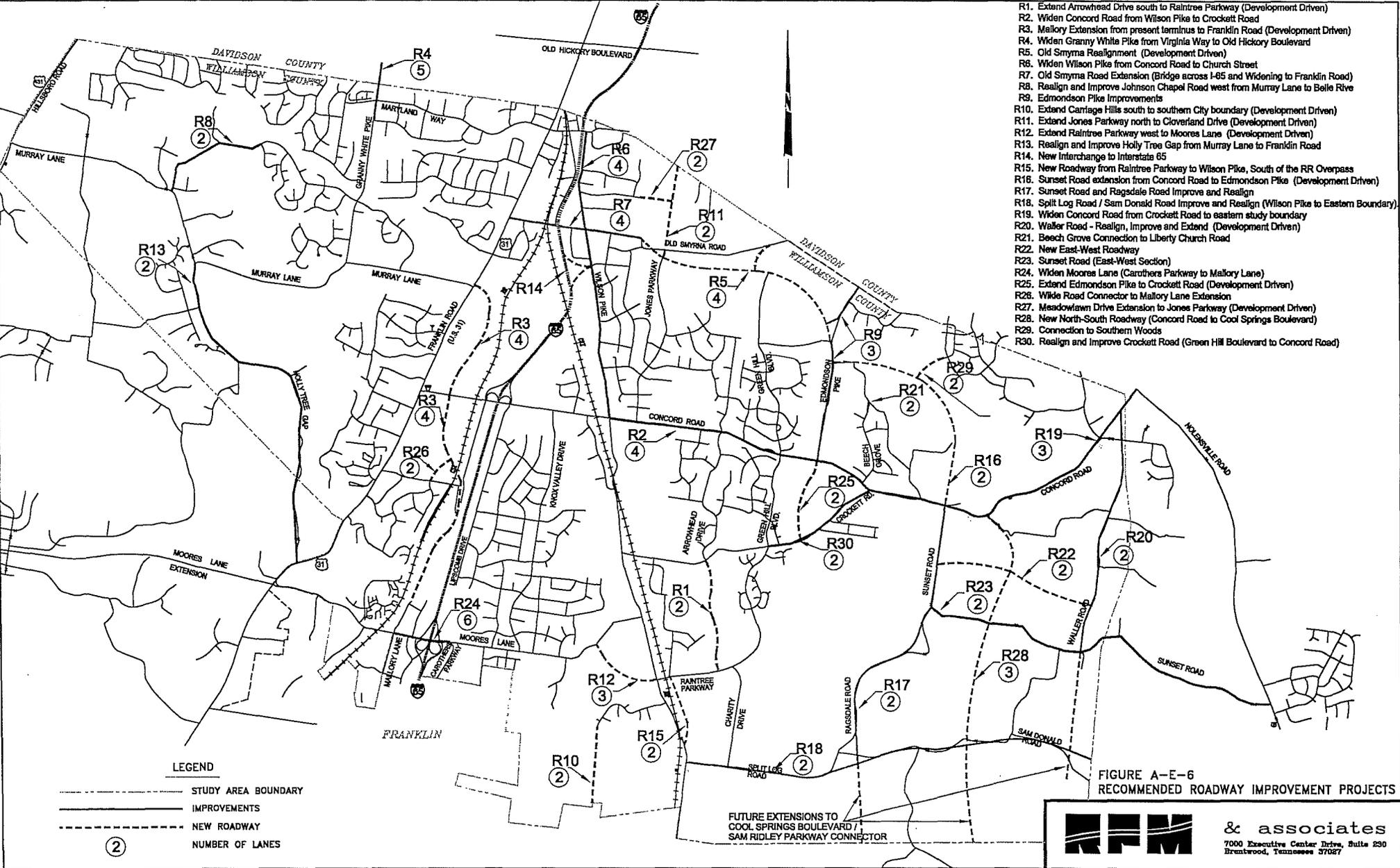
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## Recommended Roadway Improvement Projects

As a result of the projected capacity problems for the E+C network, the consultant team, along with the Mobility Focus Group developed a list of recommended transportation projects that will provide improved traffic capacity, safety, and mobility within the study area. These recommendations are identified in Figure A-E-6. These recommendations are identified in Figure A-E-6.

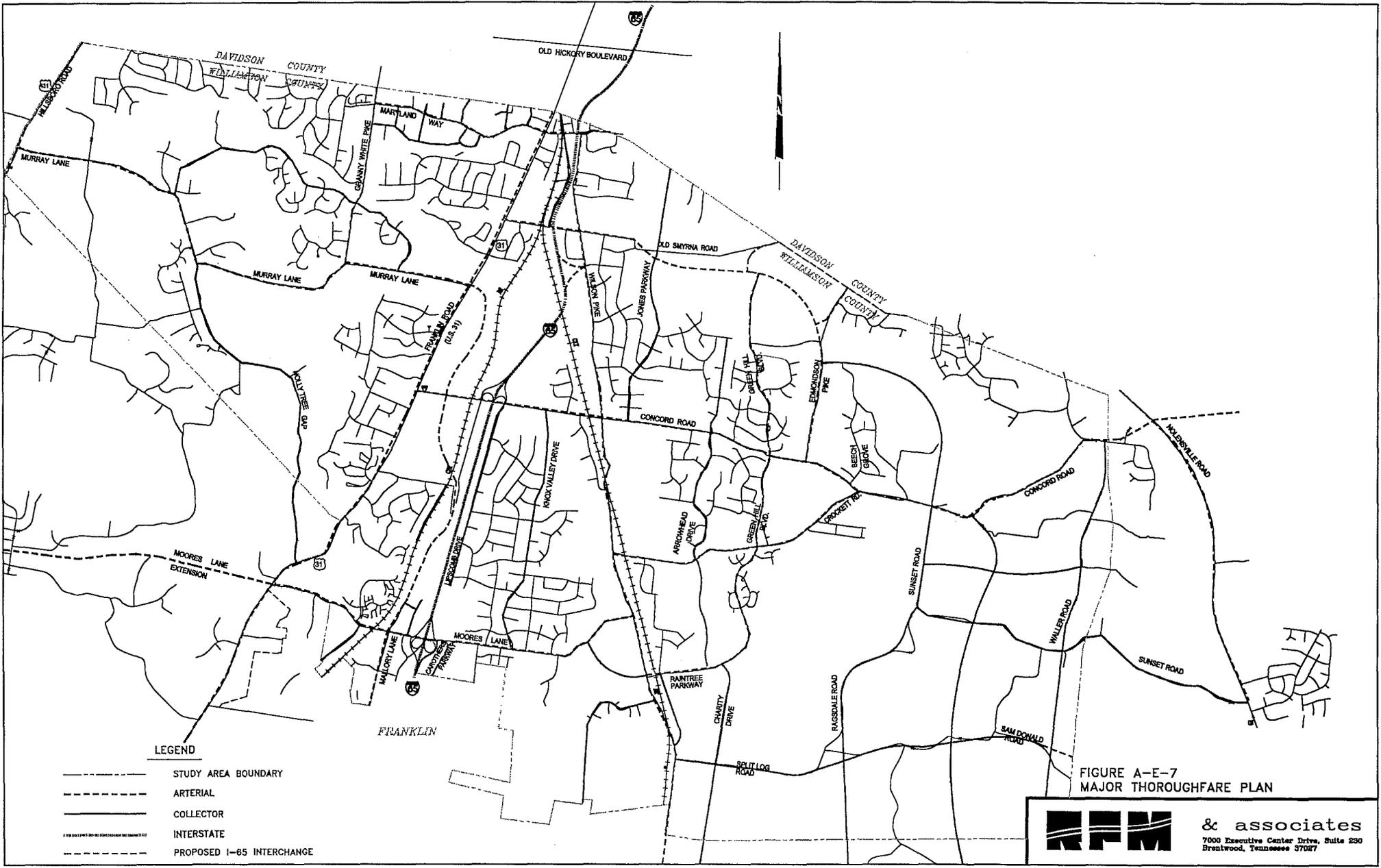
## Major Thoroughfare Plan

Based on the existing roadway network, the committed improvement projects, and the recommended improvement projects, the consultant team prepared a Major Thoroughfare Plan which identifies the City of Brentwood's freeways, arterial roadways, and collectors roadways. This Major Thoroughfare Plan is shown in Figure A-E-7.



- R1. Extend Arrowhead Drive south to Raintree Parkway (Development Driven)
- R2. Widen Concord Road from Wilson Pike to Crockett Road
- R3. Mallory Extension from present terminus to Franklin Road (Development Driven)
- R4. Widen Granny White Pike from Virginia Way to Old Hickory Boulevard
- R5. Old Smyrna Realignment (Development Driven)
- R6. Widen Wilson Pike from Concord Road to Church Street
- R7. Old Smyrna Road Extension (Bridge across I-65 and Widening to Franklin Road)
- R8. Realign and Improve Johnson Chapel Road west from Murray Lane to Belle Rive
- R9. Edmondson Pike Improvements
- R10. Extend Carriage Hills south to southern City boundary (Development Driven)
- R11. Extend Jones Parkway north to Cloverland Drive (Development Driven)
- R12. Extend Raintree Parkway west to Moores Lane (Development Driven)
- R13. Realign and Improve Holly Tree Gap from Murray Lane to Franklin Road
- R14. New Interchange to Interstate 65
- R15. New Roadway from Raintree Parkway to Wilson Pike, South of the RR Overpass
- R16. Sunset Road extension from Concord Road to Edmondson Pike (Development Driven)
- R17. Sunset Road and Ragsdale Road Improve and Realign
- R18. Split Log Road / Sam Donald Road Improve and Realign (Wilson Pike to Eastern Boundary)
- R19. Widen Concord Road from Crockett Road to eastern study boundary
- R20. Walker Road - Realign, Improve and Extend (Development Driven)
- R21. Beech Grove Connection to Liberty Church Road
- R22. New East-West Roadway
- R23. Sunset Road (East-West Section)
- R24. Widen Moores Lane (Carothers Parkway to Mallory Lane)
- R25. Extend Edmondson Pike to Crockett Road (Development Driven)
- R26. Wide Road Connector to Mallory Lane Extension
- R27. Meadowlawn Drive Extension to Jones Parkway (Development Driven)
- R28. New North-South Roadway (Concord Road to Cool Springs Boulevard)
- R29. Connection to Southern Woods
- R30. Realign and Improve Crockett Road (Green Hill Boulevard to Concord Road)

FIGURE A-E-6  
RECOMMENDED ROADWAY IMPROVEMENT PROJECTS



**LEGEND**

- STUDY AREA BOUNDARY
- ARTERIAL
- COLLECTOR
- INTERSTATE
- PROPOSED I-65 INTERCHANGE

**FIGURE A-E-7  
MAJOR THOROUGHFARE PLAN**

**RFM** & associates  
 7000 Executive Center Drive, Suite 230  
 Brentwood, Tennessee 37027

# Mobility

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## BICYCLE AND PEDESTRIAN FACILITIES

Brentwood currently has several bicycle facilities, including the Little Harpeth River Trail. An inventory of existing bicycle facilities was conducted for the study area. The results of this inventory are shown in Figure A-E-8.

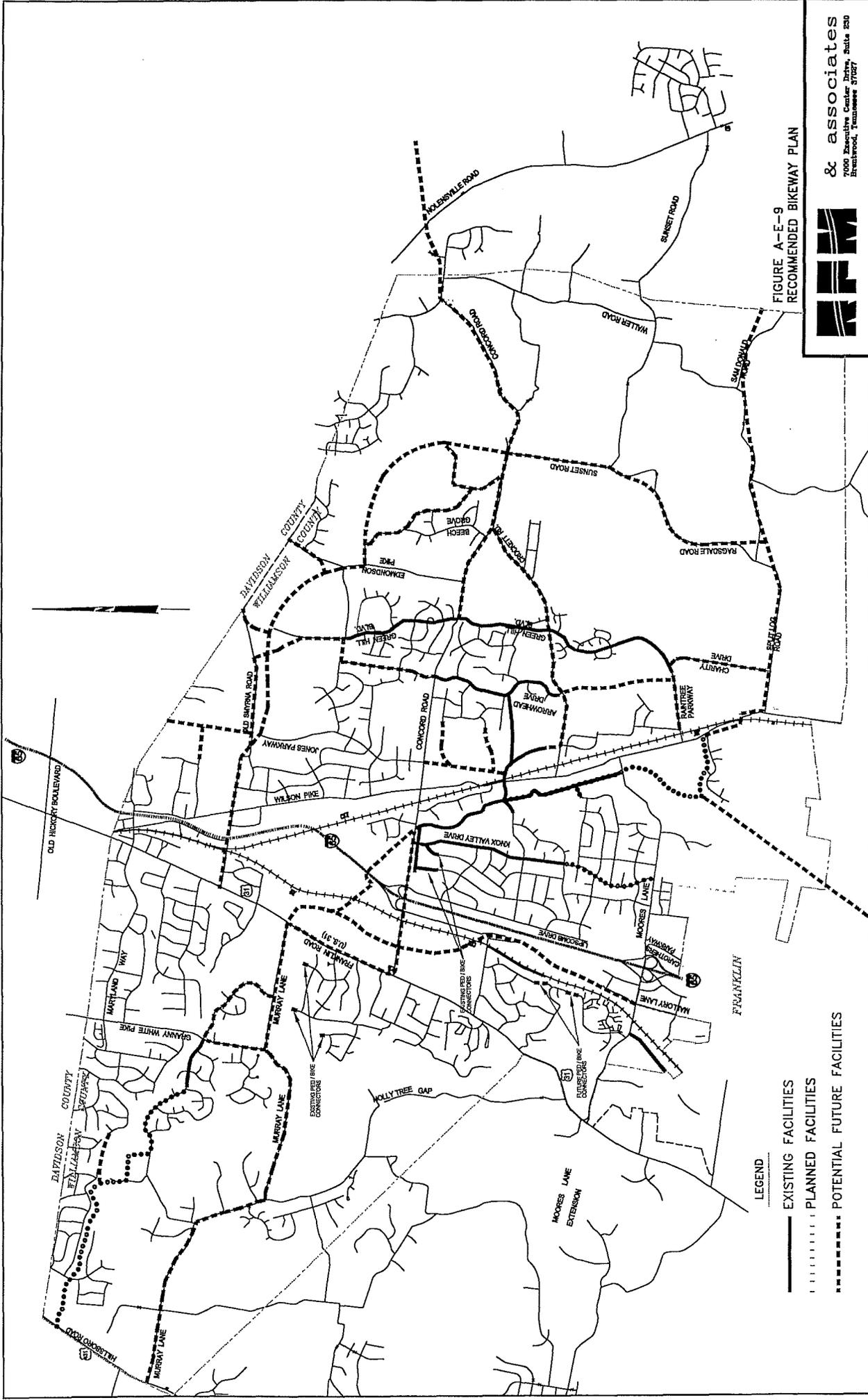
### Recommended Bicycle Plan

Due to increasing traffic congestion and the Brentwood community's growing interest in alternative modes of transportation, it is expected that there will be an increasing demand for bicycle facilities. Therefore, a bicycle plan has been developed to complement the roadway improvement projects which have been recommended to provide additional capacity and mobility for the year 2020. The facilities identified as part of the recommended bicycle plan are considered to be an important component of Brentwood's overall transportation network in the year 2020.

Figure A-E-9 shows the recommended bicycle plan for the City of Brentwood. The recommended bicycle plan includes three types of bicycle facilities: bicycle lanes, bicycle routes, and bicycle paths.



FIGURE A-E-9  
 RECOMMENDED BIKEWAY PLAN



**LEGEND**

- EXISTING FACILITIES
- - - - - PLANNED FACILITIES
- ..... POTENTIAL FUTURE FACILITIES

**Appendix F**  
**Citizen Survey**



ANNE DUNN  
MAYOR

JOE REAGAN  
VICE-MAYOR

MICHAEL W. WALKER  
CITY MANAGER

## City of Brentwood

COMMISSIONERS  
ANNE DUNN  
JOE REAGAN  
ROBERT L. HIGGS, P.E.  
REGINA R. SMITHSON  
BRIAN J. SWEENEY

### COMMUNITY RELATIONS MEMO 98-35

**TO:** Mayor & City Commission,  
Brentwood Planning Commission  
Brentwood 2020 Plan Committee Members

**FROM:** Linda Lynch, Community Relations Director

**SUBJECT:** Brentwood 2020 Survey Results

**DATE:** July 10, 1998

The citizen response to the Brentwood 2020 Plan survey has been overwhelming and has far exceeded the City's expectations. Over 3,000 surveys have been returned from a total of 7,100 households in the Brentwood city limits. The 43% return is outstanding when compared to other cities that typically experience a 10% to 20% response rate.

In order that you can benefit as much as possible from the results, the City staff has recorded all of the information on the surveys. Due to time constraints, the staff has made no effort to interpret the data or draw conclusions on citizen viewpoints or feelings. We have enclosed a master copy with city-wide totals summarized for all of the surveys received; (2) survey information broken down by the ten (10) geographic study areas; and (3) a miscellaneous total for those surveys received that did not identify a subdivision or location for their place of residence.

Detail statistical information (spreadsheet format) is also available that identifies the numbers and percentages in three different ways (1) citywide; (2) geographic study areas; and (3) subdivisions. This detail information by individual subdivisions is available for your review at the Municipal Center but is not being reproduced and distributed given the fact that the spreadsheet document is 75 pages. In addition, the written comments provided from individual surveys have also been typed and compiled by subdivision and total 192 pages. If you would like to review this information or would like to have a copy of the information from a specific subdivision, please contact Debbie Hedgepath, 371-0060.

Please feel free to call if you have any questions.

*Brentwood 2020 Comprehensive Plan  
RM Plan Group, Nashville • February, 1999  
Page F-2*

**BRENTWOOD 2020 PLAN  
NEIGHBORHOOD AREAS**

AREA	SUBDIVISIONS
1	Derby Glen, Landmark, Laurelwood, Lenox Park, River Oaks, Wildwood, Oakhampton
2	Brentwood Country Club, Country Club Estates, Maryland Farms, Meadowlake/Iroquois
3	Bel Air Estates, Belle Rive, Belle Rive II, Cambridge Hills, Deerwood/Chapel Hill, Dekemont, Foxland Hall, Granny White Pike, Highlands of Belle Rive, McGavock Farms, Princeton Hills/Murray Lane, Williamson/Murray Estates
4	Brentwood Hills/Mockingbird Hill, Brentwood South, Franklin Road, Heathrow Hills/Woodway, Stonehenge, Willowick
5	Brentwood Pointe, Mooreland Estates
6	Brenthaven, Concord Chase, Crockett Cove, Crockett Hills, Crockett Springs/Nash Golf/El Dorado Estates, General MacArthur Drive, Hallbrook, Twin Springs
7	Brentwood Estates, Carondelet, Mayfield, Old Smyrna Road/Wilson Pike, Wilson Run
8	Berkshire/Whittingham, Brentmeade/Concord Road, Chenoweth, Foxboro, Indian Point/Crockett Road, Lansdowne, Liberty Downs, Saratoga Hills
9	Carriage Hills, Laurels, Oak Hall, Raintree Forest, Somerset, Highland Park
10	Beechgrove Farms, In-a-Vale, Twelve Oaks
11	Misc. - No Subdivisions Listed on Survey

**BRENTWOOD 2020 PLAN  
CITIZEN SURVEY RESULT**

**GENERAL QUESTIONS**

1. What subdivision (area) do you reside? \_\_\_\_\_
2. How long have you lived in Brentwood?
- |                 |             |      |
|-----------------|-------------|------|
| (a) 0-5 years   | <u>1065</u> | 3490 |
| (b) 6-10 years  | <u>720</u>  | 2390 |
| (c) 11-20 years | <u>710</u>  | 2390 |
| (d) 20+ years   | <u>610</u>  | 2090 |
3. Your Age:
- |           |             |      |
|-----------|-------------|------|
| (a) 18-30 | <u>51</u>   | 290  |
| (b) 31-40 | <u>568</u>  | 1890 |
| (c) 41-50 | <u>1054</u> | 3490 |
| (d) 51-64 | <u>1014</u> | 3390 |
| (e) 65+   | <u>429</u>  | 1490 |
4. Number of Persons in Household:
- |               |             |      |
|---------------|-------------|------|
| (a) 1         | <u>165</u>  | 590  |
| (b) 2         | <u>1064</u> | 3590 |
| (c) 3         | <u>537</u>  | 1890 |
| (d) 4         | <u>831</u>  | 2790 |
| (e) 5         | <u>366</u>  | 1290 |
| (f) 6 or more | <u>94</u>   | 390  |

**RURAL CHARACTER/PRESERVATION OF OPEN SPACE**

5. In general, do you support continuation of the current residential development pattern, specifically maintaining the one housing unit per acre housing density standard?
- |                |             |      |
|----------------|-------------|------|
| (a) yes        | <u>2807</u> | 9190 |
| (b) no         | <u>213</u>  | 790  |
| (c) no opinion | <u>56</u>   | 290  |
6. What priority should be placed by the City on encouraging the preservation of the remaining farms and other large open space tracts in the community?
- |                |             |      |
|----------------|-------------|------|
| (a) high       | <u>2177</u> | 7190 |
| (b) moderate   | <u>673</u>  | 2290 |
| (c) low        | <u>169</u>  | 690  |
| (d) no opinion | <u>51</u>   | 290  |
7. Would you support a City property tax increase of 15 cents for 15 years (annual cost to a house valued at \$300,000 of \$112) to allow the City to purchase and preserve up to 500 additional acres for parks and open space under public control?
- |                |             |      |
|----------------|-------------|------|
| (a) yes        | <u>1935</u> | 6390 |
| (b) no         | <u>935</u>  | 3190 |
| (c) no opinion | <u>192</u>  | 690  |

8. Would you support changes to the OSRD zoning ordinance that would allow developers of larger tracts to have smaller lots (less than 1/3 acre) while maintaining an overall density of one dwelling unit per acre if it encouraged more open space to be preserved within the development?
- |                |             |      |
|----------------|-------------|------|
| (a) yes        | <u>931</u>  | 3090 |
| (a) no         | <u>1955</u> | 6490 |
| (c) no opinion | <u>170</u>  | 690  |
9. Would you support creative changes to the zoning ordinance and state law that would encourage the permanent preservation of farmland by allowing the property owner to transfer (sell) his development rights to another tract with the understanding that the overall city-wide residential density would remain at one housing unit per acre?
- |                |             |      |
|----------------|-------------|------|
| (a) yes        | <u>1637</u> | 5390 |
| (b) no         | <u>819</u>  | 2790 |
| (c) no opinion | <u>607</u>  | 2090 |

**OFFICE/RETAIL DEVELOPMENT**

10. In general, would you support a new Maryland Farms mixed-type office/retail development in the City if it could be properly screened or buffered from nearby residential areas and overall traffic flow could be accommodated by existing and future road improvements?
- |                |             |      |
|----------------|-------------|------|
| (a) yes        | <u>2000</u> | 6590 |
| (b) no         | <u>971</u>  | 3190 |
| (c) no opinion | <u>119</u>  | 490  |
11. Would you support new office/retail development if located on vacant land in the Concord Road / I-65 / Franklin Road area?
- |                |             |      |
|----------------|-------------|------|
| (a) yes        | <u>1105</u> | 3790 |
| (b) no         | <u>1814</u> | 6090 |
| (c) no opinion | <u>108</u>  | 490  |
12. Would you support a new office/retail development if located on vacant land north of the Service Merchandise Headquarters between I-65 and the CSX Railroad?
- |                |             |      |
|----------------|-------------|------|
| (a) yes        | <u>2351</u> | 7790 |
| (b) no         | <u>533</u>  | 1790 |
| (c) no opinion | <u>189</u>  | 690  |
13. Would you support City efforts and actions to encourage the redevelopment of the Pewitt Drive area (the block north of Church Street and east of Franklin Road) for enhanced office/retail uses?
- |                |             |      |
|----------------|-------------|------|
| (a) yes        | <u>2305</u> | 7690 |
| (b) no         | <u>465</u>  | 1590 |
| (c) no opinion | <u>269</u>  | 990  |
14. Please identify other locations in the City that, in your opinion, should be considered for new mixed office/retail development?
- |                   |             |      |
|-------------------|-------------|------|
| (A) none          | <u>2516</u> | 8590 |
| (B) Some response | <u>446</u>  | 1590 |

15. Would you support increasing the maximum height allowed for office buildings from four to six stories if additional green space and setbacks were required between adjoining buildings?

a) yes	<u>1608</u>	5290
(b) no	<u>1311</u>	4390
(c) no opinion	<u>165</u>	590

16. In the future, should the City face rising service demands and transportation improvement needs without a corresponding natural growth in revenue, which option would you support?

(a) property tax increase	<u>263</u>	790
(b) additional retail/office development	<u>836</u>	2490
(c) 1/2 cent local option sales tax increase	<u>842</u>	2490
(d) reduction in services	<u>267</u>	890
(e) combination of options	<u>1166</u>	3390
(f) no opinion	<u>155</u>	490

**NEIGHBORHOOD ORIENTED RETAIL**

17. In general, would you support the concept of having a small neighborhood oriented retail store located on property next to or near your neighborhood if properly screened and buffered from nearby residences?

(a) yes	<u>1482</u>	4890
(b) no	<u>1483</u>	4890
(c) no opinion	<u>117</u>	490

18. What would be the maximum ideal distance to have a neighborhood convenience store located from your home?

(a) 2 miles	<u>1052</u>	3590
(b) 3 miles	<u>687</u>	2390
(c) 4 miles	<u>292</u>	1090
(d) 5 miles	<u>546</u>	1890
(e) no opinion	<u>458</u>	1590

**RETIREMENT HOUSING**

19. Should the City change the zoning ordinance to permit comprehensive retirement communities in Brentwood?

(a) yes	<u>1759</u>	5890
(b) no	<u>975</u>	3290
(c) no opinion	<u>306</u>	1090

20. Would you support the location of a comprehensive retirement community on property located next to or near your subdivision if properly screened and buffered from nearby residences?

(a) yes	<u>1608</u>	5390
(b) no	<u>1186</u>	3990
(c) no opinion	<u>252</u>	890

21. Would you support amendments to the zoning ordinance to permit retirement housing developments that are exclusively smaller homes (cluster homes) on smaller lots to maintain (i.e. 5 dwellings per acre)?

(a) yes	<u>1455</u>	4890
(b) no	<u>1330</u>	4490
(c) no opinion	<u>228</u>	890

22. If a cluster home retirement development were located next to or near your subdivision, what would be the minimum desirable size for each dwelling unit?

(a) 1,000 square feet	<u>186</u>	690
(b) 1,500 square feet	<u>919</u>	3090
(c) 2,000 square feet	<u>581</u>	1990
(d) 2,500 square feet	<u>363</u>	1290
(e) none of the above	<u>461</u>	1590
(f) no opinion	<u>533</u>	1890

### COMMUNITY IDENTITY

23. Would you support the construction of an indoor community/civic center as a multipurpose gathering place for indoor activities in Brentwood and would you support the levying of additional taxes to help subsidize the cost of construction and annual operation of the facility?

(a) yes	<u>755</u>	2590
(b) no	<u>2015</u>	6790
(c) no opinion	<u>257</u>	890

24. What location do you think best serves Brentwood as the town center for community activities?

(a) New Library/YMCA area	<u>1108</u>	3490
(b) Brentwood Place	<u>228</u>	790
(c) Maryland Farms	<u>600</u>	1890
(d) Crockett Park	<u>431</u>	1390
(e) Doesn't exist	<u>297</u>	990
(f) Doesn't matter	<u>333</u>	1090
(g) no opinion	<u>278</u>	890

25. The cost to remove existing overhead wiring and install underground wiring by the various utilities city-wide has been estimated as high as \$68 million. How much would you be willing to pay (per household) toward the cost of eliminating overhead wiring in Brentwood?

(a) none	<u>2543</u>	8590
(b) up to \$5,000	<u>432</u>	1490
(c) up to \$10,000	<u>16</u>	190
(d) up to \$15,000	<u>11</u>	090

TRANSPORTATION ISSUES

26. If feasible, would you support a new east/west road and interchange for I-65 (north of Concord Road and south of Church Street) between Wilson Pike and Franklin Road to help relieve traffic on Concord Road, Church Street and Old Hickory Blvd.?

(a) yes	<u>2087</u>	6890
(b) no	<u>736</u>	2490
(c) no opinion	<u>267</u>	990

27. Where feasible, should the City place a high priority on identifying and funding the construction of alternative roads that will help divert traffic movement away from existing roads such as Concord Road, Wilson Pike, Moores Lane, Franklin Road and Old Smyrna Road.

(a) yes	<u>2157</u>	7190
(b) no	<u>574</u>	1990
(c) no opinion	<u>324</u>	1190

28. Should the City require that all new subdivisions built adjacent to an existing subdivision have road connections between the subdivisions to provide alternative travel routes other than the major arterial roads?

(a) yes	<u>1644</u>	5490
(b) no	<u>1194</u>	3990
(c) no opinion	<u>231</u>	890

29. Would you support a road connection from your subdivision to an adjacent new subdivision if it meant the possibility of some additional through traffic by your home?

(a) yes	<u>1002</u>	3390
(b) no	<u>1818</u>	6090
(c) no opinion	<u>196</u>	690

30. As a trade-off between wider roads and congestion, how much delay in traffic would you be willing to accept regularly during peak hours traveling a distance of one mile to and from an I-65 interchange?

(a) no delay	<u>552</u>	1990
(b) 5 minutes	<u>1732</u>	5890
(c) 10 minutes	<u>533</u>	1890
(d) 15 minutes	<u>153</u>	590

31. Would you be willing to use mass transit (local and regional into Nashville) in the future if it was convenient in reaching your destination and would help reduce traffic in Brentwood?

(a) yes	<u>1449</u>	4890
(b) no	<u>1187</u>	3990
(c) no opinion	<u>409</u>	1390

32. If a more extensive network of bike paths and sidewalks were constructed in the City, how would you use such facilities?

(a) recreation	<u>2014</u>	6090
(b) business/errands	<u>320</u>	1090
(c) wouldn't use	<u>866</u>	2690
(d) no opinion	<u>144</u>	490

## BRENTWOOD 2020 PLAN CITIZEN SURVEY RESULT

### GENERAL QUESTIONS

1. What subdivision (area) do you reside? \_\_\_\_\_
2. How long have you lived in Brentwood?
- |                 |            |     |
|-----------------|------------|-----|
| (a) 0-5 years   | <u>76</u>  | 23% |
| (b) 6-10 years  | <u>60</u>  | 18% |
| (c) 11-20 years | <u>85</u>  | 26% |
| (d) 20+ years   | <u>106</u> | 32% |
3. Your Age:
- |           |            |     |
|-----------|------------|-----|
| (a) 18-30 | <u>3</u>   | 1%  |
| (b) 31-40 | <u>41</u>  | 13% |
| (c) 41-50 | <u>79</u>  | 25% |
| (d) 51-64 | <u>122</u> | 38% |
| (e) 65+   | <u>74</u>  | 23% |
4. Number of Persons in Household:
- |               |            |     |
|---------------|------------|-----|
| (a) 1         | <u>16</u>  | 5%  |
| (b) 2         | <u>136</u> | 44% |
| (c) 3         | <u>52</u>  | 17% |
| (d) 4         | <u>57</u>  | 18% |
| (e) 5         | <u>44</u>  | 14% |
| (f) 6 or more | <u>7</u>   | 2%  |

### RURAL CHARACTER/PRESERVATION OF OPEN SPACE

5. In general, do you support continuation of the current residential development pattern, specifically maintaining the one housing unit per acre housing density standard?
- |                |            |     |
|----------------|------------|-----|
| (a) yes        | <u>273</u> | 90% |
| (b) no         | <u>23</u>  | 8%  |
| (c) no opinion | <u>9</u>   | 3%  |
6. What priority should be placed by the City on encouraging the preservation of the remaining farms and other large open space tracts in the community?
- |                |            |     |
|----------------|------------|-----|
| (a) high       | <u>195</u> | 64% |
| (b) moderate   | <u>82</u>  | 27% |
| (c) low        | <u>21</u>  | 7%  |
| (d) no opinion | <u>7</u>   | 2%  |
7. Would you support a City property tax increase of 15 cents for 15 years (annual cost to a house valued at \$300,000 of \$112) to allow the City to purchase and preserve up to 500 additional acres for parks and open space under public control?
- |                |            |     |
|----------------|------------|-----|
| (a) yes        | <u>166</u> | 55% |
| (b) no         | <u>118</u> | 39% |
| (c) no opinion | <u>18</u>  | 6%  |

8. Would you support changes to the OSRD zoning ordinance that would allow developers of larger tracts to have smaller lots (less than 1/3 acre) while maintaining an overall density of one dwelling unit per acre if it encouraged more open space to be preserved within the development?

(a) yes	<u>115</u>	38	%
(a) no	<u>179</u>	59	%
(c) no opinion	<u>10</u>	3	%

9. Would you support creative changes to the zoning ordinance and state law that would encourage the permanent preservation of farmland by allowing the property owner to transfer (sell) his development rights to another tract with the understanding that the overall city-wide residential density would remain at one housing unit per acre?

(a) yes	<u>153</u>	49	%
(b) no	<u>102</u>	33	%
(c) no opinion	<u>58</u>	19	%

**OFFICE/RETAIL DEVELOPMENT**

10. In general, would you support a new Maryland Farms mixed-type office/retail development in the City if it could be properly screened or buffered from nearby residential areas and overall traffic flow could be accommodated by existing and future road improvements?

(a) yes	<u>193</u>	62	%
(b) no	<u>105</u>	34	%
(c) no opinion	<u>15</u>	5	%

11. Would you support new office/retail development if located on vacant land in the Concord Road / I-65 / Franklin Road area?

(a) yes	<u>151</u>	50	%
(b) no	<u>129</u>	42	%
(c) no opinion	<u>24</u>	8	%

12. Would you support a new office/retail development if located on vacant land north of the Service Merchandise Headquarters between I-65 and the CSX Railroad?

(a) yes	<u>228</u>	75	%
(b) no	<u>46</u>	15	%
(c) no opinion	<u>28</u>	9	%

13. Would you support City efforts and actions to encourage the redevelopment of the Pewitt Drive area (the block north of Church Street and east of Franklin Road) for enhanced office/retail uses?

(a) yes	<u>202</u>	72	%
(b) no	<u>54</u>	19	%
(c) no opinion	<u>24</u>	9	%

14. Please identify other locations in the City that, in your opinion, should be considered for new mixed office/retail development?

(A) none	<u>260</u>	90	%
(B) Some response	<u>28</u>	10	%

15. Would you support increasing the maximum height allowed for office buildings from four to six stories if additional green space and setbacks were required between adjoining buildings?

a) yes	<u>150</u>	50	90
(b) no	<u>133</u>	44	90
(c) no opinion	<u>16</u>	5	90

16. In the future, should the City face rising service demands and transportation improvement needs without a corresponding natural growth in revenue, which option would you support?

(a) property tax increase	<u>24</u>	7	90
(b) additional retail/office development	<u>91</u>	26	90
(c) 1/2 cent local option sales tax increase	<u>87</u>	25	90
(d) reduction in services	<u>30</u>	9	90
(e) combination of options	<u>92</u>	27	90
(f) no opinion	<u>20</u>	6	90

**NEIGHBORHOOD ORIENTED RETAIL**

17. In general, would you support the concept of having a small neighborhood oriented retail store located on property next to or near your neighborhood if properly screened and buffered from nearby residences?

(a) yes	<u>118</u>	39	90
(b) no	<u>170</u>	57	90
(c) no opinion	<u>12</u>	4	90

18. What would be the maximum ideal distance to have a neighborhood convenience store located from your home?

(a) 2 miles	<u>74</u>	25	90
(b) 3 miles	<u>73</u>	25	90
(c) 4 miles	<u>37</u>	13	90
(d) 5 miles	<u>70</u>	24	90
(e) no opinion	<u>40</u>	14	90

**RETIREMENT HOUSING**

19. Should the City change the zoning ordinance to permit comprehensive retirement communities in Brentwood?

(a) yes	<u>181</u>	60	90
(b) no	<u>87</u>	29	90
(c) no opinion	<u>33</u>	11	90

20. Would you support the location of a comprehensive retirement community on property located next to or near your subdivision if properly screened and buffered from nearby residences?

(a) yes	<u>170</u>	57	90
(b) no	<u>103</u>	35	90
(c) no opinion	<u>24</u>	8	90

21. Would you support amendments to the zoning ordinance to permit retirement housing developments that are exclusively smaller homes (cluster homes) on smaller lots to maintain (i.e. 5 dwellings per acre)?

(a) yes	<u>145</u>	51	%
(b) no	<u>114</u>	40	%
(c) no opinion	<u>25</u>	9	%

22. If a cluster home retirement development were located next to or near your subdivision, what would be the minimum desirable size for each dwelling unit?

(a) 1,000 square feet	<u>18</u>	6	%
(b) 1,500 square feet	<u>86</u>	29	%
(c) 2,000 square feet	<u>60</u>	21	%
(d) 2,500 square feet	<u>31</u>	11	%
(e) none of the above	<u>46</u>	16	%
(f) no opinion	<u>51</u>	17	%

COMMUNITY IDENTITY

23. Would you support the construction of an indoor community/civic center as a multipurpose gathering place for indoor activities in Brentwood and would you support the levying of additional taxes to help subsidize the cost of construction and annual operation of the facility?

(a) yes	<u>72</u>	25	%
(b) no	<u>191</u>	65	%
(c) no opinion	<u>30</u>	10	%

24. What location do you think best serves Brentwood as the town center for community activities?

(a) New Library/YMCA area	<u>52</u>	17	%
(b) Brentwood Place	<u>37</u>	12	%
(c) Maryland Farms	<u>111</u>	36	%
(d) Crockett Park	<u>17</u>	6	%
(e) Doesn't exist	<u>26</u>	8	%
(f) Doesn't matter	<u>37</u>	12	%
(g) no opinion	<u>27</u>	9	%

25. The cost to remove existing overhead wiring and install underground wiring by the various utilities city-wide has been estimated as high as \$68 million. How much would you be willing to pay (per household) toward the cost of eliminating overhead wiring in Brentwood?

(a) none	<u>219</u>	77	%
(b) up to \$5,000	<u>62</u>	22	%
(c) up to \$10,000	<u>3</u>	1	%
(d) up to \$15,000	<u>2</u>	0	%

TRANSPORTATION ISSUES

26. If feasible, would you support a new east/west road and interchange for I-65 (north of Concord Road and south of Church Street) between Wilson Pike and Franklin Road to help relieve traffic on Concord Road, Church Street and Old Hickory Blvd.?

(a) yes	<u>196</u>	64 %
(b) no	<u>71</u>	23 %
(c) no opinion	<u>38</u>	12 %

27. Where feasible, should the City place a high priority on identifying and funding the construction of alternative roads that will help divert traffic movement away from existing roads such as Concord Road, Wilson Pike, Moores Lane, Franklin Road and Old Smyrna Road.

(a) yes	<u>164</u>	55 %
(b) no	<u>79</u>	26 %
(c) no opinion	<u>56</u>	19 %

28. Should the City require that all new subdivisions built adjacent to an existing subdivision have road connections between the subdivisions to provide alternative travel routes other than the major arterial roads?

(a) yes	<u>141</u>	47 %
(b) no	<u>138</u>	46 %
(c) no opinion	<u>18</u>	6 %

29. Would you support a road connection from your subdivision to an adjacent new subdivision if it meant the possibility of some additional through traffic by your home?

(a) yes	<u>81</u>	28 %
(b) no	<u>186</u>	65 %
(c) no opinion	<u>21</u>	7 %

30. As a trade-off between wider roads and congestion, how much delay in traffic would you be willing to accept regularly during peak hours traveling a distance of one mile to and from an I-65 interchange?

(a) no delay	<u>47</u>	17 %
(b) 5 minutes	<u>156</u>	57 %
(c) 10 minutes	<u>58</u>	21 %
(d) 15 minutes	<u>13</u>	5 %

31. Would you be willing to use mass transit (local and regional into Nashville) in the future if it was convenient in reaching your destination and would help reduce traffic in Brentwood?

(a) yes	<u>151</u>	51 %
(b) no	<u>113</u>	38 %
(c) no opinion	<u>32</u>	11 %

32. If a more extensive network of bike paths and sidewalks were constructed in the City, how would you use such facilities?

(a) recreation	<u>167</u>	52 %
(b) business/errands	<u>27</u>	8 %
(c) wouldn't use	<u>109</u>	34 %
(d) no opinion	<u>17</u>	5 %

**BRENTWOOD 2020 PLAN  
CITIZEN SURVEY RESULT**

GENERAL QUESTIONS

1. What subdivision (area) do you reside?	_____	
2. How long have you lived in Brentwood?	(a) 0-5 years	<u>69</u> 26%
	(b) 6-10 years	<u>42</u> 16%
	(c) 11-20 years	<u>55</u> 21%
	(d) 20+ years	<u>96</u> 37%
3. Your Age:	(a) 18-30	<u>5</u> 2%
	(b) 31-40	<u>27</u> 10%
	(c) 41-50	<u>51</u> 19%
	(d) 51-64	<u>94</u> 36%
	(e) 65+	<u>85</u> 32%
4. Number of Persons in Household:	(a) 1	<u>25</u> 10%
	(b) 2	<u>142</u> 54%
	(c) 3	<u>49</u> 19%
	(d) 4	<u>37</u> 14%
	(e) 5	<u>6</u> 2%
	(f) 6 or more	<u>3</u> 1%

RURAL CHARACTER/PRESERVATION OF OPEN SPACE

5. In general, do you support continuation of the current residential development pattern, specifically maintaining the one housing unit per acre housing density standard?	(a) yes	<u>221</u> 85%
	(b) no	<u>32</u> 12%
	(c) no opinion	<u>8</u> 3%
6. What priority should be placed by the City on encouraging the preservation of the remaining farms and other large open space tracts in the community?	(a) high	<u>195</u> 72%
	(b) moderate	<u>53</u> 20%
	(c) low	<u>14</u> 5%
	(d) no opinion	<u>9</u> 3%
7. Would you support a City property tax increase of 15 cents for 15 years (annual cost to a house valued at \$300,000 of \$112) to allow the City to purchase and preserve up to 500 additional acres for parks and open space under public control?	(a) yes	<u>148</u> 57%
	(b) no	<u>92</u> 35%
	(c) no opinion	<u>20</u> 8%

8. Would you support changes to the OSRD zoning ordinance that would allow developers of larger tracts to have smaller lots (less than 1/3 acre) while maintaining an overall density of one dwelling unit per acre if it encouraged more open space to be preserved within the development?

(a) yes	<u>112</u>	43	90
(a) no	<u>129</u>	49	90
(c) no opinion	<u>22</u>	8	90

9. Would you support creative changes to the zoning ordinance and state law that would encourage the permanent preservation of farmland by allowing the property owner to transfer (sell) his development rights to another tract with the understanding that the overall city-wide residential density would remain at one housing unit per acre?

(a) yes	<u>125</u>	48	90
(b) no	<u>75</u>	29	90
(c) no opinion	<u>60</u>	23	90

**OFFICE/RETAIL DEVELOPMENT**

10. In general, would you support a new Maryland Farms mixed-type office/retail development in the City if it could be properly screened or buffered from nearby residential areas and overall traffic flow could be accommodated by existing and future road improvements?

(a) yes	<u>144</u>	56	90
(b) no	<u>106</u>	41	90
(c) no opinion	<u>9</u>	3	90

11. Would you support new office/retail development if located on vacant land in the Concord Road / I-65 / Franklin Road area?

(a) yes	<u>95</u>	36	90
(b) no	<u>152</u>	58	90
(c) no opinion	<u>14</u>	5	90

12. Would you support a new office/retail development if located on vacant land north of the Service Merchandise Headquarters between I-65 and the CSX Railroad?

(a) yes	<u>196</u>	76	90
(b) no	<u>41</u>	16	90
(c) no opinion	<u>21</u>	8	90

13. Would you support City efforts and actions to encourage the redevelopment of the Pewitt Drive area (the block north of Church Street and east of Franklin Road) for enhanced office/retail uses?

(a) yes	<u>168</u>	65	90
(b) no	<u>60</u>	23	90
(c) no opinion	<u>29</u>	11	90

14. Please identify other locations in the City that, in your opinion, should be considered for new mixed office/retail development? (A) none

(A) none	<u>199</u>	84	90
(B) Some response	<u>37</u>	16	90

15. Would you support increasing the maximum height allowed for office buildings from four to six stories if additional green space and setbacks were required between adjoining buildings?

a) yes	<u>114</u>	44 %
(b) no	<u>138</u>	50 %
(c) no opinion	<u>16</u>	6 %

16. In the future, should the City face rising service demands and transportation improvement needs without a corresponding natural growth in revenue, which option would you support?

(a) property tax increase	<u>21</u>	7 %
(b) additional retail/office development	<u>73</u>	24 %
(c) 1/2 cent local option sales tax increase	<u>80</u>	26 %
(d) reduction in services	<u>32</u>	10 %
(e) combination of options	<u>93</u>	30 %
(f) no opinion	<u>10</u>	3 %

### NEIGHBORHOOD ORIENTED RETAIL

17. In general, would you support the concept of having a small neighborhood oriented retail store located on property next to or near your neighborhood if properly screened and buffered from nearby residences?

(a) yes	<u>104</u>	40 %
(b) no	<u>136</u>	53 %
(c) no opinion	<u>19</u>	7 %

18. What would be the maximum ideal distance to have a neighborhood convenience store located from your home?

(a) 2 miles	<u>93</u>	36 %
(b) 3 miles	<u>40</u>	16 %
(c) 4 miles	<u>17</u>	7 %
(d) 5 miles	<u>33</u>	13 %
(e) no opinion	<u>72</u>	28 %

### RETIREMENT HOUSING

19. Should the City change the zoning ordinance to permit comprehensive retirement communities in Brentwood?

(a) yes	<u>159</u>	60 %
(b) no	<u>71</u>	27 %
(c) no opinion	<u>33</u>	13 %

20. Would you support the location of a comprehensive retirement community on property located next to or near your subdivision if properly screened and buffered from nearby residences?

(a) yes	<u>149</u>	59 %
(b) no	<u>85</u>	33 %
(c) no opinion	<u>20</u>	8 %

21. Would you support amendments to the zoning ordinance to permit retirement housing developments that are exclusively smaller homes (cluster homes) on smaller lots to maintain (i.e. 5 dwellings per acre)?

(a) yes	<u>136</u>	54 %
(b) no	<u>97</u>	38 %
(c) no opinion	<u>20</u>	8 %

22. If a cluster home retirement development were located next to or near your subdivision, what would be the minimum desirable size for each dwelling unit?

(a) 1,000 square feet	<u>20</u>	8 %
(b) 1,500 square feet	<u>94</u>	36 %
(c) 2,000 square feet	<u>50</u>	19 %
(d) 2,500 square feet	<u>22</u>	8 %
(e) none of the above	<u>31</u>	12 %
(f) no opinion	<u>46</u>	17 %

COMMUNITY IDENTITY

23. Would you support the construction of an indoor community/civic center as a multipurpose gathering place for indoor activities in Brentwood and would you support the levying of additional taxes to help subsidize the cost of construction and annual operation of the facility?

(a) yes	<u>48</u>	18 %
(b) no	<u>183</u>	70 %
(c) no opinion	<u>30</u>	11 %

24. What location do you think best serves Brentwood as the town center for community activities?

(a) New Library/YMCA area	<u>71</u>	26 %
(b) Brentwood Place	<u>23</u>	8 %
(c) Maryland Farms	<u>61</u>	23 %
(d) Crockett Park	<u>21</u>	8 %
(e) Doesn't exist	<u>27</u>	10 %
(f) Doesn't matter	<u>34</u>	13 %
(g) no opinion	<u>34</u>	13 %

25. The cost to remove existing overhead wiring and install underground wiring by the various utilities city-wide has been estimated as high as \$68 million. How much would you be willing to pay (per household) toward the cost of eliminating overhead wiring in Brentwood?

(a) none	<u>210</u>	81 %
(b) up to \$5,000	<u>49</u>	19 %
(c) up to \$10,000	<u>0</u>	0 %
(d) up to \$15,000	<u>0</u>	0 %

TRANSPORTATION ISSUES

26. If feasible, would you support a new east/west road and interchange for I-65 (north of Concord Road and south of Church Street) between Wilson Pike and Franklin Road to help relieve traffic on Concord Road, Church Street and Old Hickory Blvd.?

(a) yes	<u>145</u>	55	%
(b) no	<u>86</u>	33	%
(c) no opinion	<u>32</u>	12	%

27. Where feasible, should the City place a high priority on identifying and funding the construction of alternative roads that will help divert traffic movement away from existing roads such as Concord Road, Wilson Pike, Moores Lane, Franklin Road and Old Smyrna Road.

(a) yes	<u>150</u>	59	%
(b) no	<u>65</u>	25	%
(c) no opinion	<u>41</u>	16	%

28. Should the City require that all new subdivisions built adjacent to an existing subdivision have road connections between the subdivisions to provide alternative travel routes other than the major arterial roads?

(a) yes	<u>109</u>	42	%
(b) no	<u>126</u>	49	%
(c) no opinion	<u>22</u>	9	%

29. Would you support a road connection from your subdivision to an adjacent new subdivision if it meant the possibility of some additional through traffic by your home?

(a) yes	<u>43</u>	17	%
(b) no	<u>205</u>	79	%
(c) no opinion	<u>10</u>	4	%

30. As a trade-off between wider roads and congestion, how much delay in traffic would you be willing to accept regularly during peak hours traveling a distance of one mile to and from an I-65 interchange?

(a) no delay	<u>32</u>	13	%
(b) 5 minutes	<u>140</u>	56	%
(c) 10 minutes	<u>59</u>	24	%
(d) 15 minutes	<u>18</u>	7	%

31. Would you be willing to use mass transit (local and regional into Nashville) in the future if it was convenient in reaching your destination and would help reduce traffic in Brentwood?

(a) yes	<u>120</u>	46	%
(b) no	<u>94</u>	36	%
(c) no opinion	<u>45</u>	17	%

32. If a more extensive network of bike paths and sidewalks were constructed in the City, how would you use such facilities?

(a) recreation	<u>139</u>	49	%
(b) business/errands	<u>34</u>	12	%
(c) wouldn't use	<u>102</u>	36	%
(d) no opinion	<u>9</u>	3	%

**BRENTWOOD 2020 PLAN  
CITIZEN SURVEY RESULT**

GENERAL QUESTIONS

1. What subdivision (area) do you reside?	_____		
2. How long have you lived in Brentwood?	(a) 0-5 years	<u>92</u>	32 %
	(b) 6-10 years	<u>69</u>	24 %
	(c) 11-20 years	<u>82</u>	28 %
	(d) 20+ years	<u>45</u>	16 %
3. Your Age:	(a) 18-30	<u>6</u>	2 %
	(b) 31-40	<u>34</u>	12 %
	(c) 41-50	<u>111</u>	38 %
	(d) 51-64	<u>117</u>	40 %
	(e) 65+	<u>25</u>	9 %
4. Number of Persons in Household:	(a) 1	<u>7</u>	2 %
	(b) 2	<u>104</u>	36 %
	(c) 3	<u>41</u>	14 %
	(d) 4	<u>76</u>	27 %
	(e) 5	<u>47</u>	16 %
	(f) 6 or more	<u>11</u>	4 %

RURAL CHARACTER/PRESERVATION OF OPEN SPACE

5. In general, do you support continuation of the current residential development pattern, specifically maintaining the one housing unit per acre housing density standard?	(a) yes	<u>261</u>	90 %
	(b) no	<u>27</u>	9 %
	(c) no opinion	<u>3</u>	1 %
6. What priority should be placed by the City on encouraging the preservation of the remaining farms and other large open space tracts in the community?	(a) high	<u>189</u>	66 %
	(b) moderate	<u>75</u>	26 %
	(c) low	<u>18</u>	6 %
	(d) no opinion	<u>4</u>	1 %
7. Would you support a City property tax increase of 15 cents for 15 years (annual cost to a house valued at \$300,000 of \$112) to allow the City to purchase and preserve up to 500 additional acres for parks and open space under public control?	(a) yes	<u>192</u>	65 %
	(b) no	<u>90</u>	30 %
	(c) no opinion	<u>14</u>	5 %

8. Would you support changes to the OSRD zoning ordinance that would allow developers of larger tracts to have smaller lots (less than 1/3 acre) while maintaining an overall density of one dwelling unit per acre if it encouraged more open space to be preserved within the development?

(a) yes	<u>95</u>	32	%
(a) no	<u>184</u>	63	%
(c) no opinion	<u>15</u>	5	%

9. Would you support creative changes to the zoning ordinance and state law that would encourage the permanent preservation of farmland by allowing the property owner to transfer (sell) his development rights to another tract with the understanding that the overall city-wide residential density would remain at one housing unit per acre?

(a) yes	<u>149</u>	52	%
(b) no	<u>76</u>	26	%
(c) no opinion	<u>64</u>	22	%

**OFFICE/RETAIL DEVELOPMENT**

10. In general, would you support a new Maryland Farms mixed-type office/retail development in the City if it could be properly screened or buffered from nearby residential areas and overall traffic flow could be accommodated by existing and future road improvements?

(a) yes	<u>199</u>	67	%
(b) no	<u>90</u>	30	%
(c) no opinion	<u>8</u>	3	%

11. Would you support new office/retail development if located on vacant land in the Concord Road / I-65 / Franklin Road area?

(a) yes	<u>158</u>	55	%
(b) no	<u>122</u>	42	%
(c) no opinion	<u>8</u>	3	%

12. Would you support a new office/retail development if located on vacant land north of the Service Merchandise Headquarters between I-65 and the CSX Railroad?

(a) yes	<u>243</u>	84	%
(b) no	<u>33</u>	11	%
(c) no opinion	<u>15</u>	5	%

13. Would you support City efforts and actions to encourage the redevelopment of the Pewitt Drive area (the block north of Church Street and east of Franklin Road) for enhanced office/retail uses?

(a) yes	<u>225</u>	79	%
(b) no	<u>35</u>	12	%
(c) no opinion	<u>24</u>	8	%

14. Please identify other locations in the City that, in your opinion, should be considered for new mixed office/retail development? (A) none

(A) none	<u>239</u>	86	%
(B) Some response	<u>39</u>	14	%

15. Would you support increasing the maximum height allowed for office buildings from four to six stories if additional green space and setbacks were required between adjoining buildings?

a) yes	<u>131</u>	44 %
(b) no	<u>156</u>	52 %
(c) no opinion	<u>12</u>	4 %

16. In the future, should the City face rising service demands and transportation improvement needs without a corresponding natural growth in revenue, which option would you support?

(a) property tax increase	<u>31</u>	9 %
(b) additional retail/office development	<u>85</u>	24 %
(c) 1/2 cent local option sales tax increase	<u>84</u>	24 %
(d) reduction in services	<u>31</u>	9 %
(e) combination of options	<u>109</u>	31 %
(f) no opinion	<u>14</u>	4 %

NEIGHBORHOOD ORIENTED RETAIL

17. In general, would you support the concept of having a small neighborhood oriented retail store located on property next to or near your neighborhood if properly screened and buffered from nearby residences?

(a) yes	<u>97</u>	34 %
(b) no	<u>182</u>	63 %
(c) no opinion	<u>8</u>	3 %

18. What would be the maximum ideal distance to have a neighborhood convenience store located from your home?

(a) 2 miles	<u>69</u>	24 %
(b) 3 miles	<u>76</u>	27 %
(c) 4 miles	<u>42</u>	15 %
(d) 5 miles	<u>57</u>	20 %
(e) no opinion	<u>41</u>	14 %

RETIREMENT HOUSING

19. Should the City change the zoning ordinance to permit comprehensive retirement communities in Brentwood?

(a) yes	<u>159</u>	56 %
(b) no	<u>104</u>	37 %
(c) no opinion	<u>19</u>	7 %

20. Would you support the location of a comprehensive retirement community on property located next to or near your subdivision if properly screened and buffered from nearby residences?

(a) yes	<u>140</u>	49 %
(b) no	<u>124</u>	43 %
(c) no opinion	<u>24</u>	8 %

21. Would you support amendments to the zoning ordinance to permit retirement housing developments that are exclusively smaller homes (cluster homes) on smaller lots to maintain (i.e. 5 dwellings per acre)?

(a) yes	<u>145</u>	50	%
(b) no	<u>126</u>	44	%
(c) no opinion	<u>18</u>	6	%

22. If a cluster home retirement development were located next to or near your subdivision, what would be the minimum desirable size for each dwelling unit?

(a) 1,000 square feet	<u>10</u>	3	%
(b) 1,500 square feet	<u>84</u>	29	%
(c) 2,000 square feet	<u>54</u>	19	%
(d) 2,500 square feet	<u>47</u>	16	%
(e) none of the above	<u>44</u>	15	%
(f) no opinion	<u>50</u>	17	%

COMMUNITY IDENTITY

23. Would you support the construction of an indoor community/civic center as a multipurpose gathering place for indoor activities in Brentwood and would you support the levying of additional taxes to help subsidize the cost of construction and annual operation of the facility?

(a) yes	<u>77</u>	27	%
(b) no	<u>193</u>	67	%
(c) no opinion	<u>17</u>	6	%

24. What location do you think best serves Brentwood as the town center for community activities?

(a) New Library/YMCA area	<u>66</u>	22	%
(b) Brentwood Place	<u>51</u>	17	%
(c) Maryland Farms	<u>71</u>	24	%
(d) Crockett Park	<u>17</u>	6	%
(e) Doesn't exist	<u>32</u>	11	%
(f) Doesn't matter	<u>40</u>	13	%
(g) no opinion	<u>21</u>	7	%

25. The cost to remove existing overhead wiring and install underground wiring by the various utilities city-wide has been estimated as high as \$68 million. How much would you be willing to pay (per household) toward the cost of eliminating overhead wiring in Brentwood?

(a) none	<u>226</u>	80	%
(b) up to \$5,000	<u>50</u>	18	%
(c) up to \$10,000	<u>5</u>	2	%
(d) up to \$15,000	<u>2</u>	1	%

TRANSPORTATION ISSUES

26. If feasible, would you support a new east/west road and interchange for I-65 (north of Concord Road and south of Church Street) between Wilson Pike and Franklin Road to help relieve traffic on Concord Road, Church Street and Old Hickory Blvd.?

(a) yes	<u>197</u>	68	%
(b) no	<u>63</u>	22	%
(c) no opinion	<u>28</u>	10	%

27. Where feasible, should the City place a high priority on identifying and funding the construction of alternative roads that will help divert traffic movement away from existing roads such as Concord Road, Wilson Pike, Moores Lane, Franklin Road and Old Smyrna Road.

(a) yes	<u>196</u>	67	%
(b) no	<u>53</u>	18	%
(c) no opinion	<u>42</u>	14	%

28. Should the City require that all new subdivisions built adjacent to an existing subdivision have road connections between the subdivisions to provide alternative travel routes other than the major arterial roads?

(a) yes	<u>165</u>	57	%
(b) no	<u>98</u>	34	%
(c) no opinion	<u>29</u>	10	%

29. Would you support a road connection from your subdivision to an adjacent new subdivision if it meant the possibility of some additional through traffic by your home?

(a) yes	<u>92</u>	32	%
(b) no	<u>167</u>	58	%
(c) no opinion	<u>31</u>	11	%

30. As a trade-off between wider roads and congestion, how much delay in traffic would you be willing to accept regularly during peak hours traveling a distance of one mile to and from an I-65 interchange?

(a) no delay	<u>43</u>	15	%
(b) 5 minutes	<u>170</u>	61	%
(c) 10 minutes	<u>47</u>	17	%
(d) 15 minutes	<u>19</u>	7	%

31. Would you be willing to use mass transit (local and regional into Nashville) in the future if it was convenient in reaching your destination and would help reduce traffic in Brentwood?

(a) yes	<u>143</u>	50	%
(b) no	<u>105</u>	37	%
(c) no opinion	<u>39</u>	14	%

32. If a more extensive network of bike paths and sidewalks were constructed in the City, how would you use such facilities?

(a) recreation	<u>199</u>	63	%
(b) business/errands	<u>31</u>	10	%
(c) wouldn't use	<u>79</u>	25	%
(d) no opinion	<u>6</u>	2	%

## BRENTWOOD 2020 PLAN CITIZEN SURVEY RESULT

### GENERAL QUESTIONS

1. What subdivision (area) do you reside? \_\_\_\_\_
2. How long have you lived in Brentwood?
- |                 |            |    |   |
|-----------------|------------|----|---|
| (a) 0-5 years   | <u>81</u>  | 24 | % |
| (b) 6-10 years  | <u>91</u>  | 27 | % |
| (c) 11-20 years | <u>100</u> | 30 | % |
| (d) 20+ years   | <u>59</u>  | 18 | % |
3. Your Age:
- |           |            |    |   |
|-----------|------------|----|---|
| (a) 18-30 | <u>2</u>   | 1  | % |
| (b) 31-40 | <u>52</u>  | 16 | % |
| (c) 41-50 | <u>113</u> | 34 | % |
| (d) 51-64 | <u>112</u> | 34 | % |
| (e) 65+   | <u>51</u>  | 15 | % |
4. Number of Persons in Household:
- |               |            |    |   |
|---------------|------------|----|---|
| (a) 1         | <u>14</u>  | 4  | % |
| (b) 2         | <u>133</u> | 41 | % |
| (c) 3         | <u>56</u>  | 17 | % |
| (d) 4         | <u>90</u>  | 28 | % |
| (e) 5         | <u>26</u>  | 8  | % |
| (f) 6 or more | <u>7</u>   | 2  | % |

### RURAL CHARACTER/PRESERVATION OF OPEN SPACE

5. In general, do you support continuation of the current residential development pattern, specifically maintaining the one housing unit per acre housing density standard?
- |                |            |    |   |
|----------------|------------|----|---|
| (a) yes        | <u>309</u> | 94 | % |
| (b) no         | <u>16</u>  | 5  | % |
| (c) no opinion | <u>4</u>   | 1  | % |
6. What priority should be placed by the City on encouraging the preservation of the remaining farms and other large open space tracts in the community?
- |                |            |    |   |
|----------------|------------|----|---|
| (a) high       | <u>263</u> | 79 | % |
| (b) moderate   | <u>55</u>  | 17 | % |
| (c) low        | <u>12</u>  | 4  | % |
| (d) no opinion | <u>1</u>   | 0  | % |
7. Would you support a City property tax increase of 15 cents for 15 years (annual cost to a house valued at \$300,000 of \$112) to allow the City to purchase and preserve up to 500 additional acres for parks and open space under public control?
- |                |            |    |   |
|----------------|------------|----|---|
| (a) yes        | <u>226</u> | 69 | % |
| (b) no         | <u>83</u>  | 25 | % |
| (c) no opinion | <u>18</u>  | 6  | % |

8. Would you support changes to the OSRD zoning ordinance that would allow developers of larger tracts to have smaller lots (less than 1/3 acre) while maintaining an overall density of one dwelling unit per acre if it encouraged more open space to be preserved within the development?

(a) yes	<u>107</u>	32 %
(a) no	<u>211</u>	63 %
(c) no opinion	<u>18</u>	5 %

9. Would you support creative changes to the zoning ordinance and state law that would encourage the permanent preservation of farmland by allowing the property owner to transfer (sell) his development rights to another tract with the understanding that the overall city-wide residential density would remain at one housing unit per acre?

(a) yes	<u>185</u>	57 %
(b) no	<u>85</u>	26 %
(c) no opinion	<u>57</u>	17 %

OFFICE/RETAIL DEVELOPMENT

10. In general, would you support a new Maryland Farms mixed-type office/retail development in the City if it could be properly screened or buffered from nearby residential areas and overall traffic flow could be accommodated by existing and future road improvements?

(a) yes	<u>200</u>	61 %
(b) no	<u>116</u>	35 %
(c) no opinion	<u>11</u>	3 %

11. Would you support new office/retail development if located on vacant land in the Concord Road / I-65 / Franklin Road area?

(a) yes	<u>72</u>	23 %
(b) no	<u>244</u>	76 %
(c) no opinion	<u>4</u>	1 %

12. Would you support a new office/retail development if located on vacant land north of the Service Merchandise Headquarters between I-65 and the CSX Railroad?

(a) yes	<u>236</u>	72 %
(b) no	<u>73</u>	22 %
(c) no opinion	<u>21</u>	6 %

13. Would you support City efforts and actions to encourage the redevelopment of the Pewitt Drive area (the block north of Church Street and east of Franklin Road) for enhanced office/retail uses?

(a) yes	<u>254</u>	79 %
(b) no	<u>41</u>	13 %
(c) no opinion	<u>26</u>	8 %

14. Please identify other locations in the City that, in your opinion, should be considered for new mixed office/retail development? (A) none

(A) none	<u>255</u>	81 %
(B) Some response	<u>61</u>	19 %

15. Would you support increasing the maximum height allowed for office buildings from four to six stories if additional green space and setbacks were required between adjoining buildings?

a) yes	<u>167</u>	51	%
(b) no	<u>141</u>	43	%
(c) no opinion	<u>18</u>	6	%

16. In the future, should the City face rising service demands and transportation improvement needs without a corresponding natural growth in revenue, which option would you support?

(a) property tax increase	<u>46</u>	12	%
(b) additional retail/office development	<u>92</u>	24	%
(c) 1/2 cent local option sales tax increase	<u>93</u>	24	%
(d) reduction in services	<u>22</u>	6	%
(e) combination of options	<u>118</u>	31	%
(f) no opinion	<u>15</u>	4	%

**NEIGHBORHOOD ORIENTED RETAIL**

17. In general, would you support the concept of having a small neighborhood oriented retail store located on property next to or near your neighborhood if properly screened and buffered from nearby residences?

(a) yes	<u>132</u>	39	%
(b) no	<u>195</u>	57	%
(c) no opinion	<u>13</u>	4	%

18. What would be the maximum ideal distance to have a neighborhood convenience store located from your home?

(a) 2 miles	<u>101</u>	32	%
(b) 3 miles	<u>56</u>	18	%
(c) 4 miles	<u>28</u>	9	%
(d) 5 miles	<u>68</u>	21	%
(e) no opinion	<u>65</u>	20	%

**RETIREMENT HOUSING**

19. Should the City change the zoning ordinance to permit comprehensive retirement communities in Brentwood?

(a) yes	<u>185</u>	58	%
(b) no	<u>109</u>	34	%
(c) no opinion	<u>25</u>	8	%

20. Would you support the location of a comprehensive retirement community on property located next to or near your subdivision if properly screened and buffered from nearby residences?

(a) yes	<u>169</u>	52	%
(b) no	<u>133</u>	41	%
(c) no opinion	<u>21</u>	7	%

21. Would you support amendments to the zoning ordinance to permit retirement housing developments that are exclusively smaller homes (cluster homes) on smaller lots to maintain (i.e. 5 dwellings per acre)?

(a) yes	<u>155</u>	48 %
(b) no	<u>147</u>	45 %
(c) no opinion	<u>24</u>	7 %

22. If a cluster home retirement development were located next to or near your subdivision, what would be the minimum desirable size for each dwelling unit?

(a) 1,000 square feet	<u>24</u>	8 %
(b) 1,500 square feet	<u>96</u>	30 %
(c) 2,000 square feet	<u>50</u>	16 %
(d) 2,500 square feet	<u>46</u>	15 %
(e) none of the above	<u>53</u>	17 %
(f) no opinion	<u>48</u>	15 %

COMMUNITY IDENTITY

23. Would you support the construction of an indoor community/civic center as a multipurpose gathering place for indoor activities in Brentwood and would you support the levying of additional taxes to help subsidize the cost of construction and annual operation of the facility?

(a) yes	<u>76</u>	24 %
(b) no	<u>214</u>	67 %
(c) no opinion	<u>30</u>	9 %

24. What location do you think best serves Brentwood as the town center for community activities?

(a) New Library/YMCA area	<u>125</u>	35 %
(b) Brentwood Place	<u>20</u>	6 %
(c) Maryland Farms	<u>64</u>	18 %
(d) Crockett Park	<u>31</u>	9 %
(e) Doesn't exist	<u>34</u>	10 %
(f) Doesn't matter	<u>48</u>	14 %
(g) no opinion	<u>33</u>	9 %

25. The cost to remove existing overhead wiring and install underground wiring by the various utilities city-wide has been estimated as high as \$68 million. How much would you be willing to pay (per household) toward the cost of eliminating overhead wiring in Brentwood?

(a) none	<u>249</u>	77 %
(b) up to \$5,000	<u>71</u>	22 %
(c) up to \$10,000	<u>2</u>	1 %
(d) up to \$15,000	<u>3</u>	1 %

TRANSPORTATION ISSUES

26. If feasible, would you support a new east/west road and interchange for I-65 (north of Concord Road and south of Church Street) between Wilson Pike and Franklin Road to help relieve traffic on Concord Road, Church Street and Old Hickory Blvd.?

(a) yes	<u>219</u>	67	90
(b) no	<u>83</u>	26	90
(c) no opinion	<u>23</u>	7	90

27. Where feasible, should the City place a high priority on identifying and funding the construction of alternative roads that will help divert traffic movement away from existing roads such as Concord Road, Wilson Pike, Moores Lane, Franklin Road and Old Smyrna Road.

(a) yes	<u>227</u>	70	90
(b) no	<u>70</u>	22	90
(c) no opinion	<u>27</u>	8	90

28. Should the City require that all new subdivisions built adjacent to an existing subdivision have road connections between the subdivisions to provide alternative travel routes other than the major arterial roads?

(a) yes	<u>157</u>	47	90
(b) no	<u>150</u>	45	90
(c) no opinion	<u>24</u>	7	90

29. Would you support a road connection from your subdivision to an adjacent new subdivision if it meant the possibility of some additional through traffic by your home?

(a) yes	<u>102</u>	31	90
(b) no	<u>207</u>	63	90
(c) no opinion	<u>18</u>	6	90

30. As a trade-off between wider roads and congestion, how much delay in traffic would you be willing to accept regularly during peak hours traveling a distance of one mile to and from an I-65 interchange?

(a) no delay	<u>66</u>	21	90
(b) 5 minutes	<u>188</u>	59	90
(c) 10 minutes	<u>49</u>	16	90
(d) 15 minutes	<u>13</u>	4	90

31. Would you be willing to use mass transit (local and regional into Nashville) in the future if it was convenient in reaching your destination and would help reduce traffic in Brentwood?

(a) yes	<u>155</u>	48	90
(b) no	<u>127</u>	39	90
(c) no opinion	<u>43</u>	13	90

32. If a more extensive network of bike paths and sidewalks were constructed in the City, how would you use such facilities?

(a) recreation	<u>213</u>	61	90
(b) business/errands	<u>27</u>	8	90
(c) wouldn't use	<u>100</u>	28	90
(d) no opinion	<u>12</u>	3	90

**BRENTWOOD 2020 PLAN  
CITIZEN SURVEY RESULT**

GENERAL QUESTIONS

1. What subdivision (area) do you reside? \_\_\_\_\_
2. How long have you lived in Brentwood?
- |                 |           |      |
|-----------------|-----------|------|
| (a) 0-5 years   | <u>33</u> | 27 % |
| (b) 6-10 years  | <u>24</u> | 20 % |
| (c) 11-20 years | <u>43</u> | 35 % |
| (d) 20+ years   | <u>23</u> | 19 % |
3. Your Age:
- |           |           |      |
|-----------|-----------|------|
| (a) 18-30 | <u>7</u>  | 6 %  |
| (b) 31-40 | <u>24</u> | 19 % |
| (c) 41-50 | <u>27</u> | 22 % |
| (d) 51-64 | <u>41</u> | 33 % |
| (e) 65+   | <u>26</u> | 21 % |
4. Number of Persons in Household:
- |               |           |      |
|---------------|-----------|------|
| (a) 1         | <u>39</u> | 32 % |
| (b) 2         | <u>49</u> | 40 % |
| (c) 3         | <u>20</u> | 16 % |
| (d) 4         | <u>12</u> | 10 % |
| (e) 5         | <u>3</u>  | 2 %  |
| (f) 6 or more | <u>0</u>  | 0 %  |

RURAL CHARACTER/PRESERVATION OF OPEN SPACE

5. In general, do you support continuation of the current residential development pattern, specifically maintaining the one housing unit per acre housing density standard?
- |                |           |      |
|----------------|-----------|------|
| (a) yes        | <u>92</u> | 88 % |
| (b) no         | <u>6</u>  | 6 %  |
| (c) no opinion | <u>7</u>  | 7 %  |
6. What priority should be placed by the City on encouraging the preservation of the remaining farms and other large open space tracts in the community?
- |                |           |      |
|----------------|-----------|------|
| (a) high       | <u>67</u> | 63 % |
| (b) moderate   | <u>32</u> | 30 % |
| (c) low        | <u>6</u>  | 6 %  |
| (d) no opinion | <u>2</u>  | 2 %  |
7. Would you support a City property tax increase of 15 cents for 15 years (annual cost to a house valued at \$300,000 of \$112) to allow the City to purchase and preserve up to 500 additional acres for parks and open space under public control?
- |                |           |      |
|----------------|-----------|------|
| (a) yes        | <u>64</u> | 60 % |
| (b) no         | <u>33</u> | 31 % |
| (c) no opinion | <u>10</u> | 9 %  |

8. Would you support changes to the OSRD zoning ordinance that would allow developers of larger tracts to have smaller lots (less than 1/3 acre) while maintaining an overall density of one dwelling unit per acre if it encouraged more open space to be preserved within the development?

(a) yes	<u>41</u>	38 %
(a) no	<u>48</u>	45 %
(c) no opinion	<u>18</u>	17 %

9. Would you support creative changes to the zoning ordinance and state law that would encourage the permanent preservation of farmland by allowing the property owner to transfer (sell) his development rights to another tract with the understanding that the overall city-wide residential density would remain at one housing unit per acre?

(a) yes	<u>62</u>	50 %
(b) no	<u>23</u>	19 %
(c) no opinion	<u>38</u>	31 %

OFFICE/RETAIL DEVELOPMENT

10. In general, would you support a new Maryland Farms mixed-type office/retail development in the City if it could be properly screened or buffered from nearby residential areas and overall traffic flow could be accommodated by existing and future road improvements?

(a) yes	<u>80</u>	65 %
(b) no	<u>36</u>	29 %
(c) no opinion	<u>8</u>	6 %

11. Would you support new office/retail development if located on vacant land in the Concord Road / I-65 / Franklin Road area?

(a) yes	<u>43</u>	35 %
(b) no	<u>70</u>	56 %
(c) no opinion	<u>11</u>	9 %

12. Would you support a new office/retail development if located on vacant land north of the Service Merchandise Headquarters between I-65 and the CSX Railroad?

(a) yes	<u>73</u>	58 %
(b) no	<u>50</u>	40 %
(c) no opinion	<u>3</u>	2 %

13. Would you support City efforts and actions to encourage the redevelopment of the Pewitt Drive area (the block north of Church Street and east of Franklin Road) for enhanced office/retail uses?

(a) yes	<u>93</u>	74 %
(b) no	<u>17</u>	13 %
(c) no opinion	<u>16</u>	13 %

14. Please identify other locations in the City that, in your opinion, should be considered for new mixed office/retail development? (A) none

(A) none	<u>106</u>	87 %
(B) Some response	<u>16</u>	13 %

15. Would you support increasing the maximum height allowed for office buildings from four to six stories if additional green space and setbacks were required between adjoining buildings?

a) yes	<u>64</u>	50 %
(b) no	<u>54</u>	42 %
(c) no opinion	<u>11</u>	9 %

16. In the future, should the City face rising service demands and transportation improvement needs without a corresponding natural growth in revenue, which option would you support?

(a) property tax increase	<u>9</u>	7 %
(b) additional retail/office development	<u>20</u>	15 %
(c) 1/2 cent local option sales tax increase	<u>33</u>	25 %
(d) reduction in services	<u>8</u>	6 %
(e) combination of options	<u>49</u>	38 %
(f) no opinion	<u>11</u>	8 %

NEIGHBORHOOD ORIENTED RETAIL

17. In general, would you support the concept of having a small neighborhood oriented retail store located on property next to or near your neighborhood if properly screened and buffered from nearby residences?

(a) yes	<u>67</u>	53 %
(b) no	<u>53</u>	42 %
(c) no opinion	<u>6</u>	5 %

18. What would be the maximum ideal distance to have a neighborhood convenience store located from your home?

(a) 2 miles	<u>47</u>	37 %
(b) 3 miles	<u>21</u>	17 %
(c) 4 miles	<u>8</u>	6 %
(d) 5 miles	<u>23</u>	18 %
(e) no opinion	<u>27</u>	21 %

RETIREMENT HOUSING

19. Should the City change the zoning ordinance to permit comprehensive retirement communities in Brentwood?

(a) yes	<u>90</u>	72 %
(b) no	<u>22</u>	18 %
(c) no opinion	<u>13</u>	10 %

20. Would you support the location of a comprehensive retirement community on property located next to or near your subdivision if properly screened and buffered from nearby residences?

(a) yes	<u>92</u>	72 %
(b) no	<u>23</u>	18 %
(c) no opinion	<u>12</u>	9 %

21. Would you support amendments to the zoning ordinance to permit retirement housing developments that are exclusively smaller homes (cluster homes) on smaller lots to maintain (i.e. 5 dwellings per acre)?

(a) yes	<u>84</u>	68 %
(b) no	<u>28</u>	23 %
(c) no opinion	<u>12</u>	10 %

22. If a cluster home retirement development were located next to or near your subdivision, what would be the minimum desirable size for each dwelling unit?

(a) 1,000 square feet	<u>17</u>	13 %
(b) 1,500 square feet	<u>57</u>	45 %
(c) 2,000 square feet	<u>13</u>	10 %
(d) 2,500 square feet	<u>15</u>	12 %
(e) none of the above	<u>6</u>	5 %
(f) no opinion	<u>20</u>	16 %

COMMUNITY IDENTITY

23. Would you support the construction of an indoor community/civic center as a multipurpose gathering place for indoor activities in Brentwood and would you support the levying of additional taxes to help subsidize the cost of construction and annual operation of the facility?

(a) yes	<u>30</u>	23 %
(b) no	<u>84</u>	66 %
(c) no opinion	<u>14</u>	11 %

24. What location do you think best serves Brentwood as the town center for community activities?

(a) New Library/YMCA area	<u>50</u>	38 %
(b) Brentwood Place	<u>6</u>	5 %
(c) Maryland Farms	<u>14</u>	11 %
(d) Crockett Park	<u>18</u>	14 %
(e) Doesn't exist	<u>15</u>	11 %
(f) Doesn't matter	<u>10</u>	8 %
(g) no opinion	<u>20</u>	15 %

25. The cost to remove existing overhead wiring and install underground wiring by the various utilities city-wide has been estimated as high as \$68 million. How much would you be willing to pay (per household) toward the cost of eliminating overhead wiring in Brentwood?

(a) none	<u>121</u>	94 %
(b) up to \$5,000	<u>8</u>	6 %
(c) up to \$10,000	<u>0</u>	0 %
(d) up to \$15,000	<u>0</u>	0 %

TRANSPORTATION ISSUES

26. If feasible, would you support a new east/west road and interchange for I-65 (north of Concord Road and south of Church Street) between Wilson Pike and Franklin Road to help relieve traffic on Concord Road, Church Street and Old Hickory Blvd.?

(a) yes	<u>80</u>	63%
(b) no	<u>30</u>	23%
(c) no opinion	<u>18</u>	14%

27. Where feasible, should the City place a high priority on identifying and funding the construction of alternative roads that will help divert traffic movement away from existing roads such as Concord Road, Wilson Pike, Moores Lane, Franklin Road and Old Smyrna Road.

(a) yes	<u>94</u>	72%
(b) no	<u>21</u>	16%
(c) no opinion	<u>16</u>	12%

28. Should the City require that all new subdivisions built adjacent to an existing subdivision have road connections between the subdivisions to provide alternative travel routes other than the major arterial roads?

(a) yes	<u>77</u>	62%
(b) no	<u>35</u>	28%
(c) no opinion	<u>13</u>	10%

29. Would you support a road connection from your subdivision to an adjacent new subdivision if it meant the possibility of some additional through traffic by your home?

(a) yes	<u>49</u>	39%
(b) no	<u>65</u>	52%
(c) no opinion	<u>11</u>	9%

30. As a trade-off between wider roads and congestion, how much delay in traffic would you be willing to accept regularly during peak hours traveling a distance of one mile to and from an I-65 interchange?

(a) no delay	<u>21</u>	17%
(b) 5 minutes	<u>78</u>	62%
(c) 10 minutes	<u>20</u>	16%
(d) 15 minutes	<u>6</u>	5%

31. Would you be willing to use mass transit (local and regional into Nashville) in the future if it was convenient in reaching your destination and would help reduce traffic in Brentwood?

(a) yes	<u>65</u>	52%
(b) no	<u>47</u>	38%
(c) no opinion	<u>13</u>	10%

32. If a more extensive network of bike paths and sidewalks were constructed in the City, how would you use such facilities?

(a) recreation	<u>70</u>	47%
(b) business/errands	<u>22</u>	15%
(c) wouldn't use	<u>46</u>	31%
(d) no opinion	<u>11</u>	7%

## BRENTWOOD 2020 PLAN CITIZEN SURVEY RESULT

### GENERAL QUESTIONS

1. What subdivision (area) do you reside? \_\_\_\_\_
2. How long have you lived in Brentwood?
- |                 |            |      |
|-----------------|------------|------|
| (a) 0-5 years   | <u>130</u> | 26 % |
| (b) 6-10 years  | <u>103</u> | 21 % |
| (c) 11-20 years | <u>105</u> | 21 % |
| (d) 20+ years   | <u>153</u> | 31 % |
3. Your Age:
- |           |            |      |
|-----------|------------|------|
| (a) 18-30 | <u>12</u>  | 2 %  |
| (b) 31-40 | <u>85</u>  | 17 % |
| (c) 41-50 | <u>138</u> | 28 % |
| (d) 51-64 | <u>192</u> | 39 % |
| (e) 65+   | <u>67</u>  | 14 % |
4. Number of Persons in Household:
- |               |            |      |
|---------------|------------|------|
| (a) 1         | <u>28</u>  | 6 %  |
| (b) 2         | <u>189</u> | 39 % |
| (c) 3         | <u>85</u>  | 18 % |
| (d) 4         | <u>122</u> | 25 % |
| (e) 5         | <u>42</u>  | 9 %  |
| (f) 6 or more | <u>18</u>  | 4 %  |

### RURAL CHARACTER/PRESERVATION OF OPEN SPACE

5. In general, do you support continuation of the current residential development pattern, specifically maintaining the one housing unit per acre housing density standard?
- |                |            |      |
|----------------|------------|------|
| (a) yes        | <u>446</u> | 92 % |
| (b) no         | <u>28</u>  | 6 %  |
| (c) no opinion | <u>12</u>  | 2 %  |
6. What priority should be placed by the City on encouraging the preservation of the remaining farms and other large open space tracts in the community?
- |                |            |      |
|----------------|------------|------|
| (a) high       | <u>338</u> | 69 % |
| (b) moderate   | <u>118</u> | 24 % |
| (c) low        | <u>23</u>  | 5 %  |
| (d) no opinion | <u>12</u>  | 2 %  |
7. Would you support a City property tax increase of 15 cents for 15 years (annual cost to a house valued at \$300,000 of \$112) to allow the City to purchase and preserve up to 500 additional acres for parks and open space under public control?
- |                |            |      |
|----------------|------------|------|
| (a) yes        | <u>294</u> | 61 % |
| (b) no         | <u>153</u> | 32 % |
| (c) no opinion | <u>37</u>  | 8 %  |

8. Would you support changes to the OSRD zoning ordinance that would allow developers of larger tracts to have smaller lots (less than 1/3 acre) while maintaining an overall density of one dwelling unit per acre if it encouraged more open space to be preserved within the development?
- |                |            |      |
|----------------|------------|------|
| (a) yes        | <u>148</u> | 31 % |
| (a) no         | <u>307</u> | 65 % |
| (c) no opinion | <u>20</u>  | 4 %  |
9. Would you support creative changes to the zoning ordinance and state law that would encourage the permanent preservation of farmland by allowing the property owner to transfer (sell) his development rights to another tract with the understanding that the overall city-wide residential density would remain at one housing unit per acre?
- |                |            |      |
|----------------|------------|------|
| (a) yes        | <u>257</u> | 53 % |
| (b) no         | <u>138</u> | 29 % |
| (c) no opinion | <u>87</u>  | 18 % |

OFFICE/RETAIL DEVELOPMENT

10. In general, would you support a new Maryland Farms mixed-type office/retail development in the City if it could be properly screened or buffered from nearby residential areas and overall traffic flow could be accommodated by existing and future road improvements?
- |                |            |      |
|----------------|------------|------|
| (a) yes        | <u>298</u> | 62 % |
| (b) no         | <u>175</u> | 36 % |
| (c) no opinion | <u>11</u>  | 2 %  |
11. Would you support new office/retail development if located on vacant land in the Concord Road / I-65 / Franklin Road area?
- |                |            |      |
|----------------|------------|------|
| (a) yes        | <u>120</u> | 25 % |
| (b) no         | <u>356</u> | 74 % |
| (c) no opinion | <u>8</u>   | 2 %  |
12. Would you support a new office/retail development if located on vacant land north of the Service Merchandise Headquarters between I-65 and the CSX Railroad?
- |                |            |      |
|----------------|------------|------|
| (a) yes        | <u>334</u> | 69 % |
| (b) no         | <u>117</u> | 24 % |
| (c) no opinion | <u>34</u>  | 7 %  |
13. Would you support City efforts and actions to encourage the redevelopment of the Pewitt Drive area (the block north of Church Street and east of Franklin Road) for enhanced office/retail uses?
- |                |            |      |
|----------------|------------|------|
| (a) yes        | <u>390</u> | 79 % |
| (b) no         | <u>60</u>  | 12 % |
| (c) no opinion | <u>41</u>  | 8 %  |
14. Please identify other locations in the City that, in your opinion, should be considered for new mixed office/retail development?
- |                   |            |      |
|-------------------|------------|------|
| (A) none          | <u>411</u> | 86 % |
| (B) Some response | <u>67</u>  | 14 % |

15. Would you support increasing the maximum height allowed for office buildings from four to six stories if additional green space and setbacks were required between adjoining buildings?

a) yes	<u>246</u>	50	%
(b) no	<u>216</u>	44	%
(c) no opinion	<u>27</u>	6	%

16. In the future, should the City face rising service demands and transportation improvement needs without a corresponding natural growth in revenue, which option would you support?

(a) property tax increase	<u>31</u>	6	%
(b) additional retail/office development	<u>109</u>	21	%
(c) 1/2 cent local option sales tax increase	<u>127</u>	24	%
(d) reduction in services	<u>46</u>	9	%
(e) combination of options	<u>189</u>	36	%
(f) no opinion	<u>29</u>	5	%

NEIGHBORHOOD ORIENTED RETAIL

17. In general, would you support the concept of having a small neighborhood oriented retail store located on property next to or near your neighborhood if properly screened and buffered from nearby residences?

(a) yes	<u>217</u>	45	%
(b) no	<u>243</u>	50	%
(c) no opinion	<u>25</u>	5	%

18. What would be the maximum ideal distance to have a neighborhood convenience store located from your home?

(a) 2 miles	<u>151</u>	31	%
(b) 3 miles	<u>125</u>	26	%
(c) 4 miles	<u>35</u>	7	%
(d) 5 miles	<u>93</u>	19	%
(e) no opinion	<u>77</u>	16	%

RETIREMENT HOUSING

19. Should the City change the zoning ordinance to permit comprehensive retirement communities in Brentwood?

(a) yes	<u>300</u>	63	%
(b) no	<u>133</u>	28	%
(c) no opinion	<u>42</u>	9	%

20. Would you support the location of a comprehensive retirement community on property located next to or near your subdivision if properly screened and buffered from nearby residences?

(a) yes	<u>282</u>	59	%
(b) no	<u>159</u>	33	%
(c) no opinion	<u>38</u>	8	%

21. Would you support amendments to the zoning ordinance to permit retirement housing developments that are exclusively smaller homes (cluster homes) on smaller lots to maintain (i.e. 5 dwellings per acre)?

(a) yes	<u>234</u>	49%
(b) no	<u>207</u>	43%
(c) no opinion	<u>35</u>	7%

22. If a cluster home retirement development were located next to or near your subdivision, what would be the minimum desirable size for each dwelling unit?

(a) 1,000 square feet	<u>35</u>	7%
(b) 1,500 square feet	<u>152</u>	32%
(c) 2,000 square feet	<u>93</u>	19%
(d) 2,500 square feet	<u>40</u>	8%
(e) none of the above	<u>59</u>	12%
(f) no opinion	<u>100</u>	21%

COMMUNITY IDENTITY

23. Would you support the construction of an indoor community/civic center as a multipurpose gathering place for indoor activities in Brentwood and would you support the levying of additional taxes to help subsidize the cost of construction and annual operation of the facility?

(a) yes	<u>113</u>	24%
(b) no	<u>323</u>	68%
(c) no opinion	<u>41</u>	9%

24. What location do you think best serves Brentwood as the town center for community activities?

(a) New Library/YMCA area	<u>186</u>	35%
(b) Brentwood Place	<u>32</u>	6%
(c) Maryland Farms	<u>74</u>	14%
(d) Crockett Park	<u>103</u>	20%
(e) Doesn't exist	<u>44</u>	8%
(f) Doesn't matter	<u>44</u>	8%
(g) no opinion	<u>42</u>	8%

25. The cost to remove existing overhead wiring and install underground wiring by the various utilities city-wide has been estimated as high as \$68 million. How much would you be willing to pay (per household) toward the cost of eliminating overhead wiring in Brentwood?

(a) none	<u>425</u>	91%
(b) up to \$5,000	<u>42</u>	9%
(c) up to \$10,000	<u>1</u>	0%
(d) up to \$15,000	<u>1</u>	0%

TRANSPORTATION ISSUES

26. If feasible, would you support a new east/west road and interchange for I-65 (north of Concord Road and south of Church Street) between Wilson Pike and Franklin Road to help relieve traffic on Concord Road, Church Street and Old Hickory Blvd.?

(a) yes	<u>330</u>	67%
(b) no	<u>112</u>	23%
(c) no opinion	<u>47</u>	10%

27. Where feasible, should the City place a high priority on identifying and funding the construction of alternative roads that will help divert traffic movement away from existing roads such as Concord Road, Wilson Pike, Moores Lane, Franklin Road and Old Smyrna Road.

(a) yes	<u>343</u>	71%
(b) no	<u>88</u>	18%
(c) no opinion	<u>50</u>	10%

28. Should the City require that all new subdivisions built adjacent to an existing subdivision have road connections between the subdivisions to provide alternative travel routes other than the major arterial roads?

(a) yes	<u>313</u>	65%
(b) no	<u>135</u>	28%
(c) no opinion	<u>34</u>	7%

29. Would you support a road connection from your subdivision to an adjacent new subdivision if it meant the possibility of some additional through traffic by your home?

(a) yes	<u>175</u>	36%
(b) no	<u>272</u>	56%
(c) no opinion	<u>35</u>	7%

30. As a trade-off between wider roads and congestion, how much delay in traffic would you be willing to accept regularly during peak hours traveling a distance of one mile to and from an I-65 interchange?

(a) no delay	<u>88</u>	19%
(b) 5 minutes	<u>275</u>	59%
(c) 10 minutes	<u>83</u>	18%
(d) 15 minutes	<u>20</u>	4%

31. Would you be willing to use mass transit (local and regional into Nashville) in the future if it was convenient in reaching your destination and would help reduce traffic in Brentwood?

(a) yes	<u>242</u>	51%
(b) no	<u>161</u>	34%
(c) no opinion	<u>75</u>	16%

32. If a more extensive network of bike paths and sidewalks were constructed in the City, how would you use such facilities?

(a) recreation	<u>334</u>	64%
(b) business/errands	<u>43</u>	8%
(c) wouldn't use	<u>122</u>	24%
(d) no opinion	<u>20</u>	4%

## BRENTWOOD 2020 PLAN CITIZEN SURVEY RESULT

### GENERAL QUESTIONS

1. What subdivision (area) do you reside? \_\_\_\_\_
2. How long have you lived in Brentwood?
- |                 |           |      |
|-----------------|-----------|------|
| (a) 0-5 years   | <u>33</u> | 21 % |
| (b) 6-10 years  | <u>30</u> | 19 % |
| (c) 11-20 years | <u>31</u> | 20 % |
| (d) 20+ years   | <u>60</u> | 39 % |
3. Your Age:
- |           |           |      |
|-----------|-----------|------|
| (a) 18-30 | <u>0</u>  | 0 %  |
| (b) 31-40 | <u>23</u> | 15 % |
| (c) 41-50 | <u>31</u> | 20 % |
| (d) 51-64 | <u>56</u> | 36 % |
| (e) 65+   | <u>46</u> | 29 % |
4. Number of Persons in Household:
- |               |           |      |
|---------------|-----------|------|
| (a) 1         | <u>9</u>  | 6 %  |
| (b) 2         | <u>68</u> | 44 % |
| (c) 3         | <u>34</u> | 22 % |
| (d) 4         | <u>27</u> | 18 % |
| (e) 5         | <u>8</u>  | 5 %  |
| (f) 6 or more | <u>8</u>  | 5 %  |

### RURAL CHARACTER/PRESERVATION OF OPEN SPACE

5. In general, do you support continuation of the current residential development pattern, specifically maintaining the one housing unit per acre housing density standard?
- |                |            |      |
|----------------|------------|------|
| (a) yes        | <u>146</u> | 93 % |
| (b) no         | <u>8</u>   | 5 %  |
| (c) no opinion | <u>3</u>   | 2 %  |
6. What priority should be placed by the City on encouraging the preservation of the remaining farms and other large open space tracts in the community?
- |                |           |      |
|----------------|-----------|------|
| (a) high       | <u>97</u> | 64 % |
| (b) moderate   | <u>41</u> | 27 % |
| (c) low        | <u>12</u> | 8 %  |
| (d) no opinion | <u>2</u>  | 1 %  |
7. Would you support a City property tax increase of 15 cents for 15 years (annual cost to a house valued at \$300,000 of \$112) to allow the City to purchase and preserve up to 500 additional acres for parks and open space under public control?
- |                |           |      |
|----------------|-----------|------|
| (a) yes        | <u>74</u> | 48 % |
| (b) no         | <u>64</u> | 42 % |
| (c) no opinion | <u>15</u> | 10 % |

8. Would you support changes to the OSRD zoning ordinance that would allow developers of larger tracts to have smaller lots (less than 1/3 acre) while maintaining an overall density of one dwelling unit per acre if it encouraged more open space to be preserved within the development?

(a) yes	<u>34</u>	22 %
(a) no	<u>111</u>	72 %
(c) no opinion	<u>9</u>	6 %

9. Would you support creative changes to the zoning ordinance and state law that would encourage the permanent preservation of farmland by allowing the property owner to transfer (sell) his development rights to another tract with the understanding that the overall city-wide residential density would remain at one housing unit per acre?

(a) yes	<u>70</u>	46 %
(b) no	<u>60</u>	39 %
(c) no opinion	<u>23</u>	15 %

### OFFICE/RETAIL DEVELOPMENT

10. In general, would you support a new Maryland Farms mixed-type office/retail development in the City if it could be properly screened or buffered from nearby residential areas and overall traffic flow could be accommodated by existing and future road improvements?

(a) yes	<u>90</u>	57 %
(b) no	<u>54</u>	34 %
(c) no opinion	<u>15</u>	9 %

11. Would you support new office/retail development if located on vacant land in the Concord Road / I-65 / Franklin Road area?

(a) yes	<u>49</u>	32 %
(b) no	<u>94</u>	61 %
(c) no opinion	<u>10</u>	7 %

12. Would you support a new office/retail development if located on vacant land north of the Service Merchandise Headquarters between I-65 and the CSX Railroad?

(a) yes	<u>115</u>	74 %
(b) no	<u>31</u>	20 %
(c) no opinion	<u>10</u>	6 %

13. Would you support City efforts and actions to encourage the redevelopment of the Pewitt Drive area (the block north of Church Street and east of Franklin Road) for enhanced office/retail uses?

(a) yes	<u>106</u>	69 %
(b) no	<u>37</u>	24 %
(c) no opinion	<u>11</u>	7 %

14. Please identify other locations in the City that, in your opinion, should be considered for new mixed office/retail development? (A) none

(A) none	<u>127</u>	83 %
(B) Some response	<u>26</u>	17 %

15. Would you support increasing the maximum height allowed for office buildings from four to six stories if additional green space and setbacks were required between adjoining buildings?

a) yes	<u>82</u>	53 %
(b) no	<u>64</u>	41 %
(c) no opinion	<u>10</u>	6 %

16. In the future, should the City face rising service demands and transportation improvement needs without a corresponding natural growth in revenue, which option would you support?

(a) property tax increase	<u>12</u>	7 %
(b) additional retail/office development	<u>39</u>	23 %
(c) 1/2 cent local option sales tax increase	<u>36</u>	21 %
(d) reduction in services	<u>12</u>	7 %
(e) combination of options	<u>59</u>	35 %
(f) no opinion	<u>11</u>	7 %

NEIGHBORHOOD ORIENTED RETAIL

17. In general, would you support the concept of having a small neighborhood oriented retail store located on property next to or near your neighborhood if properly screened and buffered from nearby residences?

(a) yes	<u>69</u>	45 %
(b) no	<u>75</u>	49 %
(c) no opinion	<u>9</u>	6 %

18. What would be the maximum ideal distance to have a neighborhood convenience store located from your home?

(a) 2 miles	<u>51</u>	34 %
(b) 3 miles	<u>24</u>	16 %
(c) 4 miles	<u>15</u>	10 %
(d) 5 miles	<u>30</u>	20 %
(e) no opinion	<u>29</u>	19 %

RETIREMENT HOUSING

19. Should the City change the zoning ordinance to permit comprehensive retirement communities in Brentwood?

(a) yes	<u>96</u>	63 %
(b) no	<u>36</u>	24 %
(c) no opinion	<u>20</u>	13 %

20. Would you support the location of a comprehensive retirement community on property located next to or near your subdivision if properly screened and buffered from nearby residences?

(a) yes	<u>85</u>	55 %
(b) no	<u>51</u>	33 %
(c) no opinion	<u>18</u>	12 %

21. Would you support amendments to the zoning ordinance to permit retirement housing developments that are exclusively smaller homes (cluster homes) on smaller lots to maintain (i.e. 5 dwellings per acre)?

(a) yes	<u>75</u>	49 %
(b) no	<u>67</u>	44 %
(c) no opinion	<u>12</u>	8 %

22. If a cluster home retirement development were located next to or near your subdivision, what would be the minimum desirable size for each dwelling unit?

(a) 1,000 square feet	<u>17</u>	11 %
(b) 1,500 square feet	<u>58</u>	37 %
(c) 2,000 square feet	<u>19</u>	12 %
(d) 2,500 square feet	<u>5</u>	3 %
(e) none of the above	<u>22</u>	14 %
(f) no opinion	<u>34</u>	22 %

COMMUNITY IDENTITY

23. Would you support the construction of an indoor community/civic center as a multipurpose gathering place for indoor activities in Brentwood and would you support the levying of additional taxes to help subsidize the cost of construction and annual operation of the facility?

(a) yes	<u>36</u>	23 %
(b) no	<u>106</u>	68 %
(c) no opinion	<u>13</u>	8 %

24. What location do you think best serves Brentwood as the town center for community activities?

(a) New Library/YMCA area	<u>67</u>	41 %
(b) Brentwood Place	<u>6</u>	4 %
(c) Maryland Farms	<u>21</u>	13 %
(d) Crockett Park	<u>24</u>	15 %
(e) Doesn't exist	<u>15</u>	9 %
(f) Doesn't matter	<u>12</u>	7 %
(g) no opinion	<u>17</u>	10 %

25. The cost to remove existing overhead wiring and install underground wiring by the various utilities city-wide has been estimated as high as \$68 million. How much would you be willing to pay (per household) toward the cost of eliminating overhead wiring in Brentwood?

(a) none	<u>131</u>	90 %
(b) up to \$5,000	<u>13</u>	9 %
(c) up to \$10,000	<u>1</u>	1 %
(d) up to \$15,000	<u>0</u>	0 %

TRANSPORTATION ISSUES

26. If feasible, would you support a new east/west road and interchange for I-65 (north of Concord Road and south of Church Street) between Wilson Pike and Franklin Road to help relieve traffic on Concord Road, Church Street and Old Hickory Blvd.?

(a) yes	<u>86</u>	54
(b) no	<u>66</u>	42
(c) no opinion	<u>6</u>	4

27. Where feasible, should the City place a high priority on identifying and funding the construction of alternative roads that will help divert traffic movement away from existing roads such as Concord Road, Wilson Pike, Moores Lane, Franklin Road and Old Smyrna Road.

(a) yes	<u>117</u>	75
(b) no	<u>24</u>	15
(c) no opinion	<u>15</u>	10

28. Should the City require that all new subdivisions built adjacent to an existing subdivision have road connections between the subdivisions to provide alternative travel routes other than the major arterial roads?

(a) yes	<u>98</u>	64
(b) no	<u>39</u>	25
(c) no opinion	<u>16</u>	10

29. Would you support a road connection from your subdivision to an adjacent new subdivision if it meant the possibility of some additional through traffic by your home?

(a) yes	<u>58</u>	39
(b) no	<u>74</u>	49
(c) no opinion	<u>18</u>	12

30. As a trade-off between wider roads and congestion, how much delay in traffic would you be willing to accept regularly during peak hours traveling a distance of one mile to and from an I-65 interchange?

(a) no delay	<u>25</u>	17
(b) 5 minutes	<u>84</u>	57
(c) 10 minutes	<u>24</u>	16
(d) 15 minutes	<u>14</u>	10

31. Would you be willing to use mass transit (local and regional into Nashville) in the future if it was convenient in reaching your destination and would help reduce traffic in Brentwood?

(a) yes	<u>74</u>	48
(b) no	<u>56</u>	36
(c) no opinion	<u>25</u>	16

32. If a more extensive network of bike paths and sidewalks were constructed in the City, how would you use such facilities?

(a) recreation	<u>77</u>	45
(b) business/errands	<u>17</u>	10
(c) wouldn't use	<u>63</u>	37
(d) no opinion	<u>15</u>	9

**BRENTWOOD 2020 PLAN  
CITIZEN SURVEY RESULT**

GENERAL QUESTIONS

1. What subdivision (area) do you reside? \_\_\_\_\_
2. How long have you lived in Brentwood?
- |                 |            |      |
|-----------------|------------|------|
| (a) 0-5 years   | <u>266</u> | 43 % |
| (b) 6-10 years  | <u>184</u> | 29 % |
| (c) 11-20 years | <u>143</u> | 23 % |
| (d) 20+ years   | <u>32</u>  | 5 %  |
3. Your Age:
- |           |            |      |
|-----------|------------|------|
| (a) 18-30 | <u>5</u>   | 1 %  |
| (b) 31-40 | <u>135</u> | 22 % |
| (c) 41-50 | <u>290</u> | 46 % |
| (d) 51-64 | <u>167</u> | 27 % |
| (e) 65+   | <u>30</u>  | 5 %  |
4. Number of Persons in Household:
- |               |            |      |
|---------------|------------|------|
| (a) 1         | <u>8</u>   | 1 %  |
| (b) 2         | <u>138</u> | 22 % |
| (c) 3         | <u>98</u>  | 16 % |
| (d) 4         | <u>224</u> | 36 % |
| (e) 5         | <u>117</u> | 19 % |
| (f) 6 or more | <u>31</u>  | 5 %  |

RURAL CHARACTER/PRESERVATION OF OPEN SPACE

5. In general, do you support continuation of the current residential development pattern, specifically maintaining the one housing unit per acre housing density standard?
- |                |            |      |
|----------------|------------|------|
| (a) yes        | <u>574</u> | 91 % |
| (b) no         | <u>51</u>  | 8 %  |
| (c) no opinion | <u>3</u>   | 0 %  |
6. What priority should be placed by the City on encouraging the preservation of the remaining farms and other large open space tracts in the community?
- |                |            |      |
|----------------|------------|------|
| (a) high       | <u>464</u> | 76 % |
| (b) moderate   | <u>110</u> | 18 % |
| (c) low        | <u>30</u>  | 5 %  |
| (d) no opinion | <u>8</u>   | 1 %  |
7. Would you support a City property tax increase of 15 cents for 15 years (annual cost to a house valued at \$300,000 of \$112) to allow the City to purchase and preserve up to 500 additional acres for parks and open space under public control?
- |                |            |      |
|----------------|------------|------|
| (a) yes        | <u>420</u> | 68 % |
| (b) no         | <u>164</u> | 27 % |
| (c) no opinion | <u>34</u>  | 6 %  |

8. Would you support changes to the OSRD zoning ordinance that would allow developers of larger tracts to have smaller lots (less than 1/3 acre) while maintaining an overall density of one dwelling unit per acre if it encouraged more open space to be preserved within the development?

(a) yes	<u>153</u>	25 %
(a) no	<u>431</u>	70 %
(c) no opinion	<u>29</u>	5 %

9. Would you support creative changes to the zoning ordinance and state law that would encourage the permanent preservation of farmland by allowing the property owner to transfer (sell) his development rights to another tract with the understanding that the overall city-wide residential density would remain at one housing unit per acre?

(a) yes	<u>334</u>	55 %
(b) no	<u>152</u>	25 %
(c) no opinion	<u>118</u>	20 %

**OFFICE/RETAIL DEVELOPMENT**

10. In general, would you support a new Maryland Farms mixed-type office/retail development in the City if it could be properly screened or buffered from nearby residential areas and overall traffic flow could be accommodated by existing and future road improvements?

(a) yes	<u>424</u>	69 %
(b) no	<u>168</u>	27 %
(c) no opinion	<u>20</u>	3 %

11. Would you support new office/retail development if located on vacant land in the Concord Road / I-65 / Franklin Road area?

(a) yes	<u>177</u>	30 %
(b) no	<u>393</u>	67 %
(c) no opinion	<u>20</u>	3 %

12. Would you support a new office/retail development if located on vacant land north of the Service Merchandise Headquarters between I-65 and the CSX Railroad?

(a) yes	<u>518</u>	84 %
(b) no	<u>64</u>	10 %
(c) no opinion	<u>34</u>	6 %

13. Would you support City efforts and actions to encourage the redevelopment of the Pewitt Drive area (the block north of Church Street and east of Franklin Road) for enhanced office/retail uses?

(a) yes	<u>463</u>	75 %
(b) no	<u>96</u>	16 %
(c) no opinion	<u>60</u>	10 %

14. Please identify other locations in the City that, in your opinion, should be considered for new mixed office/retail development?

(A) none	<u>484</u>	83 %
(B) Some response	<u>96</u>	17 %

15. Would you support increasing the maximum height allowed for office buildings from four to six stories if additional green space and setbacks were required between adjoining buildings?

a) yes	<u>346</u>	56 %
(b) no	<u>238</u>	39 %
(c) no opinion	<u>34</u>	6 %

16. In the future, should the City face rising service demands and transportation improvement needs without a corresponding natural growth in revenue, which option would you support?

(a) property tax increase	<u>48</u>	6 %
(b) additional retail/office development	<u>175</u>	24 %
(c) 1/2 cent local option sales tax increase	<u>187</u>	25 %
(d) reduction in services	<u>49</u>	7 %
(e) combination of options	<u>251</u>	34 %
(f) no opinion	<u>31</u>	4 %

NEIGHBORHOOD ORIENTED RETAIL

17. In general, would you support the concept of having a small neighborhood oriented retail store located on property next to or near your neighborhood if properly screened and buffered from nearby residences?

(a) yes	<u>428</u>	69 %
(b) no	<u>182</u>	29 %
(c) no opinion	<u>13</u>	2 %

18. What would be the maximum ideal distance to have a neighborhood convenience store located from your home?

(a) 2 miles	<u>282</u>	45 %
(b) 3 miles	<u>150</u>	24 %
(c) 4 miles	<u>56</u>	9 %
(d) 5 miles	<u>75</u>	12 %
(e) no opinion	<u>61</u>	10 %

RETIREMENT HOUSING

19. Should the City change the zoning ordinance to permit comprehensive retirement communities in Brentwood?

(a) yes	<u>315</u>	51 %
(b) no	<u>229</u>	37 %
(c) no opinion	<u>73</u>	12 %

20. Would you support the location of a comprehensive retirement community on property located next to or near your subdivision if properly screened and buffered from nearby residences?

(a) yes	<u>280</u>	46 %
(b) no	<u>277</u>	45 %
(c) no opinion	<u>56</u>	9 %

21. Would you support amendments to the zoning ordinance to permit retirement housing developments that are exclusively smaller homes (cluster homes) on smaller lots to maintain (i.e. 5 dwellings per acre)?

(a) yes	<u>252</u>	42%
(b) no	<u>299</u>	50%
(c) no opinion	<u>53</u>	9%

22. If a cluster home retirement development were located next to or near your subdivision, what would be the minimum desirable size for each dwelling unit?

(a) 1,000 square feet	<u>16</u>	3%
(b) 1,500 square feet	<u>147</u>	24%
(c) 2,000 square feet	<u>133</u>	22%
(d) 2,500 square feet	<u>84</u>	14%
(e) none of the above	<u>121</u>	20%
(f) no opinion	<u>110</u>	18%

COMMUNITY IDENTITY

23. Would you support the construction of an indoor community/civic center as a multipurpose gathering place for indoor activities in Brentwood and would you support the levying of additional taxes to help subsidize the cost of construction and annual operation of the facility?

(a) yes	<u>171</u>	28%
(b) no	<u>384</u>	64%
(c) no opinion	<u>46</u>	8%

24. What location do you think best serves Brentwood as the town center for community activities?

(a) New Library/YMCA area	<u>268</u>	39%
(b) Brentwood Place	<u>28</u>	4%
(c) Maryland Farms	<u>103</u>	15%
(d) Crockett Park	<u>112</u>	16%
(e) Doesn't exist	<u>64</u>	9%
(f) Doesn't matter	<u>59</u>	9%
(g) no opinion	<u>45</u>	7%

25. The cost to remove existing overhead wiring and install underground wiring by the various utilities city-wide has been estimated as high as \$68 million. How much would you be willing to pay (per household) toward the cost of eliminating overhead wiring in Brentwood?

(a) none	<u>499</u>	84%
(b) up to \$5,000	<u>88</u>	15%
(c) up to \$10,000	<u>2</u>	0%
(d) up to \$15,000	<u>3</u>	1%

TRANSPORTATION ISSUES

26. If feasible, would you support a new east/west road and interchange for I-65 (north of Concord Road and south of Church Street) between Wilson Pike and Franklin Road to help relieve traffic on Concord Road, Church Street and Old Hickory Blvd.?

(a) yes	<u>468</u>	75 %
(b) no	<u>114</u>	18 %
(c) no opinion	<u>39</u>	6 %

27. Where feasible, should the City place a high priority on identifying and funding the construction of alternative roads that will help divert traffic movement away from existing roads such as Concord Road, Wilson Pike, Moores Lane, Franklin Road and Old Smyrna Road.

(a) yes	<u>484</u>	80 %
(b) no	<u>79</u>	13 %
(c) no opinion	<u>45</u>	7 %

28. Should the City require that all new subdivisions built adjacent to an existing subdivision have road connections between the subdivisions to provide alternative travel routes other than the major arterial roads?

(a) yes	<u>321</u>	52 %
(b) no	<u>259</u>	42 %
(c) no opinion	<u>38</u>	6 %

29. Would you support a road connection from your subdivision to an adjacent new subdivision if it meant the possibility of some additional through traffic by your home?

(a) yes	<u>224</u>	38 %
(b) no	<u>328</u>	56 %
(c) no opinion	<u>31</u>	5 %

30. As a trade-off between wider roads and congestion, how much delay in traffic would you be willing to accept regularly during peak hours traveling a distance of one mile to and from an I-65 interchange?

(a) no delay	<u>137</u>	23 %
(b) 5 minutes	<u>354</u>	58 %
(c) 10 minutes	<u>100</u>	16 %
(d) 15 minutes	<u>17</u>	3 %

31. Would you be willing to use mass transit (local and regional into Nashville) in the future if it was convenient in reaching your destination and would help reduce traffic in Brentwood?

(a) yes	<u>269</u>	44 %
(b) no	<u>274</u>	45 %
(c) no opinion	<u>69</u>	11 %

32. If a more extensive network of bike paths and sidewalks were constructed in the City, how would you use such facilities?

(a) recreation	<u>444</u>	67 %
(b) business/errands	<u>57</u>	9 %
(c) wouldn't use	<u>135</u>	21 %
(d) no opinion	<u>22</u>	3 %

## BRENTWOOD 2020 PLAN CITIZEN SURVEY RESULT

### GENERAL QUESTIONS

1. What subdivision (area) do you reside? \_\_\_\_\_

2. How long have you lived in Brentwood?	(a) 0-5 years	<u>247</u>	67 %
	(b) 6-10 years	<u>76</u>	21 %
	(c) 11-20 years	<u>30</u>	8 %
	(d) 20+ years	<u>14</u>	4 %

3. Your Age:	(a) 18-30	<u>10</u>	3 %
	(b) 31-40	<u>128</u>	35 %
	(c) 41-50	<u>160</u>	43 %
	(d) 51-64	<u>66</u>	18 %
	(e) 65+	<u>5</u>	1 %

4. Number of Persons in Household:	(a) 1	<u>8</u>	2 %
	(b) 2	<u>60</u>	17 %
	(c) 3	<u>83</u>	23 %
	(d) 4	<u>146</u>	41 %
	(e) 5	<u>55</u>	15 %
	(f) 6 or more	<u>8</u>	2 %

### RURAL CHARACTER/PRESERVATION OF OPEN SPACE

5. In general, do you support continuation of the current residential development pattern, specifically maintaining the one housing unit per acre housing density standard?

(a) yes	<u>345</u>	95 %
(b) no	<u>14</u>	4 %
(c) no opinion	<u>6</u>	2 %

6. What priority should be placed by the City on encouraging the preservation of the remaining farms and other large open space tracts in the community?

(a) high	<u>263</u>	72 %
(b) moderate	<u>80</u>	22 %
(c) low	<u>17</u>	5 %
(d) no opinion	<u>4</u>	1 %

7. Would you support a City property tax increase of 15 cents for 15 years (annual cost to a house valued at \$300,000 of \$112) to allow the City to purchase and preserve up to 500 additional acres for parks and open space under public control?

(a) yes	<u>257</u>	71 %
(b) no	<u>86</u>	24 %
(c) no opinion	<u>18</u>	5 %

8. Would you support changes to the OSRD zoning ordinance that would allow developers of larger tracts to have smaller lots (less than 1/3 acre) while maintaining an overall density of one dwelling unit per acre if it encouraged more open space to be preserved within the development?

(a) yes	<u>92</u>	26 %
(a) no	<u>248</u>	69 %
(c) no opinion	<u>20</u>	6 %

9. Would you support creative changes to the zoning ordinance and state law that would encourage the permanent preservation of farmland by allowing the property owner to transfer (sell) his development rights to another tract with the understanding that the overall city-wide residential density would remain at one housing unit per acre?

(a) yes	<u>203</u>	56 %
(b) no	<u>76</u>	21 %
(c) no opinion	<u>81</u>	23 %

OFFICE/RETAIL DEVELOPMENT

10. In general, would you support a new Maryland Farms mixed-type office/retail development in the City if it could be properly screened or buffered from nearby residential areas and overall traffic flow could be accommodated by existing and future road improvements?

(a) yes	<u>270</u>	74 %
(b) no	<u>84</u>	23 %
(c) no opinion	<u>10</u>	3 %

11. Would you support new office/retail development if located on vacant land in the Concord Road / I-65 / Franklin Road area?

(a) yes	<u>172</u>	48 %
(b) no	<u>176</u>	49 %
(c) no opinion	<u>8</u>	2 %

12. Would you support a new office/retail development if located on vacant land north of the Service Merchandise Headquarters between I-65 and the CSX Railroad?

(a) yes	<u>291</u>	81 %
(b) no	<u>54</u>	15 %
(c) no opinion	<u>14</u>	4 %

13. Would you support City efforts and actions to encourage the redevelopment of the Pewitt Drive area (the block north of Church Street and east of Franklin Road) for enhanced office/retail uses?

(a) yes	<u>290</u>	81 %
(b) no	<u>44</u>	12 %
(c) no opinion	<u>23</u>	6 %

14. Please identify other locations in the City that, in your opinion, should be considered for new mixed office/retail development? (A) none

(A) none	<u>305</u>	85 %
(B) Some response	<u>54</u>	15 %

15. Would you support increasing the maximum height allowed for office buildings from four to six stories if additional green space and setbacks were required between adjoining buildings?

a) yes	<u>211</u>	59 %
(b) no	<u>134</u>	37 %
(c) no opinion	<u>14</u>	4 %

16. In the future, should the City face rising service demands and transportation improvement needs without a corresponding natural growth in revenue, which option would you support?

(a) property tax increase	<u>27</u>	7 %
(b) additional retail/office development	<u>99</u>	25 %
(c) 1/2 cent local option sales tax increase	<u>78</u>	20 %
(d) reduction in services	<u>19</u>	5 %
(e) combination of options	<u>159</u>	40 %
(f) no opinion	<u>12</u>	3 %

### NEIGHBORHOOD ORIENTED RETAIL

17. In general, would you support the concept of having a small neighborhood oriented retail store located on property next to or near your neighborhood if properly screened and buffered from nearby residences?

(a) yes	<u>172</u>	48 %
(b) no	<u>179</u>	50 %
(c) no opinion	<u>8</u>	2 %

18. What would be the maximum ideal distance to have a neighborhood convenience store located from your home?

(a) 2 miles	<u>135</u>	38 %
(b) 3 miles	<u>92</u>	26 %
(c) 4 miles	<u>40</u>	11 %
(d) 5 miles	<u>62</u>	17 %
(e) no opinion	<u>28</u>	8 %

### RETIREMENT HOUSING

19. Should the City change the zoning ordinance to permit comprehensive retirement communities in Brentwood?

(a) yes	<u>188</u>	53 %
(b) no	<u>132</u>	37 %
(c) no opinion	<u>37</u>	10 %

20. Would you support the location of a comprehensive retirement community on property located next to or near your subdivision if properly screened and buffered from nearby residences?

(a) yes	<u>161</u>	44 %
(b) no	<u>169</u>	47 %
(c) no opinion	<u>32</u>	9 %

21. Would you support amendments to the zoning ordinance to permit retirement housing developments that are exclusively smaller homes (cluster homes) on smaller lots to maintain (i.e. 5 dwellings per acre)?

(a) yes	<u>159</u>	45 %
(b) no	<u>175</u>	49 %
(c) no opinion	<u>23</u>	6 %

22. If a cluster home retirement development were located next to or near your subdivision, what would be the minimum desirable size for each dwelling unit?

(a) 1,000 square feet	<u>13</u>	4 %
(b) 1,500 square feet	<u>91</u>	25 %
(c) 2,000 square feet	<u>79</u>	22 %
(d) 2,500 square feet	<u>59</u>	16 %
(e) none of the above	<u>61</u>	17 %
(f) no opinion	<u>56</u>	16 %

### COMMUNITY IDENTITY

23. Would you support the construction of an indoor community/civic center as a multipurpose gathering place for indoor activities in Brentwood and would you support the levying of additional taxes to help subsidize the cost of construction and annual operation of the facility?

(a) yes	<u>101</u>	28 %
(b) no	<u>228</u>	64 %
(c) no opinion	<u>26</u>	7 %

24. What location do you think best serves Brentwood as the town center for community activities?

(a) New Library/YMCA area	<u>167</u>	44 %
(b) Brentwood Place	<u>19</u>	5 %
(c) Maryland Farms	<u>55</u>	15 %
(d) Crockett Park	<u>56</u>	15 %
(e) Doesn't exist	<u>27</u>	7 %
(f) Doesn't matter	<u>27</u>	7 %
(g) no opinion	<u>28</u>	7 %

25. The cost to remove existing overhead wiring and install underground wiring by the various utilities city-wide has been estimated as high as \$68 million. How much would you be willing to pay (per household) toward the cost of eliminating overhead wiring in Brentwood?

(a) none	<u>320</u>	90 %
(b) up to \$5,000	<u>35</u>	10 %
(c) up to \$10,000	<u>1</u>	0 %
(d) up to \$15,000	<u>0</u>	0 %

TRANSPORTATION ISSUES

26. If feasible, would you support a new east/west road and interchange for I-65 (north of Concord Road and south of Church Street) between Wilson Pike and Franklin Road to help relieve traffic on Concord Road, Church Street and Old Hickory Blvd.?

(a) yes	<u>263</u>	72 %
(b) no	<u>75</u>	21 %
(c) no opinion	<u>25</u>	7 %

27. Where feasible, should the City place a high priority on identifying and funding the construction of alternative roads that will help divert traffic movement away from existing roads such as Concord Road, Wilson Pike, Moores Lane, Franklin Road and Old Smyrna Road.

(a) yes	<u>275</u>	76 %
(b) no	<u>69</u>	19 %
(c) no opinion	<u>18</u>	5 %

28. Should the City require that all new subdivisions built adjacent to an existing subdivision have road connections between the subdivisions to provide alternative travel routes other than the major arterial roads?

(a) yes	<u>193</u>	53 %
(b) no	<u>144</u>	40 %
(c) no opinion	<u>26</u>	7 %

29. Would you support a road connection from your subdivision to an adjacent new subdivision if it meant the possibility of some additional through traffic by your home?

(a) yes	<u>133</u>	37 %
(b) no	<u>217</u>	60 %
(c) no opinion	<u>13</u>	4 %

30. As a trade-off between wider roads and congestion, how much delay in traffic would you be willing to accept regularly during peak hours traveling a distance of one mile to and from an I-65 interchange?

(a) no delay	<u>73</u>	20 %
(b) 5 minutes	<u>202</u>	56 %
(c) 10 minutes	<u>66</u>	18 %
(d) 15 minutes	<u>18</u>	5 %

31. Would you be willing to use mass transit (local and regional into Nashville) in the future if it was convenient in reaching your destination and would help reduce traffic in Brentwood?

(a) yes	<u>159</u>	44 %
(b) no	<u>150</u>	42 %
(c) no opinion	<u>49</u>	14 %

32. If a more extensive network of bike paths and sidewalks were constructed in the City, how would you use such facilities?

(a) recreation	<u>292</u>	72 %
(b) business/errands	<u>48</u>	12 %
(c) wouldn't use	<u>55</u>	14 %
(d) no opinion	<u>8</u>	2 %

## BRENTWOOD 2020 PLAN CITIZEN SURVEY RESULT

### GENERAL QUESTIONS

1. What subdivision (area) do you reside? \_\_\_\_\_
2. How long have you lived in Brentwood?
- |                 |           |      |
|-----------------|-----------|------|
| (a) 0-5 years   | <u>24</u> | 27 % |
| (b) 6-10 years  | <u>30</u> | 33 % |
| (c) 11-20 years | <u>29</u> | 32 % |
| (d) 20+ years   | <u>7</u>  | 8 %  |
3. Your Age:
- |           |           |      |
|-----------|-----------|------|
| (a) 18-30 | <u>1</u>  | 1 %  |
| (b) 31-40 | <u>13</u> | 14 % |
| (c) 41-50 | <u>40</u> | 44 % |
| (d) 51-64 | <u>29</u> | 32 % |
| (e) 65+   | <u>7</u>  | 8 %  |
4. Number of Persons in Household:
- |               |           |      |
|---------------|-----------|------|
| (a) 1         | <u>4</u>  | 5 %  |
| (b) 2         | <u>28</u> | 32 % |
| (c) 3         | <u>10</u> | 11 % |
| (d) 4         | <u>29</u> | 33 % |
| (e) 5         | <u>16</u> | 18 % |
| (f) 6 or more | <u>1</u>  | 1 %  |

### RURAL CHARACTER/PRESERVATION OF OPEN SPACE

5. In general, do you support continuation of the current residential development pattern, specifically maintaining the one housing unit per acre housing density standard?
- |                |           |      |
|----------------|-----------|------|
| (a) yes        | <u>90</u> | 99 % |
| (b) no         | <u>1</u>  | 1 %  |
| (c) no opinion | <u>0</u>  | 0 %  |
6. What priority should be placed by the City on encouraging the preservation of the remaining farms and other large open space tracts in the community?
- |                |           |      |
|----------------|-----------|------|
| (a) high       | <u>72</u> | 79 % |
| (b) moderate   | <u>14</u> | 15 % |
| (c) low        | <u>5</u>  | 5 %  |
| (d) no opinion | <u>0</u>  | 0 %  |
7. Would you support a City property tax increase of 15 cents for 15 years (annual cost to a house valued at \$300,000 of \$112) to allow the City to purchase and preserve up to 500 additional acres for parks and open space under public control?
- |                |           |      |
|----------------|-----------|------|
| (a) yes        | <u>68</u> | 72 % |
| (b) no         | <u>23</u> | 24 % |
| (c) no opinion | <u>3</u>  | 3 %  |

8. Would you support changes to the OSRD zoning ordinance that would allow developers of larger tracts to have smaller lots (less than 1/3 acre) while maintaining an overall density of one dwelling unit per acre if it encouraged more open space to be preserved within the development?
- |                |           |      |
|----------------|-----------|------|
| (a) yes        | <u>16</u> | 18 % |
| (a) no         | <u>67</u> | 74 % |
| (c) no opinion | <u>7</u>  | 8 %  |
9. Would you support creative changes to the zoning ordinance and state law that would encourage the permanent preservation of farmland by allowing the property owner to transfer (sell) his development rights to another tract with the understanding that the overall city-wide residential density would remain at one housing unit per acre?
- |                |           |      |
|----------------|-----------|------|
| (a) yes        | <u>68</u> | 74 % |
| (b) no         | <u>11</u> | 12 % |
| (c) no opinion | <u>13</u> | 14 % |

**OFFICE/RETAIL DEVELOPMENT**

10. In general, would you support a new Maryland Farms mixed-type office/retail development in the City if it could be properly screened or buffered from nearby residential areas and overall traffic flow could be accommodated by existing and future road improvements?
- |                |           |      |
|----------------|-----------|------|
| (a) yes        | <u>65</u> | 72 % |
| (b) no         | <u>20</u> | 22 % |
| (c) no opinion | <u>5</u>  | 6 %  |
11. Would you support new office/retail development if located on vacant land in the Concord Road / I-65 / Franklin Road area?
- |                |           |      |
|----------------|-----------|------|
| (a) yes        | <u>40</u> | 45 % |
| (b) no         | <u>48</u> | 54 % |
| (c) no opinion | <u>1</u>  | 1 %  |
12. Would you support a new office/retail development if located on vacant land north of the Service Merchandise Headquarters between I-65 and the CSX Railroad?
- |                |           |      |
|----------------|-----------|------|
| (a) yes        | <u>74</u> | 83 % |
| (b) no         | <u>13</u> | 15 % |
| (c) no opinion | <u>2</u>  | 2 %  |
13. Would you support City efforts and actions to encourage the redevelopment of the Pewitt Drive area (the block north of Church Street and east of Franklin Road) for enhanced office/retail uses?
- |                |           |      |
|----------------|-----------|------|
| (a) yes        | <u>73</u> | 81 % |
| (b) no         | <u>11</u> | 12 % |
| (c) no opinion | <u>6</u>  | 7 %  |
14. Please identify other locations in the City that, in your opinion, should be considered for new mixed office/retail development?
- |                   |           |      |
|-------------------|-----------|------|
| (A) none          | <u>80</u> | 88 % |
| (B) Some response | <u>11</u> | 12 % |

15. Would you support increasing the maximum height allowed for office buildings from four to six stories if additional green space and setbacks were required between adjoining buildings?

a) yes	<u>57</u>	63 %
(b) no	<u>28</u>	31 %
(c) no opinion	<u>5</u>	6 %

16. In the future, should the City face rising service demands and transportation improvement needs without a corresponding natural growth in revenue, which option would you support?

(a) property tax increase	<u>9</u>	8 %
(b) additional retail/office development	<u>35</u>	32 %
(c) 1/2 cent local option sales tax increase	<u>22</u>	20 %
(d) reduction in services	<u>11</u>	10 %
(e) combination of options	<u>30</u>	28 %
(f) no opinion	<u>1</u>	1 %

NEIGHBORHOOD ORIENTED RETAIL

17. In general, would you support the concept of having a small neighborhood oriented retail store located on property next to or near your neighborhood if properly screened and buffered from nearby residences?

(a) yes	<u>53</u>	58 %
(b) no	<u>37</u>	41 %
(c) no opinion	<u>1</u>	1 %

18. What would be the maximum ideal distance to have a neighborhood convenience store located from your home?

(a) 2 miles	<u>33</u>	37 %
(b) 3 miles	<u>20</u>	22 %
(c) 4 miles	<u>9</u>	10 %
(d) 5 miles	<u>21</u>	24 %
(e) no opinion	<u>6</u>	7 %

RETIREMENT HOUSING

19. Should the City change the zoning ordinance to permit comprehensive retirement communities in Brentwood?

(a) yes	<u>53</u>	58 %
(b) no	<u>31</u>	34 %
(c) no opinion	<u>7</u>	8 %

20. Would you support the location of a comprehensive retirement community on property located next to or near your subdivision if properly screened and buffered from nearby residences?

(a) yes	<u>46</u>	51 %
(b) no	<u>39</u>	43 %
(c) no opinion	<u>5</u>	6 %

21. Would you support amendments to the zoning ordinance to permit retirement housing developments that are exclusively smaller homes (cluster homes) on smaller lots to maintain (i.e. 5 dwellings per acre)?

(a) yes	<u>43</u>	49	%
(b) no	<u>40</u>	45	%
(c) no opinion	<u>5</u>	6	%

22. If a cluster home retirement development were located next to or near your subdivision, what would be the minimum desirable size for each dwelling unit?

(a) 1,000 square feet	<u>7</u>	8	%
(b) 1,500 square feet	<u>28</u>	32	%
(c) 2,000 square feet	<u>22</u>	25	%
(d) 2,500 square feet	<u>10</u>	11	%
(e) none of the above	<u>9</u>	10	%
(f) no opinion	<u>11</u>	13	%

COMMUNITY IDENTITY

23. Would you support the construction of an indoor community/civic center as a multipurpose gathering place for indoor activities in Brentwood and would you support the levying of additional taxes to help subsidize the cost of construction and annual operation of the facility?

(a) yes	<u>23</u>	25	%
(b) no	<u>63</u>	69	%
(c) no opinion	<u>5</u>	5	%

24. What location do you think best serves Brentwood as the town center for community activities?

(a) New Library/YMCA area	<u>41</u>	41	%
(b) Brentwood Place	<u>5</u>	5	%
(c) Maryland Farms	<u>10</u>	10	%
(d) Crockett Park	<u>24</u>	24	%
(e) Doesn't exist	<u>8</u>	8	%
(f) Doesn't matter	<u>9</u>	9	%
(g) no opinion	<u>4</u>	4	%

25. The cost to remove existing overhead wiring and install underground wiring by the various utilities city-wide has been estimated as high as \$68 million. How much would you be willing to pay (per household) toward the cost of eliminating overhead wiring in Brentwood?

(a) none	<u>85</u>	89	%
(b) up to \$5,000	<u>10</u>	10	%
(c) up to \$10,000	<u>1</u>	1	%
(d) up to \$15,000	<u>0</u>	0	%

TRANSPORTATION ISSUES

26. If feasible, would you support a new east/west road and interchange for I-65 (north of Concord Road and south of Church Street) between Wilson Pike and Franklin Road to help relieve traffic on Concord Road, Church Street and Old Hickory Blvd.?

(a) yes	<u>68</u>	7%
(b) no	<u>20</u>	22%
(c) no opinion	<u>3</u>	3%

27. Where feasible, should the City place a high priority on identifying and funding the construction of alternative roads that will help divert traffic movement away from existing roads such as Concord Road, Wilson Pike, Moores Lane, Franklin Road and Old Smyrna Road.

(a) yes	<u>72</u>	80%
(b) no	<u>10</u>	11%
(c) no opinion	<u>8</u>	9%

28. Should the City require that all new subdivisions built adjacent to an existing subdivision have road connections between the subdivisions to provide alternative travel routes other than the major arterial roads?

(a) yes	<u>37</u>	41%
(b) no	<u>48</u>	53%
(c) no opinion	<u>6</u>	7%

29. Would you support a road connection from your subdivision to an adjacent new subdivision if it meant the possibility of some additional through traffic by your home?

(a) yes	<u>23</u>	25%
(b) no	<u>67</u>	74%
(c) no opinion	<u>1</u>	1%

30. As a trade-off between wider roads and congestion, how much delay in traffic would you be willing to accept regularly during peak hours traveling a distance of one mile to and from an I-65 interchange?

(a) no delay	<u>11</u>	12%
(b) 5 minutes	<u>55</u>	61%
(c) 10 minutes	<u>16</u>	18%
(d) 15 minutes	<u>8</u>	9%

31. Would you be willing to use mass transit (local and regional into Nashville) in the future if it was convenient in reaching your destination and would help reduce traffic in Brentwood?

(a) yes	<u>41</u>	46%
(b) no	<u>39</u>	43%
(c) no opinion	<u>11</u>	12%

32. If a more extensive network of bike paths and sidewalks were constructed in the City, how would you use such facilities?

(a) recreation	<u>54</u>	51%
(b) business/errands	<u>6</u>	6%
(c) wouldn't use	<u>29</u>	27%
(d) no opinion	<u>17</u>	16%

## BRENTWOOD 2020 PLAN CITIZEN SURVEY RESULT

### GENERAL QUESTIONS

1. What subdivision (area) do you reside? \_\_\_\_\_
2. How long have you lived in Brentwood?
- |                 |           |      |
|-----------------|-----------|------|
| (a) 0-5 years   | <u>14</u> | 30 % |
| (b) 6-10 years  | <u>11</u> | 23 % |
| (c) 11-20 years | <u>7</u>  | 15 % |
| (d) 20+ years   | <u>15</u> | 32 % |
3. Your Age:
- |           |           |      |
|-----------|-----------|------|
| (a) 18-30 | <u>0</u>  | 0 %  |
| (b) 31-40 | <u>6</u>  | 12 % |
| (c) 41-50 | <u>14</u> | 27 % |
| (d) 51-64 | <u>18</u> | 35 % |
| (e) 65+   | <u>13</u> | 25 % |
4. Number of Persons in Household:
- |               |           |      |
|---------------|-----------|------|
| (a) 1         | <u>7</u>  | 15 % |
| (b) 2         | <u>17</u> | 37 % |
| (c) 3         | <u>9</u>  | 20 % |
| (d) 4         | <u>11</u> | 24 % |
| (e) 5         | <u>2</u>  | 4 %  |
| (f) 6 or more | <u>0</u>  | 0 %  |

### RURAL CHARACTER/PRESERVATION OF OPEN SPACE

5. In general, do you support continuation of the current residential development pattern, specifically maintaining the one housing unit per acre housing density standard?
- |                |           |      |
|----------------|-----------|------|
| (a) yes        | <u>50</u> | 86 % |
| (b) no         | <u>7</u>  | 12 % |
| (c) no opinion | <u>1</u>  | 1 %  |
6. What priority should be placed by the City on encouraging the preservation of the remaining farms and other large open space tracts in the community?
- |                |           |      |
|----------------|-----------|------|
| (a) high       | <u>34</u> | 57 % |
| (b) moderate   | <u>13</u> | 22 % |
| (c) low        | <u>11</u> | 18 % |
| (d) no opinion | <u>2</u>  | 3 %  |
7. Would you support a City property tax increase of 15 cents for 15 years (annual cost to a house valued at \$300,000 of \$112) to allow the City to purchase and preserve up to 500 additional acres for parks and open space under public control?
- |                |           |      |
|----------------|-----------|------|
| (a) yes        | <u>26</u> | 43 % |
| (b) no         | <u>29</u> | 48 % |
| (c) no opinion | <u>5</u>  | 8 %  |

8. Would you support changes to the OSRD zoning ordinance that would allow developers of larger tracts to have smaller lots (less than 1/3 acre) while maintaining an overall density of one dwelling unit per acre if it encouraged more open space to be preserved within the development?

(a) yes	<u>18</u>	30 %
(a) no	<u>40</u>	67 %
(c) no opinion	<u>2</u>	3 %

9. Would you support creative changes to the zoning ordinance and state law that would encourage the permanent preservation of farmland by allowing the property owner to transfer (sell) his development rights to another tract with the understanding that the overall city-wide residential density would remain at one housing unit per acre?

(a) yes	<u>31</u>	52 %
(b) no	<u>21</u>	35 %
(c) no opinion	<u>8</u>	13 %

OFFICE/RETAIL DEVELOPMENT

10. In general, would you support a new Maryland Farms mixed-type office/retail development in the City if it could be properly screened or buffered from nearby residential areas and overall traffic flow could be accommodated by existing and future road improvements?

(a) yes	<u>37</u>	61 %
(b) no	<u>17</u>	28 %
(c) no opinion	<u>7</u>	11 %

11. Would you support new office/retail development if located on vacant land in the Concord Road / I-65 / Franklin Road area?

(a) yes	<u>28</u>	48 %
(b) no	<u>30</u>	52 %
(c) no opinion	<u>0</u>	0 %

12. Would you support a new office/retail development if located on vacant land north of the Service Merchandise Headquarters between I-65 and the CSX Railroad?

(a) yes	<u>43</u>	70 %
(b) no	<u>11</u>	18 %
(c) no opinion	<u>7</u>	11 %

13. Would you support City efforts and actions to encourage the redevelopment of the Pewitt Drive area (the block north of Church Street and east of Franklin Road) for enhanced office/retail uses?

(a) yes	<u>41</u>	68 %
(b) no	<u>10</u>	17 %
(c) no opinion	<u>9</u>	15 %

14. Please identify other locations in the City that, in your opinion, should be considered for new mixed office/retail development? (A) none

(A) none	<u>50</u>	82 %
(B) Some response	<u>11</u>	18 %

15. Would you support increasing the maximum height allowed for office buildings from four to six stories if additional green space and setbacks were required between adjoining buildings?

a) yes	<u>40</u>	66 %
(b) no	<u>19</u>	31 %
(c) no opinion	<u>2</u>	3 %

16. In the future, should the City face rising service demands and transportation improvement needs without a corresponding natural growth in revenue, which option would you support?

(a) property tax increase	<u>5</u>	8 %
(b) additional retail/office development	<u>18</u>	29 %
(c) 1/2 cent local option sales tax increase	<u>15</u>	24 %
(d) reduction in services	<u>7</u>	11 %
(e) combination of options	<u>17</u>	27 %
(f) no opinion	<u>1</u>	2 %

**NEIGHBORHOOD ORIENTED RETAIL**

17. In general, would you support the concept of having a small neighborhood oriented retail store located on property next to or near your neighborhood if properly screened and buffered from nearby residences?

(a) yes	<u>25</u>	42 %
(b) no	<u>31</u>	53 %
(c) no opinion	<u>3</u>	5 %

18. What would be the maximum ideal distance to have a neighborhood convenience store located from your home?

(a) 2 miles	<u>16</u>	28 %
(b) 3 miles	<u>10</u>	18 %
(c) 4 miles	<u>5</u>	9 %
(d) 5 miles	<u>14</u>	25 %
(e) no opinion	<u>12</u>	21 %

**RETIREMENT HOUSING**

19. Should the City change the zoning ordinance to permit comprehensive retirement communities in Brentwood?

(a) yes	<u>33</u>	57 %
(b) no	<u>21</u>	36 %
(c) no opinion	<u>4</u>	7 %

20. Would you support the location of a comprehensive retirement community on property located next to or near your subdivision if properly screened and buffered from nearby residences?

(a) yes	<u>34</u>	58 %
(b) no	<u>23</u>	39 %
(c) no opinion	<u>2</u>	3 %

21. Would you support amendments to the zoning ordinance to permit retirement housing developments that are exclusively smaller homes (cluster homes) on smaller lots to maintain (i.e. 5 dwellings per acre)?

(a) yes	<u>27</u>	47%
(b) no	<u>30</u>	52%
(c) no opinion	<u>1</u>	2%

22. If a cluster home retirement development were located next to or near your subdivision, what would be the minimum desirable size for each dwelling unit?

(a) 1,000 square feet	<u>9</u>	14%
(b) 1,500 square feet	<u>26</u>	41%
(c) 2,000 square feet	<u>8</u>	13%
(d) 2,500 square feet	<u>4</u>	6%
(e) none of the above	<u>9</u>	14%
(f) no opinion	<u>7</u>	11%

COMMUNITY IDENTITY

23. Would you support the construction of an indoor community/civic center as a multipurpose gathering place for indoor activities in Brentwood and would you support the levying of additional taxes to help subsidize the cost of construction and annual operation of the facility?

(a) yes	<u>8</u>	14%
(b) no	<u>46</u>	78%
(c) no opinion	<u>5</u>	8%

24. What location do you think best serves Brentwood as the town center for community activities?

(a) New Library/YMCA area	<u>15</u>	23%
(b) Brentwood Place	<u>1</u>	2%
(c) Maryland Farms	<u>16</u>	25%
(d) Crockett Park	<u>8</u>	12%
(e) Doesn't exist	<u>5</u>	8%
(f) Doesn't matter	<u>13</u>	20%
(g) no opinion	<u>7</u>	11%

25. The cost to remove existing overhead wiring and install underground wiring by the various utilities city-wide has been estimated as high as \$68 million. How much would you be willing to pay (per household) toward the cost of eliminating overhead wiring in Brentwood?

(a) none	<u>58</u>	94%
(b) up to \$5,000	<u>4</u>	6%
(c) up to \$10,000	<u>0</u>	0%
(d) up to \$15,000	<u>0</u>	0%

TRANSPORTATION ISSUES

26. If feasible, would you support a new east/west road and interchange for I-65 (north of Concord Road and south of Church Street) between Wilson Pike and Franklin Road to help relieve traffic on Concord Road, Church Street and Old Hickory Blvd.?

(a) yes	<u>35</u>	59 %
(b) no	<u>16</u>	27 %
(c) no opinion	<u>8</u>	14 %

27. Where feasible, should the City place a high priority on identifying and funding the construction of alternative roads that will help divert traffic movement away from existing roads such as Concord Road, Wilson Pike, Moores Lane, Franklin Road and Old Smyrna Road.

(a) yes	<u>35</u>	61 %
(b) no	<u>16</u>	28 %
(c) no opinion	<u>6</u>	11 %

28. Should the City require that all new subdivisions built adjacent to an existing subdivision have road connections between the subdivisions to provide alternative travel routes other than the major arterial roads?

(a) yes	<u>33</u>	55 %
(b) no	<u>22</u>	37 %
(c) no opinion	<u>5</u>	8 %

29. Would you support a road connection from your subdivision to an adjacent new subdivision if it meant the possibility of some additional through traffic by your home?

(a) yes	<u>22</u>	37 %
(b) no	<u>30</u>	51 %
(c) no opinion	<u>7</u>	12 %

30. As a trade-off between wider roads and congestion, how much delay in traffic would you be willing to accept regularly during peak hours traveling a distance of one mile to and from an I-65 interchange?

(a) no delay	<u>9</u>	16 %
(b) 5 minutes	<u>30</u>	53 %
(c) 10 minutes	<u>11</u>	19 %
(d) 15 minutes	<u>7</u>	12 %

31. Would you be willing to use mass transit (local and regional into Nashville) in the future if it was convenient in reaching your destination and would help reduce traffic in Brentwood?

(a) yes	<u>30</u>	51 %
(b) no	<u>21</u>	36 %
(c) no opinion	<u>8</u>	14 %

32. If a more extensive network of bike paths and sidewalks were constructed in the City, how would you use such facilities?

(a) recreation	<u>25</u>	38 %
(b) business/errands	<u>8</u>	12 %
(c) wouldn't use	<u>26</u>	39 %
(d) no opinion	<u>7</u>	11 %

**Appendix G**  
**Public Hearing Comments**

## MINUTES OF THE PUBLIC HEARING FOR THE BRENTWOOD 2020 PLAN

### BRENTWOOD, TENNESSEE

The Brentwood Board of Commissioners met for a public hearing on the Brentwood 2020 Plan on Thursday, January 21, 1999 at 6:00 p.m. at the Brentwood Municipal Center.

Present were Mayor Anne Dunn; Vice Mayor Joe Reagan; Commissioners Regina Smithson and Joe Sweeney; and City Manager Michael Walker. Commissioner Bob Higgs arrived at 7:40 p.m.

The following persons spoke with questions, concerns and support of the Brentwood 2020 Plan:

Jim Lent, President of the Willowick Subdivision Homeowners Association, objected to the proposed road between Murray Lane and Moores Lane. (letter attached)

John McCarthy, 1100 Beech Grove Road supported the plan.

Ken Criblez, 1414 Plymouth Drive, moved from the Creive Hall area and wants to keep Brentwood a place where his children can ride their bicycles and feel safe in the neighborhood. If traffic is enhanced in the area, he feels that will be destroyed.

Cecil Ward, 5306 Williamsburg Road, was concerned that the 2020 plan addressed the traffic problems at a minimum and would like to see subdivisions with all open streets.

George Herbert, 9318 Old Smyrna Road, owns 200 acres and his family bought the property 189 years ago. They have kept the land within the family and would like to continue to do so. They do not want it cut up like a checkerboard with streets going across everywhere. He wants to leave Old Smyrna Road as it is.

Ted Gatty, 1422 Bowman Lane, was concerned about the proposed changes to the streets and the commercial development adjoining the Brentwood South subdivision.

Tony Thompson, 506 Mansion Court, stated if there was an east/west corridor that Murray Lane would be a better place and specifically requested the following changes to the plan:

1. Page 2-14:IV.A.1 Action Steps; 1. Delete sentence that reads *"Also, construct a bridge over I-65 to connect Old Smyrna Road with the east/west section of Wilson Pike Circle"*.
2. Page 2-14: IV.B.1 Action Steps: 1. Delete *"between Franklin Road and Wilson Pike by constructing a bridge over I-65 and improving Old Smyrna Road and the*

*east/west section of Wilson Pike Circle as a four-lane boulevard with a landscaped median".*

3. Page 2-15: IV.B.3 Action Steps: 1. Delete sentence that reads *"When the proposed bridge over I-65 is completed, this roadway will provide a direct connection between Edmondson Pike and Franklin Road"*.
4. Page 2-14: IV.B.1 Add *"where economically and physically feasible and where design and traffic impact is compatible with adjacent land uses"* to the end of that paragraph.
5. Page 2-14: IV.A.1 Action Steps: 2. Change wording *"To the greatest extent possible, the new interchange"* to *"any new interchange"* and *"associated roadway improvements should be designed to be compatible"* to *"shall be designed to be compatible"*. In the last sentence of that paragraph add *"bridge"* to *"In particular, the interchange/bridge design"*.

Wilbur Sensing, 9135 Old Smyrna Road, would like for the residents of Old Smyrna Road be included in the design of the relocation of the road.

Alan Carver, 9008 Old Smyrna Road, recognizes the need for development in Brentwood but was concerned with the traffic and proposed roads becoming a buffer.

Mrs. Timothy Gaetano, 9579 Liberty Church Road, was concerned with the plan for Liberty Church Road.

Gary Dickinson, 7033 Plantation Court, was opposed to the extension of Mallory Lane.

Pat Delahoussaue, President of the Brentwood Neighborhood Association, opposed the proposed extension of Mallory Lane and the proposed zoning of the flag pole property. The Association would like to suggest 1) the boulevard be of a low grade to reduce the noise to their subdivisions; 2) make the proposed road nearest to the railroad track with a large growth area for noise and put the buildings closest to the highway; and 3) the area under the railroad underpass be a green area for a possible park.

Charles Wells, 7015 Wilson Pike Circle, had questions about the proposed bridge/interchange on Wilson Pike Circle.

Jerry Hall, 509 Meadow Lark Lane, suggested satellite parking and running shuttle buses to help control future traffic congestion.

Kathleen Phillips, 1411 Bunker Hill Road, was opposed to the extension of Mallory Lane. She was concerned with a connector road connecting Mallory Lane Extension and Wikle Road becoming a bypass for people working in the office parks therefore increasing traffic in the subdivision and the loss of value and character of their property.

Becky Logan, 9015 Carondelet Place, represented Carondelet's Civic Association. They are concerned about the proposed exit at Carondelet Place and the plans for Wilson Pike and Old Smyrna Road.

Lisa Moore, 1417 Plymouth Drive, was concerned with the proposed commercial development areas turning into a Green Hills or Hickory Hollow Mall site.

Bill Alexander, 1406 Plantation Drive, was concerned about the proposed Mallory Lane extension and had the following specific changes to the plan:

Page 2-9: III.A.1 Action Steps: Delete Items 2, 3 and 4 and change Item 1 to *"Initiate preliminary engineering and design studies to determine the most appropriate dead end extension of Mallory Lane and (if absolutely necessary for commercial development) a new dead end south of Concord Road between Franklin Road and the railroad with the proviso these two roads will never meet"*. (see attached memo)

Brent Riley, 522 Wilson Run, opposed the proposed exit south of Wilson Run and stated that the residents would be totally boxed in with the proposed road improvements in that area.

Randall Emery, 505 Wilson Run, opposed the proposed exit at Wilson Run.

Tim Stofka, 526 Wilson Run, opposed the proposed exit at Wilson Run.

Terry Rice, 1525 Cabot Drive, Franklin, Tennessee, was present because of his active role in the business district and the Brentwood Chamber of Commerce. He addressed concerns about access to land that is already zoned for commercial development in particular, the combination of the Service Merchandise property and Mallory Lane.

Ed Haymond, 512 Wilson Run, stated the State took his business of 17 years and as for the proposed exit at Wilson Run, he did not want the City to take his home of 9 years.

Being no further business, the meeting adjourned at 8:30 p.m.

February 11, 1999

Dear Brentwood City Commissioners:

As a resident of the Wilson Run subdivision, we are very concerned about the Mobility Provisions in the Brentwood 2020 Plan. We feel that the proposed interstate exit at Carondelet Place, the widening of Wilson Pike, the relocation of Old Smyrna Road, and the proposed four-lane boulevard over the interstate at Old Smyrna Road would negatively impact our quiet residential neighborhood.

For those very important reasons, we are against the adoption of these proposals.

Signatures:

Address:

<u>Maryne Osteen</u>	<u>528 Wilson Run</u>	<u>OSTEEN</u>
<u>Mary Osteen</u>	<u>528 Wilson Run</u>	<u>OSTEEN</u>
<u>Jami Stepha</u>	<u>526 Wilson Run</u>	<u>STEFKA</u>
<u>Christa Gil</u>	<u>522 Wilson Run</u>	<u>RILEY</u>
<u>Dale Thomas</u>	<u>520 Wilson Run</u>	<u>THOMAS</u>
<u>Ed Hammond</u>	<u>512 Wilson Run</u>	<u>HAYMOND</u>
<u>Judith Hammond</u>	<u>512 Wilson Run</u>	<u>HAYMOND</u>
<u>Timothy C. Helton</u>	<u>503 Wilson Run</u>	<u>HELTON</u>
<u>Max Helton</u>	<u>503 Wilson Run</u>	<u>HELTON</u>
<u>Harvey Markham</u>	<u>513 Wilson Run</u>	<u>MARKHAM</u>
<u>Leonard E. Markham</u>	<u>513 Wilson Run</u>	<u>MARKHAM</u>
<u>Bernie Henning</u>	<u>517 Wilson Run</u>	<u>HELLING</u>
<u>Gina O'Brien</u>	<u>517 Wilson Run</u>	<u>HELLING</u>
<u>Karen Wolte</u>	<u>521 Wilson Run</u>	<u>WOLTE</u>
<u>[Signature]</u>	<u>525 Wilson Run</u>	<u>SMITH</u>
<u>[Signature]</u>	<u>527 Wilson Run</u>	<u>REDFRO</u>
<u>[Signature]</u>	<u>527 Wilson Run</u>	<u>REDFRO</u>
<u>[Signature]</u>	<u>526 Wilson Run</u>	<u>STEFKA</u>
<u>Frank Duncan</u>	<u>529 Wilson Run</u>	<u>DUNCAN</u>
<u>Gayle Duncan</u>	<u>529 Wilson Run</u>	<u>DUNCAN</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____



The City Commission received over 200 letters from the Carondelet homeowners with concerns regarding the proposed new I-65 interstate interchange connecting to Wilson Pike opposite Carondelet Place and the proposed plans for widening Wilson Pike and Old Smyrna Road.

## Brentwood South Neighborhood

Dear Sirs:

This letter is written to address several issues in your document named "Goals and Objectives". We represent Willow wick, Brentwood South and General McArthur Drive.

On November 21, 1998 we held a meeting of 20 people that were board members and representatives of 3 main neighborhoods affected by the proposal on page 9, paragraph III; A. 2/1-5. Our purpose was to discuss the 2020 proposal for the future of Brentwood's development. We represent approximately 270 households and would like to go on record as strongly opposing the proposed zoning change to the "flag pole" property. The rezoning of this property and the construction of a major boulevard right in sight and sounds of our homes will severely affect our lifestyles and the property values of the above-mentioned neighborhoods.

We would like it duly noted that we also object to the proposed access road (R-26) from Wikle Road West to the "boulevard" (Ref: pg. 8, paragraph III A1/4), as it will increase the traffic through our neighborhood significantly as people try to find shortcuts to avoid traffic on Franklin Road. Finally we take the issue with the removal of the height restrictions [ref. Page 9, paragraph III A.2, 2] on buildings along the "boulevard". Brentwood was designed as a visually low impact city. Allowing high-rise buildings totally changes the complexion of Brentwood and goes against the initial mandate of the master plan.

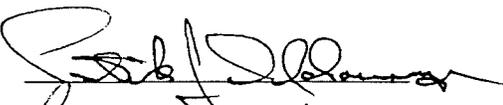
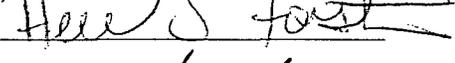
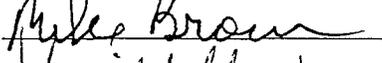
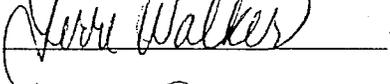
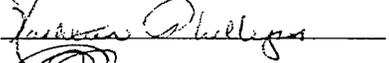
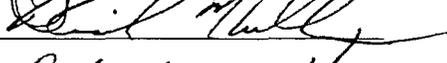
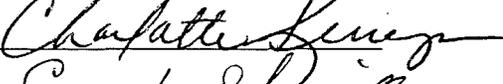
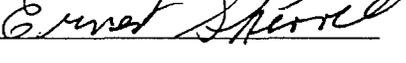
If our objections are disregarded and the proposal is approved as is, we would find it imperative that our concerns be inserted into the document, and that safeguards be placed there to insure that the impact on our neighborhoods be reduced as much as possible as follows:

1. The design of this "boulevard" include potentially a below grade passage under the railroad tracks north of Wikle Road.
2. The road is designed with berms and other noise abatement features all along the neighborhood.
3. A large natural buffer zone be dedicated between the "boulevard" and our neighborhoods with the 20-acre field at the intersection of Wikle and the railroad tracks being designated as a park or permanent green space.
4. All commercial development is placed to the east of the boulevard so as to keep the privacy and sanctuary of people's houses intact.

We hear repeatedly that without this growth and the subsequent revenues we will be forced into paying higher taxes to pay for all the projects that we have on our list. Could the project list be too ambitious? Could the growth we are told we need cause a catch 22 in that, with the growth comes the need for more services and thus more growth to pay for it?

Where is the self-sustaining equilibrium for Brentwood where we have the proper balance of an open space rural atmosphere and the development necessary to pay for our services? The idea that if we are not growing the community we are failing to live up to its potential can be taken too far. The citizens of Brentwood might rather sacrifice some items on our project list and possibly pay higher taxes *than turn our community into teaming masses of revenue generating commercialization.*

In closing, we reiterate our objections to the afore mentioned proposals. We all understand the need for growth in the city of Brentwood, but would like for you to keep in mind that if we allow growth to the detriment of the quality of life then our legacy will be a poor one and our community will no longer be as desirable.

Patrick Delahoussaye	President	
Roxane Delahoussaye	Treasurer	
Helen Forster	Secretary	
Ted Gaddy	Maintenance	
Mike Brown	Newsletter	
Terry Walker	Welcoming	
Kathleen Phillips	Welcoming	
Greg McCollum	Maintenance	
Rick Muller	Maintenance	
Charlotte Kenyon	Real estate	
Ernest Sherrill	Maintenance	



# WILLOWICK

Brentwood, Tennessee

The Willowick Homeowners Association objects to the proposed road between Murray Lane and Moores Lane.

- First, we do not believe the proposed road will relieve traffic congestion in the Cool Springs, Moores Lane area. Instead, we believe that a new four lane road emptying onto Moores Lane at Mallory Lane will create an even greater traffic jam at this already busy and vital intersection. There are, of course, alternative solutions to reducing traffic volume and we encourage the planners of this proposed project to actively seek alternatives.
- We also foresee that a heavily traveled boulevard running between General MacArthur and Brentwood South and Willowick will create a large volume of noise, as do all busy thoroughfares. This will seriously erode the quality of life the residents of these subdivisions now enjoy. This problem will be serious enough to reduce property values as well as quality of life.
- The residents of Willowick located here because of the natural beauty, seclusion and quiet of our subdivision. Instead of green, forested land we will be looking at automobiles, buildings and highrise offices. This too contributes to a loss of privacy, reduction in quality of life and property values.

Since the proposal to build the road and develop commercial property is well advanced it is unlikely that these objections will derail the proposal. However, we strongly request a role in planning the *nature* of the development. All the objections described above can be made more palatable if representative members of the most affected groups are allowed to give substantive input during the planning process in accordance with the Brentwood 2020 Planning Commission Goals and Objectives, III.A.2, Action Steps 3. and 4.

Signed by the members of the Board of Directors of the Willowick Homeowners Association:

*Jill Lewis*  
 Treasurer  
*Gary Mazzion*  
*Jim Smith*  
*Jack Lomax*

*Carol Yundt Becken*  
*John Jackson*  
*John Smith*  
*Daniel S. Yunker*  
*James R. Law*, President

Will Ogilvie  
Business / Economy  
Focus Group

December 8, 1998

Citizens Advisory Committee

**RE: BRENTWOOD 2020 PLAN – CONCORD ROAD AREA**

Per conversations with a member of your committee and Michael Walker, City Manager, I understand the potential rezoning of the King property to retail as proposed by the Business / Economy Committee of the 2020 program has been deleted. This is a very shortsighted move in my opinion.

Granted this will be a very controversial action initially, but will ultimately be necessary for the economic viability of this city. The Business / Economy Committee viewed this development as a village – Williamsburg type development which would be compatible with its neighbors. This area has immediate access to and from the interstate with minimal impact to surrounding residential areas.

The proposed road going south from Concord Road to the “Flag Property” near Cool Springs further enhances the development potential of this property. The Planning Commission and City staff can create significant and stringent architectural controls for the property to ensure it is developed properly.

During the 2020 visioning process, the citizens again and again reiterated their desires for numerous “bells & whistles” in the way of City services such as expanded bike / jogging paths connecting neighborhoods in the city, more city parks, and a much larger city library, to name a few. These items are not cheap. Federal grants have been obtained for the initial construction of these type items, but the ongoing operating and maintenance funds must come from the city.

My contention is that single family homes on one acre lots have not, do not, and will not ever provide enough tax dollars to support the types of services the average Brentwood citizen wants and deserves. Furthermore, I would assert the new city library and other services we now enjoy would not have been economically feasible without the sales tax revenues from the Westgate Commons development, other Cool Springs projects, and the redeveloped Kroger Center on Franklin Road.

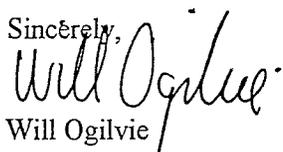
Nobody, myself included, wants any more commercial development in Brentwood than is necessary. Accordingly, it makes all the sense in the world to maximize the revenues from what commercial land is created. Retail is the best of all worlds. You get the property taxes plus the added bonus of sales tax revenue.

Again, I realize any type of commercial rezoning in Brentwood is a tough sale. It always has been. For those who may be new to the area, I will relate a little history for you. Brentwood incorporated in 1969. The four hundred-acre Maryland Farms horse farm was incorporated in 1970. These two entities battled with each other in court for almost three years in the early seventies over Maryland Farms’ right to develop about one hundred acres of office and retail land. Now almost thirty years later, Maryland Farms is a beautiful, well-developed, four hundred-acre commercial park. It is certainly not perfect but you would be hard pressed to say Maryland Farms has been a bad thing for Brentwood.

I have worked and lived in Brentwood for almost twenty years and I plan to live here the rest of my life. I would certainly never propose anything I felt was detrimental to Brentwood long term.

Brentwood 2020 is all about vision and leadership for the future. This is never easy or smooth. Please reconsider the potential development of the Concord / Franklin Road area.

Sincerely,

  
Will Ogilvie

January 21, 1999

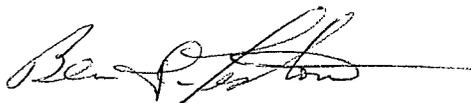
Mayor Anne Dunn  
Vice Mayor Joe Reagan  
Commissioner Robert L. Higgs, P.E.  
Commissioner Regina Smithson  
Commissioner Brian Joe Sweeney  
City Manager Michael W. Walker

We are presenting to the City of Brentwood and its elected officers and manager, the attached petition signed by property owners of Country Club Estates Subdivision.

The petition states: "Re: Proposed Bridge Connecting Wilson Pike Circle and Old Smyrna Road; We the residents of Country Club Estates Subdivision respectfully request that the bridge and road be deleted from the 2020 plan and be located elsewhere".

We believe a much better solution is an extension to Murray Lane. This would provide for through East/West traffic West of Franklin Road. The Wilson Pike Circle option would require *all* East/West traffic to turn one way or the other on Franklin Road further straining its capacity.

Sincerely,



Country Club Estates Subdivision Home Owners Association  
Ben D. Testori, President

January 11, 1999

Re: Proposed bridge connecting Wilson Pike Circle and Old Smyrna Road

We the residents of Country Club Estates Subdivision respectfully request that the bridge and road be deleted from the 2020 Plan and be located elsewhere.

R.C.O.'Brien	7005 Wilson Pike Circle
Polly O'Brien	" " " "
James H Ramsey	7013 Wilson PK Cir
Mary Lea Ramsey	" " " "
Paul A Decker	7017 " " "
Patricia Thomas	510 Meadowlark Ln
Jim L. Thomas	510 Meadowlark Lane
R Steven Graham	512 Meadowlark Lane
Mary B. Tays	519 Meadowlark Lane
John Tays	510 Manor Ct.
John Nelson	505 MANSION Ct.
Herberta G Moore	501 Mansion Ln

January 11, 1999

Re: Proposed bridge connecting Wilson Pike Circle and Old Smyrna Road

We the residents of Country Club Estates Subdivision respectfully request that the bridge and road be deleted from the 2020 Plan and be located elsewhere.

Catherine Chesman  
7012 Country Club Dr.  
Brentwood, TN 37027

Jerry Chesnut  
7005 Country Club Dr  
Brentwood TN. 37027

Jackie Gray  
526 Franklin Rd.  
Brentwood, In. 37027

Obera Wheeler  
7014 Country Club Dr.  
Brentwood TN 37027

James A. Ford  
7007 Country Club Dr.

James K. Wall  
506 Franklin Road  
Brentwood, Tenn. 37027

December 5, 1998

Re: Proposed Bridge connecting Wilson Pike Circle and  
Old Smyrna Road

We the residents of Country Club Estates Subdivision respectfully request that the bridge and road be deleted from the 2020 plan and be located elsewhere.

Frank Bauman 514 Meadowlark Ln

Harry Trehan 505 Manion Dr.

Patty & Bill Boyd - 504 Manion

Bob Thompson Meadowlark Ln.

Lawrence & Bl. J. ~~Boyd~~ 517 Manion Dr. - 370-1489

Bill & Anita Knight 521 Manion Dr

Buddy & Martha Walker 508 Meadowlark Lane

Sindy Green - 508 Meadowlark Ln

Robert D. Gook - 518 MEADOWLARK LN.

Keith D. Bailey - 520 Meadowlark Lane

Patricia Ann Bailey " " "

Bronson and Betty Thurston 7011 Wilson Pike Circle

Charles & Johanna ~~Boyd~~ Glenn Huff

Reggie S. Howell

(over)

Daerd & Lou Ann de Rood 515 MANSION DR,  
Ann M. Jabon 511 Meadowlark Ln.

John & Helen Zehradt 508 Mansion Ct

Pat & Jerry ~~Wal~~, 509 MEADOWLARK Ln

Ju Fry, 7011 Country Club Dr

David Gray, 7011 Country Club Dr.

John W. Robinson 504 Mansion Ct

Joyce A. McQuesten 7009 Country Club Dr

Jerry McQuesten 7009 Country Club Dr

Mary Bailey 506 Mansion Dr., Brentwood, Tenn

P. Q. Bailey 508 Mansion Dr

Larry Thompson

December 5, 1998

Re: Proposed Bridge connecting Wilson Pike Circle and Old Smyrna Rd.

We the residents of Country Club Estates Subdivision respectfully request that the bridge and road be deleted from the 2020 plan and be located elsewhere.

- Edward B. Scott 516 Meadowlark Lane Brentwood, TN
- Ann E. Scott 516 Meadowlark Lane Brentwood, TN
- Alan Viner 508 Mansion Dr. Brentwood TN
- Jori Vines 508 Mansion Dr. Brentwood, TN
- Patricia Fadden 510 Mansion Dr. Brentwood, TN
- ~~Ann Viner~~ 510 Mansion Dr. Brentwood, TN
- Joel Gentry 512 Mansion Dr. Brentwood
- Jill Gentry ✓
- ~~Clayton Gentry~~ ✓
- Clayton Gentry ✓ 523 meadowlark Lane Brentwood, TN
- Robert M. Sidner MO 517 Meadowlark Lane Brentwood TN
- Ann Huff 377 Meadowlark Lane Brentwood
- Jane Huff
- Barbara Johnson 502 Mansion Dr Brentwood, TN 5702-
- Ann Belton 502 Mansion Dr Brentwood, TN
- Johanna Bettes " " " " "

January 11, 1999

Re: Proposed bridge connecting Wilson Pike Circle and Old Smyrna Road

We the residents of Country Club Estates Subdivision respectfully request that the bridge and road be deleted from the 2020 Plan and be located elsewhere.

Julie Dale  
514 Mansion Drive  
377-0958

Jeff Dale

Ann Neal  
511 Mansion Dr  
Brentwood Tenn 3730969

January 11, 1999

Re: Proposed bridge connecting Wilson Pike Circle and Old Smyrna Road

We the residents of Country Club Estates Subdivision respectfully request that the bridge and road be deleted from the 2020 Plan and be located elsewhere.

*Mr & Mrs William A. Joy - 513 Mansion Dr - 373-3140*