



# BRENTWOOD 2030 PLAN

A Comprehensive Plan for Brentwood

OCTOBER 2016





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1

# Overview





The Brentwood 2020 Plan was originally adopted in 1999 with the intent of periodic 5-year updates, and regular status reports on implementation. Since then, there have been two major updates: 2006 and 2016. The objective of each update continues to follow the original intent: assess progress and accomplishments in addressing the goals, identify changing conditions that might make a particular goal area or program activity more or less relevant to current community needs, and identify new areas for attention. As a result of the 2016 update, the Plan has been extended and is now considered to be the Brentwood 2030 Plan.

In both the original 2020 plan and the 2006 update major goals and objectives were adopted by the Brentwood City Commission, arrived at through a highly participatory process involving hundreds of citizens. The seven goals were organized into seven topic areas:

- 1. Environmental Conservation, Recreation & Scenic Protection
- 2. Retirement
- 3. Commercial
- 4. Mobility
- 5. Residential & Service Institutional
- 6. Community Identity
- 7. Growth Management

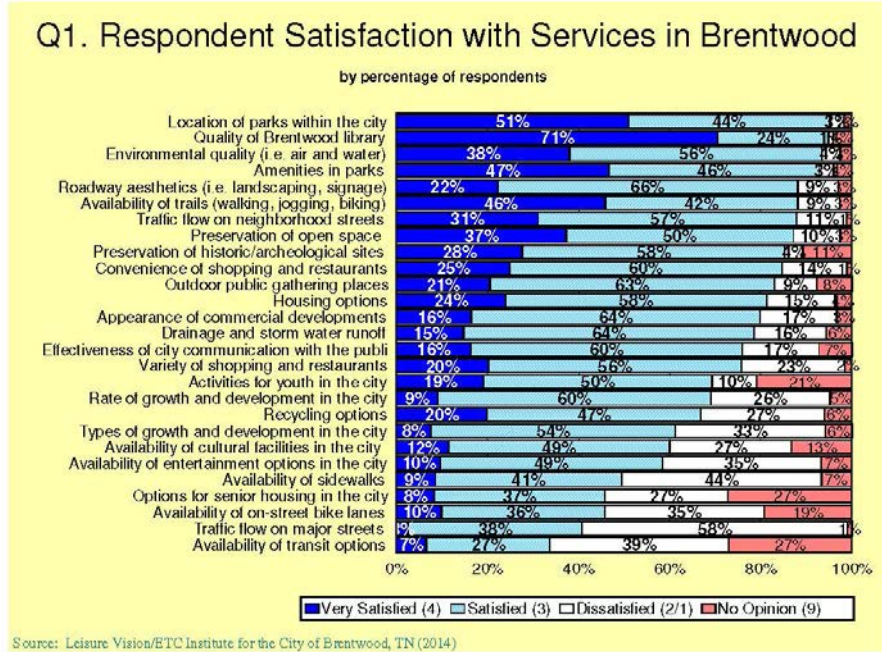
The updated Brentwood 2030 Plan preserves those seven topic areas, updates a number of the Objectives, and adds several Policies to guide future decision-making.

Each version of Brentwood 2020 has extensively solicited citizen opinions regarding issues facing the City, and tried to gauge levels of citizen satisfaction/dissatisfaction with various components of life in Brentwood. This practice continues in the updated Brentwood 2030 Plan. Well-attended public meetings were held about both the Comprehensive Plan and the Thoroughfare Plan. In addition, similar to the prior updates, during this update two initial surveys were sent: one to residents, and a similar survey to Brentwood businesses. The response rate to the questionnaires was high, with 4,600 respondents returning the residential survey and 165 returning the commercial survey.

Several months after the first round of surveys were completed, a second round of questionnaires were sent to residents to probe more deeply into concerns and priorities that were identified in the first questionnaire, and to follow up with questions regarding implementation.

Overall, Brentwood citizens report high levels of satisfaction with the quality of life in this community, and optimism about the future. Attention to the few planning and growth management issues that received less support can be an important part of continuing success in the future.

Concurrent with the other work of this update, an evaluation of progress in implementing the original 2020 Plan was prepared, assessing the status of the Objectives and Action Steps. In the “report card”, accomplishments were noted, along with work in progress, and observations offered regarding whether or not the Objective or Action still adequately fits with Brentwood’s current priorities. These observations have been incorporated into the revised Goals, Objectives, Policies and Actions.



Above: Most services were given very high satisfaction rankings

Left: High level of participation at the various Comprehensive Plan public input sessions



The City has been consistently implementing the original 2020 Plan and the Plan continues to guide many decisions in the community. It is also clear however that after 15 years of planning, many of the originally identified challenges continue to face Brentwood, and several new challenges have emerged that also need attention. This Brentwood 2030 Plan addresses both. Substantive recommendations are offered in each goal area.

To conclude this Overview, one key observation is offered: Brentwood is drawing ever closer to substantial community buildout. The significance of this statement is twofold:

1. With the gradual filling in of all the remaining vacant land there will be fewer opportunities to find locations for community-wide needs: whether they be parks, trails, open space, schools, new roads, or other public facilities. Great care should be taken in decision-making about the choices available in the remaining development. Hopefully this plan will help bring those choices into focus.
2. While Brentwood gradually approaches buildout, the surrounding and nearby communities have continued not only to grow, but also to provide quality competitive products: residential, office, commercial, etc. As businesses, neighborhoods, and the city as a whole wish to remain competitive in the regional marketplace, the desire for redevelopment will accelerate and indeed will become the major focus of Brentwood’s evolution in the future.

This 2030 Comprehensive Plan follows the basic organizational framework of the previous 2020 Plan. The seven goal areas continue to be the organizing structure for discussion, and the planning horizon for the Plan has been extended to 2030.

This Plan contains the following sections:

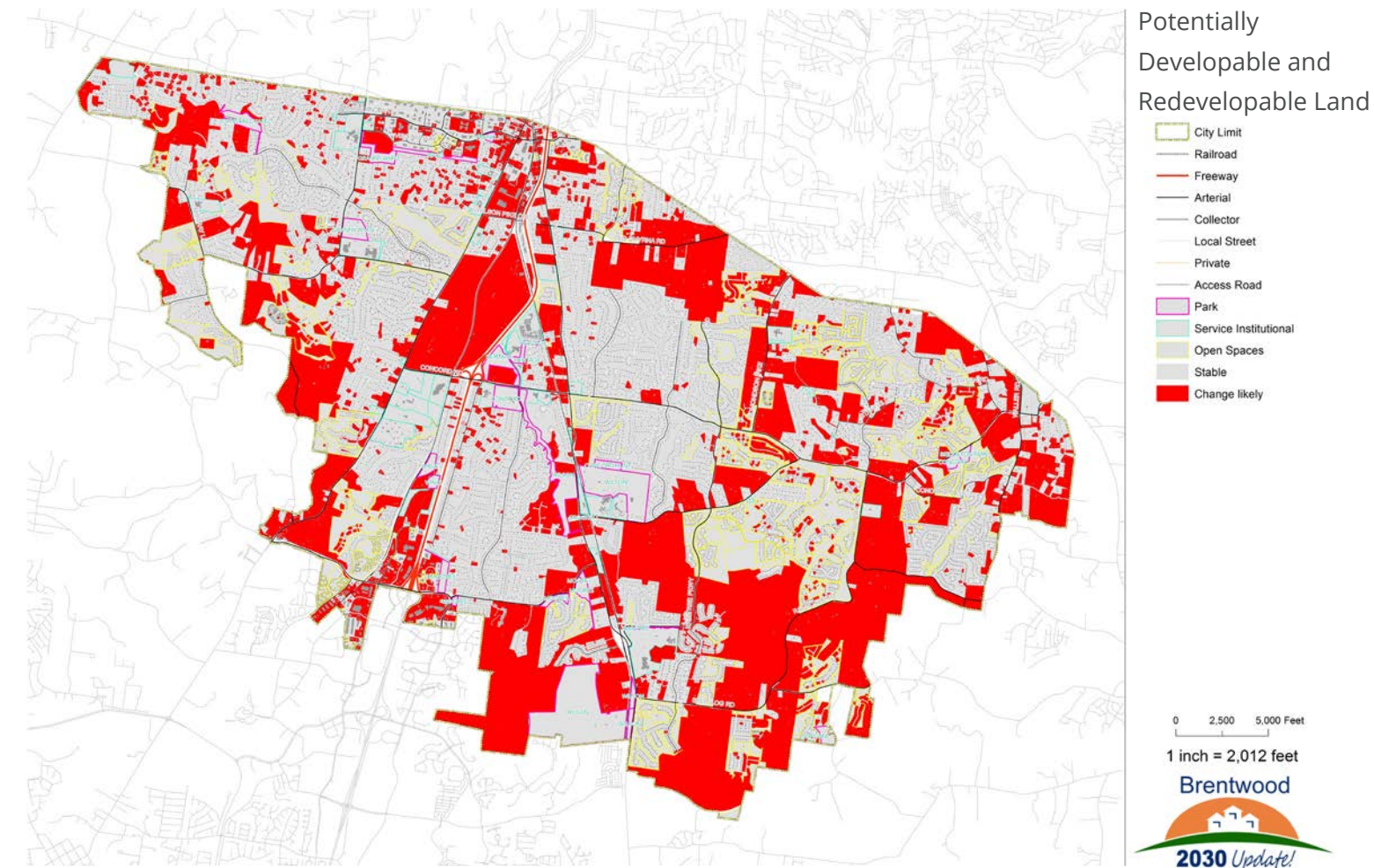
1. This Overview
2. Changed Conditions Since Adoption of 2030 Plan
3. Brentwood Tomorrow (key challenges facing the community)
4. A summary of Community Values and Opinions (from 2006 Survey)
5. The Thoroughfare Plan
6. Updated Goals Objectives, and Action Steps



Before: Executive Center Drive before infill redevelopment



After: Artist's rendition of City Park redevelopment, which was completed in 2015



An overview of remaining land in Brentwood, that has potential for development or redevelopment





# 2

## Brentwood Today

Community Accomplishments  
and Decisions





COMMUNITY STATISTICS

Community Size:

The current area of incorporated Brentwood is approximately 41 square miles. The area that is outside the City limits but currently within Brentwood’s Urban Growth Boundary is approximately 7 square miles.

Recent Population Growth:

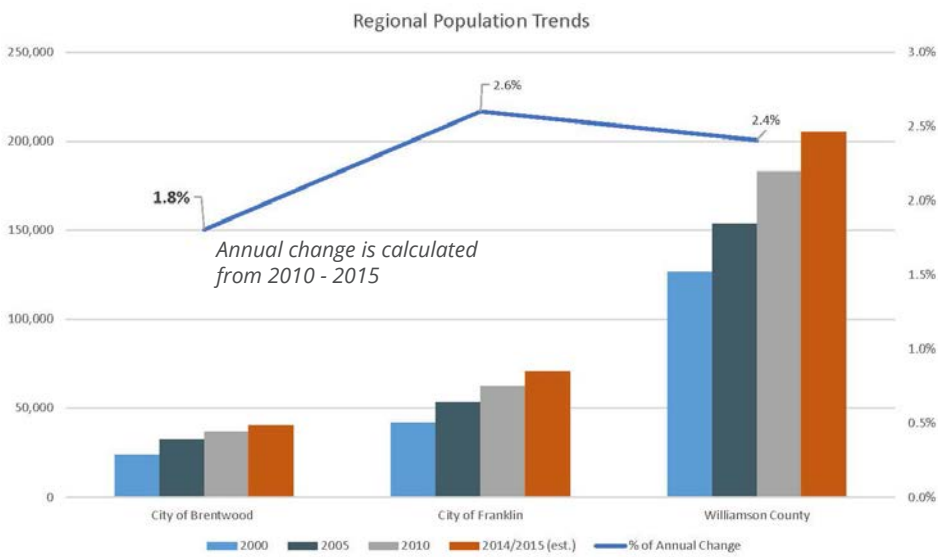
The Regional Population Trends graph provides a summary of the population trends experienced in Brentwood as well as regional comparison information for the City of Franklin, Williamson County, and part of the Nashville Metropolitan Statistical Area (MSA).

The U.S. Census reported Brentwood’s 2010 population at 37,060, and a recently completed special census resulted in a 2015 Brentwood population of 40,401. The growth rate for Brentwood for the period from 2010-2015 was 1.8%, lower than the rate experienced by Franklin and Williamson County as a whole.

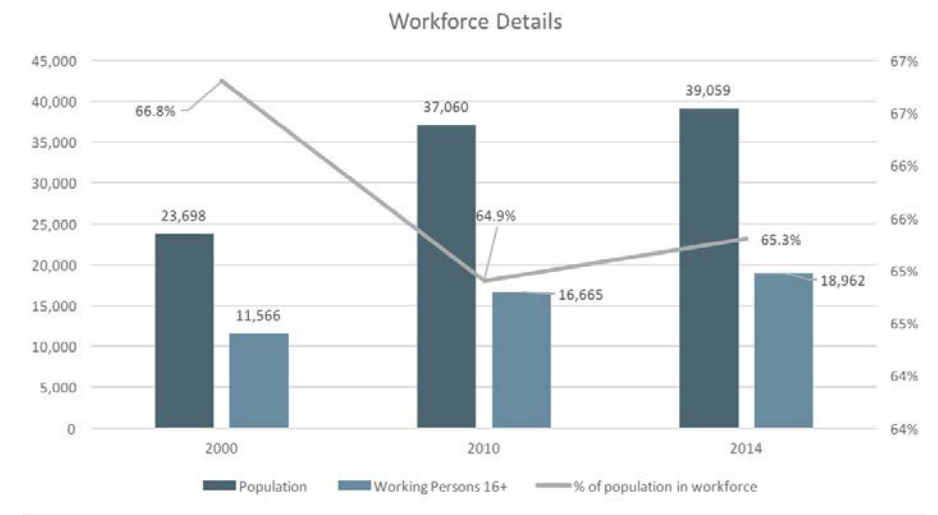
Considerable growth has been experienced since 2000, as evidenced by City building permit data. During the past five years, Brentwood has issued approximately the same number of building permits for single-family homes as it did during each of the past two decades, as illustrated in the Building Permits graph.



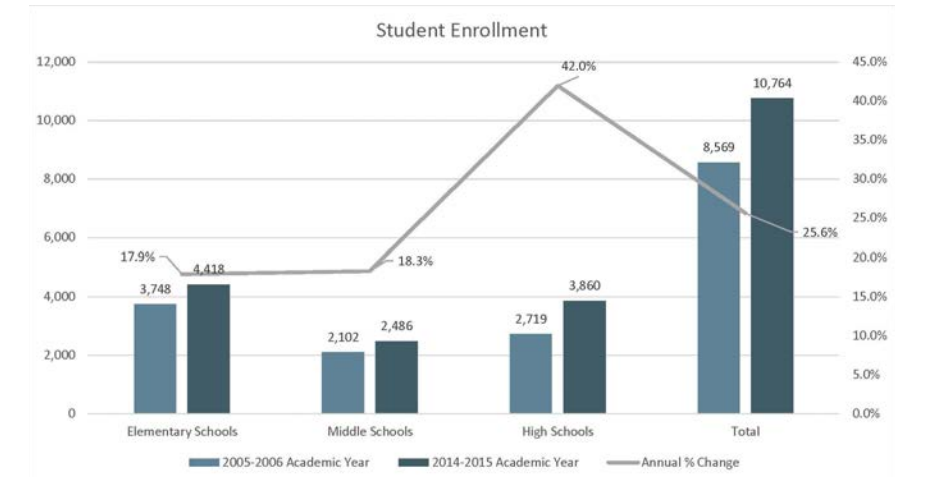
Recent subdivision filling in some of the remaining vacant land in Brentwood



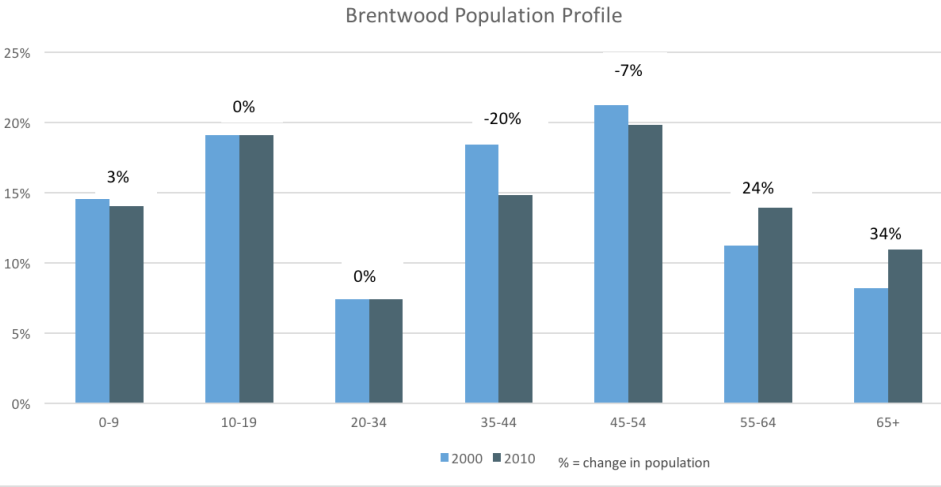
On a percent basis, over the last 5 years, Brentwood has experienced a lower growth rate (1.8%) than Franklin or Williamson County



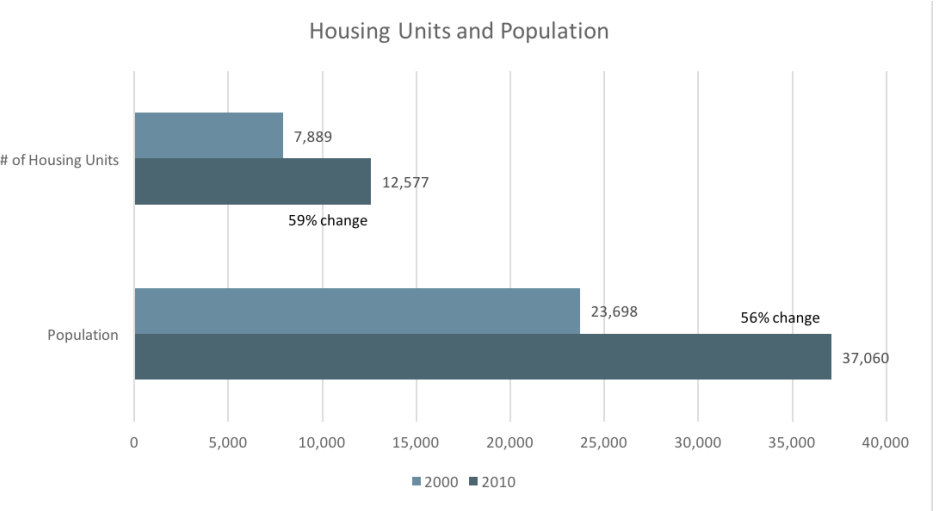
From 2000-2010, the percentage of working persons fell slightly (68.8% to 65%), but is estimated to have remained steady (65%) over the last 4 years



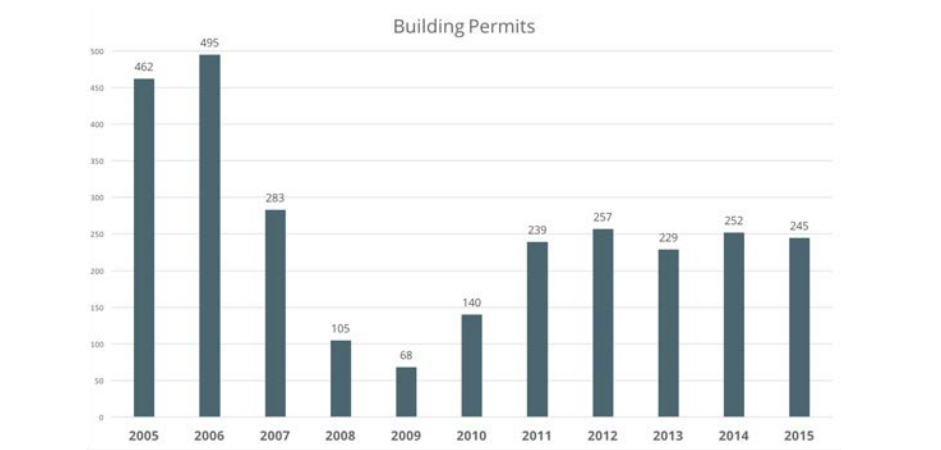
Over the last 10 years, high school enrollment has increased more than that of elementary and middle schools



Over the last complete census period (2000-2010), Brentwood's middle age group declined (by approximately 20%), the senior age group (65+) increased from 8 to 11% (a 34% increase), and remains at 11% today. By comparison, the Nashville area's 65+ group increased by only 8%






From 2000-2010, the number of housing units and population increased by almost 60%. The owner-occupancy rate declined very slightly from 93% to 90%, reflecting a slight increase in houses being rented



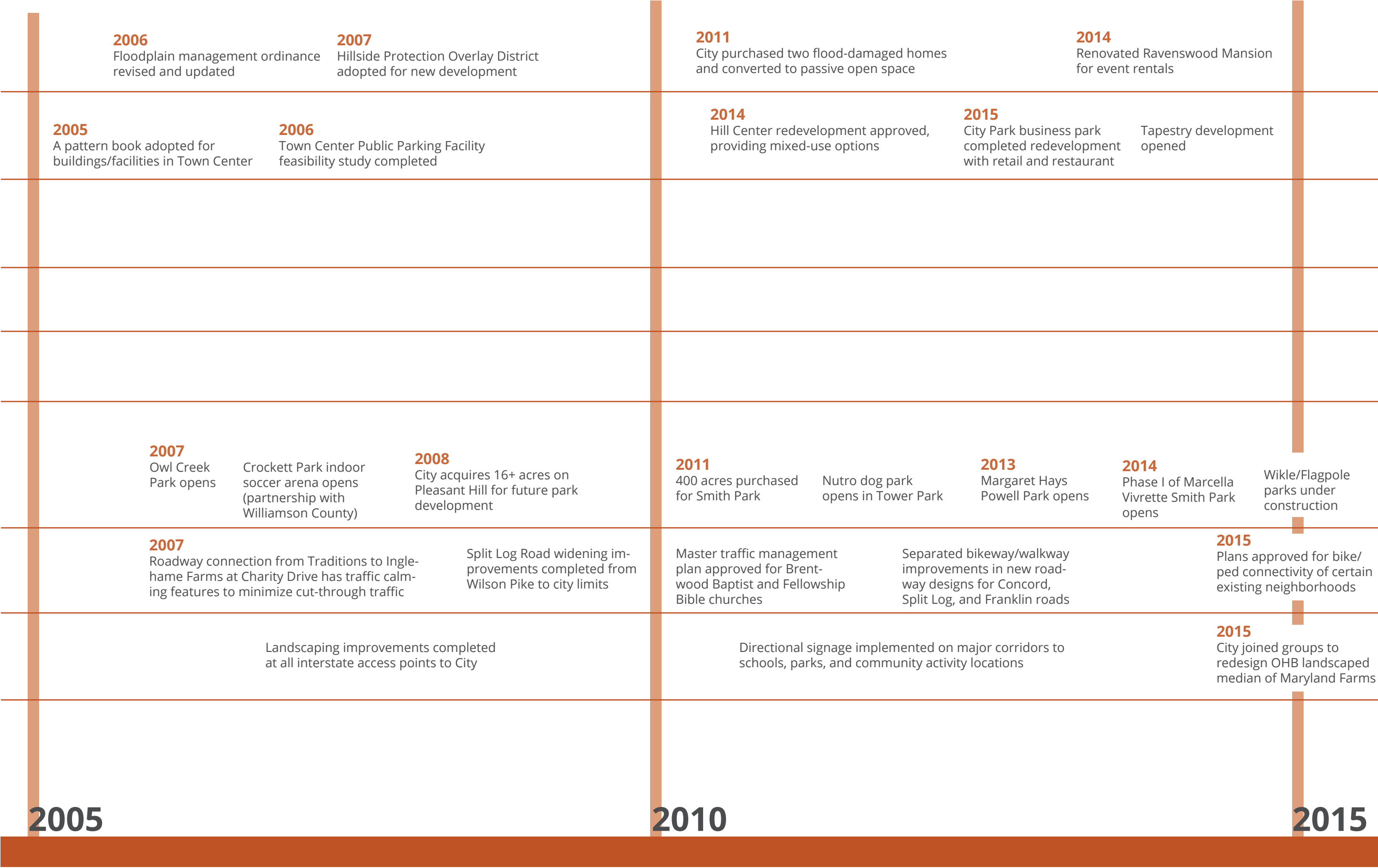
The number of permits issued over the last 12-year period reflects the general conditions of the national economy

COMMUNITY ACCOMPLISHMENTS AND DECISIONS

Over the time frame of the last three updates (1998-2014), conditions and circumstances in Brentwood have changed in the following ways:

NATURAL, VISUAL, HISTORIC PRESERVATION			Hilltop area in Morgan Farm and Traditions preserved as open space	2004 Boiling Spring Academy Restoration	2005 Historic preservation easement protected Fly House and stonewall at Borgata
DOWNTOWN AND COMMERCIAL			2003 Town Center Plan Adopted; Infrastructure improvements completed, including roadway link across gulch, that formerly divided the district		
LAND USE REGULATIONS			2001 Protective historic site and structures ordinance adopted	2003 Zoning District “Open Space Residential Development - Innovative Projects” created	2004 Zoning District “C-4 Town Center” adopted
RETIREMENT ACCOMMODATIONS		1999 Regulations adopted to allow retirement-age housing	2002 Martin Senior Center opened		
RESIDENTIAL DEVELOPMENT		With limited level or gently sloping land available, development pressures have shifted the construction of single-family homes to steeper terrain			
RECREATION, PARKS, TRAILS, OPEN SPACE	1997 Crockett Park completed 1998 New community library opened		2002 Williamson County Rec Center, Martin Senior Ctr, Ravenswood HS opened	2004 \$50 million bond for public open space defeated 49%-51%	2005 Tower Park completed
ROAD IMPROVEMENTS			2004 New traffic signal system/ operations center completed	Bond financing defeated 48-52% for Mallory Lane from Moores Lane to Concord Road	2005 Town Center Way construction from Franklin Rd. with Wilson Pike Cir.
GATEWAYS AND SIGNAGE			Landscaping improvements and Gateway entry wall with signature Brentwood stone pattern		
INTERLOCAL AGREEMENTS			2001 Urban Growth Boundaries in Williamson County put in place	2002 IGA with Nolensville established a ½ mile no-commercial buffer	
	1995	2000			







*A view from Smith Park*

3

# Brentwood Tomorrow

Key Challenges on the Horizon







The key purpose of a comprehensive plan is to anticipate future needs and address them through both short- and long-term actions (physical actions as well as policies and regulations). In this 2016 Brentwood 2030 Plan, a number of issues were identified that need to be acknowledged and addressed:

- Traffic congestion
- Signs of building obsolescence, competition with other employment centers
- Approaching build-out
- A growing over-65 population
- Infrastructure age and capacity
- An evolving downtown

The following section addresses those issues and identifies key strategies to remedy them. These strategies are refined, and specific implementation measures identified, in Section 5 - Goals, Objectives, Policies and Actions.

TRAFFIC CONGESTION

(See Thoroughfare Plan for details)

Traffic congestion, in Brentwood, has been, by far, the most prevalent concern voiced in public meetings and survey responses—not just in the current 2030 Plan, but in previous plans as well. Not only is it a long-standing concern, but also it is one that affects Brentwood’s desirability as a place to live and work.

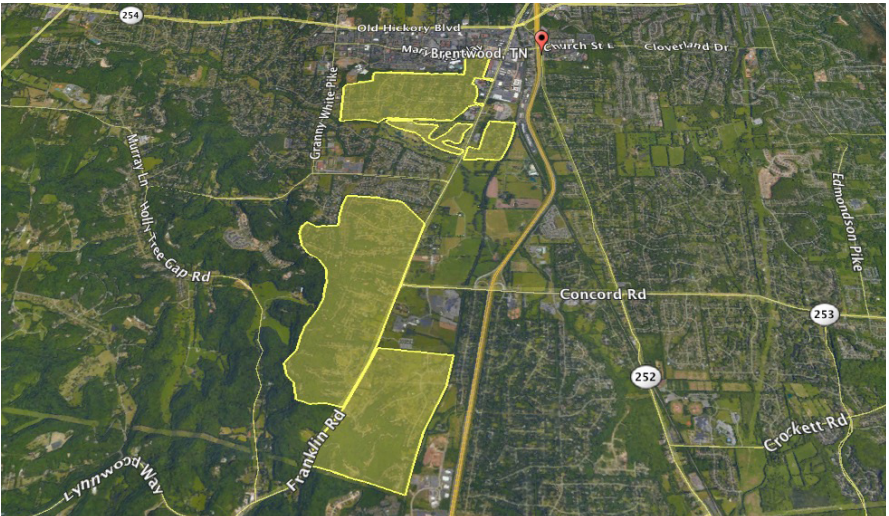


Traffic congestion has been the most prevalent concern voiced in public meetings

The congestion on major streets in Brentwood is a function of several conditions:

- Brentwood has a large number of in- and out-commuters.
- I-65 through Brentwood is the major direct route for commuting by both Brentwood residents as well residents of the growing areas of Williamson County to the south.
- There are limited options for arterial alternatives to I-65, due to:
  - Steep hills
  - Development that has been allowed to preclude additional road corridors
- Internally, whereas many communities have a grid of streets on which traffic can be distributed, Brentwood’s development pattern has favored cul-de-sacs and non-connected subdivisions, which channels all traffic onto the main streets.
- Several key arterials, such as Franklin Road, have limited capability to expand due to the extent of adjacent development.
- A gradual shift to higher density of employees in office buildings (the market is demanding smaller cubicles)

Although, in reality, annual traffic counts show that actual traffic volumes in some of Brentwood’s most congested segments have changed little, or decreased slightly, over the past few years. This long-standing perception primarily demonstrates that a serious problem persists.



Neighborhoods accessible only via Franklin Road, which worsens congestion on Franklin Road

Therefore, we clearly need to continue to address physical traffic conditions, which are addressed in the Major Thoroughfare Plan (MTP). These include adding lanes (and connector roads) where possible both for capacity and safety, improvements to major intersections (turn lanes and adjusting the timing of lights), etc.

In addition to new and expanded roads, Brentwood must also be an active participant in the ongoing regional discussions regarding transit. While Brentwood’s low density land use patterns are not conducive to significant transit ridership, the residential and commercial growth in Williamson County to the south of Brentwood makes it highly likely that any future regional transit system will include service along the I-65 corridor through Brentwood.

Therefore, it is important that Brentwood play a role in the planning for regional service to ensure that any future system maximizes the benefit to the Brentwood community to greatest extent feasible.

There are also a number of other things the City can do that relate more to land use and development patterns than the roadways themselves. These include:

- Improve accommodations for alternative travel modes such as:
  - Well-designed sidewalks that encourage walking to nearby destinations (Maryland Farms to Town Center), and park-once strategies within commercial centers
  - Safe, efficient bike lanes for intermediate commuting
  - Connected bike paths for longer commuting and recreation
- Consider the implications and opportunities for new and on-the-horizon technologies, that could reduce local trips and parking, such as:
  - Carshare (such as eGo, SmartCar)
  - On-demand services (such as Uber and Lyft)
  - Driverless cars

Notwithstanding the above, given Brentwood’s local development patterns and topographic constraints, it does not appear that there is a “magic bullet” to dramatically reduce traffic congestion. The improvements will be subtle, incremental, and relatively expensive.



### APPROACHING BUILD OUT

As noted in Chapter 2, Brentwood has been growing. With little opportunity for annexations, this growth has largely been directed inward, increasingly filling up the remaining developable land. At the time of this update there remains approximately 7,860 acres of developable land — primarily zoned for residential uses. Factoring in zoning and development efficiency, this has the potential to add 7,000 more homes that will increase Brentwood’s population by 25,000 (62%) to approximately 65,000.

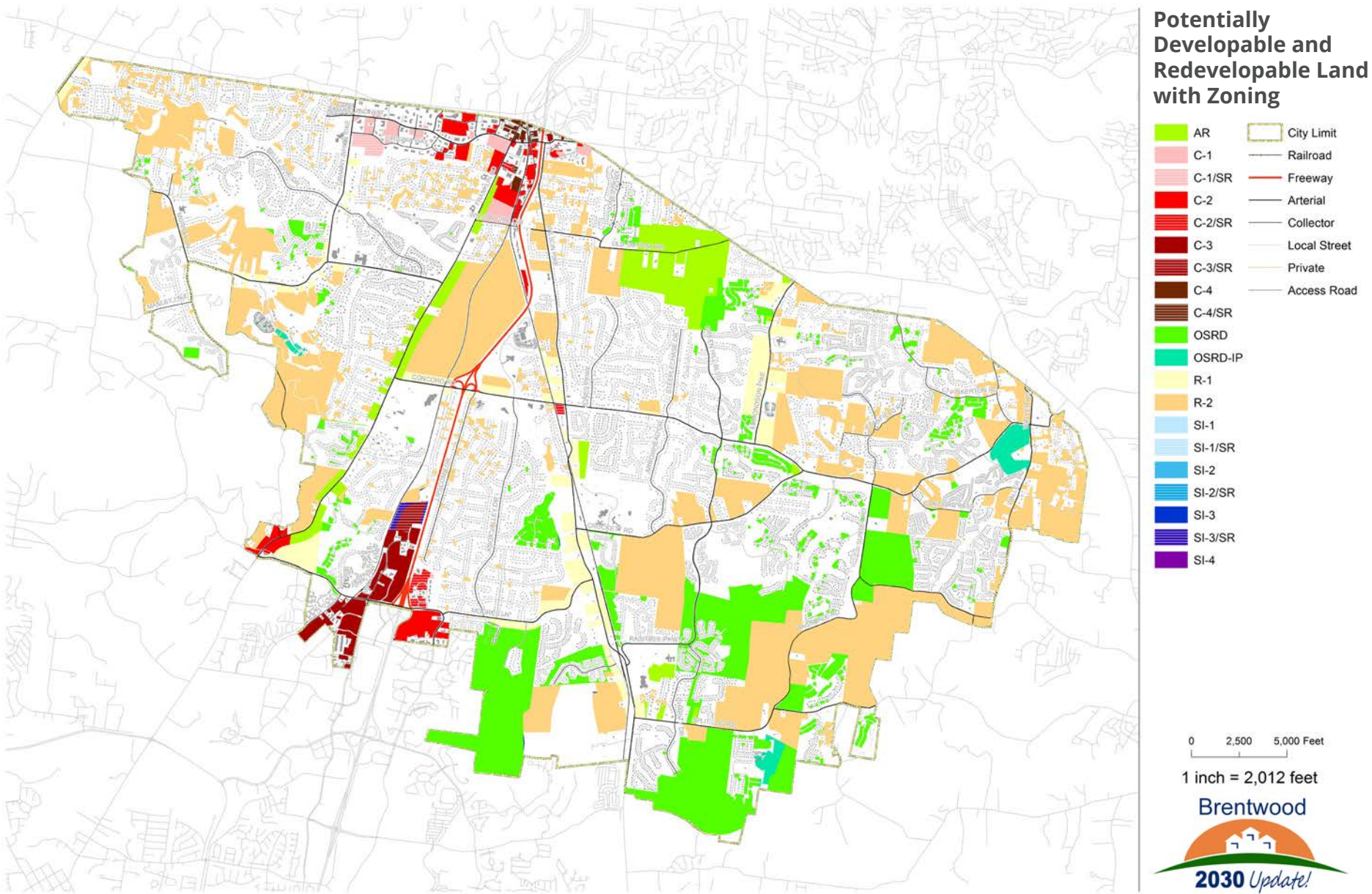
Approaching build-out has several **implications**:

- As Brentwood remains a desirable place to live, work, and attend school, there may be **increased value added for the remaining developable property**, and property values in general
- The primary focus of future growth will shift to **infill and redevelopment**—this will apply to older residential areas as well as commercial centers
- Infill and redevelopment are typically more expensive than “greenfield” development, thus **costs of development** will increase even further—making it even more difficult for teachers, public employees, service employees, and office workers to live here, which will in turn put greater pressure on commuting and traffic congestion
- There will be **fewer opportunities to obtain land** for community amenities, such as school sites, major parks, and trail corridors

These anticipated conditions suggest a number of **courses of action**:

- As soon as possible, work through appropriate community processes to **identify and reserve any land** that may be needed in the long-term for new roads, road widening, schools, parks, significant open space and scenic areas, and missing trail connections
- Pursue only a **cost-effective program of annexation**, with adequate infrastructure, and not annex property solely to promote new development that would not otherwise occur.

- Where Brentwood abuts another jurisdiction, continue to **encourage the use of similar and compatible land use** patterns and density standards in both jurisdictions. Where the potential land uses are likely to be incompatible, encourage screening and buffers to protect the less intensive land use.
- Prepare **sub-area plans and/or guidelines** that encourage compatible and efficient redevelopment of parking, pedestrian facilities, vehicular circulation, and public space in the northern commercial district.
- Identify and **reduce unnecessary barriers to redevelopment**, such as allowing for increased flexibility of codes for buildings, setbacks, parking, etc. without necessarily allowing for added development capacity.





OFFICE BUILDING OBSOLESCENCE AND COMPETITION

The Maryland Farms office park was a major contributor to the appeal of Brentwood, and continues to attract and retain businesses, and is a strong component of the local economy.

Nevertheless, during this update, stakeholder input suggested that the office market, especially the portion with a high-tech orientation, is shifting away from the traditional office building with defined offices. Rather, it is moving toward more open office plans with higher ceilings that allow greater flexibility in layout (group spaces) and a higher density of work stations (cubicles, work desks). The higher density of stations in turn, often demands higher parking ratios and larger parking lots.

In addition to the natural aging of its facilities, the office buildings in Maryland Farms, with their fixed walls, lower ceilings, and limited parking, may find it difficult to adapt to the new market demands. Patterns elsewhere suggest that this could lead to demotion of office buildings from Class A to Class B and lower. Should this occur, it would cause strong tenants to migrate to the newer office developments in the region, to be replaced by weaker tenants, and eventually a need for significant redevelopment. The downgrading of office space also impacts property values and thus property tax revenues for the City.

What can the City do to help Maryland Farms remain, and even improve, as a vibrant economic engine for Brentwood? The City can:

- Explore ways to make it easier to **upgrade and redevelop existing office buildings**, including code adjustments that grant design flexibility (while not expanding overall development capacity).
- Explore ways to **make parking more flexible and accessible**, such as: interconnecting parking lots, unifying parking management, facilitating structured parking.
- Encourage office complexes to **infill with retail and restaurant uses** to increase convenience, reduce daily automobile trips, and help create active places that appeal to younger workers.
- Improve **pedestrian and bike connections** to and within office parks, and explore the potential for other modes of travel (car share, on-demand, etc.).

A GROWING OVER-65 POPULATION

As many long-time residents approach “senior” status, they are confronted with several challenges in Brentwood: they no longer wish to maintain the 1-acre properties that are the standard in Brentwood; there are relatively few neighborhoods or

developments that have smaller homes/properties; and existing residential zoning effectively precludes new development of “senior-friendly” properties and home-types due to the economic reality of residential land development in Brentwood.

In the public survey responses, the majority of the community was very clear that it wished to maintain 1-home-per-acre as the standard pattern for Brentwood. However, respondents also strongly supported (70+%) various kinds of accommodations, specifically for senior living. From the options for senior living presented, there was relative strong support (70+%) for creating new land-use regulations that would enable senior-restricted developments, including a greater density of homes/acre to reduce the required level of yard maintenance.

In the latter half of 2015, the City undertook an in-depth review of land use options to promote senior housing. Given that density is a key factor in making such communities economically viable for both developers and residents, the City will need to ultimately decide if allowing for greater density in age-restricted communities is an acceptable option. If not, Brentwood’s growing senior population will be left with limited options for suitable single-family homes available for ownership.



Maryland Farms is a key part of Brentwood's economy



One-story office building in Maryland Farms



Alternative approaches to senior housing in Brentwood

Top left: Senior residence and care center

Top right: Clustered attached units

Bottom left: Small lot, single homes



## AN EVOLVING “DOWNTOWN”

Brentwood’s original commercial center was located just south of Old Hickory Boulevard near Franklin Road (now referred to as the “C-4 zone.” Gradually, development of individual commercial projects, has expanded the commercial core southward approximately ½ mile to the Brentwood Place shopping center.

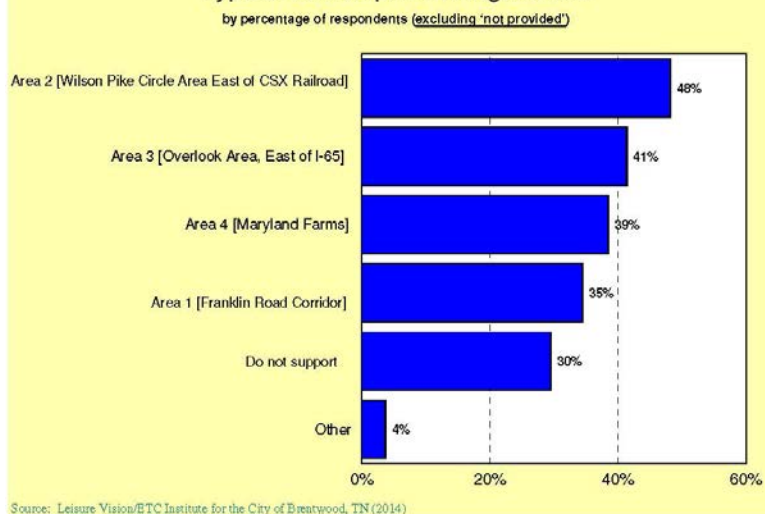
There are several commercial centers south of Maryland Way including CityPark, Hill Center, Brentwood Place. These commercial centers are interspersed with office centers (CityPark, AT&T) and residential projects (Tapestry). Though these projects individually serve only one or two uses, collectively, they have greatly increased the mix of use in Brentwood’s “downtown.”

Based on public opinion survey responses, the community is generally happy with shopping-center-type commercial areas, but also strongly supportive of a more traditional “downtown” appearance<sup>1</sup>. Respondents indicated moderate support for allowing commercial “town center” type of development in areas such as:

- East of downtown near Wilson Pike Circle (49%)
- The Overlook area east of I-65 (41%)
- Maryland Farms area (39%)

<sup>1</sup> The number of non-responses to this question about other locations for commercial centers suggests that more information to the public could change the order of priority of the responses.

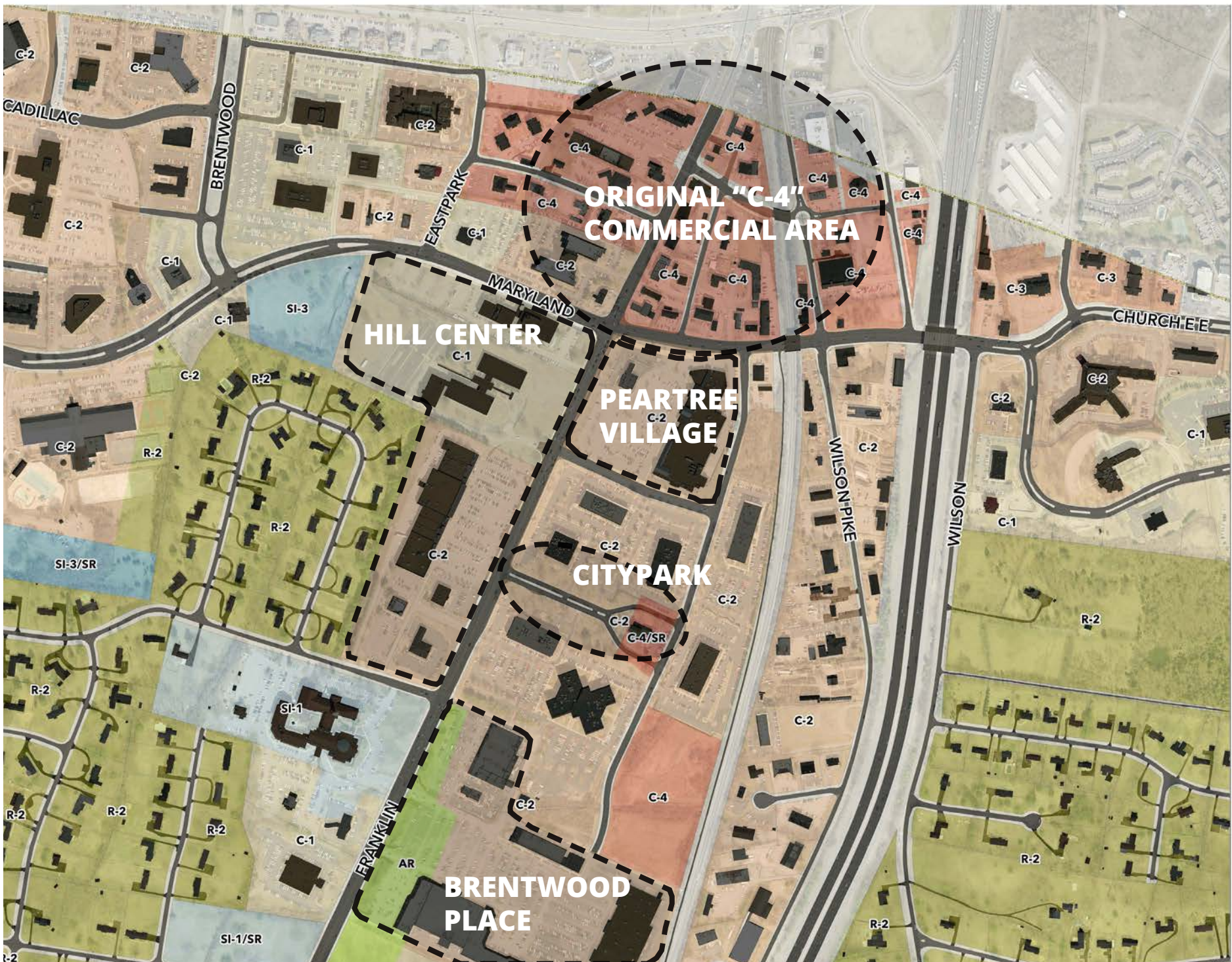
Q11. Areas Where Respondents Support Allowing Town Center Type of Development Regulations



Support for various locations of “Downtown” development

A majority of survey respondents opposed residential uses in the downtown. Of the minority that supported downtown residential uses, most favored locating dwelling units above the stores, rather than in tall multi-family dwellings.

During this 2030 Plan, the Board of Commissioners amended the C-4 Town Center zoning district to remove residential as an allowed use. Therefore, the issue of type and design of residential units in this area is not addressed further in this plan.



The “downtown” commercial core (shown here with associated zoning) is actually comprised of several centers.



Although Brentwood’s expanded commercial area technically contains a horizontal mix of uses, the downtown has not yet become the interconnected, pedestrian friendly vertically “mixed-use” center envisioned by many—the various centers are still widely separated by parking lots with little pedestrian interconnectivity, requiring auto travel between them.

However, the **downtown is evolving**. The recent City Park redevelopment introduced a limited amount of vertically mixed uses.

Further, the 2016-17 Hill Center Brentwood redevelopment (former Murray of Ohio and Tennessee Baptist Convention properties at the southwest corner of Franklin Road and Maryland Way) represents a defining change in the character of the northern commercial area. When complete, the expanded Hill Center Brentwood will encompass 600,000 square feet of new mixed use (office, retail, and restaurant) commercial space with two structured parking garages.

While developed under the City’s existing C-2 commercial/ office zoning standards, the development is intended to be very pedestrian oriented and will have many aspects of a “downtown” type development.

What of the original “C-4” Town Center area? Brentwood’s older commercial area north of Maryland Way remains a collection of smaller commercial and office buildings and small strip centers randomly placed around parking lots and loosely defined internal streets.



Artist’s original vision for the recently-completed City Park as a pedestrian-friendly, mixed-use setting

A row of attached buildings on the south side of Town Center Way forms a nascent “main street” feel on the east side of Franklin Road.

To a large extent, the Hill Center and CityPark redevelopment projects will include many aspects of what was originally envisioned for the original Town Center redevelopment area (a mixed use, pedestrian friendly “downtown” area). As such, this will likely make it more difficult for a large, master planned Town Center project to develop in the original area due mainly to traffic and other infrastructure capacity limitations. However, it is expected that the increased overall activity level in the northern commercial area will help facilitate further redevelopment in the original Town Center area over time, but likely more on a project by project basis and not a comprehensive redevelopment.

Based on other survey responses, redevelopment in any future “Town Center” area, it will be important to:

- Assure high quality aesthetics and design quality
- Include places for entertainment (formal or informal)
- Maximize the variety of shops and stores
- Attract unique restaurants

Applying these directions to the Town Center area, there are a number of opportunities to bring about a more tradition downtown character with greater pedestrian connectedness, as shown by the pattern already emerging in recent development.



Recent redevelopment continues to create a genuine “Main Street” character on the east side of north Franklin Road



A birds’ eye view of the original (C-4) Town Center area showing the lack of cohesiveness and scattered parking



West side Town Center has buildings loosely arranged around undefined parking lots



A portion of the original east side Town Center on Pewitt Drive - a prime target for redevelopment



UTILITY INFRASTRUCTURE AGE AND CAPACITY DEMANDS

Like most older, and even “middle-aged”, cities, Brentwood’s water and sewer system is aging. The City maintains the existing water and sewer systems through a systematic preventative maintenance program along with planned capacity improvements as identified in the individual system master plans.

Water

The City’s water system is very unique in that the extremely high summer irrigation demand requires construction and maintenance of a storage and distribution system capable of meeting a peak summer demand that is three to four times greater than the normal winter household demand. This situation creates financial challenges for the City. First, in order to insure adequate summer water supplies to meet peak demand, the City must accept certain minimum bill requirements from its primary water supplier that result in the City paying for more water than it needs during most months of the year.

Second, the City must commit significant amounts of capital dollars to expand the water system to meet the peak demand. Revenue from water sales needed to pay the required debt service on system expansion projects however, can vary based upon seasonal weather patterns.

This situation suggests the following future considerations:

- Should the City continue to pursue a policy geared toward expanding the system to be able to meet the ever-growing summer peak demand? Or should a more balanced approach be adopted with regards to future system capacity, knowing that irrigation restrictions could be necessary during prolonged dry conditions?
- Should the water system rate structure be modified to more directly relate the cost of water to the demand for water from high irrigation users?
- Are there different development standards (i.e. types of landscaping or stormwater capture and reuse) that the City should consider to reduce the irrigation demand from new development?

Sewer

With regard to sewer, Brentwood’s effluent is actually delivered to, and treated by the much larger Metro Nashville sewer system. Two major systems collect and transfer from Brentwood to the Metro System -- the Owl Creek Basin and Little Harpeth River Basin. Both basins also include areas that are not inside the City, but are part of the City’s Urban Growth Boundary (UGB).

The capacity challenges of the City’s sewer system are also somewhat weather related but the opposite of the water system. Existing sewer system capacity is being consumed by stormwater and groundwater inflow/infiltration during extremely wet conditions that result in system overflows. The City recently completed a seven-year, \$25 million sewer rehabilitation project that consisted of realigning miles of sewer mains and hundreds of manholes along with targeted repairs of individual service lines. While inflow/infiltration levels have decreased significantly as a result of this investment, the system will never be completely watertight and continued annual rehabilitation work (at a significantly reduced level) will be needed for the foreseeable future.

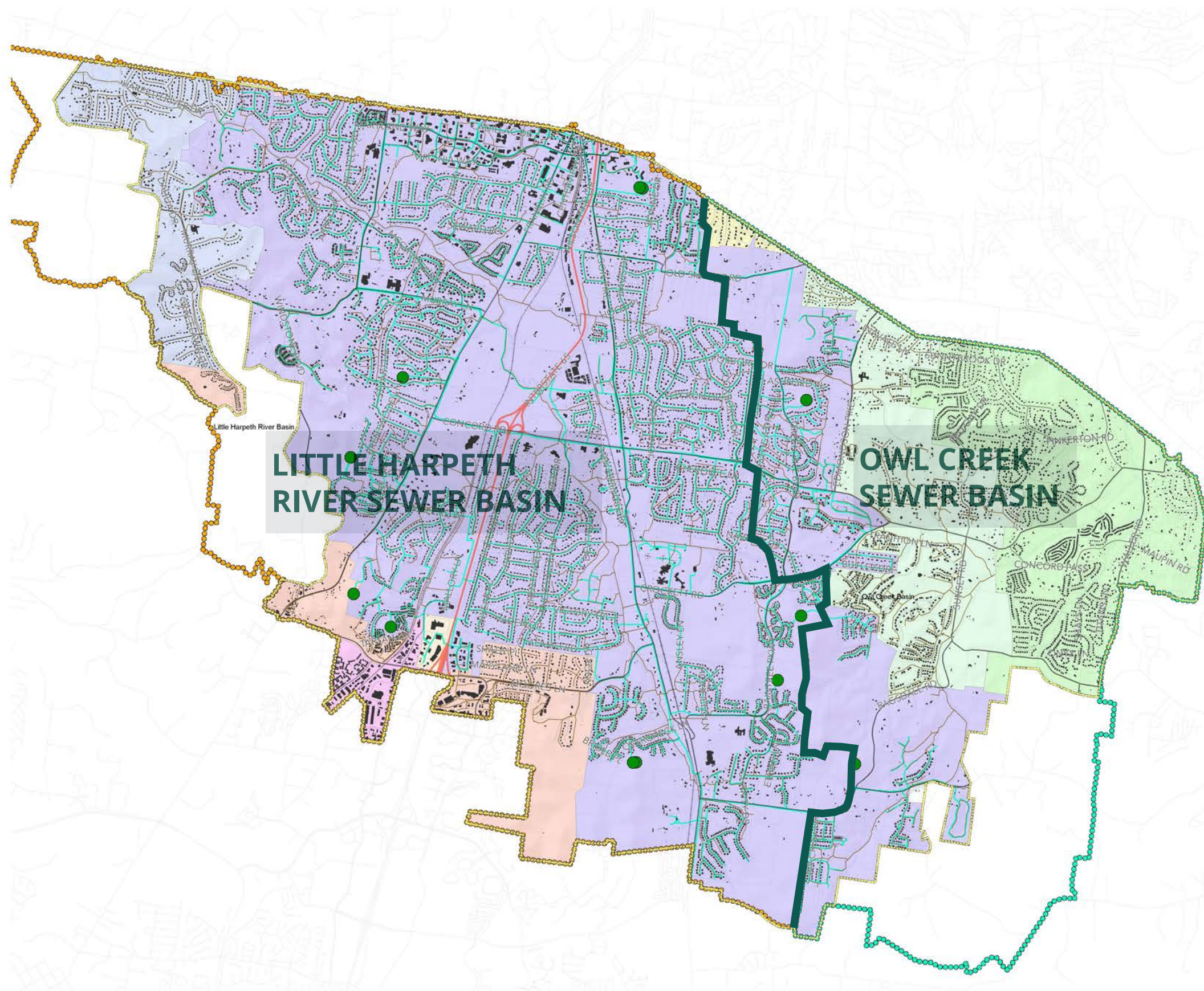
The Owl Creek Basin comprises approximately the eastern one-third of Brentwood. Its contracted capacity is sufficient to meet the projected needs of the entire basin at the complete build-out of the current zoning, assuming inflow/infiltration issues are managed appropriately. With its extra capacity, Owl Creek Basin could handle roughly 325 additional single-family residences.

The Little Harpeth River Basin, which comprises the majority of Brentwood, includes the existing Town Center C-4 zone. A recent city study estimated that at current zoning, the basin does not have excess capacity.

This suggests the following courses of action:

- Monitor and track sewer capacity requirements for all new development (and redevelopment) projects to insure that adequate sewer capacity is available.
- In as much as the Little Harpeth Basin will be important to Brentwood’s remaining growth (i.e., new, infill, and redevelopment), it will be important to assess all financially feasible options to increase the capacity of the Little Harpeth Basin.
- Continue to invest in ongoing rehabilitation projects within those segments of the sewer system identified as continuing inflow/infiltration problem areas.
- If additional capacity cannot be achieved, modify development standards as needed to ensure existing sewer capacity is sufficient to meet projected demand at build out of the vacant property within the existing city limits.





## SEWER AND WATER

- City Limits
  - Building
  - Little Harpeth River Basin
  - Owl Creek Basin
  - Railroad
  - Freeway
  - Arterial
  - Collector
  - Local Street
  - Private
  - Access Road
  - Sewer Main
  - Clear Well
  - Reservoir
  - Water Tank
  - Water Main
- Utility Districts**
- Brentwood Water and Franklin Sewer
  - Brentwood Water and Sewer
  - Harpeth Valley Water and Brentwood Sewer
  - Mallory Valley Water and Brentwood Sewer
  - Mallory Valley Water and Franklin Sewer
  - Metro Water and Brentwood Sewer
  - Metro Water and Sewer
  - Nolensville College Grove Water and Brentwood Sewer
  - Nolensville College Grove Water and Metro Sewer
  - Parcel

0 2,500 5,000 Feet

1 inch = 2,000 feet

**Brentwood**







*A popular destination in the original town center*



An aerial photograph of a suburban landscape. A multi-lane highway runs diagonally from the bottom left towards the top right. To the left of the highway, there are large, open fields and some scattered buildings. To the right, there is a dense residential area with many houses and trees. The overall tone is grayscale, giving it a historical or official feel.

# 4

## Major Thoroughfare Plan





From both the Existing Conditions and Planned Projects memorandums, it is evident that Brentwood’s continued desirability as a residential and commercial community has led to mobility deficiencies during peak hours of travel in certain areas. Local and regional transportation planning efforts have attempted to keep pace with ever-growing travel demands through the implementation of strategic transportation improvements aimed at relieving congestion issues. Some have been successful while others have been modified or dropped altogether due to the evolving needs and desires of the community. As growth continues in Brentwood within the greater context of a growing metropolitan region, it is important to continue to look toward new transportation investments to accommodate the growing demand.

This update to the Major Thoroughfare Plan builds upon historic planning efforts and is a direct result of the community engagement process, the analysis of impacts upon the transportation network from forecasted growth, as well as the subsequent technical analyses performed based on the expected traffic demands. The improvement projects in the Major Thoroughfare Plan identify opportunities for congestion relief that consciously balances costs with impact upon neighborhoods, both important ideals for the Brentwood community. This plan reflects those ideals in that it includes forward-thinking, ambitious projects, but stops short of further improvements due to the resultant impacts upon Brentwood neighborhoods. For example, an eastward extension of Murray Lane with a new I-65 interchange is proposed in this plan. This project, however, stops short of a further extension that would create a continuous arterial all the way to Nolensville Road due to the resultant impacts upon neighborhoods along such a route.

Input received from Brentwood residents and businesses was a key component in the development of this plan’s recommendations. The desired approach of balancing mobility needs with community impacts and costs was identified during the resident survey efforts discussed in the Existing Conditions memo. To reiterate, an initial survey identified traffic congestion and mobility deficiencies as the top issues in Brentwood. A follow-up survey was used to obtain more detail regarding the perceived needs of residents, as well as transportation investment strategies that would be supported by residents.

The follow-up survey revealed that respondents prefer smaller projects which will primarily limit impacts to existing neighborhoods and land owners, and secondarily will address growing congestion on major roads. To support these smaller projects, 70% of residents are willing to raise revenues to locally fund such transportation improvements.

Most of the plan’s recommended projects strive to achieve these goals of improving mobility while avoiding property impacts by making improvements on established corridors. There are a few small-scale neighborhood connector roads that will provide additional travel options. There are also a few large-scale projects that would have significant impacts; however, 15 of the 21 recommended roadway projects consist of improvements to existing transportation corridors and not extensions or construction of new roadway facilities.

*Major roadway improvements have been implemented over time, often defining much of what is now desirable about Brentwood.*



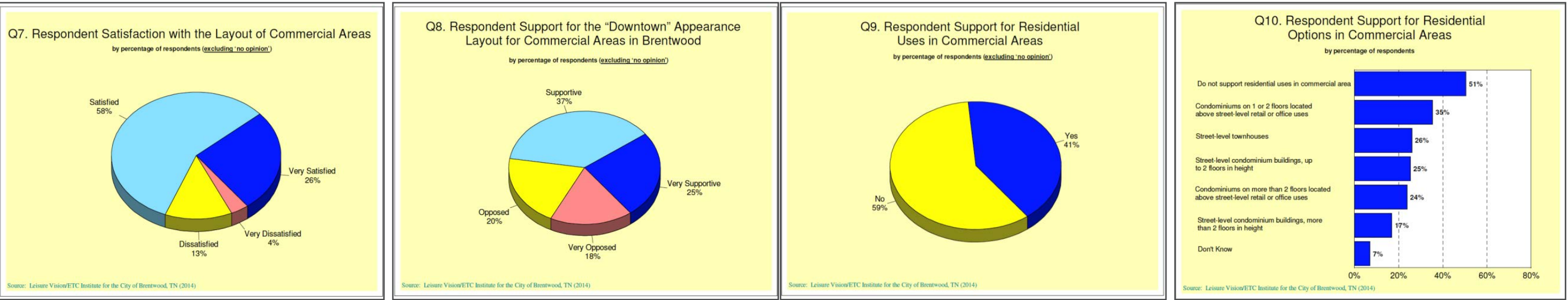
ROADWAY PROJECTS

Capacity and safety-related projects have been identified because of the need for roadway improvements in various corridors due to existing or future traffic growth. These improvements generally apply to existing roadways and would be accomplished through the widening of existing roads. Improvements are sometimes identified as a widening to “2/3” lanes or to “4/5” lanes. This means that, due to the contextual setting of these roads, one consistent cross-section may not be most applicable. For example, for a specific two lane road, a constant two-way left turn lane may be needed in some places, but a left turn lane constructed at a particular location may be a preferred design in other places. More detailed design analysis will be required as implementation of these projects progresses.

The plan also calls for associated multi-modal accommodations to be provided for many of the improvements. A multi-use path (MUP) is recommended alongside primary traffic routes where pedestrians and cyclists would benefit from separation from traffic. An example is the path which already exists alongside Concord Road. Bicycle lanes (BL) are recommended where lesser traffic exists or where bike lanes are more appropriate contextually. Sidewalks are generally assumed to be a part of most any roadway reconstruction (if no MUP is recommended) and are not specifically called out.

*Survey results found Brentwood residents to favor smaller projects having fewer property impacts.*

ID	Project	Brentwood 2020 ID	Existing Lanes	Proposed Lanes	Improvement Type	Description
1	Widen Granny White Pk from Virginia Way to Old Hickory Blvd	R4	2	4/5	Roadway	Widen Granny White Pike to 5 lanes from Old Hickory Blvd, south to Virginia Way. This will add capacity between Old Hickory Blvd and Maryland Farms.
2	Improve/Realign Old Smyrna Road	R5	2	2/3	Roadway with MUP	Improve/realign Old Smyrna Rd (shoulders, lane width, turn lanes, geometrics, etc.). Improves safety and circulation.
3	Widen Wilson Pk from Concord Rd to Church St	R6	2	2/3	Roadway with MUP	Widen Wilson Pike to include shoulders, left turn lanes from Concord Rd to Church St.
4	Old Smyrna Rd Extension	R7	0	2/3	Roadway with MUP	Extend Old Smyrna Rd with a bridge over I-65 to Franklin Rd.
5	Improve/Realign Johnson Chapel Rd to Belle Rive Dr	R8	2	2/3	Roadway with BL	Improve/realign Johnson Chapel Rd (shoulders, lane width, geometrics, etc.). Improves safety and circulation.
6	Extend Jones Pkwy north to Old Smyrna Rd	R11	0	2/3	Roadway	Extend Jones Pkwy north to Old Smyrna Road. This extension would connect to Old Smyrna Rd, completing a connection to Church St and beyond.
7	Improve/Realign Holly Tree Gap Rd	R13	2	2/3	Roadway with MUP	Improve/realign Holly Tree Gap Rd (shoulders, lane width, turn lanes, geometrics, etc.). Improves safety and circulation.
8	Construct new Interchange on I-65	R14	0	N/A	Roadway	Construct a new interchange for improved accessibility in Brentwood. This interchange will allow direct access to Murray Ln and Wilson Pk.
9	Sunset Rd Extension	R16	0	2/3	Roadway	Extend Sunset Road from Red Oak Ln to Edmondson Pk.
10	Improve/Realign Ragsdale Rd	R17	2	2/3	Roadway with MUP	Improve/realign Ragsdale Rd (shoulders, lane width, geometrics, etc.). Improves safety and circulation.
11	Beech Grove Rd Connection to Liberty Church Rd	R21	0	2	Roadway	Short extension of Beech Grove Rd which currently dead ends. This will provide better neighborhood connectivity.
12	Improve/Realign Sunset Rd	R23	2	2/3	Roadway with MUP	Improve/realign Sunset Rd (shoulders, lane width, turn lanes, geometrics, etc.). Improves safety and circulation.
13	Widen Moores Ln from Carothers Pkwy to Mallory Ln	R24	4	6	Roadway	Widen Moores Lane to add a travel lane in each direction. This will improve circulation between Carothers Pkwy and Mallory Ln.
14	Improve/Realign Crockett Rd from Concord Rd to Wilson Pk	R30	2	2/3	Roadway with MUP	Improve/realign Crockett Rd (shoulders, lane width, turn lanes, geometrics, etc.). Improves safety and circulation.
15	Murray Ln/Wilson Pk Connector		0	4/5	Roadway with MUP	Connecting Murray Ln and Wilson Pk will require a bridge across I-65 and the existing railroad. Provides improved east-west travel.
16	Green Hill Blvd Extension North		0	2/3	Roadway w BL	Extension of Green Hill Blvd north to Old Smyrna Rd.
17	McEwen Dr Extension		0	2/3	Roadway with MUP	Extension of McEwen Drive east. A regional project connecting south Brentwood neighborhoods directly to I-65.
18	Improve/Realign Pleasant Hill Rd		2	2/3	Roadway with MUP	Improve/realign Pleasant Hill Rd (shoulders, lane width, turn lanes, geometrics, etc.). Improves safety and circulation.
19	Charity Dr Extension		0	2/3	Roadway with BL	Extension of Charity Dr south to the McEwen Dr Extension. This will provide connectivity to Inglehame and Morgan Farms subdivisions.
20	Ivy Crest Dr Extension		0	2/3	Roadway with BL	Extension of Ivy Crest Dr. Will provide connection between Split Log Rd and McEwen Dr Extension.
21	Town Center Way Extension		0	2/3	Roadway	Short connection for circulation in town center area.





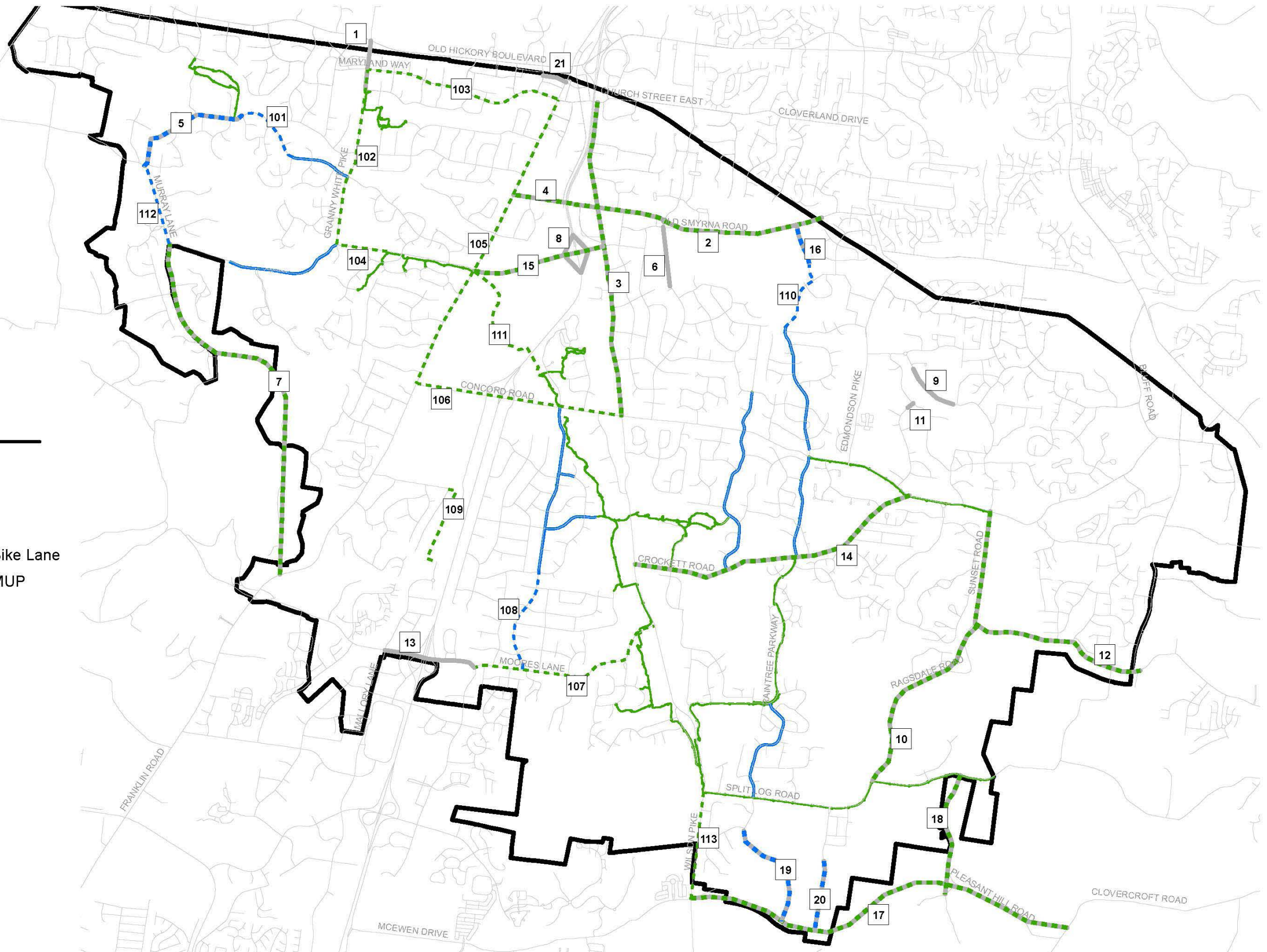
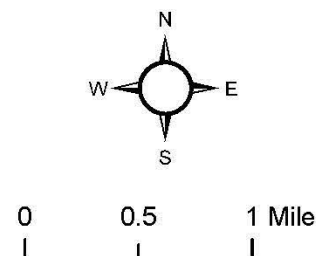
BICYCLE AND PEDESTRIAN PROJECTS

Although many roadway improvements include improvements to the associated bicycle and pedestrian infrastructure, other stand-alone non-motorized accommodation improvements are needed as well.

ID	Project	Brentwood 2020 ID	Existing Lanes	Proposed Lanes	Improvement Type	Description
101	Belle Rive Dr Bike Lane Extension		0	0	BL	Extends a dedicated bike lane through the Belle Rive neighborhood.
102	Granny White Pk MUP		0	0	MUP	Provides a multi-use path for pedestrians and cyclists. This will improve safety for both pedestrians and cyclists along Granny White Pk.
103	Maryland Way MUP		0	0	MUP	Provides a multi-use path for pedestrians and cyclists. This will improve safety for both pedestrians and cyclists along Maryland Way.
104	Murray Ln MUP Connector		0	0	MUP	Provides a multi-use path for pedestrians and cyclists. This connection provides MUP access to school campus.
105	Franklin Rd MUP		0	0	MUP	Provides a multi-use path for pedestrians and cyclists. This will improve safety for both pedestrians and cyclists along Franklin Rd.
106	Concord Rd MUP Extension		0	0	MUP	Provides a multi-use path for pedestrians and cyclists. This will improve safety for both pedestrians and cyclists along Concord Rd.
107	Moore's Ln MUP		0	0	MUP	Provides a multi-use path for pedestrians and cyclists. This will provide access to existing trail in Brentwood.
108	Gordon Petty Dr Bike Lanes		0	0	BL	Extends dedicated bike lanes through the Brenthaven neighborhood.
109	General MacArthur Dr MUP Connector		0	0	MUP	Provides a multi-use path for pedestrians and cyclists through a future park to connect Mallory Ln and Wike Rd.
110	Green Hill Dr Bike Lane Extension		0	0	BL	Provides a bike lane to provide connectivity from Crockett Rd to Old Smyrna Rd.
111	Trail Crossing of I-65		0	0	MUP	Provides a multi-use path for pedestrians and cyclists. This crossing will provide connectivity from Tower Park to Murray Ln.
112	Murray Ln BL Connector		0	0	BL	Provide a bike lane extension to improve connectivity for cyclists from Murray Ln to Johnson Chapel Rd.
113	Wilson Pk MUP Connector		0	0	MUP	Provides a multi-use path for pedestrians and cyclists. This will improve safety for both pedestrians and cyclists along Wilson Pk.

# **Brentwood 2040 Major Thoroughfare Plan Projects**

- Proposed Bike Lanes
- Proposed MUP
- Roadway Improvement
- Roadway Improvement w/ Bike Lane
- Roadway Improvement w/ MUP
- Existing Bike Lane
- Existing Trail
- ▭ Brentwood City Limits





A black and white photograph of three runners crossing a wooden bridge over a river. The bridge has a dark metal railing with a diagonal slat pattern. The runners are seen from behind, moving away from the camera. The background is filled with dense trees and foliage. In the distance, a tall stadium light tower is visible against the sky. On the left side of the bridge, there are two signs: one that reads 'DOGS MUST BE ON SHORT LEASH VIOLATORS WILL BE PROSECUTED' and another smaller one below it. On the right side, near the bridge's exit, there is a sign that says 'TUNES PARK FIELD' and 'OPEN' with a small icon of a person running.

# 5

UPDATED  
GOALS,  
OBJECTIVES,  
POLICIES, &  
ACTIONS







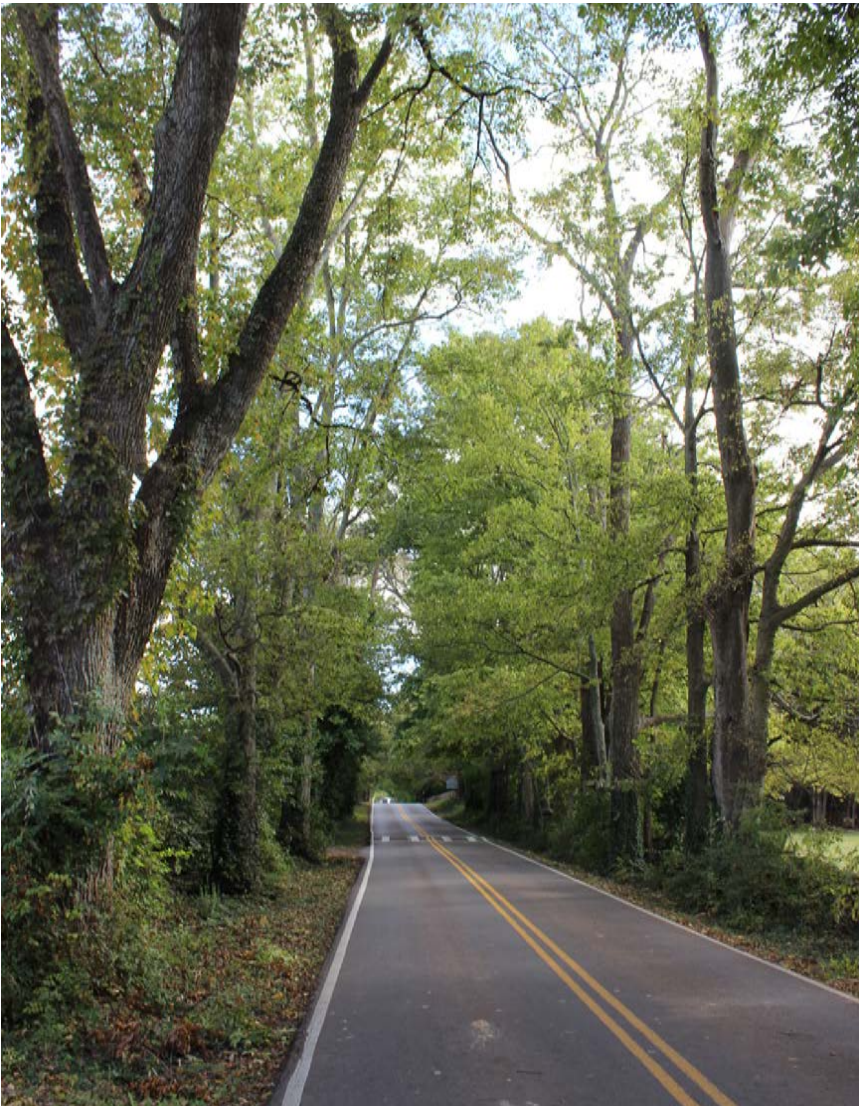
This section provides the central core of the Brentwood 2030 Plan, providing the ongoing basis for public policy and programs in succeeding years. The section offers a revised, updated set of Goals, Objectives, and Action Steps for the Brentwood Comprehensive Plan.

Note that a separate Brentwood 2030 Plan Appendix complements the principal Plan document. This appendix contains a plan implementation matrix, and copies of all questionnaires used in the Plan survey. The appendix also provides more detailed traffic/ transportation information, and the complete survey results.

The mentioned implementation matrix in the appendix includes tables that list all existing Action Steps that were part of the original 2020 Comprehensive Plan. Many of the Action Steps have been completed, as noted in the matrix, and those completed items are deleted from this Plan document. Also deleted are items that are no longer relevant today in Brentwood (e.g., extension of Mallory Lane that is no longer being proposed). Many items are recommended for change, and these provisions form an important part of this Plan document.

In addition to the retention/adjustment/deletion of existing Action Steps, there are several areas in which new Action Steps are appropriate. Those items are another essential aspect of the Plan document.

What follows, then, is a consolidated revision to the original 2020 Goals, Objectives, and Action Steps. This Brentwood 2030 Plan is considered to be an extension of the original Brentwood 2020 Plan.





1: ENVIRONMENTAL CONSERVATION, SCENIC, HISTORIC, AND RECREATION RESOURCES	
GOAL: Assure adequate areas for environmental conservation, recreation, and scenic purposes	EXAMPLES OF IMPLEMENTATION
1. A. Stream Corridors	
<b>Objective 1.A.1</b> Conserve and protect stream corridors as drainage and flood management areas, as plant and animal habitats, and as natural filters to improve water quality of streams.	
<b>Policy 1.A.1a.</b> The City will strictly enforce the floodplain regulations on the Little Harpeth River and Owl Creek and associated tributaries in order to minimize flood damage and to allow residents and property owners in the floodplain to participate in the subsidized federal flood insurance program.	<i>The City's entire floodplain management ordinance was revised and updated by ordinance effective 2006.</i>  <i>Brentwood's standards for floodplain management meet, and in certain cases exceed, the floodplain protections mandated by guiding federal agency FEMA.</i>
<b>Policy 1.A.1b:</b> The City will carefully manage the quality of storm water runoff through the storm water drainage system.	<i>The City operates under a storm water permit issued by TDEC. Under this permit, the city code has been amended to require protected waterway natural areas along all streams affected by new development. For local high school students the City also hosts an annual environmental education day that focuses on stream health.</i>
<b>Objective 1.A.2</b> Maintain and enhance stream corridors as scenic and passive recreation areas and pathways for linking activity areas and the community overall.	
<b>Stream Corridor Actions</b>	
1. Create a map of priority stream corridor protection areas (floodplain, L. Harpeth River, Owl Creek and tributaries).	
2. Pursue additional flood plain buyout opportunities under the FEMA program.	<i>The city purchased and cleared two flood damaged homes following 2010 flood and they were converted to passive open space.</i>
3. Create 5-year plan with TDEC for protection of the Little Harpeth River drainage basin.	
4. Implement the runoff reduction requirement for new- and re-developments to improve the quality of water.	<i>The City has submitted a Notice of Intent to the Tennessee Dept. of Env. &amp; Cons. (TDEC) for coverage under the Tennessee Phase II MS4 general storm water permit.</i>
5. Require undisturbed natural areas remain along all streams impacted by new development.	
6. Work with land conservation groups to identify opportunities to preserve environmentally sensitive land.	
7. Run advisory on water quality on channel 19 - why important, who to contact.	
8. Create handout for people interested in flood and water quality issues: "who to talk to, how the process works".	



1: ENVIRONMENTAL CONSERVATION, SCENIC, HISTORIC, AND RECREATION RESOURCES		EXAMPLES OF IMPLEMENTATION
GOAL: Assure adequate areas for environmental conservation, recreation, and scenic purposes		
1.B. Lands with Restrictive Topography and Soils		
<p><b>Objective 1.B.1</b> Limit development on areas with unstable soil conditions and steep terrain (greater than 15%).</p> <p><i>Policy 1.B.1a:</i> Work with property owners and developers to minimize land disturbance for higher elevations and steep slopes.</p>		<p><i>Adopted a new Hillside Protection Overlay District in 2007. HP Overlay also employs new standards for modification of existing homes.</i></p> <p><i>The OSRD zone works with the HP Overlay to preserve hillsides and upland areas. OSRD rezoning should not result in significantly increased lot yield compared to existing zoning.</i></p>
<p><i>Policy 1.B.1b:</i> On properties with significant areas encumbered by the Hillside Protection overlay district, the City encourages rezoning to Open Space Residential Development (OSRD) subject to comparable lot yield with the existing zoning district.</p>		<p><i>Staff provides ongoing guidance to developers to adopt the OSRD development type so as to preserve significant hillside open space; e.g., Glen Abbey, Ragsdale.</i></p> <p><i>Generally, the OSRD development mode is recommended on larger tracts fronting arterial streets and with steep topography or floodplain</i></p>
1.C. Lands with Scenic Vistas: Hilltops, Farmland, and Corridors		
<p><b>Objective 1.C.1</b> Conserve and protect hilltops from development in order to maintain their scenic value as natural areas.</p> <p><i>Policy 1.C.1a:</i> Based on the availability of public funding, the City will work to acquire scenic easements or property to preserve such tracts from development.</p>		
<p><b>Objective 1.C.2</b> Conserve and protect less-developed road corridors to maintain their scenic value as natural areas, farmlands and open space.</p> <p><i>Policy 1.C.2a:</i> To maintain an open character along less-developed areas of arterial streets, the City encourages maintaining existing AR zoning where currently in place along such streets or 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.</p>		<p><i>In lieu of maintaining AR, can require a 150’ buffer from right-of-way if rezoned to SI.</i></p> <p><i>Staff encourages residential developers to use OSRD zoning along arterial roadways so as to establish required landscape buffers.</i></p>
<p><b>Objective 1.C.3</b> Conserve and protect natural areas with major vegetation, particularly indigenous vegetation, for reduction of storm water run-off, modification of climate, improvement of air quality, and preservation of rural character.</p>		

1: ENVIRONMENTAL CONSERVATION, SCENIC, HISTORIC, AND RECREATION RESOURCES	
GOAL: Assure adequate areas for environmental conservation, recreation, and scenic purposes	EXAMPLES OF IMPLEMENTATION
<p><i>Policy 1.C.3a:</i> The City encourages that tracts with significant natural areas be developed under OSRD zoning with the natural areas preserved in the permanent open space.</p>	
<p><i>Hilltop areas within the new Azalea Park and Traditions developments were preserved in open space, using OSRD conservation design methods.</i></p> <p><i>Natural areas within OSRD open space are further protected via application of perpetual scenic easement overlays, prohibiting clear cutting or existing forest.</i></p>	
<p><b>Objective 1.C.4</b> Preserve the visual character of the Cal Turner property</p> <p><i>Policy 1.C.4a:</i> Within the overall development density allowed by zoning, the City will explore tools (such as purchase of land or easements, land exchanges, density transfer) to preserve the publicly visible open space of the Cal Turner property should development of the property be proposed.</p>	
1.D Cultural and Historic Resources	
<p><b>Objective 1.D.1</b> Enhance protection of historical areas through combined public &amp; private management control.</p> <p><i>Policy 1.D.1a:</i> The City encourages private trust acquisition and leasing of important sites. The City will continue to utilize historic preservation easements to protect designated historic and cultural sites within new development.</p>	
<p><i>Landowners who want to preserve their land in this manner are referred to the Tennessee Land Trust. For counseling, staff is well acquainted with related options.</i></p> <p><i>The historic preservation easement mechanism was used to protect the Fly House within the Cross Pointe Subdivision, as well as the historic stonewall at Borgata.</i></p>	
<p><i>Policy 1.D.1b:</i> The City encourages preservation as permanent open space by rezoning such areas to OSRD.</p>	
<p><i>Staff supports and encourages this policy when counseling applicants on related development proposals.</i></p> <p><i>Recent examples of such development include the Witherspoon property and Ragsdale subdivision.</i></p>	
<p><b>Objective 1.D.2</b> Conserve and protect historically and culturally significant areas by maintaining their scenic values.</p> <p><i>Policy 1.D.2a:</i> The City will protect historic and cultural resources by applying the City Code preservation mechanisms to development proposals wherever appropriate.</p>	



1: ENVIRONMENTAL CONSERVATION, SCENIC, HISTORIC, AND RECREATION RESOURCES		EXAMPLES OF IMPLEMENTATION
GOAL: Assure adequate areas for environmental conservation, recreation, and scenic purposes		
1.D. Cultural and Historic Resources Actions		
1. Establish criteria for, and generally identify, highly visible parcels worthy of permanent preservation.		Code provisions require scenic easements for undisturbed open space in all new subdivisions. Such open space shall remain in a natural state in perpetuity. Existing subdivisions may also grant scenic easements for natural areas, with City approval. A number of scenic easements have been incorporated within new subdivisions.
2. Work with landowners of those parcels to preserve highly visible portions of land. Tools for preservation including voluntary site planning (building placement), density transfer, land exchange, and acquisition of land or easements.		A relatively recent example is the purchase of 400 acres for Smith Park.  Open space reserves within OSRD residential developments are protected through the application of scenic easements that maintain the natural character of forested areas. New stormwater management regulations encourage incorporation of natural drainage features into protected open space.
3. Continue to work with organizations that identify and promote preservation, dedication, acquisition, and use of additional public and private open space for Brentwood in a cost effective manner.		
4. With input from experts, prepare an analysis of the financial implications of various land preservation options and tools.		
1.E Parks		
Objective 1.E.1 Provide additional passive (natural, informal) parks.		
Policy I.E.1a: Where feasible, incorporate passive park/plaza areas within the design of any future commercial centers.		
Objective 1.E.2 Provide additional active Community-scale parks (30-50 acres) in under-served areas.		
1.E. Parks Actions		
1. Publicly acquire or obtain through dedication sufficient land (approximately 20 acres for each tract) to permit the construction of additional passive parks. Targeted locations for the new parks include the northeast area bordered by Concord Road, the CSX Railroad/I-65, northern city limits and Edmondson Pike.  Such parks should NOT have formal athletic game fields or field lighting, but may include limited athletic features (e.g.. outdoor basketball goals, sand volleyball court and/or open and practice fields).		Wikle Park and Flagpole Park (23 acres combined) will open summer of 2016 on property acquired from the developer of the Mallory Park office park.
2. Continue to look for cost effective opportunities to add active parks when acceptable sloped acreage in the range of 30-50 acres is identified.		

2: PROVIDING OPPORTUNITIES FOR RETIREMENT LIVING	
GOAL: To consider adequate provisions for retirement-age persons, including alternate housing for all life stages, services and activities.	EXAMPLES OF IMPLEMENTATION
2.A Retirement Living	
<p><b>Objective 2.A.1</b> Provide retirement housing alternatives, to meet the needs of Brentwood’s aging population in a manner that does not compromise the City’s existing low-density standards for traditional single family residential development.</p> <p><i>Policy 2.A.1a:</i> For housing development restricted to seniors, the city will consider cluster development options that increase accessibility and reduce the cost of maintenance.</p> <p><i>Policy 2.A.1b:</i> To assure self sufficiency for residents, retirement communities should provide convenient access to essential services such as medical, recreation, library, grocery stores, etc.</p>	
<p><b>Retirement Living Actions</b></p> <ol style="list-style-type: none"><li>1. Prepare recommendations to be considered by the City Commission and Planning Commission for a new zoning classification for age restricted single-family residential developments.</li><li>2. Create and present to the City Commission a policy that addresses the proper location and zoning classifications for congregate living facilities (including assisted living, memory care, etc.).</li></ol>	



3: COMMERCIAL DEVELOPMENT	
GOAL: To provide commercial activities that will: increase the tax base, serve areas with unmet needs, reduce trips associated with convenience activities and maintain Brentwood’s regional competitive attraction for strong households and businesses.	EXAMPLES OF IMPLEMENTATION
3.A All Commercial Centers	
Objective 3.A.1 Enhance safe connectivity within and between existing commercial centers for cars, pedestrians, and future transit system.	
Objective 3.A.2 That existing underutilized commercial centers are redeveloped to become competitive in the region.	
<b>Policy 3.A.2a:</b> To encourage appropriate redevelopment the City may provide support/assistance in the form of: studies, infrastructure improvements, accelerated permitting, etc.	<i>Redevelopment is dependent on private property owners to move forward with projects.</i>  <i>City is conducting regional traffic study of northern commercial area and preparing sewer system master plan to identify future improvements needed to support both residential and commercial development.</i>  <i>Various regional studies regarding long-term transit options and opportunities are ongoing.</i>
<b>Policy 3.A.2b:</b> Regional transit plans for Brentwood should ensure that local circulator shuttle services connect transit stops to commercial areas.	
3.A All Commercial Centers Actions	
1. Evaluate reducing barriers to commercial redevelopment, including code amendments that provide some flexibility/options for redeveloped sites relative to set backs, parking in rear, etc.	
2: Review and update, as needed, all pedestrian crossing markings and equipment in commercial areas to insure safe pedestrian mobility.	
3. Continue to expand pedestrian and bike facilities within, and connecting to, commercial centers to promote more walkability and reduce vehicle trips.	

3: COMMERCIAL DEVELOPMENT

GOAL: To provide commercial activities that will: increase the tax base, serve areas with unmet needs, reduce trips associated with convenience activities and maintain Brentwood’s regional competitive attraction for strong households and businesses.

EXAMPLES OF IMPLEMENTATION

3.B Town Center

**Objective 3.B.1**  
A downtown that is commercially successful, aesthetically appealing, accessible and convenient for pedestrians as well as vehicles, and is a vibrant focal point for the community.

**Policy 3.B.1a:** The City encourages, and will help facilitate, economic activity and redevelopment in the Town Center by the private sector. For appropriate redevelopment support/assistance may be in the form of: forming merchant organizations, planning studies, infrastructure improvements, ROW expansion, accelerated permitting, etc.

- Examples of previous City assistance:
- Major road and utility infrastructure improvements within Town Center,
  - An alternative roadway link across the railroad gulch that formerly divided the district.
  - A major parking study and planning document. assisted the Chamber in formulating a brochure for Town Center.

**Policy 3.B.1b:** The City will work with interested property owners to coordinate and plan for public parking facilities that contribute to the general success of business activity.

The City has completed a formal study on the construction of a parking garage in this district to encourage redevelopment and investment within the area.

3.B Town Center Actions

1. Implement recommendations from the joint Brentwood/Metro Nashville traffic study of the northern commercial area.
2. Complete utility infrastructure master plans to ensure capacity and service for future development proposals.
3. Guide and coordinate development of parking, pedestrian facilities, vehicular circulation, and pedestrian space in the Downtown.

As ROW is dedicated or acquired, the City will upgrade Pewitt Drive as a public street.

C-4 Zoning regulations have undergone significant revision in the past 5 years.

The City has completed a formal study on the construction of a parking garage in this district to encourage redevelopment and investment within the area.



3: COMMERCIAL DEVELOPMENT	EXAMPLES OF IMPLEMENTATION
GOAL: To provide commercial activities that will: increase the tax base, serve areas with unmet needs, reduce trips associated with convenience activities and maintain Brentwood’s regional competitive attraction for strong households and businesses.	

3.C Office Centers

**Objective 3.C.1**  
Assure that Brentwood’s major office parks remain economically healthy, strong employment centers in the region.

**Policy 3.C.1a:** The City supports and will help facilitate an appropriate mix of retail/ restaurant uses in office buildings to improve convenience and reduce congestion.

*The City completed nationwide research on related approaches to accessory uses in office districts. Formulated amendment to zoning code for local application.*

*Ordinance received strong support from both City Commission and Planning Commission as a means to help reduce peak hour traffic volumes and provide greater support services to the office community.*

3.C Office Centers Actions	
1. Work with property owners to prepare recommendations for expanding appropriate retail and restaurant uses within the C-1 zoning district	<i>The City provided draft proposal to affected property owners and managers for comment prior to moving on adoption process.</i>
2. Analyze and plan for improved pedestrian and bike connections within Brentwood's office parks (especially Maryland Farms).	<i>Will continue to work with the office management community during early implementation should further adjustments in the code be needed.</i>
3. Evaluate and implement tools to facilitate upgrading and redeveloping existing office buildings. Consider code adjustments that grant design flexibility while not expanding overall development capacity.	

4: MOBILITY	
GOAL: Assure a mobile community that: Conveniently and safely links people with home, employment, essential services and recreation; Is sensitive to the environment and neighborhood character of Brentwood; Integrates land use and promotes economic activity.	EXAMPLES OF IMPLEMENTATION
4.A Community Access / Circulation	
<p><b>Objective 4.A.1: Provide arterial roadway improvements that address safety and capacity issues but are sensitive in design to adjoining residents and neighborhoods.</b></p> <p><b>Policy 4.A.1a:</b> To provide connectivity to adjacent or nearby developments, to the greatest extent feasible, the City will include separated multi-use trails in future road-widening projects.</p>	
<p><i>As the city approaches build-out, it will be increasingly difficult for the City and the entire region to build or widen roads to address transportation and mobility demands. Therefore, increasing emphasis will be needed on non-traditional transportation alternatives, such as bicycle/pedestrian movements, ride-sharing, Transportation Demand Management (including encouraging off-peak travel), access management, and traffic management.</i></p>	
4.A Community Access / Circulation Actions	
<p>1. The following arterial roadways have safety/design deficiencies and in some cases, capacity issues and are recommended for improvement:</p> <ul style="list-style-type: none"><li>• Franklin Road – from Concord to Moores Lane</li><li>• Split Log Road – from City Limits to Sunset Rd</li><li>• Wilson Pike – from Church St. to Concord Rd.</li><li>• Crockett Road – from Concord Rd to Wilson Pike</li><li>• Sunset Road – from Concord Rd. to Waller Rd.</li><li>• Holly Tree Gap - within City Limits</li><li>• Waller Road – from Concord Rd. to Sunset Rd.</li><li>• Ragsdale Road – from Split Log Rd to Sunset Rd.</li></ul>	
<p>2. With the completion of the new I-65 McEwen Drive interchange, encourage and facilitate improvements/extension east to Wilson Pike and to connect to Clovercroft Road near Pleasant Hill Road.</p>	
<p>3. Interconnect traffic signal systems with Metro Nashville along Old Hickory Blvd. corridor to better manage traffic flow in the northern Brentwood commercial area</p>	
<p>4. Work with major employers in Maryland Farms to develop a formal flexible work time plan for employees.</p>	
<p><i>Recent development approvals for the Morgan Farms and Traditions subdivisions included corridor planning for McEwen Drive east of Wilson Pike.</i></p> <p><i>Recent development approvals for the Morgan Farms and Traditions subdivisions included corridor planning for McEwen Drive east of Wilson Pike.</i></p> <p><i>Joint Brentwood/Nashville traffic study of northern commercial area and Old Hickory Blvd. has been completed and coordinated signal timing plans will be implemented in Spring 2016.</i></p>	



4: MOBILITY

GOAL: Assure a mobile community that:  
Conveniently and safely links people with home, employment, essential services and recreation;  
Is sensitive to the environment and neighborhood character of Brentwood;  
Integrates land use and promotes economic activity.

EXAMPLES OF IMPLEMENTATION

4.B Neighborhood Access

**Objective 4.B.1**  
To reduce traffic congestion on major arterial roads, create improved connectivity within and between new neighborhoods and other community destinations.

*Policy 4.B.1a:* Single-entry subdivisions and dead-end roadways within existing subdivisions are to be avoided unless required by terrain considerations.

Existing temporary dead-ends should be connected to new adjacent residential subdivisions as development occurs.

The roadway network in the subdivisions may be designed with traffic calming features to minimize cut-through traffic.

*The Traditions development was designed to connect to existing Inglehame Farms subdivision and the adjacent Morgan Farms subdivision which is connected to the Taramore subdivision. The roadway connection with Inglehame at Charity Drive will incorporate traffic calming features to help minimize cut- through traffic.*

4.B Neighborhood Access Actions

1. Place a high priority on the completion of the following collector roadways as shown in the Major Thoroughfare Plan with improvements timed with development in the area.
- Jones Parkway, between the Brentmeade and Annandale subdivisions

• Green Hill Boulevard, from the Chenoweth Whetstone subdivision to Old Smyrna Road

• Sunset Road, from Red Oak Lane to the Wetherbrook Subdivision and on to Edmondson Pike

*Sunset road extension is virtually complete, excepting the portion through the Levine Tract; completion will be development driven. Green Hill Blvd. has been extended to the northern boundary of the Whetstone subdivision.*

*Other identified roadway improvements will be development driven in the future.*

2. Continue to ensure placement of official signs advising current and future residents of the temporary nature of listed dead-ends.

*The Codes Department conducts regular surveys to ensure continued placement of official signs advising current and future residents of the temporary nature of listed dead-ends. Signs advise of possible future extension of such streets into neighboring properties as they develop.*

4: MOBILITY		EXAMPLES OF IMPLEMENTATION
GOAL: Assure a mobile community that: Conveniently and safely links people with home, employment, essential services and recreation; Is sensitive to the environment and neighborhood character of Brentwood; Integrates land use and promotes economic activity.		
4 .C Pedestrians and Bicycles		
<b>Objective 4.C.1</b> Pedestrian and bicycle pathways are provided in future residential developments, as well as connecting existing residential areas.		
<i>Policy 4.C.1a:</i> The City strongly encourages the installation of separated (by landscaped area) multi-use trails along arterial roadways. When separated routes are not feasible, bike lanes, wide shoulders or wide outside lanes are acceptable.		<i>The recently approved Witherspoon subdivision includes an internal trail system that will connect to all adjacent subdivisions (Raintree Forest, Somerset, and Oakhall) and provide access to Crockett Park as well as Crockett Elementary and Woodland Middle schools.</i>
<i>Policy 4.C.1b:</i> All new development that abuts an existing or planned segment of the City’s trail network should include bike/pedestrian facilities within the development to provide safe and easy access to the City’s trail system.		<i>The Traditions subdivision includes two bike/pedestrian connections to the adjacent Inglehame subdivision.</i>
<i>Policy 4.C.1c:</i> The location and design of new parks, recreation areas, and schools in Brentwood should incorporate pedestrian and bike path connections to the city trail system as well as to adjacent neighborhoods.		
<i>Policy 4.C.1d:</i> As part of any new development abutting the Little Harpeth River Corridor Park, ensure pedestrian/ bike trail access points to reach the park from and through the new development.		
<i>Policy 4.C.1e:</i> Any future development of the Turner property will be strongly encouraged to extend the multi-use trail along the Little Harpeth River Corridor Park.		
<i>Policy 4.C.1f:</i> All neighborhoods within 1 mile of a school should have safe bike/pedestrian access to the school.		
4.C Pedestrian and Bicycles Actions		
1. Develop a policy that establishes criteria for placement of protected mid-block pedestrian crossings at appropriate locations along collector and minor arterial routes.		



4: MOBILITY

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Integrates land use and promotes economic activity.

EXAMPLES OF IMPLEMENTATION

4.D Regional Transit

**Objective 4.D.1**  
Actively participate in planning for a regional transit system that includes a route along the I-65 corridor through Brentwood

*Policy 4.D.1a:* Any regional transit system along the I-65 corridor should be designed to facilitate ease of use by Brentwood residents commuting outside Brentwood and maximize use for employees commuting to work in Brentwood.

4.D Regional Transit Action

- 1. Once a regional transit solution through Brentwood is identified, plan for station location(s) including vehicle/bike/pedestrian access, parking, etc.
- 2. Evaluate the feasibility of establishing local shuttle transit services between any future transit stations and large-scale commercial and office center locations such as Maryland Farms, Brentwood Place, CityPark, the Hill Center, Town Center area, etc.

4: MOBILITY		EXAMPLES OF IMPLEMENTATION
GOAL: Assure a mobile community that: Conveniently and safely links people with home, employment, essential services and recreation; Is sensitive to the environment and neighborhood character of Brentwood; Integrates land use and promotes economic activity.		
4 .E Traffic Demand Management (trip reduction)		
Objective 4.E.1 Reduce congestion by reducing the need for travel (traffic demand).		
Objective 4.E.2 Encourage strategies and technology solutions to help reduce the number of single-occupancy vehicles on Brentwood’s major roadways. The following Traffic Demand Management strategies should be encouraged: <ul style="list-style-type: none"><li>• Increased ridesharing for work trips and school trips.</li><li>• Increased telecommuting for businesses in Brentwood.</li><li>• Increased flextime and staggered work hours for businesses in Brentwood.</li><li>• Employer incentives to increase bicycle commuting such as lockers, shower facilities and bicycle racks</li></ul>		
Objective 4.E.3 Maximize the use of technology to reduce demand on, and improve the efficiency of, Brentwood’s transportation system.		
<b>Policy 4.E.3a:</b> To reduce traffic demand, the City will encourage the introduction of retail and restaurants in buildings within those sections of office parks where it currently doesn’t exist or is prohibited by zoning regulations.		Original amendments to the zoning ordinance were approved but there has been little utilization in Maryland Farms. Redevelopment of the City Park office park on Franklin Road includes retail and added restaurants. Hill Center redevelopment will provide extensive mixed-use options.
<b>Policy 4.E.3b:</b> The City will work with adjoining jurisdictions to maximize coordination of traffic signal system operations to more efficiently maximize the flow of traffic.		Current joint project with Metro Nashville to study signal system improvements and possible interconnection in the north Brentwood and Old Hickory Boulevard corridor. New coordinated signal timing plans will be implemented in Spring 2016.



4: MOBILITY

GOAL: Assure a mobile community that:  
Conveniently and safely links people with home, employment, essential services and recreation;  
Is sensitive to the environment and neighborhood character of Brentwood;  
Integrates land use and promotes economic activity.

EXAMPLES OF IMPLEMENTATION

4.E Traffic Demand Management Actions

1. Coordinate with Williamson County Schools and other private educational institutions to make traffic management a high priority for all school campuses in Brentwood – with the focus on identifying and implementing methods to reduce peak hour congestion including the following:
  - Staggered schedules
  - Make bike/walk routes more convenient
  - Expand usage of school buses
  - Revise drop-off access to reduce congestion
2. Evaluate feasibility of installing gate options for school bus access at existing locations where connectivity between neighborhoods has been closed but school bus use would be advantageous.
3. Work with the Maryland Farms business community for more extensive use of vanpools and staggered work hours.
4. With large, institutional places of worship, formalize strategies to manage peak flow traffic and access.
5. Consider implementation of adaptive traffic signal timing technology in heavily congested corridors where use is appropriate.
6. Continue to expand and improve the use of technology to improve traffic flow, manage incidents, and reduce delays.

Master traffic management plan approved for Brentwood Baptist and Fellowship Bible churches in the Concord Rd/Franklin Rd area.

Management plan will facilitate traffic flow in the Concord Road/Franklin Pike corridors.

The Traffic Operations Center uses video feeds from intersection cameras. The system manages the traffic flow and monitor for signal synchronization. City website and public access television Channel 19 provide real time views of traffic situations at key intersections during peak commuting times.

5: RESIDENTIAL AND INSTITUTIONAL LAND USES	
GOAL: To assure a consistent, compatible arrangement of land uses in Brentwood that meets current and future needs, and reflects community values.	EXAMPLES OF IMPLEMENTATION
<p><b>Objective 5.A.1</b> To maintain an average density of one or less dwelling unit per acre in future single-family residential development, exclusive of retirement-related residential.</p> <p><i>Policy 5.A.1a:</i> The City will assess future residential development rezoning requests based on density of current zoning to insure that rezoning proposals do not reflect significantly greater density than current zoning would allow given existing hillside protection requirements and other land conservation code provisions.</p>	
<p><b>Objective 5.B.2</b> To assure that the traffic impacts of institutional uses (schools and churches) are considered and mitigated as far as practicable.</p> <p><i>Policy 5.B.2a:</i> Planning for expansions of school, worship, and other institutional facilities should engage all affected parties including the City and TDOT to address associated traffic impacts.</p> <p><i>Policy 5.B.2b:</i> Where feasible, future school sites should be co-located with parks so as to encourage the cost effective use of facilities for the delivery of recreational programs and services.</p>	
<p><b>Objective 5.B.3</b> Co-locate major public facilities in a vibrant, attractive Civic Activity Center.</p> <p><i>Policy 5.B.3a:</i> Brentwood’s Civic Activity Center is: the area east of Concord Road &amp; I-65 interchange, which contains the Library, YMCA, River Park, Tower Park, Martin Senior Center &amp; Heritage Retirement Community.</p>	
Residential and Institutional Land Uses Actions	
1. Work with the School Board to identify and acquire future school sites in advance of population growth and development, such as by creating and regularly updating a joint city/school district master plan for new schools and expansions in Brentwood.	<p>City required donation of funds for the purchase of a school site to address significant population impacts from the Taramore development.</p> <p>The City continues to work with the county school system in a cooperative effort to analyze related demographics while also identifying appropriate sites for new schools in Brentwood.</p> <p>The City has been actively involved in the planning and development of the Heritage Way corridor in the center of Brentwood. Entrance signage at Heritage Way has been coordinated with various entities to establish a functional monument sign for the district.</p>
2. Determine appropriate mechanisms to effectively identify to the public and visitors the civic activity center of Brentwood.	<p>Other examples:</p> <ul style="list-style-type: none"><li>• Tower Park completed</li><li>• City land donation for the Martin Senior Center,</li><li>• Williamson County Indoor Sports Center completed</li><li>• a municipal tract reserved for possible public buildings.</li></ul>



6: COMMUNITY IDENTITY	
Goal: Enhance community identity involving entry, appearance, cultural/civic opportunities and safety.	EXAMPLES OF IMPLEMENTATION

Objective 6.A.1  
Enhance the appearance of the City’s primary and secondary gateways in creating unified entry corridors.

Policy 6.A.1a: The primary gateways include the following locations:

- Franklin Rd from Old Hickory Blvd to Church St
- Franklin Rd from Moores Lane to Holly Tree Gap
- Moores Lane from Mallory Lane to Carothers Pkwy
- Concord Rd from Franklin Road to Wilson Pike
- Wilson Pike from the south city limits to Split Log Rd
- Concord Rd from the east city limits to Bluff Rd
- McEwen Drive extension from Clovercroft Rd to Pleasant Hill Rd

The secondary gateways include the following locations:

- Murray Lane from Hillsboro Rd to Beech Creek Rd
- Church Street East from the east city limits to Wllson Pike
- Carothers Pkwy. from south city limits to Moores Lane
- Granny White Pike from north city limits to Maryland Way
- Sunset Rd from Waller Rd to Marcastle Lane
- Edmondson Pike from north city limits to In-A-Vale Dr
- Sam Donald Rd from the east city limits to Split Log Rd

Landscaping improvement projects have been completed at all Interstate Highway access points to the City, as well as along Wilson Pike from the southern city limits to Split Log Road.

Directional signage to schools, parks, and community activity locations using a unified theme has been implemented on major corridors.

The City recently joined with several groups and agencies to redesign the Old Hickory Boulevard landscaped median along the northern border of the Maryland Farms office park.

A city owned excess right of way area on the eastern end of the Concord Road widening project has been reserved for a possible entrance sign.

Policy 6.A.1b: The City encourages the use of landscaped boulevards to create more scenic road corridors and entries to Brentwood.

Community Identity Actions		
1.	Implement common design elements for Primary gateways (on the northern Franklin Road corridor and other arterial streets) that clearly identify “being in Brentwood.” Create customized design guidelines for each location that address the following: <ul style="list-style-type: none"><li>Architectural entrance design</li><li>City limits and directional signs and street banners</li><li>Lighting</li><li>Landscaping/buffering/screening</li><li>Pedestrian and bicycle amenities</li><li>Street furniture (benches, receptacles, etc.)</li><li>Common logos</li><li>Character of public and utility infrastructure (color, design, etc.)</li></ul>	Established design criteria for gateway signs. Primary gateway sign is located at Wilson Pike city limits, and now exploring other sites for primary signs. Secondary city limit signs are completed. New directional signage has been placed on major arterial roadways.
2.	Coordinate improvements in the Franklin Rd./Old Hickory Blvd. gateway with redevelopment along Franklin Road, including the Town Center, Hill Center, City Park, etc.	Development of Town Center is in progress; Town Center Way has been completed. Hill Center signage plan includes city identification signage at primary corners.
3.	Continue to maintain and improve the landscaping and overall appearance of the three Interstate 65 interchanges that provide access into Brentwood.	Have established design criteria and location for directional signs entering the City. Interstate highway interchanges are landscaped and maintained in an attractive manner.

7: MANAGING GROWTH

GOAL: Manage the full build-out of the community in a manner that is consistent with the existing vision of the residents while at the same time reflecting the changing needs of the population and business community and ensuring growth does not exceed the city's ability to provide necessary infrastructure and services

EXAMPLES OF IMPLEMENTATION

7.A Planning

Objective 7.A.1  
Where feasible and consistent with fundamental land use policies of the City, integrate development policies with adjoining governmental entities and with state government agencies.

Policy 7.A.1: In locations abutting the boundary of another jurisdiction, continue to encourage the use of similar and compatible land use patterns and density standards in both jurisdictions. Where the potential land uses and/or zoning in each jurisdiction are incompatible with each other, encourage the use of physical screening and landscaping buffers to protect the less intensive land use.

The City has provided ongoing commentary to the City of Franklin, Metro Nashville, Town of Nolensville, and Williamson County on developments adjacent to Brentwood, establishing concerns prior to approval of plans. Metro Nashville has adopted the C-4 design standards for the portion of Town Center in Davidson County. The City maintains inter-jurisdictional review arrangements with Town of Nolensville on defined boundary area. Has secured success with Williamson County in the review of development plans affecting the future growth area of the City of Brentwood.

7.B Community Involvement/Monitoring

Objective 7.B.1  
Timely review of Comprehensive Plan/Goals & Objectives progress to assure their implementation.

Policy 7.B.1: The City will report annually to the public on the implementation of the Goals and Objectives of the Comprehensive Plan.

7.C Annexations

Policy 7.C.1: In territory adjoining the City where development is proposed, the City will pursue a cost-effective program of annexation, within the limits of state law, to ensure the land use complies with the City's zoning ordinance and subdivision regulations and that appropriate infrastructure is provided. The City will not annex property and extend municipal services beyond the existing limits solely to promote new development that would not otherwise occur without the provision of municipal services.



7: MANAGING GROWTH	
GOAL: Manage the full build-out of the community in a manner that is consistent with the existing vision of the residents while at the same time reflecting the changing needs of the population and business community and ensuring growth does not exceed the city’s ability to provide necessary infrastructure and services	EXAMPLES OF IMPLEMENTATION
7.D Infrastructure	
<p><b>Objective 7.D.1</b> Assure the adequate provision of potable water and sewer to meet the community’s current and future needs in a financially sustainable manner.</p> <p><i>Policy 7.D.1:</i> The City will maintain the existing water and sewer systems through systematic preventative maintenance program.</p> <p><i>Policy 7.D.2:</i> Continue to analyze water and sewer system capacity limitations relative to future build-out of the community and ensure that future land use decisions appropriately reflect these identified capacity limitations.</p>	
7.E Emergency Services	
<p><b>Objective 7.E.1</b> Assure the adequate provision of emergency services to meet the community’s current and future needs in a financially sustainable manner</p> <p><i>Policy 7.E.1:</i> The City will evaluate the provision of fire and police services, and associated facility needs, in conjunction with construction and renovation of other city buildings, schools, and park sites.</p> <p><i>Policy 7.E.2:</i> The city will pursue proven new technologies to assist the police and fire departments to more efficiently and effectively deliver services to Brentwood residents.</p>	
7.F Fiscal	
<p><b>Objective 7.F.1</b> Maintain and protect the strong financial position for the City as reflected in the current bond rating (AAA).</p> <p><i>Policy 7.F.1:</i> The City will maintain sufficient reserves in the General Fund equivalent to at least 40% of the annual operating budget or approximately 5 months of expenditure obligations.</p> <p><i>Policy 7.F.2:</i> In the future, increasing demand for services and facilities coupled with revenue challenges due to build-out of the community and expected reductions in state shared revenue allocations will put a strain on the City’s ability to maintain a low property tax rate. All revenue enhancement options should be considered including appropriate development impact fees and service user fees as well as partnerships with other governments (i.e. schools, etc.). Consideration should be given to increasing the local option sales tax by 1/2 cent over property tax increases to cover future revenue needs.</p>	

7: MANAGING GROWTH

GOAL: Manage the full build-out of the community in a manner that is consistent with the existing vision of the residents while at the same time reflecting the changing needs of the population and business community and ensuring growth does not exceed the city's ability to provide necessary infrastructure and services

EXAMPLES OF IMPLEMENTATION

Growth Management Actions

1. Continue to 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.

The City is actively involved in MPO and RTA; 2030 Plan provisions take into account regional objectives.
2. Determine the need to undertake an update of the Brentwood 2030 Plan in the year 2030 with the focus on future priorities of the City as the community reaches full build-out. Continue to use the citizen survey method to receive public input in the formulation of the new plan.
3. Utilize the water system hydraulic model to analyze and assess all new development and redevelopment proposals to ensure adequate water capacity is available and to identify and prioritize any needed water system capacity improvements.
4. Develop and maintain a water system financial model that supports a rate and fee structure sufficient to operate and expand the water system as needed to meet future demand
5. Obtain a long-term commitment from Harpeth Valley Utility District and other providers for a dependable and adequate supply of water to meet the identified long-term needs.
6. Construct new water mains and tanks to meet the demands for potable water and fire protection as identified in the water system master plan.
7. Utilize the sewer system model to analyze and assess all new development and redevelopment proposals to ensure adequate sewer capacity is available and to identify and prioritize any needed sewer system capacity improvements.
8. Develop and maintain a sewer system financial model that supports a rate and fee structure sufficient to operate and expand the sewer system as needed to meet future demand.
9. Based on the needs and resources identified in the sewer system model and financial plans, purchase sufficient long-term treatment capacity from Metro Nashville or other potential service providers to meet future requirements and to protect the overall environment in Brentwood.
10. Construct new, sewer lines and pump stations as needed to meet future demands and to protect the environment as identified in the sewer system master plan.
11. Make cost-efficient improvements to minimize the infiltration of storm water runoff into the sewer system and to reduce by-passes during significant rain storm events.



# 6

## Appendices









A. COMMUNITY VALUES AND OPINION SURVEYS

A. COMMUNITY VALUES AND OPINIONS SURVEYS

The original Brentwood 2020 Plan and each update of the Brentwood 2030 Plan has included a community-wide survey of opinion. This method of soliciting input has worked well in Brentwood and has produced a measure of changes and consistency in public opinions, gauging levels of citizen satisfaction/ dissatisfaction with various components of life in Brentwood.

Each update has included a pair of surveys – one distributed to every residence in Brentwood, and a second one distributed to every business in Brentwood. Each update survey has built upon the surveys of the prior plans, also adding new questions to reflect new or evolving issues. Where possible, attention has been given to phrasing questions in a similar manner, to facilitate comparison of results and identify trends in citizen opinions.

Based upon responses to the first survey, a second set of questions was created to follow-up on important issues identified in the first survey and to focus on implementation mechanisms.

For the 2016 update, Community Survey 1 was comprised of a seven-page survey mailed to all households within the City of Brentwood. A total of 4,068 completed surveys were returned. The results of 4,068 households that responded have a 95% level of confidence (that the responses are representative of the whole community) with a precision rate of at least +/-1.5%.

Following is a summary of the 2014/15 surveys.

A.1 CONSOLIDATED 2015 SURVEY SUMMARY

The surveys used for each update can be found in Appendix A.4. Data and responses to the open-ended questions from the 2014/15 surveys are included in Appendix C.

For the 2016 update, **Community Survey 1 (C1)** was comprised of a seven-page survey mailed to all households within the City of Brentwood. A total of 4,068 completed surveys were returned. The results of 4,068 households that responded have a 95% level of confidence (that the responses are representative of the whole community) with a precision rate of at least +/-1.5%.

**Community Survey 2 (C2)** was distributed to all households in the City. A total of 3,799 surveys were returned. The results have a variable of +/- \_% with a 95% level of confidence.

The **Business Survey (B)** was comprised of a 4-page survey mailed to 165 businesses in Brentwood. A total of 165 completed surveys were returned. BQ15 confirmed that the majority of businesses are small businesses:

- 64% employ less than 10 people in Brentwood
- 93% employ less than 50 people in Brentwood

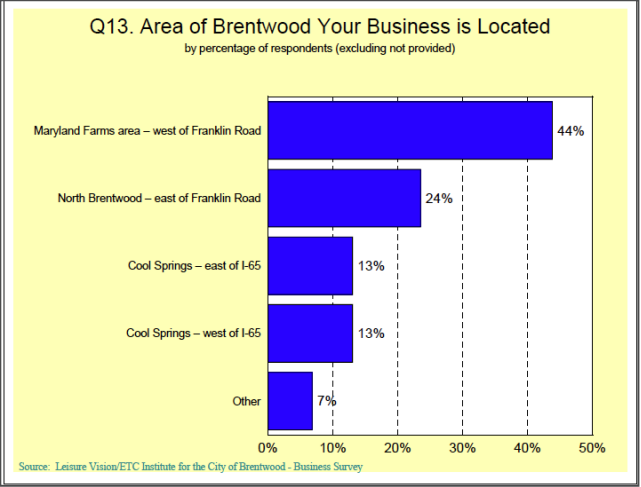
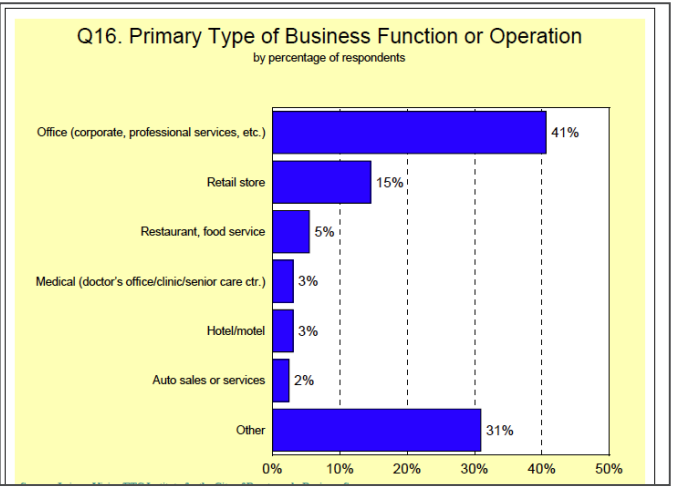
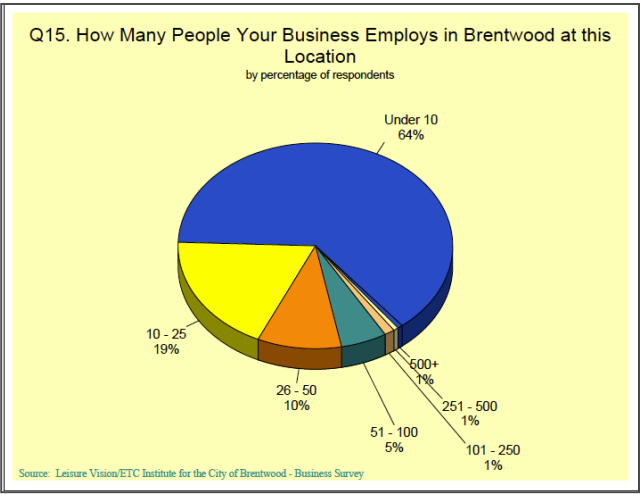
It is also notable in BQ16 that the largest numbers (41%) of businesses are corporate and professional services

Note that in BQ16 the “Other” category (31%) is dominated by:

- Construction/contractor businesses (12, or 7% of the total—which actually makes them the 3rd largest category)
- Real estate (6, or 3.5% of the total, which actually makes them the 5th largest category)
- and several other smaller categories.

Finally, BQ13 confirms that the largest numbers of businesses (44%) are located in the Maryland Farms area, followed in importance by North Brentwood east of Franklin Road (24%). However, taken collectively the east and west areas of Cool Springs account for about the same (26%) as North Brentwood.

MIG and ETC worked extensively with City of Brentwood officials in the development of the survey questionnaires. This work allowed the survey to be tailored to issues of strategic importance to decisions about future growth and development.



Following is a summary of the 2014/15 surveys. The summary is categorized by major topics. Each topic area includes: a **graph** of the survey results for each respective question, **observations** about the survey responses, **cross tabulations** (where relevant) to compare the responses of one question against other questions, a summary of potential **“takeaways”** relevant to planning issues.

Note that the **“No Opinion,” “None,”** and **non-responses** were not tabulated in the graphs. For the most part, these responses were under 10% and not likely to change the overall relative pattern of responses. Where these responses represented a larger percentage of respondents, they are noted in the text. A complete tabulation of all responses to each question, including the “No Opinion,” “None,” and other non-responses is provided as Appendix D.

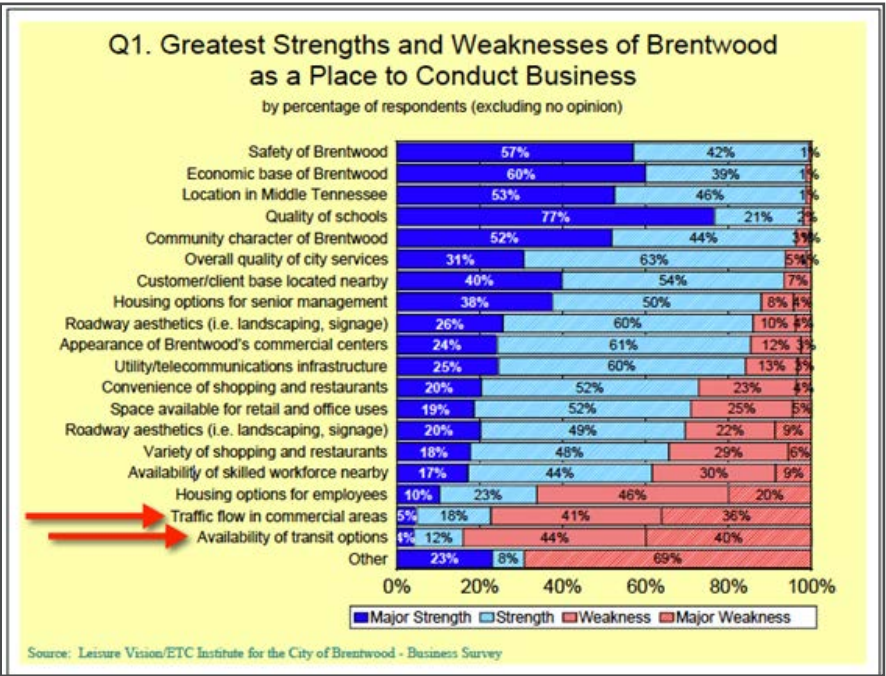
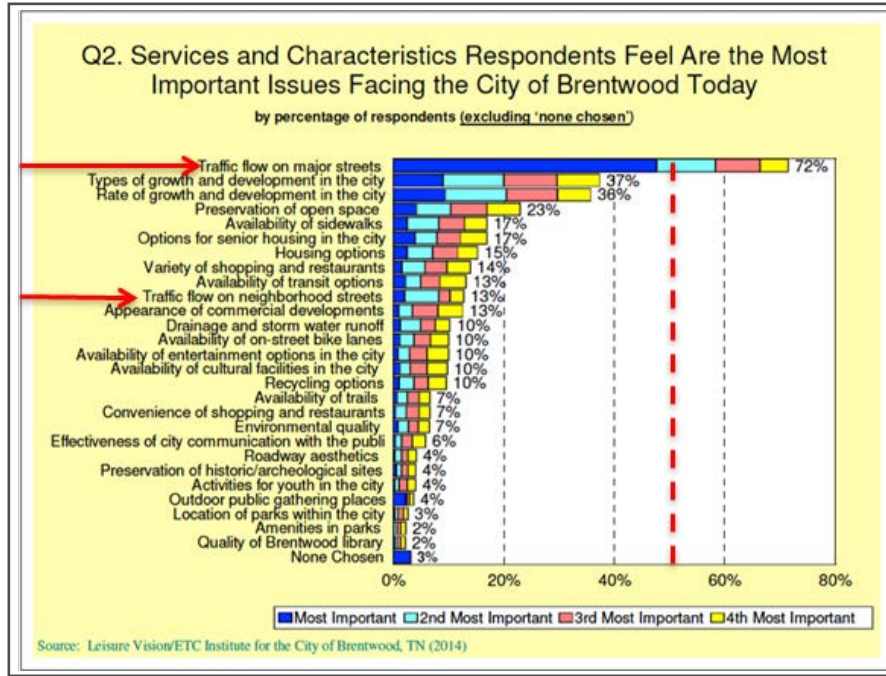
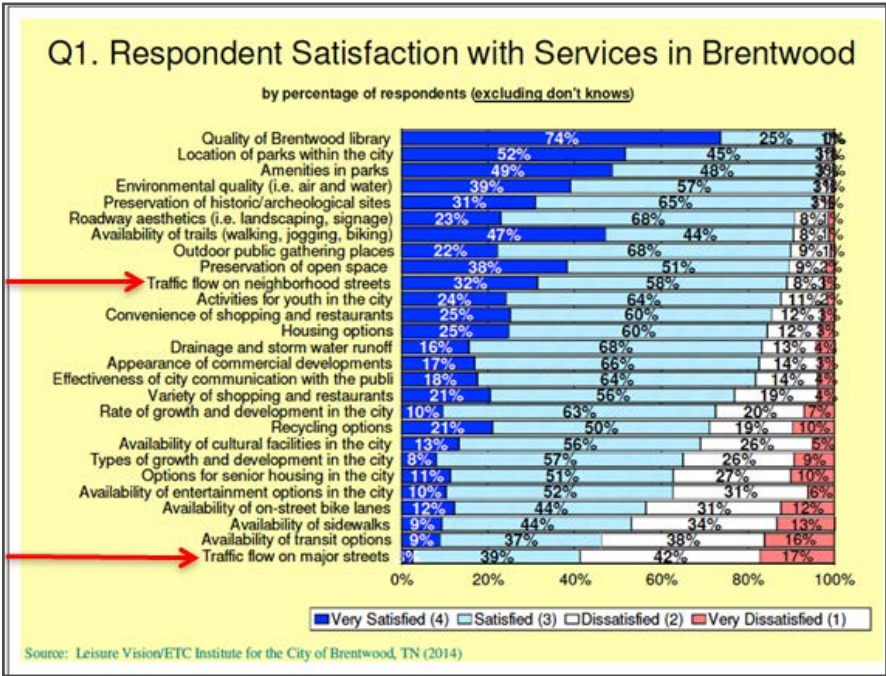
Finally, a number of questions offered an opportunity for open-ended write in comments, and a very large number of these comments were received. All of the write-in comments are documented in the Appendices.

Traffic

According to the overall Satisfaction question (**C1Q1**) Traffic on Neighborhood streets ranked 10th with a combined (Very and Somewhat) **Satisfied** score of **89%**. Traffic on Major Streets ranked dead last with a combined **Dissatisfied** score of **59%** (which means that 41% of participants are somewhat satisfied).

When asked in **C1Q2** which item of the above list was the highest priority, Traffic on Major Streets was ranked first by a large margin (almost 50% of participants felt it was the most important, compared to 10% most important for the next ranked issue). The

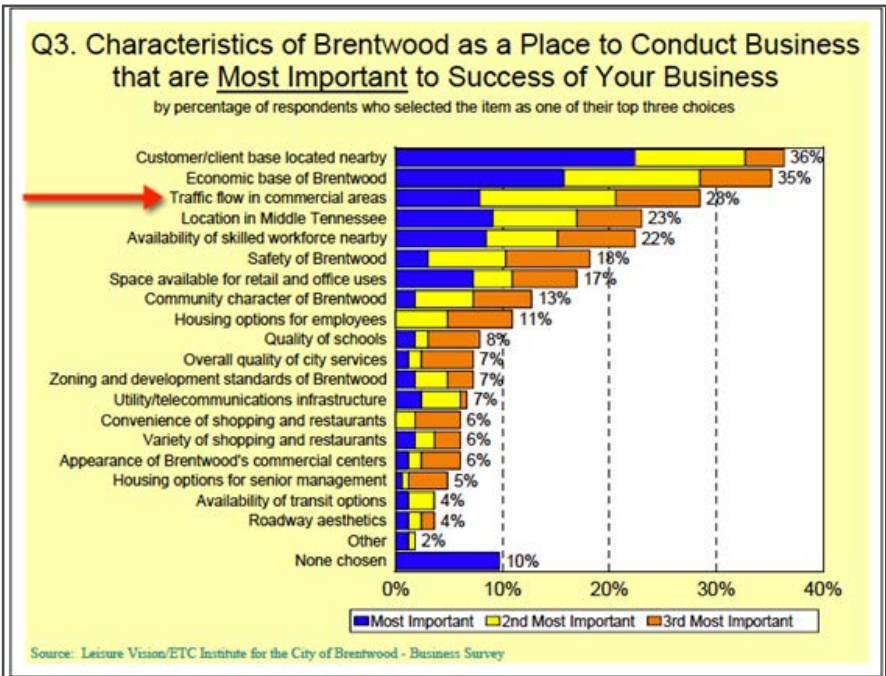
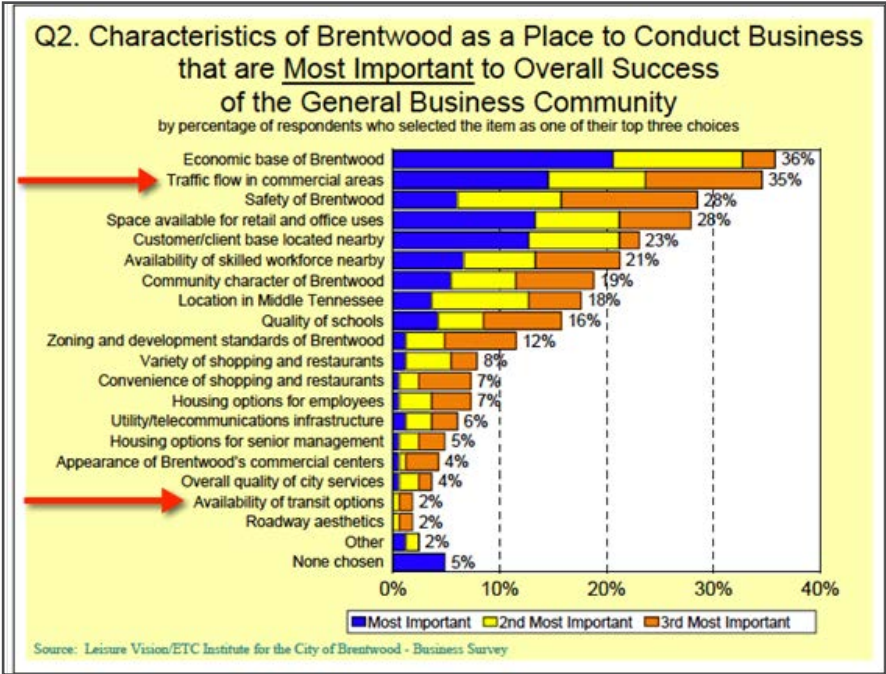
Businesses Survey reflected stronger opinions about traffic flow issues in Brentwood. In **BQ1** businesses placed “Traffic flow in commercial areas” and “Availability of transit options” as the two areas of greatest weakness for Brentwood as a place to conduct business.



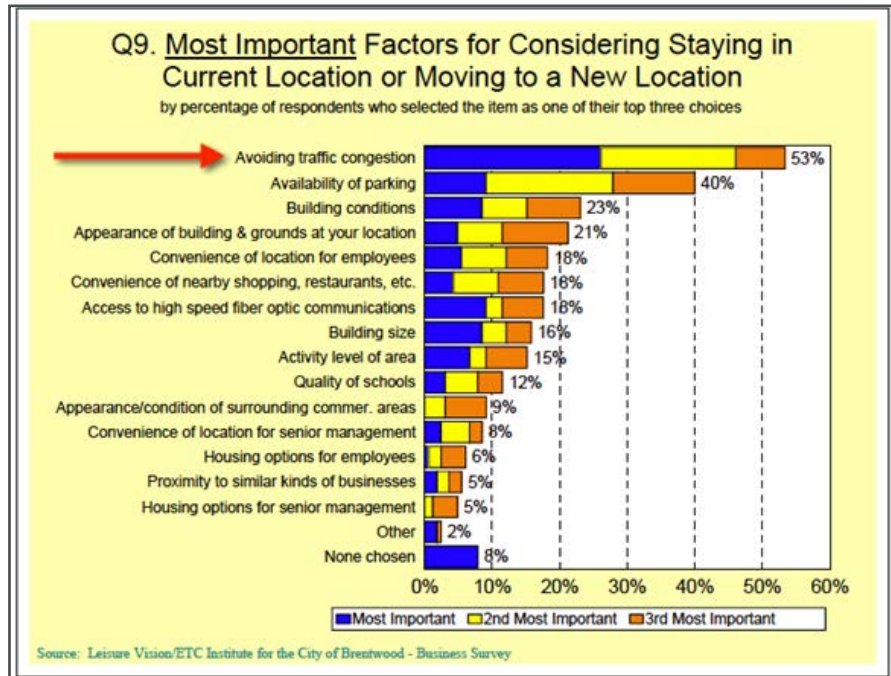
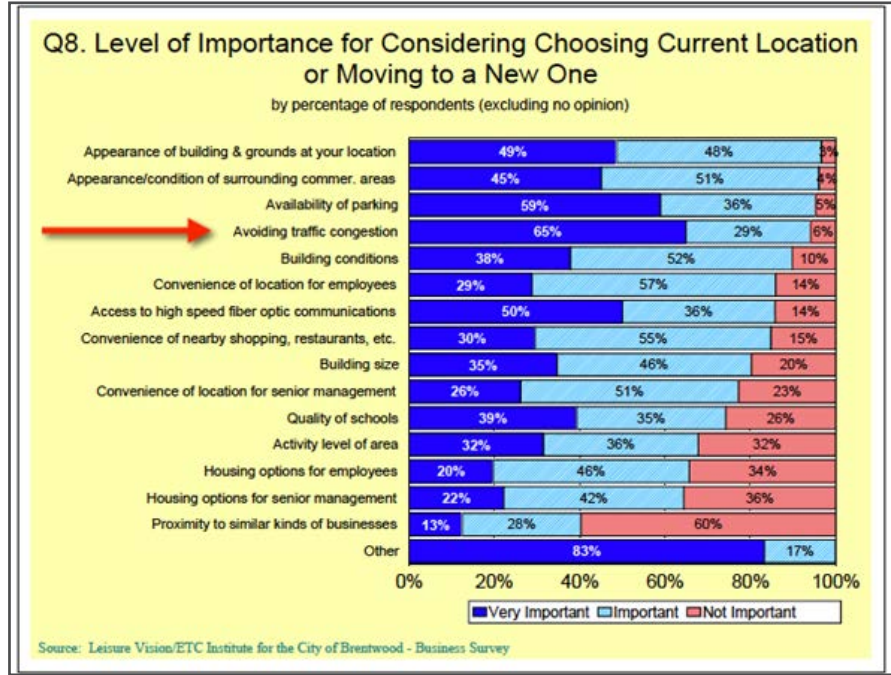


In **BQ2** the “Availability of transit options” was not considered among the most important characteristics for business success. However, **“Traffic flow in commercial areas” was ranked second in importance** to the success of the overall business community and in **BQ3** it ranked **third highest** to the success of individual businesses.

In **BQ5** (Overall satisfaction with public services and community characteristics) businesses gave the lowest satisfaction ranking to “Traffic flow on major streets.”



In **BQ8** businesses even ranked “Avoiding traffic congestion” as the **fourth highest importance** in **considering a location** or moving to a new one. When asked in BQ9 to narrow down to the top three choices, “Avoiding traffic congestion” emerged as the **highest priority**.





As to **what to do about traffic** in the 1st Community Survey (C1Q4), the highest levels of agreement revolved around:

*Physical improvements*

- Address traffic in new development
- Plan for future roads
- Widening existing streets
- Develop a new I-65 interchange

*Technical improvements*

- Timing of streetlights

*Transportation Demand management*

- Staggering hours for work and school

*Alternative modes of travel*

- School bus ridership
- Expanding the bike way system
- Car pooling, ride sharing
- Expand public transit

When asked in **C1Q5** to prioritize the above, **residents** generally favored the Physical improvements and Street light timing, with a slightly different ranking.

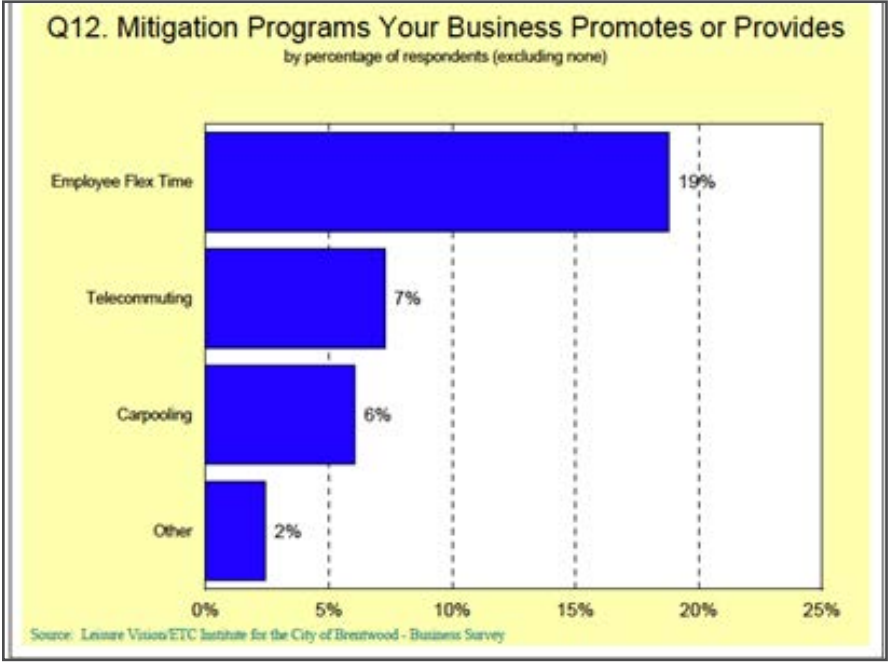
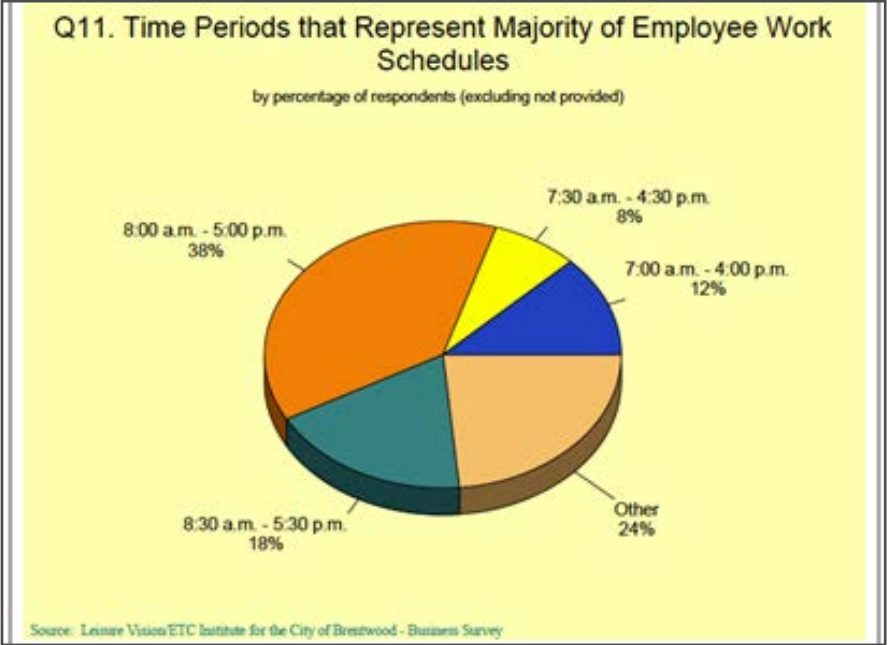
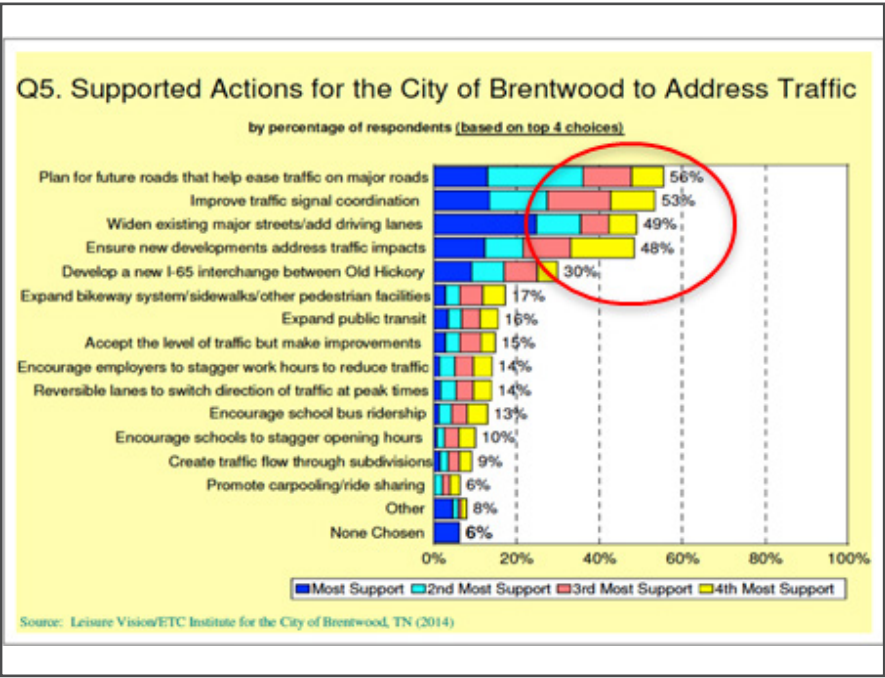
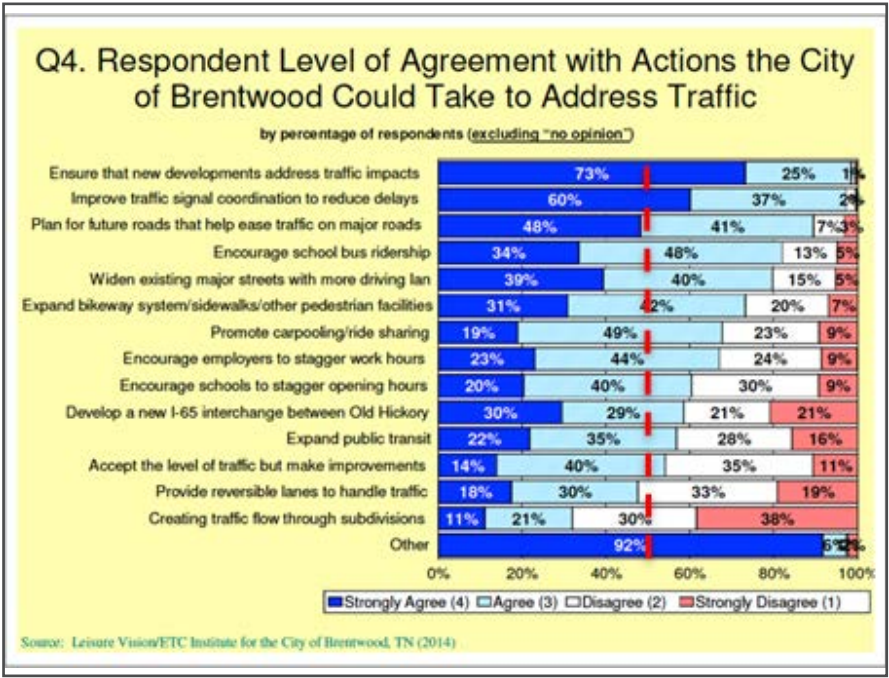
- Plan for future roadways,
- Improve traffic signal coordination,
- Widening existing streets, and
- Develop a new I-65 interchange ranked highest.

Of these, **Widening existing streets** was the largest number of “**Most Supported**” responses, but ranked 3rd in total score.

In the Business Survey, **BQ10** reveals that about 40% of employees live in Davidson County. This represents a fairly large number of in-commuters.

To better understand what businesses themselves are doing to address traffic congestion BQ11 shows that work times are relatively evenly divided over a range of schedules—1/2-hour increments from 7:00 AM to 8:30 AM

BQ12 confirms that the most prevalent strategy to mitigate congestion is flex time (19%), but also shows that only a total of 34% of businesses are making an effort to mitigate congestion.





The transportation-related questions in the **2nd Community Survey** focused primarily on specific implementation strategies and priorities related to street improvements.

In **C2Q7**, given a choice between undertaking a larger number of small projects or fewer large projects, the general preference was **for more smaller projects**, with the largest response was for a combination of the two.

**C2Q8** asked city residents to balance traffic improvement needs against impacts on individual properties.

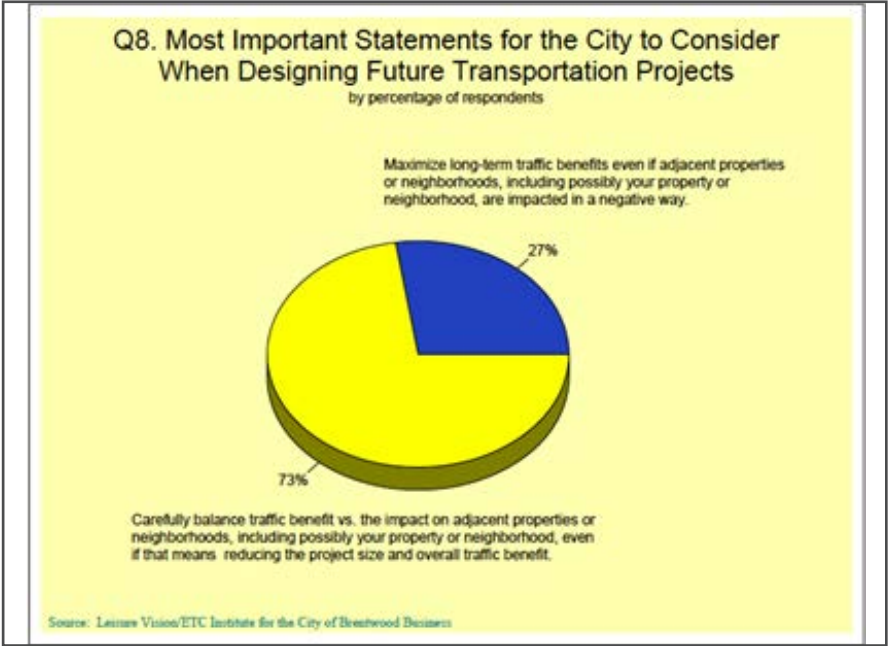
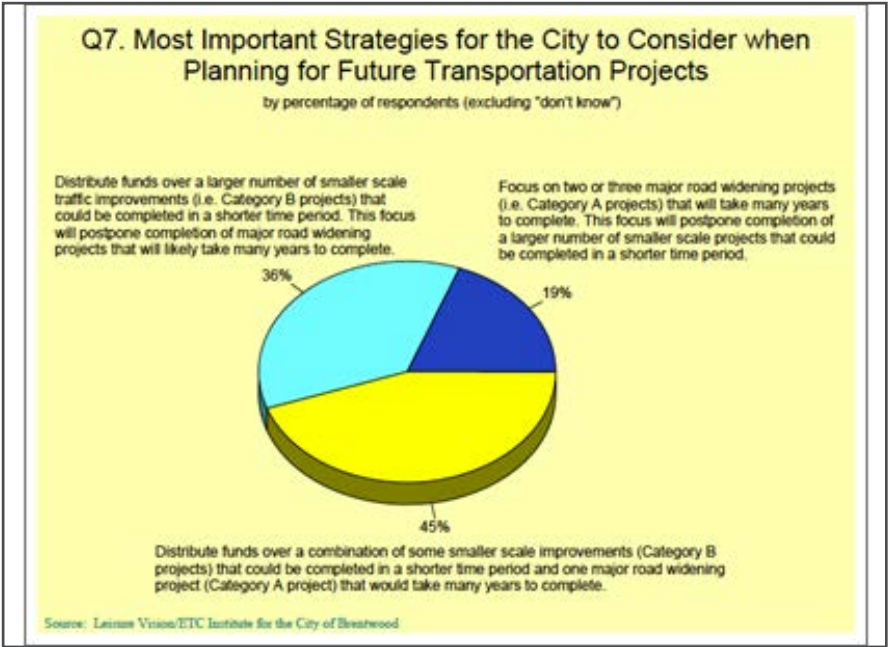
Overwhelmingly respondents felt it was important to **balance** the two, even if that meant reducing overall project size and benefit.

**C2Q9** asked to prioritize between three types of projects. The largest support was for **focusing on major roads** (50% = highest priority) followed by 32% that felt that **neighborhood streets** was the highest priority). **Pursuing transit options** as another way to reduce congestion was strongly supported by only 2%.

**C2Q10** probed even further about the relative importance of major road and traffic improvements by relating to various levels of property tax increase.

The results:

- 4% willing to pay **more than \$500/year**
- 11% willing to pay **between \$250-\$500/year**
- 26% willing to pay **between \$100-\$250/year**
- 30% willing to pay **up to \$100/year**



So a **total of 7% were willing to have property taxes raised** some amount to pay for major road improvements.

*This far exceeds the 29% who were unwilling to increase property taxes at all for major road improvements.*

Takeaways

Traffic congestion is a major issue in Brentwood—to both residents and business owners. However, residents seem to accept that

- a) there is no “silver bullet” major project that will “fix” traffic congestion in Brentwood
- b) a balance of larger and smaller projects will better address the needs in various locations
- c) Major projects that would have large impacts on adjacent properties are probably not desirable in Brentwood
- d) If current city budgets are inadequate for the need, there is support for some level of property tax increase to address major road improvements.

On the other hand, survey responses suggest that businesses are more concerned about traffic than residents, and avoiding traffic congestion will be a strong consideration in location/relocation decisions in the future.

Before considering/recommending other traffic improvements, (including managing traffic demand), the responses indicated it will be important to the public that the following be addressed first (and their respective cost implications):

- Planning for future roads
- Requiring future development to help solve traffic issues (future roads)
- Signal timing
- Widening existing streets
- New I-65 interchange

The “No opinion” responses for transportation-related options were relatively small except for: “Availability of on-street bike lanes (19.1%) and “Availability of transit options (27%), which suggests that more information to the public could change the order of priority of these items.

Commercial Development

In **CQ1, shopping and commercial centers** received overall positive satisfaction ratings (all above a combined score of 70%). However, there were slight differences in the characteristics of commercial areas:

- Convenience (25% Very Satisfied, 60% Somewhat Satisfied)
- Appearance (17% Very Satisfied, 66% Somewhat Satisfied)
- Variety (21% Very Satisfied, 50% Somewhat Satisfied)
- Entertainment (10% Very Satisfied, 52% Somewhat Satisfied)

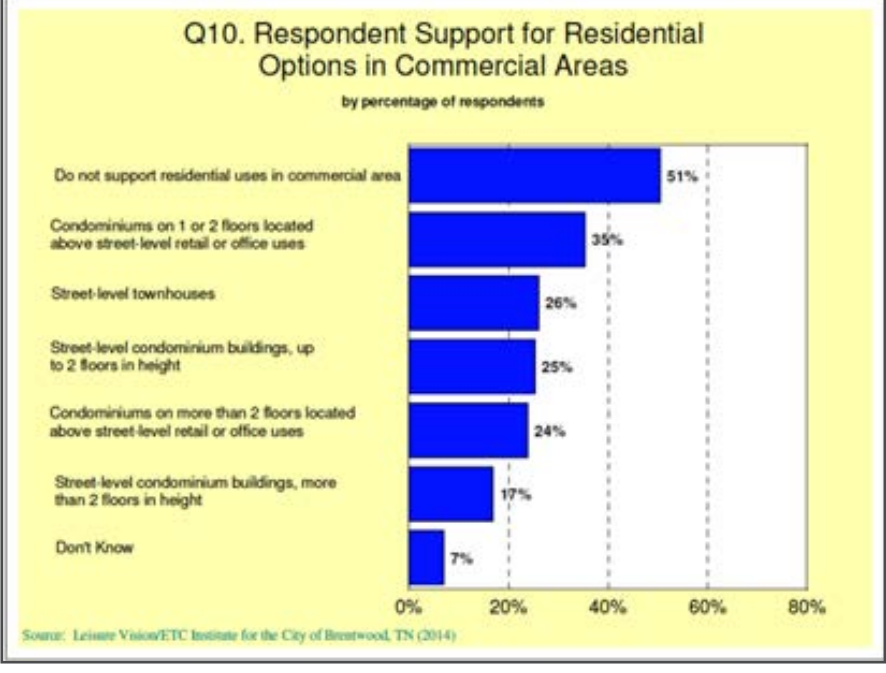
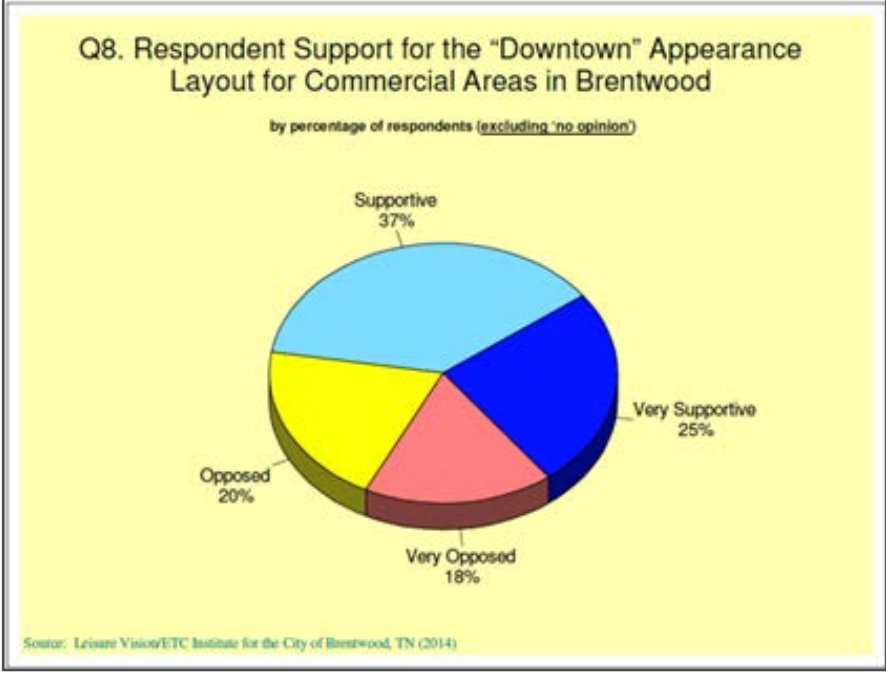
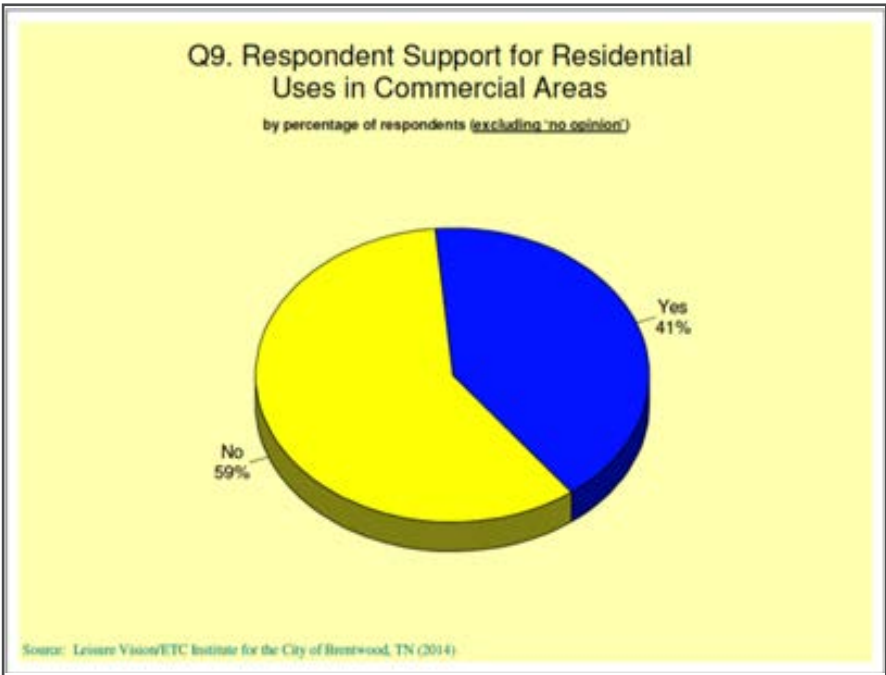
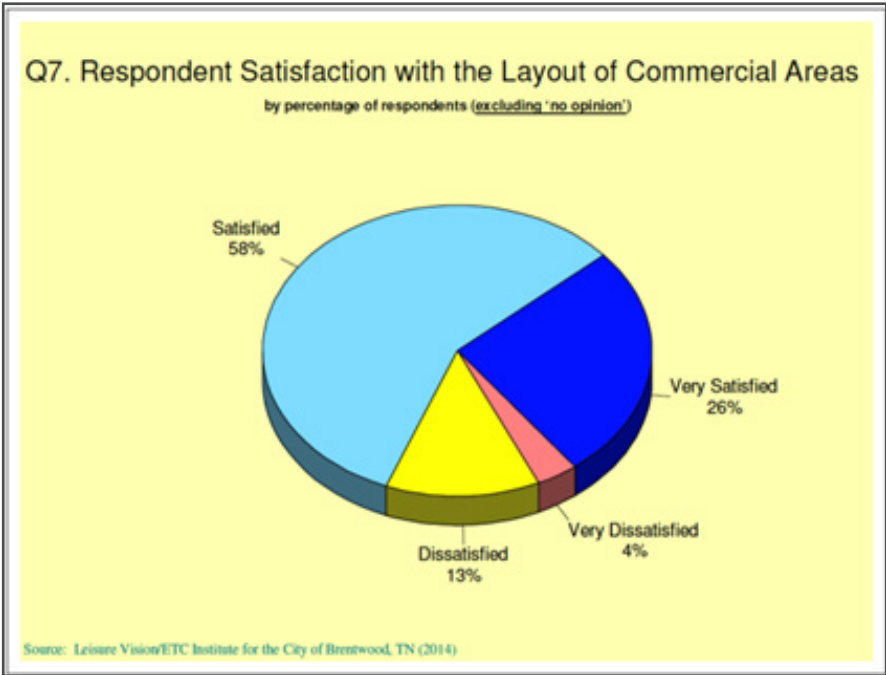
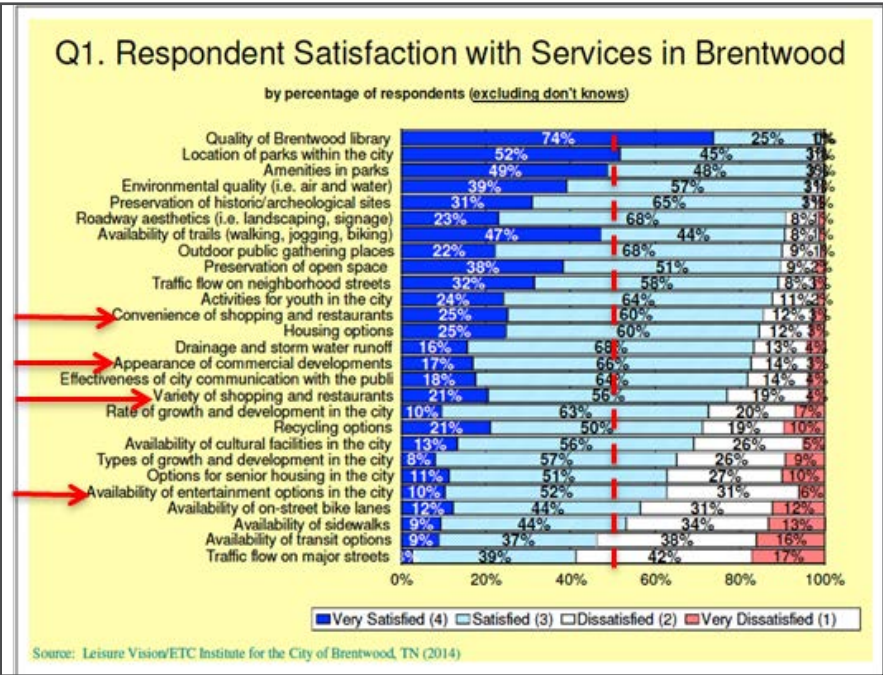
Layout of Commercial Shopping Centers

With regard to Brentwood’s **traditional-layout shopping centers (C1Q7** regarding C-2 zoning), the satisfaction was 84% (Very Satisfied + Satisfied). A relatively small percentage of participants had negative feelings: 17% (Dissatisfied + Very Dissatisfied).

Downtown

With regard to a more **traditional downtown character (C1Q8**, C-4 zoning), public support is also quite strong: 62% (Very Supportive and Supportive).

The support for residential uses within a **downtown** commercial layout (**C1Q9**), is less than a majority (41% yes vs. 59% no). On closer examination when given a variety of housing types to consider (**C1Q10**), the opposition to downtown living was slightly less (51%), with varying levels of support for various types of residences—condominiums above retail being the strongest (35%), and townhomes, street level condominiums, and taller condominiums above retail each receiving about 25% support. Tall (above 2 floors), condominium-only and mixed condominium buildings received the lowest levels of support.

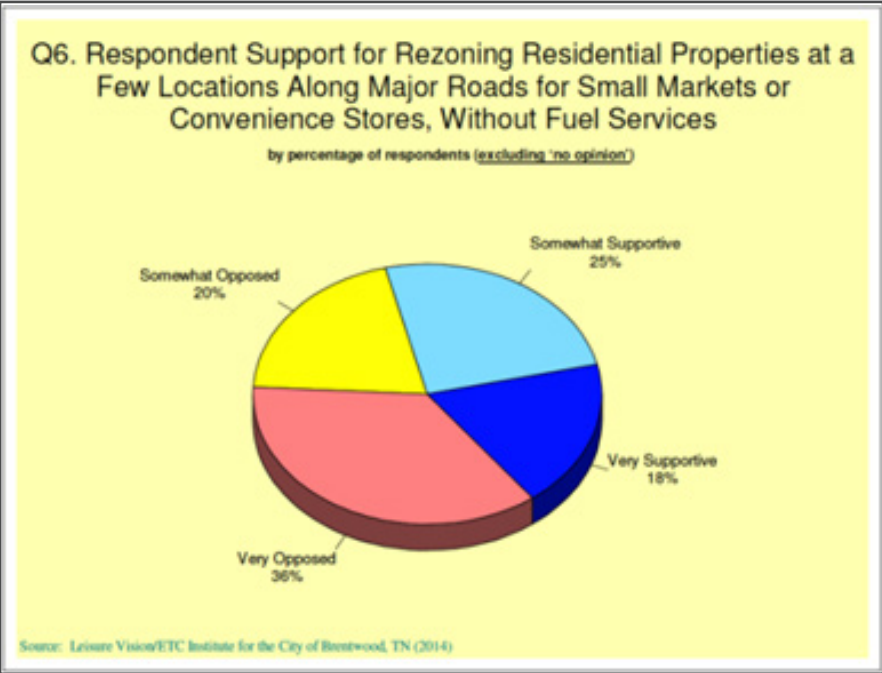
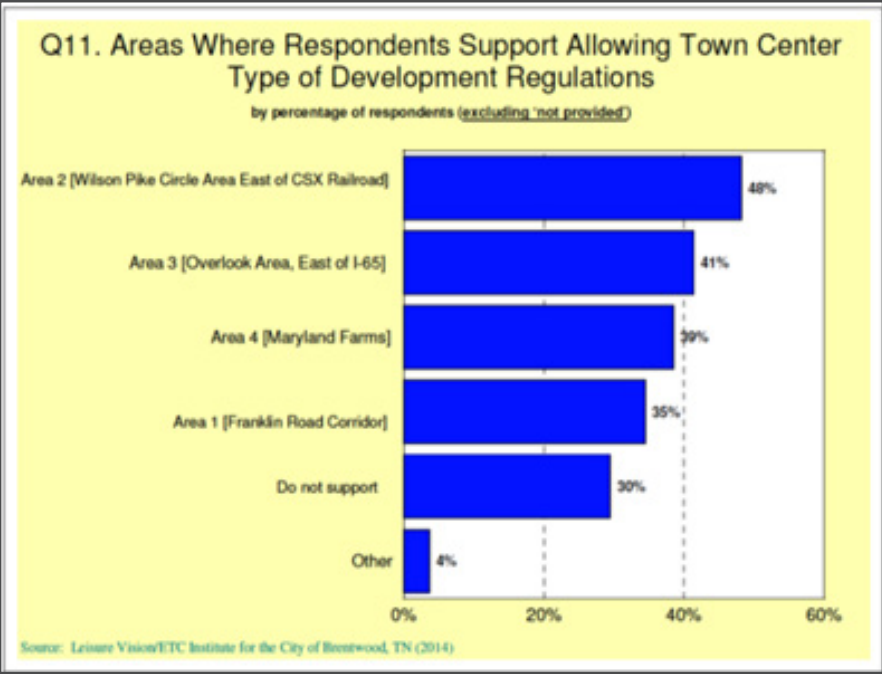




Other Commercial ‘Centers’

Residents gave relatively strong support (**C1Q11**) for Town Center-type development in other commercial areas (beyond the original Town Center area) designated on the map in the survey, ranging from the strongest support for the Wilson Pike Circle area (48%) to 35% for the Franklin Road Corridor. In this context, 30% did not support the Town Center concept being applied in other areas.

C1Q6 responses indicate a split in the community about creating opportunities for small commercial areas in a few locations closer to residential users. Those opposed (56% combined) slightly outnumber the supporters (43% combined) but those Very Opposed (36%) strongly outnumber those who are Very Supportive (18%).



Takeaways

The community is generally happy with shopping-center-type commercial areas, but also strongly supportive of a more traditional downtown appearance. Those that support some form of residential uses in the downtown favor a form that is above the stores, not tall and not free-standing multi-family dwellings.

Based upon the survey results (C1Q11), the City needs to consider what, if any, areas outside of the traditional Town Center area should be eligible for the existing or modified C-4 zoning designation. For any existing or future Town Center development, important considerations will be to:

- Pay close attention to assuring high quality aesthetics and design quality in any Town Center development
- Include places for entertainment (formal or informal)
- Maximize the variety of shops and stores
- Attract unique restaurants
- Create tools to assure that residential uses allowed in any Town Center development will be:
  - o Above stores and/or office uses
  - o Owner-occupied
  - o High quality design and construction

In the public dialogue about the future of the city, it may also be helpful to evaluate the impacts on Brentwood commercial areas of:

- New retail competition nearby
- The history of big-box type shopping centers in other comparable communities

The number of non-responses to Q11 (17.1%) about other locations for commercial centers suggests that more information to the public could change the order of priority of the responses.

### Turner Property

In **C1Q12**, the strongest support (46%) is for overall 1-acre zoning, with larger lots along Concord and Franklin Roads (to preserve the feel of open space). Mixed-use development was supported by about 1/3rd of respondents (31%). Just under 1/4th of respondents supported the concept of maintaining an overall density of 1 du/acre but allowing clustering combined with larger open space areas.

As an option to development, there is even stronger resident support for preserving (**C1Q13**) all or a large portion of the property (64%-- Very Supportive and Somewhat Supportive).

Note: the open-ended responses for this question were significant. [Please see **C1Q13** Open Ended responses in the Appendix.]

**Survey 2 Question 5 (C2Q5)** probed further in testing the importance of acquiring all a portion of the Turner property relative to an increase in property taxes.

The result:

56

- 5%** support increasing taxes by **more than \$500/year**
- 9%** support increasing taxes by **\$250-\$500/year**
- 22%** support increasing taxes by **\$100-\$250/year**
- 30%** support increasing taxes by **up to \$100/year**

So, up to 66% are willing to increase taxes by some amount, contrasted with 34% who do not support acquisition if it requires an increase in property taxes.

### Takeaways

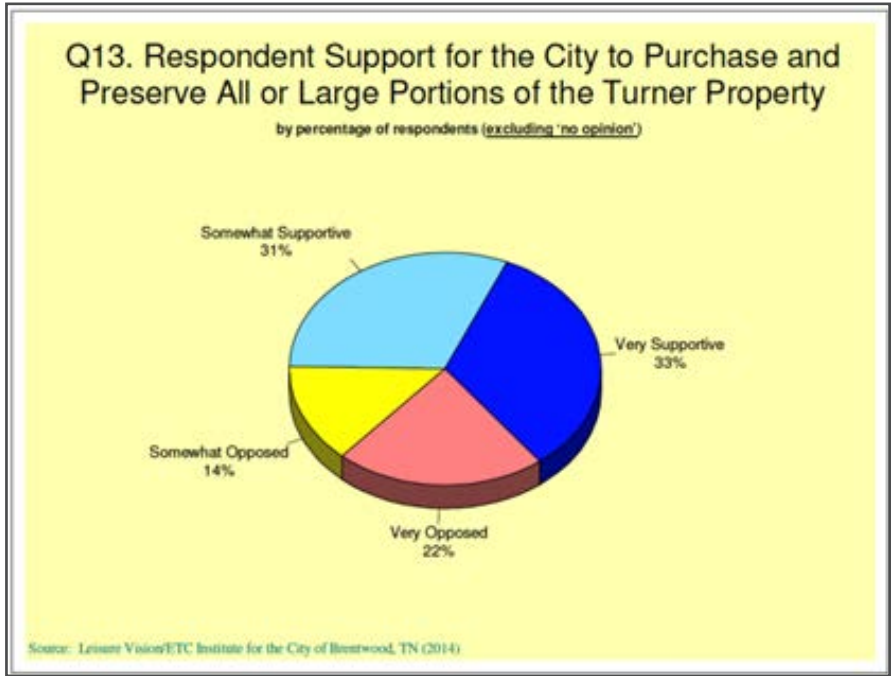
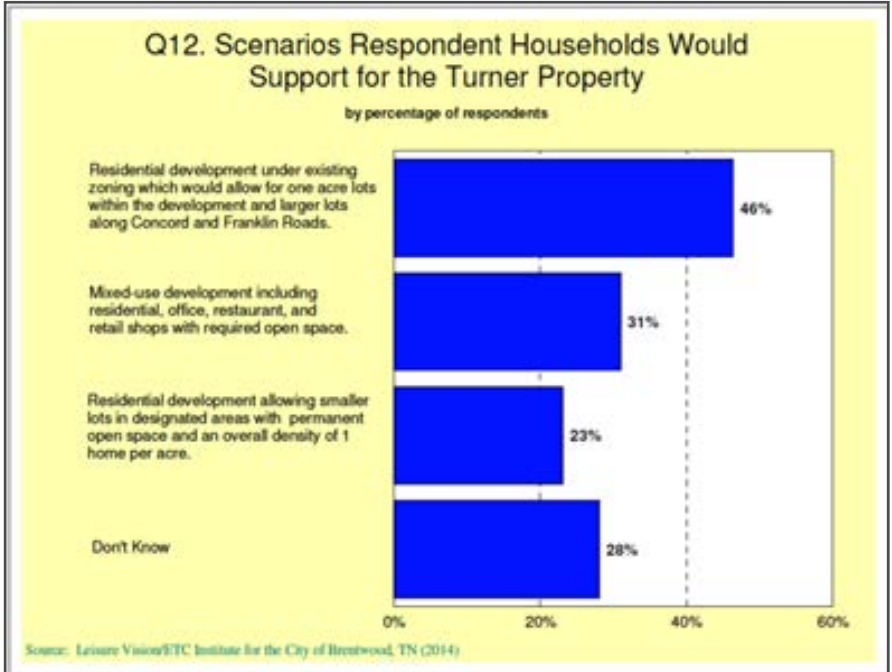
There appears to be very strong support for public purchase and preservation of this prime property, which is one of the “gateways” to Brentwood.

If the Turner property is to be developed, residents somewhat more strongly favor traditional 1-acre lot development. However, it is noteworthy that just under 1/3rd of residents answered “Don’t know,” which suggests that more information and images about various development types, could either strengthen the priorities listed, or potentially re-order them.

### Other Thoughts about the Turner Property

A final question in the section of the survey focused on the Turner Farm Property asked respondents to “Please provide any other thoughts or ideas you may have about the possible future development of the Turner Farm.” The following is a brief summary of the key themes observed in reviewing the 1,449 responses to the question.

- Like mixed use development with open space based on previous Turner family proposal
- The entire Turner property should be made a park and/or open space
- The Turner property should be developed as a golf course
- The City should not get involved in the development of the Turner Property
- Develop the property as a senior housing village
- The City should consider purchasing the property, but residents should be able to make decision based upon estimate of tax impact
- Any new development should not include commercial
- Keep the property just the way it is now
- Build a new Brentwood High School on the property
- Large lot residential development of one unit per acre or even greater lot size
- Medical, health and/or fitness –related office development
- Retain for farming in some fashion
- Build a state-of-the-art fire hall
- Do not do anything that will increase property taxes
- Allow the Turner family to decide fate of the property
- Establish a public equestrian facility/center
- Develop with smaller lot (more than one unit per acre) housing
- Establish a land trust to preserve as much of the property as possible
- Establish a cultural facility or cultural campus that could include a Civil War Museum
- Develop a portion of the property as a mountain bike trail/course



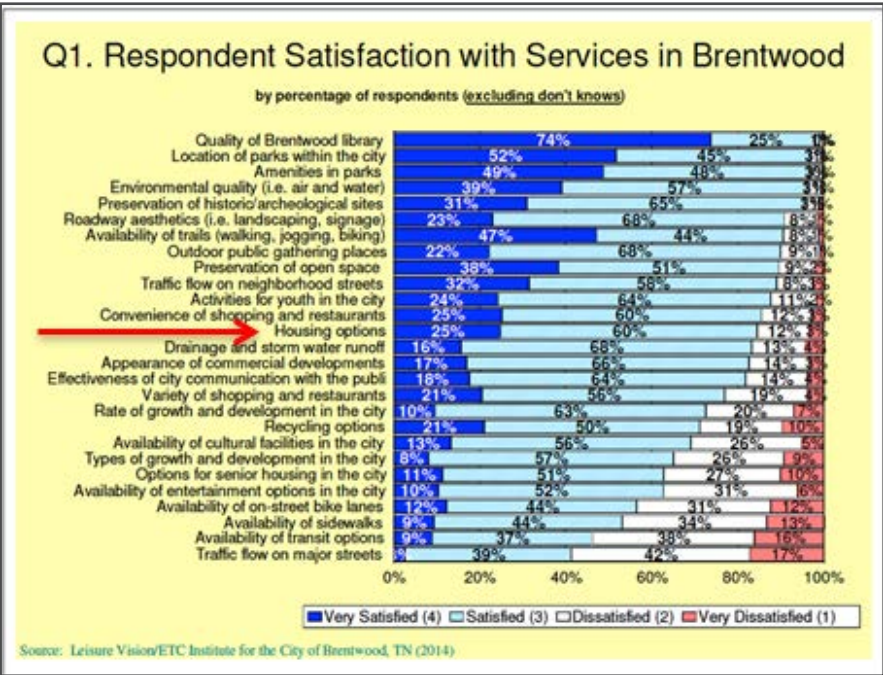


Homes and Residential Neighborhoods

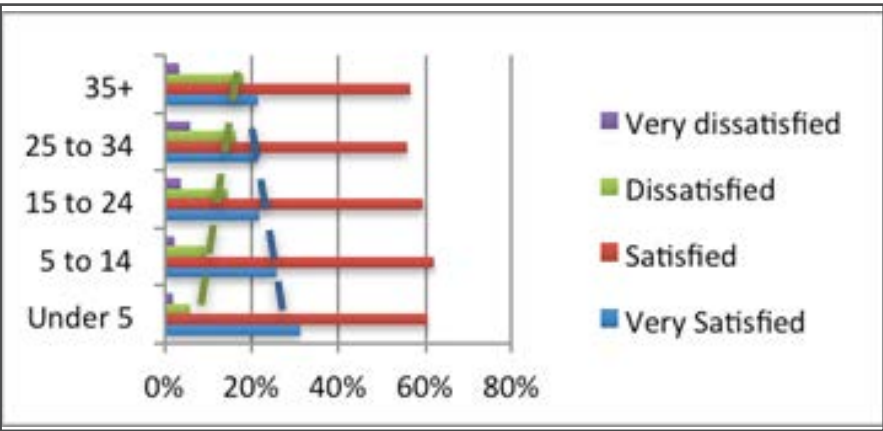
Overall, there is relatively strong Satisfaction with Housing Options in Brentwood (85% Satisfied and Very Satisfied).

However, when cross-tabulated with **C1Q21** (Length of residence in Brentwood) there are subtle but noticeable differences in responses:

- “Dissatisfied” increases with tenure in Brentwood, and
- “Very Satisfied” decreases with tenure.



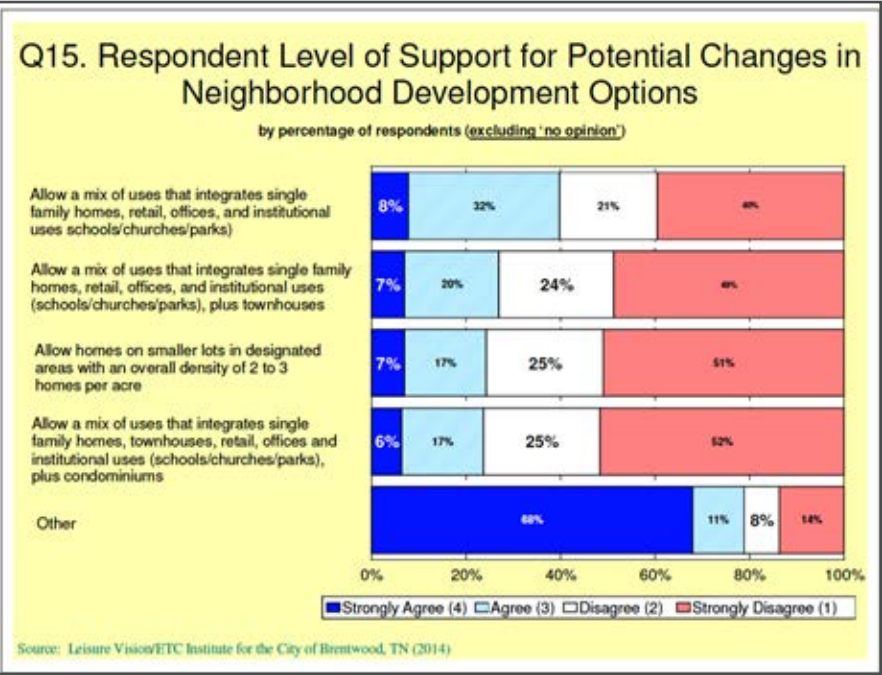
Q1 Satisfaction with Housing Options vs. Q21 Length of Residence.



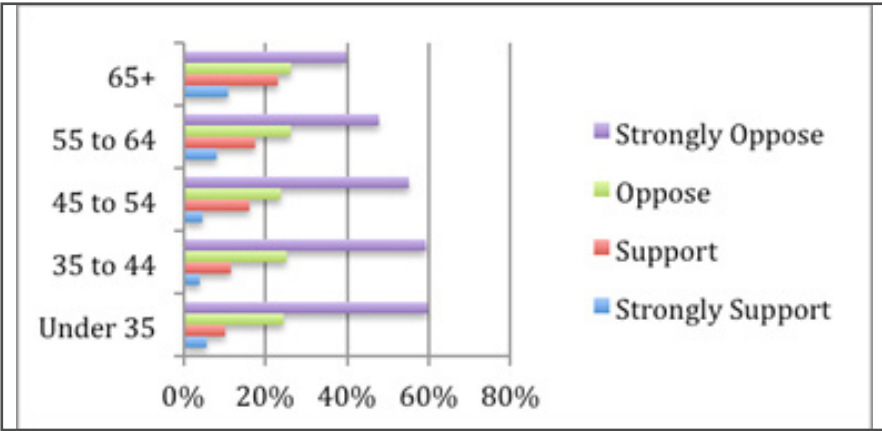
Regarding **C1Q15**, support for different kinds of neighborhood development (clustering, mixing of uses), the opposed responses (Disagree and Strongly Disagree) were most prevalent, ranging from 61% (combined) for “a mix of uses,” to 77% (combined) for “a mix of uses...plus condominiums.”

Note: the large number of “Other” responses highlights the importance of the write-in responses to this question, which are tabulated in the Appendix (**C1Q15**, Other write-in).

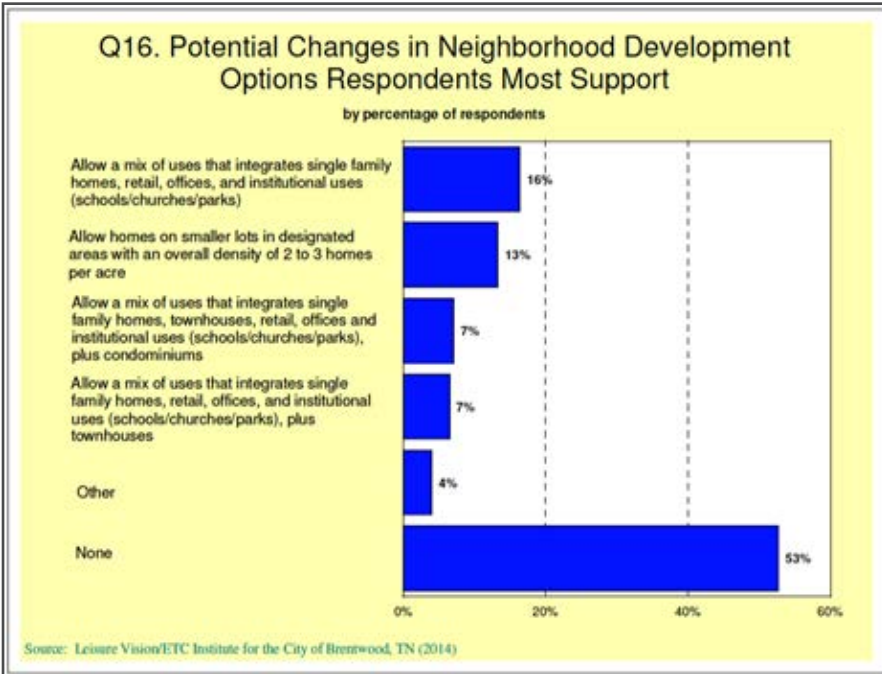
When cross tabulated against **C1Q22** Age, all of the responses are relatively similar for each age group, except for the third option. The opposition to smaller lots decreased with age.



Q 15 Options for Neighborhood development—smaller lots vs. Q22 Age



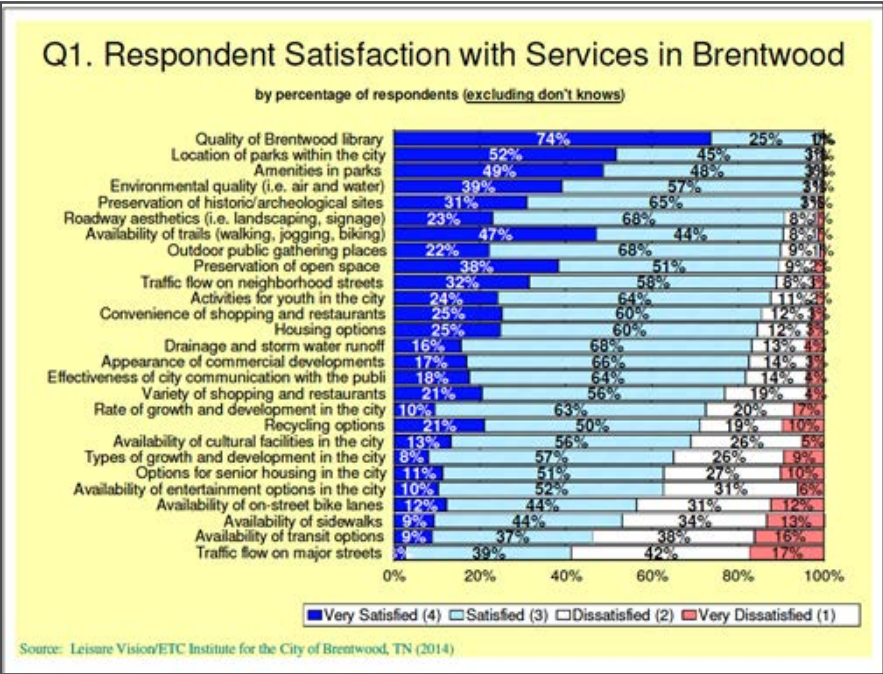
Responses to the follow-up question (C1Q16) about which actions they “most supported” resulted in the same rank order of choices, but with slightly stronger levels of support (but still minor levels – 10% or less).



Other Community Needs/Desires

Note: even though residents are clearly satisfied with services in Brentwood, for several questions there were enough “No Opinion”<sup>1</sup> responses that, with further community dialogue, the rankings could be adjusted significantly:

- Preservation of historic/archaeological sites 10.7%
- Availability of cultural facilities 13.1%
- Activities for youth in the city 20.8%
- Options for senior housing in the city 27.2%



Options for Senior Housing

**Community Survey 2** further probed the question of senior housing options with 4 questions:

**C2Q1** tested the level of support for various kinds of senior living. All of the options received approximately 35%-39% Strong support. No Opinion and 72%-85% overall support (“Strongly Support” plus “Support”).

**C2Q2** tested the level of support for locations of various types of senior living options. There was relative support (“Strongly Agree” + “Agree”) for the options is as follows:

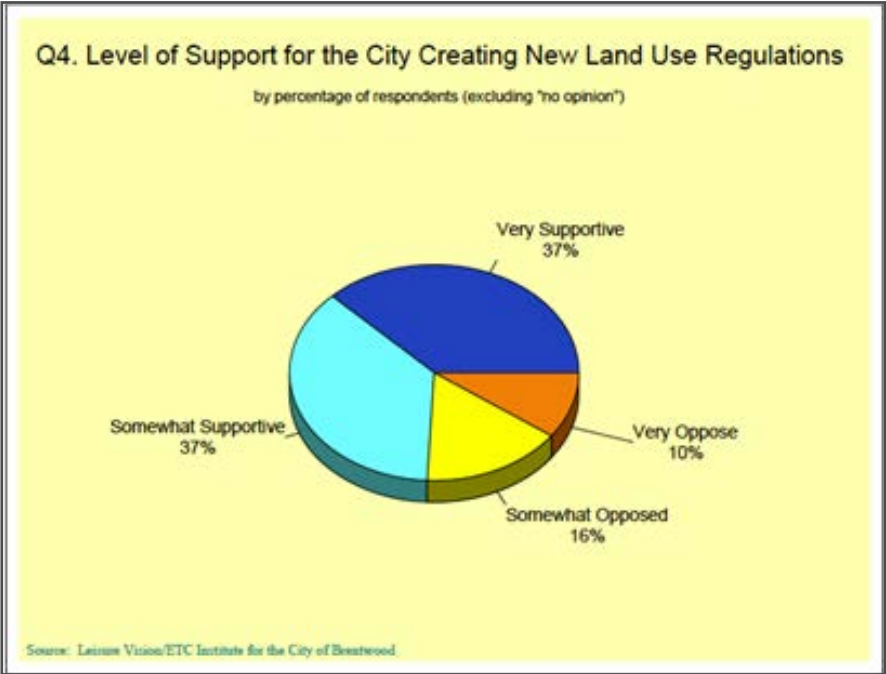
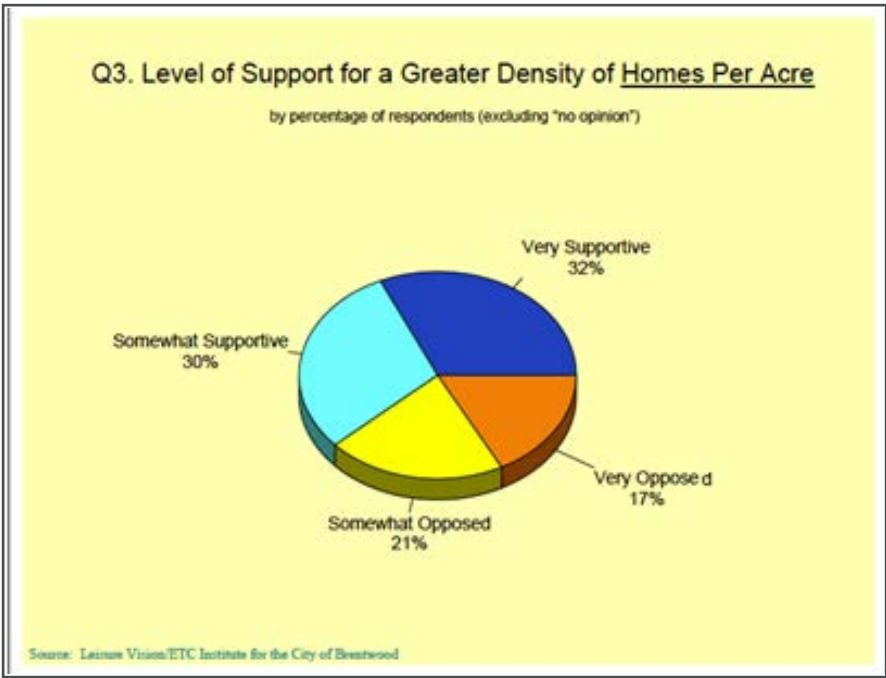
- 81% Near services and facilities** (grocery, parks, doctor, etc.)
- 75% Independent senior living centers** adjacent to neighborhoods
- 70% As part of a planned community** separate from neighborhoods
- 34% Stand-alone** single family homes in any new subdivision
- 29% Attached** single-family homes in any new subdivision

For the third option above, **C2Q3** tested the level of support for a **greater density** of senior-restricted homes/acre to reduce the required level of yard maintenance.

- Approximately **62% were Very or Somewhat Supportive.**
- Approximately **38% were Very or Somewhat Opposed.**

**C2Q4** further tested the support for senior living options by asking specifically about the respondent’s support for creating new land use regulations to permit senior-restricted living options.

- Approximately **74% were Very or Somewhat Supportive**
- Approximately **26% were Very or Somewhat Opposed**



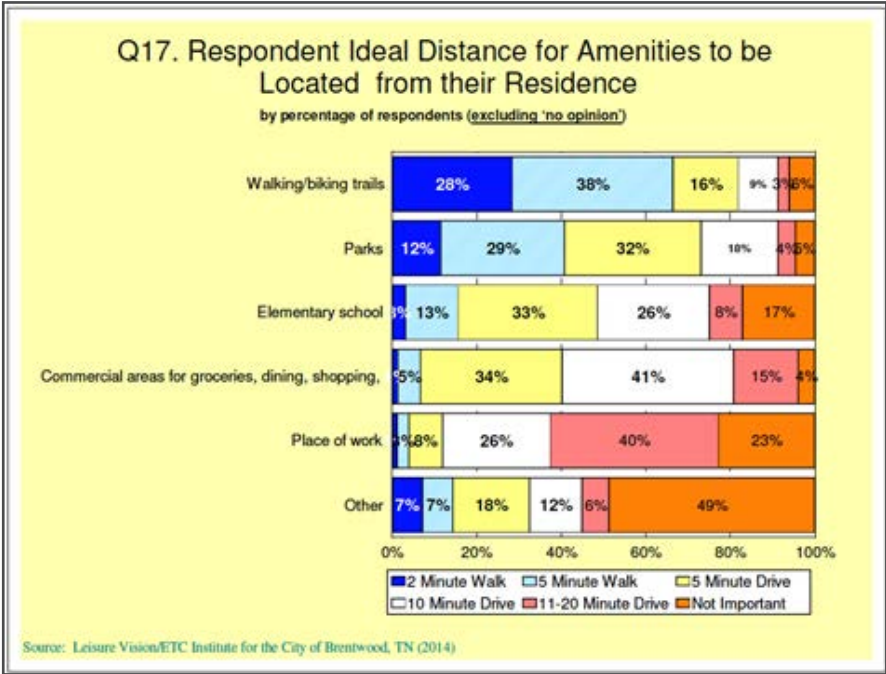
<sup>1</sup> See Q1, “No Opinion” in Brentwood Tabular Data-May 2014.pdf in the Appendix.



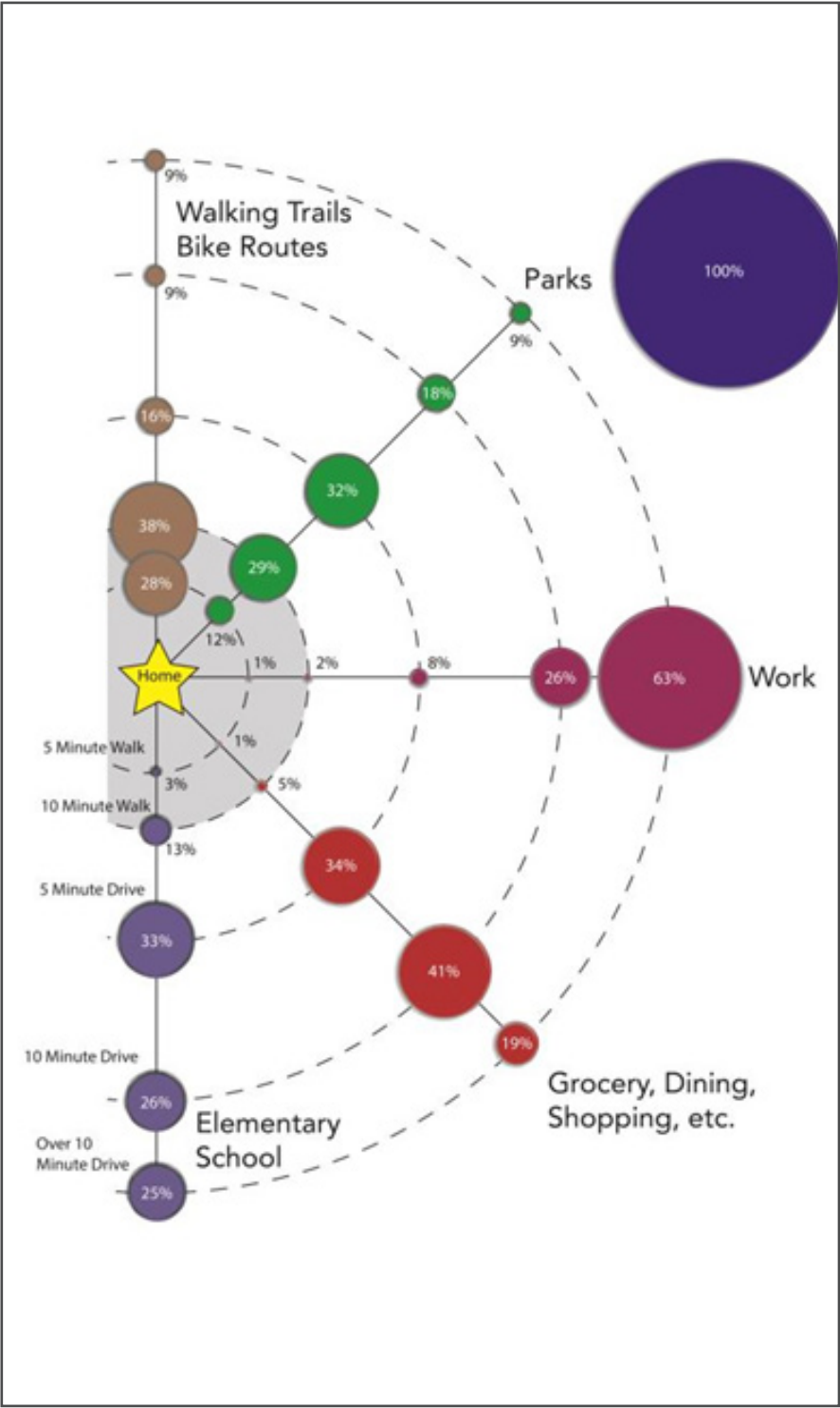
In response to **C1Q17**, regarding the ‘ideal’ distance from home to various amenities:

- 66% want a **bike trail** within walking distance
- 41% want **parks** within walking distance
- relatively **few** participants feel that **elementary schools, shopping or work** should be within **walking distance**
- a majority feel that **elementary schools** (59%) and shopping (75%) should be within a 10 minute drive
- 66% feel that **work** should be within a 20 minute drive

At the same time, **C2Q6** reveals that **78%** of the public only supports building trails **where easements can be obtained with the property owner’s consent** (eliminating the potential for condemnation to complete missing links).



The preferences expressed in C1Q17 are further illustrated in the graphic below:



*Takeaways*

The responses to C1Q17 provide good guidance about park and trail standards, and future plans should address the potential to achieve them at various levels of effort/cost.

There is some support (34%) for having commercial areas (groceries, dining, shopping) closer (5 minute drive) to residences. This correlates with C1Q6 where 43% of respondents that support smaller centers located closer to residents.

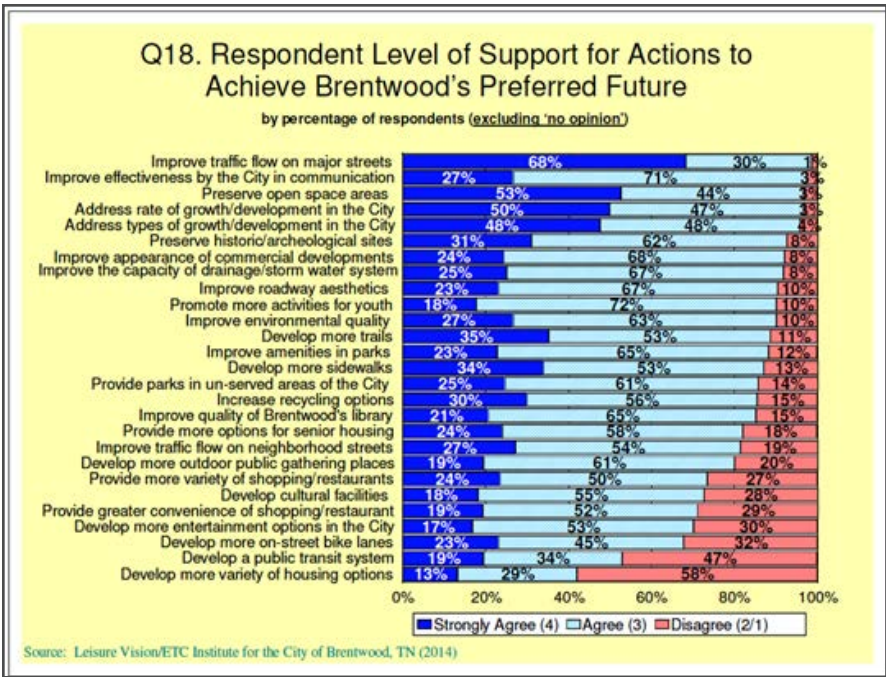
Where from Here?

C1Q18 asks residents to indicate (after all the previous questions and answers) which actions are most important to achieving the future for Brentwood that they envision. The overall level of support is very high for almost all items.

Opposition that approaches or exceeds 50% only appears with:

- A public transit system
- More variety of housing options

*Note: of the 27 choices 23 had “No Opinion” selections ranging from 14% to 24%, which suggests that more public information and dialogue could significantly affect the ratings of the various items.*



Takeaways

C1Q19 provides a general sense of community priorities from the potential actions they supported in C1Q18. Not surprisingly, the issues that respondents had the greatest dissatisfaction with in earlier questions in the survey ranked highest in priority in C1Q19, and vice versa (for example, the Brentwood Public Library ranked lowest in priority for future actions).

However, four actions had distinctly higher priorities than the rest. These include:

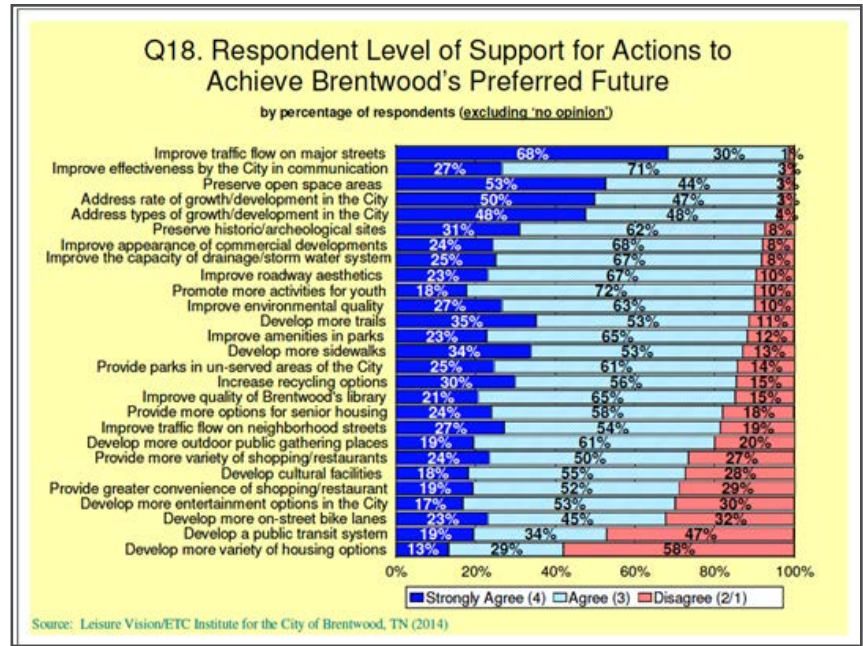
- Improve traffic flow on major streets (57%)
- Address types of growth/development in the City (34%)
- Preserve open space areas (32%)
- Address rate of growth/development in the City (32%)

A second tier of priorities (at approximately 15% support) included:

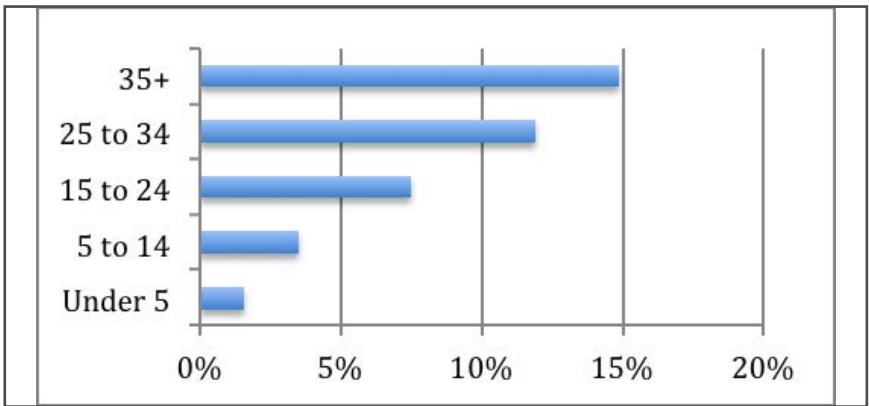
- Senior housing
- Sidewalks
- Trails

From the above list, when cross tabulated with C1Q21 (Length of Residence in Brentwood) there were subtle but noticeable differences for:

- The support for “More options for senior housing” increased significantly with tenure in Brentwood.



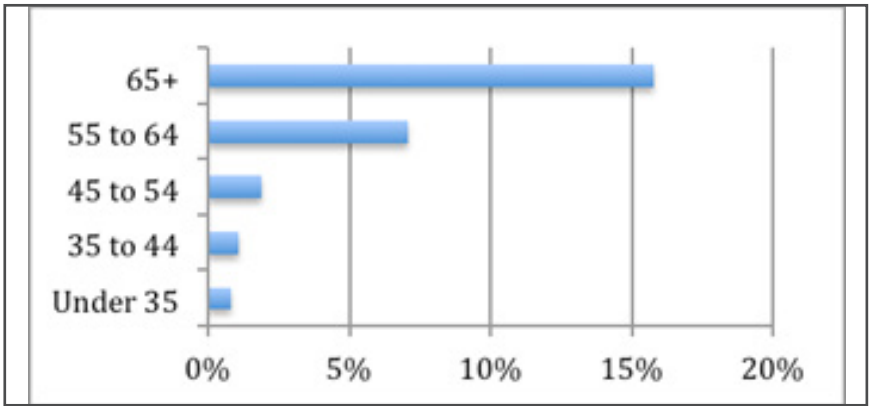
Q 19: (Actions MOST supported) Options for senior housing vs. Q21 Years of Residency



When the same item is cross-tabulated against C1Q22 (Age), there are similar generational differences:

- the support for “More options for senior housing” increased significantly with age.

Q 29 Actions MOST support--Options for senior housing vs. Q22 Age

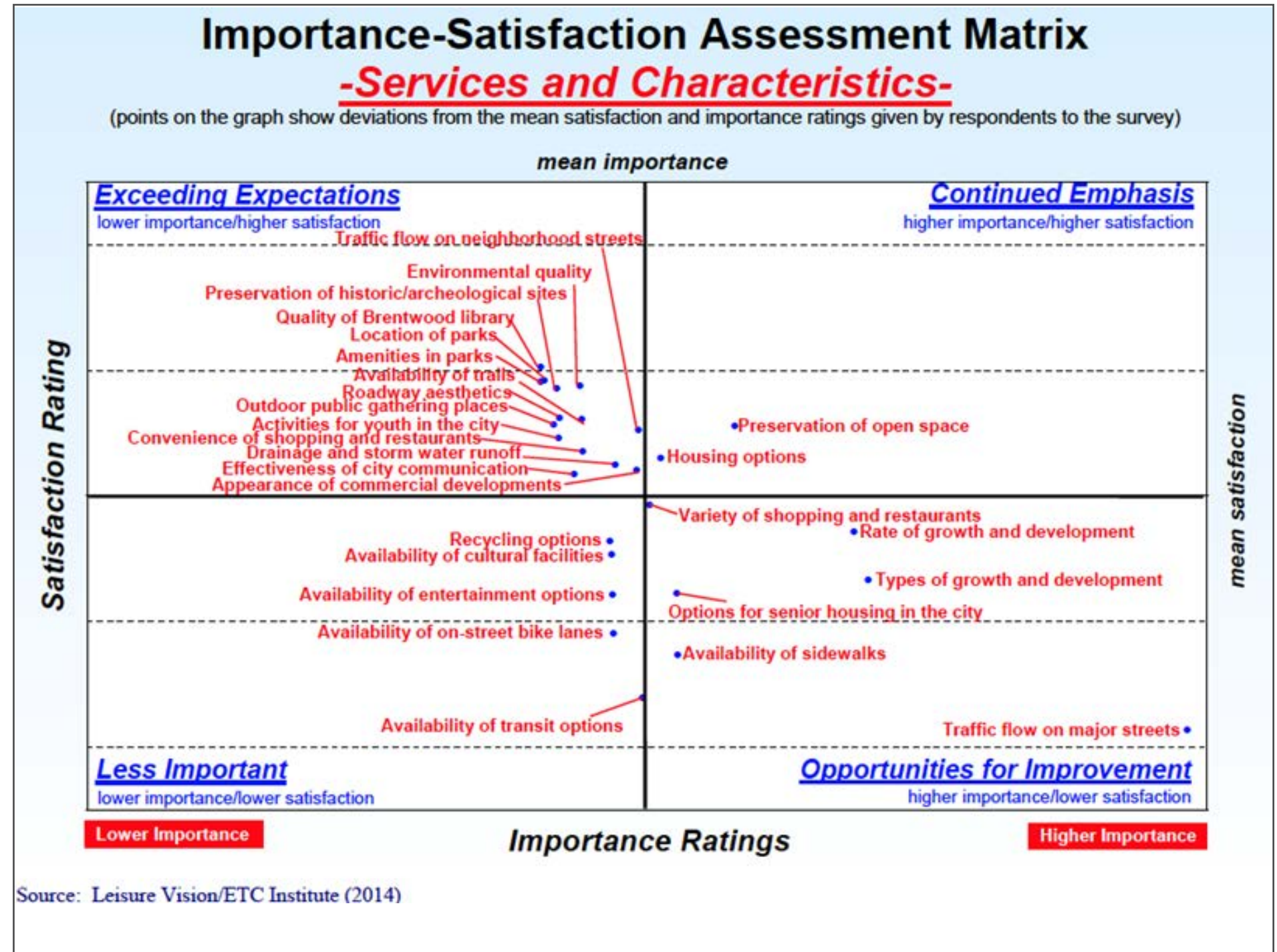




The Importance Satisfaction Matrix<sup>1</sup> is another tool for identifying potential priorities. This matrix plots the items in C1Q1/Q18 against the Mean ratings of all respondents, relative to two measures: Satisfaction and Importance.

These generally correspond to the first and second tier of priorities identified in C1Q19 above.

- Upper left quadrant is items of relatively low Importance, which the city is doing well at (already exceeding expectations).
- Lower left quadrant can be thought of as having relatively less Satisfaction, but also low Importance (lowest priority).
- Upper right quadrant has higher Satisfaction AND higher Importance—it is important to keep doing these.
- Lower right quadrant is items that are Important, but for which there is relatively less Satisfaction=prime opportunities for improvement.



A.2 COMPARISON OF 1999, 2006, AND 2015 SURVEYS

General Comments

A survey of community opinion was conducted in 1999, 2006, and again in the 2016 update, with comparably high response rates that reflect Brentwood’s continuing high level of citizen interest in issues affecting Brentwood. The survey of businesses was a new addition in 2006, and continued in the 2016 update, but was not part of the 1999 work. The questions in the 2015 survey focused on current and recent conditions in the community. But an effort was made to design a number of questions that would also allow one to track trends in opinions over time.

A table follows, comparing key results in the 1999, 2006 and 2015 surveys with regard to notable variations:

	1999	2006	2016
Have you lived in Brentwood 5 years or less?	34%	34%	17%
Have you lived in Brentwood 10 years or more?	43%	58%	60+%*
Do you support maintaining a minimum density of 1 unit/acre?	91%	83%	N/A
Should preservation of farms and open space be a high priority?	71%	81%	64%**
Would you support neighborhood commercial development?	48%	24%	43%
Should neighborhoods be connected with streets?	54%	33%	32%
Should your neighborhood be connected to the adjacent area?	33%	26%	N/A

\* 2015 Survey grouped 5-14 years in one category for which 32% responded. We assume that more than 7% were more than 10 years.  
\*\* 2015 asked specifically about purchasing all or a portion of Turner Property

- The resident population of Brentwood continues to become more permanent and less transient. The percentage of residents who have been here 5 years or less has declined, and those who have been here over 10 years continues to increase.
- The strong preference to maintain the community's traditional 1-home per acre pattern of residential development is so clear from public input that it was not specifically asked in 2015.
- The support for open space preservation was specifically tested with regard to the Turner property. Responses showed strong preference to preserve all or a significant portion of this highly visible property.
- Support for neighborhood commercial development in Brentwood has varied, but is still less than the majority.
- The question of interconnectivity of neighborhoods was dropped in 2015 due low support previously and its impracticality in Brentwood.

Several notable themes have been consistently addressed in the 2006 and 2015 surveys, which are compared in greater detail below:

Preservation of the Turner Property

In 2006, 48% of residents expressed support for public acquisition of tracts to create public open space. This percentage of support closely mirrored the results of an unsuccessful bond referendum for open space acquisition. That referendum gained only a 49% affirmative vote.

The major remaining, and most highly visible open space in Brentwood is the Cal Turner property. This centrally located, visually attractive landscape is important to Brentwood residents.

When asked specific questions regarding approaches to preservation of the Cal Turner property, responses were mixed.

The 2015 second community survey probed Turner Farm preservation further by asking about the support for increasing property taxes to pay for it. The results were as follows:

- 5% support increasing taxes by more than \$500/year
- 9% support increasing taxes by \$250-\$500/year
- 22% support increasing taxes by \$100-\$250/year
- 30% support increasing taxes by up to \$100/year

So, up to 66% are willing to increase taxes by some amount, contrasted with 34% who do not support acquisition if it requires an increase in property taxes.

Note: the number of “Don’t know” responses in 2015 suggests that further community discussion could change dramatically.

	2006	2015
Purchase all or significant portion	44%	64%
Development all, but with larger than 1 acre lots along Concord/Franklin Rds		46%
Clustered residential development with open space		23%
Clustered mixed-use development with open space		31%
No need to preserve	8%	
Don't know		28%



Housing Options for Senior Citizens

The lack of available housing options for senior citizens has been addressed in both 2006 and 2015. Perhaps consistent with an aging population, the support was markedly increased for creating/allowing more options specifically for senior citizens.

In addition, in 2015 citizens strongly favored these kinds of senior options as part of planned communities (70% Support) rather than allowed in any subdivision (68-70% Opposed).

	2006	2015
	Strongly + Somewhat Support	Strongly + Somewhat Support
New land use regulations, for seniors, to allow for more than 1 unit/acre	34%	74%
Allow greater density (than 1/acre) specifically for seniors		62%
Allow separate single homes on small lots for purchase		72%
Attached single homes with shared maintenance		72%
Independent senior living centers with apartments		80%
Assisted living facilities		85%

Road and Traffic Improvements

The most consistent concern in all the surveys has been the adequacy of existing roadways and growing traffic congestion in Brentwood.

In 2006, the second survey queried residents regarding preferences for future roadway improvements. As seen below,

- 11% preferred the City to focus on widening major roadways, even if trees and other scenic qualities would be removed.
- 27% preferred the City focus on minor safety improvement with a priority on preserving scenic qualities.
- 61%, prefer a combination of the two options – improving roads, while relocating trees and other aesthetic qualities where trees cannot be preserved.

The overall takeaway was that 99% of respondents indicated interest in some level of roadway improvements.

In 2015, citizens were also asked to identify the most important strategies for the city to consider when planning for future transportation projects. Responses were as follows:

- 19% = Focus on two or three major road widening projects, postponing smaller projects
- 36% = Distribute funds over a larger number of small improvements, postponing major widening projects
- 45% = Distribute funds over a combination, such as several small projects and one large one

In 2015, citizens were also asked to assign priorities to various options. The combination of 1st and 2nd priorities were as follows:

- 86% = Preventing congestion on major roads from getting worse
- 76% = Maintaining existing neighborhood streets via annual resurfacing
- 32% = Providing transportation options

Area by Area Response Patterns

The responses to the all the questions were generally consistent and uniform across geographic subareas of the City.

A.3 OPEN ENDED SURVEY RESPONSES

After a series of questions regarding participant demographics, a final question (Q25) asked respondents to “Please share any additional comments or suggestions to help update the City of Brentwood’s 2030 long range comprehensive plan.” This appendix provides a summary of several categories of responses that appeared most frequently in the open ended responses. The appendix is organized by category and includes several bullets highlighting key themes, as well as a ‘Wordle’ created from all of the survey responses to Q25 in that particular category. A wordle is an online tool for generating “word clouds” from large amounts of text. The clouds give greater prominence to words that appear more frequently. Wordles do not retain phrases or meanings associated with statements and rather provide an indication of frequency of individual words. All open ended responses to Q25 are included at the end of the Appendix.

Housing Quality, Density and Growth

There were 520 responses that included references to housing quality, density, and growth. The most common themes observed in these write-in responses included the following:

- Retain residential density of one unit per acre
- Provide housing options for seniors and individuals interested in downsizing
- Concern that apartments and condominiums will contribute to traffic
- Meter growth in some manner as to retain existing community character and not overburden schools and other services
- Interest in keeping Brentwood a bedroom community with limited commercial development
- Desire to better connect neighborhoods with a variety of transportation options
- Desire to increase taxes as a means of curbing or slowing growth and limiting need for additional sales revenue
- Interest in providing additional housing options that fit into the rest of the community
- Maintain or increase expectations for quality construction and design
- Sentiment that the Tapestry development is not desirable
- Some interest in housing options within walking distance of parks, schools, shops and restaurants

Commercial and Mixed Uses

There were 231 responses that included references to commercial and mixed use development. The most common themes observed in these write-in responses included the following:

- Interest in keeping a concentrated commercial core and avoiding adding commercial development to neighborhoods
- Desire for a true town square with a central gathering space and sense of place
- General opposition to the C-4 zoning designation
- Some desire to stop additional commercial development completely
- Desire for better dining and entertainment options
- Sentiment that there are plenty of commercial offerings in Nashville and Franklin that can serve the residents of Brentwood
- Fear that adding commercial and mixed use development will make Brentwood like Green Hills in Nashville
- Some desire for mixed use development if done to a high quality of design and construction
- Some desire for additional commercial development along Concord Road
- Suggestions to add commercial uses to existing residential and commercial structures







### *Parks, Recreation and Trails*

There were 85 responses that included references to parks, recreation and trails. The most common themes observed in these write-in responses included the following:

- Broad interest in more and improved trails connecting to parks and connecting parks to each other
- Desire for more bike trails
- Desire for more multi-use athletic fields and sport courts
- General sentiment that the existing parks are a great community asset
- Desire to maintain un-programmed space within parks
- Some sentiment that there are enough parks and that no new parks should be constructed
- Some desire for a new aquatic facility
- Some concern about alcohol and drug use in parks
- Some suggestions to develop a central park or community space

## Open Space

There were 112 responses that included references to open space. The most common themes observed in these write-in responses included the following:

- Desire to preserve open space and acquire additional land for open space
- Concern that new development is decreasing the amount of open space in Brentwood
- Desire for additional trails within open spaces and natural areas
- Desire to protect hillsides and hilltops around the community
- General sentiment that the natural setting makes Brentwood unique and desirable
- Some suggestions to purchase Turner Property and maintain it as open space
- Some sentiment that the City has an adequate amount of open space



## Design, Identity and Sense of Place

There were 83 responses that included references to design, identity and sense of place. The most common themes observed in these write-in responses included the following:

- General sentiment that the City has not developed a strong identity over time
- Some concern that recent development has not maintained a high quality of design and construction consistent with earlier development in the community
- Some sentiment that Brentwood needs a town center with a strong sense of place
- Desire to improve the aesthetics of entries into the community
- Some suggestions to develop stronger design guidelines and/or standards
- Some sentiment that commercial development in Brentwood appears outdated
- Many suggestions to preserve and protect the beauty and character of Brentwood
- A desire improve the aesthetics of roadways in Brentwood (especially major thoroughfares)





B. MAJOR THOROUGHFARE MASTER PLAN  
BACKGROUND INFORMATION

EXISTING CONDITIONS

Current Travel Times

Travel times are sometimes the most easily understood measure of operational quality. Travel times can be useful for understanding the true impacts of congestion, especially over time. While the City does not maintain a historical travel time data program, current year travel time is also valuable to provide a reference framework for travel characteristics. Travel time data was collected in March 2014 for the following road segments in Brentwood:

- ❑ Concord Road from Sunset Road to Franklin Road
- ❑ Franklin Road from Murray Lane to Old Hickory Boulevard
- ❑ Maryland Way from Granny White Pike to Wilson Pike
- ❑ Moores Lane from Carothers Parkway to General George Patton Drive

These segments were selected because each has known congestion issues occurring during peak times. To document the operation of these segments, travel times were collected in both directions during the 7-9 AM and 4-6 PM peak hours. In keeping with standard practices, multiple travel time runs were collected during these times, with results averaged. The following observations for each segment are noted:

Concord Road

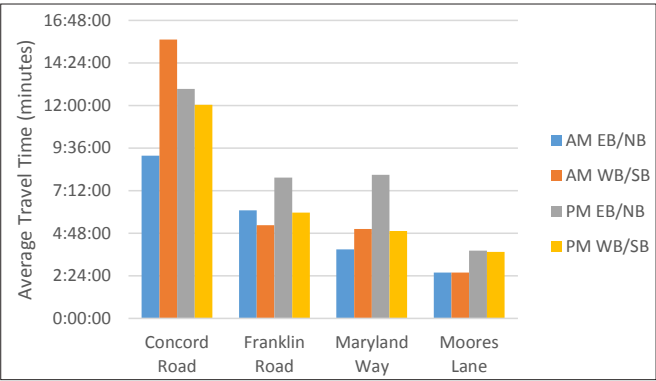
The longest travel time of any collected segment is westbound travel on Concord Road during the morning peak period. It takes just under 16 minutes on average to make the approximately 5 mile trip during this time, with one run of almost 21 minutes being recorded. The AM peak also exhibits a very high differential between westbound and eastbound travel, illustrating the heavy commuting role of this arterial. Average travel speeds are slightly better than average (24.6 mph versus 22.0 mph) compared to other congested segments in Brentwood.

Franklin Road

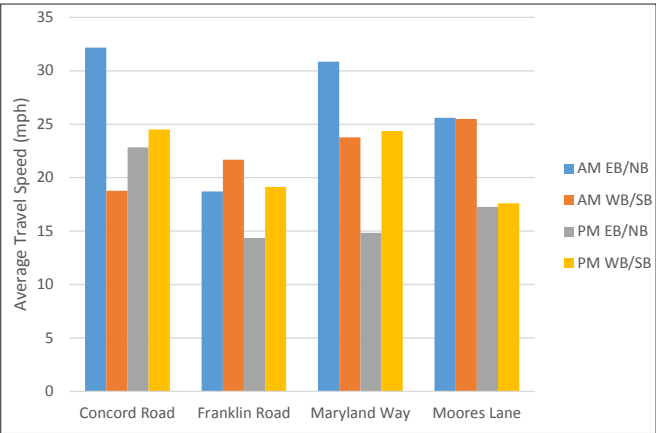
The slowest average travel speed (14 mph) was measured in this segment of northbound Franklin Road during the PM peak. These slow speeds were found to last almost the entire duration of the 2-hour collection period. It also has the slowest overall speeds of those measured.

Maryland Way

This segment has the second slowest travel speed and, like most other congestion in Brentwood, is the slowest in the peak direction during the afternoon. However, unlike Franklin Road, this peak lasts only roughly 20 minutes (5:15 to 5:35) before easing significantly. Overall, Maryland Way’s travel times are above average for other congested corridors (23.5 mph versus 22.0 mph average).



Average Peak Hour Travel Time



Average Peak Hour Travel Speed

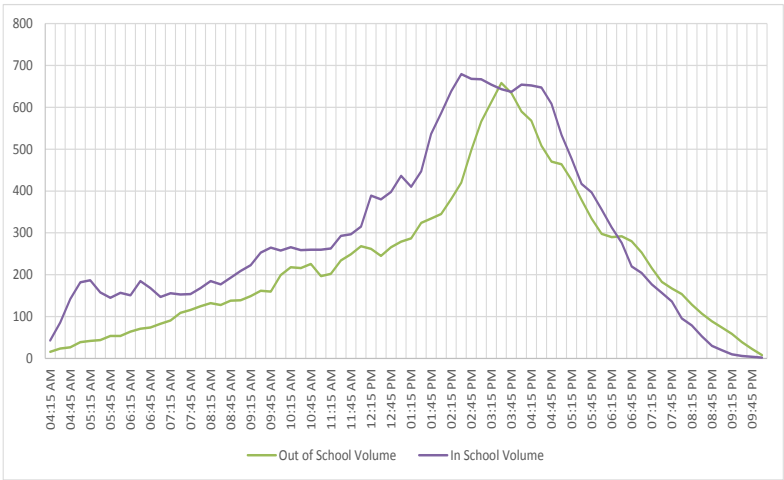
“Riding in a school bus is seven times safer than traveling by car or truck” and “44 times safer than cars driven by teenagers”

-National School Transportation Association

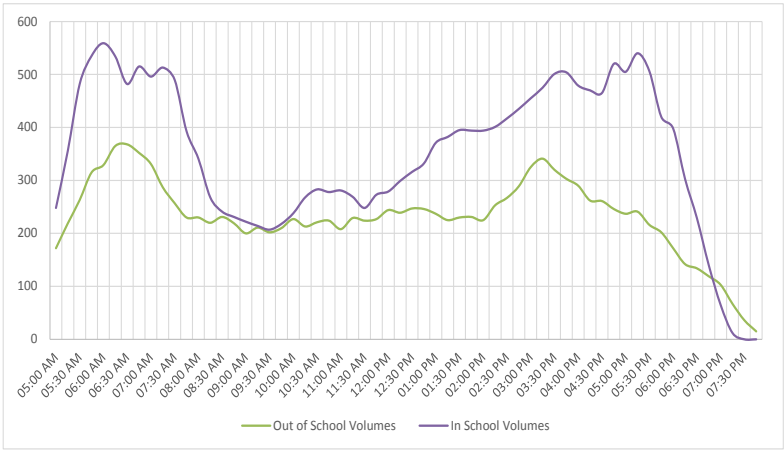
Moores Lane

Travel times here are very evenly balanced by direction, likely being influenced by the I-65 interchange. Overall peak travel times here are almost exactly average, but like other corridors are lower in the PM than in the AM peak.

Data collected while school was in, then out of session, shows the impact of school transportation. Volumes are higher when school is in session, but peak periods are also lengthened.



Traffic Volume by Time of Day, Eastbound Crockett Road near Arrowhead Drive



Traffic Volume by Time of Day, Northbound Wilson Pike North of Crockett Pike

Impact of School Transportation

Much of Brentwood’s residential growth has been in large part attributable to its desirable public schools, with several having obtained National Blue Ribbon School status. For many years, Lipscomb and Scales Elementary, Brentwood Middle, and Brentwood High Schools have served the City’s growing population. Relatively recent additions of Edmonson, Crockett, and Kenrose Elementary, Woodland Middle, and Ravenwood High Schools service newer growth areas. Travel schedules are largely affected by school arrival and dismissal periods, especially in areas proximate to the school. Anecdotal evidence suggests that school bus ridership for these schools is low, leading to higher volumes of traffic as younger children are transported by private vehicle and high school students drive themselves.

Brentwood should consider partnering with the school district to better understand and improve bus ridership numbers as one method for minimizing congestion. Possible target areas for improvement include reducing the current route ceiling of 60 minutes, making safety and aesthetic improvements to the bus fleet, assigning a staff person to each bus to ensure student safety, and carrying out an educational component aimed at changing negative perceptions of busing. A survey of parents and students would help decision-makers to better understand underlying concerns or barriers preventing higher bus usage. Technological tools that have assisted school districts in increasing ridership (and maximizing operations in general) include school bus routing software for maximizing routes, school bus GPS tracking systems providing real-time tracking information and a resource for comparing benchmark goals, and GPS student tracking which allows for real-time information on when students board the bus and when they leave it.

Roadway Safety

While transportation safety has always been a priority for roadway agencies, highway crash reduction has recently received even more attention due to Federal transportation safety initiatives. These initiatives are promoted (and in some cases required) by the Federal Highway Administration, carried out by the state Department of Transportation, and supported by local municipalities. The City of Brentwood has been a strong supporter

of these safety initiatives and has partnered with TDOT in developing and implementing safety-related improvements.

Despite implementing best practices and efforts in design, construction, and enforcement of roadways, crashes still occur and bring serious ramifications. Most important are the impacts to crash victims and families. Those not directly involved also are affected by crashes in the form of property damage and health care costs as well as congestion which often results at the scene of crash events. For all of these reasons, reducing the number and severity of crashes is a top priority for highway oversight agencies, including the City of Brentwood.

According to TDOT data, in the year 2014 there were 853 crashes which occurred within the city limits. Averaging more than two crashes per day, this resulted in a total of 273 people injured. The roadways having the greatest number of crashes are as follow:

- I-65 = 180 (21%)
- Concord Road = 140 (16%)
- Moores Lane = 123 (14%)
- Franklin Road = 88 (10%)
- Wilson Pike = 69 (8%)

Looking at crash patterns for these routes, it can be seen that crashes are more frequent where (1) traffic volume is high (e.g. I-65), (2) driveways and/or intersections create conflicts (e.g. Franklin Road), or (3) a combination of both (e.g. Concord Road). The City has limited oversight or involvement with safety conditions on I-65. On these other roadways, mitigation of access conditions and congestion can have a positive impact on safety.

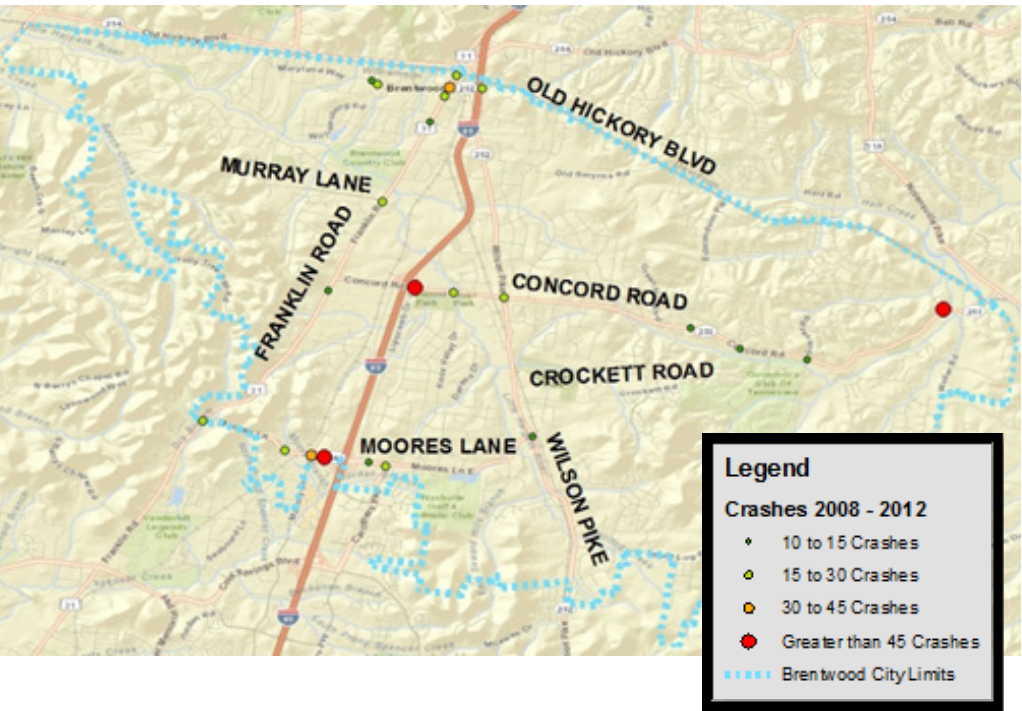
Safety improvements are often most beneficial at intersections. City data has shown that the individual intersections with the most crashes are:

- Concord Road and Lipscomb Drive
- Franklin Road and Maryland Way
- Moores Lane and Mallory Lane
- Moores Lane and Galleria Boulevard
- Concord Road and Bluff Road

TRAFFIC-CRITICAL LOCATIONS

Several aspects of Brentwood have resulted in the congestion which is experienced today and which make it susceptible to worsening travel challenges in the future:

- ❑ Brentwood’s role as a regional workplace which attracts commuters from across middle Tennessee into the Maryland Farms and northern Cool Springs areas. Both of these commercial areas serve longer-distance commuters via interchanges with I-65. Individual intersections at these interchange locations have capacity shortages which will be exacerbated with increasing numbers of employees.
- ❑ Brentwood’s proximity to Nashville (and to a lesser extent, Franklin) which is a primary commuting destination for Brentwood residents. This has led to growing congestion at the Concord Road interchange on I-65 and other commuter-oriented arterial roads.
- ❑ Residential growth which has been steady over the past decade and concentrated in the less topography-challenged areas east of I-65.



High Crash Locations in Brentwood 2008-2012 (TDOT data)



- ❑ Maintenance of the long-standing low density zoning policies which contribute to longer travel distances (and therefore travel times), concentration of traffic on fewer roads, and concentration of commercial activities in a few locations.
- ❑ A lack of practical transportation mode choices aside from personal car use. Some reasons are that the low densities cannot reasonably support transit services, significant gaps remain in bicycle and pedestrian infrastructure, travel distances for most trips are too long for non-motorized trip making, alternatives which are available (like school buses) are not fully utilized, and demographics allow almost all residents to have access to a vehicle.
- ❑ Significant impact of peak periods of travel. Brentwood seems to be severely impacted by schools and commuter-based travel demands, resulting in heavy congestion during relatively short and predictable periods of the day.
- ❑ A lack of street connectivity and alternate routes. To some degree, the street network has been confined by natural features, but more often by land use decisions. Many planned roadway connections targeting more efficient traffic distribution have been trumped by residential land use considerations.
- ❑ Lack of access management to move arterial traffic more efficiently. The prevalence of driveways on congested corridors leads to more turbulence in traffic operations.



Franklin Road in Town Center area

- ❑ Growth in neighboring communities (southeastern Nashville, Nolensville, Franklin, and Spring Hill) which has some impact on arterials and likely more impact on I-65.

A basic assessment of open lands shows that a relatively small number of tracts which are of significant size for new development exists. These are important to note because of the potential for new traffic volumes to be generated out of these land areas. There likewise is the potential for additional volumes of new traffic to be generated out of existing commercial areas within the city. Considering these areas of potential new development and related traffic generation, several traffic-critical locations can be forecasted.

**Old Hickory Boulevard/I-65 Interchange Area.** This existing critical location (in Davidson County) is the source of much of the congestion in the Brentwood Town Center area. Closely spaced intersections and high traffic volumes are the causes. This location will see even more demand as the Town Center redevelops and if increased employment density in Maryland Farms occurs.

**Maryland Way.** This location has considerable congestion during the PM peak period, but generally is over a limited duration. New development in southeast Davidson County may impact Maryland Way, but this segment will most likely be worsened by traffic growth on Franklin Road or increased density in Maryland Farms.



Recent signal improvements on Concord Road have helped traffic congestion on this key corridor

**Franklin Road (Town Center).** Already congested during significant periods of the day, the operation of Franklin Road is largely affected by the Old Hickory Boulevard intersection and the prevalence of driveway accesses. As Town Center development occurs, land use mixes, access configurations, and roadway improvements should seek to mitigate traffic impacts.

**Concord Road.** Practically the sole conduit for travel supporting Brentwood’s residential growth over the past 20 years, the western segment of Concord Road is currently well over capacity. With still some room for residential growth in southeast Brentwood, Concord Road remains the most direct route to I-65 and will likely see increased demand. This roadway can also continue to expect regional commuters using this route as a means of traveling into Brentwood from Nolensville and northeastern Rutherford County.

**Moores Lane.** Congestion here is generally limited to the I-65 interchange area, but is attributable to both residential land use (east of I-65) and commercial land use (west of I-65). Moores Lane could be affected further by new commercial development west of I-65 and north of Moores Lane or by new growth in Franklin and/or unincorporated Williamson County to the west.

**Old Smyrna Road.** Recent development discussions in this area have raised awareness of access improvements along Old Smyrna Road. It is unlikely that development in the area will generate substantial traffic, but improvements will be needed due to the road’s narrow cross-section if development does occur.



Franklin Road and Old Hickory Boulevard

**Franklin Road (south of Town Center).** The key to this becoming a traffic-critical location is the amount and type of development which is possible for the Turner Farm property in the future. Adequate capacity exists in the segment, provided access is structured appropriately. Direct access to I-65 in this area may be desirable.

**Crockett Road.** Still well below capacity, Crockett Road has shown considerable growth over the past 10 years and lies in between several potential growth areas and I-65. But, unless extended, the current alignment of Crockett Road may limit the attraction of large volumes of new through traffic.

**Sunset Road.** Growth both in Brentwood and in Nolensville has driven Sunset Road volumes higher over the past three years. It provides a connection to I-65, again via Concord Road. Sunset Road has several locations of deficient alignment which will become more problematic as traffic volumes increase.

**Ragsdale Road.** Though potentially limited by topography, development along Ragsdale Road could become more prevalent, resulting in increased traffic on Ragsdale Road.

**Split Log Road.** One of the highest-growth roads in Brentwood, demand on Split Log Road will continue to increase given that several potential growth areas are located along it.

**Wilson Pike.** Because neither Crockett Road, Moores Lane, Sunset Road, nor Split Log Road provide a continuous route from potential high-growth areas in southeastern Brentwood to I-65 or Brentwood's commercial areas, Wilson Pike will be used more to deliver traffic north to Moores Lane or south to McEwen Drive.

While these current and projected traffic-critical locations are affected by a multitude of regional forces, the City does have control over some of the factors influencing traffic congestion. Better coordination between transportation planning, land use decisions, and community visions should be the first step. While Brentwood may not desire to become a dense, urban environment, mixing land uses on a smaller scale and considering transportation impacts of new developments and their desired locations will help alleviate congestion to a degree.

As a means of bridging the gap between transportation and land use visions, an access management program for key congested corridors would also be beneficial. This would provide a systematic approach towards balancing regional mobility with local accessibility desires. Limiting driveway access points, establishing driveway and intersection placement requirements, and the installation of median treatments are a few of the tools used to limit the number of traffic conflicts, improve traffic flow on the targeted corridor, and decrease travel time. As several traffic-critical locations are located within miles of neighboring jurisdictions, the City should also seek better collaboration regarding the management of the transportation network in the immediate region (such as signal timing). Opening lines of communication regarding transportation and land use planning could also potentially reduce negative impacts of decisions made by Brentwood's neighbors. While unable to influence such decisions, understanding various jurisdictional visions would help position the City to proactively anticipate and address possible transportation impacts from adjacent jurisdictions.



*Wilson Pike and Split Log Road*



*Limited width on Franklin Road in the Town Center area requires cyclists to ride with traffic.*



*Separate multi-use paths along Raintree Parkway provide residential connections.*



Furthermore, as a means of attempting to address regional forces impacting Brentwood, the City should become more engaged in regional transportation planning discussions. Ever-increasing volumes on I-65 and the sustained growth of communities to the south will surely impact Brentwood's transportation network in the future. The Nashville Area MPO is charged with facilitating the strategic planning of the region's multi-modal transportation system. This organization acts as a forum for regional transportation discussions and at a minimum acts as an important resource for understanding regional transportation patterns and issues (such as interstate congestion and regional commuting).

### Current Bicycle & Pedestrian Conditions

The transportation system as a whole benefits from individuals choosing to walk and bike by decreasing the number of motor vehicles using the roadway network. Trips two miles or less account for 30% of all trips (2009 National Household Travel Survey). Converting a portion of these to walk or bike trips would have a positive impact on the region's transportation network.

Brentwood's Greenway network is a well-loved and used community asset connecting several parks and schools to neighborhoods. In general, Brentwood's bicycle and pedestrian facilities are viewed and used as primarily recreational amenities. This has led to the prevailing design of these facilities as trails, separated from vehicle traffic wherever possible. This design is commonly perceived as the most safe, and therefore most used and most desirable type of facility. The separated trail design is also generally more difficult to construct due to the increased right-of-way demands. Thus, some non-motorized connections are made using on-road facilities (bike lanes, etc.). On-road facilities are also important in retrofitting connections from trails in more urban, built-up locations.

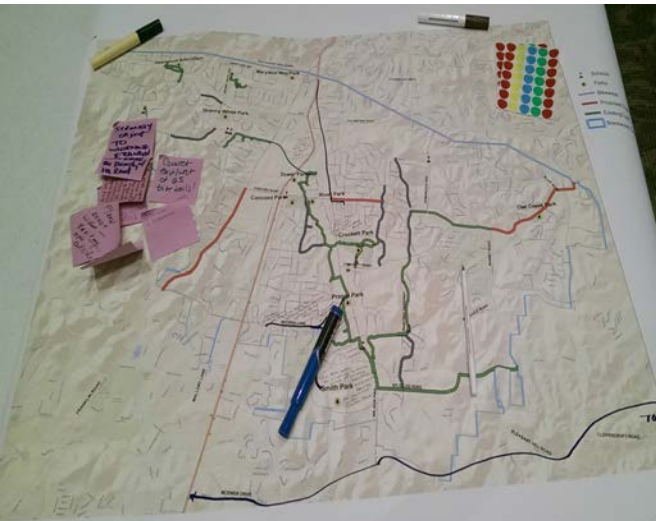
Whether on-road or separated from traffic, these facilities are increasingly being viewed as important components of a well-rounded transportation network. In Brentwood, as in most communities, investment in these accommodations will not result in appreciable amounts of congestion relief on primary roadways for the foreseeable future. The value of these accommodations is rather accounted for in the provision of transportation choice for Brentwood's residents. These facilities will also become increasingly important for aging residents who desire to continue to reside in Brentwood but are no longer able to drive.

Brentwood's historic separation of land uses poses a challenge to encouraging use of the greenway and bike facility network as a substitute to the personal vehicle. Providing adequate connections between residential and commercial areas (as well as community points of interest) in an efficient manner is of upmost importance. Aside from core facilities that provide city-wide linkage between uses, connector trails may be used to provide localized connections to the overall non-motorized network. In this case, existing pedestrian or bicycle infrastructure may be utilized as part of the network's connectivity efforts. These secondary connector trails between neighborhoods and community points of interest (schools, parks, etc.) help to further expand access to the network for a greater number of Brentwood residents.

The existing infrastructure's lack of connectivity to any commercial area generally restricts Greenway and bicycle facility usage to recreational outings and hosts very few trips for commuting to work or to school. A major barrier to non-motorized access to commercial areas is the lack of crossings over I-65 and the parallel railroad lines. Such a connection would provide a core east-west linkage between the community's commercial and the growing residential areas in east Brentwood.



*Single-side sidewalks on Maryland Way provide some, but not full, pedestrian accommodation.*



*Bike/pedestrian access across I-65 was a common theme during public input sessions.*

Some trail and bikeway facilities have been retrofitted alongside existing roads, and new bike and pedestrian facilities are consistently being included in the design of larger roadway improvements. These have extended the reach of the Greenway, allowing more neighborhoods to access the trail system without driving to it. The inclusion of non-motorized facilities as part of the eastern Concord Road widening project may allow Brentwood residents in the area to walk or bike to retail businesses along Nolensville Road.

Another area for improvement to non-motorized accommodations is in the Town Center area. Sidewalks exist along Franklin Road, but are narrow and put pedestrians at an uncomfortable distance from moving traffic. Off of Franklin Road, sidewalk conditions vary widely. New roadway reconstruction has included sidewalk improvements (e.g. Town Center Way, Pewitt Drive) but where redevelopment has not occurred, streets remain without pedestrian accommodations (e.g. Wilson Pike Circle, Brooks Chapel Road).

Maryland Farms presents an interesting case where the “major” streets were designed to have a sidewalk only on one side of the street (e.g. Maryland Way, Ward Circle, Brentwood Boulevard, Virginia Way, Winners Circle, etc.). Other streets in Maryland Farms do not have a sidewalk at all.

Neighborhoods also vary with respect to pedestrian accommodations. In earlier subdivisions (e.g. Brenthaven, Meadowlake) sidewalks were not constructed. The design of these streets, however, makes walking on the side of the street comfortable in most areas due to low traffic volumes and slower speeds. Newer developments have included sidewalk construction at least on the primary subdivision street. These, too, appear to function well. Of primary importance for neighborhoods is the continual search for ways to connect these residential areas to existing and new trails with connector trails. This, in turn, can connect residents to parks, schools, or shopping areas, thereby giving residents a choice in how they travel.



*RTA offers commuter transportation options in the Middle Tennessee region*



*Ridesharing services have expanded their service areas to include Nashville suburbs such as Brentwood*

Transit and Other Modes

Brentwood is currently not served by any public transportation. Recently, the City’s Commission declined to budget the required local matching funds for continuation of express bus service by the Regional Transit Authority (RTA). This ended commuter bus service between Nashville and Brentwood, which had made one stop at the Civitan Park on Concord Road.

Over the past year, new rideshare services have begun to migrate from Davidson County into the Brentwood city limits. Traditionally, individuals in need of a transportation service could call a taxi company or black car service to arrange for a pick up; today, additional services such as Uber, Lyft, and Sidecar are wading into the market. These technology companies are offering what many consider to be a more convenient and enjoyable ‘taxi’ experience with the press of a button on your smartphone. The service areas for these transportation options currently extend into Brentwood. Consequently, these ridesharing services have the potential to impact the way people travel both within and outside of the city limits in the future.

In addition to the taxi-like rides offered by these ridesharing companies, they continue to expand the types of services offered as a means of competing against private vehicle ownership. For example, Uber has begun piloting a new application, called UberPool, that works to make carpooling more efficient for all those involved while still offering the convenience of requesting rides through a smartphone. Similar to its ridesharing app, users request rides with their phones and split costs with other customers who are making a similar trip. Correspondingly, Lyft has begun piloting their carpool service, called Lyft Line, which offers riders reduced trip rates for carpooling with other customers. While these applications are still relatively new in the ridesharing market, they definitely have the potential to impact travel patterns in employment-driven areas across the country, including Brentwood.



Public and Stakeholder Input

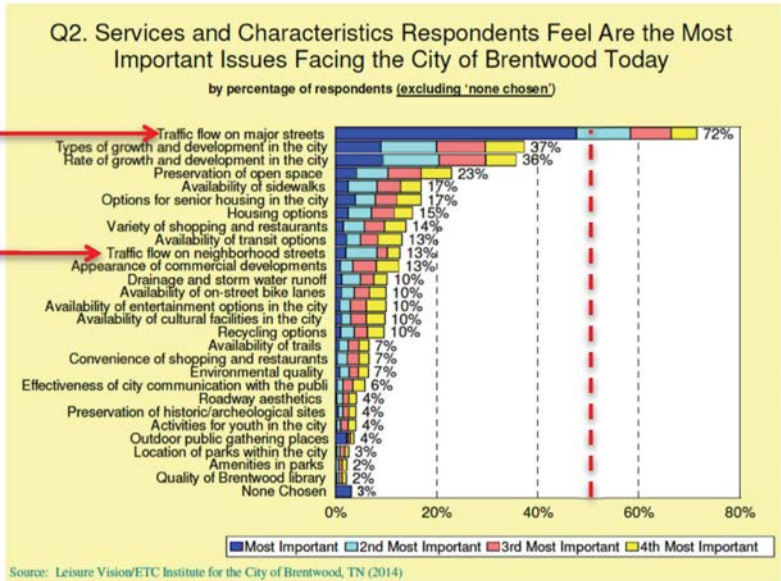
A vital resource for the Existing Conditions analysis, the City of Brentwood provided multiple venues to gather public input throughout the update planning process. Surveys, community meetings, and interviews with a variety of community stakeholders were strategies used to gather a comprehensive perspective on the status of the community and state of municipal services. The underlying theme of all received feedback is that Brentwood has a high quality-of-living and holds excellent potential for maintaining its status as a choice community within the Nashville region. This future however, stands threatened in light of increasing levels of traffic congestion.

The initial, more general survey was administered through both email and mail and was completed by 4,068 individuals. Results showed a strong concern for traffic congestion and its impact on daily life in Brentwood. Above all other community issues, residents were the least satisfied and most concerned about traffic flow on major streets. Respondents generally favored physical infrastructure improvements (including road widening), traffic signal timing, and more aggressive requirements for new developments as means of alleviating traffic issues. Minimizing medium and high density developments and largely keeping commercial and residential areas separate were also noted by residents as possible fixes.

There were however, mixed sentiments regarding these strategies. Some preferred more compact development with greater walkability, while others favored alternatives such as the expansion of pedestrian facilities and greater availability of public transit. Of the approximately 1,800 write-in responses, 35% directly addressed transportation; however, many of the other comments had underlying transportation components, especially relating to density and growth.

An extension of the general community survey, the 2015 Business Survey captured similar urgency regarding traffic congestion. Over 165 business owners and senior managers were surveyed to gather feedback on ways to improve the quality of municipal services and the general business environment in Brentwood. Similar to residents, business leaders have a high overall satisfaction with

public services and community characteristics; however, 77% of respondents ranked traffic as either a weakness or major weakness of the community. Components of transportation such as traffic flow and availability of public transit were consistently noted throughout the responses as integral push/pull attraction and retention factors for a company. The significant level of traffic congestion is actively influencing companies’ image of the community as an ideal business environment.



Traffic flow was the topic of most concern to residents in the initial household survey



Public input was gathered through surveys, interviews, community meetings, and map-ping exercises

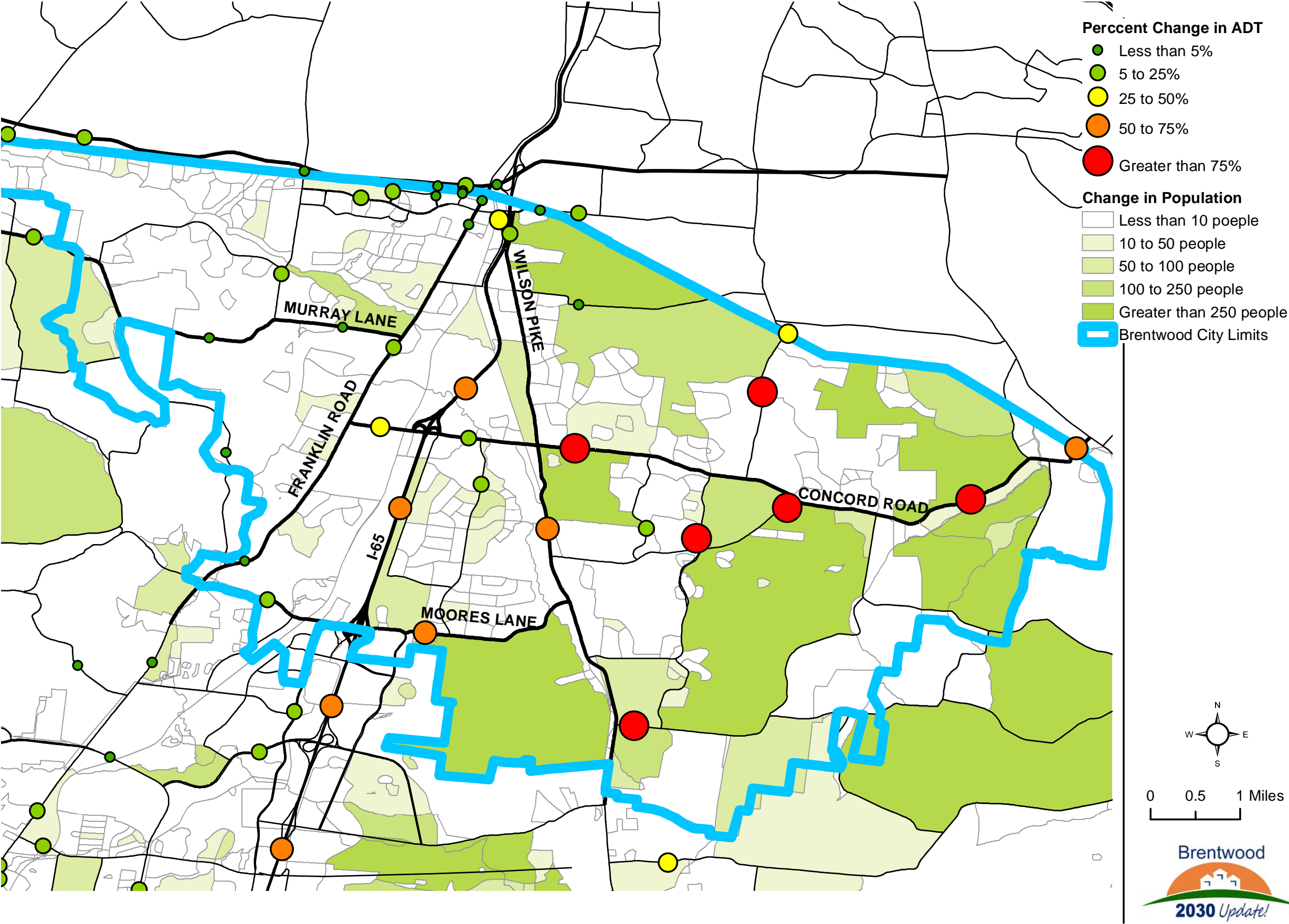
Stakeholder interviews were another component of the public involvement process. Interviews were held during November 2014 with representatives from a wide variety of organizations and stakeholder populations. These included homeowner associations, the Historic Commission, Water and Sewer Department, school system, Police and Fire, youth, homeowners, the development community, representatives of Maryland Farms, Williamson County officials, and representatives of Town Center. With a general frame of what’s working and what’s not working, representatives discussed issues ranging from development to transportation.

Topics of concern spanning numerous interviews relating to transportation included:

- Alleviation of congestion
- Increasing pedestrian/bike connections
- Capacity limit of resources (land and infrastructure)
- Increasing recreational opportunities (bicycle and pedestrian facilities)
- Increasing school bus ridership
- Grid network versus cul-de-sacs

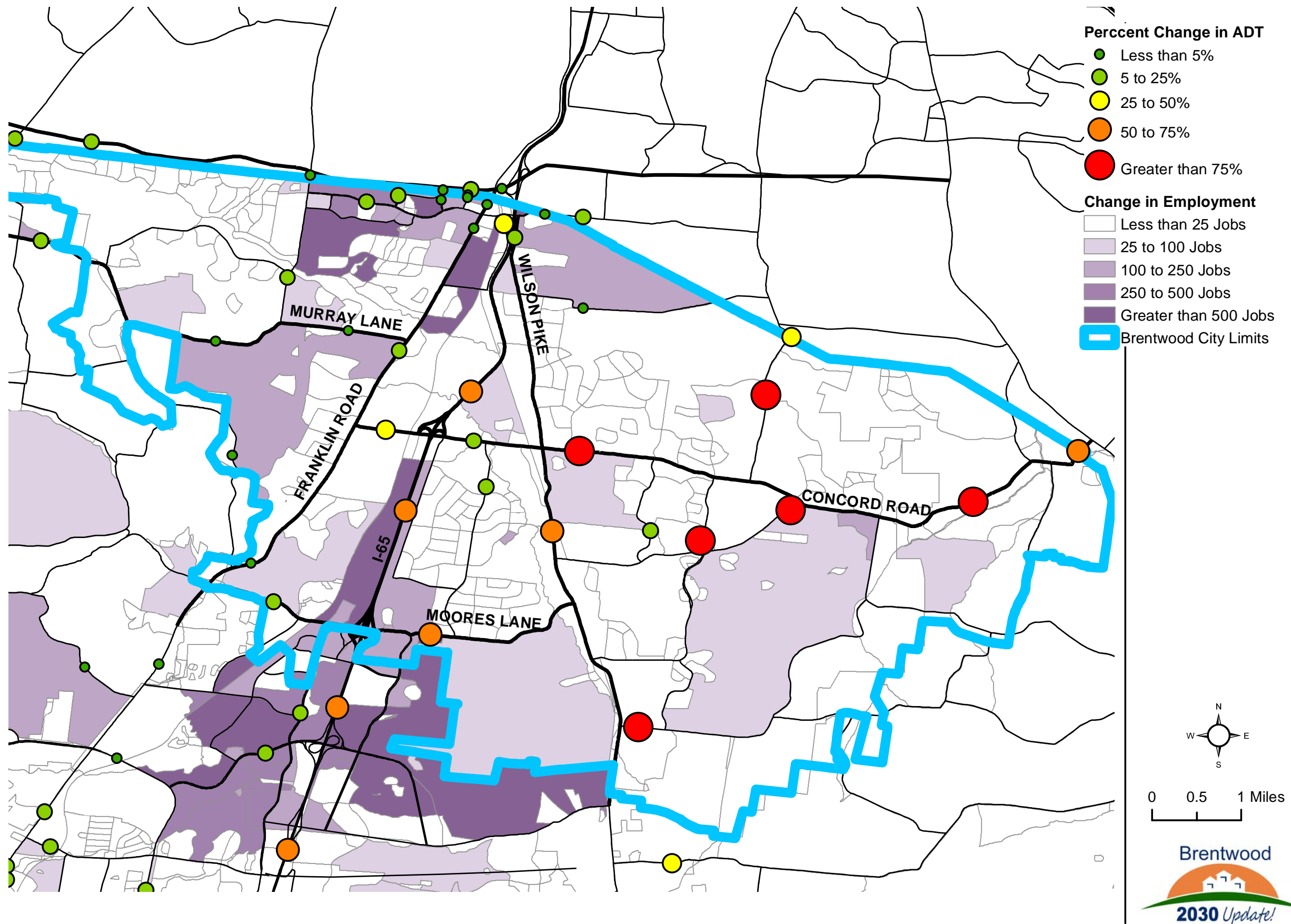
Especially concerning, Police and Fire noted that the manner in which the transportation network has developed (largely cul-de-sacs) has limited response-route options to the congested major arterials, while also limiting residents’ ability to evacuate in the case of an emergency. It was noted that the flood in 2010 stranded some residents due to the flooding of Granny White Pike, the major arterial serving multiple subdivisions on Brentwood’s west side.

A final component to the public involvement process included several public meetings. A transportation-specific workshop was held in April 2014 at the Brentwood Library to gather specific information relating to roads, trails, sidewalks, and transportation options. The majority of comments focused upon roadway capacity and multi-modal opportunities.

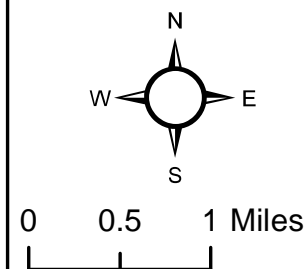
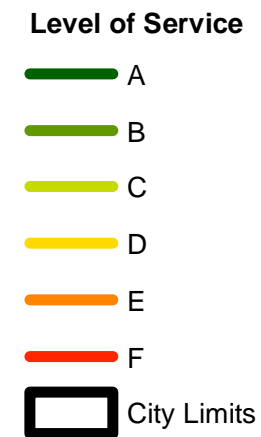
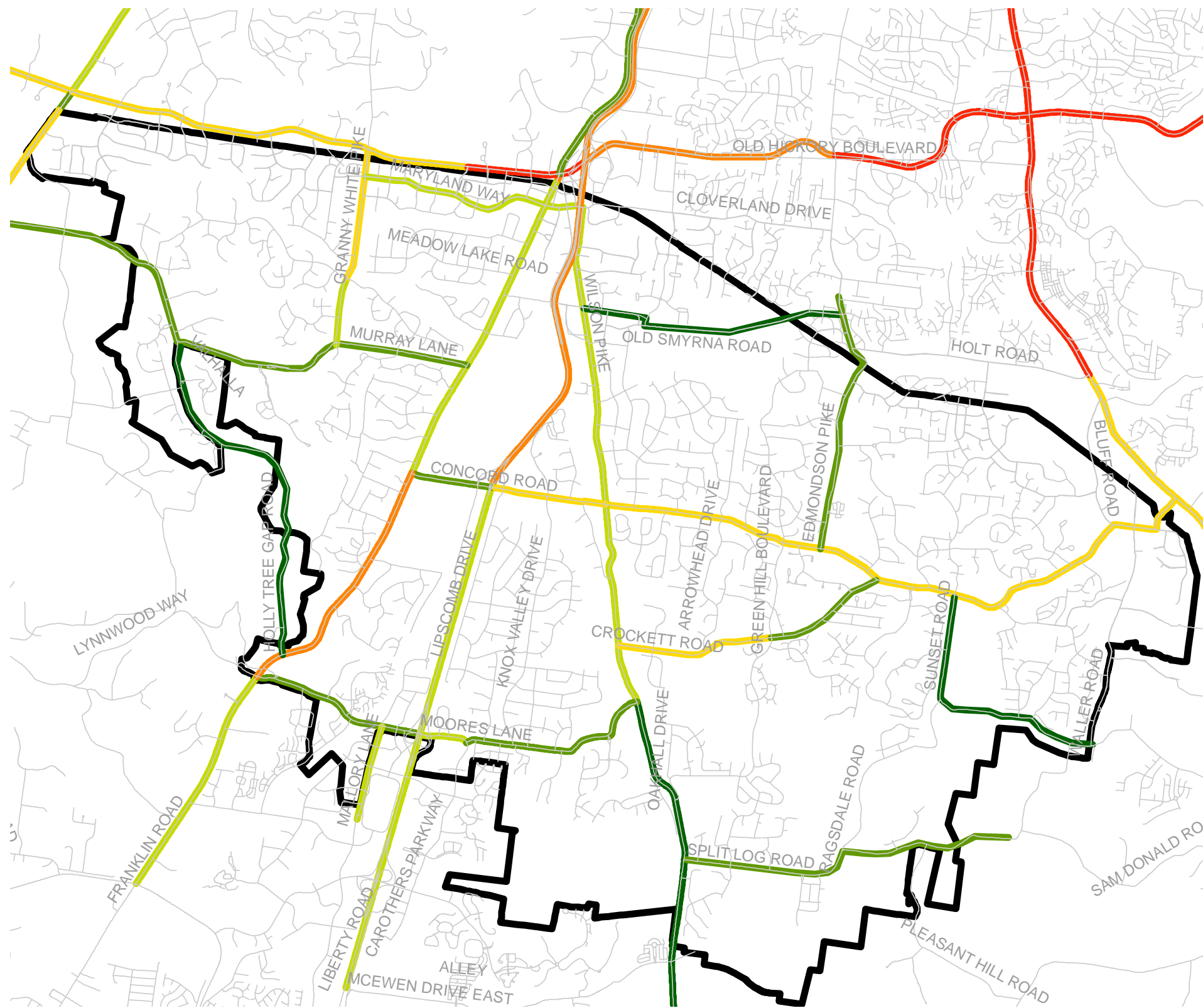


Brentwood's Residential and Traffic Growth, 2000-2010 (U.S. Census and TDOT)



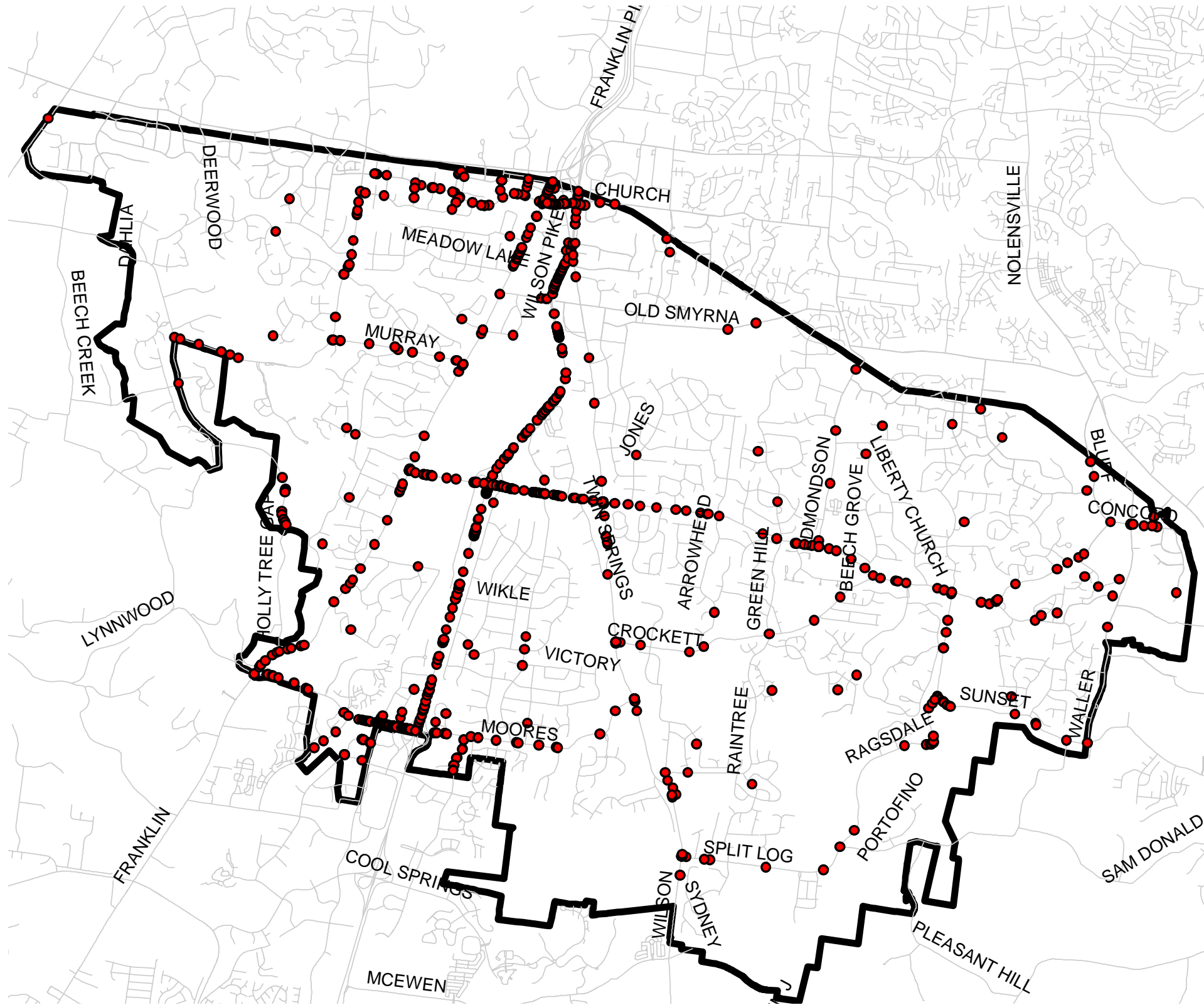


Brentwood's Employment and Traffic Growth, 2000-2010 (U.S. Census and TDOT)

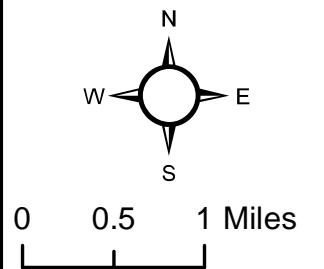


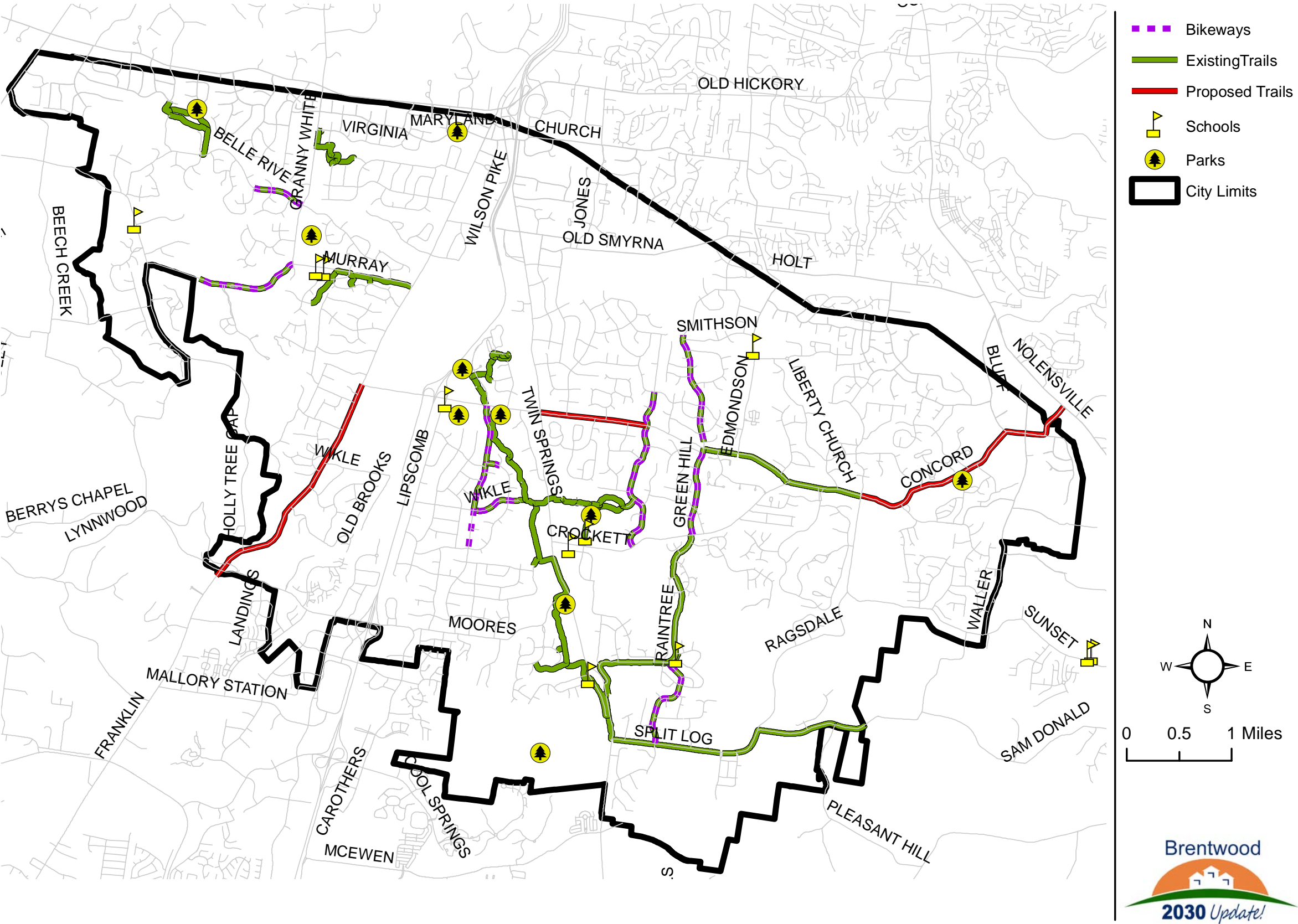
Existing Roadway Level of Service





- 2014 Crashes
- ▭ City Limits





Existing and Committed Bicycle and Pedestrian Facilities



Already Planned Projects

The Brentwood 2030 Plan was last updated in 2006. As typical for a plan update, some projects were added and other removed from future consideration. The 2006 plan update included 30 roadway improvement projects and project cancellations as listed below:

R1. Extend Arrowhead Drive south to Raintree Parkway

As development occurs, Arrowhead Drive will be extended to Raintree Parkway.

R2. Widen Concord Road from Wilson Pike to Crockett Road

This project includes widening Concord Road from Wilson Pike east to Crockett Road.

R3. Widen Granny White Pike from Virginia Way to Old Hickory Boulevard

This project includes widening Granny White Pike to five lanes from Old Hickory Boulevard south to Virginia Way. The intersection of Granny White Pike and Old Hickory Boulevard has been completed. This included widening Granny White Pike to five lanes to just south of Old Hickory Boulevard.

R5. Realign Old Smyrna Road east of the existing 90- degree curves

Old Smyrna Road is a narrow two lane road with historic stone walls along some sections. This project consists of widening the road to four lanes and realigning it so that it intersects Edmondson Pike just north of Liberty Church Pike.

R6. Widen Wilson Pike from Concord Road to Church Street

This project involves widening Wilson Pike to four lanes between Church Street and Concord Road.

R7. Extend Old Smyrna Road across I-65 to Franklin Road

This project will extend Old Smyrna Road as a four lane roadway across I-65 and will provide another east-west connection in Brentwood.

R8. Improve and realign Johnson Chapel Road/Murray Lane to Belle Rive

This project will improve the alignment of Johnson Chapel Road from Murray Lane to Belle Rive.

R10. Extend Carriage Hills Drive south to the southern City boundary

This project will extend Carriage Hills Drive as development occurs.

R11. Extend Jones Parkway north to Cloverland Drive

This project includes providing a connection between Cloverland Drive and Old Smyrna Road. The new roadway will intersect Cloverland Drive/Church Street across from Cloverland Drive.

R12. Extend Raintree Parkway west to Moores Lane

This project will provide a connection between Wilson Pike and Moores Lane. **This project has been cancelled.**

R13. Realign and improve Holly Tree Gap from Murray Lane to Franklin Road

This project will improve the safety of Holly Tree Gap between Murray Lane and Franklin Road by eliminating some of the curves.

R14. Construct a new interchange to I-65, south of Old Smyrna Road

Providing a new interchange to I-65 will improve the accessibility to the interstate in Brentwood.

R15. Construct a new roadway from Raintree Parkway to Wilson Pike, south of the railroad overpass

Raintree Parkway has been realigned so that it intersects Wilson Pike south of the railroad overpass. **This project has been completed.**



*The extension of Jones Parkway (R11, top) and Old Smyrna Road across I-65 (R7, above) are ideas that remained viable in the 2006 Thoroughfare Plan update.*

**R16. Extend Sunset Road from Concord Road to Edmondson Pike**

Sunset Road has been constructed from Concord Road north to Red Oak Lane. The remaining section of the roadway from Red Oak Lane to Edmondson Pike will be constructed as development occurs.

**R17. Improve and realign Sunset Road/Ragsdale Road**

This project includes improving and realigning Sunset Road and Ragsdale Road to improve safety.

**R18. Improve and realign Split Log Road/Sam Donald Road from Wilson Pike to the eastern study boundary**

This project would include improving the alignment of Split Log Road and Sam Donald Road from Wilson Pike to the eastern boundary.

**R19. Widen Concord Road from Crockett Road to the eastern study boundary**

This project involves widening Concord Road from Crockett Road to the eastern city limits.

**R20. Realign and improve Waller Road**

This project will improve the safety for vehicles traveling on Waller Road. **This project has been completed.**

**R21. Provide a connection between Beech Grove Road and Liberty Church Road**

This project will provide a connection between Beech Grove Road and Liberty Church Road.

**R22. Construct a new east/west road to connect Sunset Road and Waller Road**

Waller Road and Sunset Road are connected by new roads that have been constructed as part of the new development in the area. Valley Brook Road which runs in an east-west direction connects Waller Road and Marcasite Drive. Marcasite Drive runs in a north-south direction and connects Sunset Road to Valley Brook Road. Therefore, **this project has been canceled.**

**R23. Improve and realign the east/west section of Sunset Road**

This project will improve the alignment of the east-west segment of Sunset Road.

**R24. Widen Moores Lane from Carothers Parkway to Mallory Lane**

This project will include widening Moores Lane to be six lanes from Carothers Parkway east to Mallory Lane.

**R25. Extend Edmondson Pike south to Crockett Road**

Currently Edmondson Pike stops at Concord Road. This project will extend Edmondson Pike south to Crockett Road. **This project has been cancelled.**

**R26. Provide a connection between Wikle Road and the Mallory Lane extension**

The Mallory Lane extension project has been cancelled. Therefore, **this project has been cancelled.**

**R27. Extend Meadowlawn Drive to the Jones Parkway Extension**

This project will provide a connection between Wilson Pike and Jones Parkway. **This project has been cancelled.**

**R28. Construct a new north/south roadway between Concord Road and McEwen Ext (future)**

As developments have occurred in this area, north-south roads have been constructed to provide connections between the new subdivisions. Although one roadway does not connect Sunset Road and Waller Road, there is a connection between these roads using Marcasite Drive, Valley Brook Road, Shays Lane, and Concord Pass. Therefore, **this project has been canceled.**

**R29. Provide a connection between the new Sunset Road Extension and the Southern Wood Subdivision**

Red Oak Drive has been constructed to provide a connection between Sunset Road and Southern Wood Subdivision. **This project has been completed.**



*Residential development precluded the potential extension of Edmondson Pike to the south.*

**R30. Improve and realign Crockett Road from Green Hill Boulevard to Concord Road**

This project will improve the alignment of Crockett Road between Green Hill Boulevard and Concord Road.

Of these 30 projects, 11 had already been cancelled or completed at the time of the 2006 Major Thoroughfare Plan Update. These were:

**R3. Extend Mallory Lane from present northern terminus to Franklin Road**

Canceled due to referendum and development.

**R9. Realign Edmondson Pike to connect with the Old Smyrna Road Realignment**

Canceled due to development.

**R12. Extend Raintree Parkway west to Moores Lane** Canceled due to development.

**R15. Construct a new roadway from Raintree Parkway to Wilson Pike, south of the railroad overpass**

Completed.

**R20. Realign and improve Waller Road**

Completed.



**R22. Construct a new east/west road to connect Sunset Road and Waller Road**

Cancelled due to development (though new subdivision streets form a partial connection).

**R25. Extend Edmondson Pike south to Crockett Road**

Canceled due to development.

**R26. Provide a connection between Wikle Road and the Mallory Lane extension**

Canceled due to cancellation of Mallory Lane extension (referendum and development).

**R27. Extend Meadowlawn Drive to the Jones Parkway Extension**

Canceled due to development.

**R28. Construct a new north/south roadway between Concord Road and McEwen Ext (future)**

Canceled due to development (though new subdivision streets form a partial connection).

**R29. Provide a connection between the new Sunset Road Extension and the Southern Wood Subdivision**

Completed.

Since 2006, development activities require two more of these projects to be removed from the list of potential future projects. These are:

**R10. Extend Carriage Hills Drive south to the southern City boundary**

Precluded by construction of Smith Park.

**R19. Widen Concord Road from Crockett Road to the eastern study boundary**

Under construction.

**MPO Regional Long-Range Transportation Plan (2015)**

This 5+ county regional transportation plan serves as the official blueprint for improvements to regional routes (collectors, arterials, freeways, etc.) over a 25-year planning horizon. The Regional Long-Range Transportation Plan (LRTP) is also cost-constrained meaning that the estimated costs of these projects are within the forecasted budgets and are thus more likely to be funded. The latest adopted LRTP was developed in 2015 and provides transportation project recommendations for near (2020), mid (2030), and long (2040) term planning horizons. The Brentwood and Brentwood-area projects included within the current LRTP are as follow:

**Near Term (2020):**

Franklin Road from Concord Road to Moores Lane (LRTP 1062-160). Widen to five lanes. Project currently under design.

Concord Road from Jones Parkway to Arrowhead Drive (LRTP 1062-159). Widen to three lanes. Project currently in right-of-way acquisition.

Concord Road from Edmondson Pike to Nolensville Road (LRTP 1062-346). Widen to three lanes. Project currently under construction.

Split Log Road from Ragsdale Road to Pleasant Hill Road (LRTP 1062-162). Safety upgrades to existing road. Project completed.

McEwen Drive from Wilson Pike to Clovercroft Road (City of Franklin) (LRTP 1061-201). Extension of four lane roadway. Project not initiated.McEwen Drive from Cool Springs Boulevard to Wilson Pike (City of Franklin) (LRTP 1062-142). Widen to four lanes. Project currently under design.

McEwen Drive from Carothers Parkway to Cool Springs Boulevard (City of Franklin) (LRTP 1062-141). Widen to four lanes. Project completed.

**Mid Term (2030):**

McEwen Drive from Cool Springs Boulevard to Wilson Pike (City of Franklin) (LRTP 1359). Widen to four lanes. Project currently under design.

I-65 between Old Hickory Boulevard and Concord Road (LRTP 1175). New interchange. Project not initiated.

Wilson Pike from Concord Road to Church Street (LRTP 1174). Widening and safety upgrades. Project not initiated.

ITS/Signalization Improvements along Old Hickory Boulevard and Franklin Road Corridors (LRTP 1186). Engineering study completed

Rapid Transit/Managed Lanes between Nashville and Franklin along I-65/U.S. 31/CSX Corridor (LRTP 9999). Project not initiated.

**Long Term (2040):**

Edmondson Pike from Old Hickory Boulevard to Davidson County Line (Metro Davidson County) (LRTP 2555). Widen to five lanes. Project not initiated.

**Illustrative Projects**

While not included in the list of cost feasible projects in the most recent LRTP, the following Brentwood related projects are included as regionally significant should federal or state funding become available:

- Split Log Road from Pleasant Hill Road to Sunset Road (LRTP 1187)
- Sunset Road from Concord Road to Waller Road (LRTP 1184)
- Crockett Road from Wilson Pike to Green Hill Boulevard (LRTP 1183)
- East McEwen Drive Extension from Wilson Pike to Pleasant Hill Drive (LRTP 1361)
- Wilson Pike from Brentwood City Limits south to Murfreesboro Road (SR 96) (Franklin/Williamson County) (LRTP 1365)
- Hillsboro Road from Berry Chapel Road to near Old Hickory Boulevard (Williamson County) (LRTP 1265)

MPO Regional Bicycle & Pedestrian Study (2009)

This plan identified the desired vision for a cohesive network of bikeways across the planning region. The recommendations focused on regional routes and connections which serve as direct links between communities or other major destinations across middle Tennessee. It further stated the recognized need for cities to identify community-level bikeway networks and connections between these regional routes.

In Brentwood, Franklin Road and Concord Road were both identified as regional routes in need of enhanced bicycle accommodations. Previously completed widening projects on Concord Road have included construction of multi-use paths on one side of the improved roadway for non-motorized travel. The portion of Concord Road currently under construction will likewise include an extension of the multi-use path facility. The widening of Franklin Road from Concord Road to Moores Lane will also include construction of a separate multi-use path. Multi-use paths, to be constructed as part of larger roadway projects, are the only confirmed future (planned) bicycle or pedestrian facilities in Brentwood.

In addition to these routes in Brentwood, the MPO plan identified Old Hickory Boulevard, Hillsboro Road, and Nolensville Road as major routes in adjacent communities which should include bike infrastructure as part of future roadway upgrades.

Williamson County Major Thoroughfare Plan Update (2011)

Completed as part of the MPO’s Southwest Area Land Use in Transportation Study, the update to Williamson County’s Major Thoroughfare Plans includes several projects that could influence operations within Brentwood. Pertinent projects in the Williamson County plan include:

Capacity and Safety Improvements to Existing Roads

C-3. Improve Hillsboro Road to five lanes from Berrys Chapel Road to the Davidson County Line.

C-6. Improve, realign Clovercroft Road from Nolensville Road to Wilson Pike.

Provide safety improvements on North Berrys Chapel Road from Hidden Valley Road to Holly Tree Gap Road.

Improvements on New Alignments

N-5. Extend Liberty Pike from Waverly Place to Wilson Pike.

N-6. Make turn lane and alignment improvements to Wilson Pike from McEwen Drive to SR 96.

N-23. Extend Waller Road from Sunset Road to Clovercroft Road.

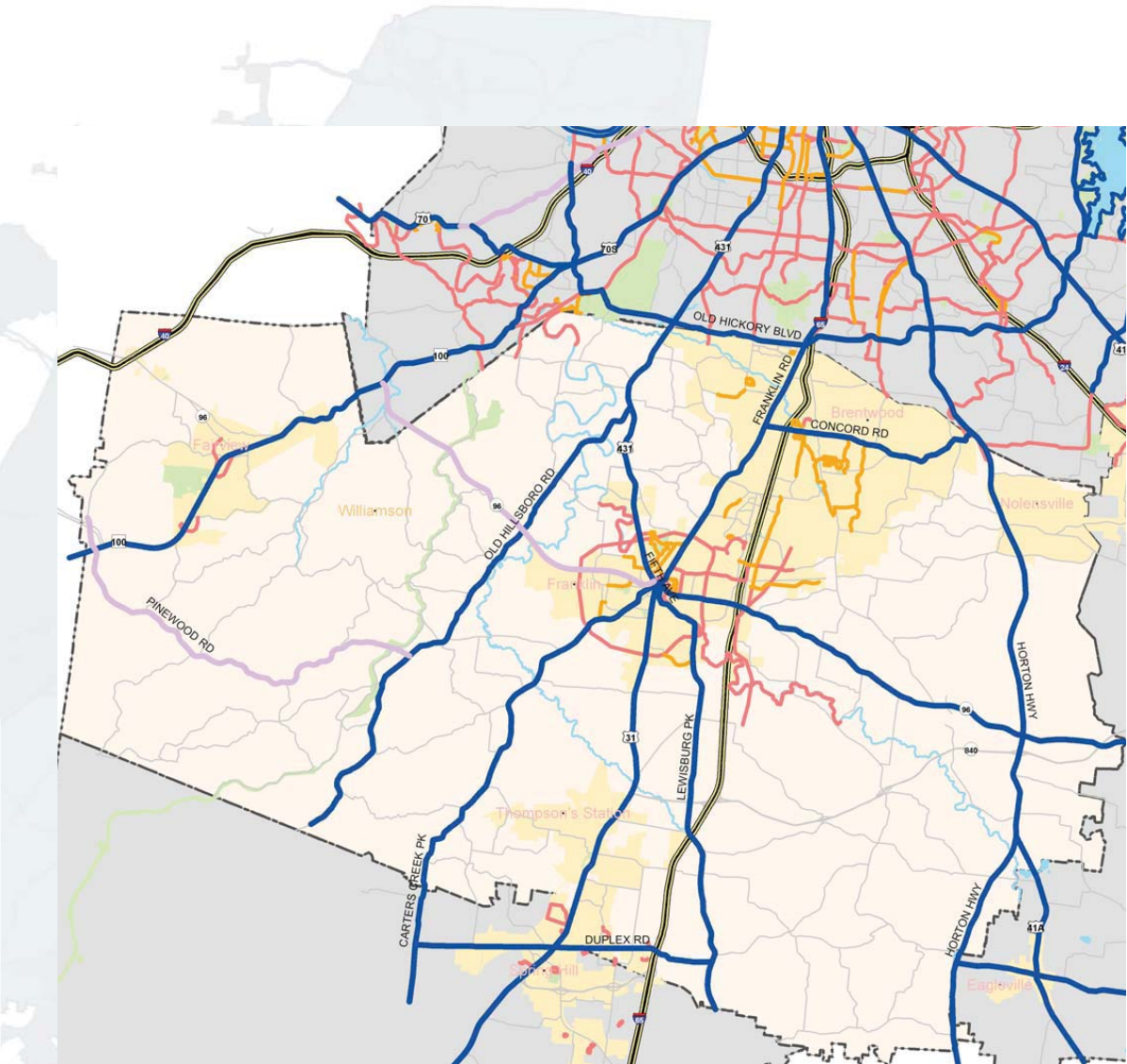


FIGURE 7.7 | WILLIAMSON/ MAURY COUNTY MAP

LEGEND

- Regional Bicycle Network - Existing Bicycle Facilities
- Regional Bicycle Network - Proposed Bicycle Facilities
- Local Bicycle Facilities - Existing
- Local Bicycle Facilities - Planned
- Interstate
- Parks
- Bodies of Water
- City Limits
- County Boundaries

Larger maps are available on the MPO website:  
<http://www.nashvillempo.org>

Major corridors in Brentwood were designated as part of the Nashville regional bicycle network. These routes, at a minimum, should receive bike infrastructure as part of future roadway improvements. (Source: Nashville Area MPO)



### Projected Future Land Use

For the purposes of estimating future travel demands, impacts, and needs within the City of Brentwood over the 25-year planning horizon, an analysis of the current and future land use patterns was undertaken. This generalized evaluation considered the size, value, and existing improvement of each parcel in order to determine a relative likelihood or attractiveness for new development in the future. These parcel characteristics reveal several important findings which may impact Brentwood’s future growth, and therefore future travel demand. These include:

- Large parcels (defined as greater than 20 acres) remain intact in all sectors of the city. However, the highest concentrations of these large parcels exist in the southeast quadrant. The Turner Farm area in central Brentwood also contains a significant collection of these large parcels adjacent to one another in between I-65 and Franklin Road.
- The Turner Farm area of central Brentwood also contains some of the most valuable property when considering the total parcel value. This is largely because of the sheer size of the parcels here.

- When considering both total parcel value as well as the value-per-acre ratio, Brentwood’s commercial areas stand out. These are Maryland Farms and the retail areas of northern Cool Springs.
- On a per-acre basis, residential property values appear to be affected more by the age of the housing than by the distance to goods and services. Properties which have developed relatively recently in outlying parts of the city have higher values than older residential areas which are closer to more destinations. This is also partly due to development patterns of newer subdivisions. It can be seen that newer, outlying developments contain more unassessed green space. This concentrates the value of these developments into smaller land areas, yielding a higher per-acre value than where “green space” does not exist but is assessed as part of each individual lot.
- Vacant land exists primarily in small pockets and individual lots across all sectors of the city. The highest concentrations of unimproved land tracts are located in the southeastern corner of the city along. Much of the vacant land here is characterized by moderate topography, making development more difficult. An easement for TVA electric transmission lines also bisects this area.



*New housing construction off of Split Log Road exemplifies the expected growth in southeast Brentwood (top). Significant open acreage that could be developed remains (above).*

Assessment of Committed Projects

The anticipated land use changes previously described will result in new travel demands. Using a combination of historic growth rates and the outlook for new growth, estimates of future traffic demands have been made in order to determine the forecasted impact on Brentwood’s primary thoroughfares.

With consideration of both existing traffic demands and the areas most likely to see significant new traffic growth, the most traffic-critical locations within the study area were described in the *Existing Conditions* memo. These were identified as:

- Old Hickory Boulevard/I-65 interchange area
- Maryland Way
- Franklin Road (Town Center and immediately South)
- Concord Road
- Moores Lane
- Crockett Road
- Sunset Road
- Split Log Road
- Wilson Pike

Of the four upcoming committed projects in the area, only the widening of Concord Road (three lanes, from Jones Parkway to Arrowhead Drive) will directly impact any of these critical areas. Indirectly, the Nolensville Road widening may divert some traffic from Concord Road.

With consideration of only the committed projects from now to 2040, traffic volumes and resulting levels of service on major study area roadways will worsen. This is partly due to future development within Brentwood, but is increasingly a result of development continuing outside of Brentwood. As development in Franklin, Nolensville, and Arrington/Triune continues, surface streets like Franklin Road, Concord Road, Sunset Road, and Wilson Pike will see growing traffic. Growth further south in Spring Hill, Thompsons Station, and along SR-840 will continue to increase demand on I-65.

The impact of 2040 traffic volumes on the street network (assuming the already committed projects are constructed) will be significant compared to the existing network levels of service. Some observations on the primary street network with consideration of the two committed projects and 2040 future year traffic are as follow:

- Brentwood’s continuous north-south thoroughfares (Franklin Road, I-65, and Wilson Pike) are fairly well-spaced (approximately 1 mile apart at Concord Road), but all converge at the same location. This requires most north-south traffic to enter into (or at least travel through) the Town Center area.
- I-65 continues to operate relatively well for commuters residing both inside and outside of Brentwood. This encourages drivers to drive longer distances to utilize I-65. For example, once I-65 begins experiencing enough congestion, eastern Brentwood or Nolensville commuters may opt to use Nolensville Road instead of Concord Road to I-65.
- Growing volumes on I-65 will affect Brentwood’s surface streets as interstate capacity is reached and exceeded. This will directly impact interchange areas on Old Hickory Boulevard, Concord Road, and Moores Lane but will also increase volumes on north-south roads. This is because more congested and/or less reliable travel on I-65 may make other roads like Franklin Road, Wilson Pike, Edmondson Pike, and Nolensville Road better alternates for drivers.
- Expected continuing development in southeast Brentwood will increase demand on Crockett Road, Ragsdale Road, Split Log Road, Sunset Road, and the southern segments of Wilson Pike. Traffic generated by development in this area will access I-65 via Wilson Pike to Moores Lane.



- Concord Road will continue to see increases in traffic demand due to development from both within and outside of the Brentwood City Limits. Capacity in some segments is expected to be reached or exceeded in spite of recent or soon-to-be-completed widening improvements. Even the five-lane portion of Concord Road from Wilson Pike to I-65 is expected to operate at LOS F.
- The widening of Franklin Road south of Concord Road will alleviate congestion in this area, but Franklin Road will remain over capacity north of Concord Road. The potential development of the Turner Farm would put significant new demand on Franklin Road as its primary (and maybe only) access.
- The expected increase in density in the Maryland Farms and Town Center area of north Brentwood will add new travel demands, affecting Old Hickory Boulevard, Franklin Road, and Maryland Way.
- Roads in northwest Brentwood (Holly Tree Gap Road, Granny White Pike, Murray Lane, and others) will remain below capacity with relatively low increases in travel demand.
- Traffic on Old Hickory Boulevard will continue to worsen with the entire segment just north of Brentwood experiencing LOS F conditions by 2040. This will particularly affect commuting in Brentwood as Old Hickory Boulevard is a primary access route for Maryland Farms.

**Assessment of Other Planned Projects**

Aside from those projects which have already received financial commitment in the form of design or construction funding, other planned projects exist which may have an impact on the future travel outlook of Brentwood. These projects have a longer-range completion horizon and none are certain to be completed. Most of these are projects that have been included in Brentwood’s local thoroughfare plan in the past.

Several of the projects which are still viable in Brentwood’s Major Thoroughfare Plan are more localized connectors, not true major thoroughfares. While these connectors are beneficial, they will generally serve relatively small volumes of traffic traveling short distances. They will have little impact on the more major congestion issues that Brentwood faces on its primary routes.

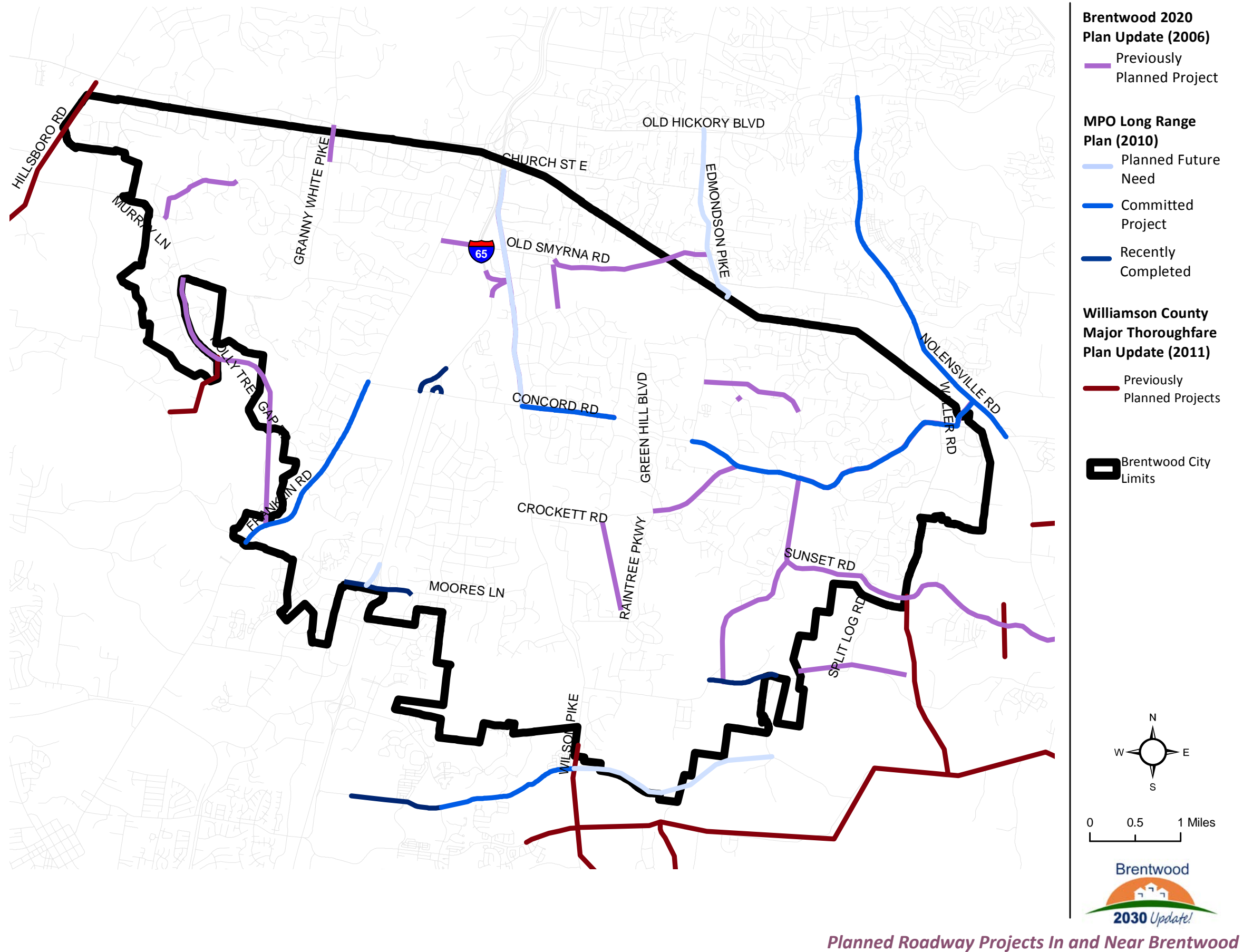
The planned projects on Moores Lane, Crockett Road, and Concord Road will have an impact on congestion mitigation on major roads where it will be needed. Other projects, such as the proposed I-65 interchange near Carondelet Place and the extension of Old Smyrna Road across I-65 to Franklin Road, may also have an indirect impact on congested major routes in the area such as Franklin Road and Old Hickory Boulevard.

The MPO-planned extension of McEwen Drive just south of the Brentwood City Limits may also provide an alternate route for development occurring in the southeastern corner of the city and thereby provide some future congestion relief for Split Log Road, Wilson Pike, and Moores Lane.

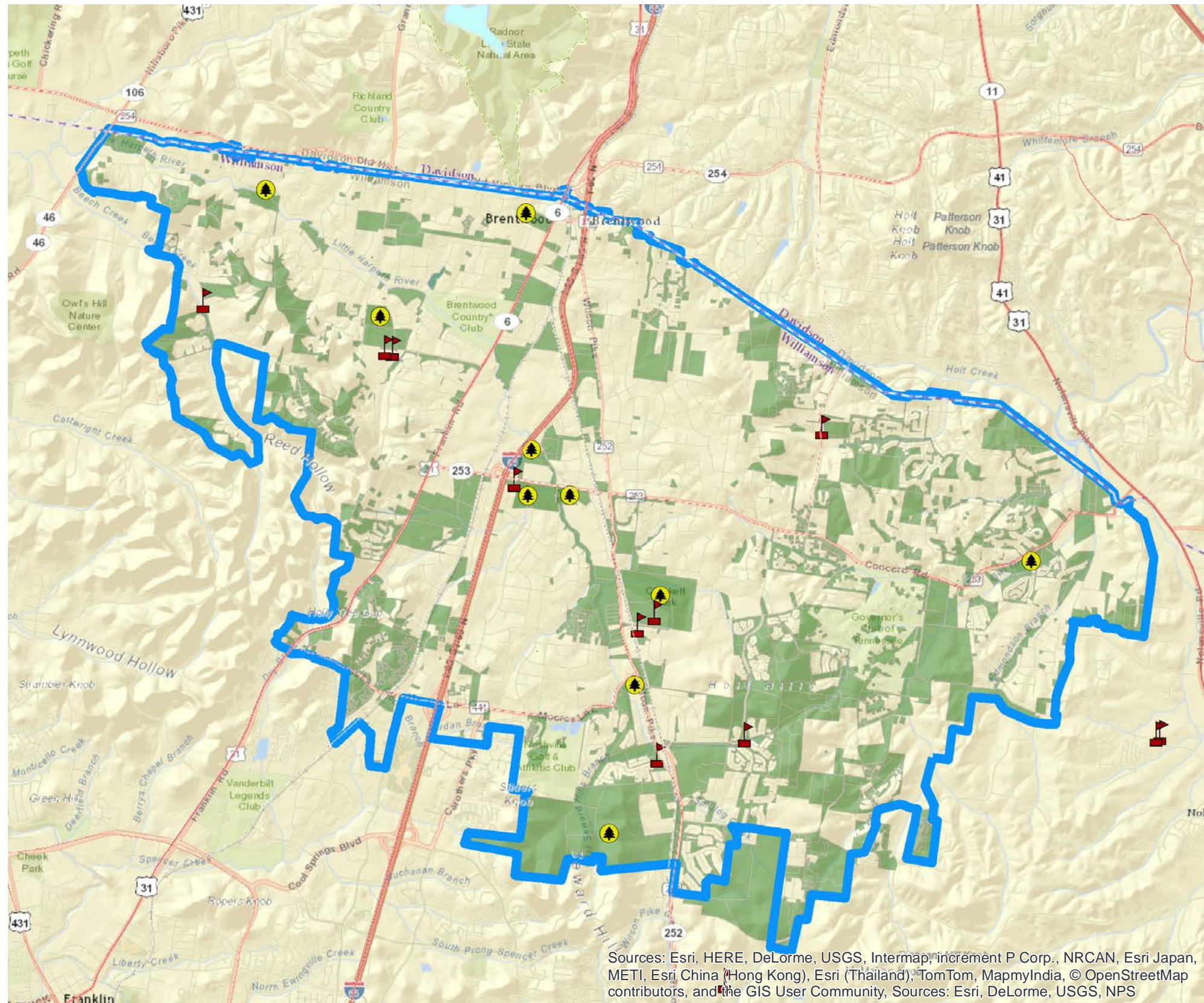
**Planned Projects for Other Modes**

Committed projects on Franklin Road and Concord Road both incorporate significant infrastructure dedicated to non-motorized road users. These projects continue Brentwood’s preferred bicycle and pedestrian accommodations, a separated multi-use path on one side of the roadway and within the right-of-way.

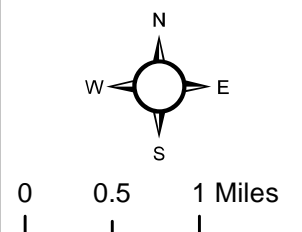
The remaining non-committed but planned projects are not yet far enough along in the development process to know for sure whether or not significant improvements to bike and/or pedestrian infrastructure will be made as part of these projects. No major improvements such as greenway extensions are planned at this time. No planning for transit or any travel demand strategies are known, either.





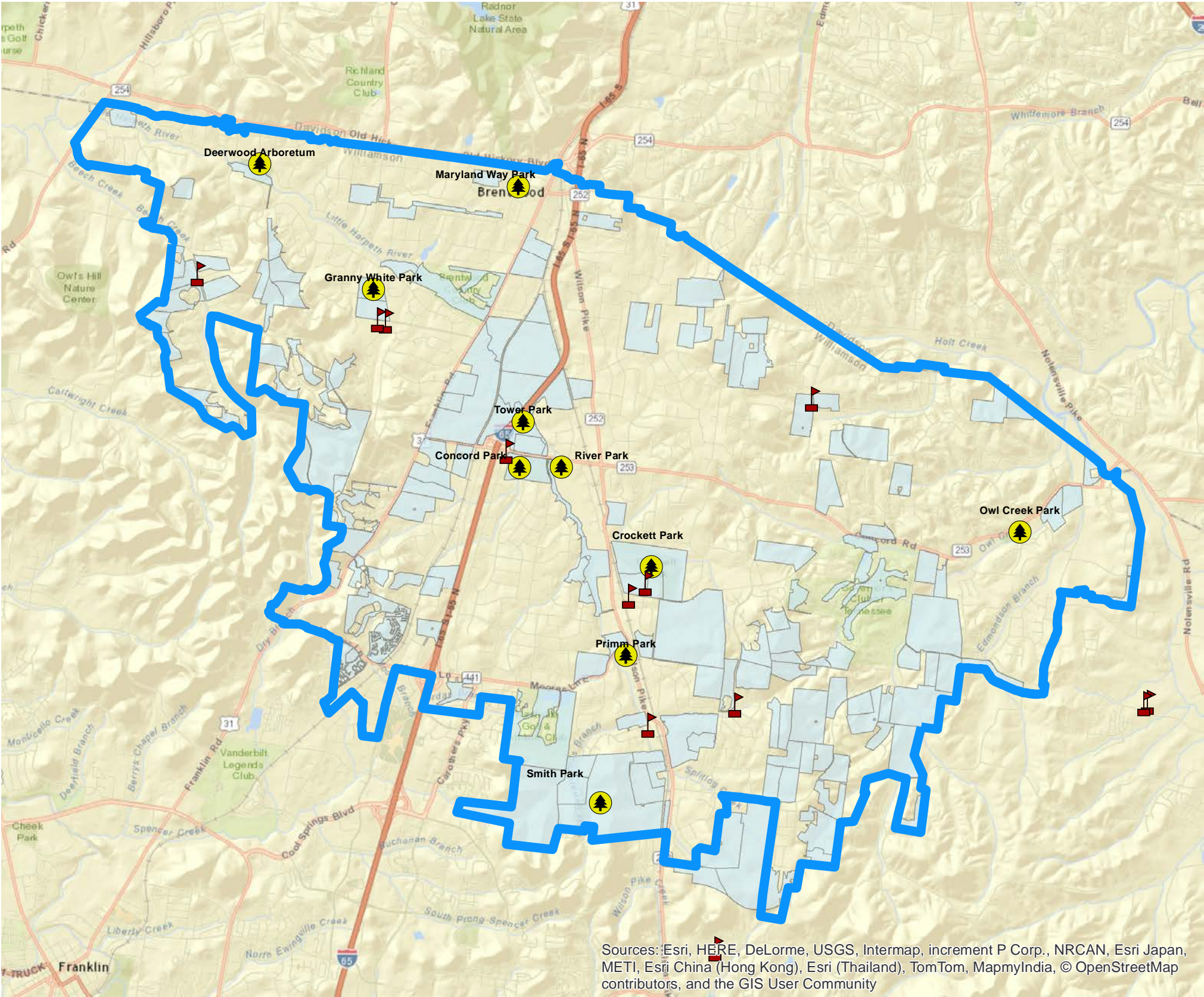


- Undeveloped properties
- Schools
- Parks
- City Limits



*Undeveloped Parcels in Brentwood (i.e. without improvements)*





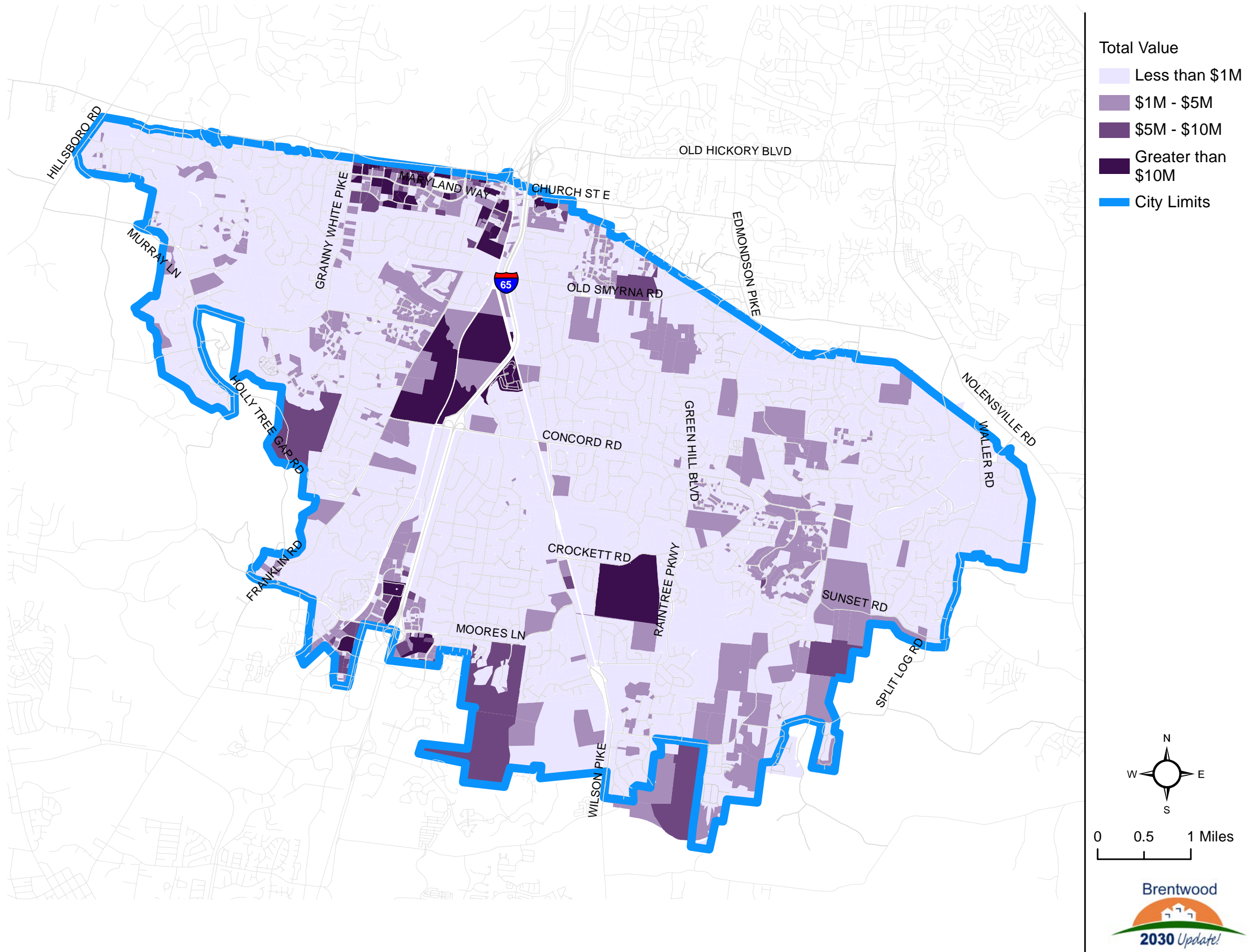
- Parcels > 20 Acres
- Schools
- Parks
- City Limits

0 0.5 1 Miles

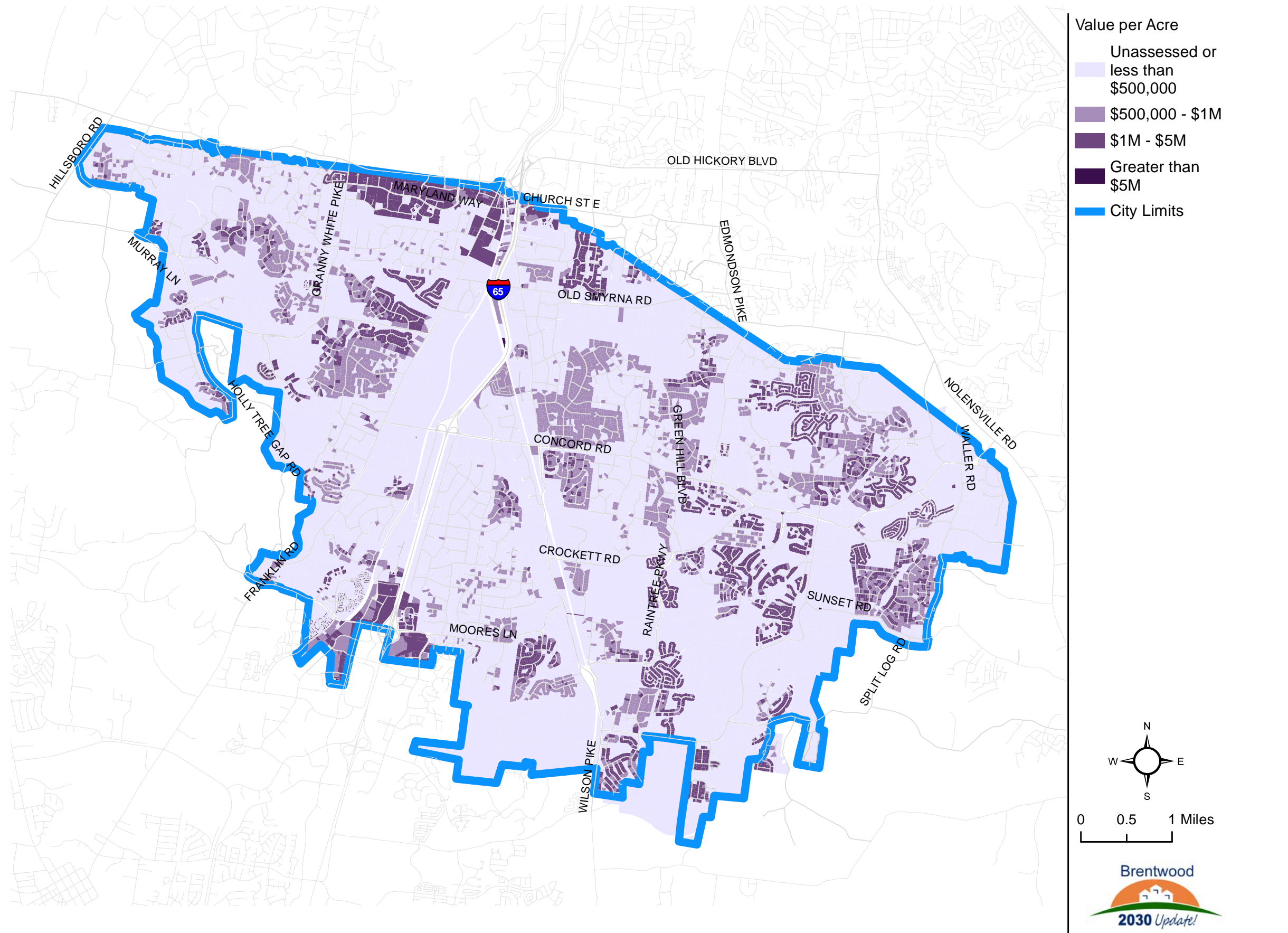
**Brentwood**  
2030 Update!

Large Parcels in Brentwood (developed, undeveloped, open, and reserved)



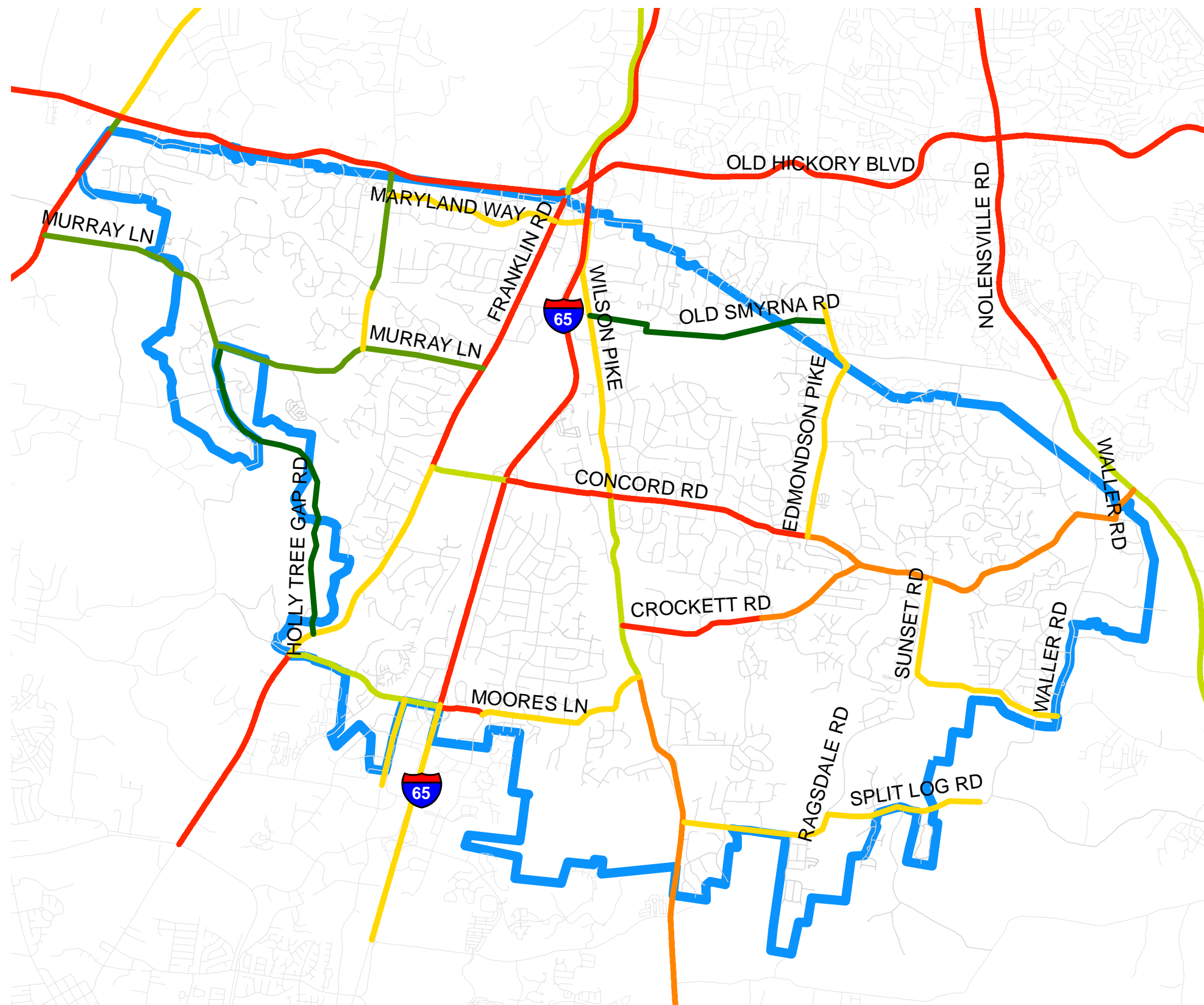


Total (Improved) Parcel Values in Brentwood



Individual Lot Value (Improved) Per Acre



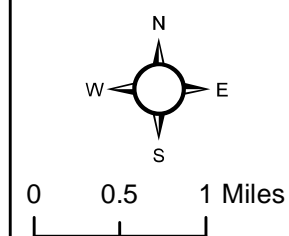


The No Improvements Scenario includes growth in travel demand from new land use, but no improvements except committed projects:

- Widening Franklin Rd
- Widening Nolensville Rd

**Level of Service**

- A
- B
- C
- D
- E
- F
- City Limits



2040 Future Levels of Service - Existing + Committed Projects



