Agenda for the Regular Meeting of Board of Commissioners
Tuesday, May 29, 2018 - 7:00 pm
Brentwood City Hall

Call to Order by Mayor
Roll Call
Invocation by Commissioner Dunn
Pledge of Allegiance to the Flag by Commissioner Little
Oath of Office for Firefighter - Gabriel Garcia

Public Hearing

1. Public hearing on Ordinance 2018-07 - AN APPROPRIATION ORDINANCE FOR THE CITY OF BRENTWOOD, TENNESSEE FOR THE FISCAL YEAR BEGINNING JULY 1, 2018 AND ENDING JUNE 30, 2019 INCLUDING BUDGET FOR BRENTWOOD EMERGENCY COMMUNICATIONS DISTRICT
2. Public hearing on Ordinance 2018-08 - AN ORDINANCE OF THE CITY OF BRENTWOOD, TENNESSEE TO ESTABLISH THE PROPERTY TAX RATE FOR THE FISCAL YEAR BEGINNING JULY 1, 2018 AND ENDING JUNE 30, 2019
3. Public hearing for proposed six-year Capital Improvements program for Fiscal Years 2019-2024

Public hearings on rezoning ordinances are primarily intended as opportunities for citizens to voice their views in support of or opposition to a rezoning that has been proposed by other parties. Persons speaking on behalf of the property owner or the applicant for the rezoning are allowed opportunities to speak when the ordinance is considered for passage on first and second reading, and are encouraged to confine their remarks to those opportunities.

Approval or Correction of Minutes

May 14, 2018

Comments from Citizens – *Individuals may comment on any item included in the Consent/Regular agenda or on any other matter regarding the City of Brentwood. All comments should be directed to the Board of Commissioners. Citizens who wish to request that an item be moved from the Consent Agenda to the Regular Agenda for discussion should make that known to the Board at this time.*

Report from City Manager
Report from the City Attorney
Reports and comments by Commissioners and Mayor

Note: All matters listed under the Consent Agenda are considered to be routine and will generally be enacted by one motion. Except for any items that are removed from the Consent Agenda, there will be no separate discussion of these items at this time.

Consent Agenda

1. Ordinance 2018-06 - AN ORDINANCE AMENDING SECTION 38-26 REGARDING MEMBERSHIP OF THE LIBRARY BOARD, for consideration on second and final reading
2. Resolution 2018-39 - A RESOLUTION AUTHORIZING AN ALTERATION TO THE OSRD DEVELOPMENT PLAN FOR THE WITHERSPOON SUBDIVISION, for adoption
3. Resolution 2018-40 - A RESOLUTION AUTHORIZING ALTERATIONS TO THE OSRD DEVELOPMENT PLAN FOR THE TRADITIONS SUBDIVISION, for adoption
4. Resolution 2018-43 - A RESOLUTION AUTHORIZING AN ADDITIONAL RESIDENT MEMBER TO THE AD-HOC 50TH ANNIVERSARY STEERING COMMITTEE, for adoption
5. Resolution 2018-44 - A RESOLUTION AUTHORIZING AN INTERLOCAL AGREEMENT WITH WILLIAMSON COUNTY FOR COLLECTION OF PROPERTY TAXES BY THE COUNTY TRUSTEE, for adoption
6. Approval to pay Brentwood's portion of the South Corridor Transit Alternatives Study to MPO
7. Approval to purchase CUES replacement camera system and appurtenances associated with sewer system video pipeline inspection

Old Business

1. Other old business

New Business

1. Ordinance 2018-07- AN APPROPRIATION ORDINANCE FOR THE CITY OF BRENTWOOD, TENNESSEE FOR THE FISCAL YEAR BEGINNING JULY 1, 2018 AND ENDING JUNE 30, 2019 INCLUDING BUDGET FOR BRENTWOOD EMERGENCY COMMUNICATIONS DISTRICT, for consideration on first reading
2. Ordinance 2018-08 - AN ORDINANCE OF THE CITY OF BRENTWOOD, TENNESSEE TO ESTABLISH THE PROPERTY TAX RATE FOR THE FISCAL YEAR BEGINNING JULY 1, 2018 AND ENDING JUNE 30, 2019, for consideration on first reading
3. Ordinance 2018-09 - AN ORDINANCE AMENDING SECTION 2-29 REGARDING COMPENSATION OF THE MAYOR AND OTHER MEMBERS OF THE BOARD OF COMMISSIONERS, for consideration on first reading

4. Resolution 2018-41 - A RESOLUTION AUTHORIZING AN ALTERATION TO THE OSRD DEVELOPMENT PLAN FOR THE TARAMORE SUBDIVISION, for adoption
5. Other new business

Kirk Bednar
City Manager

Anyone requesting accommodations due to disabilities should contact Mike Worsham, A.D.A. Coordinator, at 371-0060, before the meeting.

Brentwood City Commission Agenda

Meeting Date: 05/29/2018

Public Hearing on Ordinance 2018-07- Appropriations Ordinance for FY 2018-2019

Submitted by: Richard Parker, Finance

Department: Finance

Information

Subject

Public Hearing on Ordinance 2018-07 - An appropriations ordinance for the City of Brentwood for the fiscal year beginning July 1, 2018, and ending June 30, 2019, including the Brentwood Emergency Communications District.

Background

The proposed FY 2018-2019 appropriations ordinance was reviewed with the Board of Commissioners at a work session on Thursday, May 10, 2018. Formal public hearings are scheduled at three City Commission meetings set for Tuesday, May 29, 2018, Tuesday, June 12, 2018, and Monday, June 25, 2018.

For additional information, please review the backup material for Ordinance 2018-07 on the May 29, 2018 agenda under "New Business."

Staff Recommendation

N/A

Previous Commission Action

Each year, the City Commission officially adopts the City's annual operating budget through the passage of the appropriations ordinance. An opportunity for citizens to provide comments on the proposed operating budget is provided through three formal public hearings. The May 29, 2018 public hearing represents the first of three public hearings for the FY 2019 appropriations ordinance.

Fiscal Impact

Attachments

No file(s) attached.

Brentwood City Commission Agenda

Meeting Date: 05/29/2018

Public Hearing on Ordinance 2018-08 - To Establish the FY 2018-2019 Tax Rate

Submitted by: Richard Parker, Finance

Department: Finance

Information

Subject

Public Hearing on Ordinance 2018-08 - An ordinance of the City of Brentwood to establish the tax levy for fiscal year beginning July 1, 2018, and ending June 30, 2019.

Background

The proposed Tax Rate Ordinance for Fiscal Year 2019 was reviewed with the Board of Commissioners at a work session on Thursday, May 10, 2018. Formal public hearings are scheduled at three City Commission meetings set for Tuesday, May 29, 2018, Tuesday, June 12, 2018, and Monday, June 25, 2018.

For additional information, please review the backup information on Ordinance 2018-08 on the May 29, 2018 agenda under "New Business."

Staff Recommendation

N/A

Previous Commission Action

Each year, the City Commission reviews and adopts the appropriations and tax levy ordinances for the new fiscal year. An opportunity for citizens to provide comments on the proposed ordinances is provided through three formal public hearings. The May 29, 2018 public hearing represents the first of three public hearings for the FY 2019 tax levy ordinance.

Fiscal Impact

Attachments

No file(s) attached.

Brentwood City Commission Agenda

Meeting Date: 05/29/2018

Public Hearing for Proposed Six-Year Capital Improvements Program for Fiscal Years 2019-2024

Submitted by: Jay Evans, Administration

Department: Administration

Information

Subject

Public Hearing for Proposed Six-Year Capital Improvements Program for Fiscal Years 2019-2024

Background

The proposed FY 2019-2024 Capital Improvements Program (CIP) was reviewed with the Board of Commissioners at a work session on Tuesday, April 3, 2018. The staff reviewed each project and received initial guidance and direction on the appropriateness and priorities in the program. The CIP has since been posted on the City's website and circulated in the community for citizen review and comment. Formal public hearings on the proposed CIP are scheduled at three City Commission meetings on Tuesday, May 29, 2018, Tuesday, June 12, 2018, and Monday, June 25, 2018. A Resolution to adopt the six-year CIP will be presented to the City Commission for consideration and approval at the June 25, 2018 meeting.

Staff Recommendation

N/A

Previous Commission Action

Each year, the City Commission reviews and approves the six-year capital improvements program. An opportunity for citizen comments on the proposed program is provided through three formal public hearings.

Fiscal Impact

Attachments

No file(s) attached.

Brentwood City Commission Agenda
Meeting Date: 05/29/2018
Approval or correction of minutes from Regular Scheduled Commission meeting
Submitted by: Holly Earls, Administration
Department: Administration

Information

Subject
Approval or correction of minutes from the May 14, 2018 meeting

Background

Staff Recommendation

Fiscal Impact

Attachments
Draft Minutes

D R A F T

MINUTES OF REGULAR MEETING OF BOARD OF COMMISSIONERS

BRENTWOOD, TENNESSEE

The Brentwood Board of Commissioners met in regular session on Monday, May 14, 2018 at 7:00 pm at Brentwood City Hall.

Present:	Mayor Jill Burgin; Vice Mayor Mark Gorman; Commissioner Betsy Crossley; Commissioner Anne Dunn; Commissioner Rhea Little; Commissioner Regina Smithson; Commissioner Ken Travis
Staff Present:	City Manager Kirk Bednar; Assistant City Manager Jay Evans; City Attorney Kristen Corn; City Recorder Holly Earls

Commissioner Crossley led the Invocation. The Pledge of Allegiance was led by Commissioner Dunn. Mayor Burgin administered the Oath of Office for new police officer Cody Woods. Fire Officer Recognition was also presented by Fire Chief Brian Goss. Mayor Burgin presented a Proclamation for Public Works Week.

Approval or Correction of Minutes

April 23, 2018

Moved by Commissioner Ken Travis for approval of the minutes as written, seconded by Commissioner Regina Smithson

Vote: 6 - 0 Approved

Other: Commissioner Rhea Little (Abstain)

Consent Agenda

Resolution 2018-34 - A RESOLUTION AUTHORIZING AN AGREEMENT WITH INNOVATIVE PRECISION TECHNOLOGY FOR SOUND PRODUCTION SERVICES FOR THE 2018 BRENTWOOD SUMMER CONCERT SERIES AT CROCKETT PARK, for adoption

Resolution 2018-35 - A RESOLUTION AUTHORIZING THE SALE AND DISPOSAL OF SURPLUS PROPERTY HELD BY THE CITY, for adoption

Resolution 2018-36 - A RESOLUTION AUTHORIZING THE CREATION OF A 50TH ANNIVERSARY ACCOUNT WITHIN THE DONATIONS HELD IN TRUST FUND, for adoption

Resolution 2018-37 - A RESOLUTION AUTHORIZING ADDITIONAL FUNDING TO THE WILLIAMSON COUNTY JOINT COMMUNICATIONS NETWORK AUTHORITY FOR RADIO SYSTEM, for adoption

Resolution 2018-38 - A RESOLUTION AUTHORIZING THE ACQUISITION OF RIGHT-OF-WAY AND EASEMENTS FOR SPLIT LOG ROAD SIDEWALK CONNECTOR PROJECT, for adoption

Moved by Commissioner Rhea Little for approval of the items on the Consent Agenda, seconded by Mayor Jill Burgin

Vote: 7 - 0 Approved - Unanimously

New Business

Ordinance 2018-06 - AN ORDINANCE AMENDING SECTION 38-26 REGARDING MEMBERSHIP OF THE LIBRARY BOARD, for consideration on first reading

Moved by Commissioner Betsy Crossley for passage of Ordinance 2018-06, seconded by Commissioner Rhea Little

Vote: 7 - 0 Approved - Unanimously

Other new business

Appointment of Five (5) Members to the Ad-Hoc 50th Anniversary Steering Committee

Moved by Commissioner Rhea Little for amendment of Resolution 2018-24 to include six (6) Brentwood residents to be appointed to the Ad-Hoc 50th Anniversary Committee, seconded by Commissioner Regina Smithson

Vote: 7 - 0 Approved - Unanimously

Jared Peters, Shelley Alexander, Gina Gunn, Linda Hirsch, Sandra Tanksley, and Paula Uhlir were appointed to serve.

Appointment of One (1) Member from the Board to Commissioners to the Ad-Hoc 50th Anniversary Steering Committee

Moved by Commissioner Ken Travis to appoint Mayor Jill Burgin, seconded by Vice Mayor Mark Gorman

Vote: 7 - 0 Approved - Unanimously

With no further business, the meeting adjourned at 7:46 pm.

APPROVED _____

Holly Earls, City Recorder

Brentwood City Commission Agenda

Meeting Date: 05/29/2018

Ordinance 2018-06 - Amending Brentwood Municipal Code Regarding Membership Composition for the Library Board

Submitted by: Kristen Corn, Legal

Department: Legal

Information

Subject

Ordinance 2018-06 - Amendment to Brentwood Municipal Code regarding membership composition for the Library Board.

Background

Section 38-26 of the Code of Ordinances of the City of Brentwood establishes the membership, appointment, and term of the Library Board (see attached). This section currently provides that no more than five members of the Library Board be of the same sex. This language previously mirrored the state law (Tennessee Code Annotated §10-3-103) setting forth city and county library board membership. However, in preparing for the next Library Board member appointments, staff discovered that this provision in state law has been removed by the legislature.

Staff recommends amending section 38-26 of the Code of Ordinances to delete the last sentence which requires the board to be comprised of no more than five members of the same sex. This change will align the Municipal Code language with the latest version of state law.

Please contact the City Attorney if you have any questions about this ordinance.

Staff Recommendation

Staff recommends passage of the accompanying ordinance.

Fiscal Impact

Attachments

Ord 2018-06 - Library Board Membership

Existing Code Language

ORDINANCE 2018-06

AN ORDINANCE OF THE CITY OF BRENTWOOD, TENNESSEE, PROVIDING THAT THE CODE OF ORDINANCES OF THE CITY OF BRENTWOOD BE AMENDED BY REVISING SECTION 38-26, REGARDING MEMBERSHIP OF THE LIBRARY BOARD

WHEREAS, section 38-26 of the Code of Ordinances of the City of Brentwood establishes the membership, appointment and term of the Library Board; and

WHEREAS, Tennessee Code Annotated §10-3-103 sets forth the requirements of city and county library boards, and this statute previously required that no more than five members of a city's library board be of the same sex, but such provision has been deleted by the Tennessee General Assembly; and

WHEREAS, it is appropriate to amend section 38-26 of the Code of Ordinances to reflect a membership composition of the Library Board as provided in state law.

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

SECTION 1: That section 38-26 of the Code of Ordinances of the City of Brentwood is hereby amended to read as follows:

Sec. 38-26. – Created; membership; appointment; term.

Pursuant to the provisions of T.C.A. §§ 10-3-101—10-3-103 there is hereby created a municipal library board, hereinafter referred to as the library board. The library board shall consist of seven members appointed by the board of commissioners. All members shall be residents of the city. Not more than one official of the board of commissioners shall serve on the board. The members shall serve without salary, for a term of three years.

SECTION 2. In case of conflict between this ordinance or any part hereof, and the whole or part of any existing ordinance of the City, the provision that establishes the higher standard shall prevail.

SECTION 3. If any section, subsection, clause, provision or portion of this ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, such holding shall not affect any other section, subsection, clause, provision or portion of this ordinance.

SECTION 4. That this ordinance shall take effect from and after its final passage or fifteen days after its first passage, whichever occurs later, the general welfare of the City of Brentwood, Williamson County, Tennessee, requiring it.

PASSED: 1st reading _____

2nd reading _____

PUBLIC HEARING
Notice published in: n/a
Date of publication: _____
Date of hearing: _____

PLANNING COMMISSION n/a

NOTICE OF PASSAGE
Notice published in: n/a
Date of publication: _____

EFFECTIVE DATE _____

MAYOR Jill Burgin

RECORDER Holly Earls

Approved as to form:

CITY ATTORNEY Kristen L. Corn

Existing Code Language

Sec. 38-26. - Created; membership, appointment, term.

Pursuant to the provisions of T.C.A. §§ 10-3-101—10-3-103 there is hereby created a municipal library board, hereinafter referred to as the library board. The library board shall consist of seven members appointed by the board of commissioners. All members shall be residents of the city. Not more than one official of the board of commissioners shall serve on the board. The members shall serve without salary, for a term of three years. Not more than five of such members shall be of the same sex.

Brentwood City Commission Agenda

Meeting Date: 05/29/2018

Resolution 2018-39 -- A Resolution that Requests Approval of Revisions to the OSRD Development Plan for the Witherspoon Subdivision

Submitted by: Jeff Dobson, Planning & Codes

Department: Planning & Codes

Information

Subject

Resolution 2018-39, authorizes changes to the OSRD Development Plan for the Witherspoon Subdivision. The property is located along the south side of Crockett Road, approximately 0.50 miles east of its intersection with Wilson Pike.

Background

The attached resolution requests approval of minor revisions to the OSRD Development Plan for the Witherspoon Subdivision.

On May 15, 2018 the Planning Commission voted unanimously (8-0) to approve a revised preliminary plan for the Witherspoon Subdivision. As part of the review, the Planning Commission also voted unanimously to forward a recommendation of approval of the corresponding changes to the OSRD Development Plan for the project to the Board of Commissioners.

The approved plan proposes the following:

1. The shifting of the alignment of Fordham Drive in Phase Five to the south, affecting lots 51-56;
2. Creation of a 15-foot wide shared driveway at the end of Fordham Drive for lots 52-54, and
3. A realignment of Berwyn Court, in Phase Six, which affects lots 78-90.

A comparison of the lot sizes before and after the change is detailed in the following table.

LOT #	*AREA 1/2018*	*AREA 5/2018*	*DIFFERENCE*
51	40,021	47,517	7,496
52	54,273	49,854	-4,419
53	195,428	193,737	-1,691
54	69,195	62,210	-6,985

78	23,986	23,595	-391
79	25,814	29,203	3,389
80	22,773	24,171	1,398
81	23,734	23,311	-423
82	34,086	35,251	1,165
83	38,256	44,983	6,727
84	52,336	52,546	210
85	30,889	34,352	3,463
86	26,684	26,836	152
87	24,994	25,392	398
88	24,349	24,132	-217
89	26,930	26,194	-736
90	38,134	35,133	-3,001

The adjusted lot sizes meet the requirements of the OSRD zoning classification. The number of lots within the project remains unchanged at 153. The overall area of the project also remains unchanged at 260.55 acres.

As a result of the proposed modifications, the excess open space area for the project has also increased from **81.09 acres** (Resolution 2018-05) to **81.29 acres.**

Should you have any questions or require additional information, please contact the Planning and Codes Director.

Staff Recommendation

Staff recommends approval of Resolution 2018-39.

Previous Commission Action

On January 22, 2018 the Board of Commissioners voted to approve Resolution 2018-05, which modified the open space area within the Witherspoon Subdivision. Specifically, the changes relate to the amount of excess open space provided for the project. A miscalculation in the application of the open space for Sections Four and Five resulted in a reduction in the area of the overall excess open space provided for the project. The error reduces the amount of excess open space a total of 9.22 acres, or from the original area of 90.31 acres a new area of 81.09 acres.

On September 25, 2017 the Board of Commissioners voted to approved Resolution 2017-72, which authorizes minor changes to the OSRD Development Plan for the Witherspoon subdivision. These changes are primarily the result of updated property survey data. The proposed changes include:

1. A reduction in the overall area of the subdivision of 0.17 acres – from 260.72 acres to 260.55 acres. The reduction is the result of a field run survey involving the east

and south boundaries of the project.
2. A reduction in the excess open space for the project of 0.15 acres – from 90.46 acres to 90.31 acres.
3. Revisions to the phase lines between phases Four, Five and Six.
4. Corrections to the areas of Lots 47-49, and revisions to the OSRD calculations.

Lots affected by the proposed revisions are 47-49, 60-65, and 95. There is no change to the number of lots or the overall layout of the development.

At its March 13, 2017 regular meeting, the Board of Commissioners voted to approve Resolution 2017-18, which authorized acceptance of a multi-purpose pedestrian easement traversing the arterial road buffer along Crockett Road in Section One and the permanent open space in Section Eight of the Witherspoon Subdivision.

At its September 29, 2016 meeting, the Board of Commissioners approved Resolution 2016-68, which authorized changes to the OSRD Development Plan for the Witherspoon Subdivision. The approved changes included;

1. Minor lot line revisions to Lots 2, 43-50, 126, 127, and 145-147. The lot line shifts resulted in one existing lot becoming a flag lot;
2. Updated the utility layout for Sections 1-3, pre final design drawings;
3. Revised the phasing and updated the OSRD calculations;
4. The width of the grass strip between the curb and sidewalk has been increased to eight feet, with the exception of the area in front of the clubhouse which was reduced to five feet to preserve existing trees in the area;
5. Revisions to the street tree planting and landscaping buffer plans;
6. Revisions to the location of the sidewalk location adjacent to Lots 6 & 18;
7. Revisions to the clubhouse layout and addition of amenities on open space “H”; and
8. The construction of a pavilion in open space “G” is also included. The improvement was not shown on the previously approved plan.

The one aspect of the revised plan that does require review and approval by the Board of Commissioners is the proposed addition of the pavilion in open space area "G".

At its meeting of January 12, 2016 the Board of Commissioners voted unanimously, seven for and zero against (7-0) to approve Resolution 2016-01, authorizing a minor alteration to the OSRD Development Plan for the Witherspoon Subdivision. The revised plan proposes an increase in the amount of excess open space for the project of 871.20 square feet (0.02 acres), or from the original approved area of 90.44 acres to 90.46 acres.

Fiscal Impact

Attachments

Resolution 2018-39

Exhibit A -- Approved Preliminary Plan
Current OSRD Plan
Vicinity Map

RESOLUTION 2018-39

A RESOLUTION OF THE CITY OF BRENTWOOD, TENNESSEE TO APPROVE AN ALTERATION TO THE OSRD DEVELOPMENT PLAN FOR THE WITHERSPOON SUBDIVISION, TO ALLOW FOR AN INCREASE IN THE AREA OF THE PERMANENT EXCESS OPEN SPACE FOR THE PROJECT

WHEREAS, Section 78-185(b) of the Code of Ordinances of the City of Brentwood, Tennessee requires that any modification to an approved development plan for an OSRD development be submitted approved by the Board of Commissioners; and

WHEREAS, the developer of the Witherspoon subdivision has requested a modification to the approved development plan for the subdivision, increasing the area of the excess open space for the project 0.20 acres or from 81.09 acres to 81.29 acres; and

WHEREAS, the proposed revisions would provide a total of 105.23 acres of dedicated open space, including 81.29 acres of excess open space; and

WHEREAS, the Brentwood Planning Commission has recommended that the Board of Commissioners approve the proposed changes.

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

SECTION 1. That the revised OSRD development plan for the Witherspoon subdivision is hereby approved, allowing an increase of 0.20 acres in the excess open space for the project, all as shown on Exhibit "A", which is attached hereto and made a part of this resolution by reference.

SECTION 2. That this resolution shall take effect from and after its passage, the general welfare of the City of Brentwood, Williamson County, Tennessee requiring it.

_____

MAYOR Jill Burgin

ADOPTED: _____

Approved as to form:

_____ _____

RECORDER Holly Earls CITY ATTORNEY Kristen L. Corn

PRELIMINARY / OSRD PLANS
FOR
WITHERSPOON
HOLT WITHERSPOON, LLC

CONTACTS

OWNER/DEVELOPER

HOLT WITHERSPOON, LLC
ROB PEASE
213 OVERLOOK CT.
BRENTWOOD, TN 37027
(615) 376-5177
ROB.PEASE@CPSLAND.COM

CIVIL

RAGAN-SMITH ASSOCIATES
315 WOODLAND STREET
NASHVILLE, TN 37206
(615) 244-8591
BNICHOLS@RAGANSMITH.COM

LANDSCAPE ARCHITECTURE

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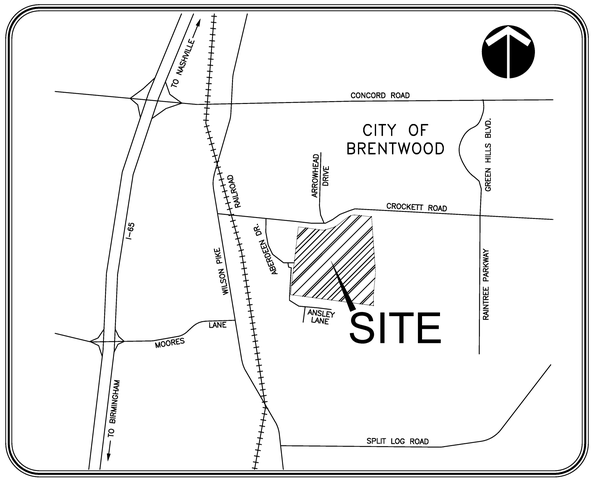
(615) 218-9310
DNADESIGNS@BELLSOUTH.NET



LOCATION MAP
(NOT TO SCALE)

INDEX OF SHEETS

SHEET	DESCRIPTION
1	COVER SHEET
2	GENERAL NOTES AND AREA TABLES
3	OVERALL SITE PLAN
4	ENLARGED SITE PLAN
5	ENLARGED SITE PLAN
6	OVERALL PHASING PLAN
L-1.1	STREET TREE PLAN
L-2.1	LANDSCAPE BUFFER PLAN
L-3.1	LANDSCAPE BUFFER PLAN
L-4.1	LANDSCAPE BUFFER PLAN

CITY OF BRENTWOOD,
WILLIAMSON COUNTY,
TENNESSEE

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FOR
HOLT WITHERSPOON, LLC
CITY OF BRENTWOOD, WILLIAMSON COUNTY, TENNESSEE

REVISIONS
11-17-15 A. REED Rev. Per City Comments
12-15-15 A. REED Rev. to Ph. 5 & 6 Tables
09-19-16 A. REED Rev. Boundary/OSRD Tables
08-31-17 A. REED Per City Comments
10-24-17 A. REED Per City & Client Comments
04-17-18 A. REED Rev. Per City Comments
04-03-18 A. REED Rev. to Ph. 5 & 6
12-19-17 A. REED Rev. Per City Comments
11-20-17 A. REED Rev. Per City Comments
11-06-17 A. REED Rev. Per Lot Line and Side Setback Revisions
08-22-17 A. REED Rev. Per City Comments
08-07-17 A. REED Rev. Per Phasing and Design Revisions
09-20-16 A. REED Rev. OSRD Tables
08-25-16 A. REED Rev. Lots 46-49
08-16-16 A. REED Rev. Per City Comments
08-01-16 A. REED Rev. Per Phasing and Design Revisions
12-23-15 A. REED Rev. Per City Comments

DATE:	AUGUST 10, 2015
DESIGNED:	R. CALDWELL
DRAWN:	A. REED
SCALE:	N.T.S.
JOB NO.	15088
WK. ORDER	0277

COVER

1

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OSRD CALCULATIONS

OVERALL OSRD CALCULATIONS

Overall	
Total Site Area (AC)	260.55
Less R.O.W. dedication -- Crockett Road	1.30
Less R.O.W. dedication -- Internal streets	15.95
TOTAL	243.30
Less Areas in 25% Slopes	9.99
Plus 25% of slopes over 25%	2.50
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical, Natural & Gas Easements	19.57
Plus 25% of Areas in Electrical, Natural & Gas Easements	4.89
Less Historic Tract	8.45
Plus Land > 1 acre saved for Historic Tract	7.45
Total Usable Land Area (AC)	220.13
Less area in lots>1 acre	20.33
TOTAL LAND AREA AVAILABLE	199.80
Total Land Area Required @ 1 DUPA (AC)	153.00
Land Area in Lots	138.06
Less Land > 1 acre saved for Historic Tract	7.45
Total Area in Lots (excluding land > 1 acre saved for Historic Tract)	130.61
Open Space Required	31.39
Dedicated Open Space	105.23
Plus Land > 1 acre saved for Historic Tract	7.45
TOTAL EXCESS OPEN SPACE	81.29

Phase One	
Total Site Area (AC)	29.10
Less R.O.W. dedication -- Crockett Road	0.73
Less R.O.W. dedication -- Internal streets	1.68
TOTAL	26.69
Less Areas in 25% Slopes	0.11
Plus 25% of slopes over 25%	0.03
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical, Natural & Gas Easements	0.00
Plus 25% of Areas in Electrical, Natural & Gas Easements	0.00
Less Historic Tract	8.45
Plus Land > 1 acre saved for Historic Tract	7.45
Total Usable Land Area (AC)	25.61
Less area in lots>1 acre	1.00
TOTAL LAND AREA AVAILABLE	24.61
Total Land Area Required @ 1 DUPA (AC)	13.00
Land Area in Lots	19.43
Less Land > 1 acre saved for Historic Tract	7.45
Total Area in Lots (excluding land > 1 acre saved for Historic Tract)	11.98
Open Space Required	1.02
Dedicated Open Space	7.26
Plus Land > 1 acre saved for Historic Tract	7.45
OPEN SPACE PROVIDED - THIS PHASE	13.69

Phase Two	
Total Site Area (AC)	44.40
Less R.O.W. dedication -- Crockett Road	0.00
Less R.O.W. dedication -- Internal streets	4.28
TOTAL	40.12
Less Areas in 25% Slopes	0.00
Plus 25% of slopes over 25%	0.00
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical, Natural & Gas Easements	5.65
Plus 25% of Areas in Electrical, Natural & Gas Easements	1.41
Less Historic Tract	0.00
Plus Land > 1 acre saved for Historic Tract	0.00
Total Usable Land Area (AC)	35.88
Less area in lots>1 acre	0.02
TOTAL LAND AREA AVAILABLE	35.86
Total Land Area Required @ 1 DUPA (AC)	35.00
Land Area in Lots	20.61
Open Space Required	14.39
Dedicated Open Space	19.51
OPEN SPACE PROVIDED - THIS PHASE	5.12
OPEN SPACE CARRIED FROM PHASE ONE	13.69
EXCESS OPEN SPACE - CARRIED TO PHASE THREE	18.81

Phase Three	
Total Site Area (AC)	12.00
Less R.O.W. dedication -- Crockett Road	0.34
Less R.O.W. dedication -- Internal streets	0.85
TOTAL	10.81
Less Areas in 25% Slopes	0.00
Plus 25% of slopes over 25%	0.00
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical, Natural & Gas Easements	1.26
Plus 25% of Areas in Electrical, Natural & Gas Easements	0.32
Total Usable Land Area (AC)	9.87
Less area in lots>1 acre	0.00
TOTAL LAND AREA AVAILABLE	9.87
Total Land Area Required @ 1 DUPA (AC)	11.00
Land Area in Lots	6.38
Open Space Required	4.65
Dedicated Open Space	4.46
OPEN SPACE PROVIDED - THIS PHASE	-0.19
OPEN SPACE CARRIED FROM PHASE TWO	18.81
EXCESS OPEN SPACE - CARRIED TO PHASE FOUR	18.62

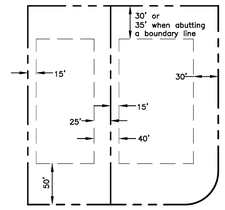
Phase Four	
Total Site Area (AC)	56.10
Less R.O.W. dedication -- Crockett Road	0.00
Less R.O.W. dedication -- Internal streets	3.36
TOTAL	52.74
Less Areas in 25% Slopes	2.23
Plus 25% of slopes over 25%	0.56
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical, Natural & Gas Easements	6.02
Plus 25% of Areas in Electrical, Natural & Gas Easements	1.51
Total Usable Land Area (AC)	46.56
Less area in lots>1 acre	14.68
TOTAL LAND AREA AVAILABLE	31.88
Total Land Area Required @ 1 DUPA (AC)	32.00
Land Area in Lots	37.18
Open Space Required (-5.18)	0.00
Dedicated Open Space	15.57
OPEN SPACE PROVIDED - THIS PHASE	15.57
OPEN SPACE CARRIED FROM PHASE THREE	18.62
EXCESS OPEN SPACE - CARRIED TO PHASE FIVE	34.19

Phase Five	
Total Site Area (AC)	47.42
Less R.O.W. dedication -- Crockett Road	0.00
Less R.O.W. dedication -- Internal streets	2.02
TOTAL	45.40
Less Areas in 25% Slopes	4.50
Plus 25% of slopes over 25%	1.13
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical, Natural & Gas Easements	6.64
Plus 25% of Areas in Electrical, Natural & Gas Easements	1.66
Total Usable Land Area (AC)	37.05
Less area in lots>1 acre	4.52
TOTAL LAND AREA AVAILABLE	32.53
Total Land Area Required @ 1 DUPA (AC)	17.00
Land Area in Lots	20.83
Open Space Required (-3.83)	0.00
Dedicated Open Space	24.57
OPEN SPACE PROVIDED - THIS PHASE	24.57
OPEN SPACE CARRIED FROM PHASE FOUR	34.19
EXCESS OPEN SPACE - CARRIED TO PHASE SIX	58.76

Phase Six	
Total Site Area (AC)	13.32
Less R.O.W. dedication -- Crockett Road	0.00
Less R.O.W. dedication -- Internal streets	1.35
TOTAL	11.97
Less Areas in 25% Slopes	0.00
Plus 25% of slopes over 25%	0.00
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical, Natural & Gas Easements	0.00
Plus 25% of Areas in Electrical, Natural & Gas Easements	0.00
Total Usable Land Area (AC)	11.97
Less area in lots>1 acre	0.24
TOTAL LAND AREA AVAILABLE	11.73
Total Land Area Required @ 1 DUPA (AC)	17.00
Land Area in Lots	11.53
Open Space Required	5.47
Dedicated Open Space	0.43
OPEN SPACE PROVIDED - THIS PHASE	-5.04
OPEN SPACE CARRIED FROM PHASE FIVE	58.76
EXCESS OPEN SPACE - CARRIED TO PHASE SEVEN	53.72

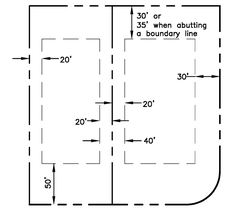
Phase Seven	
Total Site Area (AC)	36.02
Less R.O.W. dedication -- Crockett Road	0.00
Less R.O.W. dedication -- Internal streets	1.28
TOTAL	34.74
Less Areas in 25% Slopes	2.75
Plus 25% of slopes over 25%	0.69
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical, Natural & Gas Easements	0.00
Plus 25% of Areas in Electrical, Natural & Gas Easements	0.00
Total Usable Land Area (AC)	32.68
Less area in lots>1 acre	0.58
TOTAL LAND AREA AVAILABLE	32.10
Total Land Area Required @ 1 DUPA (AC)	15.00
Land Area in Lots	12.31
Open Space Required	2.69
Dedicated Open Space	22.43
OPEN SPACE PROVIDED - THIS PHASE	19.74
OPEN SPACE CARRIED FROM PHASE SIX	53.72
EXCESS OPEN SPACE - CARRIED TO PHASE EIGHT	73.46

Phase Eight	
Total Site Area (AC)	22.19
Less R.O.W. dedication -- Crockett Road	0.23
Less R.O.W. dedication -- Internal streets	1.13
TOTAL	20.83
Less Areas in 25% Slopes	0.40
Plus 25% of slopes over 25%	0.10
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical, Natural & Gas Easements	0.00
Plus 25% of Areas in Electrical, Natural & Gas Easements	0.00
Total Usable Land Area (AC)	20.53
Less area in lots>1 acre	0.29
TOTAL LAND AREA AVAILABLE	20.24
Total Land Area Required @ 1 DUPA (AC)	13.00
Land Area in Lots	9.83
Open Space Required	3.17
Dedicated Open Space	11.00
OPEN SPACE PROVIDED - THIS PHASE	7.83
OPEN SPACE CARRIED FROM PHASE SEVEN	73.46
TOTAL EXCESS OPEN SPACE	81.29

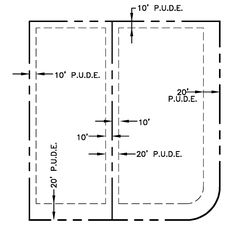


TYPICAL LOT SETBACK LINES
(UNLESS SHOWN OTHERWISE)
N.T.S.

OR



TYPICAL LOT SETBACK LINES
(UNLESS SHOWN OTHERWISE)
N.T.S.



TYPICAL LOT EASEMENT LINES
(UNLESS SHOWN OTHERWISE)
N.T.S.

GENERAL NOTES AND SITE DATA (STANDARD OSRD)

1. SUBJECT PROPERTY CONSISTS OF PARCELS 22, 22.01, 22.03 AND A PORTION OF PARCEL 22.02 ON WILLIAMSON COUNTY PROPERTY MAP NO. 35.
2. PROPERTY OWNERS:
   HOLT WITHERSPOON, LLC — BOOK 6655, PAGE 7, R.O.W.C., TN.
   DAVID AND JODIE SMITH (LOT 1) — BOOK 6655, PAGE 1, R.O.W.C., TN.
3. EXISTING ZONING: THIS PROPERTY IS CURRENTLY ZONED OSRD (OPEN SPACE RESIDENTIAL DEVELOPMENT).
4. GROSS SITE AREA: 260.55 ACRES.
5. BOUNDARY INFORMATION TAKEN FROM FIELD RUN SURVEY PERFORMED BY RAGAN-SMITH ASSOCIATES.
6. TOPOGRAPHIC INFORMATION TAKEN FROM CITY OF BRENTWOOD MAPPING.
7. NUMBER OF PROPOSED LOTS: 153.
8. PROPOSED DENSITY: 0.59 DU/AC. (1.0 DU/AC. MAXIMUM).
9. MAXIMUM BUILDING COVERAGE OF PROPOSED LOTS: 25%.
10. EACH PROPOSED LOT SHALL PROVIDE A MINIMUM OF TWO OFF-STREET PARKING SPACES.
11. MINIMUM LOT WIDTH AT BUILDING LINE: 110', OR 120' FOR TRANSITIONAL LOTS.
12. MINIMUM BUILDING SETBACKS: (UNLESS SHOWN OTHERWISE)
    FRONT – 50' (UNLESS SHOWN OTHERWISE)
    SIDE – 15'/25' OR 20'/20' (TOTAL 40' BETWEEN BUILDINGS)
    SIDE ABUTTING A STREET: 30'
    REAR – 30'
    ABUTTING PROJECT PERIMETER – 35'
13. ALL ELECTRIC SERVICE FOR THE PROPOSED DEVELOPMENT SHALL BE UNDERGROUND. ALL PUBLIC UTILITIES SHALL BE SUBJECT TO THE APPROVAL OF THE APPLICABLE UTILITY COMPANIES.
14. LOTS DESIGNATED AS TRANSITIONAL SHALL REQUIRE DETAILED SITE AND GRADING PLANS REVIEW BY THE CITY ENGINEER PRIOR TO ISSUANCE OF A BUILDING PERMIT.
15. UTILITY PROVIDERS:
    ELECTRICITY: MIDDLE TN ELECTRIC MEMBERSHIP CORP. (615) 794-1102
    WATER: CITY OF BRENTWOOD (615) 371-0080
    NATURAL GAS: PIEDMONT NATURAL GAS (800) 752-7504
    TELEPHONE: AT&T (615) 269-6563
    SANITARY SEWER: CITY OF BRENTWOOD (615) 371-0080

811 Know what's below. Call before you dig.

16. PER REQUIREMENTS 78-184(3) & (7), ANY LOT SHOWN HEREON AS A "TRANSITIONAL" LOT SHALL HAVE A MINIMUM WIDTH OF 120' AT THE BUILDING SETBACK.
17. AMENITY AREA TO INCLUDE A POOL AND POOL HOUSE.
18. EXISTING VEGETATION TO REMAIN SHALL BE CONTAINED WITHIN A SCENIC EASMENT. ALL OPEN SPACE AREAS DESIGNATED AS SCENIC EASMEENTS SHALL REMAIN UNDISTURBED. SCENIC EASEMENT LOCATIONS TO BE DETERMINED ON FINAL PLATS.
19. WATERWAY NATURAL AREAS RELATE TO WATERCOURSES CLASSIFIED BY THE TENNESSEE DEPARTMENT OF ENVIRONMENTAL AND CONSERVATION AS STREAMS OR "WATERS OF THE STATE". THESE STREAMS ARE INTENDED TO REMAIN IN THEIR NATURAL CONDITION AND TO BE BUFFERED IN ACCORDANCE WITH TDEC CRITERIA. NO DISTURBANCE IS TO OCCUR WITHIN THE BUFFER LIMITS EXCEPT AS PERMITTED BY TDEC OR THE U.S. CORPS OF ENGINEERS.
20. THIS PRELIMINARY PLAN IS SUBJECT TO A THREE YEAR VESTING PERIOD, DURING WHICH THE DEVELOPMENT STANDARDS IN EFFECT ON THE DATE OF APPROVAL WILL REMAIN THE STANDARDS APPLICABLE TO THIS PLAN. IF UPON EXPIRATION OF THE VESTING PERIOD, DEVELOPMENT OF THE PROPERTY SHOWN ON THIS PLAN MAY BE SUBJECT TO STANDARDS OTHER THAN THOSE THAT WERE APPLICABLE DURING THE VESTING PERIOD. THE VESTING PERIOD FOR THIS PLAN EXPIRES ON DECEMBER 7, 2018, UNLESS EXTENDED BY THE CITY OF BRENTWOOD. PERSONS RELYING ON THIS PLAN AFTER SAID DATE SHOULD CONTACT THE CITY OF BRENTWOOD TO DETERMINE IF DEVELOPMENT MAY CONTINUE AS DEPICTED ON THE PLAN.
21. LOTS DESIGNATED WITH ▩ HAVE NATURAL SLOPES OF GREATER THAN 15%. PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR A RESIDENTIAL LOT WITH A SLOPE OF 15% OR GREATER, A PLAN SHALL BE PREPARED BY A LICENSED PROFESSIONAL ENGINEER FOR APPROVAL BY THE CITY ENGINEER SHOWING EXISTING TOPOGRAPHIC INFORMATION FROM FIELD RUN SURVEY DATA, BOUNDARY AND SETBACK LINES, UTILITY AND DRAINAGE EASEMENTS, EXISTING AND PROPOSED DRAINAGE PIPES, DITCHES AND SWALES TO BE CONNECTED TO PUBLIC DRAINAGE LINES AND/OR TO DIRECT OR RE-DIRECT STORMWATER RUNOFF, THE PROPOSED BUILDING FOOTPRINT AND THE DRIVEWAY PLAN, INCLUDING THE FINISHED FLOOR ELEVATIONS AND FINISHED GRADES OF PAVEMENTS AND GROUND LINES, IDENTIFICATION OF EXISTING TREES IN EXCESS OF FOUR-INCH CALIPER AND TREES TO BE PRESERVED, AND THE LOCATION AND TIMING OF INSTALLATION OF EROSION CONTROL FEATURES. NO CLEAR CUTTING OF TREES OR GRADING OF THE LOT SHALL BE PERMITTED UNTIL APPROVAL OF THE SITE PLAN BY THE CITY ENGINEER.
22. LOTS DESIGNATED WITH HP ARE REQUIRED TO SUBMIT A DETAILED SITE PLAN TO THE CITY ENGINEER AND MUST RECEIVE PLANNING COMMISSION APPROVAL BEFORE A BUILDING PERMIT IS ISSUED. ALL STRUCTURES DESIGNED FOR HUMAN USE AND OCCUPANCY, INCLUDING RESIDENTIAL DWELLING UNITS AND GARAGES, SHALL BE PROTECTED THROUGH AN AUTOMATIC SPRINKLER SYSTEM INSTALLED IN ACCORDANCE WITH NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) STANDARDS AND REQUIREMENTS AND APPROVED BY THE FIRE CHIEF OR HIS DESIGNEE.

04/03/18 – THE PURPOSE OF THIS REVISION IS TO SHIFT FORDHAM DRIVE SOUTH AND REVISE LOTS 51-56, ADD A SHARED ACCESS PRIVATE DRIVE FOR LOTS 52-54, REVISE LOTS 58-66, REVISE BERWYN COURT AND LOTS 78-90.

(SHEET NUMBERS REVISED – 2, 3, 5, 6)

RESIDENTIAL LOTS

HP - HILLSIDE PROTECTION LOT
∗ - TRANSITIONAL LOT

PHASE ONE					
	LOT	SF	AC	> 1 AC	AC
	1	367885	8.45		
∗	2	59188	1.36	15628	0.36
∗	3	30452	0.70		
∗	4	31161	0.72		
∗	5	71347	1.64	27787	0.64
	19	30783	0.71		
	20	30142	0.69		
	148	38268	0.88		
	149	40307	0.93		
	150	36455	0.84		
	151	35942	0.83		
	152	38523	0.88		
	153	35783	0.82		
	13	846236	19.43	43415	1.00

PHASE TWO					
	LOT	SF	AC	> 1 AC	AC
	21	32278	0.74		
	22	36587	0.84		
	38	40967	0.94		
	39	40866	0.94		
∗	40	39285	0.90		
	107	20873	0.48		
	108	23806	0.55		
	109	26987	0.62		
	110	27468	0.63		
	111	23369	0.54		
	112	21969	0.50		
	113	17600	0.40		
	114	17600	0.40		
	115	18395	0.42		
	116	19303	0.44		
	117	19776	0.45		
	118	20636	0.47		
	119	21013	0.48		
	120	26336	0.60		
	121	27026	0.62		
	122	21759	0.50		
	123	21637	0.50		
	124	18979	0.44		
	125	22076	0.51		
	126	30095	0.69		
	127	23860	0.55		
	128	17326	0.40		
	129	21936	0.50		
∗	141	23641	0.54		
	142	25953	0.60		
	143	26669	0.61		
	144	24381	0.56		
	145	27817	0.64		
	146	25143	0.58		
	147	44361	1.02	801	0.02
	35	897773	20.61	801	0.02

PHASE THREE			
LOT	SF	AC	
130	21114	0.48	
131	18323	0.42	
132	25224	0.58	
133	22715	0.52	
134	20668	0.47	
135	34271	0.79	
∗ 136	23836	0.55	
137	32350	0.74	
138	26805	0.62	
139	25654	0.59	
140	25668	0.59	
11	276628	6.35	

PHASE FOUR					
	LOT	SF	AC	> 1 AC	AC
	41	30470	0.70		
∗	42	27069	0.62		
HP/∗	43	137074	3.15	93514	
	44	44673	1.03	1113	
HP/∗	45	144272	3.31	100712	
HP/∗	46	133493	3.06	89933	
HP/∗	47	149275	3.43	105715	
HP/∗	48	159754	3.67	116194	
HP/∗	49	175899	4.04	132339	
	67	28233	0.65		
	68	27924	0.64		
∗	69	34602	0.79		
∗	70	36440	0.84		
∗	71	28382	0.65		
	72	27035	0.62		
	73	24375	0.56		
	74	25427	0.58		
	75	23506	0.54		
	76	24407	0.56		
	77	25338	0.58		
	95	22828	0.52		
	96	23977	0.55		
	97	26174	0.60		
	98	25512	0.59		
	99	22502	0.52		
∗	100	24166	0.55		
	101	23193	0.53		
	102	25317	0.58		
	103	25473	0.58		
	104	26424	0.61		
∗	105	33697	0.77		
∗	106	32471	0.75		
	32	1619382	37.18	639520	14.68

PHASE FIVE					
	LOT	SF	AC	> 1 AC	AC
∗	50	50503	1.16	6943	0.16
∗	51	47517	1.09	3957	0.09
∗	52	49854	1.14	6294	0.14
HP/∗	53	193737	4.45	150177	3.45
∗	54	62210	1.43	18650	0.43
∗	55	43584	1.00	24	0.00
	56	43608	1.00	48	0.00
∗	57	33652	0.77		
∗	58	32122	0.74		
	59	34847	0.80		
	60	43402	1.00		
	61	43593	1.00	33	0.00
	62	43610	1.00	50	0.00
	63	43681	1.00	121	0.00
	64	43638	1.00	78	0.00
	65	51661	1.19	8101	0.19
	66	46151	1.06	2591	0.06
	17	907370	20.83	197067	4.52

PHASE SIX					
	LOT	SF	AC	> 1 AC	AC
	78	23595	0.54		
	79	29203	0.67		
	80	24171	0.55		
∗	81	23311	0.54		
	82	35251	0.81		
	83	44983	1.03	1423	0.03
	84	52546	1.21	8986	0.21
	85	34352	0.79		
	86	26836	0.62		
∗	87	25392	0.58		
	88	24132	0.55		
	89	26194	0.60		
	90	35133	0.81		
	91	25727	0.59		
	92	22656	0.52		
	93	24686	0.57		
	94	24285	0.56		
	17	502453	11.53	10409	0.24

PHASE SEVEN					
LOT	SF	AC	> 1 AC	AC	
23	26035	0.60			
24	35675	0.82			
25	44775	1.03	1215.00	0.03	
26	48482	1.11	4922.00	0.11	
27	53247	1.22	9687.00	0.22	
28	53157	1.22	9597.00	0.22	
29	37771	0.87			
30	32671	0.75			
31	27160	0.62			
32	30980	0.71			
33	26461	0.61			
34	28672	0.66			
35	31380	0.72			
36	32536	0.75			
37	27144	0.62			
15	536146	12.31	25421.00	0.58	

PHASE EIGHT					
LOT	SF	AC	> 1 AC	AC	
6	30439	0.70			
7	29026	0.67			
8	29956	0.69			
9	31642	0.73			
10	49019	1.13	5459	0.13	
11	50649	1.16	7089	0.16	
12	29383	0.67			
13	34536	0.79			
14	30188	0.69			
15	27989	0.64			
16	27501	0.63			
17	27677	0.64			
18	30027	0.69			
13	428032	9.83	12548	0.29	

TOTAL	
LOTS	153
SF	6014020
AC	138.06

OPEN SPACE

PHASE ONE		
OS	SF	AC
A	1,452	0.03
B	20,439	0.47
C	250,490	5.75
D	14,371	0.33
E	29,476	0.68
TOTAL	316,228	7.26

PHASE TWO		
OS	SF	AC
H	32,008	0.73
I	7,701	0.18
M	11,989	0.28
O	737,343	16.93
P	1,075	0.02
Q	5,658	0.13
R	2,605	0.06
W	51,581	1.18
TOTAL	849,960	19.51

PHASE THREE		
OS	SF	AC
S	3,885	0.09
T	1,075	0.02
U	1,075	0.02
V	188,341	4.32
TOTAL	194,376	4.46

PHASE FOUR		
OS	SF	AC
N	75,151	1.73
X	41,054	0.94
Y	236,860	5.44
DD	88,852	2.04
JJ	236,117	5.42
TOTAL	678,034	15.57

TOTAL	
SF	4,583,990
AC	105.23

PHASE FIVE		
OS	SF	AC
EE	465,448	10.69
FF	1,075	0.02
GG	38,894	0.89
HH	1,075	0.02
II	520,315	11.94
KK	43,568	1.00
TOTAL	1,070,375	24.57

PHASE SIX		
OS	SF	AC
Z	8,728	0.20
AA	8,899	0.20
BB	1,075	0.02
TOTAL	18,702	0.43

PHASE SEVEN		
OS	SF	AC
J	974,930	22.38
K	1,043	0.02
L	1,075	0.02
TOTAL	977,048	22.43

PHASE EIGHT		
OS	SF	AC
F	5,374	0.12
G	473,904	10.88
TOTAL	479,278	11.00

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REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
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WITHERSPOON, LLC
FOR
HOLT WITHERSPOON, LLC
CITY OF BRENTWOOD, WILLIAMSON COUNTY, TENNESSEE

NO.	DATE	REVISIONS
1	11-17-15	A. REED Rev. Per City Comments
2	12-1-15	A. REED Rev. Per Forward 2050 Tables
3	09-18-15	A. REED Rev. Boundary/OSRD Tables
4	08-31-15	A. REED Rev. Per City Comments
5	07-07-15	A. REED OSRD Tables
6	04-03-18	A. REED Rev. Per City & Client Comments

NO.	DATE	REVISIONS
15	04-03-18	A. REED Rev. to Ph. 5 & Ph. 6
14	12-19-17	A. REED Rev. Per City Comments
13	11-20-17	A. REED Rev. Per City Comments
12	11-06-17	A. REED Rev. Per Lot Line and Side Setback Revisions
11	08-22-17	A. REED Rev. Per City Comments
10	08-07-17	A. REED Rev. Per Phasing and Design Revisions
9	09-20-16	A. REED Rev. OSRD Tables
8	08-25-16	A. REED Rev. Lots 46-49
7	08-16-16	A. REED Rev. Per City Comments
6	08-01-16	A. REED Rev. Per Phasing and Design Revisions

DATE: AUGUST 10, 2015
DESIGNED: R. CALDWELL
DRAWN: A. REED
SCALE: N/A
JOB NO. 15088
WK. ORDER: 0277

GENERAL NOTES AND DETAILS

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TRANSITIONAL LOT NOTE:

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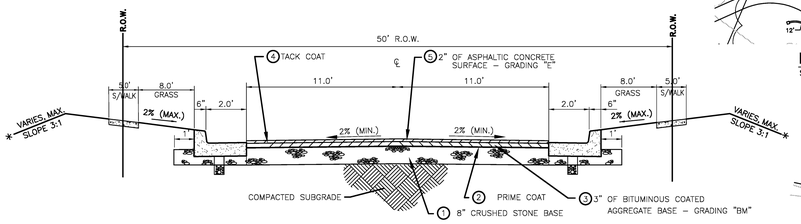
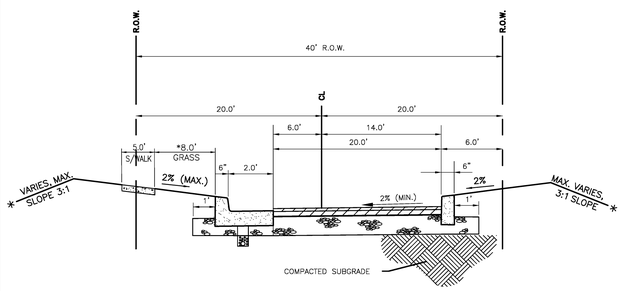
LEGEND

- 15-25% SLOPES
- 25% + SLOPES
- * TRANSITIONAL LOT (SEE NOTE THIS SHEET)
- HP LOT SUBJECT TO HILLSIDE ORDINANCE (SEE NOTE THIS SHEET)



ROADWAY CROSS SECTION 50' R.O.W.

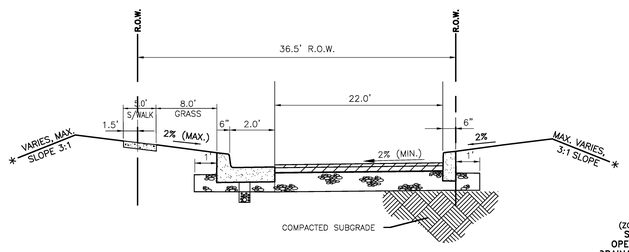
NOT TO SCALE



ROADWAY CROSS SECTION 40' R.O.W.

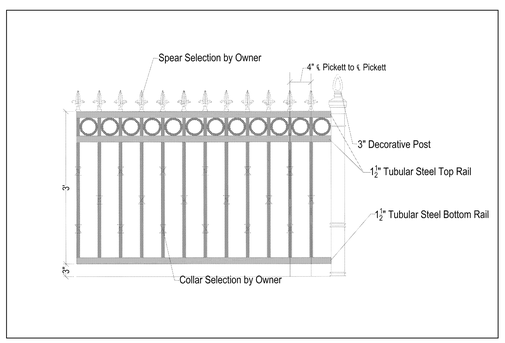
NOT TO SCALE

*UNLESS NOTED OTHERWISE ON PLANS



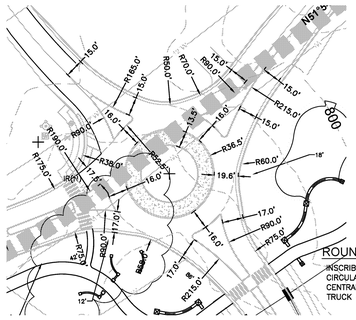
ROADWAY CROSS SECTION 36.5' R.O.W. (CUL DE SAC)

NOT TO SCALE



CEMETERY FENCE DETAIL

NOT TO SCALE

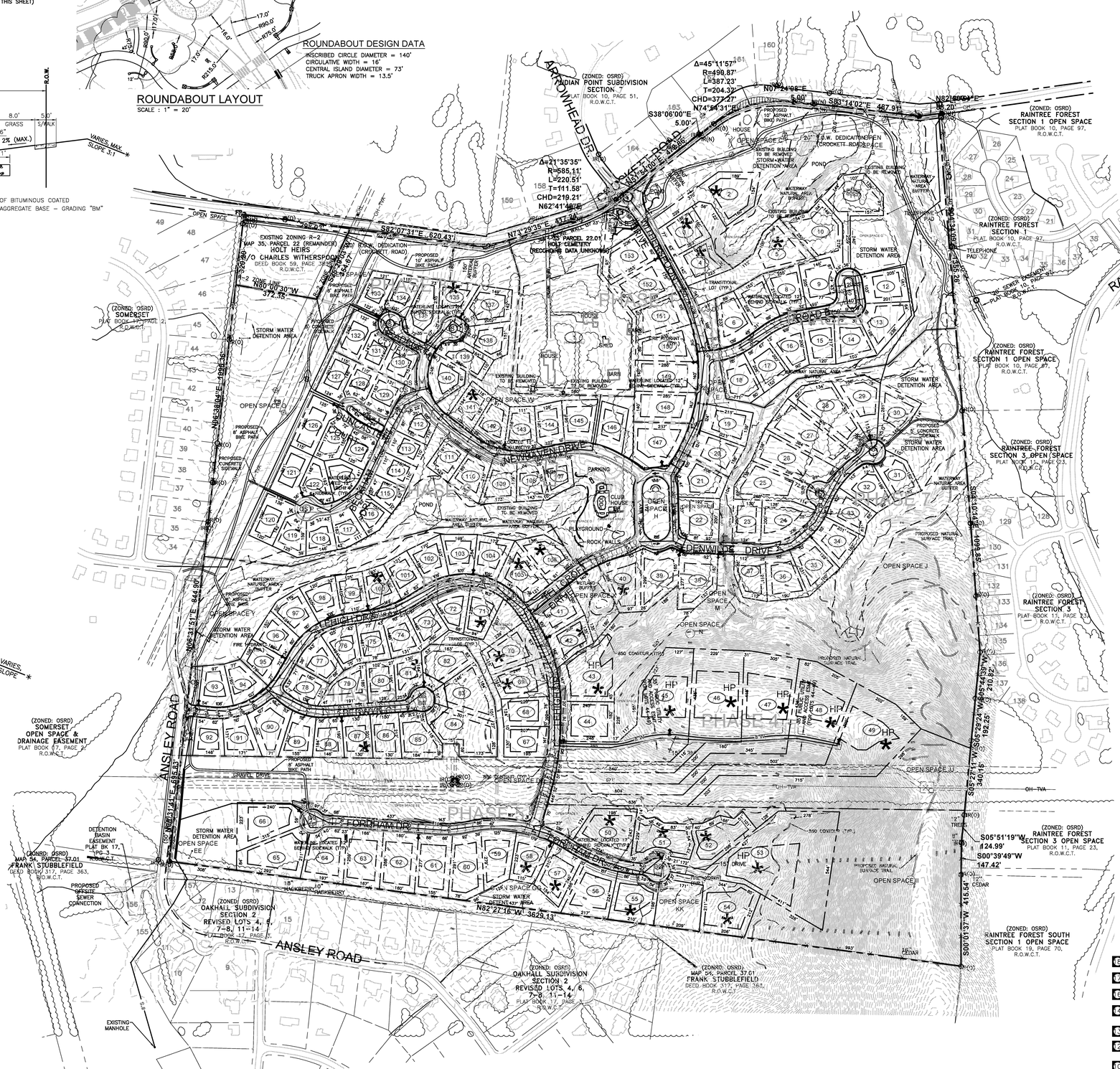


ROUNDABOUT LAYOUT

SCALE : 1" = 20'

ROUNDABOUT DESIGN DATA

INSCRIBED CIRCLE DIAMETER = 140'
CIRCULATIVE WIDTH = 16'
CENTRAL ISLAND DIAMETER = 73'
TRUCK APRON WIDTH = 13.5'



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2400 21ST AVENUE SOUTH
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(615) 244-8591
WWW.RAGANSMITH.COM

JACOB V. VINCENT
REGISTERED
LANDSCAPE
ARCHITECT
No. 2662
STATE OF TENNESSEE

WITHERSPOON

FOR

HOLT WITHERSPOON, LLC

CITY OF BRENTWOOD, WILLIAMSON COUNTY, TENNESSEE

REVISIONS	
11-17-15	A. REED Rev. Per City Comments
11-17-15	A. REED Rev. Per City Comments
10-16-15	A. REED Rev. Entrance/OSRD Tables
09-11-15	A. REED Rev. Per City/OSRD Tables
08-31-15	A. REED Per City Comments
08-21-15	A. REED Per City & Client Comments

DATE:	AUGUST 10, 2015
DESIGNED:	R. CALDWELL
DRAWN:	A. REED
SCALE:	1"=200'
JOB NO	WK. ORDER 0277
	15088

OVERALL SITE PLAN

3

6	04-16-18 A. REED Rev. Per City Comments
5	04-03-18 A. REED Rev. to Ph. 5 & Ph. 6
4	12-19-17 A. REED Rev. Per City Comments
3	11-06-17 A. REED Rev. Per Lot Line and Side Setback Revisions
2	08-22-17 A. REED Rev. Per City Comments
1	08-07-17 A. REED Rev. Per Phasing and Design Revisions
10	08-25-16 A. REED Rev. Lots 46-49
9	08-16-16 A. REED Rev. Per City Comments
8	08-01-16 A. REED Rev. Per Phasing and Design Revisions
7	12-23-15 A. REED Rev. Per City Comments

G:\RAGAN\CITY\CAL_MICHAEL\WITHERSPOON\SHEETS\SHEET_DWG_15088.DWG
PLOTTED BY: MICHAEL REED ON 4/18/2018 2:48:31 PM - XP: \\CITY\CITY_PLOT_HP_DESIGNJET_T520_24IN.PC3 ON 4/18/2018 2:48 PM

TRANSITIONAL LOT NOTE:

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- 15–25% SLOPES
- 25% + SLOPES
- * TRANSITIONAL LOT (SEE NOTE THIS SHEET)
- HP LOT SUBJECT TO HILLSIDE ORDINANCE (SEE NOTE THIS SHEET)

0 100 200 300

CEMETERY DETAIL
1"=50'

MAP 35 PARCEL 22.01
HOLT CEMETERY
(RECORDING DATA UNKNOWN)

TRITEL CEMETERY FENCE/WALL DETAIL ON SHEET 3

MAP 35 PARCEL 22.01
HOLT CEMETERY
(RECORDING DATA UNKNOWN)
SEE INSET THIS SHEET

(ZONED: OSRD)
INDIAN POINT SUBDIVISION
SECTION 7
PLAT BOOK 10, PAGE 51,
R.O.W.C.T.

Δ=45°11'57"
R=490.87'
L=387.23'
T=204.32'
CHD=377.27'
N74°56'31"E

Δ=21°35'35"
R=585.11'
L=220.51'
T=111.58'
CHD=219.21'
N62°41'48"E

R.O.W. ACQUIRED BY THE CITY OF BRENTWOOD DEED BOOK 1241, PAGE 35, R.O.W.C.T. (0.177 AC.)

N07°24'08"E 5.00'

S38°06'00"E 5.00'

N61°54'00"E 479.86'

S83°14'02"E 487.91'

N82°00'54"E 88.20'

S82°07'31"E 620.43'

N73°29'35"E 417.24'

S25°29'10"W 354.87'

N80°09'39"W 372.39'

CROCKETT ROAD

ARROWHEAD DR.

WITHERSPOON DRIVE

EDENWILDE DRIVE

NEWHAVEN DRIVE

BECKHAM DRIVE

DUNCASTER COURT

ARRADBURY COURT

ROAD B

CROFT DRIVE

PHASE 1

PHASE 2

PHASE 3

PHASE 4

PHASE 5

PHASE 6

PHASE 7

OPEN SPACE C

OPEN SPACE G

OPEN SPACE H

OPEN SPACE I

OPEN SPACE J

OPEN SPACE O

OPEN SPACE V

OPEN SPACE W

OS A

OS B

OS F

OS G

OS K

OS L

OS P

OS R

OS S

OS U

HOUSE

BARN

SHED

POND

CLUB HOUSE

POOL

PLAYGROUND

AMENITIES AREA

PARKING

STORM WATER DETENTION AREA

EXISTING BUILDING TO BE REMOVED

PROPOSED 10' ASPHALT BIKE PATH

PROPOSED 8' ASPHALT BIKE PATH

PROPOSED 5' CONCRETE SIDEWALK

PROPOSED 8' ASPHALT

PROPOSED NATURAL SURFACE TRAIL

20' R.O.W. DEDICATION (CROCKETT ROAD)

20' R.O.W. DEDICATION (CROCKETT ROAD) OPEN SPACE

WATERLINE LOCATED 12" BEHIND SIDEWALK (TYP.)

WATERLINE LOCATED 8" BEHIND SIDEWALK (TYP.)

FIRE HYDRANT (TYP.)

TRANSITIONAL LOT (TYP.)

WATERWAY NATURAL AREA BUFFER

WATERWAY NATURAL AREA BUFFER/WETLAND BUFFER

WETLAND BUFFER

STONE WALL

U.S.A. TRANSMISSION LINE EASEMENT (RECORDING DATA UNKNOWN) DEED BOOK 101, PAGE 11, R.O.W.C.T.

10' NOLENSVILLE/COLLEGE GROVE UTILITY DISTRICT EASEMENT DEED BOOK 1899, PAGE 303, R.O.W.C.T.

10' PUBLIC UTILITY EASEMENT PLAT BOOK 77, PAGE 2, R.O.W.C.T.

40' TRITEL EASEMENT DEED BOOK 1899, PAGE 303, R.O.W.C.T.

150' TVA EASEMENT (RECORDING DATA UNKNOWN)

TVA TOWER & COMMUNICATION ANTENNAE

TRITEL EASEMENT (20' X 20') DEED BOOK 1899, PAGE 303, R.O.W.C.T.

16' NOLENSVILLE/COLLEGE GROVE UTILITY DISTRICT EASEMENT DEED BOOK 1899, PAGE 303, R.O.W.C.T.

20' SEWER EASEMENT PLAT BOOK 97, PAGE 97, R.O.W.C.T.

(ZONED: OSRD)
RAINTREE FOREST
SECTION 1 OPEN SPACE
PLAT BOOK 10, PAGE 97,
R.O.W.C.T.

(ZONED: OSRD)
RAINTREE FOREST
SECTION 3 OPEN SPACE
PLAT BOOK 11, PAGE 23,
R.O.W.C.T.

MATCHLINE
SEE SHEET 5

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SUITE 200
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(615) 244-8591
www.ragansmith.com

JACOB F. VINCENT
REGISTERED LANDSCAPE ARCHITECT
No. 1001
STATE OF TENNESSEE

WITHERSPOON
FOR
HOLT WITHERSPOON, LLC
CITY OF BRENTWOOD, WILLIAMSON COUNTY, TENNESSEE

11	11-06-17	A. REED
		Rev. Per Lot Line and Side Setback Revisions
10	08-22-17	A. REED
		Rev. Per City Comments
9	08-07-17	A. REED
		Rev. Per Phasing and Design Revisions
8	08-16-16	A. REED
		Rev. Per City Comments
7	08-01-16	A. REED
		Rev. Per Phasing and Design Revisions
6	11-11-15	A. REED
		Rev. Per City Comments
5	10-16-15	A. REED
		Rev. Entrance/OSRD Tables
4	09-18-15	A. REED
		Rev. Per City Comments
3	08-31-15	A. REED
		Rev. Per City Comments
2	08-21-15	A. REED
		Per City & Client Comments
1	11-17-15	A. REED
		Per City Comments
NO.	DATE	REVISIONS

DATE: AUGUST 10, 2015
DESIGNED: R. CALDWELL
DRAWN: A. REED
SCALE: 1"=100'
JOB NO. 15088
WK. ORDER 0277

ENLARGED SITE PLAN

4

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P:\15088\CAD\CIVIL\PROFESSIONAL\PROFESSIONAL.DWG, 8/25/2016 8:53 AM

SEE SHEET 4
MATCHLINE

MATCHLINE
SEE INSET THIS SHEET

PHASE 6

PHASE 4

PHASE 5

OPEN SPACE O
WATERWAY NATURAL AREA BUFFER
PLAYGROUND
EDENWILDE DRIVE (50' R.O.W.)
PROPOSED NATURAL SURFACE TRAIL
OPEN SPACE J
WETLAND BUFFER
OPEN SPACE X
OPEN SPACE M
OPEN SPACE N
OPEN SPACE Y
PROPOSED 8' ASPHALT BIKE PATH
LEHIGH DR (50' R.O.W.)
STORM WATER DETENTION AREA
FIRE HYDRANT (TYP.)
OPEN SPACE DD
TRANSITIONAL LOT (TYP.)
650 CONTOUR (TYP.)
PROPOSED NATURAL SURFACE TRAIL
BERWYN CT (50' R.O.W.)
ANSLEY ROAD
WOOD LOT 54, 66,
VERIZON EASEMENT DEED BOOK 3259, PAGE 397, R.O.W.C.T.
LEHIGH DR
OPEN SPACE
RETAINING WALL
PROPOSED 6' CONCRETE BIKE PATH ALONG FRONT OF LOTS 46-49 AND OPEN SPACE J ALONG LEHIGH DR
BUILDING
15' DRIVE
OPEN SPACE JJ
GRAVEL DRIVE
ENDING OF TRAIL CONNECTION TO OAK HALL BY THE DEVELOPER, PAVING BY THE CITY OF BRENTWOOD
OH - TVA
850' CONTOUR (TYP.)
OPEN SPACE II
TVA TOWER
POWERTEL EASEMENT DEED BOOK 1705, PAGE 172, R.O.W.C.T.
TVA TOWER & TELECOMMUNICATIONS ANTENNA
20' INGRESS/EGRESS EASEMENT TO TVA DEED BOOK 1483, PAGE 776, R.O.W.C.T.
12" TREES
8" TREE
OPEN SPACE EE
TVA TOWER & TELECOMMUNICATIONS ANTENNA
FORDHAM DR (50' R.O.W.)
PROPOSED 6' CONCRETE BIKE PATH ALONG FRONT OF LOTS 58-66
WATERLINE LOCATED 12' BEHIND SIDEWALK (TYP.)
200' TVA EASEMENT DEED BOOK 172, PAGE 178, DEED BOOK 1483, PAGE 776, DEED BOOK 1483, PAGE 787, R.O.W.C.T.
STORM WATER DETENTION AREA
OPEN SPACE GG
STORM WATER DETENTION AREA
OPEN SPACE KK
FIRE HYDRANT (TYP.)
15' DRIVE
PROPOSED NATURAL SURFACE TRAIL
OPEN SPACE II
16" CEDAR
10" ACCIDERRY
18" HICKORY
(ZONED: OSRD)
MAP 54, PARCEL 37.01
FRANK W. STUBBLEFIELD
DEED BOOK 317, PAGE 363, R.O.W.C.T.
(ZONED: OSRD)
OAKHALL SUBDIVISION
SECTION 2
REVISED LOTS 4, 6, 7-8, 11-14
PLAT BOOK 17, PAGE 3, R.O.W.C.T.
(ZONED: OSRD)
OAKHALL SUBDIVISION
SECTION 2
REVISED LOTS 4, 6, 7-8, 11-14
PLAT BOOK 17, PAGE 3, R.O.W.C.T.
(ZONED: OSRD)
MAP 54, PARCEL 37.01
FRANK W. STUBBLEFIELD
DEED BOOK 317, PAGE 363, R.O.W.C.T.
DETENTION BASIN EASEMENT PLAT BK 17, PG 3 R.O.W.C.T.
PROPOSED OFFSITE SEWER CONNECTION
EXISTING MANHOLE
ANSLEY ROAD
N02°31'41"E 664.28'
S05°29'24"W 340.15'
S00°01'37"W 415.54'
N82°27'16"W 3629.13'
S.S.E.

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LEGEND

- 15-25% SLOPES
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- * TRANSITIONAL LOT (SEE NOTE THIS SHEET)
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0 100 200 300

04-03-18 A. REED Rev. to Ph. 5 & Ph. 6
12-19-17 A. REED Rev. Per City Comments
11-06-17 A. REED Rev. Per Lot Line and Side Setback Revisions
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08-25-16 A. REED Rev. Lots 46-49
08-16-16 A. REED Rev. Per City Comments
08-01-16 A. REED Rev. Per Phasing and Design Revisions

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No. 2301
STATE OF TENNESSEE

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FOR
HOLT WITHERSPOON, LLC
CITY OF BRENTWOOD, WILLIAMSON COUNTY, TENNESSEE

DATE:	AUGUST 10, 2016
DESIGNED:	R. CALDWELL
DRAWN:	A. REED
SCALE:	1"=100'
JOB NO.	15088
WK. ORDER:	0277

ENLARGED SITE PLAN

5

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LEGEND

- 15-25% SLOPES
- 25% + SLOPES
- * TRANSITIONAL LOT (SEE NOTE THIS SHEET)
- HP LOT SUBJECT TO HILLSIDE ORDINANCE (SEE NOTE THIS SHEET)

0 200 400 600

PHASE 1
PHASE 2
PHASE 3
PHASE 4
PHASE 5
PHASE 6
PHASE 7
PHASE 8

ARROWHEAD DR.
CROCKETT ROAD
RAINTREE PKWY
NEWBERRY DRIVE
DENWILDE DRIVE
FAIRFIELD DRIVE
FORDHAM DR.
ANSLEY ROAD

(ZONED: OSRD) INDIAN POINT SUBDIVISION SECTION 7 PLAT BOOK 10, PAGE 51, R.O.W.C.T.

(ZONED: OSRD) RAINTREE FOREST SECTION 1 OPEN SPACE PLAT BOOK 10, PAGE 97, R.O.W.C.T.

(ZONED: OSRD) RAINTREE FOREST SECTION 3 PLAT BOOK 11, PAGE 23, R.O.W.C.T.

(ZONED: OSRD) RAINTREE FOREST SECTION 3 OPEN SPACE PLAT BOOK 11, PAGE 23, R.O.W.C.T.

(ZONED: OSRD) RAINTREE FOREST SOUTH SECTION 1 OPEN SPACE PLAT BOOK 19, PAGE 70, R.O.W.C.T.

(ZONED: OSRD) SOMERSET PLAT BOOK 17, PAGE 2, R.O.W.C.T.

(ZONED: OSRD) SOMERSET OPEN SPACE & DRAINAGE EASEMENT PLAT BOOK 17, PAGE 2, R.O.W.C.T.

(ZONED: OSRD) OAKHALL SUBDIVISION SECTION 2 REVISED LOTS 4, 6, 7-8, 11-14 PLAT BOOK 17, PAGE 3, R.O.W.C.T.

(ZONED: OSRD) MAP 54, PARCEL 37.01 FRANK STUBBLEFIELD DEED BOOK 317, PAGE 363, R.O.W.C.T.

(ZONED: OSRD) MAP 59, PARCEL 37.01 FRANK STUBBLEFIELD DEED BOOK 317, PAGE 363, R.O.W.C.T.

MAP 35, PARCEL 22 (REMAINDER) HOLT HEIRS C/O CHARLES WITHERSPOON DEED BOOK 59, PAGE 36, R.O.W.C.T.

MAP 35, PARCEL 22.01 HOLT CEMETERY (RECORDING DATA UNKNOWN)

EXISTING ZONING R-2

PROPOSED 10' ASPHALT BIKE PATH

PROPOSED 8' ASPHALT BIKE PATH

PROPOSED 5' CONCRETE SIDEWALK

EXISTING BUILDING TO BE REMOVED

EXISTING BUILDING TO BE REMAIN

STORM WATER DETENTION AREA

STORM WATER DETENTION BASIN EASEMENT PLAT BK 17, PG 3 R.O.W.C.T.

OPEN SPACE A-N

PROPOSED NATURAL SURFACE TRAIL

PROPOSED OFF-SITE SEWER CONNECTION

EXISTING MANHOLE

N82°27'16"W 3629.13'

S00°01'37"W 415.54'

S05°51'19"W 124.99'

S00°39'49"W 147.42'

N06°23'15"E 844.90'

N06°38'04"E 695.53'

S87°07'31"E 620.43'

N73°29'35"E 447.28'

N00°30'30"W 372.35'

S83°14'02"E 487.91'

N82°00'00"E 86.20'

S06°29'24"W 192.25'

S05°48'33"W 210.82'

S05°27'19"W 340.15'

N00°24'08"E 5.00'

S38°06'00"E 5.00'

Δ=45°11'57" R=490.87' L=387.23' T=204.32' CHD=377.27' N74°54'31"E

Δ=21°35'35" R=585.11' L=220.51' T=111.58' CHD=219.21' N62°41'49"E

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(423) 490-9490
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1801 HAYES STREET
SUITE 320
NASHVILLE, TN 37203
(615) 244-8591
www.ragansmith.com

JACOB F. VINCENT
REGISTERED LANDSCAPE ARCHITECT
No. 2301
STATE OF TENNESSEE

WITHERSPOON
FOR
HOLT WITHERSPOON, LLC

CITY OF BRENTWOOD, WILLIAMSON COUNTY, TENNESSEE

DATE:	NOVEMBER 17, 2015
DESIGNED:	N/A
DRAWN:	A. REED
SCALE:	1"=200'
JOB NO.	15088
WK. ORDER:	0277

REVISIONS

1 04-03-18 A. REED Rev. to Ph. 5 & Ph. 6
2 12-19-17 A. REED Rev. Per City Comments
3 11-06-17 A. REED Rev. Per Lot Line and Side Setback Revisions
4 08-22-17 A. REED Rev. Per City Comments
5 08-07-17 A. REED Rev. Per Phasing and Design Revisions
6 08-25-16 A. REED Rev. Lots 46-49
7 08-16-16 A. REED Rev. Per City Comments
8 08-01-16 A. REED Rev. Per Phasing and Design Revisions

OVERALL PHASING PLAN

6

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Phase I Street Trees

30 Ulmus Parvifolia 'Emmer II' –3"Caliper (Spaced as Shown)

Phase 2 Street Trees

23 Ulmus Parvifolia 'Emmer II' –3"Caliper (Spaced as Shown)

74 Quercus phyllos 'Hightower' –3"Caliper (Spaced as Shown)

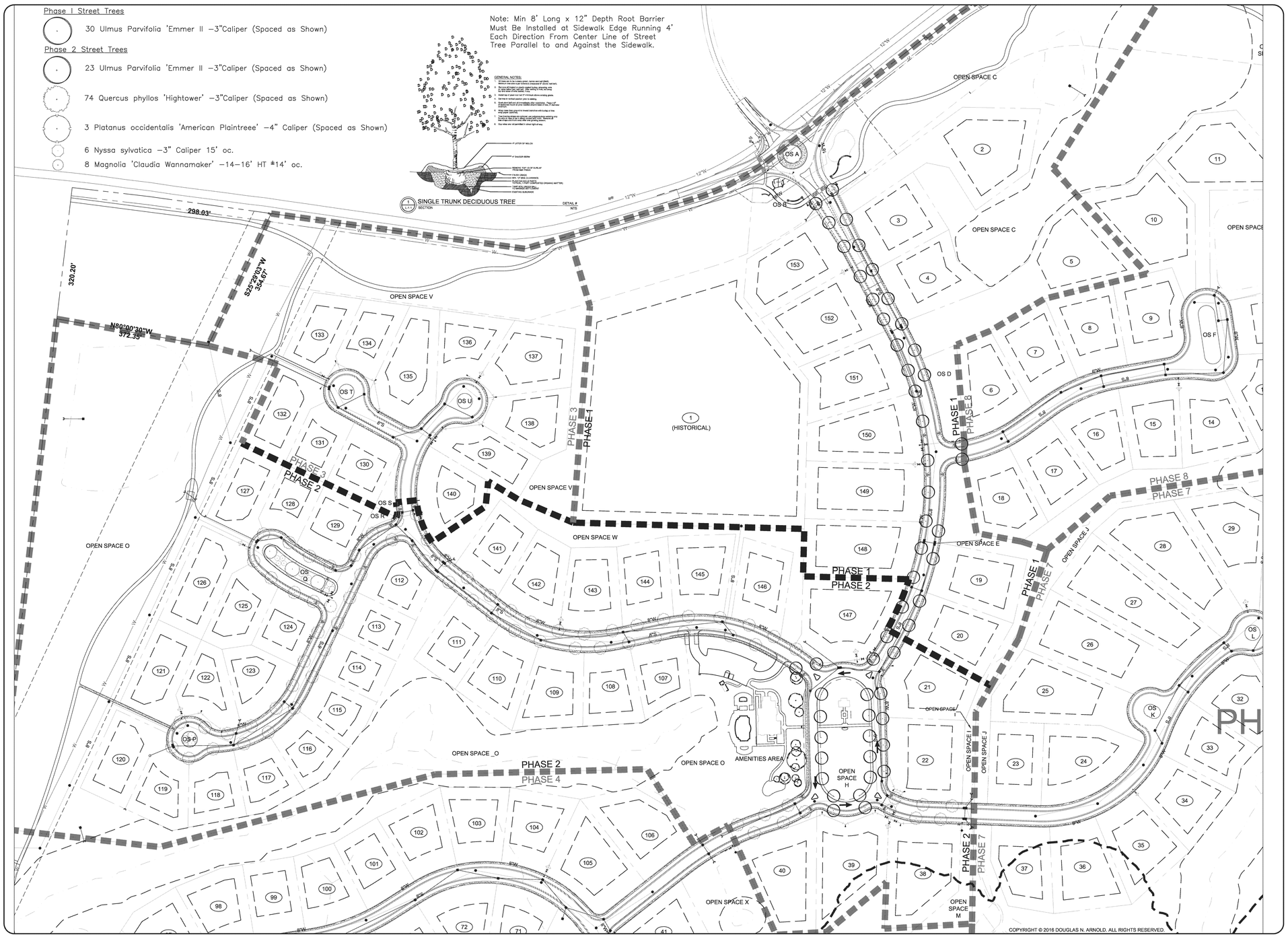
3 Platanus occidentalis 'American Plaintreee' –4" Caliper (Spaced as Shown)

6 Nyssa sylvatica –3" Caliper 15' oc.

8 Magnolia 'Claudia Wannamaker' –14–16' HT #14' oc.

Note: Min 8' Long x 12" Depth Root Barrier Must Be Installed at Sidewalk Edge Running 4' Each Direction From Center Line of Street Tree Parallel to and Against the Sidewalk.

1 SINGLE TRUNK DECIDUOUS TREE
L-1.1 SECTION
DETAIL #
NTS



DATE	REVISION
8-15-16	1. Revised per Brentwood Comments

DOUGLAS N. ARNOLD
TENNESSEE REG. NO. 101
LANDSCAPE ARCHITECT
8/15/16

Street Tree Plan
Witherspoon
Phase I and 2
Brentwood , TN

Douglas N. Arnold, R.L.A.
Land Planning Landscape Architecture
616 Watson Branch Drive
Franklin, TN 37064
(615) 218-9310
dnadesigns@bellsouth.net

0 100
Scale:1" = 100'
NORTH

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JOB NO. 12416WS

L-1.1

DATE: 08.15.16

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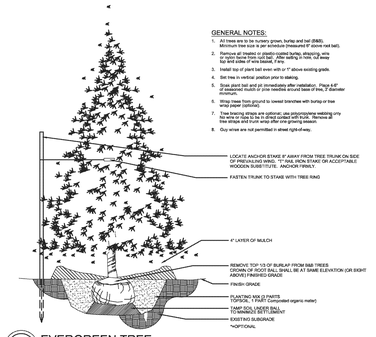
Arterial Buffer Calculation:
Total Phase 1 Road Frontage 1,509 LF Less 469LF Lot 1 Historic Property (See Lot 1 Calculation Below.)
Total Effective Road Frontage 1040 LF
Required 2" Caliper tree per 100LF =45
10.40 x 45 = 468 Gross Trees Required
Linear Ft of min 3' ht berm =565Lf
5.65 x 45 x .1 = 25.42 - 2" Caliper Tree Reduction for Berm
468 - 25.42 = 442.58 - 443 Net 2" Caliper Trees Required

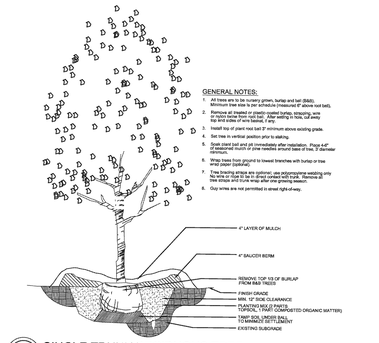
Trees Provided in Buffer yard	314
Trees Provided in Alternate area adjacent to Buffer Yard	70
Trees distributed in Alternate Areas of Phase 1 (See Sheet L-3.1)	59
Total Trees Provided	443

Plant List

QTY	SYM	Graphic	Common Name	Scientific Name	Size	Spacing
12	SM		Sugar Maple	Acer saccharum	2"cal. -8'ht.min	As Shown
14	AxfF		Autumn Blaze Maple	Acer x freemanii 'Jeffsred'	2"cal. -8'ht.min	As Shown
46	IO		American Holly	Ilex opaca	2"cal. -8'ht.min	As Shown
4	IxC		Oak Leaf Red Holly	Ilex x 'Conaf'	2"cal. -8'ht.min	As Shown
62	JVG		Good Fences Red Cedar	Juniperus virginiana 'Good Fences'	2"cal. -8'ht.min	As Shown
15	MDDB		D. D. Blanchard Magnolia	Magnolia grandiflora 'DD Blanchard'	2"cal. -8'ht.min	As Shown
13	PA		Norway Spruce	Picea abies	2"cal. -8'ht.min	As Shown
115	PS		White Pine	Pinus strobus	2"cal. -8'ht.min	As Shown
8	QP		Willow Oak	Quercus phellos	2"cal. -8'ht.min	As Shown
12	TD		Bald Cypress	Taxodium distichum	2"cal. -8'ht.min	As Shown
45	TGG		Green Giant Arborvitae	Thuja x Green Giant	2"cal. -8'ht.min	As Shown
36	Existing		Existing Deciduous Trees to Remain			
2	Existing		Existing Evergreen Trees to Remain			



1 SECTION L-2.1 — EVERGREEN TREE — DETAIL # NTS

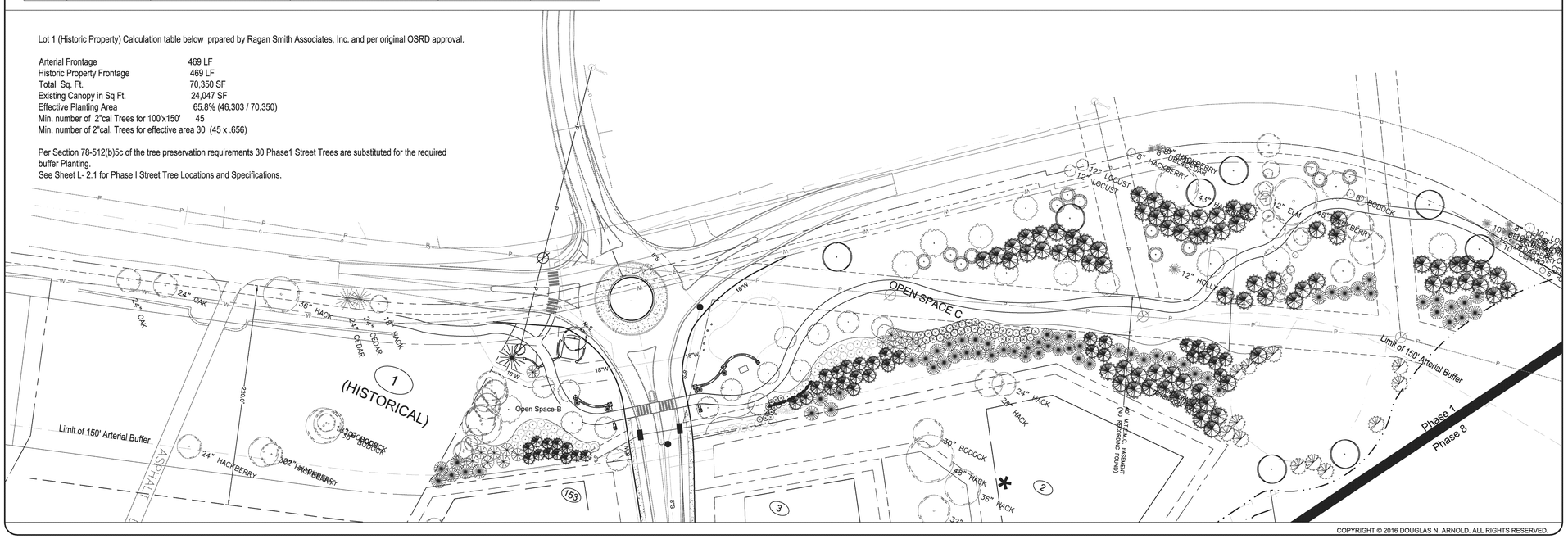


2 SECTION L-2.1 — SINGLE TRUNK DECIDUOUS TREE — DETAIL # NTS

Lot 1 (Historic Property) Calculation table below prpared by Ragan Smith Associates, Inc. and per original OSRD approval.

Arterial Frontage	469 LF
Historic Property Frontage	469 LF
Total Sq. Ft.	70,350 SF
Existing Canopy in Sq Ft.	24,047 SF
Effective Planting Area	65.8% (46,303 / 70,350)
Min. number of 2"cal Trees for 100'x150'	45
Min. number of 2"cal. Trees for effective area 30	(45 x .656)

Per Section 78-512(b)5c of the tree preservation requirements 30 Phase1 Street Trees are substituted for the required buffer Planting.
See Sheet L- 2.1 for Phase I Street Tree Locations and Specifications.



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DATE	REVISION
X	1.

DOUGLAS N. ARNOLD — TENNESSEE REGISTERED LANDSCAPE ARCHITECT

150' Arterial Buffer Yard
Planting Plan
Phase 1
Witherspoon
Brentwood, TN

Douglas N. Arnold, R.L.A.
Land Planning Landscape Architecture
6168 Watson Branch Drive
Fairview, TN 37062
(615) 218-9310
dnadesigns@bellsouth.net

0 60 Scale:1" = 60' NORTH

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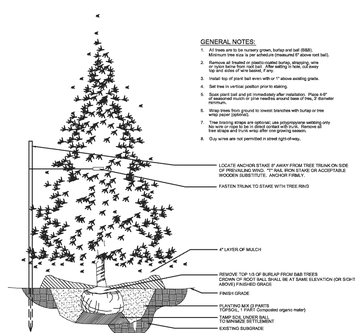
JOB NO. 12416WS

L-1.1

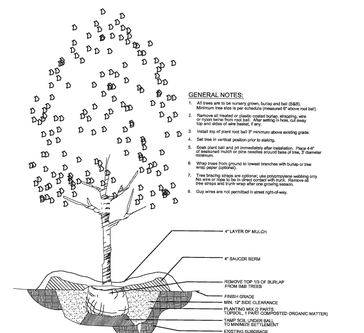
DATE: 08.15.16

Plant List

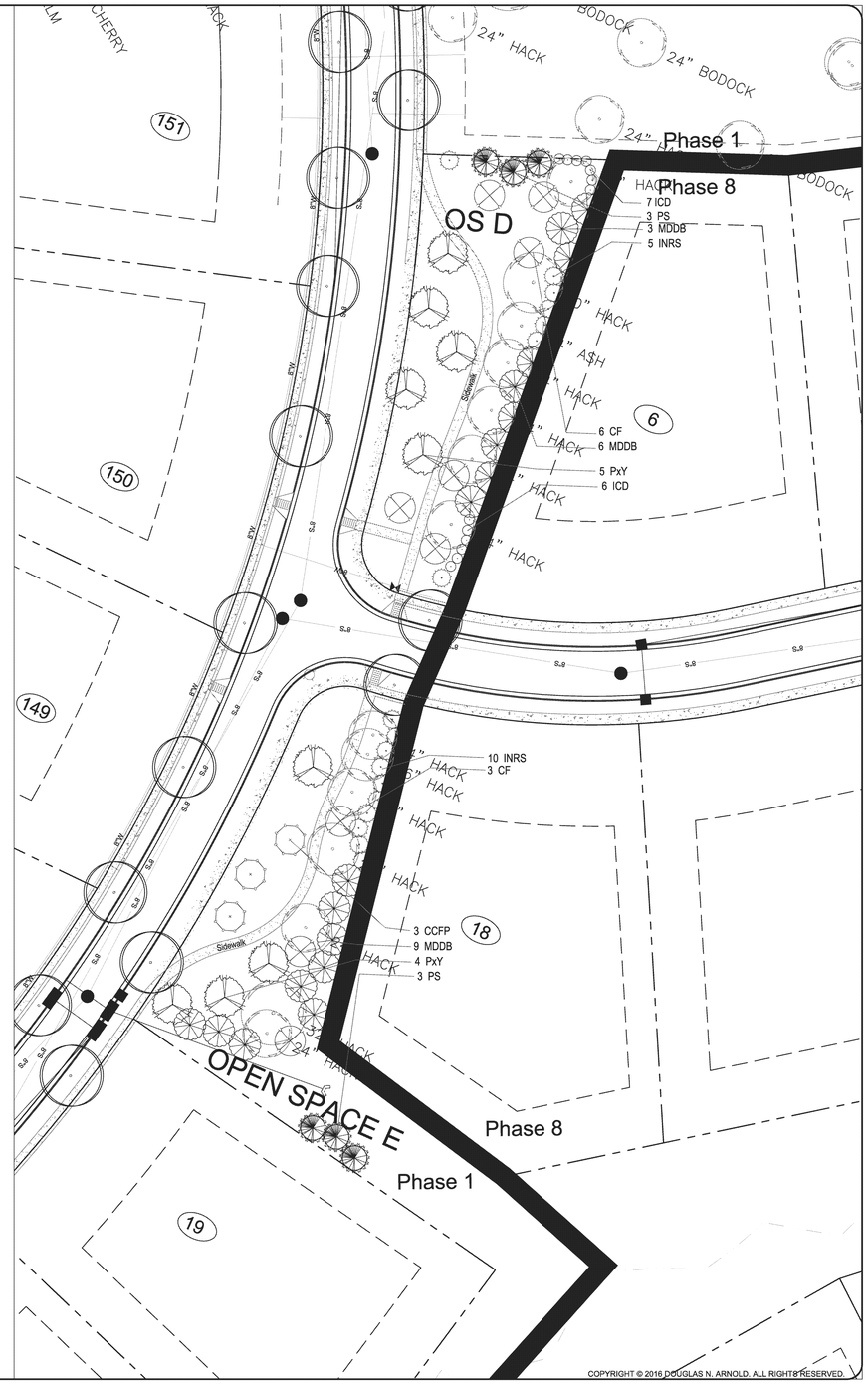
QTY	SYM	Graphic	Common Name	Scientific Name	Size	Spacing
3	CCFP		Forest Pansy Red Bud	Cercis canadensis 'Forest Pansy'	2"cal. -8'ht.min	As Shown
9	CF		Flowering Dogwood	Cornus florida	2"cal. -8'ht.min	As Shown
18	MDDB		D. D. Blanchard Magnolia	Magnolia grandiflora 'DD Blanchard'	2"cal. -8'ht.min	As Shown
6	PS		White Pine	Pinus strobus	2"cal. -8'ht.min	As Shown
9	PxY		Yoshino Cherry	Prunus x Yedoensis	2"cal. -8'ht.min	As Shown
			Shrubs			
13	ICB		Burford Holly	Ilex cornuta 'Burfordii'	36" Ht.	5' o.c.
15	INRS		Nellie R Stevens Holly	Ilex x 'Nellie R Stevens'	36" Ht.	7' o.c.



1 L-2.1 SECTION — EVERGREEN TREE — DETAIL # NTS



2 L-2.1 SECTION — SINGLE TRUNK DECIDUOUS TREE — DETAIL # NTS



DATE	REVISION
X	1

Open Space D and E
Linear Park Planting Plan
Phase 1
Witherspoon
Brentwood, TN

Douglas N. Arnold, R.L.A.
Land Planning Landscape Architecture
618 Watson Branch Drive
Franklin, TN 37064
(615) 218-9310
dnadesigns@bellsouth.net

0 30
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JOB NO. 12416WS

L-3.1

DATE: 08.15.16

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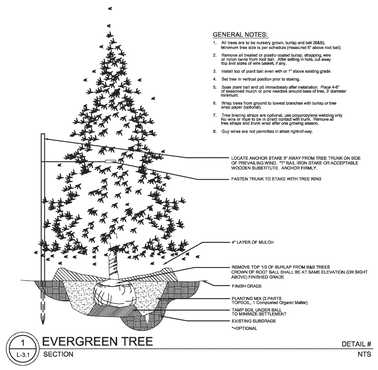
Plant List

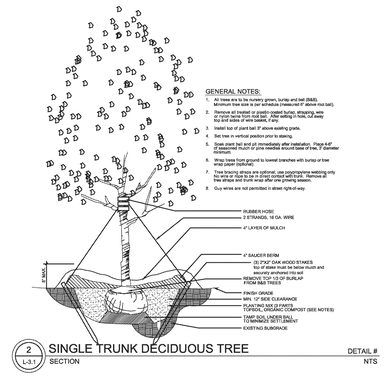
QTY	SYM	Graphic	Common Name	Scientific Name	Size	Spacing
113	JVG		Good Fences Red Cedar	Juniperus virginiana 'Good Fences'	2"cal. -8'ht.min	As Shown
12	PA		Norway Spruce	Picea abies	2"cal. -8'ht.min	As Shown
108	PS		White Pine	Pinus strobus	2"cal. -8'ht.min	As Shown
11	Exist		Existing Trees to Remain			

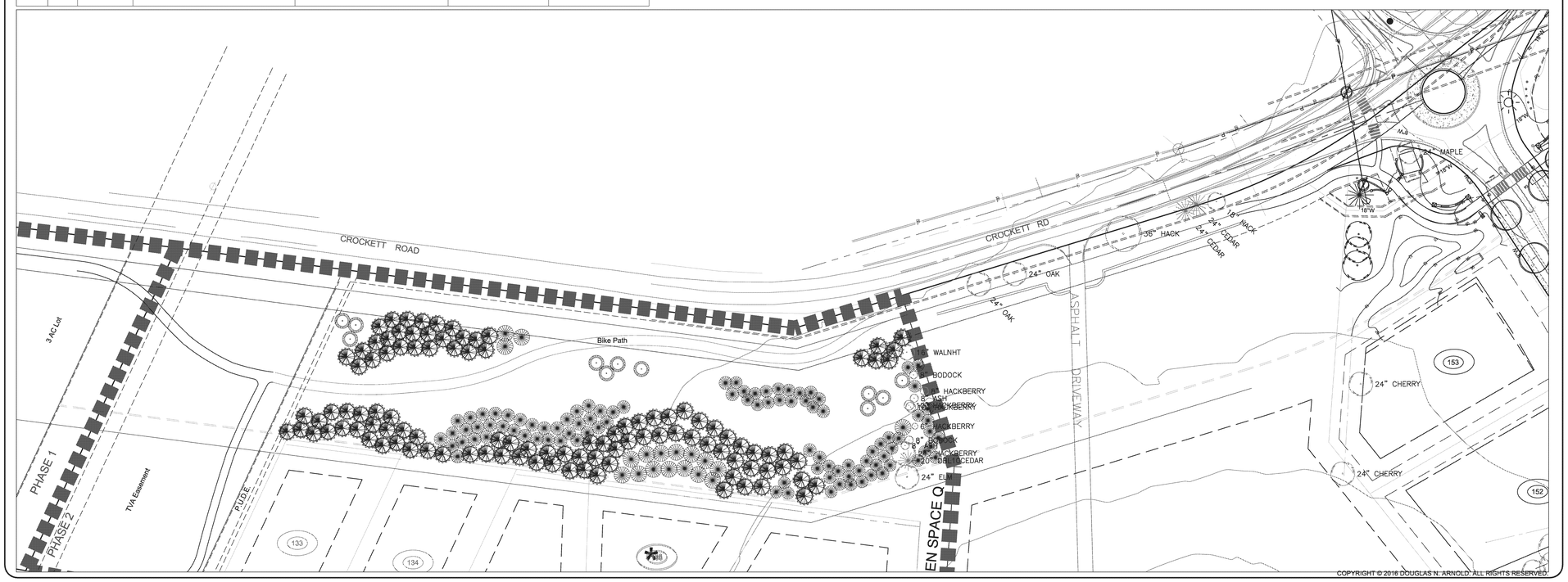
Required Tree Plant Calculation

Arterial Buffer Calculation:
Total Phase 3 Road Frontage 747 LF
Required 2" Caliper tree per 100LF =45
7.47 x 45 = 336.15 Gross Trees Required
Linear Ft of min 3' ht berm =550Lf
5.5 x 45 x .1 = 24.74 - 2" Caliper Tree Reduction for Berm
336.15- 24.75= 311.4 - 311.0 Net 2" Caliper Trees Required

Trees Provided in Buffer yard	233
Trees distributed in Alternate Areas-Phase 2 Street Trees (See Sheet L-3.1)	115
Total Trees Provided	348







DATE	REVISION
X	1.

DOUGLAS N. ARNOLD TENNESSEE NO. 1423 REGISTERED LANDSCAPE ARCHITECT

150' Arterial Buffer Yard
Planting Plan
Phase 3
Witherspoon
Brentwood, TN

Douglas N. Arnold, R.L.A.
Land Planning Landscape Architecture
618 Watson Branch Drive
Franklin, TN 37064
(615) 218-9310
dnadesigns@bellsouth.net

0 50
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NORTH

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JOB NO. 12416WS

L-4.1

DATE: 08.15.16

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PRELIMINARY / OSRD PLANS
FOR
WITHERSPOON
HOLT WITHERSPOON, LLC

CONTACTS

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ROB.PEASE@CPSLAND.COM

CIVIL

RAGAN-SMITH ASSOCIATES
315 WOODLAND STREET
NASHVILLE, TN 37206
(615) 244-8591
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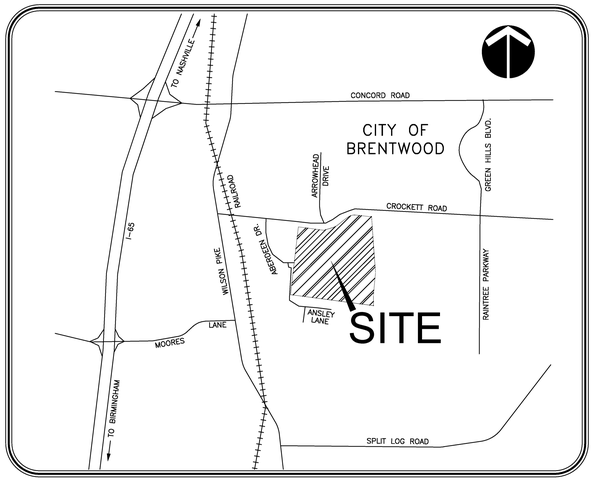
LANDSCAPE ARCHITECTURE

DOUGLAS N. ARNOLD, R.L.A.
618 WATSON BRANCH DRIVE
FRANKLIN, TN 37064
(615) 218-9310
DNADESIGNS@BELLSOUTH.NET



LOCATION MAP
(NOT TO SCALE)

INDEX OF SHEETS

SHEET	DESCRIPTION
1	COVER SHEET
2	GENERAL NOTES AND AREA TABLES
3	OVERALL SITE PLAN
4	ENLARGED SITE PLAN
5	ENLARGED SITE PLAN
6	OVERALL PHASING PLAN
L-1.1	STREET TREE PLAN
L-2.1	LANDSCAPE BUFFER PLAN
L-3.1	LANDSCAPE BUFFER PLAN
L-4.1	LANDSCAPE BUFFER PLAN

CITY OF BRENTWOOD,
WILLIAMSON COUNTY,
TENNESSEE

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WESLEY A. HARRIS
REGISTERED ENGINEER
No. 110104
STATE OF TENNESSEE
12/19/17

WITHERSPOON
FOR
HOLT WITHERSPOON, LLC
CITY OF BRENTWOOD, WILLIAMSON COUNTY, TENNESSEE

DATE:	AUGUST 10, 2015
DESIGNED:	R. CALDWELL
DRAWN:	A. REED
SCALE:	N.T.S.
JOB NO.	15088
WK. ORDER:	0277

COVER

1

REVISIONS
12-19-17 A. REED Rev. Per City Comments
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12-23-15 A. REED Rev. Per City Comments
11-17-15 A. REED Rev. Per City Comments
10-15-15 A. REED Rev. Per Planning/OSRD Tables
09-18-15 A. REED Rev. Boundary/OSRD Tables
08-31-15 A. REED Per City Comments
08-14-15 A. REED Per City & Client Comments

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OSRD CALCULATIONS

OVERALL OSRD CALCULATIONS

Overall	
Total Site Area (AC)	260.55
Less R.O.W. dedication -- Crockett Road	1.30
Less R.O.W. dedication -- Internal streets	15.94
TOTAL	243.31
Less Areas in 25% Slopes	9.99
Plus 25% of slopes over 25%	2.50
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical, Natural & Gas Easements	19.57
Plus 25% of Areas in Electrical, Natural & Gas Easements	4.89
Less Historic Tract	8.45
Plus Land > 1 acre saved for Historic Tract	7.45
Total Usable Land Area (AC)	220.14
Less area in lots>1 acre	21.65
TOTAL LAND AREA AVAILABLE	198.49
Total Land Area Required @ 1 DUPA (AC)	153.00
Land Area in Lots	138.01
Less Land > 1 acre saved for Historic Tract	7.45
Total Area in Lots (excluding land > 1 acre saved for Historic Tract)	130.56
Open Space Required	31.66
Dedicated Open Space	105.30
Plus Land > 1 acre saved for Historic Tract	7.45
TOTAL EXCESS OPEN SPACE	81.09

Phase One	
Total Site Area (AC)	29.10
Less R.O.W. dedication -- Crockett Road	0.73
Less R.O.W. dedication -- Internal streets	1.68
TOTAL	26.69
Less Areas in 25% Slopes	0.11
Plus 25% of slopes over 25%	0.03
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical, Natural & Gas Easements	0.00
Plus 25% of Areas in Electrical, Natural & Gas Easements	0.00
Less Historic Tract	8.45
Plus Land > 1 acre saved for Historic Tract	7.45
Total Usable Land Area (AC)	25.61
Less area in lots>1 acre	1.00
TOTAL LAND AREA AVAILABLE	24.61
Total Land Area Required @ 1 DUPA (AC)	13.00
Land Area in Lots	19.43
Less Land > 1 acre saved for Historic Tract	7.45
Total Area in Lots (excluding land > 1 acre saved for Historic Tract)	11.98
Open Space Required	1.02
Dedicated Open Space	7.26
Plus Land > 1 acre saved for Historic Tract	7.45
OPEN SPACE PROVIDED - THIS PHASE	13.69

Phase Two	
Total Site Area (AC)	44.40
Less R.O.W. dedication -- Crockett Road	0.00
Less R.O.W. dedication -- Internal streets	4.28
TOTAL	40.12
Less Areas in 25% Slopes	0.00
Plus 25% of slopes over 25%	0.00
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical, Natural & Gas Easements	5.65
Plus 25% of Areas in Electrical, Natural & Gas Easements	1.41
Less Historic Tract	0.00
Plus Land > 1 acre saved for Historic Tract	0.00
Total Usable Land Area (AC)	35.88
Less area in lots>1 acre	0.02
TOTAL LAND AREA AVAILABLE	35.86
Total Land Area Required @ 1 DUPA (AC)	35.00
Land Area in Lots	20.61
Open Space Required	14.39
Dedicated Open Space	19.51
OPEN SPACE PROVIDED - THIS PHASE	5.12
OPEN SPACE CARRIED FROM PHASE ONE	13.69
EXCESS OPEN SPACE - CARRIED TO PHASE THREE	18.81

Phase Three	
Total Site Area (AC)	12.00
Less R.O.W. dedication -- Crockett Road	0.34
Less R.O.W. dedication -- Internal streets	0.85
TOTAL	10.81
Less Areas in 25% Slopes	0.00
Plus 25% of slopes over 25%	0.00
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical, Natural & Gas Easements	1.26
Plus 25% of Areas in Electrical, Natural & Gas Easements	0.32
Total Usable Land Area (AC)	9.87
Less area in lots>1 acre	0.00
TOTAL LAND AREA AVAILABLE	9.87
Total Land Area Required @ 1 DUPA (AC)	11.00
Land Area in Lots	6.38
Open Space Required	4.65
Dedicated Open Space	4.46
OPEN SPACE PROVIDED - THIS PHASE	-0.19
OPEN SPACE CARRIED FROM PHASE TWO	18.81
EXCESS OPEN SPACE - CARRIED TO PHASE FOUR	18.62

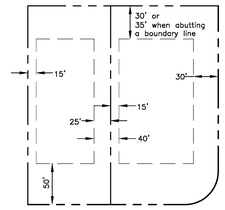
Phase Four	
Total Site Area (AC)	56.10
Less R.O.W. dedication -- Crockett Road	0.00
Less R.O.W. dedication -- Internal streets	3.36
TOTAL	52.74
Less Areas in 25% Slopes	2.23
Plus 25% of slopes over 25%	0.56
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical, Natural & Gas Easements	6.02
Plus 25% of Areas in Electrical, Natural & Gas Easements	1.51
Total Usable Land Area (AC)	46.56
Less area in lots>1 acre	14.68
TOTAL LAND AREA AVAILABLE	31.88
Total Land Area Required @ 1 DUPA (AC)	32.00
Land Area in Lots	37.18
Open Space Required (-5.18)	0.00
Dedicated Open Space	15.57
OPEN SPACE PROVIDED - THIS PHASE	15.57
OPEN SPACE CARRIED FROM PHASE THREE	18.62
EXCESS OPEN SPACE - CARRIED TO PHASE FIVE	34.19

Phase Five	
Total Site Area (AC)	47.42
Less R.O.W. dedication -- Crockett Road	0.00
Less R.O.W. dedication -- Internal streets	1.99
TOTAL	45.43
Less Areas in 25% Slopes	4.50
Plus 25% of slopes over 25%	1.13
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical, Natural & Gas Easements	6.64
Plus 25% of Areas in Electrical, Natural & Gas Easements	1.66
Total Usable Land Area (AC)	37.08
Less area in lots>1 acre	4.88
TOTAL LAND AREA AVAILABLE	32.20
Total Land Area Required @ 1 DUPA (AC)	17.00
Land Area in Lots	21.05
Open Space Required (+4.05)	0.00
Dedicated Open Space	24.38
OPEN SPACE PROVIDED - THIS PHASE	24.38
OPEN SPACE CARRIED FROM PHASE FOUR	34.19
EXCESS OPEN SPACE - CARRIED TO PHASE SIX	58.57

Phase Six	
Total Site Area (AC)	13.32
Less R.O.W. dedication -- Crockett Road	0.00
Less R.O.W. dedication -- Internal streets	1.37
TOTAL	11.95
Less Areas in 25% Slopes	0.00
Plus 25% of slopes over 25%	0.00
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical, Natural & Gas Easements	0.00
Plus 25% of Areas in Electrical, Natural & Gas Easements	0.00
Total Usable Land Area (AC)	11.95
Less area in lots>1 acre	0.20
TOTAL LAND AREA AVAILABLE	11.75
Total Land Area Required @ 1 DUPA (AC)	17.00
Land Area in Lots	11.26
Open Space Required	5.74
Dedicated Open Space	0.69
OPEN SPACE PROVIDED - THIS PHASE	-5.05
OPEN SPACE CARRIED FROM PHASE FIVE	58.57
EXCESS OPEN SPACE - CARRIED TO PHASE SEVEN	53.52

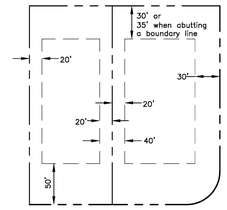
Phase Seven	
Total Site Area (AC)	36.02
Less R.O.W. dedication -- Crockett Road	0.00
Less R.O.W. dedication -- Internal streets	1.28
TOTAL	34.74
Less Areas in 25% Slopes	2.75
Plus 25% of slopes over 25%	0.69
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical, Natural & Gas Easements	0.00
Plus 25% of Areas in Electrical, Natural & Gas Easements	0.00
Total Usable Land Area (AC)	32.68
Less area in lots>1 acre	0.58
TOTAL LAND AREA AVAILABLE	32.10
Total Land Area Required @ 1 DUPA (AC)	15.00
Land Area in Lots	12.31
Open Space Required	2.69
Dedicated Open Space	22.43
OPEN SPACE PROVIDED - THIS PHASE	19.74
OPEN SPACE CARRIED FROM PHASE SIX	53.52
EXCESS OPEN SPACE - CARRIED TO PHASE EIGHT	73.26

Phase Eight	
Total Site Area (AC)	22.19
Less R.O.W. dedication -- Crockett Road	0.23
Less R.O.W. dedication -- Internal streets	1.13
TOTAL	20.83
Less Areas in 25% Slopes	0.40
Plus 25% of slopes over 25%	0.10
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical, Natural & Gas Easements	0.00
Plus 25% of Areas in Electrical, Natural & Gas Easements	0.00
Total Usable Land Area (AC)	20.53
Less area in lots>1 acre	0.29
TOTAL LAND AREA AVAILABLE	20.24
Total Land Area Required @ 1 DUPA (AC)	13.00
Land Area in Lots	9.83
Open Space Required	3.17
Dedicated Open Space	11.00
OPEN SPACE PROVIDED - THIS PHASE	7.83
OPEN SPACE CARRIED FROM PHASE SEVEN	73.26
TOTAL EXCESS OPEN SPACE	81.09

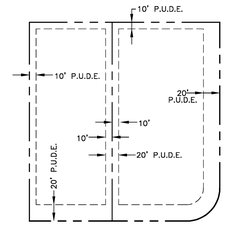


TYPICAL LOT SETBACK LINES
(UNLESS SHOWN OTHERWISE)
N.T.S.

OR



TYPICAL LOT SETBACK LINES
(UNLESS SHOWN OTHERWISE)
N.T.S.



TYPICAL LOT EASEMENT LINES
(UNLESS SHOWN OTHERWISE)
N.T.S.

GENERAL NOTES AND SITE DATA (STANDARD OSRD)

1. SUBJECT PROPERTY CONSISTS OF PARCELS 22, 22.01, 22.03 AND A PORTION OF PARCEL 22.02 ON WILLIAMSON COUNTY PROPERTY MAP NO. 35.
2. PROPERTY OWNERS:
   HOLT WITHERSPOON, LLC — BOOK 6655, PAGE 7, R.O.W.C., TN.
   DAVID AND JODIE SMITH (LOT 1) — BOOK 6655, PAGE 1, R.O.W.C., TN.
3. EXISTING ZONING: THIS PROPERTY IS CURRENTLY ZONED OSRD (OPEN SPACE RESIDENTIAL DEVELOPMENT).
4. GROSS SITE AREA: 260.55 ACRES.
5. BOUNDARY INFORMATION TAKEN FROM FIELD RUN SURVEY PERFORMED BY RAGAN–SMITH ASSOCIATES.
6. TOPOGRAPHIC INFORMATION TAKEN FROM CITY OF BRENTWOOD MAPPING.
7. NUMBER OF PROPOSED LOTS: 153.
8. PROPOSED DENSITY: 0.59 DU/AC. (1.0 DU/AC. MAXIMUM).
9. MAXIMUM BUILDING COVERAGE OF PROPOSED LOTS: 25%.
10. EACH PROPOSED LOT SHALL PROVIDE A MINIMUM OF TWO OFF–STREET PARKING SPACES.
11. MINIMUM LOT WIDTH AT BUILDING LINE: 110', OR 120' FOR TRANSITIONAL LOTS.
12. MINIMUM BUILDING SETBACKS: (UNLESS SHOWN OTHERWISE)
    FRONT – 50' (UNLESS SHOWN OTHERWISE)
    SIDE – 15'/25' OR 20'/20' (TOTAL 40' BETWEEN BUILDINGS)
    SIDE ABUTTING A STREET: 30'
    REAR – 30'
    ABUTTING PROJECT PERIMETER – 35'
13. ALL ELECTRIC SERVICE FOR THE PROPOSED DEVELOPMENT SHALL BE UNDERGROUND. ALL PUBLIC UTILITIES SHALL BE SUBJECT TO THE APPROVAL OF THE APPLICABLE UTILITY COMPANIES.
14. LOTS DESIGNATED AS TRANSITIONAL SHALL REQUIRE DETAILED SITE AND GRADING PLANS REVIEW BY THE CITY ENGINEER PRIOR TO ISSUANCE OF A BUILDING PERMIT.
15. UTILITY PROVIDERS:
    ELECTRICITY: MIDDLE TN ELECTRIC MEMBERSHIP CORP. (615) 794–1102
    WATER: CITY OF BRENTWOOD (615) 371–0080
    NATURAL GAS: PIEDMONT NATURAL GAS (800) 752–7504
    SANITARY SEWER: CITY OF BRENTWOOD (615) 371–0080
    TELEPHONE: AT&T (615) 269–6563

811 Know what's below. Call before you dig.

16. PER REQUIREMENTS 78–184(3) & (7), ANY LOT SHOWN HEREON AS A "TRANSITIONAL" LOT SHALL HAVE A MINIMUM WIDTH OF 120' AT THE BUILDING SETBACK.
17. AMENITY AREA TO INCLUDE A POOL AND POOL HOUSE.
18. EXISTING VEGETATION TO REMAIN SHALL BE CONTAINED WITHIN A SCENIC EASMENT. ALL OPEN SPACE AREAS DESIGNATED AS SCENIC EASEMEENTS SHALL REMAIN UNDISTURBED. SCENIC EASEMENT LOCATIONS TO BE DETERMINED ON FINAL PLATS.
19. WATERWAY NATURAL AREAS RELATE TO WATERCOURSES CLASSIFIED BY THE TENNESSEE DEPARTMENT OF ENVIRONMENTAL AND CONSERVATION AS STREAMS OR "WATERS OF THE STATE". THESE STREAMS ARE INTENDED TO REMAIN IN THEIR NATURAL CONDITION AND TO BE BUFFERED IN ACCORDANCE WITH TDEC CRITERIA. NO DISTURBANCE IS TO OCCUR WITHIN THE BUFFER LIMITS EXCEPT AS PERMITTED BY TDEC OR THE U.S. CORPS OF ENGINEERS.
20. THIS PRELIMINARY PLAN IS SUBJECT TO A THREE YEAR VESTING PERIOD, DURING WHICH THE DEVELOPMENT STANDARDS IN EFFECT ON THE DATE OF APPROVAL WILL REMAIN THE STANDARDS APPLICABLE TO THIS PLAN. IF UPON EXPIRATION OF THE VESTING PERIOD, DEVELOPMENT OF THE PROPERTY SHOWN ON THIS PLAN MAY BE SUBJECT TO STANDARDS OTHER THAN THOSE THAT WERE APPLICABLE DURING THE VESTING PERIOD. THE VESTING PERIOD FOR THIS PLAN EXPIRES ON DECEMBER 7, 2018, UNLESS EXTENDED BY THE CITY OF BRENTWOOD. PERSONS RELYING ON THIS PLAN AFTER SAID DATE SHOULD CONTACT THE CITY OF BRENTWOOD TO DETERMINE IF DEVELOPMENT MAY CONTINUE AS DEPICTED ON THE PLAN.
21. LOTS DESIGNATED WITH ▩ HAVE NATURAL SLOPES OF GREATER THAN 15%. PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR A RESIDENTIAL LOT WITH A SLOPE OF 15% OR GREATER, A PLAN SHALL BE PREPARED BY A LICENSED PROFESSIONAL ENGINEER FOR APPROVAL BY THE CITY ENGINEER SHOWING EXISTING TOPOGRAPHIC INFORMATION FROM FIELD RUN SURVEY DATA, BOUNDARY AND SETBACK LINES, UTILITY AND DRAINAGE EASEMENTS, EXISTING AND PROPOSED DRAINAGE PIPES, DITCHES AND SWALES TO BE CONNECTED TO PUBLIC DRAINAGE LINES AND/OR TO DIRECT OR RE–DIRECT STORMWATER RUNOFF, THE PROPOSED BUILDING FOOTPRINT AND THE DRIVEWAY PLAN, INCLUDING THE FINISHED FLOOR ELEVATIONS AND FINISHED GRADES OF PAVEMENTS AND GROUND LINES, IDENTIFICATION OF EXISTING TREES IN EXCESS OF FOUR–INCH CALIPER AND TREES TO BE PRESERVED, AND THE LOCATION AND TIMING OF INSTALLATION OF EROSION CONTROL FEATURES. NO CLEAR CUTTING OF TREES OR GRADING OF THE LOT SHALL BE PERMITTED UNTIL APPROVAL OF THE SITE PLAN BY THE CITY ENGINEER.
22. LOTS DESIGNATED WITH HP ARE REQUIRED TO SUBMIT A DETAILED SITE PLAN TO THE CITY ENGINEER AND MUST RECEIVE PLANNING COMMISSION APPROVAL BEFORE A BUILDING PERMIT IS ISSUED. ALL STRUCTURES DESIGNED FOR HUMAN USE AND OCCUPANCY, INCLUDING RESIDENTIAL DWELLING UNITS AND GARAGES, SHALL BE PROTECTED THROUGH AN AUTOMATIC SPRINKLER SYSTEM INSTALLED IN ACCORDANCE WITH NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) STANDARDS AND REQUIREMENTS AND APPROVED BY THE FIRE CHIEF OR HIS DESIGNEE.

11/06/17 – THE PURPOSE OF THIS REVISION IS TO UPDATE THE PLAN PER REVISIONS DURING CONSTRUCTION PLAN DESIGN, REVISE THE PROPERTY LINE BETWEEN LOTS 67 AND 68, AND ADJUST SIDE SETBACK LINES.

(SHEET NUMBERS REVISED – 2, 3, 4, 5, 6)

RESIDENTIAL LOTS

HP - HILLSIDE PROTECTION LOT
∗ - TRANSITIONAL LOT

PHASE ONE					
	LOT	SF	AC	> 1 AC	AC
	1	367885	8.45		
∗	2	59188	1.36	15628	0.36
∗	3	30452	0.70		
∗	4	31161	0.72		
∗	5	71347	1.64	27787	0.64
	19	30783	0.71		
	20	30142	0.69		
	148	38268	0.88		
	149	40307	0.93		
	150	36455	0.84		
	151	35942	0.83		
	152	38523	0.88		
	153	35783	0.82		
	13	846236	19.43	43415	1.00

PHASE TWO					
	LOT	SF	AC	> 1 AC	AC
	21	32278	0.74		
	22	36587	0.84		
	38	40967	0.94		
∗	39	40866	0.94		
	40	39285	0.90		
	107	20873	0.48		
	108	23806	0.55		
	109	26987	0.62		
	110	27468	0.63		
	111	23369	0.54		
	112	21969	0.50		
	113	17600	0.40		
	114	17600	0.40		
	115	18395	0.42		
	116	19303	0.44		
	117	19776	0.45		
	118	20636	0.47		
	119	21013	0.48		
	120	26336	0.60		
	121	27026	0.62		
	122	21759	0.50		
	123	21637	0.50		
	124	18979	0.44		
	125	22076	0.51		
	126	30095	0.69		
	127	23860	0.55		
	128	17326	0.40		
	129	21936	0.50		
∗	141	23641	0.54		
	142	25953	0.60		
	143	26669	0.61		
	144	24381	0.56		
	145	27817	0.64		
	146	25143	0.58		
	147	44361	1.02	801	0.02
	35	897773	20.61	801	0.02

PHASE THREE			
LOT	SF	AC	
130	21114	0.48	
131	18323	0.42	
132	25224	0.58	
133	22715	0.52	
134	20668	0.47	
135	34271	0.79	
136	23836	0.55	
137	32350	0.74	
138	26805	0.62	
139	25654	0.59	
140	25668	0.59	
11	276628	6.35	

PHASE FOUR					
	LOT	SF	AC	> 1 AC	AC
	41	30470	0.70		
∗	42	27069	0.62		
HP/∗	43	137074	3.15	93514	
	44	44673	1.03	1113	
HP/∗	45	144272	3.31	100712	
HP/∗	46	133493	3.06	89933	
HP/∗	47	149275	3.43	105715	
HP/∗	48	159754	3.67	116194	
HP/∗	49	175899	4.04	132339	
	67	28233	0.65		
	68	27924	0.64		
∗	69	34602	0.79		
∗	70	36440	0.84		
∗	71	28382	0.65		
	72	27035	0.62		
	73	24375	0.56		
	74	25427	0.58		
	75	23506	0.54		
	76	24407	0.56		
	77	25338	0.58		
	95	22828	0.52		
	96	23977	0.55		
	97	26174	0.60		
	98	25512	0.59		
	99	22502	0.52		
∗	100	24166	0.55		
	101	23193	0.53		
	102	25317	0.58		
	103	25473	0.58		
	104	26424	0.61		
∗	105	33697	0.77		
∗	106	32471	0.75		
	32	1619382	37.18	639520	14.68

PHASE FIVE					
	LOT	SF	AC	> 1 AC	AC
∗	50	50503	1.16	6943	0.16
∗	51	40021	0.92		
∗	52	54273	1.25	10713	0.25
HP/∗	53	195428	4.49	151868	3.49
∗	54	69195	1.59	25635	0.59
∗	55	40787	0.94		
	56	40526	0.93		
∗	57	33652	0.77		
∗	58	36006	0.83		
	59	34195	0.79		
	60	43753	1.00	193	
	61	43781	1.01	221	0.01
	62	43721	1.00	161	
	63	43699	1.00	139	
	64	43625	1.00	65	
	65	51881	1.19	8321	0.19
	66	51945	1.19	8385	0.19
	17	916991	21.05	212644	4.88

PHASE SIX					
	LOT	SF	AC	> 1 AC	AC
	78	23986	0.55		
	79	25814	0.59		
	80	22773	0.52		
∗	81	23734	0.54		
	82	34086	0.78		
	83	38256	0.88		
	84	52336	1.20	8776	0.20
	85	30889	0.71		
	86	26684	0.61		
∗	87	24994	0.57		
	88	24349	0.56		
	89	26930	0.62		
	90	38134	0.88		
	91	25727	0.59		
	92	22656	0.52		
	93	24686	0.57		
	94	24285	0.56		
	17	490319	11.26	8776	0.20

PHASE SEVEN					
LOT	SF	AC	> 1 AC	AC	
23	26035	0.60			
24	35675	0.82			
25	44775	1.03	1215.00	0.03	
26	48482	1.11	4922.00	0.11	
27	53247	1.22	9687.00	0.22	
28	53157	1.22	9597.00	0.22	
29	37771	0.87			
30	32671	0.75			
31	27160	0.62			
32	30980	0.71			
33	26461	0.61			
34	28672	0.66			
35	31380	0.72			
36	32536	0.75			
37	27144	0.62			
15	536146	12.31	25421.00	0.58	

PHASE EIGHT					
LOT	SF	AC	> 1 AC	AC	
6	30439	0.70			
7	29026	0.67			
8	29956	0.69			
9	31642	0.73			
10	49019	1.13	5459	0.13	
11	50649	1.16	7089	0.16	
12	29383	0.67			
13	34536	0.79			
14	30188	0.69			
15	27989	0.64			
16	27501	0.63			
17	27677	0.64			
18	30027	0.69			
13	428032	9.83	12548	0.29	

TOTAL	
LOTS	153
SF	6011507
AC	138.01

OPEN SPACE

PHASE ONE		
OS	SF	AC
A	1,452	0.03
B	20,439	0.47
C	250,490	5.75
D	14,371	0.33
E	29,476	0.68
TOTAL	316,228	7.26

PHASE TWO		
OS	SF	AC
H	32,008	0.73
I	7,701	0.18
M	11,989	0.28
O	737,343	16.93
P	1,075	0.02
Q	5,658	0.13
R	2,605	0.06
W	51,581	1.18
TOTAL	849,960	19.51

PHASE THREE		
OS	SF	AC
S	3,885	0.09
T	1,075	0.02
U	1,075	0.02
V	188,341	4.32
TOTAL	194,376	4.46

PHASE FOUR		
OS	SF	AC
N	75,151	1.73
X	41,054	0.94
Y	236,860	5.44
DD	88,852	2.04
JJ	236,117	5.42
TOTAL	678,034	15.57

TOTAL	
SF	4,586,975
AC	105.30

PHASE FIVE		
OS	SF	AC
EE	456,684	10.48
FF	1,075	0.02
GG	83,044	1.91
HH	1,075	0.02
II	520,013	11.94
TOTAL	1,061,891	24.38

PHASE SIX		
OS	SF	AC
Z	8,728	0.20
AA	8,899	0.20
BB	1,075	0.02
CC	11,458	0.26
TOTAL	30,160	0.69

PHASE SEVEN		
OS	SF	AC
J	974,930	22.38
K	1,043	0.02
L	1,075	0.02
TOTAL	977,048	22.43

PHASE EIGHT		
OS	SF	AC
F	5,374	0.12
G	473,904	10.88
TOTAL	479,278	11.00

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SUITE 200
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NASHVILLE
PO BOX 60703, 37206
(615) 244-8591
www.ragansmith.com

WESLEY A. HARRIS — REGISTERED ENGINEER — No. 110104 — STATE OF TENNESSEE — 12/6/17

WITHERSPOON, LLC
FOR
HOLT WITHERSPOON, LLC
CITY OF BRENTWOOD, WILLIAMSON COUNTY, TENNESSEE

NO.	REVISIONS
1	11-17-15 A. REED Rev. Per City Comments
2	12-1-15 A. REED Rev. Boundary/OSRD Tables
3	08-18-15 A. REED Rev. Boundary/OSRD Tables
4	08-31-15 A. REED Rev. Per City Comments
5	09-2-15 A. REED Rev. Per City & Client Comments

DATE:	AUGUST 10, 2016
DESIGNED:	R. CALDWELL
DRAWN:	A. REED
SCALE:	N/A
JOB NO.	15088
WK. ORDER:	0277

NO.	REVISIONS
16	12-19-17 A. REED Rev. Per City Comments
15	11-20-17 A. REED Rev. Per City Comments
14	11-06-17 A. REED Rev. Per Lot Line and Side Setback Revisions
13	08-22-17 A. REED Rev. Per City Comments
12	08-07-17 A. REED Rev. Per Phasing and Design Revisions
11	09-20-16 A. REED Rev. OSRD Tables
10	08-25-16 A. REED Rev. Lots 46-49
9	08-16-16 A. REED Rev. Per City Comments
8	08-01-16 A. REED Rev. Per Phasing and Design Revisions

GENERAL NOTES AND DETAILS

2

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TRANSITIONAL LOT NOTE:

LOTS DESIGNATED WITH * HAVE NATURAL SLOPES OF GREATER THAN 15% PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR A RESIDENTIAL LOT WITH A SLOPE OF 15% OR GREATER, A PLAN SHALL BE PREPARED BY A LICENSED PROFESSIONAL ENGINEER FOR APPROVAL BY THE CITY ENGINEER SHOWING EXISTING TOPOGRAPHIC INFORMATION FROM FIELD RUN SURVEY DATA, BOUNDARY AND SETBACK LINES, UTILITY AND DRAINAGE EASEMENTS, EXISTING AND PROPOSED DRAINAGE PIPES, DITCHES AND SWALES TO BE CONNECTED TO PUBLIC DRAINAGE LINES AND/OR TO DIRECT OR RE-DIRECT STORMWATER RUNOFF, THE PROPOSED BUILDING FOOTPRINT AND THE DRIVEWAY PLAN, INCLUDING THE FINISHED FLOOR ELEVATIONS AND FINISHED GRADES OF PAVEMENTS AND GROUND LINES, IDENTIFICATION OF EXISTING TREES IN EXCESS OF FOUR-INCH CALIPER AND TREES TO BE PRESERVED, AND THE LOCATION AND TIMING OF INSTALLATION OF EROSION CONTROL FEATURES. NO CLEAR CUTTING OF TREES OR GRADING OF THE LOT SHALL BE PERMITTED UNTIL APPROVAL OF THE SITE PLAN BY THE CITY ENGINEER.

HILLSIDE PROTECTION LOT NOTE:

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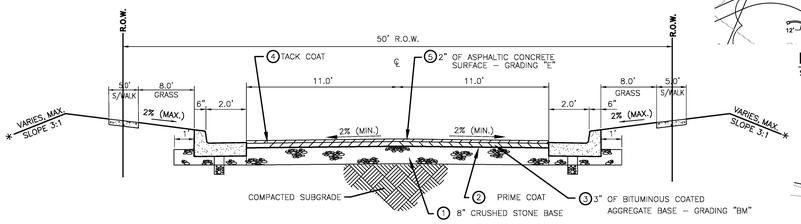
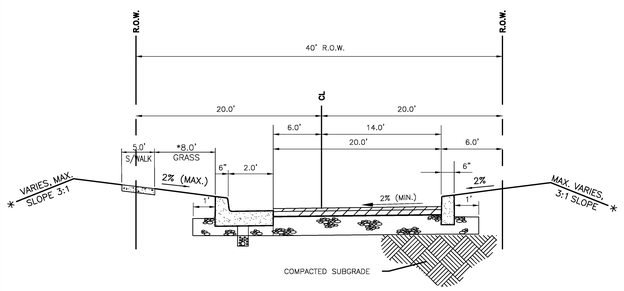
LEGEND

- 15–25% SLOPES
- 25% + SLOPES
- * TRANSITIONAL LOT (SEE NOTE THIS SHEET)
- HP LOT SUBJECT TO HILLSIDE ORDINANCE (SEE NOTE THIS SHEET)



ROADWAY CROSS SECTION 50' R.O.W.

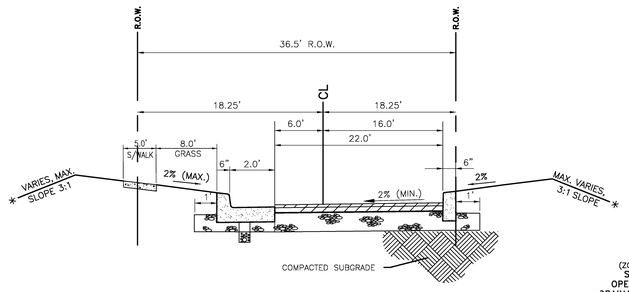
NOT TO SCALE



ROADWAY CROSS SECTION 40' R.O.W.

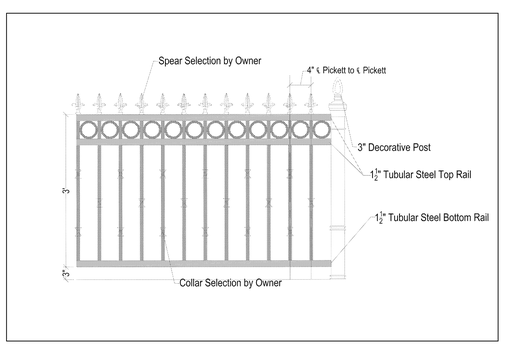
NOT TO SCALE

*UNLESS NOTED OTHERWISE ON PLANS



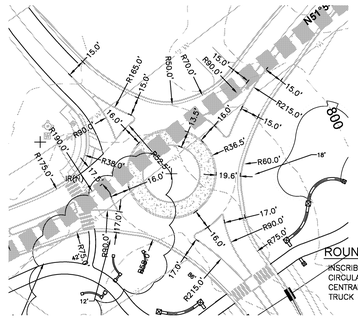
ROADWAY CROSS SECTION 36.5' R.O.W. (CUL DE SAC)

NOT TO SCALE



CEMETERY FENCE DETAIL

NOT TO SCALE



ROUNDABOUT LAYOUT

SCALE : 1" = 20'

ROUNDABOUT DESIGN DATA

INSCRIBED CIRCLE DIAMETER = 140'
CIRCULATIVE WIDTH = 16'
CENTRAL ISLAND DIAMETER = 73'
TRUCK APRON WIDTH = 13.5'

0
200
400
600
ARROWHEAD DR
(ZONED: OSRD) INDIAN POINT SUBDIVISION SECTION 7 PLAT BOOK 10, PAGE 51, R.O.W.C.T.
Δ=45°11'57"
R=490.87'
L=387.23'
T=204.32'
CHD=377.27'
N74°54'31"E
N07°24'08"E
5.00'
S38°06'00"E
5.00'
S83°14'02"E 487.91'
N82°00'01"E
86.20'
(ZONED: OSRD) RAINTREE FOREST SECTION 1 OPEN SPACE PLAT BOOK 10, PAGE 97, R.O.W.C.T.
20' T.V.A. R.O.W. DEDICATION (CROCKETT ROAD) OPEN SPACE
ROCKETT ROAD
N51°14'05"E 116.66'
EXISTING BUILDING TO BE REMOVED
STORM WATER DETENTION AREA
POND
EXISTING BUILDING TO BE REMOVED
WATERWAY NATURAL AREA BUFFER
TELEPHONE PAD
(ZONED: OSRD) RAINTREE FOREST SECTION 1 PLAT BOOK 10, PAGE 97, R.O.W.C.T.
Δ=21°35'35"
R=585.11'
L=220.51'
T=111.58'
CHD=219.21'
N62°41'48"E
RAINTREE PKWY
S82°07'31"E 620.43'
N73°29'35"E 417.25'
EXISTING ZONING R-2
MAP 35, PARCEL 22 (REMAINDER) HOLT HEIRS
C/O CHARLES WITHERSPOON
DEED BOOK 59, PAGE 384, R.O.W.C.T.
OPEN SPACE
PROPOSED 10' ASPHALT BIKE PATH
PROPOSED 8' ASPHALT BIKE PATH
150' WATERLINE BUFFER
N80°00'30"W 372.15
R-2 ZONE LINE
(ZONED: OSRD) SOMERSET PLAT BOOK 17, PAGE 2, R.O.W.C.T.
STORM WATER DETENTION AREA
PROPOSED CONCRETE SIDEWALK
WATERLINE LOCATED 12' BEHIND BACK OF SIDEWALK (TYP.)
TRANSITIONAL LOT (TYP.)
EXISTING ZONED R-2 (ZONED: OSRD) (TYP.)
PROPOSED 5' CONCRETE SIDEWALK
FIRE HYDRANT (TYP.)
EXISTING BUILDING TO BE REMOVED
BARN
SHED
HOUSE
OPEN SPACE F
OPEN SPACE G
OPEN SPACE H
OPEN SPACE I
OPEN SPACE J
OPEN SPACE K
OPEN SPACE L
OPEN SPACE M
OPEN SPACE N
OPEN SPACE II
OPEN SPACE JJ
OPEN SPACE EE
OPEN SPACE GG
PHASE 1
PHASE 2
PHASE 3
PHASE 4
PHASE 5
PHASE 6
PHASE 7
PHASE 8
PHASE 9
PHASE 10
PHASE 11
PHASE 12
PHASE 13
PHASE 14
PHASE 15
PHASE 16
PHASE 17
PHASE 18
PHASE 19
PHASE 20
PHASE

TRANSITIONAL LOT NOTE:

LOTS DESIGNATED WITH ✱ HAVE NATURAL SLOPES OF GREATER THAN 15%. PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR A RESIDENTIAL LOT WITH A SLOPE OF 15% OR GREATER, A PLAN SHALL BE PREPARED BY A LICENSED PROFESSIONAL ENGINEER FOR APPROVAL BY THE CITY ENGINEER SHOWING EXISTING TOPOGRAPHIC INFORMATION FROM FIELD RUN SURVEY DATA, BOUNDARY AND SETBACK LINES, UTILITY AND DRAINAGE EASEMENTS, EXISTING AND PROPOSED DRAINAGE PIPES, DITCHES AND SWALES TO BE CONNECTED TO PUBLIC DRAINAGE LINES AND/OR TO DIRECT OR RE-DIRECT STORMWATER RUNOFF, THE PROPOSED BUILDING FOOTPRINT AND THE DRIVEWAY PLAN, INCLUDING THE FINISHED FLOOR ELEVATIONS AND FINISHED GRADES OF PAVEMENTS AND GROUND LINES, IDENTIFICATION OF EXISTING TREES IN EXCESS OF FOUR-INCH CALIPER AND TREES TO BE PRESERVED, AND THE LOCATION AND TIMING OF INSTALLATION OF EROSION CONTROL FEATURES. NO CLEAR CUTTING OF TREES OR GRADING OF THE LOT SHALL BE PERMITTED UNTIL APPROVAL OF THE SITE PLAN BY THE CITY ENGINEER.

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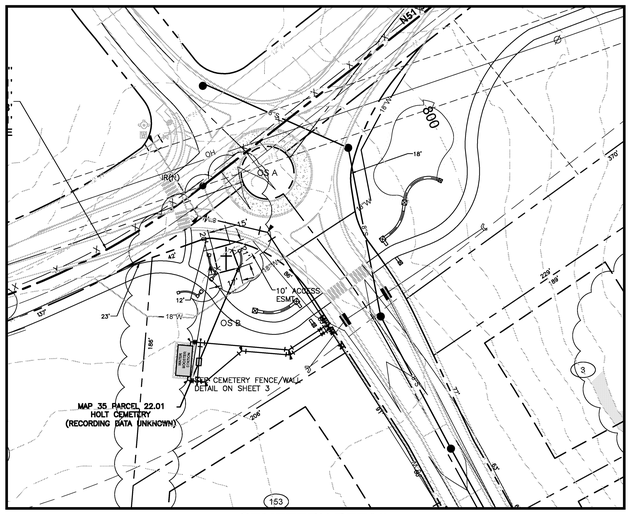
LEGEND

- 15–25% SLOPES
- 25% + SLOPES
- ✱ TRANSITIONAL LOT (SEE NOTE THIS SHEET)
- HP LOT SUBJECT TO HILLSIDE ORDINANCE (SEE NOTE THIS SHEET)

0 100 200 300



CEMETERY DETAIL
1"=50'

11–06–17 A. REED	Rev. Per Lot Line and Side Setback Revisions
08–22–17 A. REED	Rev. Per City Comments
08–07–17 A. REED	Rev. Per Phasing and Design Revisions
08–16–16 A. REED	Rev. Per City Comments
08–01–16 A. REED	Rev. Per Phasing and Design Revisions

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CHATTANOOGA, TENNESSEE 37402
(423) 490-9440
NASHVILLE
2400 21ST AVENUE SOUTH, SUITE 200
P.O. BOX 92769, 37209
(615) 244-8591
www.ragansmith.com

WESLEY A. HARRIS
REGISTERED ENGINEER
No. 120106
STATE OF TENNESSEE
12/6/17

WITHERSPOON
FOR
HOLT WITHERSPOON, LLC

CITY OF BRENTWOOD, WILLIAMSON COUNTY, TENNESSEE

DATE:	AUGUST 10, 2015
DESIGNED:	R. CALDWELL
DRAWN:	A. REED
SCALE:	1"=100'
JOB NO.	15088
WK. ORDER	0277

ENLARGED SITE PLAN

4

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SEE SHEET 4
MATCHLINE

MATCHLINE
SEE INSET THIS SHEET

PHASE 6

PHASE 4

PHASE 5

OPEN SPACE O
WATERWAY NATURAL AREA BUFFER

PLAYGROUND

ROCK WALLS

EDENWILDE DRIVE (50' R.O.W.)

PROPOSED NATURAL SURFACE TRAIL

OPEN SPACE J

WETLAND BUFFER

OPEN SPACE X

OPEN SPACE M

OPEN SPACE N

OPEN SPACE Y

WATERWAY NATURAL AREA BUFFER

PROPOSED 8' ASPHALT BIKE PATH

LEHIGH DR (50' R.O.W.)

FELLCROFT DRIVE

OPEN SPACE DD

TRANSITIONAL LOT (TYP.)

STORM WATER DETENTION AREA

FIRE HYDRANT (TYP.)

650 CONTOUR (TYP.)

PROPOSED NATURAL SURFACE TRAIL

OPEN SPACE CC

BERWYN CT

ANSLEY ROAD

WOOD 54, 66,

VERIZON EASEMENT DEED BOOK 3259, PAGE 397, R.O.W.C.T.

OPEN SPACE N

15' DRIVE

45' PUBLIC UTILITY (POW) ESMT (DEED BOOK 1485, PAGE 776)

RETAINING WALL

PROPOSED 6' CONCRETE BIKE PATH ALONG FRONT OF LOTS 46-49 AND OPEN SPACE J ALONG LEHIGH DR

BUILDING

OPEN SPACE JJ

GRAVEL DRIVE

OH—TVA

TVA TOWER

POWERTEL EASEMENT DEED BOOK 1705, PAGE 172, R.O.W.C.T.

GRADING OF TRAIL CONNECTION TO OAK HALL BY THE DEVELOPER, PAVING BY THE CITY OF BRENTWOOD

OPEN SPACE EE

STORM WATER DETENTION AREA

TVA TOWER & TELECOMMUNICATIONS ANTENNA

OPEN SPACE II

200' TVA EASEMENT (DEED BOOK 172, PAGE 371, DEED BOOK 1483, PAGE 776, R.O.W.C.T.)

WATERLINE LOCATED 12' BEHIND SIDEWALK (TYP.)

PROPOSED 6' CONCRETE BIKE PATH ALONG FRONT OF LOTS 58-66

FORDHAM DR (50' R.O.W.)

850 CONTOUR (TYP.)

20' INGRESS/EGRESS EASEMENT TO TVA DEED BOOK 1483, PAGE 776, R.O.W.C.T.

OPEN SPACE GG

STORM WATER DETENTION AREA

OPEN SPACE II

16" HICKORY

10" ACCIDERRY

16" CEDAR

12" TREES

8" TREE

N82°27'16"W 3629.13'

S05°29'24"W 540.15'

S00°01'37"W 415.54'

N05°31'41"E 697.85'

N05°31'41"E 644.90'

(ZONED: OSRD)
MAP 54, PARCEL 37.01
FRANK W. STUBBLEFIELD
DEED BOOK 317, PAGE 363,
R.O.W.C.T.

(ZONED: OSRD)
OAKHALL SUBDIVISION
SECTION 2
REVISED LOTS 4, 6, 7-8, 11-14
PLAT BOOK 17, PAGE 3,
R.O.W.C.T.

DETENTION BASIN EASEMENT PLAT BK 17, PG 3 R.O.W.C.T.

PROPOSED OFFSITE SEWER CONNECTION

EXISTING MANHOLE

S.S.

764

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LEGEND

- 15–25% SLOPES
- 25% + SLOPES
- * TRANSITIONAL LOT (SEE NOTE THIS SHEET)
- HP LOT SUBJECT TO HILLSIDE ORDINANCE (SEE NOTE THIS SHEET)

0 100 200 300

6 12-19-17 A. REED Rev. Per City Comments
5 11-06-17 A. REED Rev. Per Lot Line and Side Setback Revisions
4 08-22-17 A. REED Rev. Per City Comments
3 08-07-17 A. REED Rev. Per Phasing and Design Revisions
2 08-25-16 A. REED Rev. Lots 46-49
1 08-16-16 A. REED Rev. Per City Comments
0 08-01-16 A. REED Rev. Per Phasing and Design Revisions

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NASHVILLE, TN
(615) 244-8591
www.ragansmith.com

WESLEY A. HARRIS
REGISTERED ENGINEER
No. 120104
STATE OF TENNESSEE
12/5/17

WITHERSPOON, LLC
FOR
HOLT WITHERSPOON

CITY OF BRENTWOOD, WILLIAMSON COUNTY, TENNESSEE

DATE: AUGUST 10, 2016
DESIGNED: CALDWELL
DRAWN: A. REED
SCALE: 1"=100'
JOB NO. 15088
WK. ORDER: 0277

ENLARGED SITE PLAN

5

C:\2015\0277\CIVIL\ENGINEERING\DWG\0277-SITE1.DWG
PLOTTED BY: ANNA CRUTCHFIELD AT: 12/5/2017 3:11 PM

TRANSITIONAL LOT NOTE:

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LEGEND

- 15-25% SLOPES
- 25% + SLOPES
- * TRANSITIONAL LOT (SEE NOTE THIS SHEET)
- HP LOT SUBJECT TO HILLSIDE ORDINANCE (SEE NOTE THIS SHEET)

0 200 400 600

PHASE 1
PHASE 2
PHASE 3
PHASE 4
PHASE 5
PHASE 6
PHASE 7
PHASE 8
ARROWHEAD DR.
CROCKETT ROAD
RAINTREE PKWY
NEWSOMEN DRIVE
DENWILDE DRIVE
ANSLEY ROAD
(ZONED: OSRD) INDIAN POINT SUBDIVISION SECTION 7 PLAT BOOK 10, PAGE 51, R.O.W.C.T.
(ZONED: OSRD) RAINTREE FOREST SECTION 1 OPEN SPACE PLAT BOOK 10, PAGE 97, R.O.W.C.T.
(ZONED: OSRD) RAINTREE FOREST SECTION 3 PLAT BOOK 11, PAGE 23, R.O.W.C.T.
(ZONED: OSRD) RAINTREE FOREST SECTION 3 OPEN SPACE PLAT BOOK 11, PAGE 23, R.O.W.C.T.
(ZONED: OSRD) RAINTREE FOREST SOUTH SECTION 1 OPEN SPACE PLAT BOOK 19, PAGE 70, R.O.W.C.T.
(ZONED: OSRD) SOMERSET PLAT BOOK 17, PAGE 2, R.O.W.C.T.
(ZONED: OSRD) SOMERSET OPEN SPACE & DRAINAGE EASEMENT PLAT BOOK 17, PAGE 2, R.O.W.C.T.
(ZONED: OSRD) OAKHALL SUBDIVISION SECTION 2 REVISED LOTS 4, 6, 7-8, 11-14 PLAT BOOK 17, PAGE 3, R.O.W.C.T.
(ZONED: OSRD) MAP 54, PARCEL 37.01 FRANK STUBBLEFIELD DEED BOOK 317, PAGE 363, R.O.W.C.T.
EXISTING ZONING R-2 MAP 35, PARCEL 22 (REMAINDER) HOLT HEIRS C/O CHARLES WITHERSPOON DEED BOOK 59, PAGE 363, R.O.W.C.T.
PARCEL 22.01 HOLT CEMETERY (RECORDING DATA UNKNOWN)
EXISTING BUILDING TO BE REMOVED
EXISTING BUILDING TO BE REMOVED (TYP.)
STORM WATER DETENTION AREA
OPEN SPACE A
OPEN SPACE B
OPEN SPACE C
OPEN SPACE D
OPEN SPACE E
OPEN SPACE F
OPEN SPACE G
OPEN SPACE H
OPEN SPACE I
OPEN SPACE J
OPEN SPACE K
OPEN SPACE L
OPEN SPACE M
OPEN SPACE N
OPEN SPACE EE
OPEN SPACE FF
OPEN SPACE GG
OPEN SPACE II
OPEN SPACE JJ
PROPOSED 10' ASPHALT BIKE PATH
PROPOSED 8' ASPHALT BIKE PATH
PROPOSED 5' CONCRETE SIDEWALK
PROPOSED NATURAL SURFACE TRAIL
UNDISTURBED NATURAL SURFACE TRAIL
WATERWAY NATURAL AREA BUFFER
WATERWAY NATURAL AREA GUTTER
WETLAND BUFFER
650 CONTOUR (TYP.)
850 CONTOUR (TYP.)
TRANSITIONAL LOT (TYP.)
TELEPHONE PAD
CLUB HOUSE
POOL
PLAYGROUND
PARKING
POND
ROCK WALLS
GAZEBO
GRAVEL DRIVE
OH TVA
S38°06'00"E 5.00'
N51°53'54"E 5.00'
N01°24'08"E 5.00'
S83°14'02"E 487.91'
N82°50'51"E 86.20'
N07°29'35"E 447.28'
S82°07'31"E 620.43'
N00°10'30"W 372.35'
N06°38'14"E 695.83'
N06°34'15"E 944.90'
N82°27'16"W 362.13'
S05°51'19"W 124.99'
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S00°01'37"W 415.54'
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Δ=21°35'35" R=585.11' L=220.51' T=111.58' CHD=219.21' N62°41'49"E
DETENTION BASIN EASEMENT PLAT BK 17, PG 3 R.O.W.C.T.
PROPOSED OFF-SITE SEWER CONNECTION
EXISTING MANHOLE
SEE SEWER EASEMENT PLAN BOOK 10, PAGE 97 R.O.W.C.T.
SEE SEWER EASEMENT PLAN BOOK 10, PAGE 97 R.O.W.C.T.
SEE SEWER EASEMENT PLAN BOOK 11, PAGE 23 R.O.W.C.T.
SEE SEWER EASEMENT PLAN BOOK 19, PAGE 70 R.O.W.C.T.
SEE SEWER EASEMENT PLAN BOOK 17, PAGE 3 R.O.W.C.T.
SEE SEWER EASEMENT PLAN BOOK 17, PAGE 2 R.O.W.C.T.
SEE SEWER EASEMENT PLAN BOOK 17, PAGE 3

Phase I Street Trees

30 Ulmus Parvifolia 'Emmer II' –3"Caliper (Spaced as Shown)

Phase 2 Street Trees

23 Ulmus Parvifolia 'Emmer II' –3"Caliper (Spaced as Shown)

74 Quercus phyllos 'Hightower' –3"Caliper (Spaced as Shown)

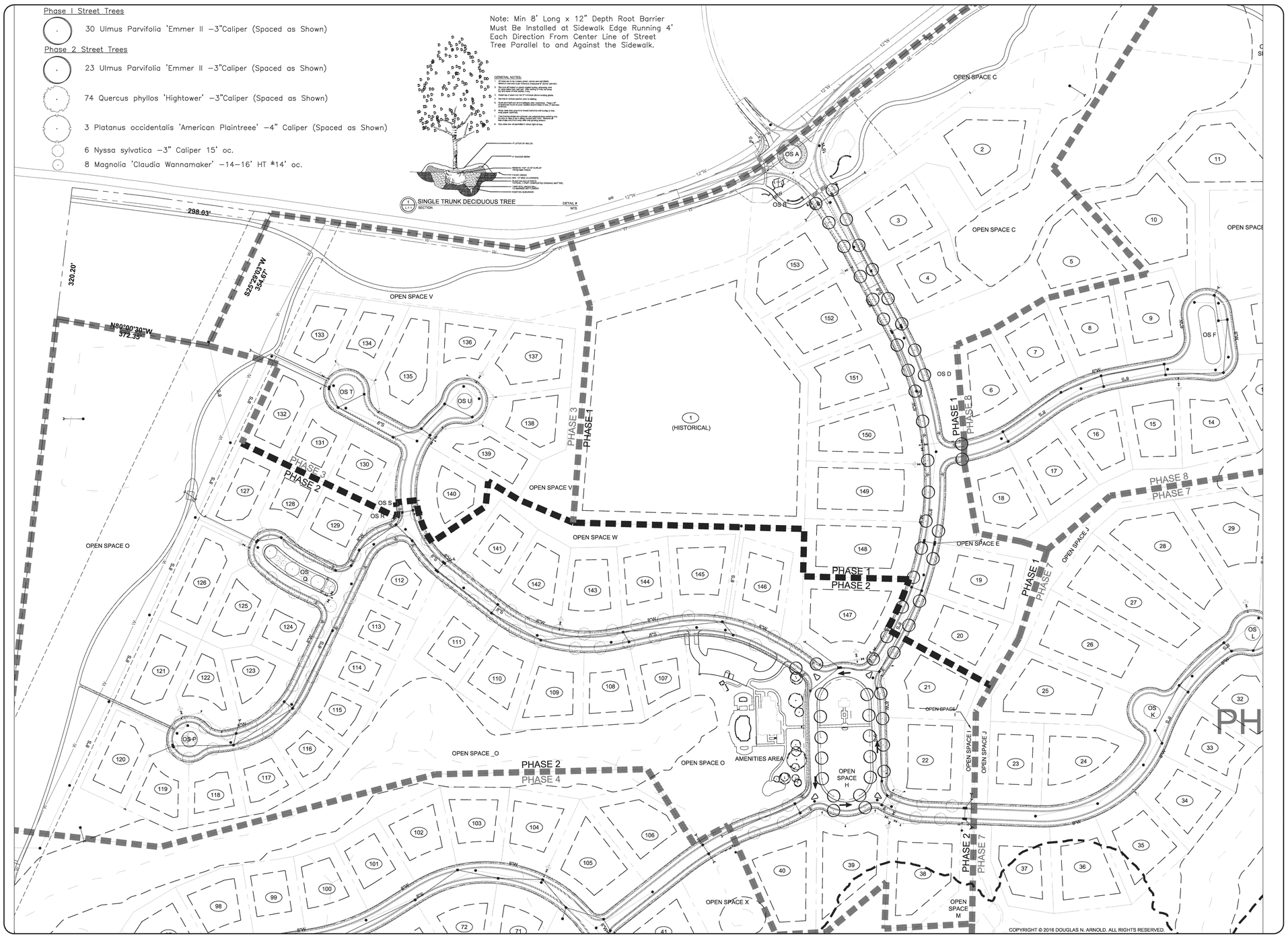
3 Platanus occidentalis 'American Plaintreee' –4" Caliper (Spaced as Shown)

6 Nyssa sylvatica –3" Caliper 15' oc.

8 Magnolia 'Claudia Wannamaker' –14–16' HT #14' oc.

Note: Min 8' Long x 12" Depth Root Barrier Must Be Installed at Sidewalk Edge Running 4' Each Direction From Center Line of Street Tree Parallel to and Against the Sidewalk.

1 SINGLE TRUNK DECIDUOUS TREE
L1.1 SECTION
DETAIL #
NTS



DATE	REVISION
8-15-16	1. Revised per Brentwood Comments

DOUGLAS N. ARNOLD
TENNESSEE REG. NO. 101
LANDSCAPE ARCHITECT
8-15-16

Street Tree Plan
Witherspoon
Phase I and 2
Brentwood , TN

Douglas N. Arnold, R.L.A.
Land Planning Landscape Architecture
6168 Watson Branch Drive
Franklin, TN 37064
(615) 218-9310
dnadesigns@bellsouth.net

0 100
Scale:1" = 100'
NORTH

NOTES:

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JOB NO. 12416WS

L-1.1

DATE: 08.15.16

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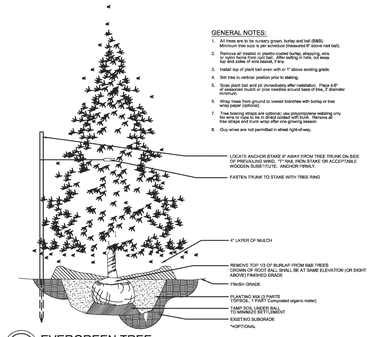
Arterial Buffer Calculation:
Total Phase 1 Road Frontage 1,509 LF Less 469LF Lot 1 Historic Property (See Lot 1 Calculation Below.)
Total Effective Road Frontage 1040 LF
Required 2" Caliper tree per 100LF =45
10.40 x 45 = 468 Gross Trees Required
Linear Ft of min 3' ht berm =565Lf
5.65 x 45 x .1 = 25.42 - 2" Caliper Tree Reduction for Berm
468 - 25.42 = 442.58 - 443 Net 2" Caliper Trees Required

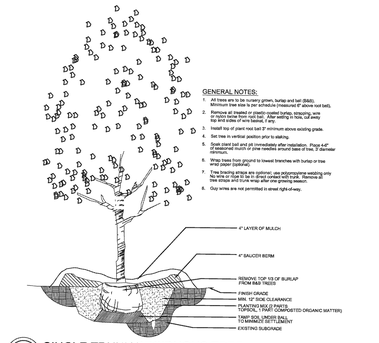
Trees Provided in Buffer yard	314
Trees Provided in Alternate area adjacent to Buffer Yard	70
Trees distributed in Alternate Areas of Phase 1 (See Sheet L-3.1)	59
Total Trees Provided	443

Plant List

QTY	SYM	Graphic	Common Name	Scientific Name	Size	Spacing
12	SM		Sugar Maple	Acer saccharum	2"cal. -8'ht.min	As Shown
14	AxfF		Autumn Blaze Maple	Acer x freemanii 'Jeffsred'	2"cal. -8'ht.min	As Shown
46	IO		American Holly	Ilex opaca	2"cal. -8'ht.min	As Shown
4	IxC		Oak Leaf Red Holly	Ilex x 'Conaf'	2"cal. -8'ht.min	As Shown
62	JVG		Good Fences Red Cedar	Juniperus virginiana 'Good Fences'	2"cal. -8'ht.min	As Shown
15	MDDB		D. D. Blanchard Magnolia	Magnolia grandiflora 'DD Blanchard'	2"cal. -8'ht.min	As Shown
13	PA		Norway Spruce	Picea abies	2"cal. -8'ht.min	As Shown
115	PS		White Pine	Pinus strobus	2"cal. -8'ht.min	As Shown
8	QP		Willow Oak	Quercus phellos	2"cal. -8'ht.min	As Shown
12	TD		Bald Cypress	Taxodium distichum	2"cal. -8'ht.min	As Shown
45	TGG		Green Giant Arborvitae	Thuja x Green Giant	2"cal. -8'ht.min	As Shown
36	Existing		Existing Deciduous Trees to Remain			
2	Existing		Existing Evergreen Trees to Remain			



1 SECTION — EVERGREEN TREE — DETAIL # L-2.1 — NTS

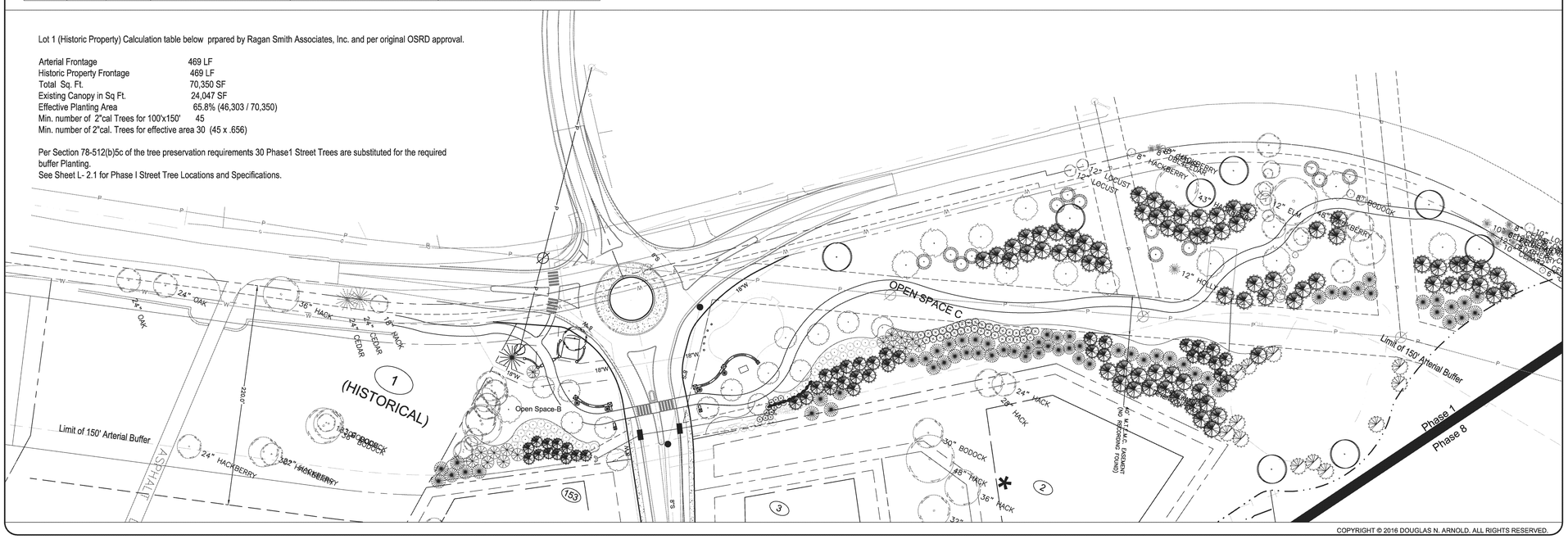


2 SECTION — SINGLE TRUNK DECIDUOUS TREE — DETAIL # L-2.1 — NTS

Lot 1 (Historic Property) Calculation table below prpared by Ragan Smith Associates, Inc. and per original OSRD approval.

Arterial Frontage	469 LF
Historic Property Frontage	469 LF
Total Sq. Ft.	70,350 SF
Existing Canopy in Sq Ft.	24,047 SF
Effective Planting Area	65.8% (46,303 / 70,350)
Min. number of 2"cal Trees for 100'x150'	45
Min. number of 2"cal. Trees for effective area 30	(45 x .656)

Per Section 78-512(b)5c of the tree preservation requirements 30 Phase1 Street Trees are substituted for the required buffer Planting.
See Sheet L- 2.1 for Phase I Street Tree Locations and Specifications.



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DATE	REVISION
X	1.

DOUGLAS N. ARNOLD — REGISTERED — TENNESSEE — LANDSCAPE ARCHITECT

150' Arterial Buffer Yard
Planting Plan
Phase 1
Witherspoon
Brentwood, TN

Douglas N. Arnold, R.L.A.
Land Planning Landscape Architecture
6168 Watson Branch Drive
Fairview, TN 37062
(615) 218-9310
dnadesigns@bellsouth.net

0 60 Scale:1" = 60' NORTH

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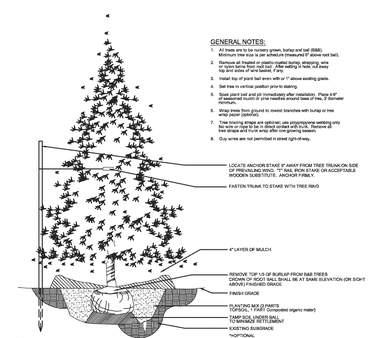
JOB NO. 12416WS

L-1.1

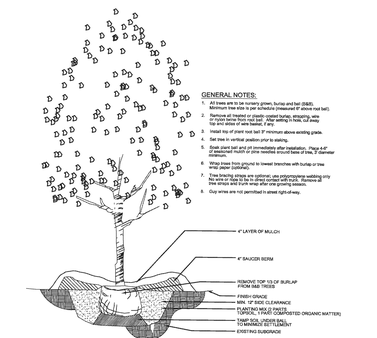
DATE: 08.15.16

Plant List

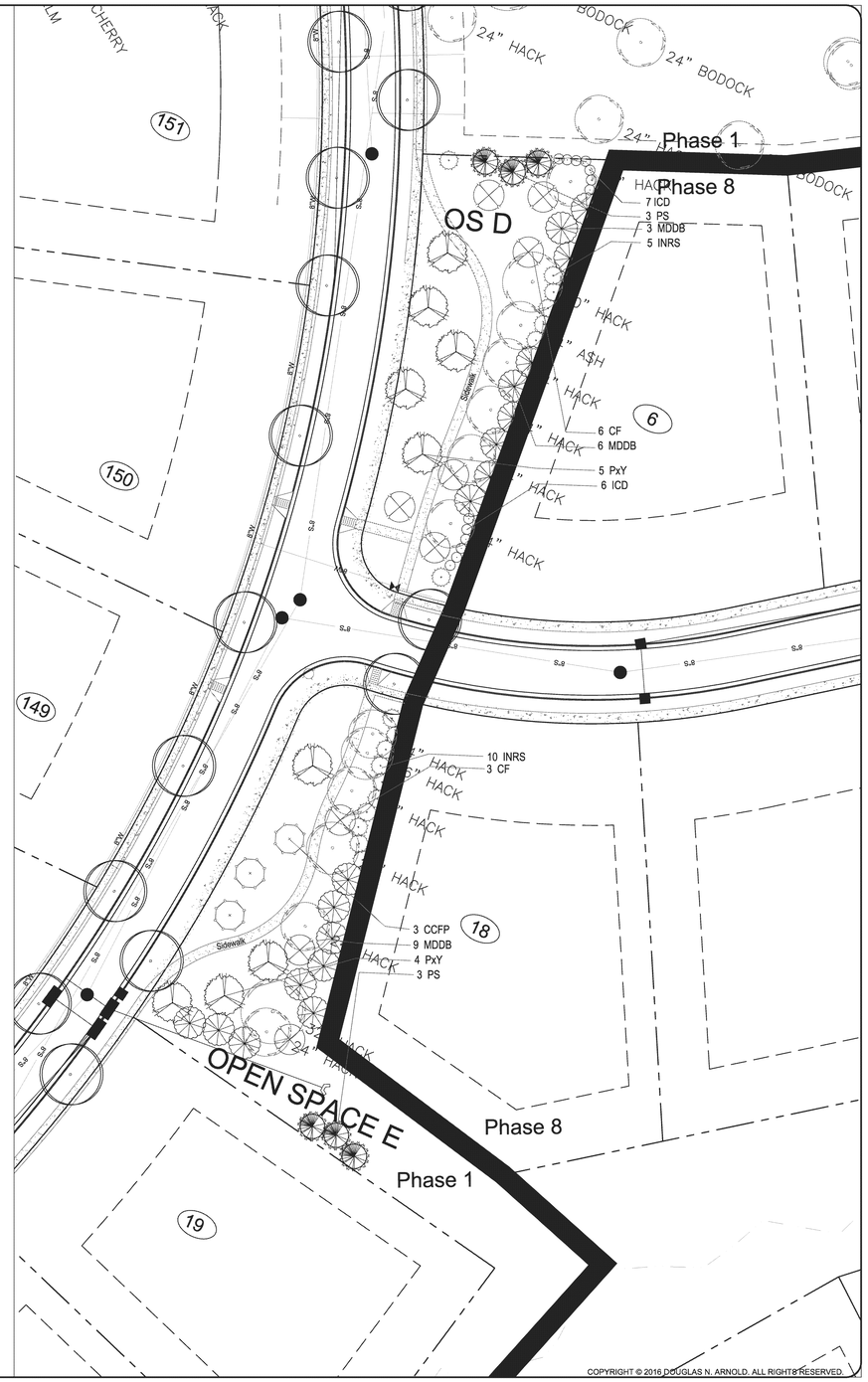
QTY	SYM	Graphic	Common Name	Scientific Name	Size	Spacing
3	CCFP		Forest Pansy Red Bud	Cercis canadensis 'Forest Pansy'	2"cal. -8'ht.min	As Shown
9	CF		Flowering Dogwood	Cornus florida	2"cal. -8'ht.min	As Shown
18	MDDB		D. D. Blanchard Magnolia	Magnolia grandiflora 'DD Blanchard'	2"cal. -8'ht.min	As Shown
6	PS		White Pine	Pinus strobus	2"cal. -8'ht.min	As Shown
9	PxY		Yoshino Cherry	Prunus x Yedoensis	2"cal. -8'ht.min	As Shown
			Shrubs			
13	ICB		Burford Holly	Ilex cornuta 'Burfordii'	36" Ht.	5' o.c.
15	INRS		Nellie R Stevens Holly	Ilex x 'Nellie R Stevens'	36" Ht.	7' o.c.



1 L-2.1 SECTION — EVERGREEN TREE — DETAIL # NTS



2 L-2.1 SECTION — SINGLE TRUNK DECIDUOUS TREE — DETAIL # NTS



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DATE	REVISION
X	1.

DOUGLAS N. ARNOLD — TENNESSEE NO. 849 — LANDSCAPE ARCHITECT

Open Space D and E
Linear Park Planting Plan
Phase 1
Witherspoon
Brentwood, TN

Douglas N. Arnold, R.L.A.
Land Planning Landscape Architecture
618 Watson Branch Drive
Franklin, TN 37064
(615) 218-9310
dnadesigns@bellsouth.net

0 30 Scale:1" = 30' NORTH

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JOB NO. 12416WS

L-3.1

DATE: 08.15.16

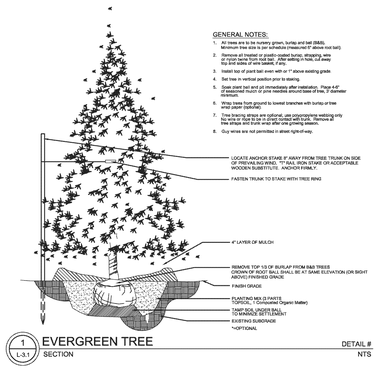
Plant List

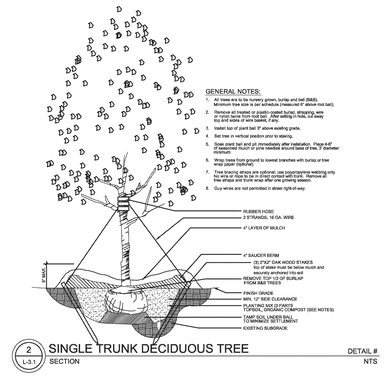
QTY	SYM	Graphic	Common Name	Scientific Name	Size	Spacing
113	JVG		Good Fences Red Cedar	Juniperus virginiana 'Good Fences'	2"cal. -8'ht.min	As Shown
12	PA		Norway Spruce	Picea abies	2"cal. -8'ht.min	As Shown
108	PS		White Pine	Pinus strobus	2"cal. -8'ht.min	As Shown
11	Exist		Existing Trees to Remain			

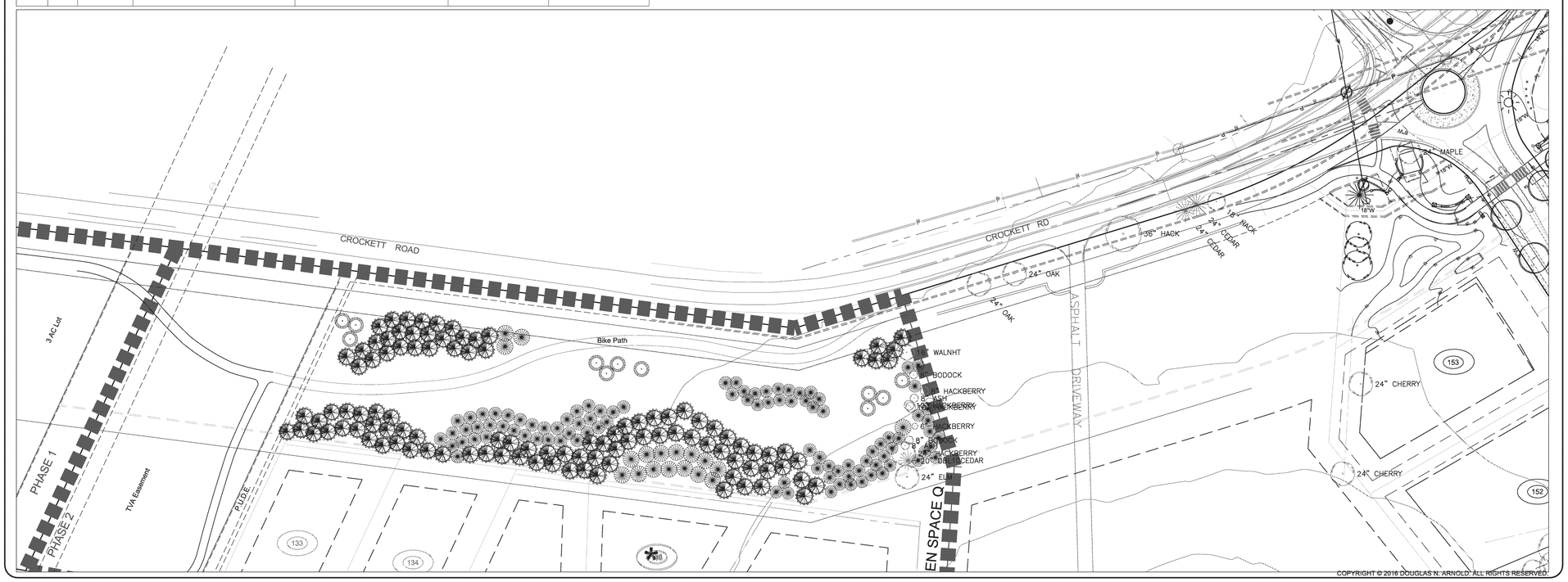
Required Tree Plant Calculation

Arterial Buffer Calculation:
Total Phase 3 Road Frontage 747 LF
Required 2" Caliper tree per 100LF =45
7.47 x 45 = 336.15 Gross Trees Required
Linear Ft of min 3' ht berm =550Lf
5.5 x 45 x .1 = 24.74 - 2" Caliper Tree Reduction for Berm
336.15- 24.75= 311.4 - 311.0 Net 2" Caliper Trees Required

Trees Provided in Buffer yard	233
Trees distributed in Alternate Areas-Phase 2 Street Trees (See Sheet L-3.1)	115
Total Trees Provided	348







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DATE	REVISION
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DOUGLAS N. ARNOLD
REGISTERED
LANDSCAPE ARCHITECT
TENNESSEE NO. 433
LANDSCAPE ARCHITECT
8/24/16

150' Arterial Buffer Yard
Planting Plan
Phase 3
Witherspoon
Brentwood, TN

Douglas N. Arnold, R.L.A.
Land Planning Landscape Architecture
618 Watson Branch Drive
Franklin, TN 37064
(615) 218-9310
dnadesigns@bellsouth.net

0 50
Scale:1" = 50'
NORTH

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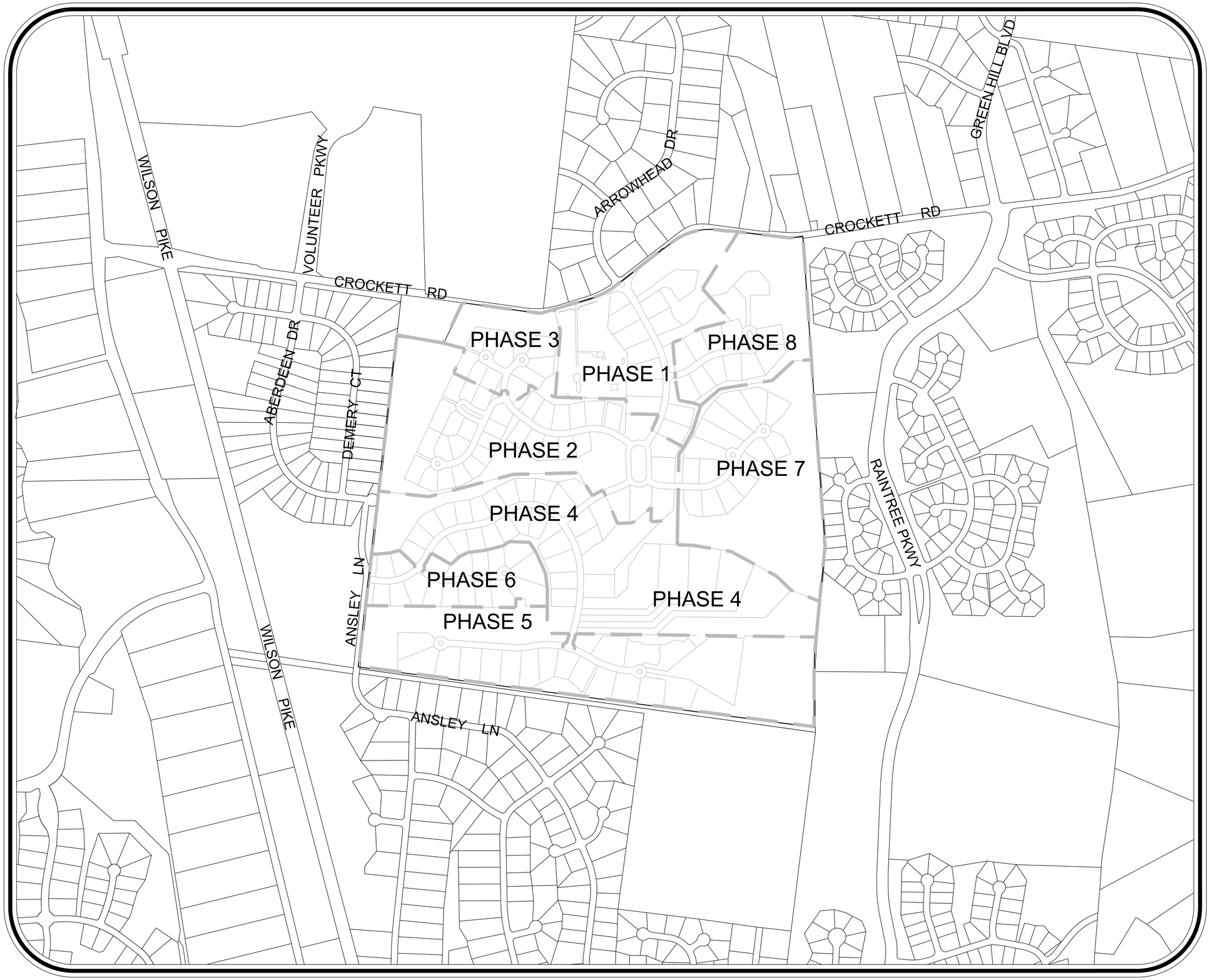


LOCATION MAP

N.T.S.

Brentwood City Commission Agenda

Meeting Date: 05/29/2018

Resolution 2018-40 -- A Resolution that Requests Approval of Revisions to the OSRD Development Plan for the Traditions Subdivision

Submitted by: Jeff Dobson, Planning & Codes

Department: Planning & Codes

Information

Subject

Resolution 2018-40 authorizes changes to the OSRD Development Plan for the Traditions Subdivision. The project is located on the east side of Wilson Pike, adjacent to the south and east of the Inglehame Subdivision.

Background

The attached resolution requests approval of minor revisions to the OSRD Development Plan for the Traditions Subdivision.

On May 15, 2018, the Planning Commission voted unanimously (8-0) to approve a revised preliminary plan for the Traditions Subdivision. As part of the review, the Planning Commission also voted unanimously to forward a recommendation of approval of the corresponding changes to the OSRD Development Plan for the project to the Board of Commissioners.

The approved plan proposes the addition of a fireplace and two pergolas at the amenity area for the subdivision. The amenity area is located in Open Space Area "B" in the southwest quadrant of the intersection of Parade and Carnival Drives. The outdoor fireplace will be approximately 12’ 2” tall and 16' wide. The proposed pergolas are 24' long and will flank the fireplace.

The approved plan also slightly adjusts the boundaries lots 16, 17, 94, and 95 and the internal street right-of-way area to match the approved construction plans. This proposal also corrects the area of Open Space H. Please refer to the following table, which details the lot sizes before and after the change.

LOT #	*AREA (SF) 1/2018*	*AREA (SF) 5/2018*	*DIFFERENCE (SF)*
16	23,412	23,322	*-90*
17	25,183	25,002	*-181*
94	23,726	23,421	*-305*

95	23,468	23,098	*-370*
OS H	288,476	288,611	*415*

The adjusted lot sizes meet the requirements of the OSRD zoning classification. The number of lots within the project remains unchanged at 127. The overall area of the project remains unchanged at 149.82 acres.

As a result of the revisions, the proposed plan also decreases the excess open space, 0.02 acres from **6.56 acres** (January 2018) to **6.54 acres**.

Should you have any questions or require additional information, please contact the Planning and Codes Director.

Staff Recommendation

Staff recommends approval of Resolution 2018-40.

Previous Commission Action

At its January 22, 2018 meeting the Board of Commissioners voted to approve Resolution 2018-06, which authorized changes to the OSRD Development Plan for the Traditions Subdivision.Specifically, the changes relate to the design of the amenity area located in Open Space Area "B" of the project.

At its October 26, 2017 meeting, the Board of Commissioners approved Resolution 2017-60 which increased the total number of lots within the project from 126 to 127. Lot 127 has been added within Phase One, in Open Space "C", adjacent to the arterial road buffer for the future right-of-way of McEwen Drive. The lot includes an area of 24,546 square feet or 0.56 acres. The addition of Lot 127 also decreases the amount of excess open space for the subdivision from 7.55 acres to 6.56 acres. The total area of the project remains unchanged at 149.82 acres.

At the August 28, 2017 meeting ot the Board of Commissioners, a revised OSRD Development Plan was deferred from the agenda.

At its July 24, 2017 meeting, the Board of Commissioners voted to approve a revised OSRD Development Plan for the Traditions Subdivision that reconfigured the boundaries of Lots One and Ten, increasing their area and decreasing the amount of excess open space from 7.56 acres to 7.55 acres. Additionally the plan proposed entrance features to include a signage and landscaping, which will be located at the intersection of Carnival Drive and Wilson Pike in the permanent open space for the project.

On November 28, 2016, the Board of Commissioners voted to pass Ordinance 2016-10 on second and final reading.

On November 14, 2016, the Board of Commissioners conducted the required public hearing for Ordinance 2016-10. No one spoke either for or against the proposal. A previous public hearing was held on October 10, 2016, but it was determined that public notice of the hearing had not

been published.

On September 12, 2016, the Board of Commissioners voted unanimously six for and zero against (6-0) to approve Ordinance 2016-10 on first reading. The ordinance establishes the OSRD zoning classification for the 3.092 acre remnant tract created by shifting the McEwen Drive right-of-way, slightly to the south.

On March 28, 2016, the Board of Commissioners voted unanimously to approve Resolution 2016-15, which authorized minor revisions tot he OSRD Development Plan for the Traditions subdivision. The revisions included the relocation of a segment of the previously approved approved walking trail that connects Grey Point Drive in Inglehame Farms to Pageantry Circle in The Traditions.
At the Board of Commissioners meeting on January 25, 2016, the developer requested withdrawal of consideration of Resolution 2015-78 from the agenda. The action was requested to allow the applicant to explore other alignments for the proposed walking trail connecting Grey Pointe Drive in Inglehame Farms to Pageantry Circle in the Traditions Subdivision.

At its regular meeting of November 23, 2015, the Board of Commissioners moved to defer Resolution 2015-78 - A Resolution Authorizing an Alteration to the OSRD Development Plan for the Traditions Subdivision, to the January 25, 2016 meeting for consideration.

At its September 10, 2007 meeting, the Board of Commissioners voted unanimously to approve Ordinance 2007-23 on first reading. The OSRD plan included street connections at Sydney, Grey Pointe and Charity.

At its October 1, 2007 meeting, the Planning Commission voted to recommend approval of Ordinance 2007-23 to the Board of Commissioners. The recommendation included a statement that Charity Drive, a "collector road," be extended, while consideration be given to not extending Sidney Lane and Grey Point Drive into the Traditions development.

At its October 22, 2007 meeting, the Board of Commissioners voted four to two "to reflect that:

1. Charity Drive will be connected into the Traditions subdivision from the Inglehame subdivision;
2. Sidney Lane and Grey Pointe Drive will be closed to vehicular traffic but with connection to Inglehame for pedestrian and bicycle use, with bollards separating the sections between the two subdivisions; and
3. The stone walls associated with the historic "Hillsboro Hounds Lane" will be protected by a historic preservation easement." Because a portion of land actually in Franklin needed to be excluded from the zoning proposal, the matter was deferred and sent back to the Planning Commission.

At its November 12, 2007 meeting, the Board of Commissioners voted four to three to approve an amendment to "replace Attachment B plan with the revised plan dated October 30, 2007, to Ordinance 2007-23 and to add the following notes to the plan:

1. Charity Drive between Inglehame and Traditions to be a through street provided that 1) the road connection between the two subdivisions will not be opened for vehicle traffic

until McEwen Drive is extended from Wilson Pike to the Traditions entrance or until January 1, 2013, whichever occurs sooner; and
2. Appropriate traffic calming features will be included along Charity Drive within the transition areas between Inglehame Farms and Traditions subdivisions." The revised OSRD plan (Attachment B) substituted as part of this amendment did show the bike/pedestrian connections at Sydney and Grey Pointe.

Following approval of the amendment noted in #5, the amended version of Ordinance 2007-23 passed 4-3 on second and final reading.

Fiscal Impact

Attachments

Res-2018-40 - Approval of Revisions to OSRD Development Plan Traditions

Exhibit A -- Approved Preliminary Plan

Current OSRD Plan

Vicinity Map

RESOLUTION 2018-40

A RESOLUTION OF THE CITY OF BRENTWOOD, TENNESSEE TO APPROVE ALTERATIONS TO THE OSRD DEVELOPMENT PLAN FOR THE TRADITIONS SUBDIVISION, TO ALLOW FOR A MODIFICATION OF THE AMENITY IMPROVEMENTS WITHIN THE PERMANENT OPEN SPACE AND A DECREASE IN THE AREA OF THE EXCESS OPEN SPACE FOR THE PROJECT

WHEREAS, Section 78-185(b) of the Code of Ordinances of the City of Brentwood, Tennessee requires that any increase in the number of single-family lots or any alteration in the permanent use of open space within an OSRD development or in the type or location of structures, facilities or recreation improvements within such open space be submitted to the Planning Commission for its review and recommendation and to the Board of Commissioners for its approval by resolution; and

WHEREAS, the developer of the Traditions subdivision has requested a modification to the approved development plan for the subdivision, modifying the amenity improvements within Open Space Area "B" of the project; and

WHEREAS, the proposed modifications also include changes to the permanent open space, decreasing the amount of excess open space within the project by 0.02 acres; and

WHEREAS, the proposed revisions to the project would provide a total of 63.91 acres of dedicated open space, including 6.54 acres of excess open space; and

WHEREAS, the Brentwood Planning Commission has recommended that the Board of Commissioners approve the proposed changes.

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

SECTION 1. That the proposed alterations to the OSRD Development Plan for the Traditions subdivision are hereby approved, allowing for a modification of the amenity improvements within Open Space Area "B", and a decrease of the permanent excess open space within the subdivision from the most recently approved 6.56 acres to 6.54 acres, all shown on Exhibit "A", which is attached hereto and made a part of this resolution by reference.

SECTION 2. That this resolution shall take effect from and after its passage, the general welfare of the City of Brentwood, Williamson County, Tennessee requiring it.

MAYOR Jill Burgin

ADOPTED: _____

Approved as to form:

RECORDER Holly Earls

CITY ATTORNEY Kristen L. Corn

PRELIMINARY OSRD PLANS

for

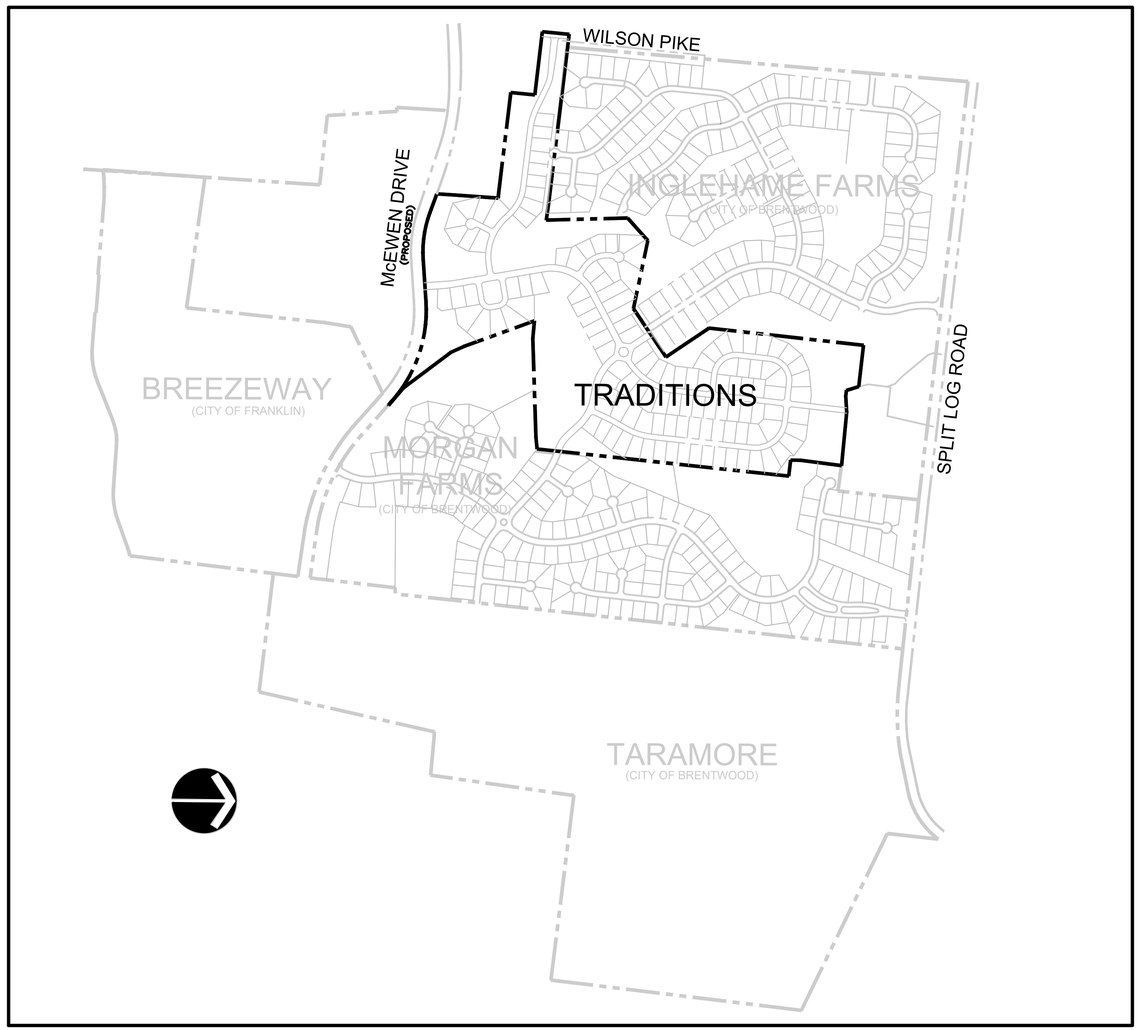
TRADITIONS

an

Open Space Residential Development

OWNER/DEVELOPER:

Mr. Robert Geringer • c/o Whistler Farms, Limited Liability Company • 9595 Wilshire Blvd. • Suite 214 • Beverly Hills, California 90212 • (310) 656-8710



AREA MAP
NOT TO SCALE

INDEX OF SHEETS

01	COVER SHEET
02	GENERAL NOTES AND AREA TABLES
03	OVERALL SITE PLAN
04	ENLARGED SITE PLAN
05	ENLARGED SITE PLAN
06	ENLARGED SITE PLAN
07	AMENITY PLAN
L1.0	LANDSCAPE BUFFER PLAN
L1.1	LANDSCAPE PLAN (ENTRANCE)

25 04/03/18–(AMR) PER LOT, R.O.W., AND AMENITY REVISIONS
24 12/19/17–(AMR) PER CITY COMMENTS
23 12/04/17–(AMR) PER AMENITY LAYOUT REVISIONS
22 09/19/17–(AMR) PER CITY COMMENTS
21 09/05/17–(JLE) ADDITION OF LOT 128
20 07/18/17–(AMR) PER CITY COMMENS
19 06/30/17–(AMR) PER ADDITION OF LOT 127
18 06/29/17–(AMR) PER CITY COMMENTS UPDATED LANDSC. ENTRANCE PLANS
17 06/22/17–(AMR) PER CITY COMMENTS
16 06/20/17–(AMR) PER CITY COMMENTS
15 06/05/17–(AMR) PER PH. 1 AND 2 REVISIONS
14 08/16/16–(AMR) PER CITY COMMENTS
13 08/01/16–(AMR) PER OWNERSHIP AND HP/ TRANSITIONAL LOT DESIGNATIONS
12 06/06/16–(AMR) PER MCEWEN ALIGNMENT AND SURVEYED BOUNDARY
11 02/15/16–(AMR) PER CITY COMMENTS
10 02/01/16–(AMR) PER TRAIL REVISION
9 10/20/15–(AMR) PER CITY COMMENTS (SHT 4)
8 10/05/15–(AMR) PER PLAN RENEWAL
7 11/18/14–(AMR) PER CITY COMMENTS
6 10/31/14–(AMR) PER OWNER INFO UPDATE
5 11/19/13–(WAH) PER CITY COMMENTS
4 12/18/12–(AMR) PER CITY COMMENTS
3 08/21/12–(AMR) PER CITY COMMENTS
2 09/23/11–(BSS) PER CITY COMMENTS
1 02/17/09–(JAG) PER CITY COMMENTS
0 02/02/09–(BSS) PER PLAN RENEWAL
03/04/08–(JAG) PER CITY COMMENTS
03/18/08–(JAG) PER CITY COMMENTS
03/03/08–(RFA) SEE ALL SHEETS

REVISIONS

DESIGNED BY: R. Caldwell
DRAWN BY: J. Gregg
APPROVED BY: B. Slayden
SCALE: N.T.S.
DATE: SEPTEMBER 23, 2011
JOB NO. 04-101
WK. ORDER 7651
SHEET NO. 01

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TRADITIONS
OPEN SPACE RESIDENTIAL DEVELOPMENT
SPLIT LOG ROAD
CITY OF BRENTWOOD, TENNESSEE
COVER SHEET

G:\04101-7651\1-LANDSCAPE ARCHITECTURE\PRELIMINARY OSRD\SHEETS\7651-COVR.DWG

GENERAL NOTES AND SITE DATA (STANDARD OSRD)

1. SUBJECT PROPERTY CONSISTS OF PARCEL 2.01 ON WILLIAMSON COUNTY MAP 60 AND A PORTION OF PARCEL 9.01 ON WILLIAMSON COUNTY MAP 61.
2. PROPERTY OWNERS:
   WHISTLER FARMS, LIMITED LIABILITY COMPANY
   BOOK 7090, PAGE 60 R.O.W.C., TN.
3. EXISTING ZONING: OSRD (OPEN SPACE RESIDENTIAL DEVELOPMENT).
4. GROSS SITE AREA: 149.82 ACRES.
5. BOUNDARY INFORMATION TAKEN FROM FIELD SURVEY PERFORMED BY RAGAN–SMITH ASSOCIATES, INC.
6. TOPOGRAPHIC INFORMATION TAKEN FROM CITY OF BRENTWOOD MAPPING.
7. NUMBER OF PROPOSED LOTS: 127.
8. PROPOSED DENSITY: 0.85 DU/AC. (1.0 DU/AC. MAXIMUM).
9. MAXIMUM BUILDING COVERAGE OF PROPOSED LOTS: 25%.
10. EACH PROPOSED LOT SHALL PROVIDE A MINIMUM OF TWO OFF–STREET PARKING SPACES.
11. MINIMUM LOT WIDTH AT BUILDING LINE: 110' OR 120' FOR TRANSITIONAL LOT.
12. MINIMUM BUILDING SETBACKS (UNLESS SHOWN OTHERWISE):
    FRONT – 50'
    SIDE – 15' OR 25' (TOTAL 40' BETWEEN BUILDINGS)
    SIDE ABUTTING A STREET: 30'
    REAR – 30'
    REAR – 35' (LOTS 112–119)
    REAR – 50' FOR LOTS ABUTTING 150' BUFFER ABUTTING PROJECT PERIMETER – 35'
13. ALL ELECTRIC SERVICE FOR THE PROPOSED DEVELOPMENT SHALL BE UNDERGROUND. ALL PUBLIC UTILITIES SHALL BE SUBJECT TO THE APPROVAL OF THE APPLICABLE UTILITY COMPANIES.
14. LOTS DESIGNATED AS TRANSITIONAL SHALL REQUIRE DETAILED SITE AND GRADING PLANS REVIEWED BY THE CITY ENGINEER PRIOR TO ISSUANCE OF A BUILDING PERMIT.
15. OWNER AND DEVELOPER:
    WHISTLER FARMS, LLC
    ATTN: ROBERT GERINGER
    9595 WILSHIRE BLVD., SUITE 214
    BEVERLY HILLS, CA 90212
    (310) 656–8710

    APPLICANT:
    WES HARRIS, PE
    RAGAN–SMITH ASSOCIATES
    315 WOODLAND STREET
    NASHVILLE, TN 37206
    (615) 244–8591
16. UTILITY PROVIDERS:
    ELECTRICITY:
    MIDDLE TN ELECTRIC
    MEMBERSHIP CORP.
    (615) 794–3588

    NATURAL GAS:
    ATMOS ENERGY CORPORATION
    (615) 794–2596

    SANITARY SEWER:
    CITY OF BRENTWOOD
    (615) 371–2241

    WATER:
    CITY OF BRENTWOOD
    (615) 371–2241

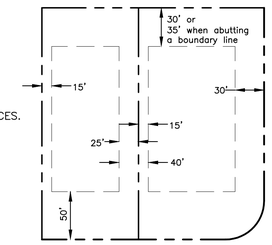
    TELEPHONE:
    AT&T
    (615) 269–6563
17. PER REQUIREMENTS 78–184(3) & (7), ANY LOT SHOWN HEREON AS A "TRANSITIONAL" LOT SHALL HAVE A MINIMUM WIDTH OF 120' AT THE BUILDING SETBACK.
18. AN ARCHAEOLOGICAL STUDY HAS BEEN ACCOMPLISHED ALONG THE EXISTING CREEK.
19. AMENITY AREA TO INCLUDE A POOL, POOL HOUSE, OUTDOOR FIREPLACE, AND PERGOLAS.
20. AREAS DESIGNATED AS SCENIC EASEMENTS ARE TO REMAIN UNDISTURBED.
21. THE TRAILS AS SHOWN ARE TO CONVEY GENERAL LOCATION. THE EXACT ALIGNMENT SHALL BE DETERMINED BASED ON FIELD CONDITIONS AT TIME OF CONSTRUCTION.
22. THIS PRELIMINARY PLAN IS SUBJECT TO A THREE YEAR VESTING PERIOD, DURING WHICH THE DEVELOPMENT STANDARDS IN EFFECT ON THE DATE OF APPROVAL WILL REMAIN THE STANDARDS APPLICABLE TO THIS PLAN. IF UPON EXPIRATION OF THE VESTING PERIOD, DEVELOPMENT OF THE PROPERTY SHOWN ON THIS PLAN MAY BE SUBJECT TO STANDARDS OTHER THAN THOSE THAT WERE APPLICABLE DURING THE VESTING PERIOD. THE VESTING PERIOD FOR THIS PLAN EXPIRES ON MARCH 7, 2019, UNLESS EXTENDED BY THE CITY OF BRENTWOOD. PERSONS RELYING ON THIS PLAN AFTER SAID DATE SHOULD CONTACT THE CITY OF BRENTWOOD TO DETERMINE IF DEVELOPMENT MAY CONTINUE AS DEPICTED ON THE PLAN.
23. MCEWEN DRIVE SHOWN HEREON IS A PROPOSED AND UNIMPROVED RIGHT–OF–WAY. THE CURRENT DEED AND PARCEL LINE FOR TRADITIONS SUBDIVISION WAS ESTABLISHED BY RIGHT–OF–WAY PLANS FOR MCEWEN DRIVE RECEIVED BY RAGAN–SMITH ASSOCIATES IN 2005 AND THERE WAS NOT ANY TAKING OR TRANSFER OF PROPERTY FOR THE 2005 RIGHT–OF–WAY AND ROADWAY DESIGN.

    SINCE 2005, THE RIGHT–OF–WAY DESIGN FOR MCEWEN DRIVE HAS CHANGED PER PLANS RECEIVED BY RAGAN–SMITH ASSOCIATES IN 2015. THE 2015 MCEWEN DRIVE RIGHT–OF–WAY PLANS HAVE MOVED THE PROPOSED ROADWAY SOUTHWARD AS DEPICTED ON THIS PLAT AND NO RIGHT–OF–WAY TAKING FOR THIS ALIGNMENT HAS TAKEN PLACE AT THIS TIME.

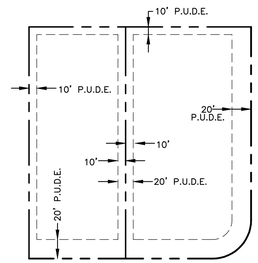
04/03/18 – THE PURPOSE OF THIS REVISION IS TO –

1) REVISE LOTS 16, 17, 94 AND 95 AND RIGHT OF WAY TO MATCH APPROVED CONSTRUCTION PLANS,
2) CORRECT THE AREA OF OPEN SPACE H
3) ADD NOTES/REFERENCES THAT THE AMENITY CENTER WILL INCLUDE AN OUTDOOR FIREPLACE AND PERGOLAS AT THE POOL DECK.

REVISED SHEETS – 2,3,4,5,6,7



TYPICAL LOT SETBACK LINES
N.T.S.
(UNLESS SHOWN OTHERWISE)



TYPICAL LOT EASEMENT LINES
N.T.S.
(UNLESS SHOWN OTHERWISE)

RESIDENTIAL LOTS

PHASE ONE			
Lot	SF	Acres	
1	25213	0.58	
2	23407	0.54	
3	39402	0.90	
4	40951	0.94	*
5	30481	0.70	*
6	31588	0.73	*
7	40629	0.93	
8	23320	0.54	
9	21450	0.49	
10	25570	0.59	
111	21134	0.49	
112	23599	0.54	
113	21137	0.49	
114	19273	0.44	
115	19269	0.44	
116	19266	0.44	
117	21523	0.49	
118	19257	0.44	
119	20005	0.46	
120	33086	0.76	
121	29136	0.67	
122	27974	0.64	
123	26254	0.60	
124	22492	0.52	
125	22294	0.51	
126	24927	0.57	
127	24546	0.56	*
27	697183	16.01	

PHASE TWO			
Lot	SF	Acres	
11	22469	0.52	
12	22743	0.52	
13	21450	0.49	
14	21450	0.49	
15	23400	0.54	*
16	23322	0.54	
17	25002	0.57	
18	19461	0.45	
45	20094	0.46	
46	20155	0.46	
47	19620	0.45	
95	23098	0.53	
96	21811	0.50	
97	28259	0.65	
98	32919	0.76	
99	29919	0.69	
100	21058	0.48	
101	22668	0.52	
102	28054	0.64	
103	41593	0.95	
104	33838	0.78	
105	28029	0.64	
106	18552	0.43	
107	20344	0.47	
108	19214	0.44	
109	26925	0.62	
110	19491	0.45	
27	654938	15.04	

PHASE THREE			
Lot	SF	Acres	
19	26185	0.60	
20	25232	0.58	
21	26739	0.61	
22	25088	0.58	
23	22552	0.52	
24	21765	0.50	
25	21673	0.50	
26	21580	0.50	
27	21488	0.49	
28	21396	0.49	
29	21303	0.49	
30	20590	0.47	
31	24286	0.56	
66	28074	0.64	
67	26863	0.62	
83	23146	0.53	
84	18769	0.43	
85	18788	0.43	
86	18788	0.43	
87	20364	0.47	
88	22304	0.51	
89	22000	0.51	
90	21997	0.50	
91	21728	0.50	
92	23422	0.54	
93	24833	0.57	*
94	23421	0.54	
27	614374	14.10	

PHASE FOUR			
Lot	SF	Acres	
32	28879	0.66	
33	27812	0.64	
61	25538	0.59	
62	30830	0.71	
63	23329	0.54	
64	24311	0.56	
65	24446	0.56	
68	21744	0.50	
69	20899	0.48	
70	21825	0.50	*
71	22161	0.51	*
72	23395	0.54	*
73	24184	0.56	*
74	25078	0.58	
75	22370	0.51	
76	19294	0.44	
77	21273	0.49	
78	24546	0.56	
79	18799	0.43	
80	18799	0.43	
81	20759	0.48	
82	23530	0.54	
22	513800	11.80	

PHASE FIVE			
Lot	SF	Acres	
34	21736	0.50	
35	21857	0.50	
36	21718	0.50	
37	21709	0.50	
38	21700	0.50	
39	21690	0.50	
40	21681	0.50	
41	21672	0.50	
42	28027	0.64	
43	27515	0.63	
44	29873	0.69	
48	20572	0.47	
49	23198	0.53	
50	26008	0.60	
51	25666	0.59	
52	23121	0.53	
53	21881	0.50	
54	21875	0.50	
55	21869	0.50	
56	21862	0.50	
57	21856	0.50	
58	21849	0.50	
59	21843	0.50	
60	21837	0.50	
24	552617	12.69	

TOTALS	
LOTS	127
S.F.	3,032,912
ACRES	69.63

OPEN SPACE

PHASE ONE		
OS	SF	Acres
A	252227	5.79
B	284577	6.53
C	321782	7.39
D	34908	0.80
L	523126	12.01
	1416620	32.52

PHASE TWO		
Lot	SF	Acres
E	697140	16.00
F	71983	1.65
J	6082	0.14
K	10329	0.24
M	2577	0.06
	788111	18.09

PHASE THREE		
Lot	SF	Acres
G	192766	4.43
H	288611	6.63
	481377	11.05

PHASE FOUR		
Lot	SF	Acres
I	97950	2.25
	97950	2.25

TOTALS	
SF	2,784,058
ACRES	63.91

OSRD CALCULATIONS

OVERALL	
Total Site Area (AC)	149.82
Less R.O.W. dedication -- McEwen	0.00
Less R.O.W. dedication -- Wilson Pike	0.26
Less R.O.W. dedication -- Internal streets	16.02
TOTAL	133.54
Less Areas in 25% Slopes	0.76
Plus 25% of slopes over 25%	0.19
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical Natural & Gas Easements	5.52
Plus 25% of Areas in Electrical Natural & Gas Easements	1.38
Total Usable Land Area (AC)	128.83
Less area in lots>1 acre	0.00
TOTAL LAND AREA AVAILABLE	128.83
Total Land Area Required @ 1 DUPA (AC)	127.00
Land Area in Lots	69.63
Open Space Required	57.37
Dedicated Open Space	63.91
EXCESS OPEN SPACE	6.54

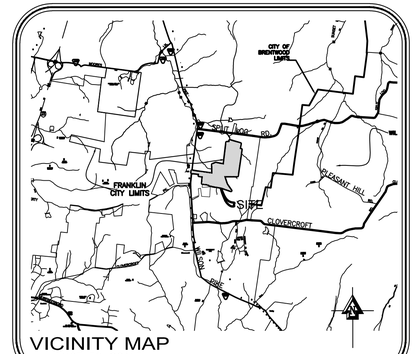
PHASE ONE	
Total Site Area (AC)	54.43
Less R.O.W. dedication -- McEwen	0.00
Less R.O.W. dedication -- Wilson Pike	0.26
Less R.O.W. dedication -- Internal streets	5.64
TOTAL	48.53
Less Areas in 25% Slopes	0.40
Plus 25% of slopes over 25%	0.10
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical Natural & Gas Easements	2.44
Plus 25% of Areas in Electrical Natural & Gas Easements	0.61
Total Usable Land Area (AC)	46.40
Less area in lots>1 acre	0.00
TOTAL LAND AREA AVAILABLE	46.40
Total Land Area Required @ 1 DUPA (AC)	27.00
Land Area in Lots	16.01
Open Space Required	10.99
Dedicated Open Space	32.52
EXCESS OPEN SPACE	21.53
EXCESS OPEN SPACE ACCUMULATION	21.53

PHASE TWO	
Total Site Area (AC)	37.52
Less R.O.W. dedication -- McEwen	0.00
Less R.O.W. dedication -- Wilson Pike	0.00
Less R.O.W. dedication -- Internal streets	4.39
TOTAL	33.13
Less Areas in 25% Slopes	0.30
Plus 25% of slopes over 25%	0.08
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical Natural & Gas Easements	3.08
Plus 25% of Areas in Electrical Natural & Gas Easements	0.77
Total Usable Land Area (AC)	30.60
Less area in lots>1 acre	0.00
TOTAL LAND AREA AVAILABLE	30.60
Total Land Area Required @ 1 DUPA (AC)	27.00
Land Area in Lots	15.04
Open Space Required	11.96
Dedicated Open Space	18.09
EXCESS OPEN SPACE	6.13
EXCESS OPEN SPACE FROM PREVIOUS SECTION	21.53
EXCESS OPEN SPACE ACCUMULATION	27.66

PHASE THREE	
Total Site Area (AC)	28.00
Less R.O.W. dedication -- McEwen	0.00
Less R.O.W. dedication -- Wilson Pike	0.00
Less R.O.W. dedication -- Internal streets	2.85
TOTAL	25.15
Less Areas in 25% Slopes	0.06
Plus 25% of slopes over 25%	0.02
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical Natural & Gas Easements	0.00
Plus 25% of Areas in Electrical Natural & Gas Easements	0.00
Total Usable Land Area (AC)	25.11
Less area in lots>1 acre	0.00
TOTAL LAND AREA AVAILABLE	25.11
Total Land Area Required @ 1 DUPA (AC)	27.00
Land Area in Lots	14.10
Open Space Required	12.90
Dedicated Open Space	11.05
EXCESS OPEN SPACE	-1.85
EXCESS OPEN SPACE FROM PREVIOUS SECTION	27.66
EXCESS OPEN SPACE ACCUMULATION	25.81

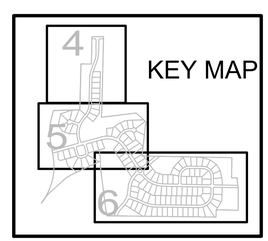
PHASE FOUR	
Total Site Area (AC)	15.69
Less R.O.W. dedication -- McEwen	0.00
Less R.O.W. dedication -- Wilson Pike	0.00
Less R.O.W. dedication -- Internal streets	1.64
TOTAL	14.05
Less Areas in 25% Slopes	0.00
Plus 25% of slopes over 25%	0.00
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical Natural & Gas Easements	0.00
Plus 25% of Areas in Electrical Natural & Gas Easements	0.00
Total Usable Land Area (AC)	14.05
Less area in lots>1 acre	0.00
TOTAL LAND AREA AVAILABLE	14.05
Total Land Area Required @ 1 DUPA (AC)	22.00
Land Area in Lots	11.80
Open Space Required	10.20
Dedicated Open Space	2.25
EXCESS OPEN SPACE	-7.95
EXCESS OPEN SPACE FROM PREVIOUS SECTION	25.81
EXCESS OPEN SPACE ACCUMULATION	17.86

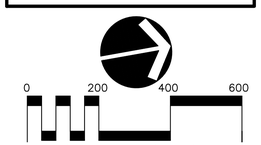
PHASE FIVE	
Total Site Area (AC)	14.19
Less R.O.W. dedication -- McEwen	0.00
Less R.O.W. dedication -- Wilson Pike	0.00
Less R.O.W. dedication -- Internal streets	1.50
TOTAL	12.69
Less Areas in 25% Slopes	0.00
Plus 25% of slopes over 25%	0.00
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical Natural & Gas Easements	0.00
Plus 25% of Areas in Electrical Natural & Gas Easements	0.00
Total Usable Land Area (AC)	12.69
Less area in lots>1 acre	0.00
TOTAL LAND AREA AVAILABLE	12.69
Total Land Area Required @ 1 DUPA (AC)	24.00
Land Area in Lots	12.69
Open Space Required	11.31
Dedicated Open Space	0.00
EXCESS OPEN SPACE	-11.31
EXCESS OPEN SPACE FROM PREVIOUS SECTION	17.86
EXCESS OPEN SPACE ACCUMULATION	6.55



VICINITY MAP
NOT TO SCALE

25 04/03/18–(AMR) PER LOT, R.O.W., AND AMENITY REVISIONS
24 12/19/17–(AMR) PER CITY COMMENTS
23 12/04/17–(AMR) PER AMENITY LAYOUT REVISIONS
22 09/19/17–(AMR) PER CITY COMMENTS
21 09/05/17–(JLE) ADDITION OF LOT 128
20 06/30/17–(AMR) PER ADDITION OF LOT 127
19 06/22/17–(AMR) PER CITY COMMENTS
18 06/20/17–(AMR) PER CITY COMMENTS
17 06/05/17–(AMR) PER PH. 1 AND 2 REVISIONS
16 08/16/16–(AMR) PER CITY COMMENTS
15 08/01/16–(AMR) PER OWNERSHIP AND HP/ TRANSITIONAL LOT DESIGNATIONS





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WESLEY A. HARRIS
REGISTERED ENGINEER
AGRICULTURE
No. 110104
STATE OF TENNESSEE
4/3/18

TRADITIONS

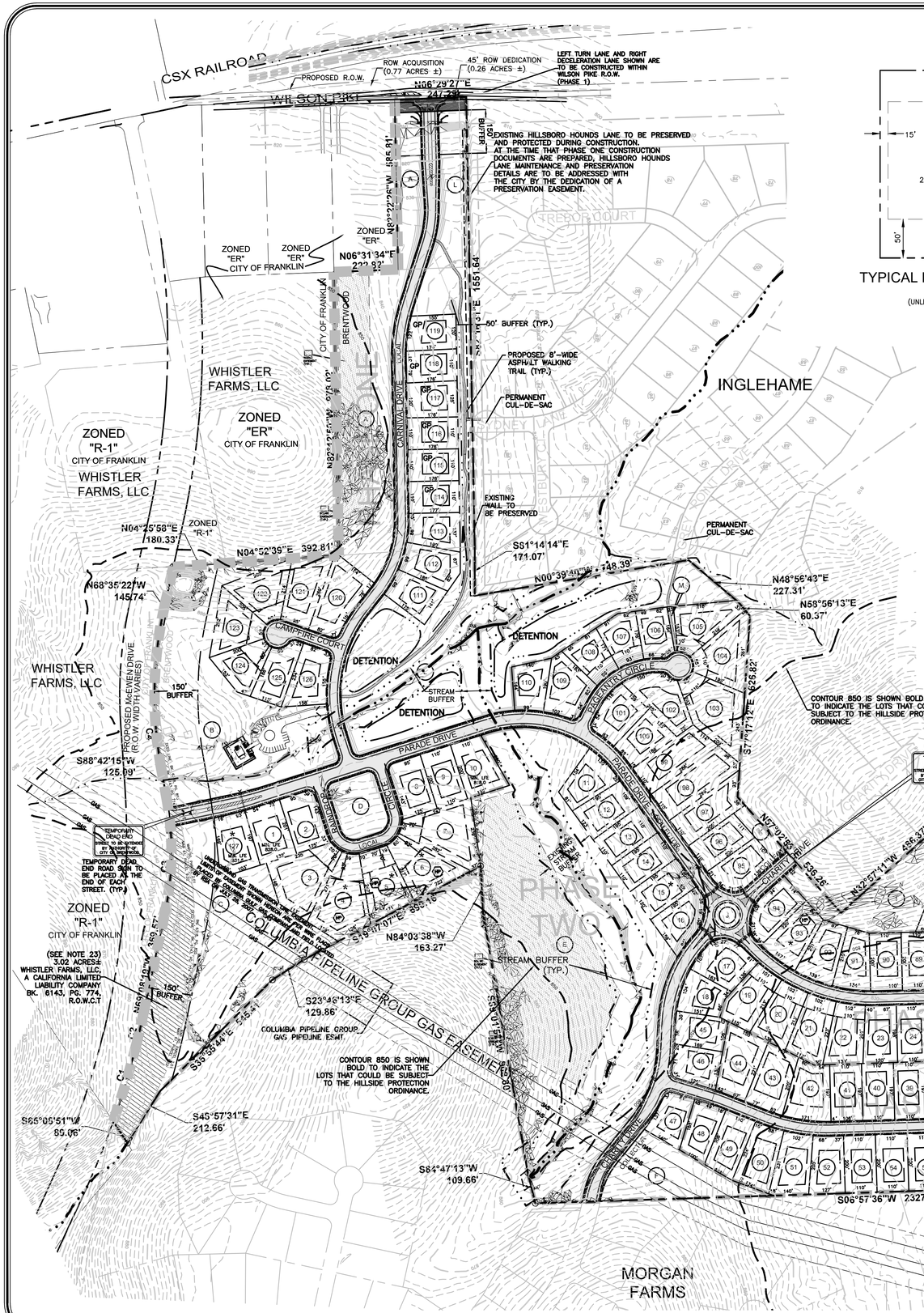
OPEN SPACE RESIDENTIAL DEVELOPMENT
SPLIT LOG ROAD
CITY OF BRENTWOOD, TENNESSEE

OVERALL SITE PLAN

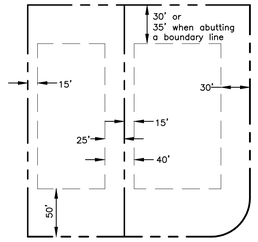
REVISIONS

DESIGNED BY:	N/A
DRAWN BY:	A. Reed
APPROVED BY:	W. Harris
SCALE:	N/A
DATE:	JUNE 6, 2016
JOB NO.	WK. ORDER
04-101	7651

SHEET NO.
02



TYPICAL LOT SETBACK LINES



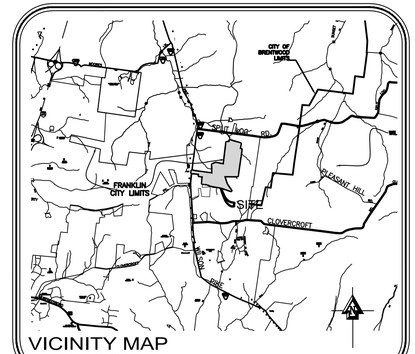
N.T.S.
(UNLESS SHOWN OTHERWISE)

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S12°29'45"E	39.94'
L2	S28°56'36"E	19.80'
L3	S69°32'26"E	15.13'
L4	S00°41'12"W	51.87'
L5	S82°39'16"E	51.63'
L6	S02°38'26"W	89.61'
L7	S82°16'28"E	148.33'

CURVE TABLE						
CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHD BRG
C1	2919.79'	290.69'	5°42'16"	145.47	290.57'	N64°35'03"W
C2	2919.79'	86.75'	1°42'08"	43.38	86.74'	N68°17'15"W
C3	997.43'	385.72'	22°09'26"	195.30	383.32'	N80°13'02"W
C4	1377.39'	545.86'	22°42'23"	276.56	542.30'	S79°56'34"E

SPECIAL NOTE:

CHARITY DRIVE IN TRADITIONS SHALL BE CONNECTED TO CHARITY DRIVE IN INGLEHAME FARMS WHEN 50% OF THE LOTS IN TRADITIONS HAVE RECEIVED THEIR CERTIFICATE OF OCCUPANCY. CHARITY DRIVE SHALL NOT BE USED AS CONSTRUCTION ACCESS TO THE PROJECT. ADDITIONAL TRAFFICE CALMING MEASURES SHALL BE INCORPORATED INTO THE DESIGN OF CHARITY DRIVE, BASED UPON THE RECOMMENDATION OF THE CITY ENGINEER.



VICINITY MAP
NOT TO SCALE

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NASHVILLE
315 WOODLAND STREET
NASHVILLE, TN 37206
(615) 244-8591
• www.ragansmith.com •

WESLEY A. HARRIS REGISTERED ENGINEER AGRICULTURE No. 110104 STATE OF TENNESSEE
4/3/18

TRADITIONS

OPEN SPACE RESIDENTIAL DEVELOPMENT
SPLIT LOG ROAD
CITY OF BRENTWOOD, TENNESSEE

OVERALL SITE PLAN

REVISIONS
25 04/03/18–(AMR) PER LOT, R.O.W., AND AMENITY REVISIONS
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23 12/04/17–(AMR) PER AMENITY LAYOUT REVISIONS
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21 09/05/17–(JLE) ADDITION OF LOT 128
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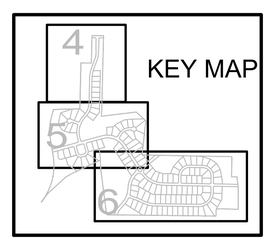
19 06/30/17–(AMR) PER ADDITION OF LOT 127
18 06/22/17–(AMR) PER CITY COMMENTS
17 06/20/17–(AMR) PER CITY COMMENTS
16 06/05/17–(AMR) PER PH. 1 AND 2 REVISIONS
15 08/16/16–(AMR) PER CITY COMMENTS
14 08/01/16–(AMR) PER OWNERSHIP AND HP/ TRANSITIONAL LOT DESIGNATIONS
13 06/06/16–(AMR) PER MCEWEN ALIGNMENT AND SURVEYED BOUNDARY
12 02/15/16–(AMR) PER PER CITY COMMENTS
11 02/01/16–(AMR) PER TRAIL REVISION
10 10/05/15–(AMR) PER PLAN RENEWAL
9 11/19/13–(WAH) PER CITY COMMENTS
8 12/18/12–(AMR) PER CITY COMMENTS
7 08/21/12–(AMR) PER CITY COMMENTS
6 09/28/11–(BSS) PER CITY COMMENTS
5 02/17/09–(JAG) PER CITY COMMENTS
4 02/02/09–(BSS) PER PLAN RENEWAL
3 04/07/08–(JAG) PER CITY COMMENTS
2 03/18/08–(JAG) PER CITY COMMENTS
1 03/03/08–(RFA) PER CITY COMMENTS AND IN-HOUSE COMMENTS

LEGEND

- 15–25% SLOPES
- 25% + SLOPES
- * TRANSITIONAL LOT (SEE TRANSITIONAL LOT NOTE ON SHEET 05 OF 07)
- GP LOT SERVED BY GRINDER PUMP
- BLUELINE STREAM
- WET WEATHER CONVEYANCE



0 200 400 600

DESIGNED BY:	R. Caldwell
DRAWN BY:	J. Gregg
APPROVED BY:	B. Slayden
SCALE:	1"=200'
DATE:	SEPTEMBER 23, 2011
JOB NO.	04-101
WK. ORDER	7651
SHEET NO.	03

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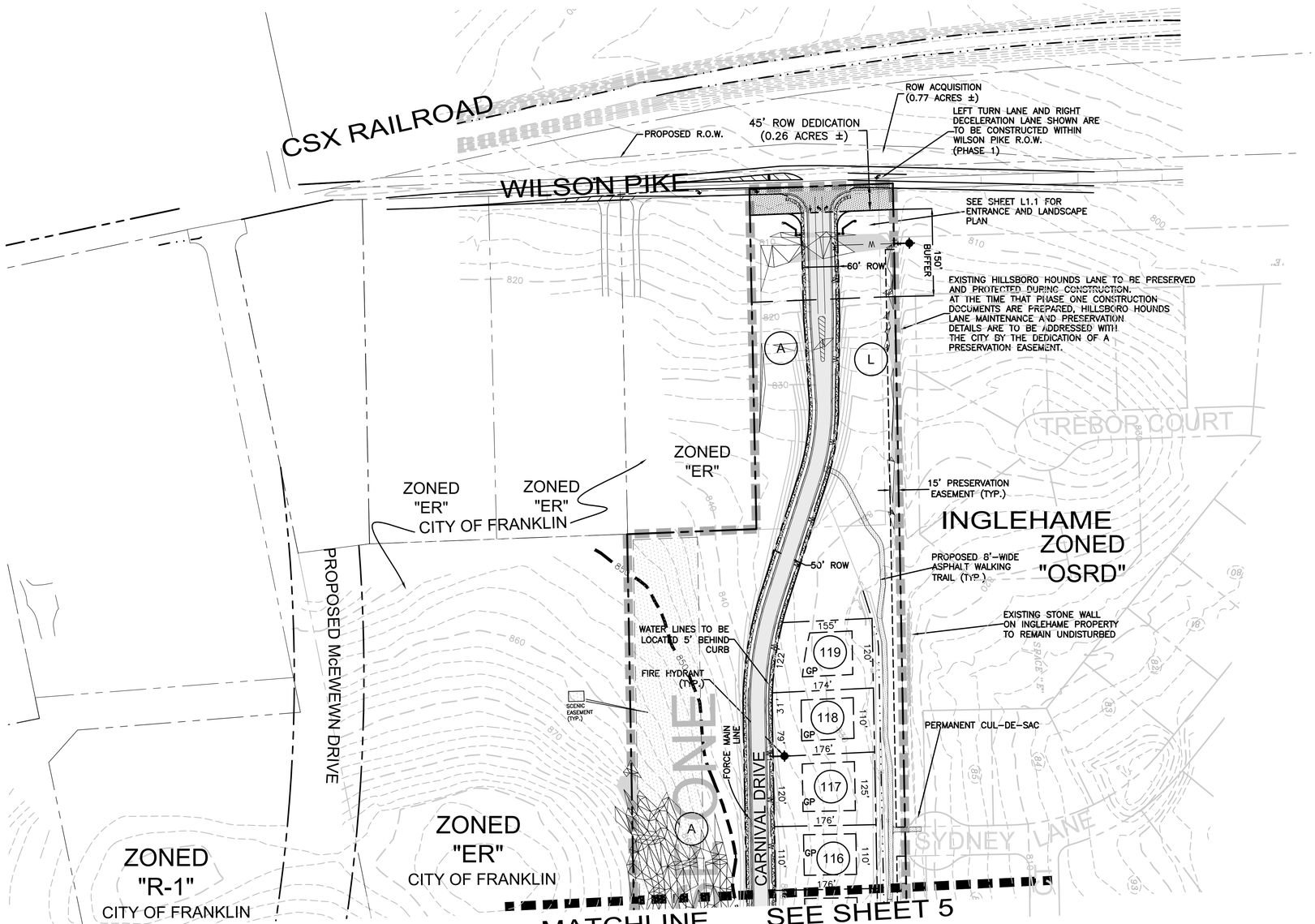
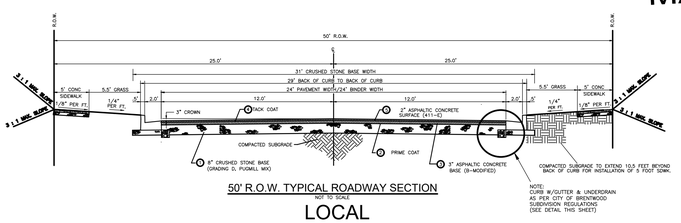


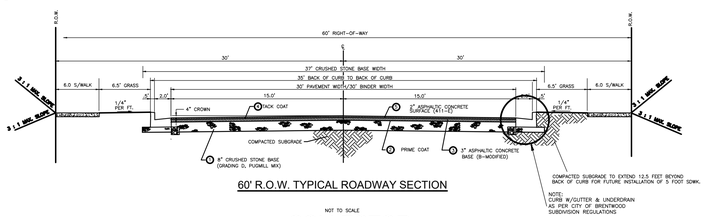
0 100 200 300

LEGEND

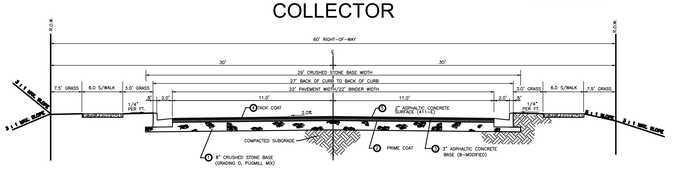
- 15–25% SLOPES
- 25% + SLOPES
- * TRANSITIONAL LOT (SEE TRANSITIONAL LOT NOTE ON SHEET 05 OF 07)
- GP LOT SERVED BY GRINDER PUMP
- BLUELINE STREAM
- WET WEATHER CONVEYANCE



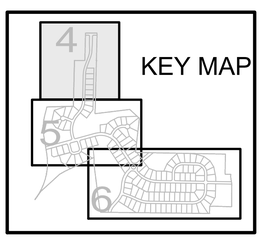
50' R.O.W. TYPICAL ROADWAY SECTION
NOT TO SCALE
LOCAL



60' R.O.W. TYPICAL ROADWAY SECTION
NOT TO SCALE
COLLECTOR



CHARITY DRIVE (STA. 39+70 THRU STA. 41+80) (CROSSING GAS EASEMENT)
NOT TO SCALE



2 12/04/17–(AMR) PER AMENITY LAYOUT REVISIONS
2 09/05/17–(JLE) ADDITION OF LOT 128
2 07/18/17–(AMR) PER CITY COMMENS
2 06/29/17–(AMR) PER CITY COMMENTS UPDATED LANDSC. ENTRANCE PLANS
1 08/16/16–(AMR) PER CITY COMMENTS
1 06/06/16–(AMR) PER MCEWEN ALIGNMENT AND SURVEYED BOUNDARY
1 10/05/15–(AMR) PER PLAN RENEWAL
1 11/18/14–(AMR) PER CITY COMMENTS

9 11/19/13–(WAH) PER CITY COMMENTS
7 08/21/12–(AMR) PER CITY COMMENTS
6 09/23/11–(BSS) PER CITY COMMENTS
5 02/17/09–(JAG) PER CITY COMMENTS
4 02/02/09–(BSS) PER PLAN RENEWAL
3 04/07/08–(JAG) PER CITY COMMENTS
2 03/18/08–(JAG) PER CITY COMMENTS
1 03/03/08–(RFA) PER CITY COMMENTS AND IN-HOUSE COMMENTS

REVISIONS

DESIGNED BY: R. Caldwell
DRAWN BY: J. Gregg
APPROVED BY: B. Slayden
SCALE: 1"=100'
DATE: SEPTEMBER 23, 2011
JOB NO. 04-101
WK. ORDER 7651
SHEET NO. 04

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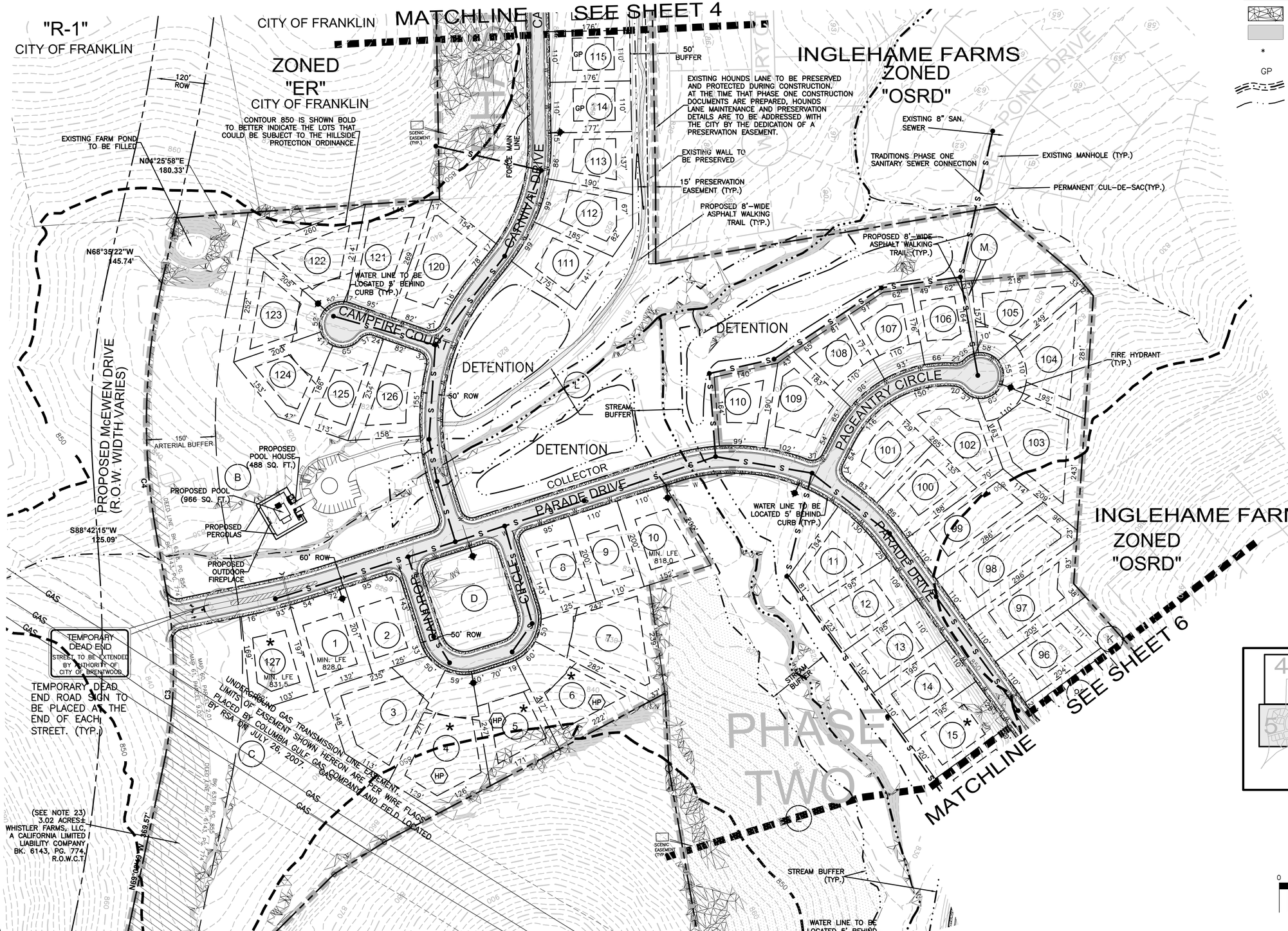
WESLEY A. HARRIS REGISTERED ENGINEER AGRICULTURE No. 110104 STATE OF TENNESSEE 4/3/18

TRADITIONS

OPEN SPACE RESIDENTIAL DEVELOPMENT
SPLIT LOG ROAD
CITY OF BRENTWOOD, TENNESSEE

ENLARGED SITE PLAN

TRANSITIONAL LOT NOTE:
LOTS DESIGNATED WITH * HAVE NATURAL SLOPES OF GREATER THAN 15%. PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR A RESIDENTIAL LOT WITH A SLOPE OF 15% OR GREATER, A PLAN SHALL BE PREPARED BY A LICENSED PROFESSIONAL ENGINEER FOR APPROVAL BY THE CITY ENGINEER SHOWING EXISTING TOPOGRAPHIC INFORMATION FROM FIELD RUN SURVEY DATA, BOUNDARY AND SETBACK LINES, UTILITY AND DRAINAGE EASEMENTS, EXISTING AND PROPOSED DRAINAGE PIPES, DITCHES AND SWALES TO BE CONNECTED TO PUBLIC DRAINAGE LINES AND/OR TO DIRECT OR RE-DIRECT STORMWATER RUNOFF, THE PROPOSED BUILDING FOOTPRINT AND THE DRIVEWAY PLAN, INCLUDING THE FINISHED FLOOR ELEVATIONS AND FINISHED GRADES OF PAVEMENTS AND GROUND LINES, IDENTIFICATION OF EXISTING TREES IN EXCESS OF FOUR-INCH CALIPER AND TREES TO BE PRESERVED, AND THE LOCATION AND TIMING OF INSTALLATION OF EROSION CONTROL FEATURES. NO CLEAR CUTTING OF TREES OR GRADING OF THE LOT SHALL BE PERMITTED UNTIL APPROVAL OF THE SITE PLAN BY THE CITY ENGINEER.



LEGEND

- 15-25% SLOPES
- 25% + SLOPES
- * TRANSITIONAL LOT (SEE TRANSITIONAL LOT NOTE ON SHEET 04 OF 07)
- GP LOT SERVED BY GRINDER PUMP
- BLUELINE STREAM
- WET WEATHER CONVEYANCE

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WESLEY A. HARRIS REGISTERED ENGINEER AGRICULTURE No. 110104 STATE OF TENNESSEE 4/3/18

TRADITIONS

OPEN SPACE RESIDENTIAL DEVELOPMENT
SPLIT LOG ROAD
CITY OF BRENTWOOD, TENNESSEE

ENLARGED SITE PLAN

25	04/03/18-(AMR) PER LOT, R.O.W., AND AMENITY REVISIONS
24	12/19/17-(AMR) PER CITY COMMENTS
23	12/04/17-(AMR) PER AMENITY LAYOUT REVISIONS
22	09/05/17-(JLE) ADDITION OF LOT 128
21	06/30/17-(AMR) PER ADDITION OF LOT 127
20	06/22/17-(AMR) PER CITY COMMENTS
19	06/20/17-(AMR) PER CITY COMMENTS
18	06/05/17-(AMR) PER PH. 1 AND 2 REVISIONS
17	08/16/16-(AMR) PER CITY COMMENTS
16	08/01/16-(AMR) PER OWNERSHIP AND HP/ TRANSITIONAL LOT DESIGNATIONS
15	06/06/16-(AMR) PER MCEWEN ALIGNMENT AND SURVEYED BOUNDARY
14	02/15/16-(AMR) PER CITY COMMENTS
13	02/01/16-(AMR) PER TRAIL REVISION
12	10/20/15-(AMR) PER CITY COMMENTS
11	10/05/15-(AMR) PER PLAN RENEWAL
10	11/18/14-(AMR) PER CITY COMMENTS
9	11/19/13-(WAH) PER CITY COMMENTS
7	08/21/12-(AMR) PER CITY COMMENTS
6	09/23/11-(BSS) PER CITY COMMENTS
5	02/17/09-(JAG) PER CITY COMMENTS
4	02/02/09-(BSS) PER PLAN RENEWAL
3	04/07/08-(JAG) PER CITY COMMENTS
2	03/18/08-(JAG) PER CITY COMMENTS
1	03/03/08-(RFA) PER CITY COMMENTS AND IN-HOUSE COMMENTS

REVISIONS

DESIGNED BY:	R. Caldwell
DRAWN BY:	J. Gregg
APPROVED BY:	B. Slayden
SCALE:	1"=100'
DATE:	SEPTEMBER 23, 2011
JOB NO.	04-101
WK. ORDER	7651
SHEET NO.	05

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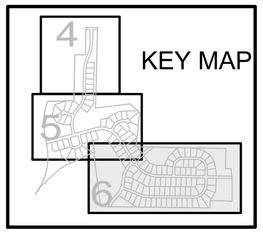

LEGEND

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- 25% + SLOPES
- * TRANSITIONAL LOT (SEE TRANSITIONAL LOT NOTE ON SHEET 05 OF 07)
- GP LOT SERVED BY GRINDER PUMP
- BLUELINE STREAM
- WET WEATHER CONVEYANCE

0 100 200 300

SPECIAL NOTE:
CHARITY DRIVE IN TRADITIONS SHALL BE CONNECTED TO CHARITY DRIVE IN INGLEHAME FARMS WHEN 50% OF THE LOTS IN TRADITIONS HAVE RECEIVED THEIR CERTIFICATE OF OCCUPANCY. CHARITY DRIVE SHALL NOT BE USED AS CONSTRUCTION ACCESS TO THE PROJECT. ADDITIONAL TRAFFICE CALMING MEASURES SHALL BE INCORPORATED INTO THE DESIGN OF CHARITY DRIVE, BASED UPON THE RECOMMENDATION OF THE CITY ENGINEER.

TRANSITIONAL LOT NOTE:
LOTS DESIGNATED WITH * HAVE NATURAL SLOPES OF GREATER THAN 15%. PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR A RESIDENTIAL LOT WITH A SLOPE OF 15% OR GREATER, A PLAN SHALL BE PREPARED BY A LICENSED PROFESSIONAL ENGINEER FOR APPROVAL BY THE CITY ENGINEER SHOWING EXISTING TOPOGRAPHIC INFORMATION FROM FIELD RUN SURVEY DATA, BOUNDARY AND SETBACK LINES, UTILITY AND DRAINAGE EASEMENTS, EXISTING AND PROPOSED DRAINAGE PIPES, DITCHES AND SWALES TO BE CONNECTED TO PUBLIC DRAINAGE LINES AND/OR TO DIRECT OR RE-DIRECT STORMWATER RUNOFF, THE PROPOSED BUILDING FOOTPRINT AND THE DRIVEWAY PLAN, INCLUDING THE FINISHED FLOOR ELEVATIONS AND FINISHED GRADES OF PAVEMENTS AND GROUND LINES, IDENTIFICATION OF EXISTING TREES IN EXCESS OF FOUR-INCH CALIPER AND TREES TO BE PRESERVED, AND THE LOCATION AND TIMING OF INSTALLATION OF EROSION CONTROL FEATURES. NO CLEAR CUTTING OF TREES OR GRADING OF THE LOT SHALL BE PERMITTED UNTIL APPROVAL OF THE SITE PLAN BY THE CITY ENGINEER.

MATCHLINE SEE SHEET 5

TEMPORARY DEAD END
STREET TO BE EXTENDED BY AUTHORITY OF CITY OF BRENTWOOD

TEMPORARY DEAD END ROAD SIGN TO BE PLACED AT THE END OF EACH STREET. (TYP.)

LANDSCAPE MEDIAN TO BE CONSTRUCTED WITHIN THE RIGHT OF WAY OF CHARITY DRIVE PER RECOMMENDATION OF THE CITY ENGINEER TO FACILITATE TRAFFIC CALMING MEASURES.

CONTOUR 850 IS SHOWN BOLD TO INDICATE THE LOTS THAT COULD BE SUBJECT TO THE HILLSIDE PROTECTION ORDINANCE.

DO NOT DISTURB AREA BETWEEN EXISTING DRAIN AND PROPERTY LINES (POSSIBLE NATIVE AMERICAN BURIAL SITE.)

FIRE HYDRANT (TYP.)

CHARITY DRIVE

RIVULET CIRCLE

PARADE DRIVE

50' ROW

TRADITIONS CIRCLE

DETENTION

STREAM BUFFER (TYP.)

WATER LINE TO BE LOCATED 5' BEHIND CURB (TYP.)

GAS

60' ROW

COLUMBIA PIPELINE GROUP GAS EASEMENT

TEMPORARY DEAD END
STREET TO BE EXTENDED BY AUTHORITY OF CITY OF BRENTWOOD

TEMPORARY DEAD END ROAD SIGN TO BE PLACED AT THE END OF EACH STREET. (TYP.)

DETENTION

EXISTING PUMP STATION

WATER LINE TO BE LOCATED 5' BEHIND CURB (TYP.)

TERMINATE SEWER MAIN AT EXISTING MANHOLE WITHIN MORGAN FARMS

PHASE ONE
PHASE TWO
PHASE THREE
PHASE FOUR
PHASE FIVE

MORGAN FARMS
ZONED "OSRD"

MORGAN FARMS

CC CREEK

25 04/03/18-(AMR) PER LOT, R.O.W., AND AMENITY REVISIONS

24 09/19/17-(AMR) PER CITY COMMENTS
23 09/05/17-(JLE) ADDITION OF LOT 128
22 07/18/17-(AMR) PER CITY COMMENS
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WESLEY A. HARRIS REGISTERED ENGINEER AGRICULTURE No. 110104 STATE OF TENNESSEE 4/3/18

TRADITIONS

OPEN SPACE RESIDENTIAL DEVELOPMENT
SPLIT LOG ROAD
CITY OF BRENTWOOD, TENNESSEE

ENLARGED SITE PLAN

9 11/19/13-(WAH) PER CITY COMMENTS
8 12/18/12-(AMR) PER CITY COMMENTS
7 08/21/12-(AMR) PER CITY COMMENTS
6 09/23/11-(BSS) PER CITY COMMENTS
5 02/17/09-(JAG) PER CITY COMMENTS
4 02/02/09-(BSS) PER PLAN RENEWAL
3 04/07/08-(JAG) PER CITY COMMENTS
2 03/18/08-(JAG) PER CITY COMMENTS
1 03/03/08-(RFA) PER CITY COMMENTS AND IN-HOUSE COMMENTS

REVISIONS

DESIGNED BY: R. Caldwell
DRAWN BY: J. Gregg
APPROVED BY: B. Slayden
SCALE: 1"=100'
DATE: SEPTEMBER 23, 2011
JOB NO. 04-101
WK. ORDER 7651
SHEET NO. 06

G:\04101-7651\1-LANDSCAPE ARCHITECTURE\PRELIMINARY OSRD\SHEETS\7651-OSRD.DWG

PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME / COMMON NAME	TYPE	SIZE	HEIGHT	SPACING	REMARKS
CF	12	CERCIS CANADENSIS 'FOREST PANSY' TM / FOREST PANSY REDBUD	DECIDUOUS	2" CAL.	8' HT	AS SHOWN	STANDARD, FULL, MATCHING FORM
JB	12	JUNIPERUS VIRGINIANA 'BURKII' / BURK RED CEDAR	EVERGREEN	--	8' HT	AS SHOWN	FULL TO BASE, MATCHING FORM
LM	3	LAGERSTROEMIA INDICA 'MUSKOGEE' / MUSKOGEE CRAPE MYRTLE	DECIDUOUS	3" CAL.	8' HT	AS SHOWN	STANDARD, FULL, MATCHING FORM
ML	2	MAGNOLIA GRANDIFLORA 'LITTLE GEM' / DWARF SOUTHERN MAGNOLIA	EVERGREEN	--	8' HT		FULL TO GROUND, SINGLE LEADER
MG	1	MAGNOLIA VIRGINIANA 'GREEN SHADOW' / GREEN SHADOW MAGNOLIA	EVERGREEN	--	8' HT	AS SHOWN	FULL, MATCHING FORM
PA	2	PRUNUS SERRULATA 'AMANOGAWA' / JAPANESE FLOWERING CHERRY	DECIDUOUS	2.5" CAL.	8' HT	AS SHOWN	FULL, MATCHING FORM, SINGLE TRUNK, SPECIMEN QUALITY
QP	6	QUERCUS SHUMARDII 'PANACHE' / PANACHE SHUMARD OAK	DECIDUOUS	3" CAL.	14-16' HT	AS SHOWN	MIN. BRANCH HT. 5', FULL, SINGLE LEADER
TS	6	THUJA OCCIDENTALIS 'SMARAGD' / EMERALD GREEN ARBORVITAE	EVERGREEN	--	8' HT	AS SHOWN	FULL TO GROUND, MATCHING FORM
UP	13	ULMUS PARVIFOLIA 'ALLEE' / ALLEE LACEBARK ELM	DECIDUOUS	3" CAL.	14-16' HT	AS SHOWN	MIN. BRANCH HT. 5', FULL, SINGLE LEADER
CL	10	X CUPRESSOCYPARIS LEYLANDII / LEYLANDI CYPRESS	EVERGREEN	--	8-10' HT	AS SHOWN	FULL TO GROUND, MATCHING FORM

SHRUBS	QTY	BOTANICAL NAME / COMMON NAME	TYPE	SIZE/HT	SPREAD	SPACING	REMARKS
AG	17	ABELIA X GRANDIFLORA / GLOSSY ABELIA	EVERGREEN	24" HT	24"	AS SHOWN	FULL CONTAINER
BS	4	BUXUS SEMPERVIRENS / AMERICAN BOXWOOD	EVERGREEN	36" HT.	30-32"	AS SHOWN	B/B, FULL MATCHING FORM
DB	10	DAPHNE TRANSATLANTICA 'BLAFRA' / ETERNAL FRAGRANCE DAPHNE	EVERGREEN	18" HT	18"	AS SHOWN	FULL, MATCHING FORM
HA	15	HYDRANGEA QUERCIFOLIA 'ALICE' / ALICE OAKLEAF HYDRANGEA	DECIDUOUS	30"	30"	AS SHOWN	B/B, FULL MATCHING FORM
IS	40	ILEX CRENATA 'SOFT TOUCH' / SOFT TOUCH JAPANESE HOLLY	EVERGREEN	12" HT.	24"	AS SHOWN	FULL
IG	12	ITEA VIRGINICA 'HENRY'S GARNET' / HENRY'S GARNET SWEETSPIRE	DECIDUOUS	24" HT	24"	AS SHOWN	FULL
PO	16	PRUNUS LAUROCERASUS 'OTTO LUYKEN' / LUYKENS LAUREL	EVERGREEN	24" HT.	36"	AS SHOWN	FULL
RN	12	ROSA X 'NOAMEL' PP# 10,239 / WHITE GROUNDCOVER ROSE	DECIDUOUS	15" HT.	15-17"	AS SHOWN	FULL, MATCHING FORM
VP	14	VIBURNUM X PRAGENSE / PRAGUE VIBURNUM	EVERGREEN	36" HT.	24"	AS SHOWN	FULL

GRASSES	QTY	BOTANICAL NAME / COMMON NAME	TYPE	SIZE/HT	SPREAD	SPACING	REMARKS
PV	11	PANICUM VIRGATUM 'NORTH WIND' / NORTHWIND SWITCH GRASS	DECIDUOUS	3 GAL	--	AS SHOWN	UPRIGHT FORM/FULL HEAD OF GRASS
PB	7	PENNISETUM ALOPECUROIDES 'BURGUNDY BUNNY' / BURGUNDY BUNNY DWARF FOUNTAIN GRASS	DECIDUOUS	1 GAL	--	AS SHOWN	UPRIGHT FORM/FULL HEAD OF GRASS
PH	14	PENNISETUM ALOPECUROIDES 'HAMELN' / HAMELN DWARF FOUNTAIN GRASS	DECIDUOUS	1 GAL	--	AS SHOWN	UPRIGHT FORM/FULL HEAD OF GRASS

GROUND COVERS	QTY	BOTANICAL NAME / COMMON NAME	TYPE	CONT	SPREAD	SPACING	REMARKS
EP	54	ECHINACEA PURPUREA 'POWWOW WHITE' / POWWOW WHITE CONEFLOWER	PERENNIAL	6" POT	--	12"O.C.	
HO	45	HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY	PERENNIAL	4"POT	--	18"O.C.	
LB	538	LIRIOPE MUSCARI 'BIG BLUE' / BIG BLUE LILYTURF	EVERGREEN	4"POT	8-10"	12"O.C.	TRIANGULATE SPACING
LV	140	LIRIOPE MUSCARI 'VARIEGATA' / VARIEGATED LILY TURF	PERENNIAL	4" POT	8-10"	12"O.C.	

**ALL DISTURBED AREAS NOT OTHERWISE PLANTED WILL BE SODDED

NOTES

1. ALL DISTURBED AREAS NOT OTHERWISE PLANTED SHALL BE SODDED.
2. LANDSCAPE CONTRACTOR SHALL SUBMIT DESIGN BUILD IRRIGATION PLAN FOR LANDSCAPE ARCHITECTS REVIEW PRIOR TO BEING ANY WORK.

IRRIGATION SYSTEM DESCRIPTION:

1. THE SYSTEM SHALL BE FULLY AUTOMATIC UNDERGROUND SPRINKLER SYSTEM TO IRRIGATE TURF, SHRUBS, TREES, GROUND COVER, AND ANNUALS. ALL TURF AREAS ARE TO BE ON SEPARATE ZONES FROM THE PLANTED AREAS. SPRINKLERS ON TURF AREAS TO HAVE A MINIMUM OF A 4" POP-UP. SPRINKLERS IN PLANTED AREAS SHALL BE 12" POP-UPS. ALL HEADS OF DIFFERENT TYPES, I.E., SPRAYS AND ROTORS, SHALL BE ON DIFFERENT ZONES. THE LIMITS OF WORK AS INDICATED ON THE LANDSCAPE PLAN SHALL BE THE LIMIT OF IRRIGATION WORK.
2. SYSTEM INSTALLATION AND OPERATION SHALL FOLLOW ALL MANUFACTURERS' RECOMMENDATIONS OF PRODUCTS USED IN SYSTEM.
3. PROVIDE ALL MATERIALS, LABOR, TRANSPORTATION, EQUIPMENT, FEES, AND PERMITS NECESSARY TO INSTALL A FULLY OPERATIONAL SYSTEM IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS.
4. CONTROL AND BACKFLOW LOCATIONS ARE ILLUSTRATED ON PLAN. COORDINATE WITH THE MECHANICAL/PLUMBING SYSTEM.

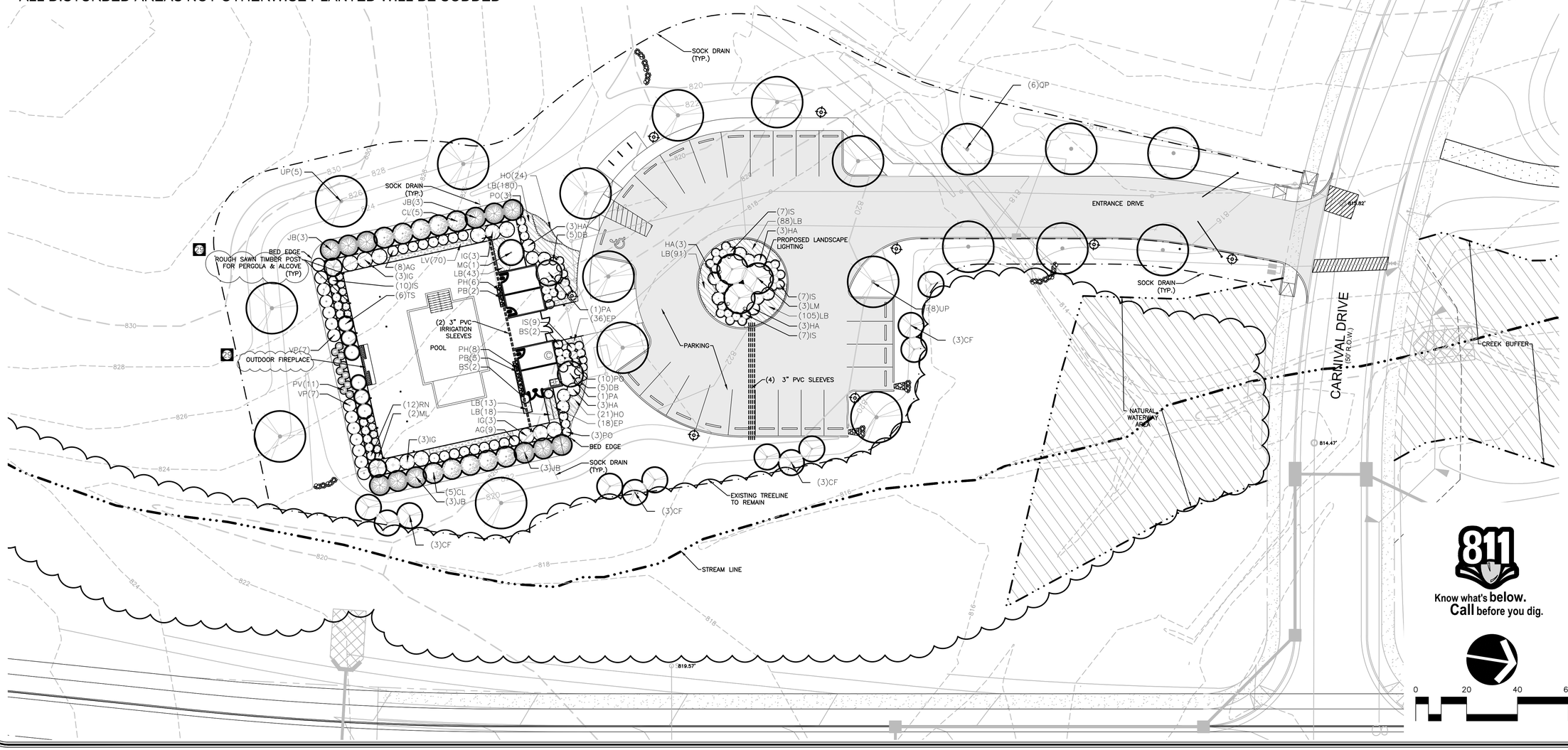
IRRIGATION PERFORMANCE REQUIREMENTS:

1. THE IRRIGATION SYSTEM POINT OF CONNECTION SHALL BE COORDINATED WITH THE MECHANICAL/PLUMBING SYSTEM. PRESSURE AND FLOW INFORMATION SHALL BE FIELD VERIFIED PRIOR TO MAIN OR LATERAL LINE INSTALLATION.
2. INSTALLED SYSTEM SHALL PERFORM SUCH THAT ALL HEADS OF SIMILAR TYPE HAVE SIMILAR HEAD TO HEAD RANGE OF THROW WITHOUT EXCESSIVE "MISTING" OR "DONUT" SPRAY.

(6) QP — (6) – REFERENCE TO QUANTITY OF PLANT MATERIAL; QP – REFERENCE TO PLANT NAME, SCHEDULE

C — CONTROLLER LOCATION – COORDINATE CONNECTION W/ ELECTRICAL PLANS

BF — BACKFLOW – COORDINATE CONNECTION W/ MECHANICAL/PLUMBING PLANS



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JAMES L. EASTER — REGISTERED — LANDSCAPE ARCHITECT — TENNESSEE

TRADITIONS AMENITY CENTER

FOR

MR. ROBERT GERINGER C/O WHISTLER FARMS, LIMITED LIABILITY COMPANY

CITY OF BRENTWOOD, WILLIAMSON COUNTY, TENNESSEE

REVISIONS
04/03/18 – (DEH) Per City Comments
12/19/17 – (DEH) Per City Comments
12/04/17 – (DEH) Per Revised Layout Revisions

JOB NO.	04101
WK. ORDER:	7651
DESIGNED:	J.EASTER
DRAWN:	D.HENDRICKSON
SCALE:	1"=20'
DATE:	DECEMBER 4, 2017

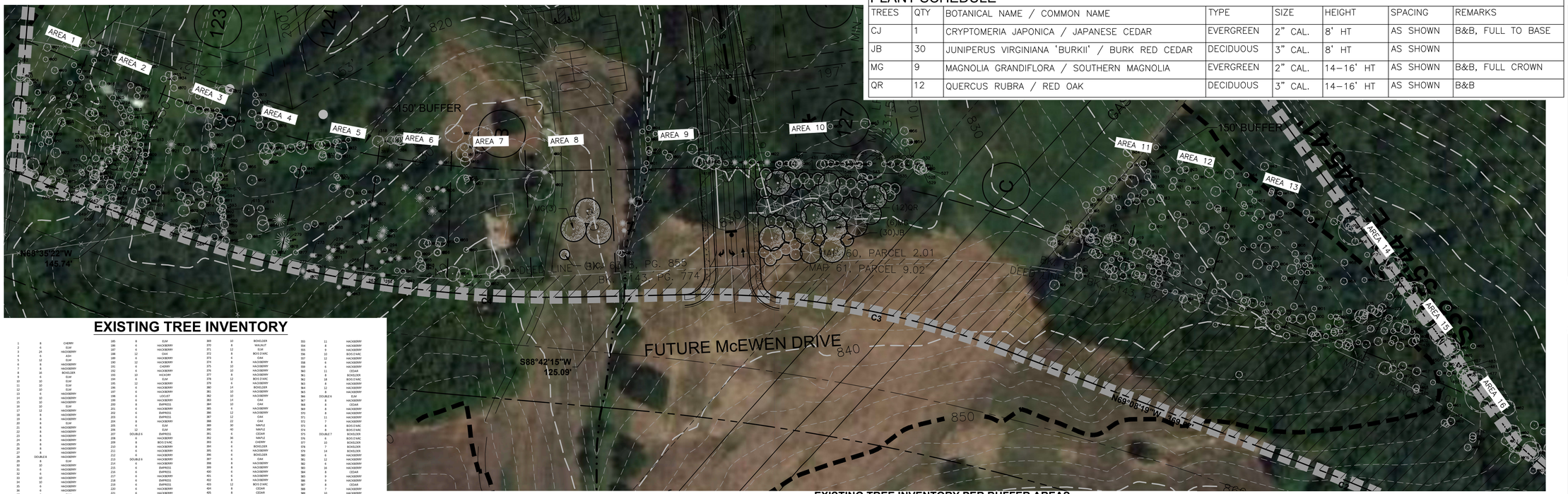
LANDSCAPE PLAN

07

G:\04101-TRTY-CIVIL ENGINEERING\PLAN SHEETS\MARKUPS\SP-PLAN SHEETS-TRTY-LANDSCAPE.DWG
PLOTTED BY: DAVID.HENDRICKSON ON: 4/2/2018, 5:13 PM LAST UPDATED BY: DEH ON: 3/20/18 10:04 AM

PLANT SCHEDULE

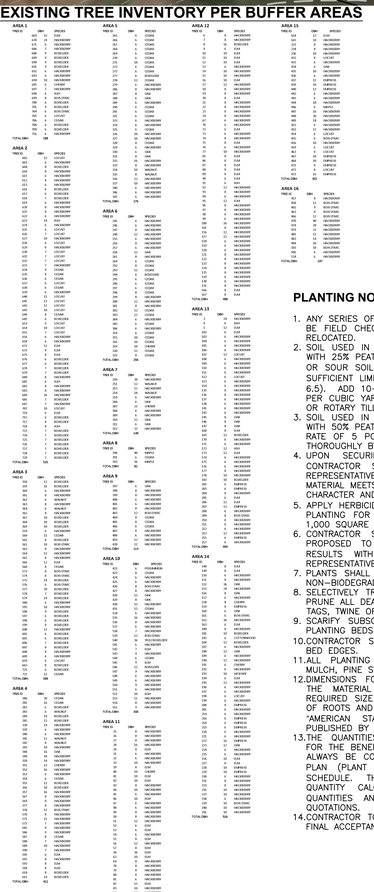
TREES	QTY	BOTANICAL NAME / COMMON NAME	TYPE	SIZE	HEIGHT	SPACING	REMARKS
CJ	1	CRYPTOMERIA JAPONICA / JAPANESE CEDAR	EVERGREEN	2" CAL.	8' HT	AS SHOWN	B&B, FULL TO BASE
JB	30	JUNIPERUS VIRGINIANA 'BURKII' / BURK RED CEDAR	DECIDUOUS	3" CAL.	8' HT	AS SHOWN	
MG	9	MAGNOLIA GRANDIFLORA / SOUTHERN MAGNOLIA	EVERGREEN	2" CAL.	14–16' HT	AS SHOWN	B&B, FULL CROWN
QR	12	QUERCUS RUBRA / RED OAK	DECIDUOUS	3" CAL.	14–16' HT	AS SHOWN	B&B



EXISTING TREE INVENTORY

1	8	CHERRY	185	8	ELM	369	10	BOXELDER	555	11	HACKBERRY
2	6	ELM	186	6	HACKBERRY	370	8	WALNUT	556	8	HACKBERRY
3	24	HACKBERRY	187	6	HACKBERRY	371	12	ELM	555	9	HACKBERRY
4	6	ASH	188	12	OAK	372	8	BOIS D'ARC	556	10	BOIS D'ARC
5	12	ELM	189	6	HACKBERRY	373	6	OAK	557	12	HACKBERRY
6	6	HACKBERRY	190	6	HACKBERRY	374	6	HACKBERRY	558	6	HACKBERRY
7	8	HACKBERRY	191	6	CHERRY	375	10	HACKBERRY	559	6	HACKBERRY
8	8	BOXELDER	192	6	HACKBERRY	376	10	HACKBERRY	560	11	CEDAR
9	6	ELM	193	10	HICKORY	377	8	HACKBERRY	561	6	BOXELDER
10	10	ELM	194	6	ELM	378	12	BOIS D'ARC	562	18	BOIS D'ARC
11	10	ELM	195	12	HACKBERRY	379	6	HACKBERRY	563	6	HACKBERRY
12	10	ELM	196	6	HACKBERRY	380	14	BOXELDER	564	12	HACKBERRY
13	6	HACKBERRY	197	6	HACKBERRY	381	14	HACKBERRY	565	6	HACKBERRY
14	10	HACKBERRY	198	6	LOCUST	382	10	HACKBERRY	566	DOUBLE 6	ELM
15	10	HACKBERRY	199	6	HACKBERRY	383	14	OAK	567	6	HACKBERRY
16	10	ELM	200	8	EMPRESS	384	10	OAK	568	6	CEDAR
17	12	HACKBERRY	201	6	HACKBERRY	385	6	HACKBERRY	569	8	HACKBERRY
18	8	HACKBERRY	202	6	EMPRESS	386	12	OAK	570	6	HACKBERRY
19	8	HACKBERRY	203	6	EMPRESS	387	12	OAK	571	11	HACKBERRY
20	8	ELM	204	6	HACKBERRY	388	12	OAK	572	8	HACKBERRY
21	8	HACKBERRY	205	6	ELM	389	30	MAPLE	573	8	BOIS D'ARC
22	8	HACKBERRY	206	12	ELM	390	40	MAPLE	574	8	BOIS D'ARC
23	8	HACKBERRY	207	DOUBLE 6	EMPRESS	391	6	CEDAR	575	DOUBLE 7	BOXELDER
24	8	HACKBERRY	208	6	HACKBERRY	392	36	MAPLE	576	6	BOIS D'ARC
25	8	HACKBERRY	209	8	BOIS D'ARC	393	6	BOXELDER	577	10	BOXELDER
26	8	HACKBERRY	210	6	HACKBERRY	394	6	BOXELDER	578	8	BOXELDER
27	8	HACKBERRY	211	6	HACKBERRY	395	6	HACKBERRY	579	14	ELM
28	DOUBLE 8	HACKBERRY	212	6	HACKBERRY	396	6	BOXELDER	580	6	HACKBERRY
29	8	ELM	213	DOUBLE 6	HACKBERRY	397	6	OAK	581	12	HACKBERRY
30	10	HACKBERRY	214	6	HACKBERRY	398	8	HACKBERRY	582	6	HACKBERRY
31	6	HACKBERRY	215	6	EMPRESS	399	8	HACKBERRY	583	16	HACKBERRY
32	6	HACKBERRY	216	6	EMPRESS	400	8	HACKBERRY	584	6	CEDAR
33	10	HACKBERRY	217	6	HACKBERRY	401	6	HACKBERRY	585	8	HACKBERRY
34	10	HACKBERRY	218	6	EMPRESS	402	8	HACKBERRY	586	9	HACKBERRY
35	6	HACKBERRY	219	6	EMPRESS	403	12	BOIS D'ARC	587	8	CEDAR
36	6	HACKBERRY	220	6	HACKBERRY	404	8	CEDAR	588	7	HACKBERRY
37	8	ELM	221	6	HACKBERRY	405	8	CEDAR	589	10	HACKBERRY
38	6	ELM	222	16	EMPRESS	406	6	CEDAR	590	7	HACKBERRY
39	8	ELM	223	8	ELM	407	6	HACKBERRY	591	8	ELM
40	10	CHERRY	224	6	HACKBERRY	408	6	HACKBERRY	592	8	HACKBERRY
41	10	ELM	225	6	HACKBERRY	409	6	HACKBERRY	593	8	ELM
42	10	ELM	226	10	ELM	410	6	CEDAR	594	6	ELM
43	8	HACKBERRY	227	8	ELM	411	8	CEDAR	595	10	HACKBERRY
44	10	HACKBERRY	228	10	EMPRESS	412	6	BOXELDER	596	8	HACKBERRY
45	6	HACKBERRY	229	10	EMPRESS	413	6	HACKBERRY	597	6	BOXELDER
46	10	ELM	230	8	HACKBERRY	414	6	HACKBERRY	598	6	BOXELDER
47	6	HACKBERRY	231	8	HACKBERRY	415	8	HACKBERRY	599	10	BOXELDER
48	6	HACKBERRY	232	8	HACKBERRY	416	8	HACKBERRY	600	12	HACKBERRY
49	8	HACKBERRY	233	8	HACKBERRY	417	8	THINNED/DEAD	601	6	BOXELDER
50	8	HACKBERRY	234	8	HACKBERRY	418	DOUBLE 6	HACKBERRY	602	12	LOCUST
51	12	HACKBERRY	235	10	HACKBERRY	419	12	HACKBERRY	603	8	ELM
52	6	ELM	236	10	HACKBERRY	420	12	HACKBERRY	604	8	BOXELDER
53	6	ELM	237	8	HACKBERRY	421	8	HACKBERRY	605	8	BOXELDER
54	6	HACKBERRY	238	8	HACKBERRY	422	6	PERCIMMON	606	7	BOXELDER
55	6	ELM	239	10	BOIS D'ARC	423	6	CEDAR	607	8	BOXELDER
56	12	HACKBERRY	240	10	HACKBERRY	424	6	HACKBERRY	608	8	BOXELDER
57	8	ELM	241	10	HACKBERRY	425	6	HACKBERRY	609	6	HACKBERRY
58	36	ELM	242	6	CEDAR	426	8	BOIS D'ARC	610	8	HACKBERRY
59	6	HACKBERRY	243	6	CEDAR	427	8	HACKBERRY	611	6	HACKBERRY
60	12	ELM	244	6	HACKBERRY	428	12	OAK	612	8	HACKBERRY
61	8	HACKBERRY	245	6	OAK	429	8	OAK	613	8	BOXELDER
62	6	HACKBERRY	246	6	HACKBERRY	430	12	HACKBERRY	614	8	BOXELDER
63	8	HACKBERRY	247	8	HACKBERRY	431	12	CEDAR	615	14	BOXELDER
64	6	HACKBERRY	248	DOUBLE 6	HACKBERRY	432	8	LOCUST	616	6	BOXELDER
65	10	BOIS D'ARC	249	6	CEDAR	433	6	HACKBERRY	617	6	BOXELDER
66	12	HACKBERRY	250	20	HACKBERRY	434	6	HACKBERRY	618	6	BOXELDER
67	6	HACKBERRY	251	12	WALNUT	435	10	HACKBERRY	619	6	HACKBERRY
68	12	HACKBERRY	252	8	HACKBERRY	436	8	HACKBERRY	620	6	HACKBERRY
69	10	HACKBERRY	253	12	HACKBERRY	437	12	EMPRESS	621	8	HACKBERRY
70	8	ELM	254	18	WALNUT	438	22	OAK	622	6	HACKBERRY
71	6	ELM	255	6	HACKBERRY	439	10	EMPRESS	623	14	ASH
72	6	ELM	256	8	HACKBERRY	440	12	EMPRESS	624	6	HACKBERRY
73	6	HACKBERRY	257	8	HACKBERRY	441	22	HACKBERRY	625	6	LOCUST
74	8	HACKBERRY	258	12	OAK	442	8	HACKBERRY	626	12	LOCUST
75	6	ELM	259	6	HACKBERRY	443	6	HACKBERRY	627	10	HACKBERRY
76	10	HACKBERRY	260	6	OAK	444	10	HACKBERRY	628	6	LOCUST
77	10	HACKBERRY	261	8	HACKBERRY	445	20	HACKBERRY	629	8	HACKBERRY
78	8	HACKBERRY	262	6	CEDAR	446	6	MAPLE	630	7	LOCUST
79	8	HACKBERRY	263	6	CEDAR	447	16	HACKBERRY	631	7	LOCUST
80	8	HACKBERRY	264	6	CEDAR	448	24	HACKBERRY	632	8	LOCUST
81	6	HACKBERRY	265	6	CEDAR	449	24	HACKBERRY	633	7	HACKBERRY
82	6	ELM	266	6	CEDAR	450	24	HACKBERRY	634	8	CEDAR
83	10	ELM	267	6	CEDAR	451	6	HACKBERRY	635	8	CEDAR
84	12	HACKBERRY	268	6	CEDAR	452	6	HACKBERRY	636	6	CEDAR
85	6	ELM	269	6	CEDAR	453	12	HACKBERRY	637	6	LOCUST
86	8	ELM	270	6	CEDAR	454	6	LOCUST	638	6	CEDAR
87	8	ELM	271	10	CEDAR	455	6	BOIS D'ARC	639	6	HACKBERRY
88	8	ELM	272	6	CEDAR	456	10	HACKBERRY	640	12	LOCUST
89	8	ELM	273	6	CEDAR	457	8	HACKBERRY	641	12	LOCUST
90	8	ELM	274	6	CEDAR	458	10	BOIS D'ARC	642	12	LOCUST
91	6	ASH	275	8	CEDAR	459	6	LOCUST	643	10	LOCUST
92	12	HACKBERRY	276	8	CEDAR	460	6	LOCUST	644	8	CEDAR
93	8	HACKBERRY	277	6	BOXELDER	461	6	BOIS D'ARC	645	6	BOXELDER
94	8	HACKBERRY	278	6	ELM	462	6	BOIS D'ARC	646	6	BOXELDER
95	12	ELM	279	6	HACKBERRY	463	8	LOCUST	647	8	HACKBERRY
96	DOUBLE 8	HACKBERRY	280	DOUBLE 10	CEDAR	464	6	LOCUST	648	8	HACKBERRY
97	8	HACKBERRY	281	DOUBLE 8	BOIS D'ARC	465	6	BOIS D'ARC	649	8	HACKBERRY
98	6	HACKBERRY	282	6	BOXELDER	466	12	BOIS D'ARC	650	8	LOCUST
99	6	HACKBERRY	283	6	ELM	467	10	EMPRESS	651	8	LOCUST
100	DOUBLE 8	HACKBERRY	284	14	BOXELDER	468	10	EMPRESS	652	9	LOCUST
101	6	ELM	285	DOUBLE 6	HACKBERRY	469	10	EMPRESS	653	8	LOCUST
102	6	ELM	286	6	HACKBERRY	470	40	EMPRESS	654	10	LOCUST
103	6	ELM	287	6	OAK	471	8	EMPRESS	655	7	LOCUST
104	6	HACKBERRY	288	6	OAK	472	6	EMPRESS	656	6	LOCUST
105	6	HACKBERRY	289	6	HACKBERRY	473	DOUBLE 8	EMPRESS	657	6	HACKBERRY
106	6	HACKBERRY	290	6	HACKBERRY	474	20	HACKBERRY	658	6	HACKBERRY
107	12	LOCUST	291	6	CEDAR	475	8	EMPRESS	659	6	LOCUST
108	6	HACKBERRY	292	6	CEDAR	476	8	EMPRESS	660	6	LOCUST
109	6	HACKBERRY	293	DOUBLE 6	CEDAR	477	12	HACKBERRY	661	8	HACKBERRY
110	6	HACKBERRY	294	6	BOXELDER	478	8	EMPRESS	662	8	ELM
111	6	HACKBERRY	295	6	CEDAR	479	6	HACKBERRY	663	8	BOXELDER
112	6	LOCUST	296	6	CEDAR	480	8	ELM	664	8	HACKBERRY
113	6	HACKBERRY	297	6	CEDAR	481	12	HACKBERRY	665	8	HACKBERRY
114	6	HACKBERRY	298	8	CEDAR	482	18	BOIS D'ARC	666	DOUBLE 6	BOXELDER
115	12	HACKBERRY	299	6	HACKBERRY	483	10	BOIS D'ARC	667	6	ELM
116	12	HACKBERRY	300	12	HACKBERRY	484	10	HACKBERRY	668	6	LOCUST
117	8	HACKBERRY	301	6	HACKBERRY	485	16	HACKBERRY	669	15	ELM
118	8	HACKBERRY	302	DOUBLE 6	CEDAR	486	14	HACKBERRY	670	14	HACKBERRY
119	6	HACKBERRY	303	DOUBLE 6	CEDAR	487	10	ELM	671	6	HACKBERRY
120	8	HACKBERRY	304	6	HACKBERRY	488	6	ELM	672	12	ELM
121	8	HACKBERRY	305	6	CEDAR	489	20	HACKBERRY	673	8	ELM
122	8	HACKBERRY	306	6	HACKBERRY	490	8	HICKORY	674	8	HACKBERRY
123	8	HACKBERRY	307	22	CHERRY	491	6	BOIS D'ARC	675	8	ELM
124	8	HACKBERRY	308	6	HACKBERRY	492	28	HACKBERRY	676	6	BOXELDER
125	8	HACKBERRY	309	6	HACKBERRY	493	12	HACKBERRY	677	6	BOXELDER
126	6	HACKBERRY	310	12	OAK	494	8	HACKBERRY	678	7	BOXELDER
127	6	HACKBERRY	311	6	OAK	495	8	OAK	679	8	BOXELDER
128	6	HACKBERRY	312	22	HACKBERRY	496	8	OAK	680	8	HACKBERRY
129	6	HACKBERRY	313	6	OAK	497	20	OAK	681	8	HACKBERRY
130	6	HACKBERRY	314	6	CEDAR	498	12	OAK	682	8	ELM
131	8	HACKBERRY	315	10	CEDAR	499	12	OAK	683	8	HACKBERRY
132	8	HACKBERRY	316	10	CEDAR	500	12	HACKBERRY	684	10	HACKBERRY
133	8	HACKBERRY	317	12	OAK	501	26	HACKBERRY	685	7	BOXELDER
134	8	LOCUST	318	14	HACKBERRY	502	DOUBLE 12	HACKBERRY	686	8	BOXELDER
135	8	HACKBERRY	319	10	CHERRY	503	8	BOIS D'ARC	687	8	ELM
136	8	HACKBERRY	320	10	CHERRY	504	14	HACKBERRY	688	8	BOXELDER
137	8	HACKBERRY	321	8	CEDAR	505	14	HACKBERRY	689	8	BOXELDER
138	6	HACKBERRY	322	8	CEDAR	506	6	HACKBERRY	690	9	BOXELDER
139	6	HACKBERRY	323	6	HACKBERRY	507	8	HACKBERRY	691	8	BOXELDER
140	6	HACKBERRY	324	6	HACKBERRY	508	8	HACKBERRY	692	6	HACKBERRY
141	6	HACKBERRY	325	6	CEDAR	509	8	HACKBERRY	693	6	HACKBERRY
142	6	HACKBERRY	326	10	HACKBERRY	510	8	ASH	694	12	ELM
143	6	ELM	327	6	HACKBERRY	511	12	HACKBERRY	695	8	CHERRY
144	6	ELM	328	8	CEDAR	512	DOUBLE 8	BOIS D'ARC	696	18	PERSIMMONS
145	8	OAK	329	6	HACKBERRY	513	8	EMPRESS	697	7	HACKBERRY
146	8	OAK	330	6	OAK	514	7	ELM	698	6	ASH
147	8	OAK	331	8	OAK	515	18	ELM	699	8	BOIS D'ARC
148	8	ELM	332	8	OAK	516	8	ELM	700	8	HACKBERRY
149	8	ELM	333	8	HACKBERRY	517	10	BOIS D'ARC	701	9	ELM
150	8	HACKBERRY	334	10	WALNUT	518	12	ELM	702	DOUBLE 10	HACKBERRY
151	8	HACKBERRY	335	8	WALNUT	519	6	HACKBERRY	703	8	ELM
152	36	OAK	336	DOUBLE 6	HACKBERRY	520	8	HACKBERRY	704	6	BOIS D'ARC
153	24	HACKBERRY	337	10	HACKBERRY	521	24	HACKBERRY	705	6	LOCUST
154	12	HACKBERRY	338	14	HACKBERRY	522	6	HACKBERRY	706	6	CEDAR
155	8	HACKBERRY	339	6	HACKBERRY	523	6	HACKBERRY	707	8	BOXELDER
156	8	HACKBERRY	340	6	HACKBERRY	524	6	HACKBERRY	708	6	BOXELDER
157	6	HACKBERRY	341	12	WALNUT	525	10	WALNUT	709	8	BOXELDER
158	8	CHERRY	342	8	WALNUT	526	6	ELM	710	DOUBLE 8	BOIS D'ARC
159	8	EMPRESS	343	10	HACKBERRY	527	10	HACKBERRY	711	9	BOIS D'ARC
160	8	OAK	344	16	OAK	528	8	HACKBERRY	712	10	BOXELDER
161	6	BOIS D'ARC	345	6	OAK	529	12	HACKBERRY	713	9	CEDAR
162	6	HACKBERRY	346	6	ELM	530	12	HACKBERRY	714	8	ELM
163	8	HACKBERRY	347	6	HACKBERRY	531	12	HACKBERRY	715	6	BOXELDER
164	12	ELM	348	10	BOXELDER	532	15	HACKBERRY	716	6	HACKBERRY
165	10	HACKBERRY	349	10	BOXELDER	533	13	HACKBERRY	717	8	BOXELDER
166	8	ELM	350	14	HACKBERRY	534	6	HACKBERRY	718	6	ASH
167	8	ELM	351	12	CHERRY	535	DOUBLE 8	HACKBERRY	719	6	HACKBERRY
168	8	ELM	352	16	HACKBERRY	536	8	HACKBERRY	720	12	HACKBERRY
169	12	HACKBERRY	353	6	CEDAR	537	8	HACKBERRY	721	6	ELM
170	6	HACKBERRY	354	6	CEDAR	538	7	HACKBERRY	722	12	HACKBERRY
171	6	HACKBERRY	355	12	BOXELDER	539	DOUBLE 8	BOIS D'ARC	723	7	BOXELDER
172	12	ASH	356	10	BOXELDER	540	36	TRIUNKBOXELDER	724	7	BOXELDER
173	12	ELM	357	16	HACKBERRY	541	6	HACKBERRY	725	7	BOXELDER
174	6	HACKBERRY	358	12	BOXELDER	542	7	ELM	726	7	BOXELDER
175	6	HACKBERRY	359	DOUBLE 8	BOXELDER	543	7	HACKBERRY	727	7	BOXELDER
176	6	HACKBERRY	360	6	HACKBERRY	544	6	CEDAR	728	7	BOXELDER
177	6	HACKBERRY	361	6	HACKBERRY	545	9	ELM	729	7	BOXELDER
178	10	HACKBERRY	362	6	WALNUT	546	12	BOXELDER	730	10	HACKBERRY
179	14	ASH	363	8	HACKBERRY	547	9	ELM	731	10	HACKBERRY
180	8	HACKBERRY	364	6	WALNUT	548	6	HACKBERRY	732	7	BOXELDER
181	10	BOXELDER	365	8	HACKBERRY	549	6	HACKBERRY	733	8	BOXELDER
182	6	COTTONWOOD	366	6	ELM	550	9	HACKBERRY	734	7	BOXELDER
183	12	BOXELDER	367	6	BOXELDER	551	6	ELM	735	7	BOXELDER
184	11	BOXELDER	368	10	BOXELDER	552	10	ELM	736	7	BOXELDER

EXISTING TREE INVENTORY PER BUFFER AREAS



AREA 1

- 54 LINEAR FEET
- 48.6 CALIPER INCHES REQUIRED
- 188 CALIPER INCHES PROVIDED (EXISTING)

AREA 2

- 100 LINEAR FEET
- 90 CALIPER INCHES REQUIRED
- 525 CALIPER INCHES PROVIDED (EXISTING)

AREA 3

- 100 LINEAR FEET
- 90 CALIPER INCHES PROVIDED
- 389 CALIPER INCHES PROVIDED (EXISTING)

AREA 4

- 100 LINEAR FEET
- 90 CALIPER INCHES PROVIDED
- 412 CALIPER INCHES PROVIDED (EXISTING)

AREA 5

- 100 LINEAR FEET
- 90 CALIPER INCHES PROVIDED
- 276 CALIPER INCHES PROVIDED (EXISTING)

AREA 6

- 100 LINEAR FEET
- 90 CALIPER INCHES PROVIDED
- 256 CALIPER INCHES PROVIDED (EXISTING)

AREA 7

- 100 LINEAR FEET
- 90 CALIPER INCHES PROVIDED
- 148 CALIPER INCHES PROVIDED (EXISTING)

AREA 8

- 100 LINEAR FEET
- 90 CALIPER INCHES PROVIDED
- 90 CALIPER INCHES PROVIDED
  - 82 EXISTING CALIPERS
  - 8 PROPOSED CALIPERS

AREA 9

- 119 LINEAR FEET
- 107.1 CALIPER INCHES REQUIRED
- 114 CALIPER INCHES PROVIDED (EXISTING)

AREA 10

- 152.5 LINEAR FEET
- 137.25 CALIPER INCHES REQUIRED
- 300 CALIPER INCHES PROVIDED (EXISTING)

AREA 11

- 100 LINEAR FEET
- 90 CALIPER INCHES PROVIDED
- 354 CALIPER INCHES PROVIDED (EXISTING)

AREA 12

- 100 LINEAR FEET
- 90 CALIPER INCHES PROVIDED
- 488 CALIPER INCHES PROVIDED (EXISTING)

AREA 13

- 100 LINEAR FEET
- 90 CALIPER INCHES PROVIDED
- 400 CALIPER INCHES PROVIDED (EXISTING)

AREA 14

- 100 LINEAR FEET
- 90 CALIPER INCHES PROVIDED
- 516 CALIPER INCHES PROVIDED (EXISTING)

AREA 15

- 100 LINEAR FEET
- 90 CALIPER INCHES PROVIDED
- 302 CALIPER INCHES PROVIDED (EXISTING)

AREA 16

- 107.1 LINEAR FEET
- 96.39 CALIPER INCHES REQUIRED
- 197 CALIPER INCHES PROVIDED (EXISTING)

PROPOSED BUFFER CALCULATIONS

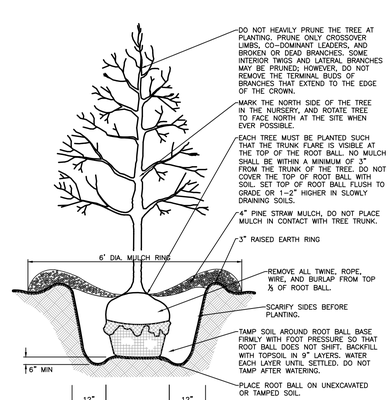
TOTAL BUFFER LENGTH: 1,632.6'

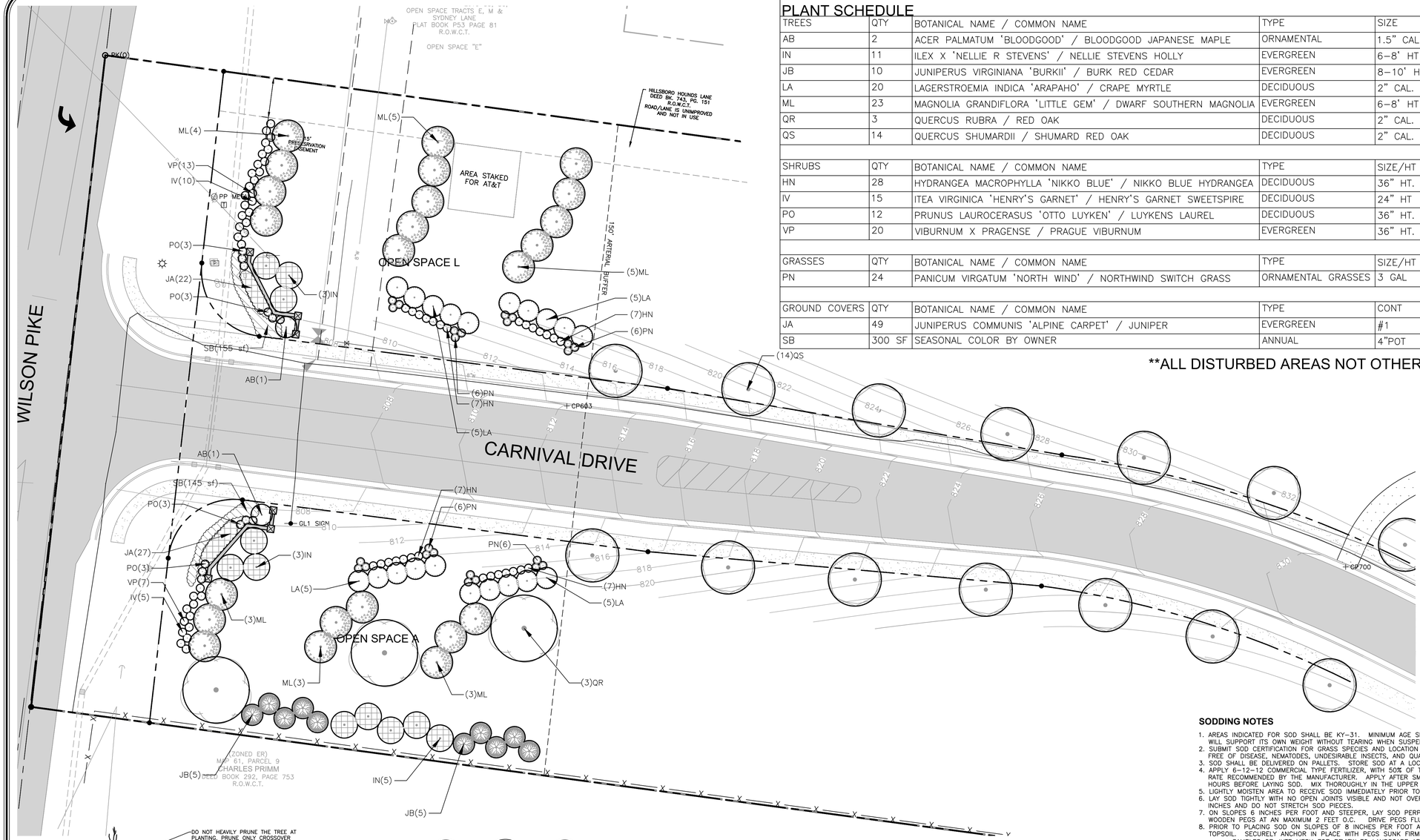
REQUIRED BUFFER STRIP WIDTH: 150'

*BUFFER LENGTH VARIES ALONG CORNER AREAS AND AROUND THE GAS EASEMENT.

PLANTING NOTES

1. ANY SERIES OF TREES TO BE PLACED IN A PARTICULAR ARRANGEMENT WILL BE FIELD CHECKED FOR ACCURACY. ANY PLANTS MISARRANGED WILL BE RELOCATED.
2. SOIL USED IN BACKFILLING PLANTING PITS SHALL BE TOPSOIL AND MIXED WITH 25% PEAT BY VOLUME. EXCEPT FOR ERICACEOUS PLANTS, VERY ACID OR SOUR SOIL (SOIL HAVING A pH less than 6) SHALL BE MIXED WITH SUFFICIENT LIME TO PRODUCE A SLIGHTLY ACID REACTION (A pH of 6.0 to 6.5). ADD 10–10–10 COMMERCIAL FERTILIZER AT THE RACTE OF 2 POUNDS PER CUBIC YARD. MIX BOTH FERTILIZER AND PEAT THOROUGHLY BY HAND OR ROTARY TILLER.
3. SOIL USED IN BACKFILLING ERICACEOUS PLANTS SHALL BE TOPSOIL MIXED WITH 50% PEAT BY VOLUME. ADD 5–10–5 COMMERCIAL FERTILIZER AT THE RATE OF 5 POUNDS PER CUBIC YARD. MIX BOTH FERTILIZER AND PEAT THOROUGHLY BY HAND OR ROTARY TILLER.
4. UPON SECURING PLANT MATERIAL AND BEFORE INSTALLATION, THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE FOR A PRE–INSTALLATION INSPECTION TO VERIFY ALL PLANT MATERIAL MEETS SPECIFICATION. MATCH TREES OF SAME SPECIES IN GROWTH CHARACTER AND UNIFORMITY.
5. APPLY HERBICIDE (TREFLAN OR EQUIVALENT) TO ALL PLANT BEDS PRIOR TO PLANTING FOR NOXIOUS WEED CONTROL AT A RATE OF 2 POUNDS PER 1,000 SQUARE FEET.
6. CONTRACTOR SHALL SUBMIT A 10 OUNCE SAMPLE OF THE TOPSOIL PROPOSED TO A TESTING LABORATORY FOR ANALYSIS. SUBMIT TEST RESULTS WITH RECOMMENDATIONS FOR SUITABILITY TO THE OWNER'S REPRESENTATIVE FOR APPROVAL.
7. PLANTS SHALL BE ORIENTED FOR BEST APPEARANCE AND VERTICAL. ALL NON–BIODEGRADABLE ROOT CONTAINERS SHALL BE REMOVED.
8. SECATEURS TRIM TREE BRANCHES BY DFA, MAINTAINING NATURAL SHAPE. PRUNE ALL DEAD AND BROKEN BRANCHES IN TREES AND SHRUBS. REMOVE TAGS, TWINE OR OTHER NON–BIODEGRADABLE MATERIAL.
9. SCARIFY SUBSOIL IN PLANTING BEDS TO A DEPTH OF 3 INCHES. ALL PLANTING BEDS SHALL RECEIVE A MINIMUM OF 6 INCHES OF TOPSOIL.
10. CONTRACTOR SHALL PROVIDE SMOOTH, NEATLY TRENCHED (3 INCH DEEP) BED EDGES.
11. ALL PLANTING BEDS TO HAVE A MINIMUM 4 INCH DEEP PINE BARK MULCH, PINE STRAW MULCH OR OTHER MULCH AS SPECIFIED.
12. DIMENSIONS FOR TRUNK CALIPER, HEIGHTS, AND SPREAD SPECIFIED ON THE MATERIAL SCHEDULE ARE A GENERAL GUIDE FOR THE MINIMUM REQUIRED SIZE OF EACH PLANT. QUALITY AND SIZE OF PLANTS, SPREAD OF ROOTS AND SIZE OF BALLS SHALL BE IN ACCORDANCE WITH A.N.S.I. Z80 'AMERICAN STANDARD FOR NURSERY STOCK' (CURRENT EDITION) AS PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN, INC.
13. THE QUANTITIES INDICATED ON THE MATERIAL SCHEDULE ARE PROVIDED FOR THE BENEFIT OF THE CONTRACTOR, BUT SHOULD NOT BE ASSUMED TO ALWAYS BE CORRECT. IN THE EVENT OF A DISCREPANCY, THE PLANTING PLAN (PLANT SYMBOLS) WILL TAKE PRECEDENCE OVER THE MATERIAL SCHEDULE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HIS/HER OWN QUANTITY CALCULATIONS AND THE LIABILITY PERTAINING TO THOSE QUANTITIES AND ANY RELATED CONTRACT DOCUMENTS AND/OR PRICE QUOTATIONS.
14. CONTRACTOR TO WARRANTY ALL MATERIAL FOR ONE YEAR AFTER DATE OF FINAL ACCEPTANCE.


DO NOT HEAVILY PRUNE THE TREE AT PLANTING. PRUNE ONLY CROSSOVER LIMBS, CO–DOMINANT LEADERS, AND BROKEN OR DEAD BRANCHES. SOME INTERIOR TWIGS AND LATERAL BRANCHES MAY BE PRUNED; HOWEVER, DO NOT REMOVE THE TERMINAL BUDS OF BRANCHES THAT EXTEND TO THE EDGE OF THE CROWN.
MARK THE NORTH SIDE OF THE TREE IN THE NURSERY, AND ROTATE TREE TO FACE NORTH AT THE SITE WHEN EVER POSSIBLE.
EACH TREE MUST BE PLANTED SUCH THAT THE TRUNK FLARE IS VISIBLE AT THE TOP OF THE ROOT BALL. NO MULCH SHALL BE WITHIN A MINIMUM OF 3" FROM TRUNK OF THE TREE



PLANT SCHEDULE

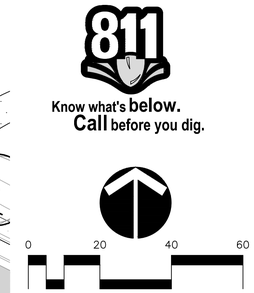
TREES	QTY	BOTANICAL NAME / COMMON NAME	TYPE	SIZE	HEIGHT	SPACING	REMARKS
AB	2	ACER PALMATUM 'BLOODGOOD' / BLOODGOOD JAPANESE MAPLE	ORNAMENTAL	1.5" CAL.	6'–8' HT.	AS SHOWN	
IN	11	ILEX X 'NELLIE R STEVENS' / NELLIE STEVENS HOLLY	EVERGREEN	6–8' HT	12–14' HT	AS SHOWN	FULL TO BASE
JB	10	JUNIPERUS VIRGINIANA 'BURKII' / BURK RED CEDAR	EVERGREEN	8–10' HT.	10–12' HT	AS SHOWN	FULL TO BASE
LA	20	LAGERSTROEMIA INDICA 'ARAPAHO' / CRAPE MYRTLE	DECIDUOUS	2" CAL.	8' HT	AS SHOWN	MULTI–TRUNK
ML	23	MAGNOLIA GRANDIFLORA 'LITTLE GEM' / DWARF SOUTHERN MAGNOLIA	EVERGREEN	6–8' HT	8' HT	AS SHOWN	FULL TO BASE
QR	3	QUERCUS RUBRA / RED OAK	DECIDUOUS	2" CAL.	12–14' HT	AS SHOWN	
QS	14	QUERCUS SHUMARDII / SHUMARD RED OAK	DECIDUOUS	2" CAL.	12–14' HT	AS SHOWN	

SHRUBS	QTY	BOTANICAL NAME / COMMON NAME	TYPE	SIZE/HT	SPREAD	SPACING	REMARKS
HN	28	HYDRANGEA MACROPHYLLA 'NIKKO BLUE' / NIKKO BLUE HYDRANGEA	DECIDUOUS	36" HT.	30"	AS SHOWN	
IV	15	ITEA VIRGINICA 'HENRY'S GARNET' / HENRY'S GARNET SWEETSPIRE	DECIDUOUS	24" HT	24"	AS SHOWN	
PO	12	PRUNUS LAUROCERASUS 'OTTO LUYKEN' / LUYKENS LAUREL	DECIDUOUS	36" HT.	24"	AS SHOWN	
VP	20	VIBURNUM X PRAGENSE / PRAGUE VIBURNUM	EVERGREEN	36" HT.	30"	30"O.C.	

GRASSES	QTY	BOTANICAL NAME / COMMON NAME	TYPE	SIZE/HT	SPREAD	SPACING	REMARKS
PN	24	PANICUM VIRGATUM 'NORTH WIND' / NORTHWIND SWITCH GRASS	ORNAMENTAL GRASSES	3 GAL		3' O.C.	

GROUND COVERS	QTY	BOTANICAL NAME / COMMON NAME	TYPE	CONT	SPREAD	SPACING	REMARKS
JA	49	JUNIPERUS COMMUNIS 'ALPINE CARPET' / JUNIPER	EVERGREEN	#1	18"	24"O.C.	TRIANGULATE SPACING
SB	300 SF	SEASONAL COLOR BY OWNER	ANNUAL	4"POT	12"	––	TRIANGULATE SPACING

**ALL DISTURBED AREAS NOT OTHERWISE PLANTED WILL BE SODDED



SODDING NOTES

1. AREAS INDICATED FOR SOD SHALL BE KY–31. MINIMUM AGE SHALL BE 18 MONTHS, WITH ROOT DEVELOPMENT THAT WILL SUPPORT ITS OWN WEIGHT WITHOUT TEARING WHEN SUSPENDED VERTICALLY BY HOLDING THE UPPER TWO CORNERS.
2. SUBMIT SOD CERTIFICATION FOR GRASS SPECIES AND LOCATION OF SOD SOURCE. INCLUDE CERTIFICATION THAT SOD IS FREE OF DISEASE, NEMATODES, UNDESIRABLE INSECTS, AND QUARANTINE RESTRICTIONS.
3. SOD SHALL BE DELIVERED ON PALLETS. STORE SOD AT A LOCATION PROTECTED FROM DAMAGING WINDS.
4. APPLY 6–12–12 COMMERCIAL TYPE FERTILIZER, WITH 50% OF THE ELEMENT DERIVED FROM ORGANIC SOURCES AT A RATE RECOMMENDED BY THE MANUFACTURER. APPLY AFTER SMOOTH RAKING OF TOPSOIL AND NO MORE THAN 48 HOURS BEFORE LAYING SOD. MIX THOROUGHLY IN THE UPPER 2 INCHES OF TOPSOIL AND LIGHTLY WATER TO AID
5. LIGHTLY MOISTEN AREA TO RECEIVE SOD IMMEDIATELY PRIOR TO LAYING SOD.
6. LAY SOD TIGHTLY WITH NO OPEN JOINTS VISIBLE AND NOT OVERLAPPING. STAGGER END JOINTS A MINIMUM OF 12 INCHES AND DO NOT STRETCH SOD PIECES.
7. ON SLOPES 6 INCHES PER FOOT AND STEEPER, LAY SOD PERPENDICULAR TO SLOPE AND SECURE EVERY ROW WITH WOODEN PEGS AT AN MAXIMUM 2 FEET O.C. DRIVE PEGS FLUSH WITH SOD PORTION OF SOD.
8. PRIOR TO PLACING SOD ON SLOPES OF 8 INCHES PER FOOT AND STEEPER, PLACE JUTE EROSION CONTROL MESH OVER TOPSOIL. SECURELY ANCHOR IN PLACE WITH PEGS SUNK FIRMLY INTO THE GROUND. CONTRACTOR SHALL SUBMIT 12 SAMPLES OF JUTE MESH FOR REVIEW TO LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE PRIOR TO
9. IMMEDIATELY AFTER INSTALLATION, WATER SODDED AREAS TO A DEPTH OF 4 INCHES.
10. AFTER SOD AND SOIL HAVE DRIED, ROLL SODDED AREAS TO ENSURE A GOOD BOND BETWEEN SOIL AND SOD. ROLLER SHALL NOT EXCEED 150 POUNDS.
11. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING (MOWING, TRIMMING, WATERING) THE SOD UNTIL THE INSTALLATION IS INSPECTED AND ACCEPTED BY THE OWNER'S REPRESENTATIVE.
12. THE CONTRACTOR SHALL REPLACE SOD AREAS THAT SHOW DETERIORATION FOR A PERIOD OF ONE YEAR AFTER ACCEPTANCE OF THE INSTALLATION. REPLACE DETERIORATED MATERIAL WITH SOD OF EQUAL QUALITY ORIGINALLY SPECIFIED.

PLANTING NOTES

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2. SOIL USED IN BACKFILLING PLANTING PITS SHALL BE TOPSOIL AND MIXED WITH 25% PEAT BY VOLUME. EXCEPT FOR ERICACEOUS PLANTS, VERY ACID OR SOUR SOIL (SOIL HAVING A pH less than 6) SHALL BE MIXED WITH SUFFICIENT LIME TO PRODUCE A SLIGHTLY ACID REACTION (A pH of 6.0 to 6.5). ADD 10–10–10 COMMERCIAL FERTILIZER AT THE RATE OF 2 POUNDS PER CUBIC YARD. MIX BOTH FERTILIZER AND PEAT THOROUGHLY BY HAND OR ROTARY TILLER.
3. SOIL USED IN BACKFILLING ERICACEOUS PLANTS SHALL BE TOPSOIL MIXED WITH 50% PEAT BY VOLUME. ADD 5–10–5 COMMERCIAL FERTILIZER AT THE RATE OF 5 POUNDS PER CUBIC YARD. MIX BOTH FERTILIZER AND PEAT THOROUGHLY BY HAND OR ROTARY TILLER.
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7. PLANTS SHALL BE ORIENTED FOR BEST APPEARANCE AND VERTICAL. ALL NON–BIODEGRADABLE ROOT CONTAINERS SHALL BE REMOVED.
8. SELECTIVELY TRIM TREE BRANCHES BY 25%, MAINTAINING NATURAL SHAPE. PRUNE ALL DEAD AND BROKEN BRANCHES IN TREES AND SHRUBS. REMOVE TAGS, TWINE OR OTHER NON–BIODEGRADABLE MATERIAL.
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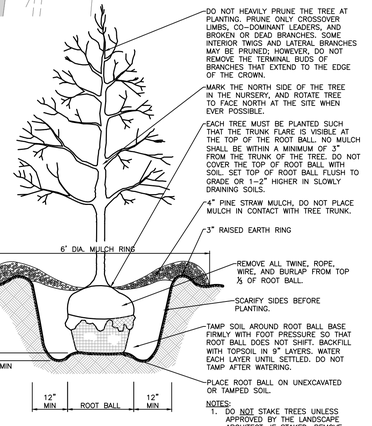
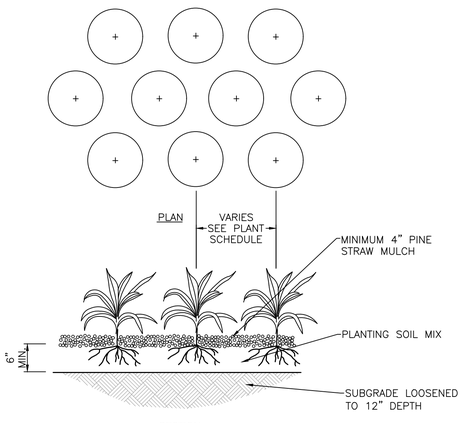


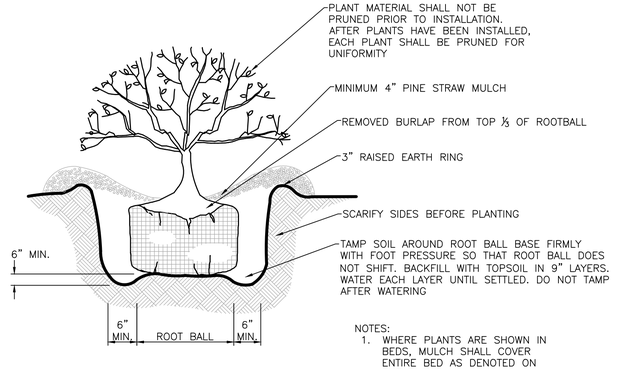
TREE PLANTING
NOT TO SCALE

NOTES:
1. DO NOT STAKE TREES UNLESS APPROVED BY THE LANDSCAPE ARCHITECT. IF STAKED, REMOVE AFTER ONE GROWING SEASON.
2. DO NOT WRAP TREE TRUNKS UNLESS APPROVED BY THE LANDSCAPE ARCHITECT. REMOVE WRAP AFTER PLANTING.
3. NON–BIODEGRADABLE BURLAP TO BE REMOVED OR ROLLED UNDER ROOT BALL AFTER PLANT IS PLACED IN HOLE.



SECTION

GROUNDCOVER PLANTING
NOT TO SCALE



SHRUB PLANTING
NOT TO SCALE

NOTES:
1. WHERE PLANTS ARE SHOWN IN BEDS, MULCH SHALL COVER ENTIRE BED AS DENOTED ON THE PLANS.
2. CONTAINER GROWN PLANT MATERIAL MAY BE SUBSTITUTED FOR BURLAP MATERIAL

RAGAN•SMITH
LAND PLANNERS • CIVIL ENGINEERS
LANDSCAPE ARCHITECTS • SURVEYORS
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NASHVILLE, TN 37206
(615) 244-8591
www.ragansmith.com

JAMES L. EASTER
REGISTERED
AGRICULTURE
LANDSCAPE ARCHITECT
STATE OF TENNESSEE
10/5/2017

TRADITIONS ENTRANCE SIGNAGE

FOR

MR. ROBERT GERINGER C/O WHISTLER FARMS, LIMITED LIABILITY COMPANY

1822 WILSON PIKE, BRENTWOOD, WILLIAMSON COUNTY, TENNESSEE

REVISIONS	DATE:	SCALE:	DRAWN:	DESIGNED:	WK. ORDER	JOB NO.
	JUNE 05.2017	1"=20'	DEH	DEH	7651	04101

LANDSCAPE PLAN

L1.1

G:\04101.7651\1-CIVIL ENGINEERING\PLAN SHEETS\ENTRANCE SIGNAGE\PLAN SHEETS\7651LANDSCAPE.DWG
PLOTTED BY DAVID.HENDRICKSON ON 9/2/2017 8:58 AM - LAST UPDATED BY DEH ON 9/1/2017 12:57 PM

PRELIMINARY OSRD PLANS

for

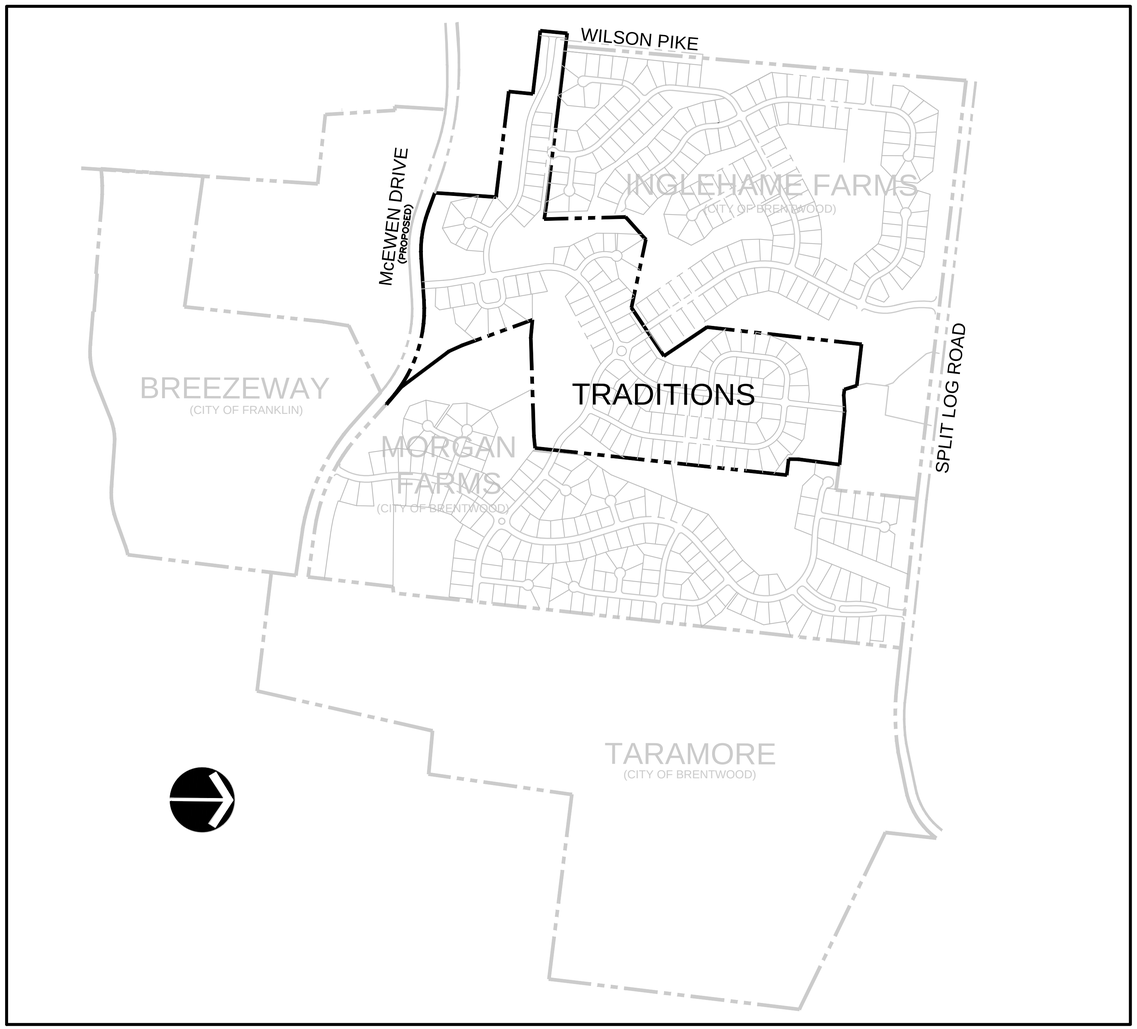
TRADITIONS

an

Open Space Residential Development

OWNER/DEVELOPER:

Mr. Robert Geringer • c/o Whistler Farms, LLC • 9595 Wilshire Blvd. • Suite 214 • Beverly Hills, California 90212 • (310) 656-8710



AREA MAP
NOT TO SCALE

INDEX OF SHEETS

01	COVER SHEET
02	GENERAL NOTES AND AREA TABLES
03	OVERALL SITE PLAN
04	ENLARGED SITE PLAN
05	ENLARGED SITE PLAN
06	ENLARGED SITE PLAN
07	AMENITY PLAN
L1.0	LANDSCAPE BUFFER PLAN
L1.1	LANDSCAPE PLAN (ENTRANCE)

23 12/19/17–(AMR) PER CITY COMMENTS
22 12/04/17–(AMR) PER AMENITY LAYOUT REVISIONS
21 09/19/17–(AMR) PER CITY COMMENTS
20 09/05/17–(JLE) ADDITION OF LOT 128
19 07/18/17–(AMR) PER CITY COMMENS
18 06/30/17–(AMR) PER ADDITION OF LOT 127
17 06/29/17–(AMR) PER CITY COMMENTS UPDATED LANDSC. ENTRANCE PLANS
16 06/22/17–(AMR) PER CITY COMMENTS
15 06/20/17–(AMR) PER CITY COMMENTS
14 06/05/17–(AMR) PER PH. 1 AND 2 REVISIONS
13 08/16/16–(AMR) PER CITY COMMENTS
12 08/01/16–(AMR) PER OWNERSHIP AND HP/ TRANSITIONAL LOT DESIGNATIONS
11 06/06/16–(AMR) PER MCEWEN ALIGNMENT AND SURVEYED BOUNDARY
10 02/15/16–(AMR) PER CITY COMMENTS
9 02/01/16–(AMR) PER TRAIL REVISION
8 10/20/15–(AMR) PER CITY COMMENTS (SHT 4)
7 10/05/15–(AMR) PER PLAN RENEWAL
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CHATTANOOGA, TN 37404
(423) 490-9400
• www.ragansmith.com •

WESLEY A. HARRIS
REGISTERED ENGINEER
No. 110104
STATE OF TENNESSEE
12/19/17

TRADITIONS
OPEN SPACE RESIDENTIAL DEVELOPMENT
SPLIT LOG ROAD
CITY OF BRENTWOOD, TENNESSEE
COVER SHEET

10 10/31/14–(AMR) PER OWNER INFO UPDATE
9 11/19/13–(WAH) PER CITY COMMENTS
8 12/18/12–(AMR) PER CITY COMMENTS
7 08/21/12–(AMR) PER CITY COMMENTS
6 09/23/11–(BSS) PER CITY COMMENTS
5 02/17/09–(JAG) PER CITY COMMENTS
4 02/02/09–(BSS) PER PLAN RENEWAL
3 04/07/08–(JAG) PER CITY COMMENTS
2 03/18/08–(JAG) PER CITY COMMENTS
1 03/03/08–(RFA) SEE ALL SHEETS
REVISIONS

DESIGNED BY: R. Caldwell
DRAWN BY: J. Gregg
APPROVED BY: B. Slayden
SCALE: N.T.S.
DATE: SEPTEMBER 23, 2011
JOB NO. 04-101
WK. ORDER 7651
SHEET NO. 01

G:\04101-7651\1-LANDSCAPE ARCHITECTURE\PRELIMINARY OSRD\SHEETS\7651-COVR.DWG

GENERAL NOTES AND SITE DATA (STANDARD OSRD)

1. SUBJECT PROPERTY CONSISTS OF PARCEL 2.01 ON WILLIAMSON COUNTY MAP 60 AND A PORTION OF PARCEL 9.01 ON WILLIAMSON COUNTY MAP 61.
2. PROPERTY OWNERS:
   WHISTLER FARMS, LLC
   BOOK 6143, PAGE 774 AND 6318, PAGE 855, R.O.W.C., TN.
3. EXISTING ZONING: OSRD (OPEN SPACE RESIDENTIAL DEVELOPMENT).
4. GROSS SITE AREA: 149.82 ACRES.
5. BOUNDARY INFORMATION TAKEN FROM FIELD SURVEY PERFORMED BY RAGAN–SMITH ASSOCIATES, INC.
6. TOPOGRAPHIC INFORMATION TAKEN FROM CITY OF BRENTWOOD MAPPING.
7. NUMBER OF PROPOSED LOTS: 127.
8. PROPOSED DENSITY: 0.85 DU/AC. (1.0 DU/AC. MAXIMUM).
9. MAXIMUM BUILDING COVERAGE OF PROPOSED LOTS: 25%.
10. EACH PROPOSED LOT SHALL PROVIDE A MINIMUM OF TWO OFF–STREET PARKING SPACES.
11. MINIMUM LOT WIDTH AT BUILDING LINE: 110' OR 120' FOR TRANSITIONAL LOT.
12. MINIMUM BUILDING SETBACKS (UNLESS SHOWN OTHERWISE):
    FRONT – 50'
    SIDE – 15' OR 25' (TOTAL 40' BETWEEN BUILDINGS)
    SIDE ABUTTING A STREET: 30'
    REAR – 30'
    REAR – 35' (LOTS 112–119)
    REAR – 50' FOR LOTS ABUTTING 150' BUFFER ABUTTING PROJECT PERIMETER – 35'
13. ALL ELECTRIC SERVICE FOR THE PROPOSED DEVELOPMENT SHALL BE UNDERGROUND. ALL PUBLIC UTILITIES SHALL BE SUBJECT TO THE APPROVAL OF THE APPLICABLE UTILITY COMPANIES.
14. LOTS DESIGNATED AS TRANSITIONAL SHALL REQUIRE DETAILED SITE AND GRADING PLANS REVIEWED BY THE CITY ENGINEER PRIOR TO ISSUANCE OF A BUILDING PERMIT.
15. OWNER AND DEVELOPER:
    WHISTLER FARMS, LLC
    ATTN: ROBERT GERINGER
    9595 WILSHIRE BLVD., SUITE 214
    BEVERLY HILLS, CA 90212
    (310) 656–8710

    APPLICANT:
    WES HARRIS, PE
    RAGAN–SMITH ASSOCIATES
    315 WOODLAND STREET
    NASHVILLE, TN 37206
    (615) 244–8591
16. UTILITY PROVIDERS:
    ELECTRICITY:
    MIDDLE TN ELECTRIC
    MEMBERSHIP CORP.
    (615) 794–3588

    NATURAL GAS:
    ATMOS ENERGY CORPORATION
    (615) 794–2596

    SANITARY SEWER:
    CITY OF BRENTWOOD
    (615) 371–2241

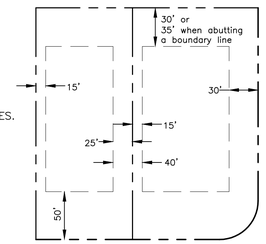
    WATER:
    CITY OF BRENTWOOD
    (615) 371–2241

    TELEPHONE:
    AT&T
    (615) 269–6563
17. PER REQUIREMENTS 78–184(3) & (7), ANY LOT SHOWN HEREON AS A "TRANSITIONAL" LOT SHALL HAVE A MINIMUM WIDTH OF 120' AT THE BUILDING SETBACK.
18. AN ARCHAEOLOGICAL STUDY HAS BEEN ACCOMPLISHED ALONG THE EXISTING CREEK.
19. AMENITY AREA TO INCLUDE A POOL AND POOL HOUSE.
20. AREAS DESIGNATED AS SCENIC EASEMENTS ARE TO REMAIN UNDISTURBED.
21. THE TRAILS AS SHOWN ARE TO CONVEY GENERAL LOCATION. THE EXACT ALIGNMENT SHALL BE DETERMINED BASED ON FIELD CONDITIONS AT TIME OF CONSTRUCTION.
22. THIS PRELIMINARY PLAN IS SUBJECT TO A THREE YEAR VESTING PERIOD, DURING WHICH THE DEVELOPMENT STANDARDS IN EFFECT ON THE DATE OF APPROVAL WILL REMAIN THE STANDARDS APPLICABLE TO THIS PLAN. IF UPON EXPIRATION OF THE VESTING PERIOD, DEVELOPMENT OF THE PROPERTY SHOWN ON THIS PLAN MAY BE SUBJECT TO STANDARDS OTHER THAN THOSE THAT WERE APPLICABLE DURING THE VESTING PERIOD. THE VESTING PERIOD FOR THIS PLAN EXPIRES ON MARCH 7, 2019, UNLESS EXTENDED BY THE CITY OF BRENTWOOD. PERSONS RELYING ON THIS PLAN AFTER SAID DATE SHOULD CONTACT THE CITY OF BRENTWOOD TO DETERMINE IF DEVELOPMENT MAY CONTINUE AS DEPICTED ON THE PLAN.
23. MCEWEN DRIVE SHOWN HEREON IS A PROPOSED AND UNIMPROVED RIGHT–OF–WAY. THE CURRENT DEED AND PARCEL LINE FOR TRADITIONS SUBDIVISION WAS ESTABLISHED BY RIGHT–OF–WAY PLANS FOR MCEWEN DRIVE RECEIVED BY RAGAN–SMITH ASSOCIATES IN 2005 AND THERE WAS NOT ANY TAKING OR TRANSFER OF PROPERTY FOR THE 2005 RIGHT–OF–WAY AND ROADWAY DESIGN.

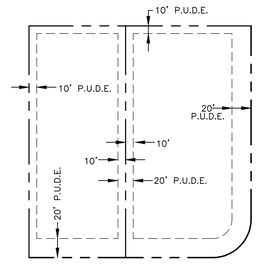
    SINCE 2005, THE RIGHT–OF–WAY DESIGN FOR MCEWEN DRIVE HAS CHANGED PER PLANS RECEIVED BY RAGAN–SMITH ASSOCIATES IN 2015. THE 2015 MCEWEN DRIVE RIGHT–OF–WAY PLANS HAVE MOVED THE PROPOSED ROADWAY SOUTHWARD AS DEPICTED ON THIS PLAT AND NO RIGHT–OF–WAY TAKING FOR THIS ALIGNMENT HAS TAKEN PLACE AT THIS TIME.

12/04/17 – THE PURPOSE OF THIS REVISION IS TO REVISE OPEN SPACE B WITH NEW POOL LAYOUT, OPEN SPACE A AND L WITH THE CURRENT SIGN LAYOUT.

REVISED SHEETS – 2,3,4,5,6,7



TYPICAL LOT SETBACK LINES
N.T.S.
(UNLESS SHOWN OTHERWISE)



TYPICAL LOT EASEMENT LINES
N.T.S.
(UNLESS SHOWN OTHERWISE)

RESIDENTIAL LOTS

PHASE ONE			
Lot	SF	Acres	
1	25213	0.58	
2	23407	0.54	
3	39402	0.90	
4	40951	0.94	*
5	30481	0.70	*
6	31588	0.73	*
7	40629	0.93	
8	23320	0.54	
9	21450	0.49	
10	25570	0.59	
111	21134	0.49	
112	23599	0.54	
113	21137	0.49	
114	19273	0.44	
115	19269	0.44	
116	19266	0.44	
117	21523	0.49	
118	19257	0.44	
119	20005	0.46	
120	33086	0.76	
121	29136	0.67	
122	27974	0.64	
123	26254	0.60	
124	22492	0.52	
125	22294	0.51	
126	24927	0.57	
127	24546	0.56	*
27	697183	16.01	

PHASE TWO			
Lot	SF	Acres	
11	22469	0.52	
12	22743	0.52	
13	21450	0.49	
14	21450	0.49	
15	23400	0.54	*
16	23412	0.54	
17	25183	0.58	
18	19461	0.45	
45	20094	0.46	
46	20155	0.46	
47	19620	0.45	
95	23468	0.54	
96	21811	0.50	
97	28259	0.65	
98	32919	0.76	
99	29919	0.69	
100	21058	0.48	
101	22668	0.52	
102	28054	0.64	
103	41593	0.95	
104	33838	0.78	
105	28029	0.64	
106	18552	0.43	
107	20344	0.47	
108	19214	0.44	
109	26925	0.62	
110	19491	0.45	
27	655579	15.05	

PHASE THREE			
Lot	SF	Acres	
19	26185	0.60	
20	25232	0.58	
21	26739	0.61	
22	25088	0.58	
23	22552	0.52	
24	21765	0.50	
25	21673	0.50	
26	21580	0.50	
27	21488	0.49	
28	21396	0.49	
29	21303	0.49	
30	20590	0.47	
31	24286	0.56	
66	28074	0.64	
67	26863	0.62	
83	23146	0.53	
84	18769	0.43	
85	18788	0.43	
86	18788	0.43	
87	20364	0.47	
88	22304	0.51	
89	22000	0.51	
90	21997	0.50	
91	21728	0.50	
92	23422	0.54	
93	24833	0.57	*
94	23726	0.54	
27	614679	14.11	

PHASE FOUR			
Lot	SF	Acres	
32	28879	0.66	
33	27812	0.64	
61	25538	0.59	
62	30830	0.71	
63	23329	0.54	
64	24311	0.56	
65	24446	0.56	
68	21744	0.50	
69	20899	0.48	
70	21825	0.50	*
71	22161	0.51	*
72	23395	0.54	*
73	24184	0.56	*
74	25078	0.58	
75	22370	0.51	
76	19294	0.44	
77	21273	0.49	
78	24546	0.56	
79	18799	0.43	
80	18799	0.43	
81	20759	0.48	
82	23530	0.54	
22	513800	11.80	

PHASE FIVE			
Lot	SF	Acres	
34	21736	0.50	
35	21857	0.50	
36	21718	0.50	
37	21709	0.50	
38	21700	0.50	
39	21690	0.50	
40	21681	0.50	
41	21672	0.50	
42	28027	0.64	
43	27515	0.63	
44	29873	0.69	
48	20572	0.47	
49	23198	0.53	
50	26008	0.60	
51	25666	0.59	
52	23121	0.53	
53	21881	0.50	
54	21875	0.50	
55	21869	0.50	
56	21862	0.50	
57	21856	0.50	
58	21849	0.50	
59	21843	0.50	
60	21837	0.50	
24	552617	12.69	

TOTALS	
LOTS	127
S.F.	3,033,858
ACRES	69.65

OPEN SPACE

PHASE ONE			
OS	SF	Acres	
A	252227	5.79	
B	284577	6.53	
C	321782	7.39	
D	34908	0.80	
L	523126	12.01	
	1416620	32.52	

PHASE TWO			
Lot	SF	Acres	
E	697140	16.00	
F	71983	1.65	
J	6082	0.14	
K	10329	0.24	
M	2577	0.06	
	788111	18.09	

PHASE THREE			
Lot	SF	Acres	
G	192766	4.43	
H	288476	6.62	
	481242	11.05	

PHASE FOUR			
Lot	SF	Acres	
I	97950	2.25	
	97950	2.25	

TOTALS	
SF	2,783,923
ACRES	63.91

OSRD CALCULATIONS

TRADITIONS OSRD CALCULATIONS OVERALL	
Total Site Area (AC)	149.82
Less R.O.W. dedication -- McEwen	0.00
Less R.O.W. dedication -- Wilson Pike	0.26
Less R.O.W. dedication -- Internal streets	16.00
TOTAL	133.56
Less Areas in 25% Slopes	0.76
Plus 25% of slopes over 25%	0.19
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical Natural & Gas Easements	5.52
Plus 25% of Areas in Electrical Natural & Gas Easements	1.38
Total Usable Land Area (AC)	128.85
Less area in lots>1 acre	0.00
TOTAL LAND AREA AVAILABLE	128.85
Total Land Area Required @ 1 DUPA (AC)	127.00
Land Area in Lots	69.65
Open Space Required	57.35
Dedicated Open Space	63.91
EXCESS OPEN SPACE	6.56

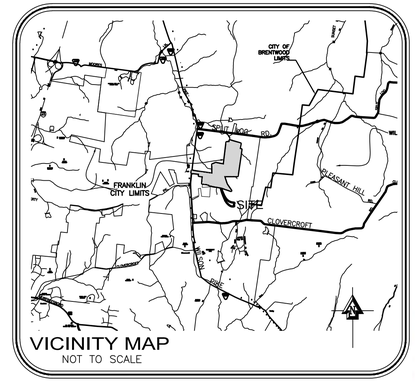
TRADITIONS OSRD CALCULATIONS PHASE ONE	
Total Site Area (AC)	54.43
Less R.O.W. dedication -- McEwen	0.00
Less R.O.W. dedication -- Wilson Pike	0.26
Less R.O.W. dedication -- Internal streets	5.64
TOTAL	48.53
Less Areas in 25% Slopes	0.40
Plus 25% of slopes over 25%	0.10
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical Natural & Gas Easements	2.44
Plus 25% of Areas in Electrical Natural & Gas Easements	0.61
Total Usable Land Area (AC)	46.40
Less area in lots>1 acre	0.00
TOTAL LAND AREA AVAILABLE	46.40
Total Land Area Required @ 1 DUPA (AC)	27.00
Land Area in Lots	16.01
Open Space Required	10.99
Dedicated Open Space	32.52
EXCESS OPEN SPACE	21.53
EXCESS OPEN SPACE ACCUMULATION	21.53

TRADITIONS OSRD CALCULATIONS PHASE TWO	
Total Site Area (AC)	37.50
Less R.O.W. dedication -- McEwen	0.00
Less R.O.W. dedication -- Wilson Pike	0.00
Less R.O.W. dedication -- Internal streets	4.37
TOTAL	33.13
Less Areas in 25% Slopes	0.30
Plus 25% of slopes over 25%	0.08
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical Natural & Gas Easements	3.08
Plus 25% of Areas in Electrical Natural & Gas Easements	0.77
Total Usable Land Area (AC)	30.60
Less area in lots>1 acre	0.00
TOTAL LAND AREA AVAILABLE	30.60
Total Land Area Required @ 1 DUPA (AC)	27.00
Land Area in Lots	15.05
Open Space Required	11.95
Dedicated Open Space	18.09
EXCESS OPEN SPACE	6.14
EXCESS OPEN SPACE FROM PREVIOUS SECTION	21.53
EXCESS OPEN SPACE ACCUMULATION	27.67

TRADITIONS OSRD CALCULATIONS PHASE THREE	
Total Site Area (AC)	28.01
Less R.O.W. dedication -- McEwen	0.00
Less R.O.W. dedication -- Wilson Pike	0.00
Less R.O.W. dedication -- Internal streets	2.85
TOTAL	25.16
Less Areas in 25% Slopes	0.06
Plus 25% of slopes over 25%	0.02
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical Natural & Gas Easements	0.00
Plus 25% of Areas in Electrical Natural & Gas Easements	0.00
Total Usable Land Area (AC)	25.11
Less area in lots>1 acre	0.00
TOTAL LAND AREA AVAILABLE	25.11
Total Land Area Required @ 1 DUPA (AC)	27.00
Land Area in Lots	14.11
Open Space Required	12.89
Dedicated Open Space	11.05
EXCESS OPEN SPACE	-1.84
EXCESS OPEN SPACE FROM PREVIOUS SECTION	27.67
EXCESS OPEN SPACE ACCUMULATION	25.83

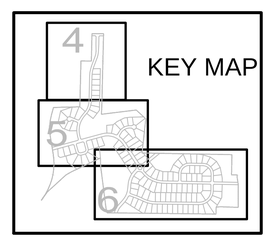
TRADITIONS OSRD CALCULATIONS PHASE FOUR	
Total Site Area (AC)	15.69
Less R.O.W. dedication -- McEwen	0.00
Less R.O.W. dedication -- Wilson Pike	0.00
Less R.O.W. dedication -- Internal streets	1.65
TOTAL	14.04
Less Areas in 25% Slopes	0.00
Plus 25% of slopes over 25%	0.00
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical Natural & Gas Easements	0.00
Plus 25% of Areas in Electrical Natural & Gas Easements	0.00
Total Usable Land Area (AC)	14.04
Less area in lots>1 acre	0.00
TOTAL LAND AREA AVAILABLE	14.04
Total Land Area Required @ 1 DUPA (AC)	22.00
Land Area in Lots	11.80
Open Space Required	10.20
Dedicated Open Space	2.25
EXCESS OPEN SPACE	-7.96
EXCESS OPEN SPACE FROM PREVIOUS SECTION	25.83
EXCESS OPEN SPACE ACCUMULATION	17.87

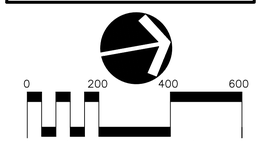
TRADITIONS OSRD CALCULATIONS PHASE FIVE	
Total Site Area (AC)	14.19
Less R.O.W. dedication -- McEwen	0.00
Less R.O.W. dedication -- Wilson Pike	0.00
Less R.O.W. dedication -- Internal streets	1.50
TOTAL	12.69
Less Areas in 25% Slopes	0.00
Plus 25% of slopes over 25%	0.00
Less Areas in Floodway	0.00
Plus 25% Areas in Floodways	0.00
Less Areas in Electrical Natural & Gas Easements	0.00
Plus 25% of Areas in Electrical Natural & Gas Easements	0.00
Total Usable Land Area (AC)	12.69
Less area in lots>1 acre	0.00
TOTAL LAND AREA AVAILABLE	12.69
Total Land Area Required @ 1 DUPA (AC)	24.00
Land Area in Lots	12.69
Open Space Required	11.31
Dedicated Open Space	0.00
EXCESS OPEN SPACE	-11.31
EXCESS OPEN SPACE FROM PREVIOUS SECTION	17.87
EXCESS OPEN SPACE ACCUMULATION	6.56



VICINITY MAP
NOT TO SCALE

25 12/19/17–(AMR) PER CITY COMMENTS
24 12/04/17–(AMR) PER AMENITY LAYOUT REVISIONS
23 09/19/17–(AMR) PER CITY COMMENTS
22 09/05/17–(JLE) ADDITION OF LOT 128
21 06/30/17–(AMR) PER ADDITION OF LOT 127
20 06/22/17–(AMR) PER CITY COMMENTS
19 06/20/17–(AMR) PER CITY COMMENTS
18 06/05/17–(AMR) PER PH. 1 AND 2 REVISIONS
17 08/16/16–(AMR) PER CITY COMMENTS
16 08/01/16–(AMR) PER OWNERSHIP AND HP/ TRANSITIONAL LOT DESIGNATIONS





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CHATTANOOGA, TN 37405
(423) 490-9400
• www.ragansmith.com •

WESLEY A. HARRIS
REGISTERED ENGINEER
No. 110104
STATE OF TENNESSEE
12/19/17

TRADITIONS

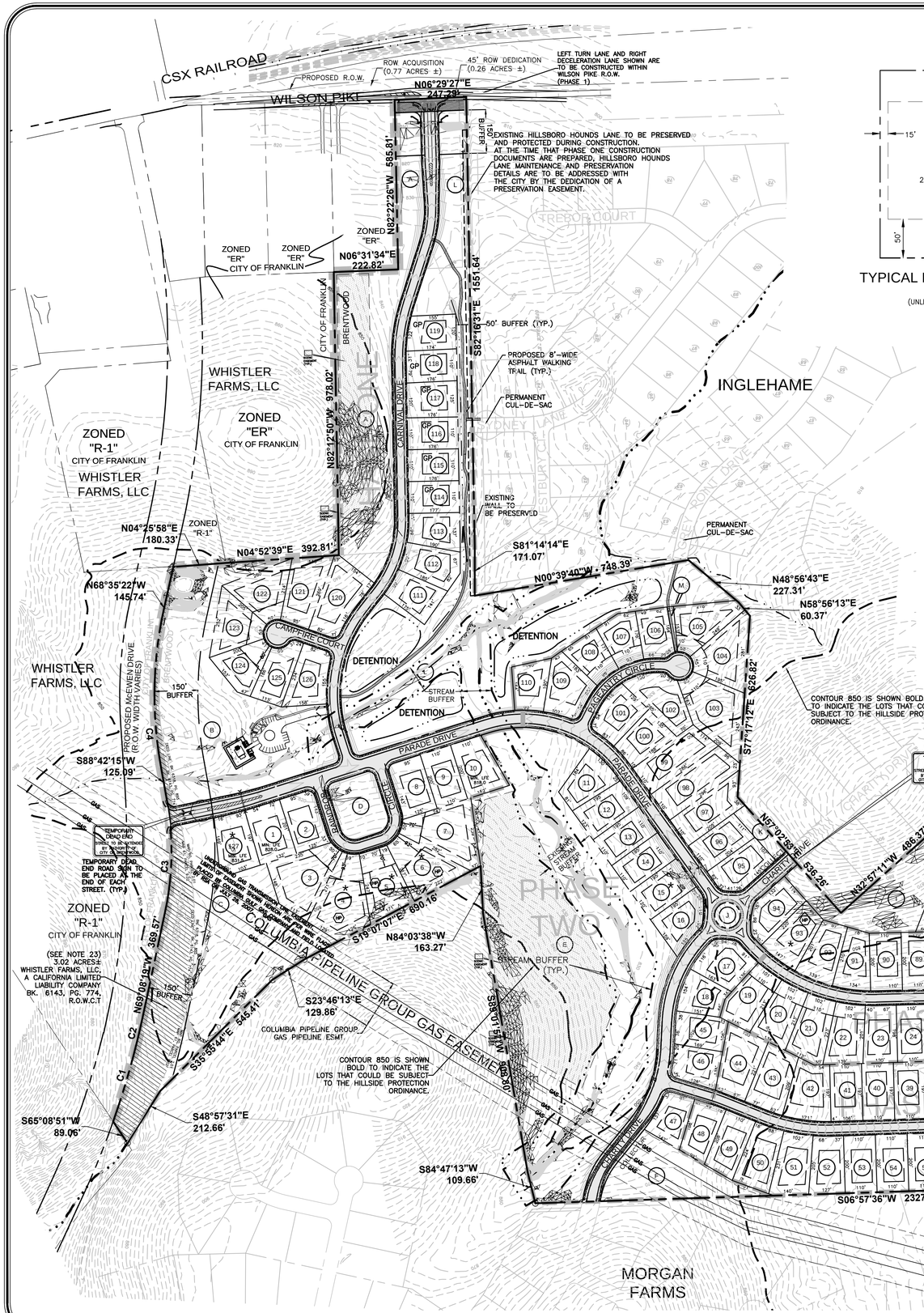
OPEN SPACE RESIDENTIAL DEVELOPMENT
SPLIT LOG ROAD
CITY OF BRENTWOOD, TENNESSEE

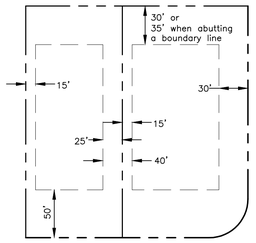
OVERALL SITE PLAN

REVISIONS

DESIGNED BY:	N/A
DRAWN BY:	A. Reed
APPROVED BY:	W. Harris
SCALE:	N/A
DATE:	JUNE 6, 2016
JOB NO.	WK. ORDER
04-101	7651

SHEET NO.
02



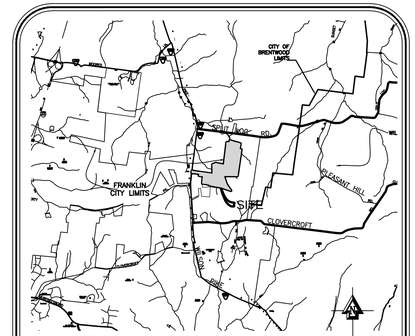


TYPICAL LOT SETBACK LINES
N.T.S.
(UNLESS SHOWN OTHERWISE)

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S12°29'45"E	39.94'
L2	S28°56'36"E	19.80'
L3	S69°32'26"E	15.13'
L4	S00°41'12"W	51.87'
L5	S82°39'16"E	51.63'
L6	S02°38'26"W	89.61'
L7	S82°16'28"E	148.33'

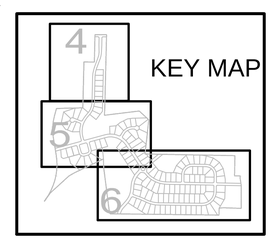
CURVE TABLE						
CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHD BRG
C1	2919.79'	290.69'	5°42'16"	145.47	290.57'	N64°35'03"W
C2	2919.79'	86.75'	1°42'08"	43.38	86.74'	N68°17'15"W
C3	997.43'	385.72'	22°09'26"	195.30	383.32'	N80°13'02"W
C4	1377.39'	545.86'	22°42'23"	276.56	542.30'	S79°56'34"E

SPECIAL NOTE:
CHARITY DRIVE IN TRADITIONS SHALL BE CONNECTED TO CHARITY DRIVE IN INGLEHAME FARMS WHEN 50% OF THE LOTS IN TRADITIONS HAVE RECEIVED THEIR CERTIFICATE OF OCCUPANCY. CHARITY DRIVE SHALL NOT BE USED AS CONSTRUCTION ACCESS TO THE PROJECT. ADDITIONAL TRAFFICE CALMING MEASURES SHALL BE INCORPORATED INTO THE DESIGN OF CHARITY DRIVE, BASED UPON THE RECOMMENDATION OF THE CITY ENGINEER.



VICINITY MAP
NOT TO SCALE

LEGEND
- 15–25% SLOPES
- 25% + SLOPES
- * TRANSITIONAL LOT (SEE TRANSITIONAL LOT NOTE ON SHEET 05 OF 07)
- GP LOT SERVED BY GRINDER PUMP
- BLUELINE STREAM
- WET WEATHER CONVEYANCE



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WESLEY A. HARRIS
REGISTERED ENGINEER
No. 110104
STATE OF TENNESSEE
12/6/17

TRADITIONS

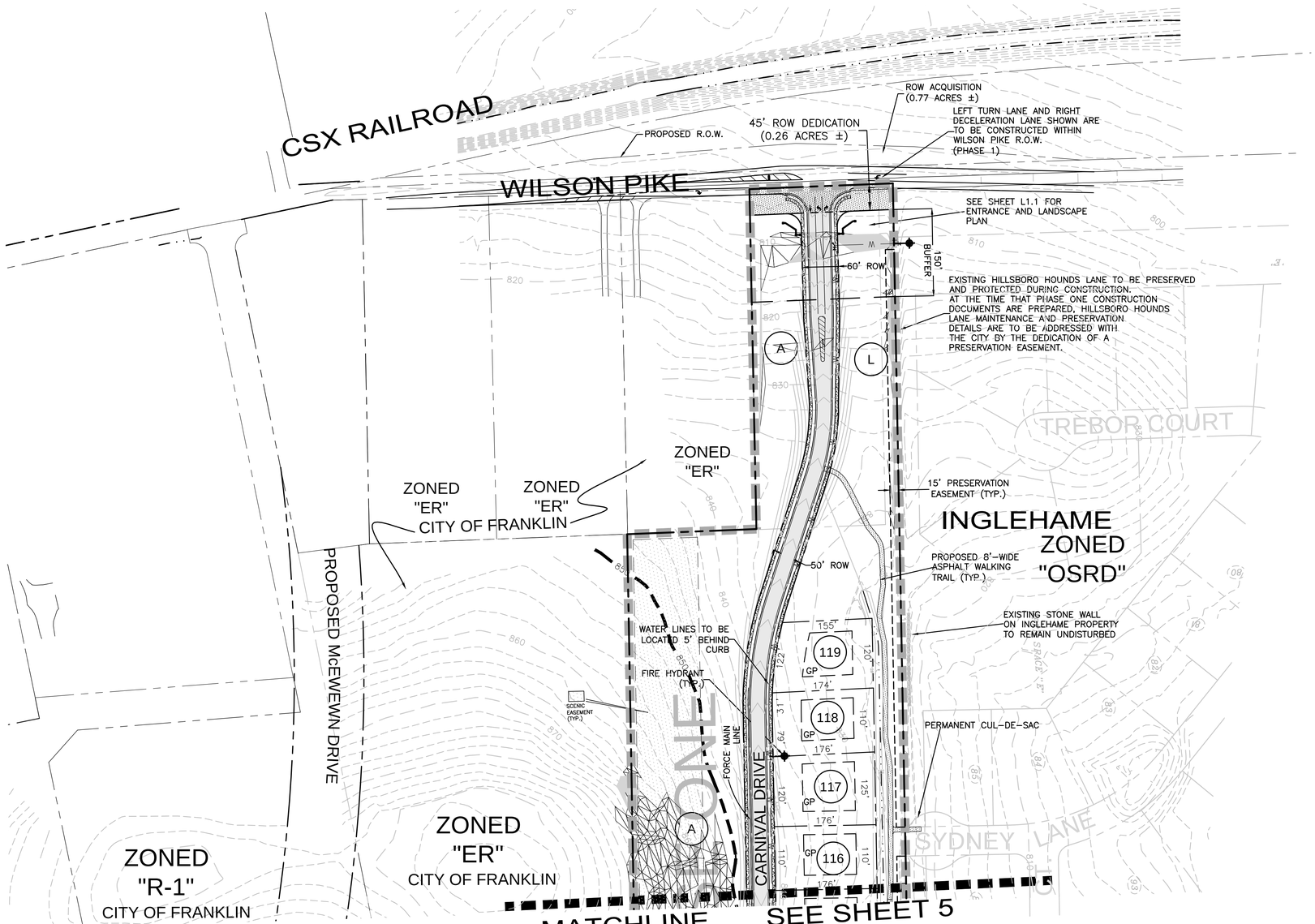
OPEN SPACE RESIDENTIAL DEVELOPMENT
SPLIT LOG ROAD
CITY OF BRENTWOOD, TENNESSEE

OVERALL SITE PLAN

12/19/17–(AMR) PER CITY COMMENTS	2F
12/04/17–(AMR) PER AMENITY LAYOUT REVISIONS	2E
09/19/17–(AMR) PER CITY COMMENTS	2D
09/05/17–(JLE) ADDITION OF LOT 128	2C
07/18/17–(AMR) PER CITY COMMENS	2B
06/30/17–(AMR) PER ADDITION OF LOT 127	2A
06/22/17–(AMR) PER CITY COMMENTS	2
06/20/17–(AMR) PER CITY COMMENTS	1F
06/05/17–(AMR) PER PH. 1 AND 2 REVISIONS	1E
08/16/16–(AMR) PER CITY COMMENTS	1D
08/01/16–(AMR) PER OWNERSHIP AND HP/ TRANSITIONAL LOT DESIGNATIONS	1C
06/06/16–(AMR) PER MCEWEN ALIGNMENT AND SURVEYED BOUNDARY	1B
02/15/16–(AMR) PER PER CITY COMMENTS	1A
02/01/16–(AMR) PER TRAIL REVISION	1
10/05/15–(AMR) PER PLAN RENEWAL	0
11/18/14–(AMR) PER CITY COMMENTS	
11/19/13–(WAH) PER CITY COMMENTS	9
12/18/12–(AMR) PER CITY COMMENTS	8
08/21/12–(AMR) PER CITY COMMENTS	7
09/28/11–(BSS) PER CITY COMMENTS	6
02/17/09–(JAG) PER CITY COMMENTS	5
02/02/09–(BSS) PER PLAN RENEWAL	4
04/07/08–(JAG) PER CITY COMMENTS	3
03/18/08–(JAG) PER CITY COMMENTS	2
03/03/08–(RFA) PER CITY COMMENTS AND IN-HOUSE COMMENTS	1

REVISIONS

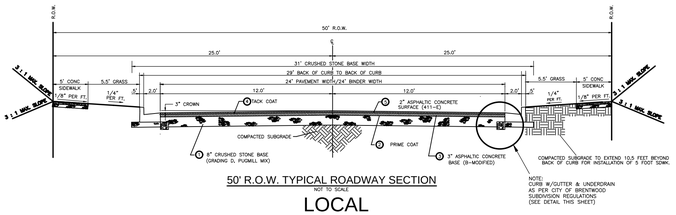
DESIGNED BY: R. Caldwell
DRAWN BY: J. Gregg
APPROVED BY: B. Slayden
SCALE: 1"=200'
DATE: SEPTEMBER 23, 2011
JOB NO. 04-101 WK. ORDER 7651
SHEET NO. 03



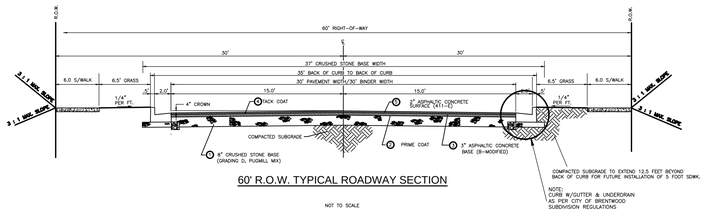
0 100 200 300

LEGEND

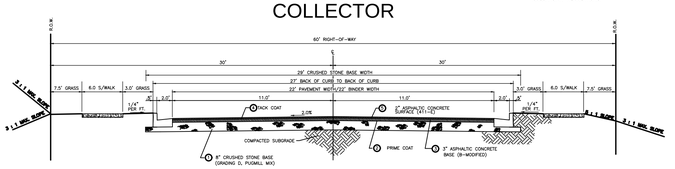
- 15–25% SLOPES
- 25% + SLOPES
- * TRANSITIONAL LOT (SEE TRANSITIONAL LOT NOTE ON SHEET 05 OF 07)
- GP LOT SERVED BY GRINDER PUMP
- BLUELINE STREAM
- WET WEATHER CONVEYANCE



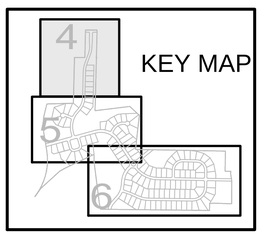
50' R.O.W. TYPICAL ROADWAY SECTION
NOT TO SCALE
LOCAL



60' R.O.W. TYPICAL ROADWAY SECTION
NOT TO SCALE
COLLECTOR



CHARITY DRIVE (STA. 39+70 THRU STA. 41+80) (CROSSING GAS EASEMENT)
NOT TO SCALE



2 12/04/17–(AMR) PER AMENITY LAYOUT REVISIONS
2 09/05/17–(JLE) ADDITION OF LOT 128
2 07/18/17–(AMR) PER CITY COMMENS
2 06/29/17–(AMR) PER CITY COMMENTS UPDATED LANDSC. ENTRANCE PLANS
1 08/16/16–(AMR) PER CITY COMMENTS
1 06/06/16–(AMR) PER MCEWEN ALIGNMENT AND SURVEYED BOUNDARY
1 10/05/15–(AMR) PER PLAN RENEWAL
1 11/18/14–(AMR) PER CITY COMMENTS

9 11/19/13–(WAH) PER CITY COMMENTS
7 08/21/12–(AMR) PER CITY COMMENTS
6 09/23/11–(BSS) PER CITY COMMENTS
5 02/17/09–(JAG) PER CITY COMMENTS
4 02/02/09–(BSS) PER PLAN RENEWAL
3 04/07/08–(JAG) PER CITY COMMENTS
2 03/18/08–(JAG) PER CITY COMMENTS
1 03/03/08–(RFA) PER CITY COMMENTS AND IN-HOUSE COMMENTS

REVISIONS

DESIGNED BY: R. Caldwell
DRAWN BY: J. Gregg
APPROVED BY: B. Slayden
SCALE: 1"=100'
DATE: SEPTEMBER 23, 2011
JOB NO. 04-101
WK. ORDER 7651
SHEET NO. 04

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WESLEY A. HARRIS REGISTERED ENGINEER No. 101054 STATE OF TENNESSEE 12/19/17

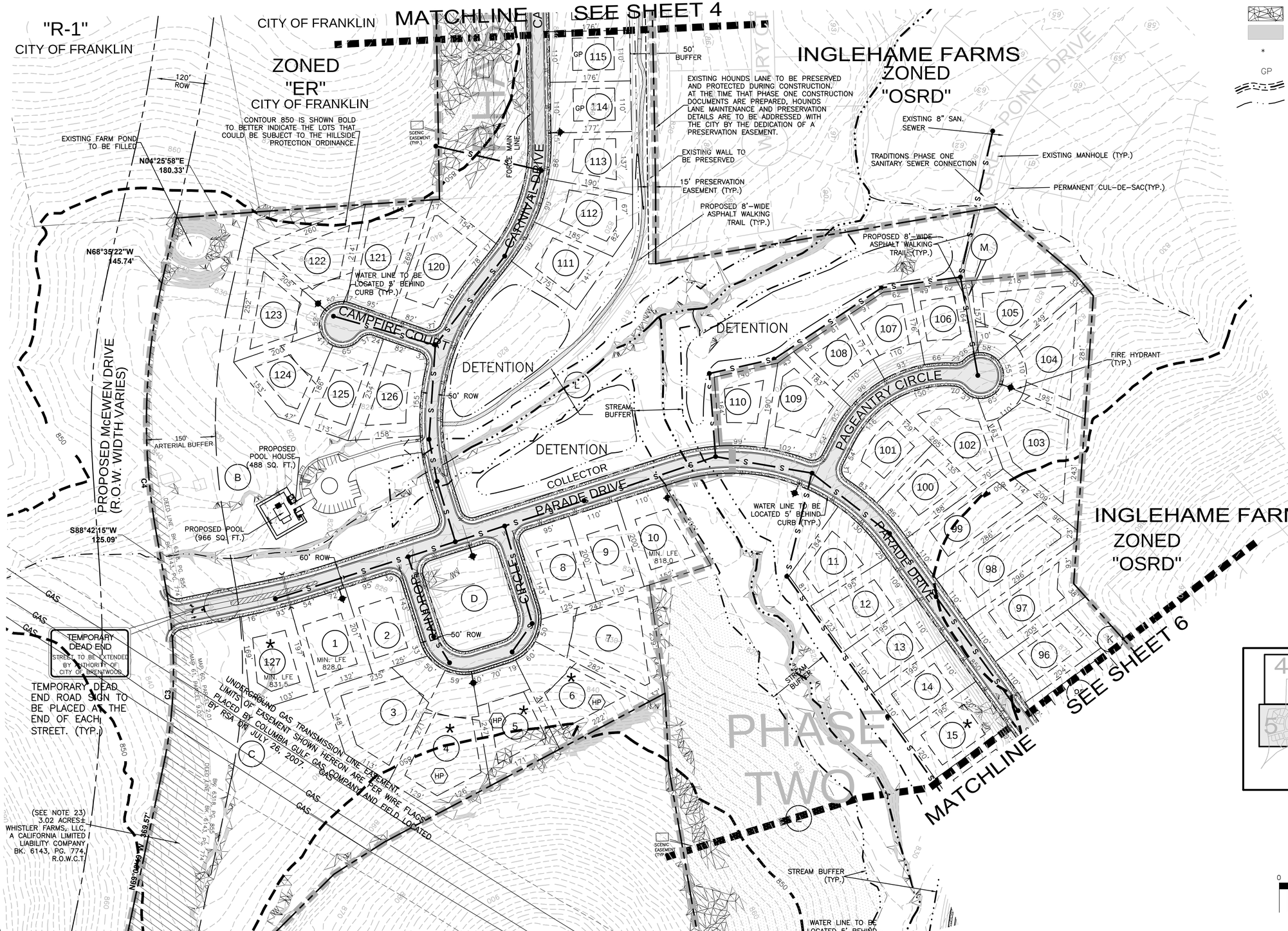
TRADITIONS

OPEN SPACE RESIDENTIAL DEVELOPMENT
SPLIT LOG ROAD
CITY OF BRENTWOOD, TENNESSEE

ENLARGED SITE PLAN

G:\04101–7651\1–LANDSCAPE ARCHITECTURE\PRELIMINARY OSRD\SHEETS\7651–OSRD.DWG

TRANSITIONAL LOT NOTE:
LOTS DESIGNATED WITH * HAVE NATURAL SLOPES OF GREATER THAN 15%. PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR A RESIDENTIAL LOT WITH A SLOPE OF 15% OR GREATER, A PLAN SHALL BE PREPARED BY A LICENSED PROFESSIONAL ENGINEER FOR APPROVAL BY THE CITY ENGINEER SHOWING EXISTING TOPOGRAPHIC INFORMATION FROM FIELD RUN SURVEY DATA, BOUNDARY AND SETBACK LINES, UTILITY AND DRAINAGE EASEMENTS, EXISTING AND PROPOSED DRAINAGE PIPES, DITCHES AND SWALES TO BE CONNECTED TO PUBLIC DRAINAGE LINES AND/OR TO DIRECT OR RE-DIRECT STORMWATER RUNOFF, THE PROPOSED BUILDING FOOTPRINT AND THE DRIVEWAY PLAN, INCLUDING THE FINISHED FLOOR ELEVATIONS AND FINISHED GRADES OF PAVEMENTS AND GROUND LINES, IDENTIFICATION OF EXISTING TREES IN EXCESS OF FOUR-INCH CALIPER AND TREES TO BE PRESERVED, AND THE LOCATION AND TIMING OF INSTALLATION OF EROSION CONTROL FEATURES. NO CLEAR CUTTING OF TREES OR GRADING OF THE LOT SHALL BE PERMITTED UNTIL APPROVAL OF THE SITE PLAN BY THE CITY ENGINEER.



LEGEND

- 15-25% SLOPES
- 25% + SLOPES
- * TRANSITIONAL LOT (SEE TRANSITIONAL LOT NOTE ON SHEET 04 OF 07)
- GP LOT SERVED BY GRINDER PUMP
- BLUELINE STREAM
- WET WEATHER CONVEYANCE

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WESLEY A. HARRIS REGISTERED ENGINEER No. 101054 STATE OF TENNESSEE
12/19/17

TRADITIONS

OPEN SPACE RESIDENTIAL DEVELOPMENT
SPLIT LOG ROAD
CITY OF BRENTWOOD, TENNESSEE

ENLARGED SITE PLAN

25	12/19/17-(AMR) PER CITY COMMENTS
24	12/04/17-(AMR) PER AMENITY LAYOUT REVISIONS
23	09/05/17-(JLE) ADDITION OF LOT 128
22	06/30/17-(AMR) PER ADDITION OF LOT 127
21	06/22/17-(AMR) PER CITY COMMENTS
20	06/20/17-(AMR) PER CITY COMMENTS
19	06/05/17-(AMR) PER PH. 1 AND 2 REVISIONS
18	08/16/16-(AMR) PER CITY COMMENTS
17	08/01/16-(AMR) PER OWNERSHIP AND HP/ TRANSITIONAL LOT DESIGNATIONS
16	06/06/16-(AMR) PER MCEWEN ALIGNMENT AND SURVEYED BOUNDARY
15	02/15/16-(AMR) PER CITY COMMENTS
14	02/01/16-(AMR) PER TRAIL REVISION
13	10/20/15-(AMR) PER CITY COMMENTS
12	10/05/15-(AMR) PER PLAN RENEWAL
11	11/18/14-(AMR) PER CITY COMMENTS
9	11/19/13-(WAH) PER CITY COMMENTS
7	08/21/12-(AMR) PER CITY COMMENTS
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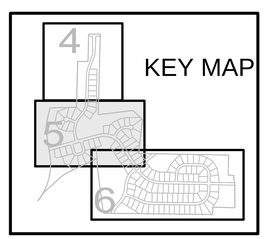
3	04/07/08-(JAG) PER CITY COMMENTS
2	03/18/08-(JAG) PER CITY COMMENTS
1	03/03/08-(RFA) PER CITY COMMENTS AND IN-HOUSE COMMENTS

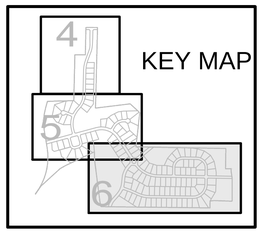
REVISIONS



DESIGNED BY: R. Caldwell
DRAWN BY: J. Gregg
APPROVED BY: B. Slayden
SCALE: 1"=100'
DATE: SEPTEMBER 23, 2011
JOB NO. 04-101
WK. ORDER 7651
SHEET NO. 05

0 100 200 300

G:\04101-7651\1-LANDSCAPE ARCHITECTURE\PRELIMINARY OSRD\SHEETS\7651-OSRD.DWG



LEGEND

- 15–25% SLOPES
- 25% + SLOPES
- * TRANSITIONAL LOT (SEE TRANSITIONAL LOT NOTE ON SHEET 05 OF 07)
- GP LOT SERVED BY GRINDER PUMP
- BLUELINE STREAM
- WET WEATHER CONVEYANCE

0 100 200 300

SPECIAL NOTE:
CHARITY DRIVE IN TRADITIONS SHALL BE CONNECTED TO CHARITY DRIVE IN INGLEHAME FARMS WHEN 50% OF THE LOTS IN TRADITIONS HAVE RECEIVED THEIR CERTIFICATE OF OCCUPANCY. CHARITY DRIVE SHALL NOT BE USED AS CONSTRUCTION ACCESS TO THE PROJECT. ADDITIONAL TRAFFICE CALMING MEASURES SHALL BE INCORPORATED INTO THE DESIGN OF CHARITY DRIVE, BASED UPON THE RECOMMENDATION OF THE CITY ENGINEER.

TRANSITIONAL LOT NOTE:
LOTS DESIGNATED WITH * HAVE NATURAL SLOPES OF GREATER THAN 15%. PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR A RESIDENTIAL LOT WITH A SLOPE OF 15% OR GREATER, A PLAN SHALL BE PREPARED BY A LICENSED PROFESSIONAL ENGINEER FOR APPROVAL BY THE CITY ENGINEER SHOWING EXISTING TOPOGRAPHIC INFORMATION FROM FIELD RUN SURVEY DATA, BOUNDARY AND SETBACK LINES, UTILITY AND DRAINAGE EASEMENTS, EXISTING AND PROPOSED DRAINAGE PIPES, DITCHES AND SWALES TO BE CONNECTED TO PUBLIC DRAINAGE LINES AND/OR TO DIRECT OR RE-DIRECT STORMWATER RUNOFF, THE PROPOSED BUILDING FOOTPRINT AND THE DRIVEWAY PLAN, INCLUDING THE FINISHED FLOOR ELEVATIONS AND FINISHED GRADES OF PAVEMENTS AND GROUND LINES, IDENTIFICATION OF EXISTING TREES IN EXCESS OF FOUR-INCH CALIPER AND TREES TO BE PRESERVED, AND THE LOCATION AND TIMING OF INSTALLATION OF EROSION CONTROL FEATURES. NO CLEAR CUTTING OF TREES OR GRADING OF THE LOT SHALL BE PERMITTED UNTIL APPROVAL OF THE SITE PLAN BY THE CITY ENGINEER.

MATCHLINE SEE SHEET 5

TEMPORARY DEAD END
STREET TO BE EXTENDED BY AUTHORITY OF CITY OF BRENTWOOD

TEMPORARY DEAD END ROAD SIGN TO BE PLACED AT THE END OF EACH STREET. (TYP.)

LANDSCAPE MEDIAN TO BE CONSTRUCTED WITHIN THE RIGHT OF WAY OF CHARITY DRIVE PER RECOMMENDATION OF THE CITY ENGINEER TO FACILITATE TRAFFIC CALMING MEASURES.

CONTOUR 850 IS SHOWN BOLD TO INDICATE THE LOTS THAT COULD BE SUBJECT TO THE HILLSIDE PROTECTION ORDINANCE.

DO NOT DISTURB AREA BETWEEN EXISTING DRAIN AND PROPERTY LINES (POSSIBLE NATIVE AMERICAN BURIAL SITE.)

FIRE HYDRANT (TYP.)

STREAM BUFFER (TYP.)

WATER LINE TO BE LOCATED 5' BEHIND CURB (TYP.)

CHARITY DRIVE

TRADITIONS CIRCLE

TRAVELER'S REST CIRCLE

PARADE DRIVE

50' ROW

PHASE ONE

PHASE TWO

PHASE THREE

PHASE FOUR

PHASE FIVE

DETENTION

DETENTION

TEMPORARY DEAD END
STREET TO BE EXTENDED BY AUTHORITY OF CITY OF BRENTWOOD

TEMPORARY DEAD END ROAD SIGN TO BE PLACED AT THE END OF EACH STREET. (TYP.)

EXISTING PUMP STATION

TERMINATE SEWER MAIN AT EXISTING MANHOLE WITHIN MORGAN FARMS

WATER LINE TO BE LOCATED 5' BEHIND CURB (TYP.)

60' ROW

COLUMBIA PIPELINE GROUP GAS EASEMENT

GAS

MORGAN FARMS
ZONED
"OSRD"

MORGAN FARMS

OC CREEK

26	09/19/17–(AMR)	PER CITY COMMENTS
25	09/05/17–(JLE)	ADDITION OF LOT 128
24	07/18/17–(AMR)	PER CITY COMMENS
17	08/01/16–(AMR)	PER OWNERSHIP AND HP/ TRANSITIONAL LOT DESIGNATIONS
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2	03/18/08–(JAG)	PER CITY COMMENTS
1	03/03/08–(RFA)	PER CITY COMMENTS AND IN-HOUSE COMMENTS

REVISIONS

DESIGNED BY: R. Caldwell

DRAWN BY: J. Gregg

APPROVED BY: B. Slayden

SCALE: 1"=100'

DATE: SEPTEMBER 23, 2011

JOB NO. 04-101 WK. ORDER 7651

SHEET NO. 06

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WESLEY A. HARRIS REGISTERED ENGINEER No. 101064 STATE OF TENNESSEE 12/19/17

TRADITIONS

OPEN SPACE RESIDENTIAL DEVELOPMENT
SPLIT LOG ROAD
CITY OF BRENTWOOD, TENNESSEE

ENLARGED SITE PLAN

G:\04101-7651\1-LANDSCAPE ARCHITECTURE\PRELIMINARY OSRD\SHEETS\7651-OSRD.DWG

PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME / COMMON NAME	TYPE	SIZE	HEIGHT	SPACING	REMARKS
CF	14	CERCIS CANADENSIS 'FOREST PANSY' TM / FOREST PANSY REDBUD	DECIDUOUS	2" CAL.	8' HT	AS SHOWN	STANDARD, FULL, MATCHING FORM
JB	12	JUNIPERUS VIRGINIANA 'BURKII' / BURK RED CEDAR	EVERGREEN	--	8' HT	AS SHOWN	FULL TO BASE, MATCHING FORM
LM	3	LAGERSTROEMIA INDICA 'MUSKOGEE' / MUSKOGEE CRAPE MYRTLE	DECIDUOUS	3" CAL.	8' HT	AS SHOWN	STANDARD, FULL, MATCHING FORM
ML	2	MAGNOLIA GRANDIFLORA 'LITTLE GEM' / DWARF SOUTHERN MAGNOLIA	EVERGREEN	--	8' HT		FULL TO GROUND, SINGLE LEADER
MG	1	MAGNOLIA VIRGINIANA 'GREEN SHADOW' / GREEN SHADOW MAGNOLIA	EVERGREEN	--	8' HT	AS SHOWN	FULL, MATCHING FORM
QP	6	QUERCUS SHUMARDII 'PANACHE' / PANACHE SHUMARD OAK	DECIDUOUS	3" CAL.	16-18' HT	AS SHOWN	MIN. BRANCH HT. 5', FULL, SINGLE LEADER
TS	6	THUJA OCCIDENTALIS 'SMARAGD' / EMERALD GREEN ARBORVITAE	EVERGREEN	--	8' HT	AS SHOWN	FULL TO GROUND, MATCHING FORM
UP	13	ULMUS PARVIFOLIA 'ALLEE' / ALLEE LACEBARK ELM	DECIDUOUS	3" CAL.	16-18' HT	AS SHOWN	MIN. BRANCH HT. 5', FULL, SINGLE LEADER
CL	10	X CUPRESSOCYPARIS LEYLANDII / LEYLANDI CYPRESS	EVERGREEN	--	8-10' HT	AS SHOWN	FULL TO GROUND, MATCHING FORM

SHRUBS	QTY	BOTANICAL NAME / COMMON NAME	TYPE	SIZE/HT	SPREAD	SPACING	REMARKS
AG	17	ABELIA X GRANDIFLORA / GLOSSY ABELIA	EVERGREEN	24" HT	24"	AS SHOWN	FULL CONTAINER
BS	4	BUXUS SEMPERVIRENS / AMERICAN BOXWOOD	EVERGREEN	36" HT.	30-32"	AS SHOWN	B/B, FULL MATCHING FORM
DB	10	DAPHNE TRANSATLANTICA 'BLAFRA' / ETERNAL FRAGRANCE DAPHNE	EVERGREEN	18" HT	18"	AS SHOWN	FULL, MATCHING FORM
HA	15	HYDRANGEA QUERCIFOLIA 'ALICE' / ALICE OAKLEAF HYDRANGEA	DECIDUOUS	30"	30"	AS SHOWN	B/B, FULL MATCHING FORM
IS	40	ILEX CRENATA 'SOFT TOUCH' / SOFT TOUCH JAPANESE HOLLY	EVERGREEN	12" HT.	24"	AS SHOWN	FULL
IG	12	ITEA VIRGINICA 'HENRY'S GARNET' / HENRY'S GARNET SWEETSPIRE	DECIDUOUS	24" HT	24"	AS SHOWN	FULL
PO	16	PRUNUS LAUROCERASUS 'OTTO LUYKEN' / LUYKENS LAUREL	EVERGREEN	24" HT.	36"	AS SHOWN	FULL
RN	12	ROSA X 'NOAMEL' PP# 10,239 / WHITE GROUNDCOVER ROSE	DECIDUOUS	15" HT.	15-17"	AS SHOWN	FULL, MATCHING FORM
VP	14	VIBURNUM X PRAGENSE / PRAGUE VIBURNUM	EVERGREEN	36" HT.	24"	AS SHOWN	FULL

GRASSES	QTY	BOTANICAL NAME / COMMON NAME	TYPE	SIZE/HT	SPREAD	SPACING	REMARKS
PV	11	PANICUM VIRGATUM 'NORTH WIND' / NORTHWIND SWITCH GRASS	DECIDUOUS	3 GAL	--	AS SHOWN	UPRIGHT FORM/FULL HEAD OF GRASS
PB	7	PENNISETUM ALOPECUROIDES 'BURGUNDY BUNNY' / BURGUNDY BUNNY DWARF FOUNTAIN GRASS	DECIDUOUS	1 GAL	--	AS SHOWN	UPRIGHT FORM/FULL HEAD OF GRASS
PH	14	PENNISETUM ALOPECUROIDES 'HAMELN' / HAMELN DWARF FOUNTAIN GRASS	DECIDUOUS	1 GAL	--	AS SHOWN	UPRIGHT FORM/FULL HEAD OF GRASS

GROUND COVERS	QTY	BOTANICAL NAME / COMMON NAME	TYPE	CONT	SPREAD	SPACING	REMARKS
EP	54	ECHINACEA PURPUREA 'POWWOW WHITE' / POWWOW WHITE CONEFLOWER	PERENNIAL	6" POT	--	12"O.C.	
HO	45	HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY	PERENNIAL	4"POT	--	18"O.C.	
LB	358	LIRIOPE MUSCARI 'BIG BLUE' / BIG BLUE LILYTURF	EVERGREEN	4"POT	8-10"	12"O.C.	TRIANGULATE SPACING
LV	140	LIRIOPE MUSCARI 'VARIEGATA' / VARIEGATED LILY TURF	PERENNIAL	4" POT	8-10"	12"O.C.	

**ALL DISTURBED AREAS NOT OTHERWISE PLANTED WILL BE SODDED

2E

NOTES

1. ALL DISTURBED AREAS NOT OTHERWISE PLANTED SHALL BE SODDED.
2. LANDSCAPE CONTRACTOR SHALL SUBMIT DESIGN BUILD IRRIGATION PLAN FOR LANDSCAPE ARCHITECTS REVIEW PRIOR TO BEING ANY WORK.

IRRIGATION SYSTEM DESCRIPTION

1. THE SYSTEM SHALL BE FULLY AUTOMATIC UNDERGROUND SPRINKLER SYSTEM TO IRRIGATE TURF, SHRUBS, TREES, GROUND COVER, AND ANNUALS. ALL TURF AREAS ARE TO BE ON SEPARATE ZONES FROM THE PLANTED AREAS. SPRINKLERS ON TURF AREAS TO HAVE A MINIMUM OF A 4" POP-UP. SPRINKLERS IN PLANTED AREAS SHALL BE 12" POP-UPS. ALL HEADS OF DIFFERENT TYPES, I.E., SPRAYS AND ROTORS, SHALL BE ON DIFFERENT ZONES. THE LIMITS OF WORK AS INDICATED ON THE LANDSCAPE PLAN SHALL BE THE LIMIT OF IRRIGATION WORK.
2. SYSTEM INSTALLATION AND OPERATION SHALL FOLLOW ALL MANUFACTURERS' RECOMMENDATIONS OF PRODUCTS USED IN SYSTEM.
3. PROVIDE ALL MATERIALS, LABOR, TRANSPORTATION, EQUIPMENT, FEES, AND PERMITS NECESSARY TO INSTALL A FULLY OPERATIONAL SYSTEM IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS.
4. CONTROL AND BACKFLOW LOCATIONS ARE ILLUSTRATED ON PLAN. COORDINATE WITH THE MECHANICAL/PLUMBING SYSTEM.

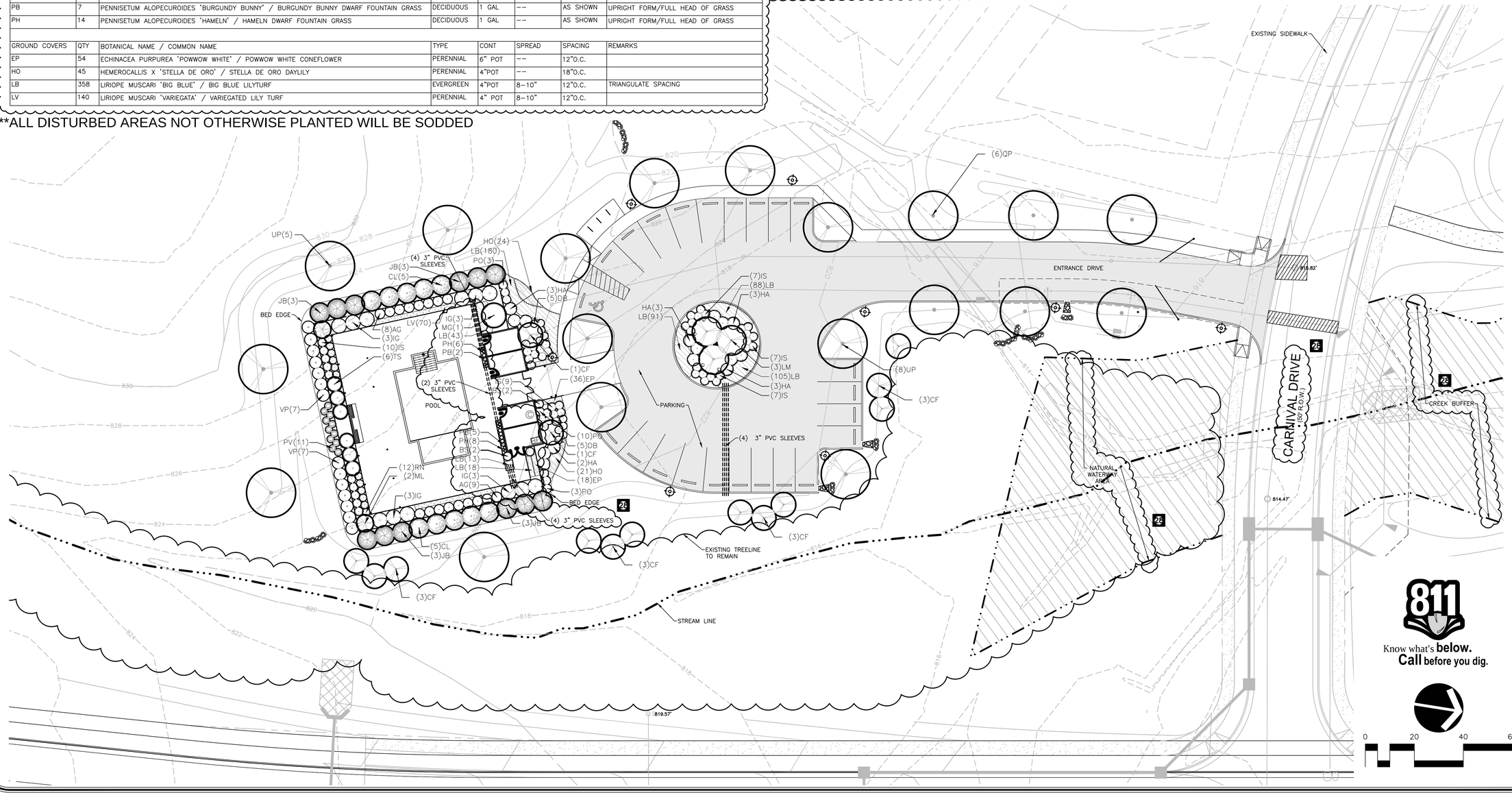
IRRIGATION PERFORMANCE REQUIREMENTS:

1. THE IRRIGATION SYSTEM POINT OF CONNECTION SHALL BE COORDINATED WITH THE MECHANICAL/PLUMBING SYSTEM. PRESSURE AND FLOW INFORMATION SHALL BE FIELD VERIFIED PRIOR TO MAIN OR LATERAL LINE INSTALLATION.
2. INSTALLED SYSTEM SHALL PERFORM SUCH THAT ALL HEADS OF SIMILAR TYPE HAVE SIMILAR HEAD TO HEAD RANGE OF THROW WITHOUT EXCESSIVE "MISTING" OR "DONUT" SPRAY.

(6) QP — (6) – REFERENCE TO QUANTITY OF PLANT MATERIAL; QP – REFERENCE TO PLANT NAME, SCHEDULE

C — CONTROLLER LOCATION – COORDINATE CONNECTION W/ ELECTRICAL PLANS

BF — BACKFLOW – COORDINATE CONNECTION W/ ELECTRICAL



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JAMES L. EASTER — REGISTERED — TENNESSEE NO. 102360 — LANDSCAPE ARCHITECT
12.19.2017

TRADITIONS AMENITY CENTER

FOR

MR. ROBERT GERINGER C/O WHISTLER FARMS, LIMITED LIABILITY COMPANY

CITY OF BRENTWOOD, WILLIAMSON COUNTY, TENNESSEE

REVISIONS	
12/19/17 – (DEH) Per City Comments	
12/04/17 – (DEH) Per Layout Revisions	

JOB NO. 04101	WK. ORDER 7651
DESIGNED:	J.EASTER
DRAWN:	D.HENDRICKSON
SCALE:	1"=20'
DATE:	DECEMBER 4, 2017

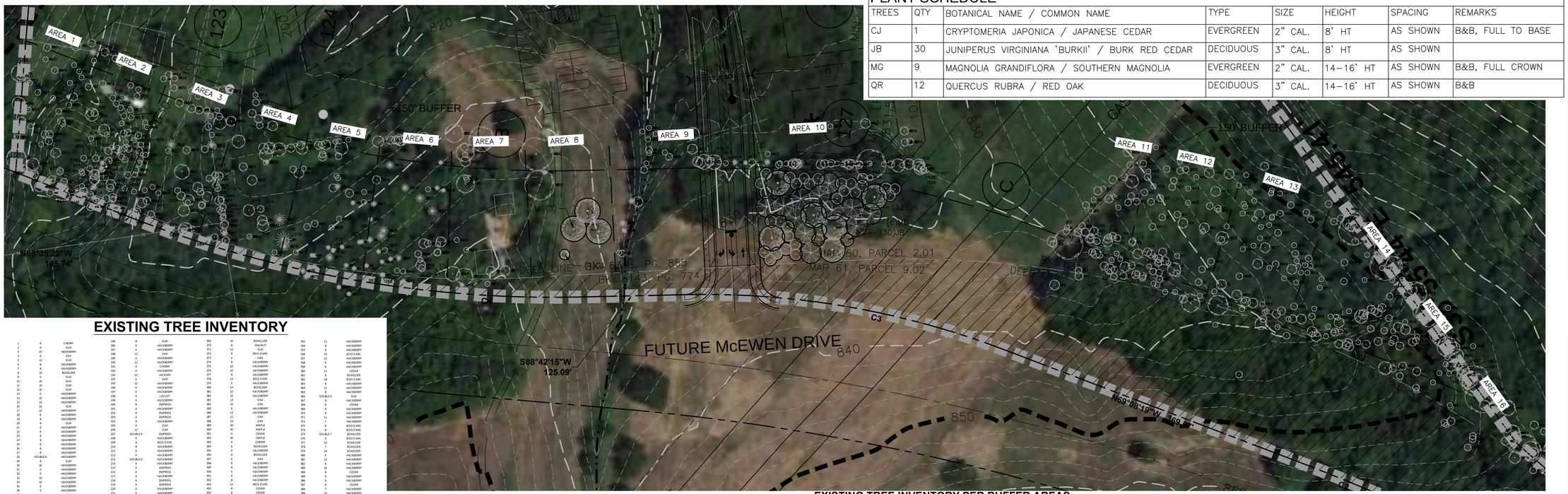
LANDSCAPE PLAN

07

G:\04101.7651\5-CIVIL ENGINEERING\PLAN SHEETS\MASTER\PLAN SHEETS\7651-LANDSCAPE.DWG
PLOTTED BY: DAVID HENDRICKSON ON: 12/19/2017 4:32 PM LAST UPDATED BY VISION ON: 12/19/2017 3:59 PM

PLANT SCHEDULE

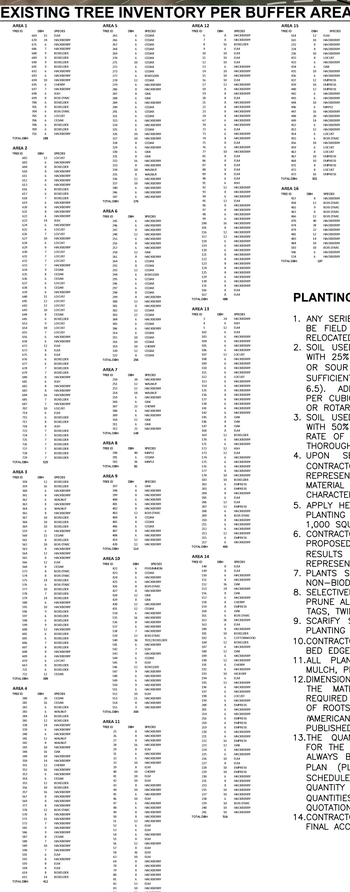
TREES	QTY	BOTANICAL NAME / COMMON NAME	TYPE	SIZE	HEIGHT	SPACING	REMARKS
CJ	1	CRYPTOMERIA JAPONICA / JAPANESE CEDAR	EVERGREEN	2" CAL.	8' HT	AS SHOWN	B&B, FULL TO BASE
JB	30	JUNIPERUS VIRGINIANA 'BURKII' / BURK RED CEDAR	DECIDUOUS	3" CAL.	8' HT	AS SHOWN	
MG	9	MAGNOLIA GRANDIFLORA / SOUTHERN MAGNOLIA	EVERGREEN	2" CAL.	14–16' HT	AS SHOWN	B&B, FULL CROWN
QR	12	QUERCUS RUBRA / RED OAK	DECIDUOUS	3" CAL.	14–16' HT	AS SHOWN	B&B



EXISTING TREE INVENTORY

1	8	CHERRY	195	6	ELM	369	10	BOXELDER	555	11	HACKBERRY
2	6	ELM	196	6	HACKBERRY	370	8	WALNUT	556	8	HACKBERRY
3	24	HACKBERRY	197	6	HACKBERRY	371	12	ELM	555	9	HACKBERRY
4	6	ASH	198	12	OAK	372	8	BOIS D'ARC	556	10	BOIS D'ARC
5	12	ELM	199	6	HACKBERRY	373	6	OAK	557	12	HACKBERRY
6	8	HACKBERRY	190	6	HACKBERRY	374	6	HACKBERRY	558	8	HACKBERRY
7	8	HACKBERRY	191	6	CHERRY	375	10	HACKBERRY	559	6	HACKBERRY
8	8	BOXELDER	192	6	HACKBERRY	376	10	HACKBERRY	560	11	CEDAR
9	6	ELM	193	10	HICKORY	377	8	HACKBERRY	561	6	BOXELDER
10	10	ELM	194	6	ELM	378	12	BOIS D'ARC	562	18	BOIS D'ARC
11	10	ELM	195	12	HACKBERRY	379	6	HACKBERRY	563	6	HACKBERRY
12	10	ELM	196	6	HACKBERRY	380	14	BOXELDER	564	12	HACKBERRY
13	6	HACKBERRY	197	6	HACKBERRY	381	14	HACKBERRY	565	8	HACKBERRY
14	10	HACKBERRY	198	6	LOCUST	382	10	HACKBERRY	566	DOUBLE 6	ELM
15	10	HACKBERRY	199	6	HACKBERRY	383	14	OAK	567	6	HACKBERRY
16	10	ELM	200	8	DMPRESS	384	10	OAK	568	8	CEDAR
17	12	HACKBERRY	201	6	HACKBERRY	385	6	HACKBERRY	569	8	HACKBERRY
18	8	HACKBERRY	202	6	DMPRESS	386	12	OAK	570	6	HACKBERRY
19	8	HACKBERRY	203	6	DMPRESS	387	12	OAK	571	11	HACKBERRY
20	8	ELM	204	6	HACKBERRY	388	12	OAK	572	8	HACKBERRY
21	8	HACKBERRY	205	6	ELM	389	10	MAPLE	573	8	BOIS D'ARC
22	8	HACKBERRY	206	12	ELM	390	40	MAPLE	574	8	BOIS D'ARC
23	8	HACKBERRY	207	DOUBLE 6	DMPRESS	391	6	CEDAR	575	DOUBLE 7	BOXELDER
24	8	HACKBERRY	208	6	HACKBERRY	392	36	MAPLE	576	6	BOIS D'ARC
25	8	HACKBERRY	209	8	BOIS D'ARC	393	6	BOXELDER	577	10	BOXELDER
26	8	HACKBERRY	210	6	HACKBERRY	394	6	BOXELDER	578	8	BOXELDER
27	8	HACKBERRY	211	6	HACKBERRY	395	6	HACKBERRY	579	14	ELM
28	DOUBLE 8	HACKBERRY	212	6	HACKBERRY	396	6	BOXELDER	580	6	HACKBERRY
29	8	ELM	213	DOUBLE 6	HACKBERRY	397	6	OAK	581	12	HACKBERRY
30	10	HACKBERRY	214	6	HACKBERRY	398	8	HACKBERRY	582	6	HACKBERRY
31	6	HACKBERRY	215	6	DMPRESS	399	8	HACKBERRY	583	16	HACKBERRY
32	6	HACKBERRY	216	6	HACKBERRY	400	8	HACKBERRY	584	6	CEDAR
33	10	HACKBERRY	217	6	HACKBERRY	401	6	HACKBERRY	585	8	HACKBERRY
34	10	HACKBERRY	218	6	DMPRESS	402	8	HACKBERRY	586	9	HACKBERRY
35	6	HACKBERRY	219	6	DMPRESS	403	12	BOIS D'ARC	587	8	CEDAR
36	6	HACKBERRY	220	6	HACKBERRY	404	8	CEDAR	588	7	HACKBERRY
37	8	ELM	221	6	HACKBERRY	405	8	CEDAR	589	10	HACKBERRY
38	6	ELM	222	16	DMPRESS	406	6	CEDAR	590	7	HACKBERRY
39	8	ELM	223	8	ELM	407	6	HACKBERRY	591	8	ELM
40	10	CHERRY	224	6	HACKBERRY	408	6	HACKBERRY	592	8	HACKBERRY
41	10	ELM	225	6	HACKBERRY	409	6	HACKBERRY	593	8	ELM
42	10	ELM	226	10	ELM	410	8	CEDAR	594	6	ELM
43	8	HACKBERRY	227	8	ELM	411	8	CEDAR	595	10	HACKBERRY
44	10	HACKBERRY	228	10	DMPRESS	412	6	HACKBERRY	596	8	BOXELDER
45	6	HACKBERRY	229	10	DMPRESS	413	6	HACKBERRY	597	6	BOXELDER
46	10	ELM	230	8	HACKBERRY	414	6	HACKBERRY	598	6	BOXELDER
47	6	HACKBERRY	231	8	HACKBERRY	415	8	HACKBERRY	599	10	BOXELDER
48	8	HACKBERRY	232	8	HACKBERRY	416	8	HACKBERRY	600	12	HACKBERRY
49	8	HACKBERRY	233	8	HACKBERRY	417	DOUBLE 6	THINHACKBERRY	601	6	BOXELDER
50	8	ELM	234	8	HACKBERRY	418	DOUBLE 6	HACKBERRY	602	12	LOCUST
51	12	HACKBERRY	235	10	HACKBERRY	419	12	HACKBERRY	603	8	BOXELDER
52	6	ELM	236	10	HACKBERRY	420	12	HACKBERRY	604	8	BOXELDER
53	6	ELM	237	10	HACKBERRY	421	8	HACKBERRY	605	8	BOXELDER
54	6	HACKBERRY	238	8	HACKBERRY	422	6	PERCIMMON	606	7	BOXELDER
55	6	ELM	239	10	BOIS D'ARC	423	8	CEDAR	607	8	BOXELDER
56	12	HACKBERRY	240	10	BOXELDER	424	6	HACKBERRY	608	8	BOXELDER
57	8	ELM	241	10	BOXELDER	425	6	HACKBERRY	609	6	HACKBERRY
58	16	ELM	242	6	CEDAR	426	8	BOIS D'ARC	610	8	HACKBERRY
59	8	HACKBERRY	243	6	CEDAR	427	8	HACKBERRY	611	6	HACKBERRY
60	12	ELM	244	6	HACKBERRY	428	8	OAK	612	8	ELM
61	8	HACKBERRY	245	6	OAK	429	8	OAK	613	8	HACKBERRY
62	6	HACKBERRY	246	6	HACKBERRY	430	12	HACKBERRY	614	8	BOXELDER
63	8	HACKBERRY	247	8	CEDAR	431	12	CEDAR	615	14	BOXELDER
64	6	HACKBERRY	248	DOUBLE 6	HACKBERRY	432	8	LOCUST	616	6	BOXELDER
65	10	BOIS D'ARC	249	6	CEDAR	433	6	HACKBERRY	617	6	BOXELDER
66	12	HACKBERRY	250	20	HACKBERRY	434	6	HACKBERRY	618	6	BOXELDER
67	6	HACKBERRY	251	12	WALNUT	435	10	HACKBERRY	619	6	HACKBERRY
68	10	HACKBERRY	252	8	HACKBERRY	436	8	HACKBERRY	620	6	HACKBERRY
69	10	HACKBERRY	253	12	HACKBERRY	437	12	DMPRESS	621	8	HACKBERRY
70	6	ELM	254	18	WALNUT	438	22	OAK	622	6	HACKBERRY
71	6	ELM	255	6	HACKBERRY	439	10	DMPRESS	623	14	ASH
72	6	ELM	256	8	HACKBERRY	440	12	DMPRESS	624	6	HACKBERRY
73	6	HACKBERRY	257	8	HACKBERRY	441	22	HACKBERRY	625	6	LOCUST
74	8	HACKBERRY	258	12	OAK	442	6	HACKBERRY	626	12	LOCUST
75	6	ELM	259	6	HACKBERRY	443	6	HACKBERRY	627	10	HACKBERRY
76	10	HACKBERRY	260	6	OAK	444	10	HACKBERRY	628	6	LOCUST
77	10	HACKBERRY	261	8	HACKBERRY	445	20	HACKBERRY	629	8	HACKBERRY
78	8	HACKBERRY	262	6	CEDAR	446	6	MAPLE	630	7	LOCUST
79	8	HACKBERRY	263	6	CEDAR	447	16	HACKBERRY	631	7	LOCUST
80	8	HACKBERRY	264	6	CEDAR	448	14	HACKBERRY	632	8	LOCUST
81	6	HACKBERRY	265	6	CEDAR	449	24	HACKBERRY	633	7	HACKBERRY
82	6	ELM	266	6	CEDAR	450	24	HACKBERRY	634	8	CEDAR
83	10	HACKBERRY	267	6	CEDAR	451	6	HACKBERRY	635	8	CEDAR
84	12	HACKBERRY	268	6	CEDAR	452	6	HACKBERRY	636	6	CEDAR
85	8	ELM	269	6	CEDAR	453	12	HACKBERRY	637	6	LOCUST
86	8	ELM	270	6	CEDAR	454	6	LOCUST	638	6	CEDAR
87	8	ELM	271	10	CEDAR	455	6	BOIS D'ARC	639	8	HACKBERRY
88	8	ELM	272	6	CEDAR	456	10	HACKBERRY	640	11	LOCUST
89	8	ELM	273	6	CEDAR	457	8	HACKBERRY	641	12	LOCUST
90	8	ELM	274	6	CEDAR	458	10	BOIS D'ARC	642	12	LOCUST
91	6	ASH	275	8	CEDAR	459	6	LOCUST	643	10	LOCUST
92	12	HACKBERRY	276	6	CEDAR	460	6	LOCUST	644	8	CEDAR
93	8	HACKBERRY	277	6	BOXELDER	461	6	BOIS D'ARC	645	6	BOXELDER
94	8	HACKBERRY	278	6	ELM	462	6	BOIS D'ARC	646	6	BOXELDER
95	12	ELM	279	6	HACKBERRY	463	8	LOCUST	647	8	BOXELDER
96	8	HACKBERRY	280	DOUBLE 10	CEDAR	464	8	LOCUST	648	8	HACKBERRY
97	8	HACKBERRY	281	DOUBLE 8	BOIS D'ARC	465	6	BOIS D'ARC	649	8	BOXELDER
98	6	HACKBERRY	282	6	BOXELDER	466	12	BOIS D'ARC	650	8	LOCUST
99	6	HACKBERRY	283	6	WALNUT	467	10	DMPRESS	651	8	LOCUST
100	DOUBLE 8	HACKBERRY	284	14	BOXELDER	468	10	DMPRESS	652	9	LOCUST
101	6	HACKBERRY	285	DOUBLE 6	HACKBERRY	469	10	DMPRESS	653	8	LOCUST
102	6	ELM	286	6	HACKBERRY	470	40	DMPRESS	654	10	LOCUST
103	6	ELM	287	6	OAK	471	8	DMPRESS	655	7	LOCUST
104	6	HACKBERRY	288	6	OAK	472	6	DMPRESS	656	6	LOCUST
105	6	HACKBERRY	289	6	HACKBERRY	473	DOUBLE 8	DMPRESS	657	6	HACKBERRY
106	6	HACKBERRY	290	6	CEDAR	474	8	HACKBERRY	658	6	HACKBERRY
107	12	LOCUST	291	6	CEDAR	475	8	DMPRESS	659	6	LOCUST
108	6	HACKBERRY	292	6	CEDAR	476	8	DMPRESS	660	6	LOCUST
109	6	HACKBERRY	293	DOUBLE 6	CEDAR	477	12	HACKBERRY	661	8	HACKBERRY
110	6	HACKBERRY	294	6	BOXELDER	478	8	DMPRESS	662	8	ELM
111	6	HACKBERRY	295	6	CEDAR	479	6	HACKBERRY	663	8	BOXELDER
112	6	LOCUST	296	6	CEDAR	480	8	ELM	664	8	HACKBERRY
113	6	HACKBERRY	297	6	CEDAR	481	12	HACKBERRY	665	8	HACKBERRY
114	6	HACKBERRY	298	8	CEDAR	482	18	BOIS D'ARC	666	DOUBLE 6	BOXELDER
115	12	HACKBERRY	299	6	HACKBERRY	483	10	HACKBERRY	667	8	ELM
116	12	HACKBERRY	300	12	HACKBERRY	484	10	HACKBERRY	668	8	LOCUST
117	8	HACKBERRY	301	6	HACKBERRY	485	16	HACKBERRY	669	15	ELM
118	8	HACKBERRY	302	DOUBLE 6	CEDAR	486	14	HACKBERRY	670	14	HACKBERRY
119	6	HACKBERRY	303	DOUBLE 6	CEDAR	487	10	ELM	671	6	HACKBERRY
120	8	HACKBERRY	304	6	HACKBERRY	488	6	ELM	672	12	ELM
121	8	HACKBERRY	305	6	CEDAR	489	20	HACKBERRY	673	8	ELM
122	8	HACKBERRY	306	6	HACKBERRY	490	30	HICKORY	674	8	HACKBERRY
123	8	HACKBERRY	307	22	CHERRY	491	6	BOIS D'ARC	675	8	ELM
124	8	HACKBERRY	308	6	HACKBERRY	492	28	HACKBERRY	676	6	BOXELDER
125	6	HACKBERRY	309	6	HACKBERRY	493	12	HACKBERRY	677	6	BOXELDER
126	6	HACKBERRY	310	12	OAK	494	8	HACKBERRY	678	7	BOXELDER
127	6	HACKBERRY	311	6	CEDAR	495	8	OAK	679	8	BOXELDER
128	6	HACKBERRY	312	22	HACKBERRY	496	8	OAK	680	8	HACKBERRY
129	6	ELM	313	6	CEDAR	497	20	OAK	681	8	BOXELDER
130	6	HACKBERRY	314	6	CEDAR	498	12	OAK	682	8	HACKBERRY
131	8	HACKBERRY	315	10	CEDAR	499	12	OAK	683	8	HACKBERRY
132	8	HACKBERRY	316	10	CEDAR	500	6	HACKBERRY	684	10	HACKBERRY
133	8	HACKBERRY	317	12	OAK	501	26	HACKBERRY	685	7	BOXELDER
134	8	LOCUST	318	14	HACKBERRY	502	DOUBLE 12	HACKBERRY	686	8	BOXELDER
135	8	HACKBERRY	319	10	CHERRY	503	8	BOIS D'ARC	687	6	BOXELDER
136	8	HACKBERRY	320	10	CHERRY	504	14	HACKBERRY	688	6	BOXELDER
137	8	HACKBERRY	321	8	CEDAR	505	14	HACKBERRY	689	8	BOXELDER
138	6	HACKBERRY	322	8	CEDAR	506	6	HACKBERRY	690	9	BOXELDER
139	6	HACKBERRY	323	6	HACKBERRY	507	8	HACKBERRY	691	8	BOXELDER
140	6	HACKBERRY	324	6	HACKBERRY	508	8	HACKBERRY	692	6	HACKBERRY
141	6	HACKBERRY	325	6	CEDAR	509	8	HACKBERRY	693	6	HACKBERRY
142	6	HACKBERRY	326	10	HACKBERRY	510	8	ASH	694	12	HACKBERRY
143	6	ELM	327	10	HACKBERRY	511	12	HACKBERRY	695	7	CHERRY
144	8	HACKBERRY	328	6	HACKBERRY	512	DOUBLE 6	BOIS D'ARC	696	18	PERSIMMONS
145	8	OAK	329	6	HACKBERRY	513	8	DMPRESS	697	7	HACKBERRY
146	8	OAK	330	6	OAK	514	7	ELM	698	6	ASH
147	8	OAK	331	8	OAK	515	18	ELM	699	8	BOIS D'ARC
148	8	ELM	332	8	HACKBERRY	516	8	ELM	700	8	HACKBERRY
149	8	ELM	333	8	HACKBERRY	517	10	BOIS D'ARC	701	9	BOIS D'ARC
150	8	HACKBERRY	334	10	WALNUT	518	12	ELM	702	DOUBLE 10	HACKBERRY
151	8	HACKBERRY	335	8	WALNUT	519	6	HACKBERRY	703	8	ELM
152	36	OAK	336	DOUBLE 6	HACKBERRY	520	8	HACKBERRY	704	6	BOIS D'ARC
153	24	HACKBERRY	337	10	HACKBERRY	521	6	HACKBERRY	705	6	LOCUST
154	12	HACKBERRY	338	14	HACKBERRY	522	6	HACKBERRY	706	6	CEDAR
155	8	HACKBERRY	339	6	HACKBERRY	523	6	HACKBERRY	707	6	HACKBERRY
156	8	HACKBERRY	340	6	HACKBERRY	524	6	HACKBERRY	708	6	BOXELDER
157	6	HACKBERRY	341	12	WALNUT	525	10	WALNUT	709	7	BOXELDER
158	8	CHERRY	342	8	WALNUT	526	6	ELM	710	DOUBLE 8	BOIS D'ARC
159	8	EMPRESS	343	10	HACKBERRY	527	10	HACKBERRY	711	9	BOIS D'ARC
160	8	OAK	344	16	OAK	528	8	HACKBERRY	712	10	BOXELDER
161	6	BOIS D'ARC	345	6	OAK	529	12	HACKBERRY	713	9	CEDAR
162	6	HACKBERRY	346	6	ELM	530	12	HACKBERRY	714	8	ELM
163	8	HACKBERRY	347	6	HACKBERRY	531	12	HACKBERRY	715	6	BOXELDER
164	12	ELM	348	10	BOXELDER	532	15	HACKBERRY	716	6	BOXELDER
165	10	HACKBERRY	349	10	BOXELDER	533	13	HACKBERRY	717	8	BOXELDER
166	8	ELM	350	14	HACKBERRY	534	6	HACKBERRY	718	8	ASH
167	8	ELM	351	12	CHERRY	535	DOUBLE 8	HACKBERRY	719	6	HACKBERRY
168	8	ELM	352	16	HACKBERRY	536	8	HACKBERRY	720	12	HACKBERRY
169	12	HACKBERRY	353	8	BOXELDER	537	8	HACKBERRY	721	8	ELM
170	6	HACKBERRY	354	6	CEDAR	538	7	HACKBERRY	722	12	HACKBERRY
171	6	HACKBERRY	355	12	BOXELDER	539	DOUBLE 6	BOIS D'ARC	723	7	BOXELDER
172	12	ASH	356	10	BOXELDER	540	36	TRIGEMILLIDER	724	7	BOXELDER
173	12	ELM	357	16	HACKBERRY	541	6	HACKBERRY	725	7	BOXELDER
174	6	HACKBERRY	358	12	BOXELDER	542	7	ELM	726	7	BOXELDER
175	6	HACKBERRY	359	DOUBLE 8	BOXELDER	543	7	HACKBERRY	727	7	BOXELDER
176	6	HACKBERRY	360	6	HACKBERRY	544	6	CEDAR	728	7	BOXELDER
177	6	HACKBERRY	361	6	HACKBERRY	545	9	ELM	729	7	BOXELDER
178	10	HACKBERRY	362	6	WALNUT	546	12	BOXELDER	730	10	HACKBERRY
179	14	ASH	363	8	HACKBERRY	547	9	HACKBERRY	731	10	HACKBERRY
180	8	HACKBERRY	364	6	WALNUT	548	6	HACKBERRY	732	7	BOXELDER
181	10	BOXELDER	365	8	HACKBERRY	549	6	HACKBERRY	733	8	BOXELDER
182	6	COTTONWOOD	366	6	ELM	550	9	HACKBERRY	734	7	BOXELDER
183	12	BOXELDER	367	6	BOXELDER	551	6	ELM	735	7	BOXELDER
184	11	BOXELDER	368	10	BOXELDER	552	10	ELM	736	7	BOXELDER

EXISTING TREE INVENTORY PER BUFFER AREAS



AREA 1
- 54 LINEAR FEET
- 48.6 CALIPER INCHES REQUIRED
- 188 CALIPER INCHES PROVIDED (EXISTING)

AREA 2
- 100 LINEAR FEET
- 90 CALIPER INCHES REQUIRED
- 525 CALIPER INCHES PROVIDED (EXISTING)

AREA 3
- 100 LINEAR FEET
- 90 CALIPER INCHES REQUIRED
- 389 CALIPER INCHES PROVIDED (EXISTING)

AREA 4
- 100 LINEAR FEET
- 90 CALIPER INCHES REQUIRED
- 412 CALIPER INCHES PROVIDED (EXISTING)

AREA 5
- 100 LINEAR FEET
- 90 CALIPER INCHES REQUIRED
- 276 CALIPER INCHES PROVIDED (EXISTING)

AREA 6
- 100 LINEAR FEET
- 90 CALIPER INCHES REQUIRED
- 256 CALIPER INCHES PROVIDED (EXISTING)

AREA 7
- 100 LINEAR FEET
- 90 CALIPER INCHES REQUIRED
- 148 CALIPER INCHES PROVIDED (EXISTING)

AREA 8
- 100 LINEAR FEET
- 90 CALIPER INCHES REQUIRED
- 90 CALIPER INCHES PROVIDED
  - 82 EXISTING CALIPERS
  - 8 PROPOSED CALIPERS

AREA 9
- 119 LINEAR FEET
- 107.1 CALIPER INCHES REQUIRED
- 114 CALIPER INCHES PROVIDED (EXISTING)

AREA 10
- 152.5 LINEAR FEET
- 137.25 CALIPER INCHES REQUIRED
- 300 CALIPER INCHES PROVIDED (EXISTING)

AREA 11
- 100 LINEAR FEET
- 90 CALIPER INCHES REQUIRED
- 354 CALIPER INCHES PROVIDED (EXISTING)

AREA 12
- 100 LINEAR FEET
- 90 CALIPER INCHES REQUIRED
- 488 CALIPER INCHES PROVIDED (EXISTING)

AREA 13
- 100 LINEAR FEET
- 90 CALIPER INCHES REQUIRED
- 400 CALIPER INCHES PROVIDED (EXISTING)

AREA 14
- 100 LINEAR FEET
- 90 CALIPER INCHES REQUIRED
- 516 CALIPER INCHES PROVIDED (EXISTING)

AREA 15
- 100 LINEAR FEET
- 90 CALIPER INCHES REQUIRED
- 302 CALIPER INCHES PROVIDED (EXISTING)

AREA 16
- 107.1 LINEAR FEET
- 96.39 CALIPER INCHES REQUIRED
- 197 CALIPER INCHES PROVIDED (EXISTING)

PROPOSED BUFFER CALCULATIONS

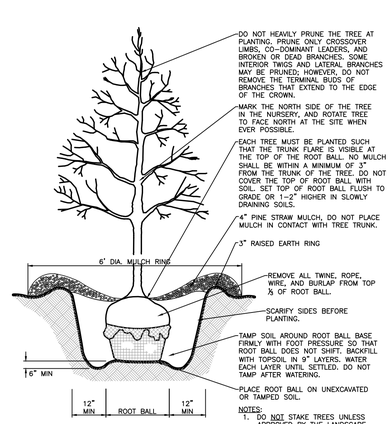
TOTAL BUFFER LENGTH: 1,632.6'

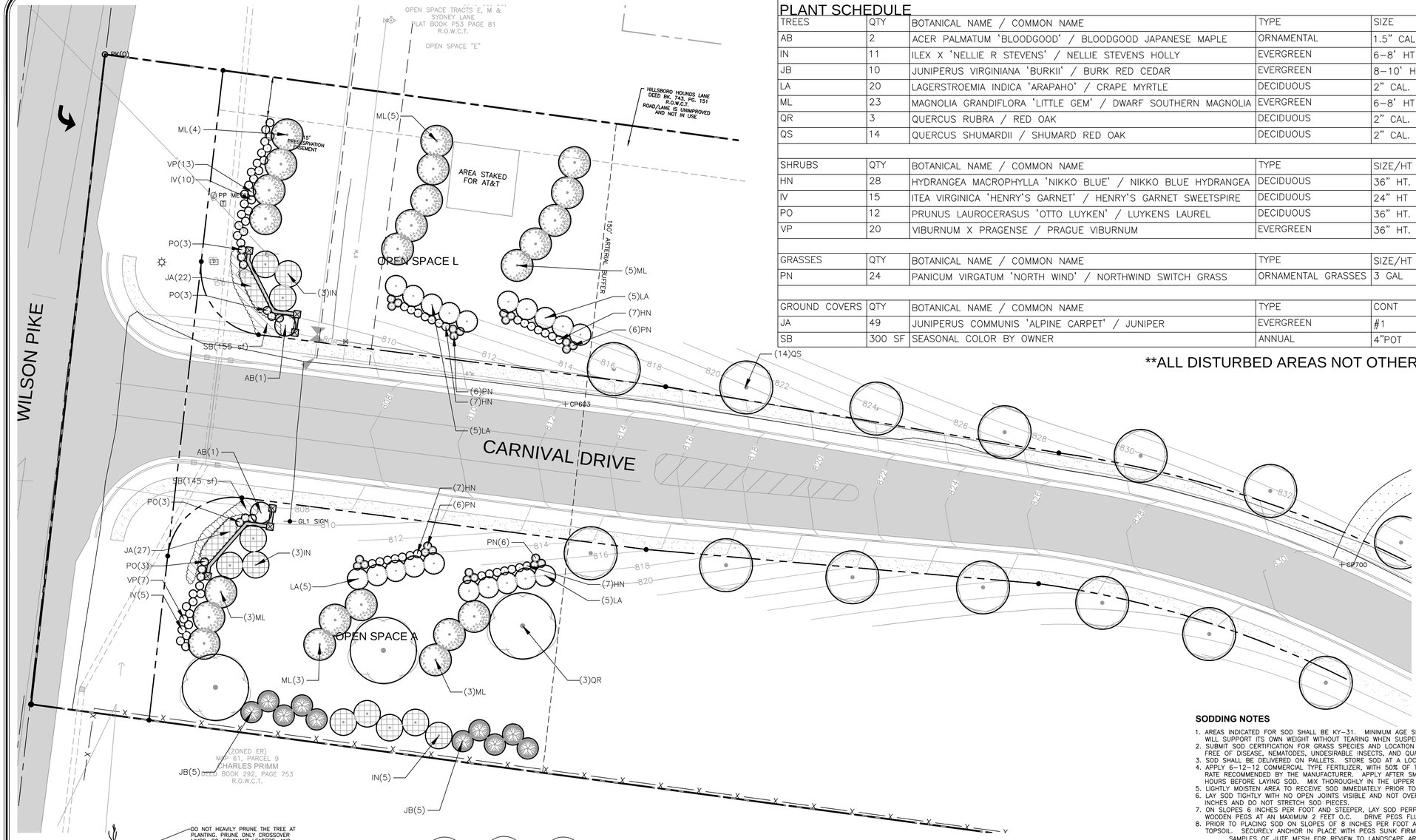
REQUIRED BUFFER STRIP WIDTH: 150'

*BUFFER LENGTH VARIES ALONG CORNER AREAS AND AROUND THE GAS EASEMENT.

PLANTING NOTES

1. ANY SERIES OF TREES TO BE PLACED IN A PARTICULAR ARRANGEMENT WILL BE FIELD CHECKED FOR ACCURACY. ANY PLANTS MISARRANGED WILL BE RELOCATED.
2. SOIL USED IN BACKFILLING PLANTING PITS SHALL BE TOPSOIL AND MIXED WITH 25% PEAT BY VOLUME. EXCEPT FOR ERICACEOUS PLANTS, VERY ACID OR SOUR SOIL (SOIL HAVING A pH less than 6) SHALL BE MIXED WITH SUFFICIENT LIME TO PRODUCE A SLIGHTLY ACID REACTION (A pH of 6.0 to 6.5). ADD 10–10–10 COMMERCIAL FERTILIZER AT THE RATE OF 2 POUNDS PER CUBIC YARD. MIX BOTH FERTILIZER AND PEAT THOROUGHLY BY HAND OR ROTARY TILLER.
3. SOIL USED IN BACKFILLING ERICACEOUS PLANTS SHALL BE TOPSOIL MIXED WITH 50% PEAT BY VOLUME. ADD 5–10–5 COMMERCIAL FERTILIZER AT THE RATE OF 5 POUNDS PER CUBIC YARD. MIX BOTH FERTILIZER AND PEAT THOROUGHLY BY HAND OR ROTARY TILLER.
4. UPON SECURING PLANT MATERIAL AND BEFORE INSTALLATION, THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE FOR A PRE–INSTALLATION INSPECTION TO VERIFY ALL PLANT MATERIAL MEETS SPECIFICATION. MATCH TREES OF SAME SPECIES IN GROWTH CHARACTER AND UNIFORMITY.
5. APPLY HERBICIDE (TREFLAN OR EQUIVALENT) TO ALL PLANT BEDS PRIOR TO PLANTING FOR NOXIOUS WEED CONTROL AT A RATE OF 2 POUNDS PER 1,000 SQUARE FEET.
6. CONTRACTOR SHALL SUBMIT A 10 OUNCE SAMPLE OF THE TOPSOIL PROPOSED TO A TESTING LABORATORY FOR ANALYSIS. SUBMIT TEST RESULTS WITH RECOMMENDATIONS FOR SUITABILITY TO THE OWNER'S REPRESENTATIVE FOR APPROVAL.
7. PLANTS SHALL BE ORIENTED FOR BEST APPEARANCE AND VERTICAL. ALL NON–BIODEGRADABLE ROOT CONTAINERS SHALL BE REMOVED.
8. SELECTIVELY TRIM TREE BRANCHES BY PRUNING–NATURAL SHAPE. PRUNE ALL DEAD AND BROKEN BRANCHES IN TREES AND SHRUBS. REMOVE TAGS, TWINE OR OTHER NON–BIODEGRADABLE MATERIAL.
9. SCARIFY SUBSOIL IN PLANTING BEDS TO A DEPTH OF 3 INCHES. ALL PLANTING BEDS SHALL RECEIVE A MINIMUM OF 6 INCHES OF TOPSOIL.
10. CONTRACTOR SHALL PROVIDE SMOOTH, NEATLY TRENCHED (3 INCH DEEP) BED EDGES.
11. ALL PLANTING BEDS TO HAVE A MINIMUM 4 INCH DEEP PINE BARK MULCH, PINE STRAW MULCH OR OTHER MULCH AS SPECIFIED.
12. DIMENSIONS FOR TRUNK CALIPER, HEIGHTS, AND SPREAD SPECIFIED ON THE MATERIAL SCHEDULE ARE A GENERAL GUIDE FOR THE MINIMUM REQUIRED SIZE OF EACH PLANT. QUALITY AND SIZE OF PLANTS, SPREAD OF ROOTS AND SIZE OF BALLS SHALL BE IN ACCORDANCE WITH A.N.S.I. Z80 (AMERICAN STANDARD FOR NURSERY STOCK© (CURRENT EDITION) AS PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN, INC.
13. THE QUANTITIES INDICATED ON THE MATERIAL SCHEDULE ARE PROVIDED FOR THE BENEFIT OF THE CONTRACTOR, BUT SHOULD NOT BE ASSUMED TO ALWAYS BE CORRECT. IN THE EVENT OF A DISCREPANCY, THE PLANTING PLAN (PLANT SYMBOLS) WILL TAKE PRECEDENCE OVER THE MATERIAL SCHEDULE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HIS/HER OWN QUANTITY CALCULATIONS AND THE LIABILITY PERTAINING TO THOSE QUANTITIES AND ANY RELATED CONTRACT DOCUMENTS AND/OR PRICE QUOTATIONS.
14. CONTRACTOR TO WARRANTY ALL MATERIAL FOR ONE YEAR AFTER DATE OF FINAL ACCEPTANCE.

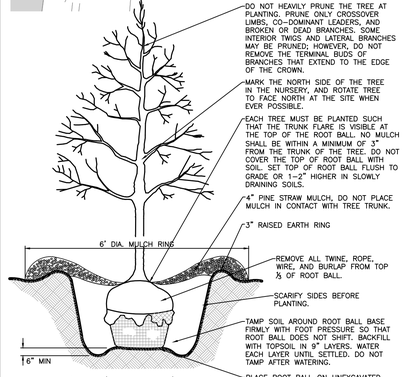

DO NOT HEAVILY PRUNE THE TREE AT PLANTING. PRUNE ONLY CROSSOVER LIMBS, CO–DOMINANT LEADERS, AND BROKEN OR DEAD BRANCHES. SOME INTERIOR TWIGS AND LATERAL BRANCHES MAY BE PRUNED; HOWEVER, DO NOT REMOVE THE TERMINAL BUDS OF BRANCHES THAT EXTEND TO THE EDGE OF THE CROWN.
MARK THE NORTH SIDE OF THE TREE IN THE NURSERY, AND ROTATE TREE TO FACE NORTH AT THE SITE WHEN EVER POSSIBLE.
EACH TREE MUST BE PLANTED SUCH THAT THE TRUNK FLARE IS VISIBLE AT THE TOP OF THE ROOT BALL. NO MULCH SHAL



PLANT SCHEDULE

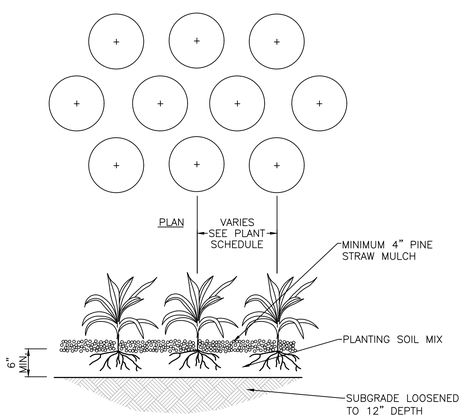
TREES	QTY	BOTANICAL NAME / COMMON NAME	TYPE	SIZE	HEIGHT	SPACING	REMARKS
AB	2	ACER PALMATUM 'BLOODGOOD' / BLOODGOOD JAPANESE MAPLE	ORNAMENTAL	1.5" CAL.	6'-8' HT.	AS SHOWN	
IN	11	ILEX X 'NELLIE R STEVENS' / NELLIE STEVENS HOLLY	EVERGREEN	6-8' HT	12-14' HT	AS SHOWN	FULL TO BASE
JB	10	JUNIPERUS VIRGINIANA 'BURKII' / BURK RED CEDAR	EVERGREEN	8-10' HT.	10-12' HT	AS SHOWN	FULL TO BASE
LA	20	LAGERSTROEMIA INDICA 'ARAPAHO' / CRAPE MYRTLE	DECIDUOUS	2" CAL.	8' HT	AS SHOWN	MULTI-TRUNK
ML	23	MAGNOLIA GRANDIFLORA 'LITTLE GEM' / DWARF SOUTHERN MAGNOLIA	EVERGREEN	6-8' HT	8' HT	AS SHOWN	FULL TO BASE
QR	3	QUERCUS RUBRA / RED OAK	DECIDUOUS	2" CAL.	12-14' HT	AS SHOWN	
QS	14	QUERCUS SHUMARDII / SHUMARD RED OAK	DECIDUOUS	2" CAL.	12-14' HT	AS SHOWN	
SHRUBS	QTY	BOTANICAL NAME / COMMON NAME	TYPE	SIZE/HT	SPREAD	SPACING	REMARKS
HN	28	HYDRANGEA MACROPHYLLA 'NIKKO BLUE' / NIKKO BLUE HYDRANGEA	DECIDUOUS	36" HT.	30"	AS SHOWN	
IV	15	ITEA VIRGINICA 'HENRY'S GARNET' / HENRY'S GARNET SWEETSPIRE	DECIDUOUS	24" HT	24"	AS SHOWN	
PO	12	PRUNUS LAUROCERASUS 'OTTO LUYKEN' / LUYKENS LAUREL	DECIDUOUS	36" HT.	24"	AS SHOWN	
VP	20	VIBURNUM X PRAGENSE / PRAGUE VIBURNUM	EVERGREEN	36" HT.	30"	30"O.C.	
GRASSES	QTY	BOTANICAL NAME / COMMON NAME	TYPE	SIZE/HT	SPREAD	SPACING	REMARKS
PN	24	PANICUM VIRGATUM 'NORTH WIND' / NORTHWIND SWITCH GRASS	ORNAMENTAL GRASSES	3 GAL		3' O.C.	
GROUND COVERS	QTY	BOTANICAL NAME / COMMON NAME	TYPE	CONT	SPREAD	SPACING	REMARKS
JA	49	JUNIPERUS COMMUNIS 'ALPINE CARPET' / JUNIPER	EVERGREEN	#1	18"	24"O.C.	TRIANGULATE SPACING
SB	300 SF	SEASONAL COLOR BY OWNER	ANNUAL	4"POT	12"	--	TRIANGULATE SPACING

**ALL DISTURBED AREAS NOT OTHERWISE PLANTED WILL BE SODDED



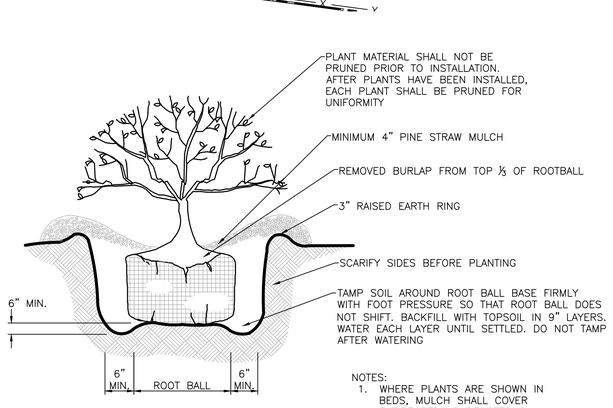
TREE PLANTING
NOT TO SCALE

NOTES:
1. DO NOT STAKE TREES UNLESS APPROVED BY THE LANDSCAPE ARCHITECT. IF STAKED, REMOVE AFTER ONE GROWING SEASON.
2. DO NOT WRAP TREE TRUNKS UNLESS APPROVED BY THE LANDSCAPE ARCHITECT. REMOVE WRAP AFTER PLANTING.
3. NON-BIODEGRADABLE BURLAP TO BE REMOVED OR ROLLED UNDER ROOT BALL AFTER PLANT IS PLACED IN HOLE.



SECTION

GROUNDCOVER PLANTING
NOT TO SCALE



SHRUB PLANTING
NOT TO SCALE

NOTES:
1. WHERE PLANTS ARE SHOWN IN BEDS, MULCH SHALL COVER ENTIRE BED AS DENOTED ON THE PLANS.
2. CONTAINER GROWN PLANT MATERIAL MAY BE SUBSTITUTED FOR BURLAP MATERIAL

SODDING NOTES

1. AREAS INDICATED FOR SOD SHALL BE KY-31. MINIMUM AGE SHALL BE 18 MONTHS, WITH ROOT DEVELOPMENT THAT WILL SUPPORT ITS OWN WEIGHT WITHOUT TEARING WHEN SUSPENDED VERTICALLY BY HOLDING THE UPPER TWO CORNERS.
2. SUBMIT SOD CERTIFICATION FOR GRASS SPECIES AND LOCATION OF SOD SOURCE. INCLUDE CERTIFICATION THAT SOD IS FREE OF DISEASE, NEMATODES, UNDESIRABLE INSECTS, AND QUARANTINE RESTRICTIONS.
3. SOD SHALL BE DELIVERED ON PALLETS. STORE SOD AT A LOCATION PROTECTED FROM DAMAGING WINDS.
4. APPLY 6-12-12 COMMERCIAL TYPE FERTILIZER, WITH 50% OF THE ELEMENT DERIVED FROM ORGANIC SOURCES AT A RATE RECOMMENDED BY THE MANUFACTURER. APPLY AFTER SMOOTH RAKING OF TOPSOIL AND NO MORE THAN 48 HOURS BEFORE LAYING SOD. MIX THOROUGHLY IN THE UPPER 2 INCHES OF TOPSOIL AND LIGHTLY WATER TO AID
5. LIGHTLY MOISTEN AREA TO RECEIVE SOD IMMEDIATELY PRIOR TO LAYING SOD.
6. LAY SOD TIGHTLY WITH NO OPEN JOINTS VISIBLE AND NOT OVERLAPPING. STAGGER END JOINTS A MINIMUM OF 12 INCHES AND DO NOT STRETCH SOD PIECES.
7. ON SLOPES 6 INCHES PER FOOT AND STEEPER, LAY SOD PERPENDICULAR TO SLOPE AND SECURE EVERY ROW WITH WOODEN PEGS AT AN MAXIMUM 2 FEET O.C. DRIVE PEGS FLUSH WITH SOD PORTION OF SOD.
8. PRIOR TO PLACING SOD ON SLOPES OF 8 INCHES PER FOOT AND STEEPER, PLACE JUTE EROSION CONTROL MESH OVER TOPSOIL. SECURELY ANCHOR IN PLACE WITH PEGS SUNK FIRMLY INTO THE GROUND. CONTRACTOR SHALL SUBMIT 12 SAMPLES OF JUTE MESH FOR REVIEW TO LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE PRIOR TO
9. IMMEDIATELY AFTER INSTALLATION, WATER SODDED AREAS TO A DEPTH OF 4 INCHES.
10. AFTER SOD AND SOIL HAVE DRIED, ROLL SODDED AREAS TO ENSURE A GOOD BOND BETWEEN SOIL AND SOD. ROLLER SHALL NOT EXCEED 150 POUNDS.
11. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING (MOWING, TRIMMING, WATERING) THE SOD UNTIL THE INSTALLATION IS INSPECTED AND ACCEPTED BY THE OWNER'S REPRESENTATIVE.
12. THE CONTRACTOR SHALL REPLACE SOD AREAS THAT SHOW DETERIORATION FOR A PERIOD OF ONE YEAR AFTER ACCEPTANCE OF THE INSTALLATION. REPLACE DETERIORATED MATERIAL WITH SOD OF EQUAL QUALITY ORIGINALLY SPECIFIED.

PLANTING NOTES

1. ANY SERIES OF TREES TO BE PLACED IN A PARTICULAR ARRANGEMENT WILL BE FIELD CHECKED FOR ACCURACY. ANY PLANTS MISARRANGED WILL BE RELOCATED.
2. SOIL USED IN BACKFILLING PLANTING PITS SHALL BE TOPSOIL AND MIXED WITH 25% PEAT BY VOLUME. EXCEPT FOR ERICACEOUS PLANTS, VERY ACID OR SOUR SOIL (SOIL HAVING A pH less than 6) SHALL BE MIXED WITH SUFFICIENT LIME TO PRODUCE A SLIGHTLY ACID REACTION (A pH of 6.0 to 6.5). ADD 10-10-10 COMMERCIAL FERTILIZER AT THE RATE OF 2 POUNDS PER CUBIC YARD. MIX BOTH FERTILIZER AND PEAT THOROUGHLY BY HAND OR ROTARY TILLER.
3. SOIL USED IN BACKFILLING ERICACEOUS PLANTS SHALL BE TOPSOIL MIXED WITH 50% PEAT BY VOLUME. ADD 5-10-5 COMMERCIAL FERTILIZER AT THE RATE OF 5 POUNDS PER CUBIC YARD. MIX BOTH FERTILIZER AND PEAT THOROUGHLY BY HAND OR ROTARY TILLER.
4. UPON SECURING PLANT MATERIAL AND BEFORE INSTALLATION, THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE FOR A PRE-INSTALLATION INSPECTION TO VERIFY ALL PLANT MATERIAL MEETS SPECIFICATION. MATCH TREES OF SAME SPECIES IN GROWTH CHARACTER AND UNIFORMITY.
5. APPLY HERBICIDE (TREFLAN OR EQUIVALENT) TO ALL PLANT BEDS PRIOR TO PLANTING FOR NOXIOUS WEED CONTROL AT A RATE OF 2 POUNDS PER 1,000 SQUARE FEET.
6. CONTRACTOR SHALL SUBMIT A 10 OUNCE SAMPLE OF THE TOPSOIL PROPOSED TO A TESTING LABORATORY FOR ANALYSIS. SUBMIT TEST RESULTS WITH RECOMMENDATIONS FOR SUITABILITY TO THE OWNER'S REPRESENTATIVE FOR APPROVAL.
7. PLANTS SHALL BE ORIENTED FOR BEST APPEARANCE AND VERTICAL. ALL NON-BIODEGRADABLE ROOT CONTAINERS SHALL BE REMOVED.
8. SELECTIVELY TRIM TREE BRANCHES BY 25%, MAINTAINING NATURAL SHAPE. PRUNE ALL DEAD AND BROKEN BRANCHES IN TREES AND SHRUBS. REMOVE TAGS, TWINE OR OTHER NON-BIODEGRADABLE MATERIAL.
9. SCARIFY SUBSOIL IN PLANTING BEDS TO A DEPTH OF 3 INCHES. ALL PLANTING BEDS SHALL RECEIVE A MINIMUM OF 6 INCHES OF TOPSOIL.
10. CONTRACTOR SHALL PROVIDE SMOOTH, NEATLY TRENCHED (3 INCH DEEP) BED EDGES.
11. ALL PLANTING BEDS TO HAVE A MINIMUM 4 INCH DEEP PINE BARK MULCH, PINE STRAW MULCH OR OTHER MULCH AS SPECIFIED.
12. DIMENSIONS FOR TRUNK CALIPER, HEIGHTS, AND SPREAD SPECIFIED ON THE MATERIAL SCHEDULE ARE A GENERAL GUIDE FOR THE MINIMUM REQUIRED SIZE OF EACH PLANT. QUALITY AND SIZE OF PLANTS, SPREAD OF ROOTS AND SIZE OF BALLS SHALL BE IN ACCORDANCE WITH A.N.S.I. Z80 "AMERICAN STANDARD FOR NURSERY STOCK" (CURRENT EDITION) AS PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN, INC.
13. THE QUANTITIES INDICATED ON THE MATERIAL SCHEDULE ARE PROVIDED FOR THE BENEFIT OF THE CONTRACTOR, BUT SHOULD NOT BE ASSUMED TO ALWAYS BE CORRECT. IN THE EVENT OF A DISCREPANCY, THE PLANTING PLAN (PLANT SYMBOLS) WILL TAKE PRECEDENCE OVER THE MATERIAL SCHEDULE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HIS/HER OWN QUANTITY CALCULATIONS AND THE LIABILITY PERTAINING TO THOSE QUANTITIES AND ANY RELATED CONTRACT DOCUMENTS AND/OR PRICE QUOTATIONS.
14. CONTRACTOR TO WARRANTY ALL MATERIAL FOR ONE YEAR AFTER DATE OF FINAL ACCEPTANCE.

811 Know what's **below.** **Call** before you dig.

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JAMES L. EASTER REGISTERED LANDSCAPE ARCHITECT TENNESSEE 1/30/2017

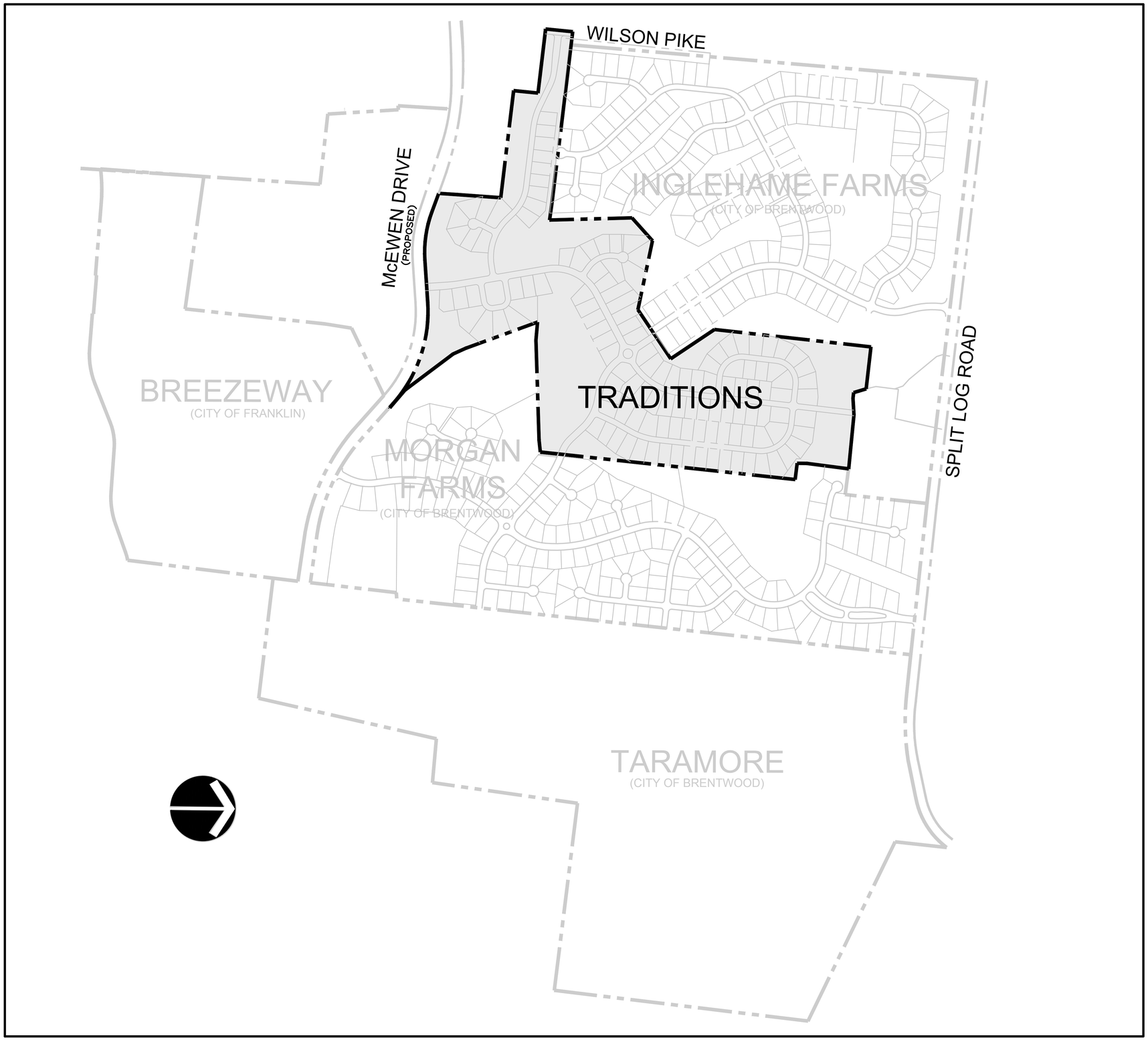
TRADITIONS ENTRANCE SIGNAGE
FOR
MR. ROBERT GERINGER C/O WHISTLER FARMS, LIMITED LIABILITY COMPANY
1822 WILSON PIKE, BRENTWOOD, WILLIAMSON COUNTY, TENNESSEE

REVISIONS	DATE:	SCALE:	DRAWN:	DESIGNED:	WK. ORDER	JOB NO.
	JUNE 05,2017	1"=20'	DEH	DEH	7651	04101

LANDSCAPE PLAN

L1.1

G:\04101 TRDTN CIVIL ENGINEERING\PLAN SHEETS\ENTRANCE SIGNAGE\PLAN SHEETS\TRDTN LANDSCAPE.DWG
PLOTTED BY DAVID HENDRICKSON ON 6/2/2017 8:58 AM - LAST UPDATED BY DEH ON 6/2/2017 12:23 PM



AREA MAP

NOT TO SCALE

Brentwood City Commission Agenda

Meeting Date: 05/29/2018

Resolution 2018-43 Adding One Resident Member to Ad Hoc 50th Anniversary Committee

Submitted by: Deanna Lambert, Community Relations

Department: Community Relations

Information

Subject

Resolution 2018-43- Adding One Resident Member to the Ad-Hoc 50th Anniversary Steering Committee

Background

At its meeting on April 9, 2018, the Board of Commissioners created the Ad-Hoc 50th Anniversary Steering Committee to plan the events of the celebration of the 50th anniversary of the City's incorporation. This committee was initially created to be comprised of five Brentwood residents, one City Commissioner, and six volunteer board members (one each from the Park Board, Historic Commission, Tree Board, Planning Commission, Library Board, and Environmental Advisory Board). The Community Relations Director will also serve on this committee as a non-voting member.

Applications for the resident member openings were accepted April 10 through April 23. Seventeen residents applied. Due to the amount of interest, the Board of Commissioners requested that a resolution be prepared to increase the number of resident members from five to six. Please contact Community Relations Director Deanna Lambert with any questions.

Staff Recommendation

Staff recommends approval of the resolution adding one resident member to the Ad-Hoc 50th Anniversary Steering Committee.

Previous Commission Action

On April 9, 2018, Resolution 2018-24 - Creating the Ad-Hoc 50th Anniversary Steering Committee was adopted.

Fiscal Impact

Attachments

Res 2018-43 Adding One Resident Member to 50th Ann Comm

RESOLUTION 2018-43

A RESOLUTION OF THE CITY OF BRENTWOOD, TENNESSEE ADDING ONE RESIDENT MEMBER TO THE AD-HOC 50th ANNIVERSARY STEERING COMMITTEE

WHEREAS, the City, through Resolution 2018-24, has created an Ad Hoc 50th Anniversary Steering Committee ("Committee") to assist with planning the yearlong celebration of the 50th anniversary of the date the City was incorporated; and

WHEREAS, many residents expressed interest in participating on the Committee; and

WHEREAS, the Board of Commissioners finds it is in the best interest of the City of Brentwood to increase the number of resident members on the Committee from five to six;

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

SECTION 1. That the Committee shall consist of six (6) Brentwood residents appointed by the City Commission who are not current volunteer board members; six (6) volunteer board members appointed by their respective boards, one (1) each from the Park Board, Historic Commission, Tree Board, Planning Commission, Library Board, and the Environmental Advisory Board; and one (1) City Commissioner appointed by the City Commission. The Community Relations Director shall serve as a non-voting member.

SECTION 2. That this resolution shall take effect from and after its passage, the general welfare of the City of Brentwood, Williamson County, Tennessee requiring it.

MAYOR Jill Burgin

ADOPTED: _____

Approved as to form:

RECORDER Holly Earls

CITY ATTORNEY Kristen L. Corn

Brentwood City Commission Agenda

Meeting Date: 05/29/2018

Resolution 2018-44 - A Resolution to Approve an Amendment to the Interlocal Agreement with Williamson County for Property Tax Billing and Collection

Submitted by: Karen Harper, Finance

Department: Finance

Information

Subject

Resolution 2018-44- A Resolution to Approve an Amendment to the Interlocal Agreement with Williamson County for Property Tax Billing and Collection

Background

In the spring of 2013, the City of Brentwood staff participated in meetings with representatives with the Williamson County Trustee's office and the City of Franklin to explore the possibility of the County assuming responsibility for property tax billing and collection for the City of Brentwood and City of Franklin. The County had been performing this service for Nolensville and Thompson Station.

Prior to 2013, the City of Brentwood received property assessment data from the County Assessor's office which was then converted and uploaded into the City's property tax software. The City contracted with a printing services firm to actually print the bills and mail them to each property owner. The County and Franklin did the same thing and even used the same printing services company as Brentwood. Each property owner in Brentwood received a separate city tax bill and a county tax bill. Most taxes are paid via escrow from various mortgage companies, but residents also have the option to pay via mail, online or in person. Thus, a resident previously had to make two payments – one to the City and one to the County.

To make the process easier for the local governments and their residents, the City and County entered into an Interlocal Agreement for the County to bill and collect the City's property taxes. The term of this agreement is scheduled to expire on June 30, 2018, and there are three possible five-year extensions.

With the proposed amendment to extend the term of the agreement another five years, the County would continue to process and send one bill for each property showing the County tax amount due and the City tax amount due separately. The County would continue to account for the funds for each taxing entity and then remit the funds back to us monthly. In addition to property tax billing and collection, the County would also continue to assume responsibility for delinquent property tax collection,

administration of the property tax relief program, bankruptcy postings to tax records, property name changes during the tax year, processing of tax files to mortgage companies and the posting of Brentwood tax billing/collection information to the County website.

There have been several benefits to this arrangement:

- One annual tax statement for citizens
- Increased convenience for the taxpayer having to only make one payment
- Elimination of duplicate processes performed by the City and Williamson County
- Single point of contact for citizens
- Expanded payment options (payment may be made at local bank branches)
- Administration of tax relief program at single point
- Streamlined delinquency and bankruptcy actions
- Reduced web maintenance requirements
- Postage cost savings
- Reallocation of staff resources in lieu of additional staffing

As outlined in the attached Amendment to the interlocal agreement, the proposed fee for the Williamson County Trustee's Office to continue property tax billing and collection responsibilities would remain at $4.00 per parcel per tax year. At approximately 18,500 parcels, the annual fee for Brentwood would be $74,000. Please note that state law allows the County to charge up to 2% for tax collection services, which for Brentwood would be over $235,000 annually.

The proposed amendment to the interlocal agreement will extend the term from July 1, 2018 through June 30, 2023, unless otherwise terminated as provided for in the original interlocal agreement.

Please contact the Finance Director or City Manager with any questions.

Staff Recommendation

Staff recommends approval of the Amendment to the Interlocal agreement with Williamson County for the billing and collection of Brentwood property taxes.

Previous Commission Action

City Commission previously approved Resolution 2013-36 - A Resolution to Approve an Inter-Local Agreement with Williamson County for Property Tax Billing and Collection, on May 28, 2013.

Fiscal Impact

Amount :	$74,000
Source of Funds:	General Fund
Account Number:	110-41500-82596

Fiscal Impact:

The trustee fee for collecting the City's property taxes is estimated at $74,000 for FY 2019.

Attachments

Res 2018-44 Amd A to Interlocal for Property Tax Collection
Amd A to Interlocal for Property Tax Collection
Resolution 2013-36

RESOLUTION 2018-44

A RESOLUTION OF THE CITY OF BRENTWOOD, TENNESSEE TO AUTHORIZE THE MAYOR TO EXECUTE AMENDMENT A TO THE INTERLOCAL AGREEMENT BY AND BETWEEN THE CITY OF BRENTWOOD AND WILLIAMSON COUNTY, TENNESSEE FOR THE COLLECTION OF PROPERTY TAXES BY THE COUNTY TRUSTEE

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

SECTION 1. That the Mayor is hereby authorized to execute Amendment A to the interlocal agreement by and between the City of Brentwood and Williamson County, Tennessee for the collection of property taxes by the County Trustee, a copy of said amendment being attached hereto and made a part of this resolution by reference.

SECTION 2. That this resolution shall take effect from and after its passage, the general welfare of the City of Brentwood, Williamson County, Tennessee requiring it.

MAYOR Jill Burgin

ADOPTED: _____

Approved as to form:

RECORDER Holly Earls

CITY ATTORNEY Kristen L. Corn

AMENDMENT A
TO THE INTERLOCAL AGREEMENT BETWEEN WILLIAMSON COUNTY, TENNESSEE AND THE CITY OF BRENTWOOD, TENNESSEE FOR THE COLLECTION OF PROPERTY TAXES

THIS AMENDMENT is made by and between WILLIAMSON COUNTY, TENNESSEE, a county governmental entity of the State of Tennessee ("County"), and the CITY OF BRENTWOOD, TENNESSEE ("Brentwood"), a municipal government located at 5211 Maryland Way, Brentwood, Tennessee 37027, and is made a part of the original Interlocal Agreement that was executed and filed in the office of the Williamson County Mayor. In the event of any conflict in language or in purpose between this Amendment and the original Interlocal Agreement, exhibits, or any other previously executed addenda, this Amendment shall control.

WHEREAS, the original Interlocal Agreement provides the parties the ability to extend the original Interlocal Agreement by written agreement for three (3) additional terms of five (5) years each;

WHEREAS, Tennessee Code Annotated, Section 67-5-1801, et seq. authorizes a County Trustee to collect municipal property taxes on behalf of municipalities within the boundaries of the collecting county; and

WHEREAS, the parties have agreed to exercise the ability to extend the original Interlocal Agreement for an additional five (5) year term for the same rate of compensation; and

NOW, THEREFORE, THE PARTIES HEREBY AGREE AS FOLLOWS:

1. The current term of the original Interlocal Agreement is scheduled to expire on June 30, 2018. The extended term shall begin on July 1, 2018 and terminate on June 30, 2023 unless otherwise terminated as provided for in the original Interlocal Agreement. The extended term shall be continuous without any break in the term of the original Interlocal Agreement. The original Interlocal Agreement may be extended for two (2) additional terms of five (5) years each for the same material terms dependent on the parties' legislative bodies funding the cost of the services. To be effective, any extension must be approved by the Williamson County Attorney for form, the Budgeting Director for adequate funds, and signed by the Williamson County Mayor.

2. The County's Trustee shall be responsible for administrating the joint undertaking for the County and the chief administrating officer for Brentwood.

3. This Amendment shall not affect the remaining provisions of the original Interlocal Agreement and all provisions not in conflict with this Amendment shall remain in effect.

IN WITNESS WHEREOF, the parties hereto have caused this Amendment to be executed by their duly authorized representatives on this the _____ day of _____, 2018.

WILLIAMSON COUNTY, TENNESSEE:

_____
Rogers Anderson, Williamson County Mayor

_____
Nena Graham, Budget Director

_____
Williamson County Attorney

CITY OF BRENTWOOD:

_____
Jill Burgin, City of Brentwood Mayor

_____
Attest: Holly Earls, City Recorder

Approved as to form:

_____
Kristin L. Corn, City Attorney

RESOLUTION 2013-36

A RESOLUTION OF THE CITY OF BRENTWOOD, TENNESSEE TO AUTHORIZE THE MAYOR TO EXECUTE AN INTERLOCAL AGREEMENT BY AND BETWEEN THE CITY OF BRENTWOOD AND WILLIAMSON COUNTY, TENNESSEE FOR THE COLLECTION OF PROPERTY TAXES BY THE COUNTY TRUSTEE

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

SECTION 1. That the Mayor is hereby authorized to execute an interlocal agreement by and between the City of Brentwood and Williamson County, Tennessee for the collection of property taxes by the County Trustee.

SECTION 2. That this resolution shall take effect from and after its passage, the general welfare of the City of Brentwood, Williamson County, Tennessee requiring it.

Betsy S. Crossley
MAYOR Betsy S. Crossley

ADOPTED: 5/28/2013

Deborah Hedgepath
RECORDER Deborah Hedgepath

Approved as to form:

Roger A. Horner
CITY ATTORNEY Roger A. Horner

INTERLOCAL AGREEMENT BETWEEN WILLIAMSON COUNTY, TENNESSEE AND THE CITY OF BRENTWOOD, TENNESSEE FOR THE COLLECTION OF PROPERTY TAXES

THIS INTERLOCAL AGREEMENT, ("Agreement"), is entered into by and between WILLIAMSON COUNTY, TENNESSEE, ("County"), a political subdivision of the State of Tennessee, located at 1320 West Main Street, Franklin, Tennessee, 37064, and the CITY OF BRENTWOOD, TENNESSEE, ("Brentwood"), a municipal government located at 5211 Maryland Way, Brentwood, Tennessee, 37027.

WHEREAS, the County and Brentwood are both local governmental entities of the State of Tennessee and, as such, are authorized to enter into an interlocal agreement pursuant to *Tennessee Code Annotated, Section* 12-9-104; and

WHEREAS, Brentwood currently collects its own municipal property taxes; and

WHEREAS, *Tennessee Code Annotated,* Section 67-5-1801, *et seq.* authorizes a County Trustee to collect municipal property taxes on behalf of municipalities within the boundaries of the collecting county; and

WHEREAS, the terms established in this interlocal agreement define the obligations concerning collection of municipal property taxes, collection of delinquent municipal taxes, and establishment of a per parcel fee for the provision of services provided on behalf of Brentwood; and

WHEREAS, the parties desire to cooperate to transfer the responsibility for collecting Brentwood's municipal property taxes and to develop a plan to educate the public concerning the change in the process to collect the municipal property taxes.

NOW THEREFORE, in consideration of the mutual promises contained herein, the sufficiency of which is hereby acknowledged, the parties agree as follows:

I. Purpose of Agreement. The purpose of this Interlocal Agreement is to set forth the obligations of Brentwood and County for the transfer of the obligation to collect Brentwood's municipal property taxes for a per parcel fee.

II. Authority. This Agreement is made and entered into pursuant to the authority granted to the parties under the *Interlocal Cooperation Act*, Tennessee Code Annotated Sections 12-9-101, et seq., and the parties agree that all approvals and filings required by the terms of the Act shall be achieved as soon as possible from and after the execution of this Agreement. The authority for the County to collect municipal property taxes is found under Tennessee Code Annotated Sections 67-5-1801, et seq.

III. Brentwood's Responsibilities.

A. Brentwood shall individually develop, implement, and fund a plan to advertise and educate its property owners concerning the transfer of responsibilities to collect Brentwood's municipal property taxes. The plan shall include a detailed explanation of the change in the process to assess and collect municipal property taxes as well as the means of paying the municipal property taxes. Brentwood shall provide a copy of the plan to the County Trustee prior to implementing the plan to provide the Trustee the opportunity to comment on the proposed plan.
B. Brentwood shall cooperate with the County in the provision of a link to Brentwood's websites to be included on the Williamson County website and links to the County's webpage from Brentwood's webpages.
C. Brentwood shall continue to receive and respond to inquiries and questions from citizens regarding all aspects of the collection of municipal property taxes.
D. Brentwood shall cooperate and assist County in responding to inquiries and questions concerning the collection of municipal property taxes that the County receives from property owners within Brentwood's jurisdictions. Should the County be unable to respond to an inquiry or question received from a property owner within Brentwood's jurisdiction, then County shall forward the inquiry or question to Brentwood to respond.
E. Brentwood shall pay a per parcel fee to the County for the collection of municipal property taxes.
F. Brentwood shall cooperate with the County in developing the format and design of new property tax statements to be sent by the County to taxpayers.
G. Brentwood shall advise County as to the type of information to be included in reports issued by the County to Brentwood concerning municipal property taxes. . Brentwood shall be responsible for

providing template reports to the County to enable the County to provide Brentwood the data needed for purposes of maintaining Brentwood's accounting system.

H. Brentwood in cooperation with County shall establish notification protocols to ensure all parties to a bankruptcy are properly notified, including notification to the County Delinquent Tax Attorney.

I. Brentwood shall cooperate with County concerning all aspects for the transfer of the responsibility of collecting municipal property taxes on the behalf of Brentwood.

J. Brentwood shall comply with County procedures and guidelines created pursuant to this Agreement or related to the services provided by County under this Agreement.

K. Brentwood shall be responsible for the assessment, billing, and collection of fees as well as all other responsibilities required to collect fees for future assessment projects initiated by Brentwood.

L. Brentwood shall implement safeguards against the collection of municipal property taxes. Brentwood shall immediately remit any property taxes received by Brentwood to the Trustee's Office.

IV. County's Responsibilities.

A. The County shall include a link to Brentwood's webpage from its Trustee's webpage.

B. The County shall be responsible for the provision of personnel, equipment, and other needed resources required for the assessment and collection of municipal property taxes on behalf of Brentwood.

C. The County shall be responsible for contacting the County software vendor to incorporate Brentwood's tax data including, but not limited to, delinquent amounts, rollback amounts, tax relief, and tax rates into the tax program used by the Trustee. These obligations are continuous and shall be provided on a periodic basis in response to County's request.

D. The County shall obtain such services as may be necessary to assist in the collection of Brentwood's municipal property taxes.

V. Trustee's Responsibilities.

A. Assessment of the property tax rates. The Trustee shall receive the tax assessment from the Williamson County Assessor concerning those properties lying within Brentwood's jurisdiction.

B. Billing. The Trustee shall be responsible for the following:

1. Issue municipal property tax bills starting in October of each tax year;
2. Send delinquent municipal property tax notices and bills to those property owners who have delinquent taxes;
3. Record the assessment and issue municipal property tax bills for both locally and State assessed properties including railroads and public utility entities;
4. Send bills concerning any properly authorized Payment-In-Lieu-of-Taxes programs existing within Brentwood's jurisdiction;
5. Provide bankruptcy postings to the tax records; and
6. Provide notice to Brentwood of all due dates, penalty dates, and delinquent dates for all property taxes collected by the Trustee to post on Brentwood's webpages.

C. Adjustment to Property Tax Rates. The Trustee shall process adjustments received from the Williamson County Property Assessor and shall post and process adjustments concerning roll back and tax relief programs.

D. Collection of Taxes. The Trustee shall be responsible for the following:

1. Collect each year's municipal property taxes on behalf of Brentwood including collecting partial taxes if authorized;
2. Collect delinquent municipal property taxes in the same manner the Trustee collects delinquent County property taxes;
3. Process municipal property tax overpayments and refunds;
4. Apply the pay procedure that appropriately applies municipal property tax payments when prior year property taxes are due;
5. Collect partial taxes on behalf of Brentwood if authorized by Brentwood; and
6. Create a process and define safeguards that Brentwood shall implement to address property taxes that are paid directly to Brentwood. Brentwood shall immediately remit the received property taxes to the Trustee's Office.

E. Delinquent Property Taxes. The Trustee shall issue delinquent property tax bills and receive delinquent payments. The Trustee will work with the County Delinquent Tax Attorney to seek payment of delinquent municipal property taxes. The Trustee shall apply the same interest and penalties on behalf of Brentwood on a monthly basis for those municipal property taxes that are delinquent as provided in *Tennessee Code Annotated Section 67-5-2010*.

F. Liens. At Brentwood's request, the Trustee will collect liens from unpaid municipal property taxes recorded by Brentwood in cases where Tennessee law allows as well as recorded liens enforceable under *Tenn. Code Ann.* § 6-54-113 and *Tenn. Code Ann.* § 13-21-106, such liens to be included with property

tax billings and collected in the same manner as property taxes. Collections of such liens shall include related penalty and interest to the extent allowed by Tennessee law.

F. Tax Relief. The Trustee shall be responsible for the following:
   1. Maintain and administer applicable tax relief programs; and
   2. Advise Brentwood of any changes to property tax relief status for parcels located within Brentwood's jurisdiction.

G. Remittance of Property Taxes to Brentwood. Remit property taxes received on behalf of Brentwood by the 13th of each month unless County provides notice to Brentwood of an event that will delay payment and the reason for the delay.

VI. Data Management.

A. Joint Obligations.
   1. The parties shall cooperate to establish a schedule and plan for the issuance of annual municipal property tax notices.
   2. The parties shall cooperate to establish a process for handling and combining data for reporting purposes.
   3. Brentwood shall define reporting requirements so that the NextGen Trustee system can be modified to permit the ability to obtain Brentwood or County property tax information.
   4. Brentwood shall provide all required data requested from the County.

B. Trustee's Obligations.
   1. Obtain and load tax files received from the Williamson County Property Assessor.
   2. Obtain and load tax history files which, at the discretion of the Trustee, may be a "static" file for prior year paid property taxes.
   3. Maintain separate County and Brentwood files concerning State Application Credit Vouchers. The parties shall cooperate in maintaining the separate files.
   4. Maintain data to provide the ability to distinguish applicable taxing districts including the existence of assessment districts.

VII. Trustee's Fee.

A. Brentwood shall pay County a per parcel fee of $4.00 on an annual basis prior to October 1, of each year for the collection of municipal property taxes on behalf of Brentwood. Each parcel within Brentwood shall be counted toward calculating the total amount to be paid to the County.

B. The Parties agree to cooperate in future negotiations should it later be determined that: (1) an increase in the per parcel fee is supported by increased costs of the County collecting municipal property taxes on behalf of Brentwood, or (2) a decrease in the per parcel fee is supported by an increase in interest earned by the County from tax payments collected on behalf of Brentwood. Any such increase or decrease in the per parcel fee may be agreed to by the Trustee and Brentwood's City Manager without further action by the governing bodies of Brentwood and the County. Alternatively, in lieu of a decrease in the per parcel fee to offset increased interest earnings by the County, the Trustee and Brentwood's City Manager may agree on more frequent remittances of tax payments to Brentwood.

C. Should Brentwood fail to pay the per parcel fee prior to October 1st of each year, the County shall be under no obligation to collect Brentwood's municipal property taxes until all amounts due to the County from Brentwood are paid in full.

VIII. Term. The initial term of this Agreement shall be effective on the date this Agreement is fully executed by the parties and shall continue for a period of five years beginning on July 1, 2013 and, unless extended by the parties, expiring on June 30, 2018. The parties may agree to extend the Agreement by written agreement for 3 additional terms of 5 years each.

IX. Termination.

A. **Breach.** Should any party fail to fulfill in a timely and proper manner a material obligation under this Agreement or if any party should violate a material term of this Agreement, the non-breaching party shall provide the breaching party with notice of the breach. The breaching party will then have seven calendar days from the receipt of the notice to cure the breach. Upon breach or default of any of the provisions set forth herein, the non-breaching party shall be entitled to any and all damages and other equitable relief permitted under the laws of the State of Tennessee.

B. **Termination for Convenience.** The parties may terminate this Agreement prior to the end of a term upon written agreement. Termination shall take effect on a date agreed by the County and Brentwood. Such termination shall not affect in any manner any prior existing obligations between the parties.

X. Cost. Unless otherwise provided herein, each party shall be responsible for its own cost for the satisfaction of the obligations set forth herein.

XI. Cooperation. The parties agree to cooperate fully in order to successfully execute the terms and conditions of this Agreement including obtaining all regulatory and governmental approvals required by this Agreement recognizing that the intent of each party to the other is to serve the individual interests of each party while respecting the conditions and obligations of this Agreement.

XII. Limitation on Liability. Each party shall be responsible for its own actions, and the actions of its employees, contractors, subcontractors, and agents, conducted pursuant to this Agreement. Neither party shall be liable for claims against the other party unless liability is imposed under the Tennessee Governmental Tort Liability Act.

XIII. General Terms.

A. **Choice of Law and Forum**. This Agreement shall be exclusively governed by the laws of the State of Tennessee. In the event that any section and/or term of this Agreement, or any exhibits hereto, becomes subject to litigation, the venue for such action will be exclusively maintained in a court of competent jurisdiction sitting in Williamson County, Tennessee.

B. **Notices**. All notices, demands and requests to be given hereunder by either party shall be in writing and must be sent by certified or registered mail and shall be deemed properly given if tendered at the address below or at such other address as either party shall designate by written notice to the other.

County: **WILLIAMSON COUNTY, TENNESSEE**
County Administrative Complex
1320 West Main Street, Suite 125
Franklin, TN 37064
Attn: County Mayor

Brentwood: **CITY OF BRENTWOOD**
Brentwood City Hall
5211 Maryland Way
Brentwood, TN 37027
Attn: City Manager

C. **Entire Agreement and Modifications in Writing**. This Agreement and any exhibits included herewith at the time of execution of this Agreement contain the entire agreement between the parties, and no statement, promises, or inducements made by either party or agent of either party that is not contained in this written Agreement shall be valid or binding; and this Agreement may not be enlarged, modified, or altered except in writing and signed by the parties and attached hereto.

D. **Dispute Resolution**. The parties agree to participate in good faith non-binding mediation in an attempt to resolve any disputes. Notwithstanding the foregoing statement, any claims, disputes or other matters in question between the parties to this Agreement, arising out of or relating to this Agreement or breach thereof, shall be subject to and decided by a court of law.

E. **Assignment**. The rights and obligations of this Agreement are not assignable.

F. **Waiver**. No waiver of any provision of this Agreement shall be valid unless in writing and signed by the parties against who charged.

G. **Headings**. The headings in this Agreement are for convenience and reference and are not intended to define or limit the scope of any provision of this Agreement.

H. **Employment Practices.** Neither party shall subscribe to any personnel policy which permits or allows for the promotion, demotion, employment, dismissal or laying off of any individual due to race, creed, color, national origin, age, sex or which is in violation of applicable laws concerning the employment of individuals with disabilities. The parties shall not knowingly hire any unauthorized employees or fail to comply with record keeping requirements set forth in the Federal Immigration Reform and Control Act of 1986, Chapter 878 of the 2006 Tennessee Public Acts and all other applicable laws.

I. **Relationship Between the Parties.** The relationship of the parties shall be that of an independent Contractor. No principal-agent or employer-employee relationship is created by this Agreement. The parties hereto shall not hold itself out in a manner contrary to the terms of this paragraph. No party shall become liable for any representation, act or omission of any other party contrary to the terms of this paragraph.

J. **Severability**. If any one or more of the covenants, agreements or provisions of this Agreement shall be held contrary to any expressed provisions of law or contrary to any policy of expressed law, although not

expressly prohibited, or contrary to any express provision of public policy, or shall for any reason whatsoever be held invalid, then such covenants, agreements or provisions shall be null and void and shall be deemed separate from the remaining covenants, agreements or provisions of this Agreement.

K. **Specific Performance.** The parties recognize that the rights afforded to each under this Agreement are unique and, accordingly, County and Brentwood shall, in addition to such other remedies as may be available to them in equity, have the right to enforce their respective rights hereunder by an action for injunctive relief and/or specific performance to the extent permitted by law.

L. **Compliance with Laws.** The parties shall comply with all laws of the United States of America, the State of Tennessee, and local laws and shall secure all necessary permits and licenses and keep the same in force during the term of this Agreement.

M. **Effective Date**. This Agreement shall not be binding upon the parties until it has been properly approved by the legislative bodies of the respective parties, it has then been signed first by the authorized representatives for Brentwood and then by the authorized representatives of Williamson County and has been filed in the office of the County Mayor. When it has been so signed and filed, this contract shall be effective as of the date written below.

IN WITNESS WHEREOF, the County and Brentwood have executed this Agreement effective as of the date and year written below.

ATTEST:

BY:

DATE: 6/3/13

WILLIAMSON COUNTY, TENNESSEE

BY:

DATE: 6/3/13

APPROVED AS TO FORM AND LEGALITY:

Williamson County Attorney

ATTEST:

BY: Deborah Hedgepath, City Recorder

DATE: 5/28/13

CITY OF BRENTWOOD, TENNESSEE

BY: Mayor

DATE: 5/28/13

APPROVED AS TO FORM AND LEGALITY:

City of Brentwood Attorney

Brentwood City Commission Agenda
Meeting Date: 05/29/2018
Approval to Pay Brentwood Portion of South Corridor Transit Alternatives Study to MPO
Submitted by: Mike Harris, Engineering
Department: Engineering

Information

Subject

Approval to Pay Brentwood's Portion of South Corridor Transit Alternatives Study to MPO

Background

The *South Corridor Transit Alternatives Analysis* is intended to provide the transit agencies, community leadership, and stakeholders within the Metropolitan Planning Organization (MPO) area a series of short-, mid-, and long-term recommendations for potential future development of a transit system between Nashville and communities along the south corridor into Maury County. The study will be the first detailed evaluation of major transit investments in the south corridor, but the 4th of its kind in the MPO area since 2007. Previous studies have included the Southeast Corridor Transit Alternative Analysis (2007), the Northeast Corridor Mobility Study (2009), the Broadway/West End Transit Alternatives Analysis (2011), and the Northwest Corridor Transit Feasibility Study (2017). Information about those efforts are available on the MPO's website.

By 2040, more than 2.6 million people will live in the seven-county MPO region. While Davidson County will remain the major employment and population center, the majority of growth occurring in the region will be in outlying counties, with Williamson County's population expected to grow 191 percent, from 184,035 to 536,434 people. Maury County is anticipated to grow to over 100,000 people by that time as well. As these counties continue to grow, expanded and diverse transportation options, increased connectivity, and improved coordination between local and regional transportation providers are imperative for maintaining the quality of life of those living in the region.

Jobs and activity centers are increasingly choosing to locate outside of Davidson County. While Davidson County has been the most significant draw of work trips from the region, reverse commuting and suburban to suburban commuting is becoming increasingly common as major employment centers emerge in the adjacent counties--the most notable being the Brentwood/Franklin Cool Springs area in Williamson County.

The MPO's 2040 Regional Transportation Plan (RTP) identified multi-modal capacity upgrades along the south corridor as one of nine major transportation corridor priorities.

The south corridor stretches 15-plus miles between Nashville and Franklin, TN and another 20 miles to Columbia. Currently served by express bus service during peak commuting periods, the corridor is a top candidate for more significant transit investment over the next decade. The Franklin Transit Authority operates fixed route service in Franklin and the Cool Springs Area. The South Central Tennessee Development District operates the Mule Town Trolley fixed route trolley service for Maury County and surrounding areas.

The Tennessee Department of Transportation recently completed an I-65 Corridor Study which identifies multi-modal solutions for deficiencies along Interstate 65. The I-65 Multi-modal Corridor Study was an 18-month study covering a distance of 120 miles, from the Alabama state line to the Kentucky state line. The South Corridor Transit Alternatives Analysis will complement the I-65 Corridor Study and serves as the transit component of the effort for Davidson, Williamson, and Maury counties.

The primary objectives of the study include the following:

- Extend the community engagement work of prior studies to further define the transit needs along the region's south corridor.
- Evaluate the cost/benefits of each transit investment alternative.
- Identify and recommend a locally preferred alternative for transit service.
- Assess the potential impacts of transit investments on economic development outcomes.
- Identify opportunities for Transit Oriented Development (TOD) and transit supportive development.
- Incorporate community feedback into the cost analysis in order to recommend short-, mid-, and long-term capital and operating improvements.
- Evaluate land use policies/regulations for consistency with transit recommendations.
- Evaluate the existing institutional arrangements and make recommendations for necessary changes in order to facilitate the implementation of recommendations.
- Prepare a program of projects that can be advanced into the project development process.
- Develop a funding/financing plan.

The outcome of the May 1 transit referendum in Davidson County will clearly impact the timing of future regional efforts focused on congestion mitigation and transit. However, it doesn't negate the need for continued study and planning on these issues. In addition, the lessons learned from the Davidson County referendum will help shape this study in terms of public involvement/engagement and consideration of the impact of alternative technologies and modes (i.e. ridesharing, autonomous vehicles, etc.).

It is clear that Brentwood's demographics and land use policies focused on low-density residential development are not conducive of transit solutions. Furthermore, the results of this study will not alter Brentwood's long standing land use policies. However, as the region grows, transit in some form will have to be part of the long-term plan to address congestion in the Brentwood and Williamson County area. In addition, efficient

transportation alternatives that provide options for workers traveling to Brentwood's major employment centers will be critical to sustaining local businesses and attracting new business. Thus, as a key business center along the south corridor and a communitiy that experiences significant pass through traffic given its location along I-65 between Nashville and Franklin/Cool Springs, Brentwood and its residents need to have a voice in the discussion and provide input toward selection of a locally preferred option for transit.

The MPO will require all work associated with this study to be completed within a 9 to 12 month timeframe. Various agencies along the corridor are partnering to fund this study. The total cost of the study is $1,000,000 with the bulk of the funding coming from Federal sources and local matching funds provided by Metro Nashville, Williamson County, Brentwood, Franklin, Spring Hill and Columbia. Brentwood's share is $16,667.00, and staff recommends approval for payment of the attached invoice supporting Brentwood's participation in the study.

Service Center Director Mike Harris is Chair of the MPO's Technical Coordinating Committee and served on the selection committee to review proposals submitted for this study. He will also serve as Brentwood's representative on the Study Technical Oversight Committee. Three firms were short-listed and interviewed in person with WSP being selected as the most qualified. WSP is headquartered in Montreal, Canada and has an office in Nashville. Relevant portions of WSP's proposal are attached for your information.

Please direct any questions to Mike Harris, Service Center Director.

Staff Recommendation

Staff recommends approval to pay Brentwood's portion of the MPO's South Corridor Transit Alternatives Study.

Previous Commission Action

No previous Commission Action on this item.

Fiscal Impact

Amount : $16,667

Source of Funds: Engineering Operating Budget

Account Number: 110-43800-82541

Fiscal Impact:

Adequate funds are included in the Engineering General Fund Budget.

Attachments

Invoice

WSP Statement of Qualifications

February 20, 2018

The Honorable Jill Burgin
City of Brentwood
PO Box 788
Brentwood, TN 37024

RE: Local Share of Costs for the South Corridor Transit Study

Dear Mayor Burgin,

Please find attached an **invoice for your local share of the costs related to the upcoming South Corridor Transit Study.** The study, which is budgeted in the MPO's adopted Unified Planning Work Program, is being conducted as a follow-up to the Nashville MTA/ RTA nMotion recommendations.

The GNRC has hired a consultant team led by WSP USA to evaluate the feasibility of a range of local and regional transit options and to develop strategies to link economic development, urban design, and land use to the recommended transit investments. The study will include extensive public and stakeholder outreach, ridership projections, and financial modeling for various large-scale transit alternatives.

The effort is being funded through a partnership among the Nashville Area MPO, RTA, TDOT, and local government members along the I-65/ US 31 corridor from Nashville into Maury County. Please contact me at (615) 862-8855 or mskipper@gnrc.org if you have questions or need additional information.

Sincerely,

Michael Skipper, AICP
Executive Director

Enclosures

Cc The Honorable Ken Moore, GNRC President
The Honorable Mary Esther Reed, MPO Transportation Policy Board Chair
Michelle Lacewell, MPO Coordinator
Steve Bland, Nashville MTA/ RTA CEO
Gayle Wilson, GNRC Finance Director

INVOICE

TO:	The Honorable Jill Burgin City of Brentwood	INVOICE NO. 18-SC-01
FOR:	Local Share, MPO South Corridor Transit Study	

	REGIONWIDE	YOUR SHARE
TOTAL BUDGET FOR STUDY	**$1,000,000.00**	
MPO Planning Funds[1]	$400,000.00	
RTA Planning Funds[2]	$400,000.00	
TDOT Matching Funds	$100,000.00	
Local Government Matching Funds[3]	**$100,000.00**	**$16,667.00**
	TOTAL DUE:	$16,667.00

[1]The MPO has programmed $400,000 in FTA Section 5303 Metropolitan Planning Grant funds for the study in the adopted FY 2018 Unified Planning Work Program

[2]The RTA has set aside $400,000 in FTA Section 5307 Urbanized Area Formula Grant funds for the study from the MPO's FY 2017-2020 Transportation Improvement Program.

[3]Local matching funds are being provided by Metro Nashville-Davidson County, Williamson County, and the cities of Brentwood, Franklin, Spring Hill, and Columbia in an amount of $16,667.00.

Please remit payment to:	Greater Nashville Regional Council C/O Michael Skipper, Executive Director 220 Athens Way, Suite 200 Nashville, Tennessee 37228

wsp

PROPOSAL NO. **953599**

South Corridor **Transit Alternatives Analysis**

NASHVILLE AREA
Metropolitan Planning Organization

This document is formatted to be viewed in a two-page layout. For best viewing, open the document in Adobe and click on **View**, **Page Layout**, **Two Pages**, and then click on **View**, **Page Layout**, **Show Cover Page in Two Pages View**.

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1

Cover Letter

South Corridor **Transit Alternatives Analysis**

Proposal No. **953599**

August 16, 2017

Michelle Lacewell, Interim Director
Nashville Area Metropolitan Planning Organization
800 Second Avenue South
Nashville, Tennessee 37219

RE: RFP #953599 — South Corridor Transit Alternatives Analysis

Dear Ms. Lacewell:

WSP USA (formerly WSP | Parsons Brinckerhoff) is pleased to submit our proposal in response to RFP #953599 for the South Corridor Transit Alternatives Analysis. The information provided in this proposal demonstrates our understanding of the corridor analysis process and challenges unique to this project. Our long history of successfully completing projects with the Nashville Area Metropolitan Planning Organization (Nashville Area MPO), the Regional Transit Authority of Middle Tennessee, the Nashville Metropolitan Transit Agency, and the Tennessee Department of Transportation, among others, demonstrates that we are well-suited to deliver a high-quality product on schedule.

As a local team, WSP is excited about the opportunity to undertake the South Corridor Transit Alternatives Analysis. Our firm is one of America's premier transit planning and design firms, with nearly 130 years of experience working with virtually all of America's largest and best transit systems. This reputation is based on leadership from qualified project managers with an understanding of the procedures and processes needed to expedite project delivery and communicate effectively.

Douglas J. Delaney, AICP, PMP will serve as the Project Manager for this project, supported by **Timothy J. Reynolds, AICP** as the Deputy Project Manager. Doug has been in Nashville for over 20 years and recently served as the Deputy Project Manager for the successful completion of the Northwest Corridor Transit Study between Nashville and Clarksville. Tim has extensive transit planning and operations experience and has played key roles in several similar corridor analysis projects throughout the country.

Doug and Tim will be supported by a local and experienced team of experts in community visioning and scenario planning, public and stakeholder outreach and involvement, land use planning, urban design, visualization creative placemaking, transit-oriented development, media relations, Federal Transit Administration policies and procedures, and innovative financing strategies. A well-rounded team of subconsultants will provide additional expertise and insight.

We understand the importance of this effort in shaping the future of transit in the south corridor. Given the region's tremendous growth, the future cannot wait. WSP is proud of our current and past work in transit and transportation planning in the Nashville region and we look forward to continuing our association with the Nashville Area MPO.

We appreciate this opportunity to share our qualifications with you and look forward to supporting the Nashville Area MPO with the successful completion of the South Corridor Transit Alternatives Analysis.

Sincerely,

Brad S. Winkler, PE
Vice President/Tennessee Area Manager

WSP USA
2100 West End Avenue, Ste. 630 | Nashville, TN 37203
Tel. +1 615 327 8514 | Fax +1 615 327 8529 | wsp.com

2

Technical Proposal

South Corridor **Transit Alternatives Analysis**

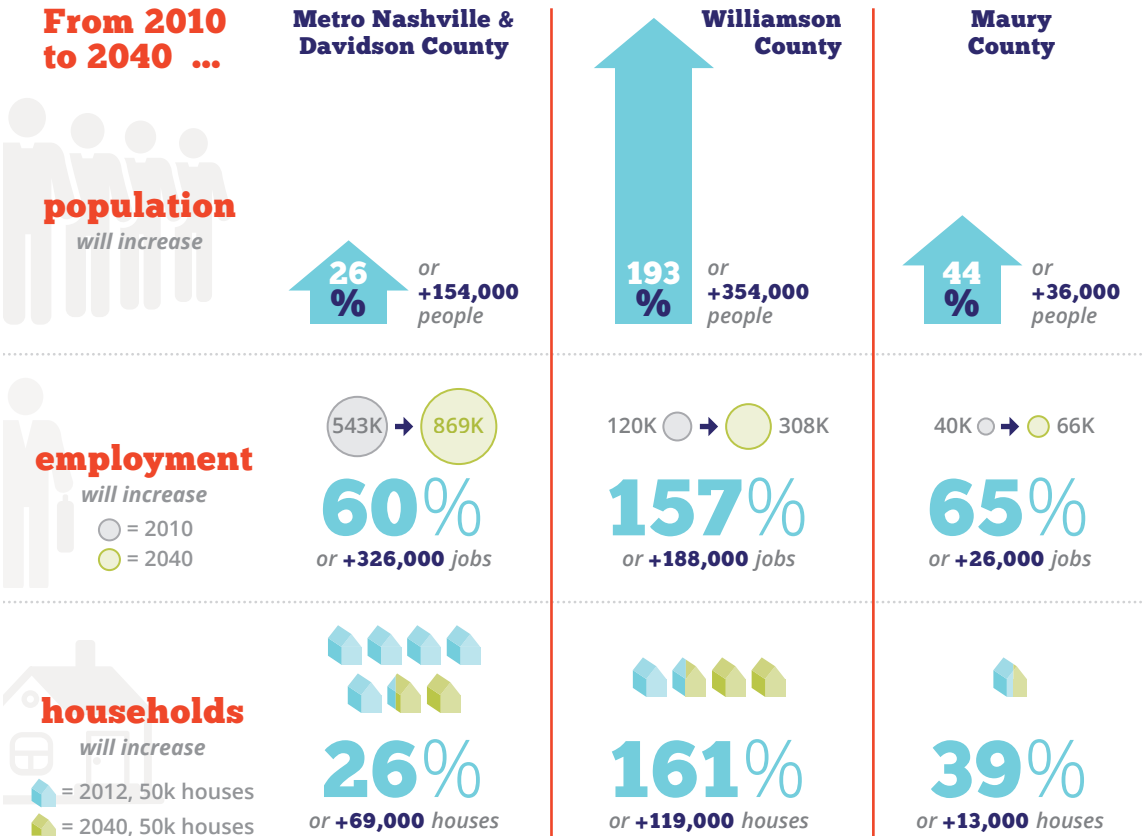
Proposal No. **953599**

A. Project Understanding

The WSP team is excited about the opportunity to provide the Nashville Area Metropolitan Planning Organization (Nashville Area MPO) — and the transit agencies, community leadership, and stakeholders — a series of short-, mid-, and long-term recommendations to implement the vision for rapid transit between Nashville and communities along the south corridor. We have been building our team for over a year as we identified the areas of expertise needed and have developed an understanding of the local planning issues, challenges, and specific objectives of the requested study. We have assembled a team with the essential skills and expertise for the study based on our understanding of the corridor and the requirements outlined in the RFP.

The Issue

As outlined in the Nashville Area MPO's 2040 Regional Transportation Plan the seven counties that comprise the MPO region will be home to more than 2.6 million people by 2040. As the "It" city, Metropolitan Nashville and Davidson County will continue to be the major employment and population center of Middle Tennessee, but much of the anticipated growth is expected to occur in the surrounding counties. Nashville/Davidson County, Williamson County, and Maury County are all expected to see a surge in population from almost 627,000 (2010) to over 781,000, 183,000 (2010) to over 537,000 (2040), and from nearly 81,000 (2010) to over 117,000 (2040), respectively, over the next 20 years. The increase in population in reflected in the increased number of households from over 267,000 (2012) to nearly 336,000 (2040), and from over 74,000 (2012) to over 193,000 (2040) and almost 33,000 (2012) to over 46,000 (2040) in Nashville/Davidson County, Williamson County, and Maury County, respectively.



With respect to employment and activity centers, while Nashville (specifically downtown) has seen an increase in development over the past several years, more employers are increasingly choosing to locate in the surrounding counties. This has led to an increase in reverse commuting and suburb-to-suburb commuting as major employers and destinations become more spread throughout the Middle Tennessee region. Of most note in the south corridor is the Brentwood / Franklin / Cool Springs area in Williamson County. This area first became a significant destination with the development of the Cool Springs Mall in 1991, but has since become a major regional activity center and trip attraction, home to major companies, including Nissan North America, Healthways, and others. While telecommuting, flexible schedules, etc. are becoming more popular for a broader array of employers, it is important to note that these options are not suitable to many industries within the corridor (retail, leisure and hospitality, healthcare, etc.), thus a reasonable assumption that employment within the corridor will continue on its current pace of growth. As with population growth, Nashville/Davidson County, Williamson County, and Maury County are expected to see a surge in employment from almost 543,000 (2010) to over 869,000 (2040) jobs, around 120,000 (2010) to nearly 308,000 (2040) jobs, and from nearly 40,000 (2010) to almost 66,000 (2040) jobs, respectively, over the next 20 years.

While population and employment are often seen as the two main drivers of congestion and transportation issues, it is important to note that according to studies conducted by the MPO, only about 20 percent of all trips made within Middle Tennessee are between home and work. That means that a vast majority of the daily trips taken by people throughout the region are for recreation, shopping, school, or other purposes. In the case of Williamson County, the attractiveness of schools is definitely a contributor to economic development and also traffic. Good schools attract and retain more residents, who in turn attract more businesses, and more people = more schools = more traffic during peak flow times.

As growth continues to occur in the Nashville region, the need for transportation options — beyond those available today — will be necessary to ensure that the economic vitality and quality of life of those living and working along the south corridor are maintained.

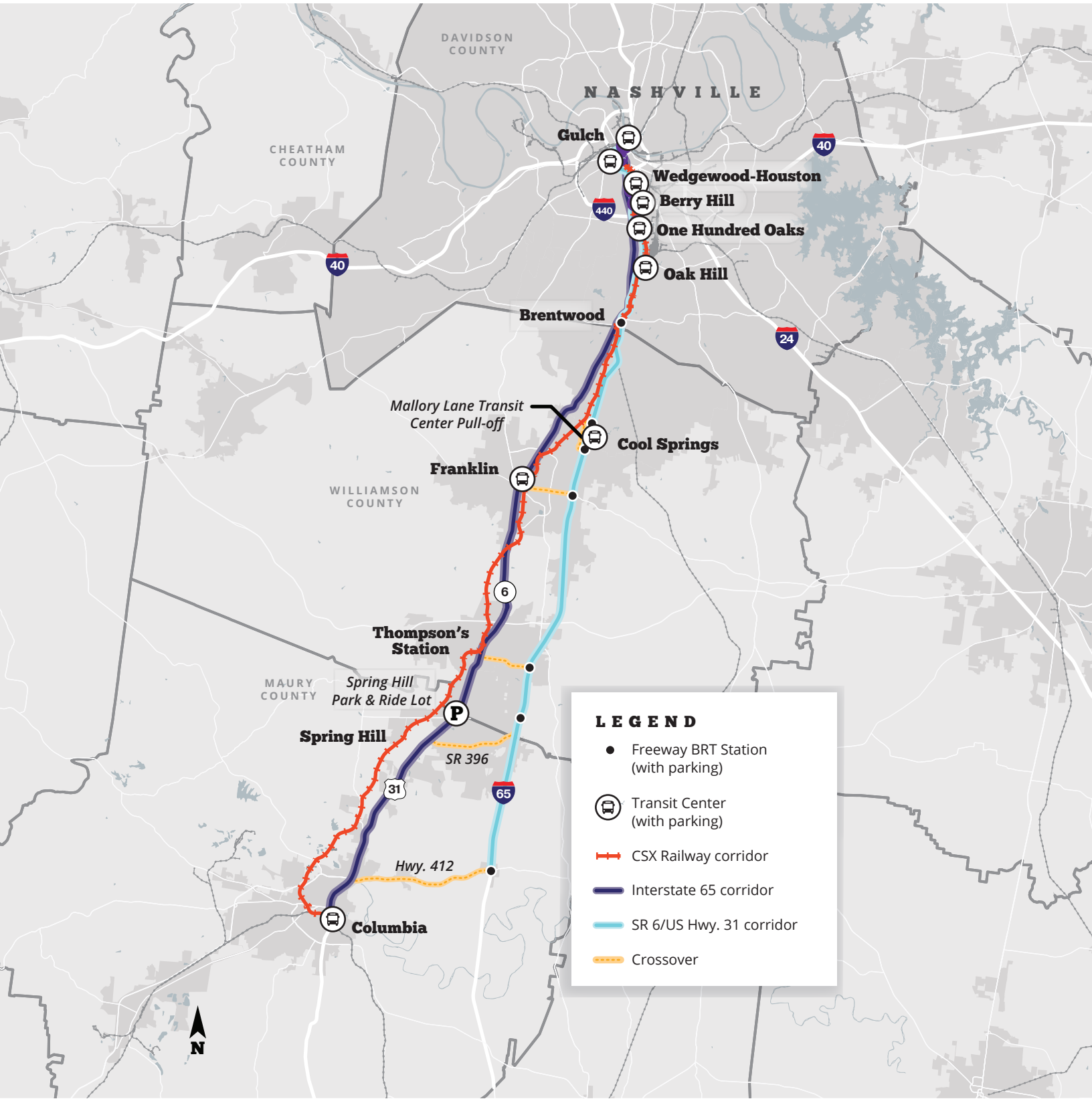
The Vision

In 2010, the Nashville Area MPO developed and adopted a long range vision for transit in the Middle Tennessee region as part of the 2035 Regional Transportation Plan. This vision was expanded upon with the adoption of the 2040 Regional Transportation Plan, **Middle Tennessee Connected**. The plan outlined a vision to position and prepare the region for the increasingly competitive global economy and identified specific projects to pro actively address concerns about increased population growth and traffic congestion.

Middle Tennessee Connected

Recognizing that improved regional mobility is key to achieving other community goals and objectives, Middle Tennessee Connected establishes four primary guiding principles:

- **Livability**—Enhance quality-of-life by prioritizing initiatives that increase employment, recreation, and civic involvement while maintaining affordability.


DAVIDSON COUNTY
NASHVILLE
CHEATHAM COUNTY
WILLIAMSON COUNTY
MAURY COUNTY
Gulch
Wedgewood-Houston
Berry Hill
One Hundred Oaks
Oak Hill
Brentwood
Mallory Lane Transit Center Pull-off
Cool Springs
Franklin
Thompson's Station
Spring Hill Park & Ride Lot
Spring Hill
SR 396
Hwy. 412
Columbia
40
440
24
6
31
65
P
N
LEGEND
Freeway BRT Station (with parking)
Transit Center (with parking)
CSX Railway corridor
Interstate 65 corridor
SR 6/US Hwy. 31 corridor
Crossover

- **Prosperity**—Contribute to the region's economic well-being by targeting solutions that attract talent, connect workforce with jobs, and reduce the cost of doing business and leverage additional investment.
- **Sustainability**—Support Growth and prosperity without sacrificing health, the natural environment, historical and cultural assets, or financial stability of this or future generations.
- **Diversity**—Respect the multitude of backgrounds and variety of perspectives of Middle Tennesseans by pursuing an array of strategies that are customized to local community needs and character.

Originally adopted in 2010, the long-range vision outlined in the 2040 Regional Transportation Plan carries forward three key strategies to address the region's transportation challenges and to orient the Nashville area for future prosperity:

Implement the Region's Bold Vision for Public Transit

Create Active and Walkable Communities

Reinvest in Strategic Transportation Corridors

Beyond just moving people more efficiently and effectively, the strategies outlined in **Middle Tennessee Connected** address growing concerns about the health of our environment, worsening congestion, sprawling land development, and the need to connect people to places. Reinvestment in our existing infrastructure to accomplish these goals throughout the region, and specifically in the South Corridor, will be critical elements of the South Corridor Transit Alternatives Analysis.

nMotion Strategic Plan

Building upon the vision established by the Nashville Area MPO's Regional Transportation Plan, the Nashville Metropolitan Transit Authority (MTA) and the Regional Transportation Authority of Middle Tennessee (RTA) recently adopted the **nMotion Strategic Plan**. Based on extensive public outreach, this 25-year comprehensive plan is intended to provide the vision for transit in the Nashville area. Recognizing that transit alone will not solve all of the mobility issues in the Nashville area, this region-wide public discussion of the best strategies to improve regional mobility, resulted in a number of far-reaching recommendations, including:

- Improve access to opportunity for those with limited auto availability;
- Expand the range of competitive travel options for all Middle Tennesseans;
- Simplify and integrate various means of transportation to develop a seamless, connected system to provide Middle Tennesseans with the maximum travel flexibility;
- Prioritize major transit investments in transit-supportive areas; and
- Significantly increase ridership, especially in target markets.

The nMotion Strategic Plan establishes a framework for the types and magnitude of transit infrastructure that could be advanced in Nashville and throughout Middle Tennessee and acts as a springboard for short-term implementation of transit improvement, enhancement, and expansion of services, as well as the longer-term planning that will need to be undertaken in key corridors, such as the South Corridor.

I-65 Multimodal Corridor Study

In 2016, the Tennessee Department of Transportation (TDOT) kicked off the **I-65 Multimodal Corridor Study**. Covering a distance of nearly 120 miles from Kentucky south to Alabama, the purpose of the study is to identify short- and long-term solutions to improve transportation deficiencies along the Interstate 65 corridor. At the recent public meetings held in June 2017, a summary of the deficiencies and needs throughout the corridor, as well as planned and potential multimodal solutions to address these deficiencies and needs, were presented to the public. The study is addressing future travel demands along the Interstate 65 corridor, with emphases on managing congestion, improving safety, maximizing the potential for freight diversion, and preserving and enhancing the corridor's economic vitality.

The **I-65 Multimodal Corridor Study** is expected to wrap up later this year and will serve as an important input to the South Corridor Transit Alternatives Analysis, which will provide a more in-depth analysis of transit opportunities along the corridor in Davidson, Williamson, and Maury counties.

Cool Springs Multimodal Transportation Network Study

In June 2015, the TMA Group published the Cool Springs Multimodal Transportation Network Study with the objective of identifying approaches to improve mobility options in the Cool Springs area. Short-term recommendations for the Cool Springs Multimodal Transportation Network Study focused on increasing local mobility, by extending and reconfiguring existing Franklin Transit routes to better serve the Cool Springs area. Medium-term recommendations included broader regional connectivity via an express bus network to connect Cool Springs to the surrounding area, and longer-term recommendations suggested expansion of the proposed express route service throughout the day and on the weekends.

The overall intent of the recommendations outlined in the Cool Springs Multimodal Transportation Network Study is to provide improved and additional transportation options for employers, employees, residents, students, and visitors to get to and from work, shopping, recreation, and other activities in the Cool Springs area.

Moving Forward

Broadening the vision established by **Middle Tennessee Connected** and the **nMotion Strategic Plan**, the Nashville Area Chamber of Commerce has become actively engaged in the transportation issue through its **Moving Forward** initiative. Begun in 2015, the purpose of the initiative is to create a regional transportation solution through a cohesive community effort that engages and involves business and community leaders in the discussion. Governed by a Coordinating Committee, three issue-specific Task Forces and an Advisory Forum, **Moving Forward** is reviewing the region's progress and identifying recommendations toward implementing regional transportation goals.

Members of the WSP Team have been and continue to be actively involved in **Moving Forward** and are engaged in all of the efforts throughout Nashville and Middle Tennessee to increase the understanding of the need and important role of transit in assuring continued economic prosperity for the region. Coordination, communication, and outreach to these partners and other stakeholders will be imperative during the development of the South Corridor Transit Alternatives Analysis.

The Corridor

Stretching nearly 35 miles from downtown Nashville to the City of Columbia in Maury County, the South Corridor is one of nine major transportation corridors identified in **Middle Tennessee Connected** and the **nMotion Strategic Plan**. Annual Average Daily Traffic (AADT) along the corridor currently (2016) ranges from 124,764 between the downtown loop and Wedgewood Avenue to 181,300 just north of Old Hickory Boulevard to 58,354 just south of Interstate 840, near Thompson's Station and Spring Hill. Traffic congestion is common at peak times at throughout the 35 mile corridor and is only expected to get worse in future years. Current travel time from Franklin to the Nashville Central Business District (CBD) is 29 minutes (2010) and from Spring Hill to the Nashville CBD is 36 minutes (2010). According to the Statewide Travel Demand Model, based on projected growth patterns, these travel times will double to 59 minutes (a 103 percent increase) and 64 minutes (a 78 percent increase), respectively, by 2040. Throughout the corridor, single occupancy vehicles are the primary mode of transportation, comprising well over 80percent of the traffic and contributing to the congestion problem.

The traffic counts and current and future travel times are indicative of the employment and activity centers that are located along the South Corridor. These destinations, such as downtown Nashville, One Hundred Oaks Mall, the Brentwood Town Center, the Cool Springs area, and the GM Spring Hill Plant, are all major employment and activity centers that are reliant on moving people and goods efficiently and effectively in the South Corridor. In addition, critical to understanding the current and future needs in the South Corridor is acknowledgment that reverse commuting and suburban to suburban commuting to these destinations is becoming increasingly more common as growth continues to expand throughout Middle Tennessee. Also important is that trips related to recreation, shopping, or other activities, far outweigh the home to work and work to home trips that occur on a daily basis.

While the corridor is currently served by RTA express bus service (91X — Franklin Express and 95X Spring Hill Express) during peak commuting times, significant transit investment along the corridor is a top priority due to existing / future congestion and the expected population and employment growth. Expanding transit along the south corridor is also an opportunity to provide enhanced connections to the Franklin Transit Authority, which operates a fixed route service in the Franklin and Cool Springs areas, as well as the Mule Town Trolley that serves the Columbia area.

Outlined in **Middle Tennessee Connected** is a vision for significant upgrades to major transportation corridors throughout the Nashville Area MPO area. These priority projects, intended to maximize the economic impact of limited transportation dollars, focus on multimodal and new technology improvements to these regionally-significant transportation corridors to accommodate the current and anticipated growth in the Middle Tennessee region. Included in these priority projects are two projects within the South Corridor:

South Corridor/I-65 Multimodal Capacity Upgrades and Modernization

Davidson and Williamson Counties

According to the Regional Transportation Plan, the South Corridor is a top candidate for more significant transit investment over the next decade due to the expected population and job growth throughout the corridor and specifically in Williamson County. The Plan suggests that high-capacity rapid transit may be an effective approach to keeping this part of the region moving efficiently as build-out along the corridor, and specifically in the Cool Springs / Carothers Parkway area, continues to occur. As outlined in the Plan, the Nashville Area MPO is instructed to conduct a corridor study to evaluate the feasibility of light rail and bus rapid transit investments within the 35 mile corridor.

US 31/SR 6 Improvements between Franklin and Columbia

Williamson and Maury Counties

The Regional Transportation Plan recommends the reconstruction of specific sections of the US 31/SR 6 corridor from a rural two-lane and three-lane cross-section, to an urban cross-section with progressive signal technologies and bicycle and pedestrian accommodations. Additional improvements will focus on intersection safety near the City of Columbia.

The **nMotion Strategic Plan** outlines an entire package of recommended transit improvements, including simplifying transit service and providing a better passenger experience to making the service more comfortable., Specific to the South Corridor, the Plan recommends specific improvements as part of an initiative to expand services to new areas and build a high capacity / rapid transit network.

Develop a Network of Regional Transit Centers

To support the development of new crosstown and through-city routes, as well as the expansion of service to new areas, new transit centers throughout Davidson County and the surrounding areas will need to be established. These "mobility hubs" will provide connections between local and regional services and will range in size and available amenities depending on location. In addition to these transit centers, additional locations for Freeway Bus Rapid Transit (BRT) Stations and Park and Ride lots are also planned.

Nashville Business Journal, May 2016

CEO of one of Nashville's biggest public companies: Traffic has cost us employees

Nashville's mounting traffic woes have cost Tractor Supply Co. employees, President and CEO Greg Sandfort said Tuesday.

Speaking at the quarterly Nashville Business Breakfast at Lipscomb University, Sandfort offered a frank take on the state of the region's traffic congestion. Sandfort told the story of prospective employees who visited Tractor Supply's headquarters in Brentwood. They then got hung up in traffic going back to the airport.

After that experience, Sandfort recalled, "They said, 'No thanks.'"

The anecdote from Sandfort, who heads up the region's fifth-biggest public company (Nasdaq: TSCO) and Williamson County's 12th-largest employer, demonstrates the challenges for employers amid Nashville's surging population — a growth curve that has brought with it the new thing Nashvillians tend to start most conversations with: complaints about traffic.

"This is not something we can wait on," Sandfort said of mass transit. "The community needs it. It will impact all of us [if action isn't taken]."

Although exact locations are still to be determined, in the South Corridor, the following are potential locations for new transit centers, Freeway BRT Stations, and Park and Ride lots:

- Nashville Central Business District
- Nashville Gulch
- Wedgewood-Houston Neighborhood
- City of Berry Hill
- One Hundred Oaks
- City of Oak Hill
- City of Brentwood
- Cool Springs
- City of Franklin
- Thompson's Station
- City of Spring Hill
- City of Columbia

Expand Service to New Areas

In order to expand service or fill gaps in coverage, MTA will extend service to new areas and the RTA will work with local transit agencies in surrounding counties to improve and expand local service. Specific to the South Corridor, the Plan calls for RTA to continue to work with the Franklin Transit Authority and the Mule Town Trolley (operated by the South Central Tennessee Development District) serving Columbia and the surrounding area, as well as target the development of new transit service in Spring Hill.

Freeway Bus Rapid Transit (BRT)

Freeway Bus Rapid Transit (BRT) operates along freeways (i.e., Interstates) in regular traffic lanes, high-occupancy vehicle (HOV) lanes, or along the roadway shoulder. Typically stations are located within the freeway right-of-way (i.e. shoulders, interchange ramps, or medians) to minimize travel times and provide more predictable and reliable service and increase transit ridership. In the South Corridor, four Freeway BRT routes are proposed, including Route 90X — Cool Springs Express, Route 91X — Franklin Express, Route 95X — Spring Hill Express, and Route 97X — Columbia Express.

Express Bus on Shoulder

Where Freeway BRT is not provided along major corridors, Bus on Shoulder service is planned. As the name implies, buses will use the freeway (i.e., Interstate) shoulders when general traffic lanes are congested, enabling the bus service to travel faster than the automobiles. In the South Corridor, Express Bus on Shoulder is proposed south of Franklin along Interstate 65 for both Route 95X — Spring Hill and Route 97X — Columbia.

The Goals and Objectives

As outlined in the RFP, the South Corridor Transit Alternatives Analysis is intended to provide the Nashville Area MPO, the transit agencies, community leadership, and stakeholders along the corridor with a series of short-, mid-, and long-term recommendations to implement a vision for rapid transit between Nashville, Berry Hill, Oak Hill, Brentwood, Franklin, Thompson's Station, Spring Hill, and Columbia, as well as other neighborhoods, communities, employment centers, and destinations along the south corridor.

The Nashville Area MPO, in consultation with other agencies and stakeholders, has identified the following major objectives for the South Corridor Transit Alternatives Analysis:

- Extend the community engagement work of the RTA/MTA nMotion strategic planning process to further define the transit needs along the region's south corridor;
- Evaluate the cost/benefits of each transit investment alternative;
- Identify and recommend a locally preferred alternative for transit service;
- Assess the potential impacts of transit investments on economic development outcomes;
- Identify opportunities for Transit Oriented Development (TOD) and transit supportive development;
- Incorporate community feedback into the cost-effectiveness analysis in order to recommend short-, mid-, and long-term capital and operating improvements;
- Evaluate land use policies / regulations for consistency with transit recommendations;
- Evaluate the existing institutional arrangements and make recommendations for necessary changes in order to facilitate the implementation of recommendations;
- Prepare a program of projects that can be advanced into the project development process; and
- Develop a funding/financing plan which analyzes the potential for:
  - *Various competitive federal funding programs including FTA New Starts / Small Starts, TIGER, etc.,*
  - *The use of other federal formula funding programs including CMAQ, NHPP, STBG, FTA 5307, etc.,*
  - *Locally-generated funds, and*
  - *Public-private partnerships (P3) financing.*

With these major objectives in mind, the process to study opportunities and identify transit solutions as part of the South Corridor Transit Alternatives Analysis, will be used by the Nashville Area MPO, other agencies, and stakeholders to:

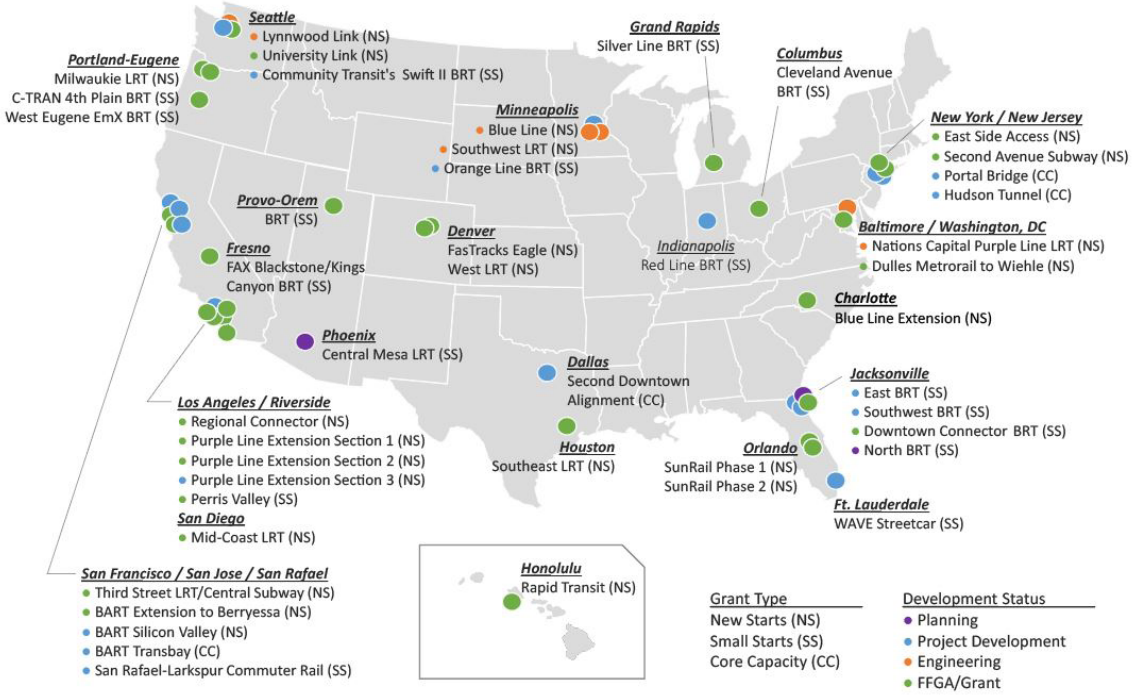
- Advance recommendations from the recently adopted RTA/MTA nMotion strategic plan;
- Inform MPO regional plans and funding programs;
- Help local and regional transit providers to determine capital needs and the addition of new transit service or service improvements within and along the corridor;
- Recommend a locally preferred alternative (LPA) for transit services in the south corridor;
- Help local communities identify necessary revisions to their local comprehensive plans, zoning regulations, urban design standards;
- Assist TDOT identify future investments in the SR-6 and I-65 corridors; and
- Help economic and community development officials site new growth and development along the corridor.

The Solution

This study is a large-scale effort in a short 12 month time frame, which requires a significant staffing commitment. Having a local team that understands the **issues**, has been engaged in creating the **vision** for transit in Middle Tennessee, is experienced with the growth and development pressures, as well as the key stakeholders along the **corridor**, and clearly understands and can communicate the **goals and objectives** of the South Corridor Transit Alternatives Analysis is of critical importance to the success of the project. Our approach is focused on **envisioning the future** of transit and transit oriented development (TOD) throughout the South Corridor, based on the prior studies undertaken and our long history of involvement with the various stakeholders along the corridor.

WSP has an unparalleled track record of successfully delivering major transit investments. We have a long history of helping clients across the country with transit system planning, corridor planning, and project development, so they can make smart investment decisions and position their project for approval into the federal Capital Investment Grant Program. We have delivered more Alternatives Analyses and other corridor planning work across the country than any other firm. In fact, the Federal Transit Administration (FTA) called upon our staff to conduct Alternatives Analysis training on their behalf.

We have played a significant role on dozens of New Starts, Small Starts, and Core Capacity projects in FTA's pipeline or those opened for service in the last five years, as illustrated below. Complementing our wealth of experience helping clients to advance major transit programs across the country is our unmatched resume of recent experience with the Nashville Area MPO, RTA, MTA, TDOT, and other local and regional entities, as illustrated on the following pages. Our team members have helped to formulate multiple planning and transportation related studies for communities along the corridor and recently completed the Northwest Corridor Transit Study, which examined transit opportunities along multiple corridors between Clarksville and Nashville.



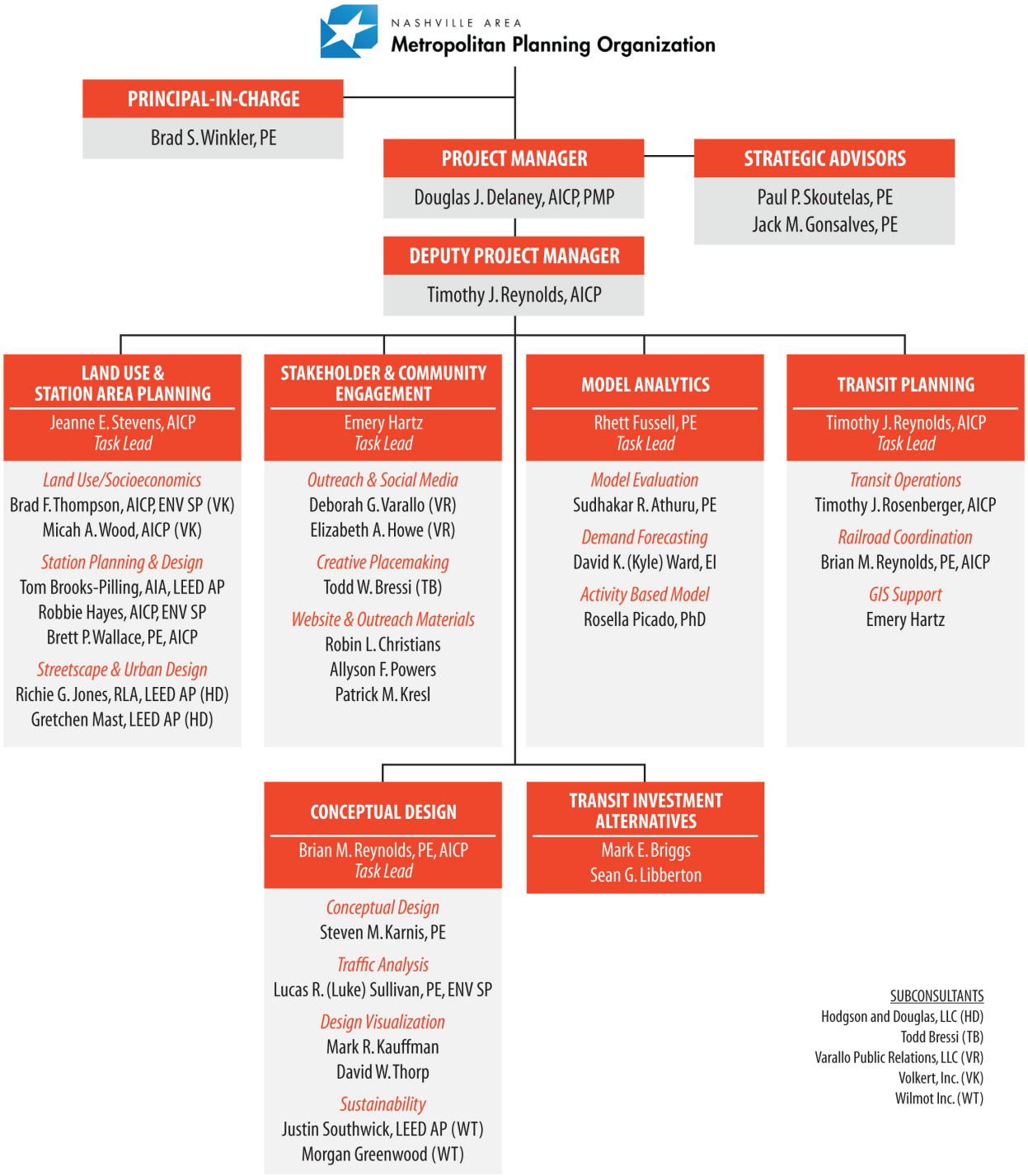
WSP's recent experience with federal Capital Investments Program projects.

Envision | South Corridor

WSP is a global consulting firm assisting public and private clients to plan, develop, design, construct, operate and maintain thousands of critical infrastructure projects around the world. WSP is a diverse company of over 35,000 people in more than 150 offices on five continents. Our Nashville office has been open for over 25 years and our planning and engineering professionals are ready to continue our service to the Nashville Area MPO.

WSP and our partners have structured our team specifically to provide the Nashville Area MPO with the experts and support resources needed to bring fresh ideas and advance the transit vision for the South Corridor. Our strategic approach to staffing the project is designed to thoroughly and expeditiously advance efforts for the study in coordinated manner that engages the partner agencies and involves the stakeholders and interested public along the corridor:

- **Douglas J. Delaney, AICP, PMP**, our Project Manager, is both a Certified Planner and a Certified Project Management Professional. He embraces the "big picture" thinking that is needed for this study, while also applying a more technical perspective to fully understand and effectively communicate the opportunities and challenges. Doug recently served as the Deputy Project Manager for the **Northwest Corridor Transit Study** and will bring this recent experience and lessons learned on this successful project to the south corridor. He will oversee all elements of the study effort, working closely with the Nashville Area MPO and other agencies and organizations that will serve as partners throughout the planning process. This approach benefits Nashville Area MPO with a single point of contact who understands the diversity of issues to be addressed.
- **Timothy J. Reynolds, AICP**, our Deputy Project Manager has extensive transit planning and operations experience and has played key roles in a number of corridor analysis projects throughout the country including management of major corridor studies in St. Louis and New Orleans and transit operations task management for similar studies in Detroit and Indianapolis. Most recently, he as served as corridor study manager for the 11-corridor METRONext Long Range Transit Plan for Houston METRO. Prior to joining WSP, Tim was Director of Planning and Development for the Southwest Ohio Regional Transit Authority in Cincinnati, where he developed the nation's first left side Bus on Shoulder program, led the Metro Moves regional transit plan and the agency's involvement in the I-71, I-75 and Eastern Corridor alternative analyses. Tim will assist Doug in coordinating all technical aspects of the project and will also lead the transit planning tasks.
- Our Project Manager and several of the the key members of our project team shown on the organizational chart on the following page are based in Nashville and Middle Tennessee. These local experts, combined with our national planning and transit resources, will provide the Nashville Area MPO with the right combination of local experience and outside knowledge to successfully conduct the South Corridor Transit Alternatives Analysis. The study's aggressive 12 month schedule will require significant coordination among the various partner agencies and stakeholders. Our experience is that face-to-face coordination is absolutely critical. Our team structure — with Doug as the local Project Manager and key members of our project team located here in Nashville and Middle Tennessee — benefits the Nashville Area MPO with not only a local project manager for weekly status meetings, but also local and experienced technical leads for efficient face-to-face coordination on the wide array of technical topics to be explored.



SUBCONSULTANTS
Hodgson and Douglas, LLC (HD)
Todd Bressi (TB)
Varallo Public Relations, LLC (VR)
Volkert, Inc. (VK)
Wilmot Inc. (WT)

- We have extensive local insight through our past and ongoing work with the Nashville Area MPO, RTA, MTA, TDOT, and the cities of Franklin, Spring Hill, and Columbia that will enable us to quickly move through the initial background stages. **Brad Thompson, AICP, ENV SP** has completed numerous projects for cities and counties along the I-65 and US 31 corridors, including the **US 31 Traffic Corridor Study (Columbia), City of Franklin Major Thoroughfare Plan, City of Spring Hill Major Thoroughfare Plan, City of Spring Hill Parks, Recreation and Greenways Plan,** and the **Maury County Comprehensive Plan. Micah Wood, AICP** has worked in local planning capacities in communities along this corridor since 2004, including the Town of Thompson's Station, City of Franklin, and the City of Columbia. Both Brad and Micah were also key members of the **Northwest Corridor Transit Study** team.

- Through our recent work on the **Northwest Corridor Transit Study**, our engagement in the processes to develop **Middle Tennessee Connected**, the **nMotion Strategic Plan**, and the **I-65 Multimodal Corridor Study**, as well as knowledge of the corridor, we already know the major issues to be considered and have established relationships with key stakeholders. **Jeanne Stevens, AICP** will lead the Land Use & Station Area Planning tasks, a role she played during the Northwest Corridor Transit Study. Jeanne has been involved in planning in the Middle Tennessee area for years in her roles as the Executive Director of the Nashville Area MPO and as the Director of TDOT's Long Range Planning Division. In addition, **Robbie Hayes, AICP, ENV SP** is a former staff planner for the Williamson County Planning Department where he led long-range planning efforts on the Special Area Plans throughout the County. His work included stakeholder and public engagement, visioning and needs analysis and development of a comprehensive Special Area Plan that focused on sustaining the unique development within these crossroads communities. In addition, Robbie has experience in advising communities who have taken on Transit Oriented Development to ensure plans, policies, and regulations are conducive to future growth and is a current Board Member of Cumberland Region Tomorrow. With a 12 month schedule, the involvement and experience with the communities and key stakeholders along the South Corridor, benefits the Nashville Area MPO by minimizing the time needed for our team to get up to speed.

- The WSP Team includes a team of Strategic Advisors to provide high-level insight on opportunities and challenges for likely concerns along the corridor. **Paul P. Skoutelas, PE** is the former chief executive officer at two of the nation's most dynamic public transportation agencies (Port Authority of Allegheny County in Pittsburgh and the Central Florida Regional Transportation Authority [LYNX]). **Jack M. Gonsalves PE** is a nationally recognized expert in bus rapid transit who specializes in the design of multimodal transit facilities, including BRT, light rail transit (LRT), transit stations, and associated infrastructure. Paul and Jack each have specific, unique insights into the expected and anticipated transit issues or concerns in the South Corridor. Their experience working on various transit projects with key stakeholders and understanding of both the technical and non-technical aspects of the alternatives analysis process will help drive our team toward implementable solutions.

- We are ready to support the Nashville Area MPO with local public engagement resources. **Emery Hartz** is based in Nashville and was integrally involved in the public engagement process for the Northwest Corridor Transit Study and is a Board Member of Transit Now. This provides the Nashville Area MPO an easily-accessible and responsive local point of contact. In addition to Emery,

we also have partnered with **Varallo Public Relations**, who has strong, an established relationships with key stakeholders throughout the corridor. Varallo is currently leading the community / public outreach component of the I-65 Multimodal Corridor Study and previously assisted the TMA Group / Franklin Transit Authority with community outreach in support of the development of their marketing plan, and was also a key member of the **Northwest Corridor Transit Study** team.

- We have integrated **Todd W. Bressi**, a public art consultant, into our team to ensure that the engagement of artists and a "creative placemaking" approach is fully integrated into the public input and facilitation process that is undertaken throughout the study process. Todd recently completed the **Public Art Community Investment Plan** on behalf of the Metro Nashville Arts Commission and will assist the Nashville Area MPO with the process to select and compensate artists or creative individuals as part of our proposed public, stakeholder, media outreach plan.
- We offer unmatched technical resources across the range of topics that must be addressed, including industry-leading design visualization services — including the use of **InfraWorks 360** software — that can be aligned with all phases of alternatives development beginning with initial conceptualization. **Mark Kaufman**, Technical Lead of WSP's Project Visualization Group and **Brett Wallace, PE, AICP** successfully integrated InfraWorks 360 as part of the LYNX Silver Line / Southeast Corridor Transit Study and the Charlotte Gateway Station Multi-modal Station Area Plan. InfraWorks 360 helped to quickly incorporate stakeholder comments and input as part of the public outreach and concept designs for each of these projects. Our approach provides the Nashville Area MPO with a team that can not only conduct insightful technical analyses, but also engage the public and stakeholders in the conceptual design process, and clearly communicate the findings. The result is a planning process that is well-understood by the community, which is critical to achieving support for the next steps.
- We offer first-hand knowledge and experience of working with the Nashville Area MPO model, which is critically important to answering many questions about any mode / alignment in the development of real world ridership forecasts. We will leverage our in-depth knowledge of the Nashville trip based model, our expertise with Activity Based Models (ABMs), and our already established understanding of the transit markets and forecasts in the region to inform the analysis approach for the South Corridor. **Rhett Fussell, PE** will lead our modeling efforts in close coordination with the Nashville Area MPO staff. Rhett led both of WSP's previous New Starts project analyses in Nashville, has led multiple projects in Florida, as well as the Honolulu Rail Project, which FTA highlights as the model example of how to perform New Starts analysis. In addition, Rosella Picado brings a wealth of ABM and transit experience to the project. She has recently led ABM development for transit alternatives analysis projects in the Atlanta, Miami, and San Francisco regions. Based on her work, she understands in detail the Daysim software platform, and will provide a critical eye to the transit analysis in Nashville.
- We offer unmatched expertise in ascertaining whether any proposed project will be competitive for FTA funding. Critical to determining the ultimate success of the project, ridership must be balanced with costs and unnecessary alternatives will need to be eliminated from the project. **Sean G. Libberton** has worked collaboratively within and with all levels of government to implement successful projects and achieve process, program, and policy improvements, and will bring that expertise and knowledge to the South Corridor Transit Alternatives Analysis study. Prior to joining WSP, Sean worked for over 20 years with the FTA. He was director of the Office of Capital Project Initiatives and New Starts Project Planning and Analysis Division, and was Deputy Associate Administrator for FTA's Office of Program Management.
- We offer unmatched expertise in public finance and in structuring public-private partnerships.

Visualization of a proposed park and ride facility created in InfraWorks 360 as part of the LYNX Silver Line / Southeast Corridor Transit Study.

Critical to the success of transit in the Nashville region is identifying a long-term and reliable stream of revenue(s) to operate the system. Dedicated funding will show the FTA and other project decision-makers that the system is necessary and worth funding. With that in mind, **Mark E. Briggs**, one of the nation's leading experts in public finance and in structuring public-private partnerships, will evaluate the potential of creating a value capture program for the South Corridor. Mark and his team have led efforts to evaluate value capture programs for a number of jurisdictions to support transit, including Atlanta, Charlotte, South Florida, Salt Lake, Phoenix, Alexandria (Virginia), Seattle, Kansas City, Cincinnati, and Dallas, and recently performed these services for the Northwest Corridor Transit Study.

The following section outlines our proposed study approach and scope of work for the South Corridor Transit Alternatives Analysis.

B. Proposed Study Approach & Scope of Work

The WSP team is a strong blend of local knowledge and national expertise on multimodal and transit projects including corridor studies and alternatives analyses. Coordination and working closely with the Nashville Area MPO and other agencies and organizations that will serve as partners throughout the planning process will be a priority.

Douglas J. Delaney, AICP, PMP and **Timothy J. Reynolds, AICP** will work together to develop a draft Project Management Plan (PMP) to define the approach and practices by which the study will be managed to completion, including project specific quality assurance/quality control (QA/QC) procedures to ensure compliance. The PMP will guide the performance of the WSP team's activities throughout the life of the study and will communicate the performance requirements and other important information pertinent to project execution. The basic elements of the PMP include project definition, scope of work, list of deliverables, assigned roles and responsibilities of key staff, baseline schedule with milestones for deliverables, budget, project control system, and contract administration and communication procedures.

This PMP will document the coordination and approach that will be used to ensure continual communication and delivery of the project in accordance with the established time frame for the study and the Nashville Area MPO's requirements. It will detail the procedures and timelines for the performance of all tasks within the scope of work and submittal of all deliverables. The PMP will also outline the format for progress reports, meeting minutes, and agendas. As agreed to by all parties, the PMP will be updated and expanded (as appropriate) during the project's development.

TASK 1: Project Management and Consultant Coordination Plan

At a minimum, the PMP will include the following:

- An **organizational chart** of the project team and a description of roles and responsibilities for WSP and subcontractor team members;
- A **final scope of work** with a detailed description of major tasks and deliverables;
- A **schedule and budget** for each major task and requested deliverable;
- A description of the **project management protocol** for quality control procedures and client progress reports;
- A list of **project participants** and the expected level of participation (e.g., Nashville Area MPO staff, project committee members, agency partners, etc.);
- A **data collection plan** which includes an assessment of the local data and information needed to carry out the scope of services; and
- A **quality assurance plan** that explicitly defines the quality assurance / quality control (QA/QC) policies and procedures that WSP will implement throughout the project.

These elements are necessary to ensure that a plan exists for managing all the work and task deliverables related to the project. Having a clear and concise plan is fundamental to executing the work on time and within budget, and demonstrates our commitment to the Nashville Area MPO and this project.

As Project Manager and Deputy Project Manager, Doug and Tim will ensure conformance to this system by all personnel assigned to this contract, including subconsultants. It is our commitment to the Nashville Area MPO that the work will be done with the utmost attention to detail. Doug, Tim, **Brad Winkler, PE** (Principal-in-Charge), and the entire WSP team will plan the work and work the plan to deliver a quality and timely project.

Deliverable #1: Project Management and Consultant Coordination Plan

TASK 2: Public, Stakeholder, and Media Outreach Plan

Public, stakeholder, and media outreach is a substantial and important component of the South Corridor Transit Alternatives Analysis and will be undertaken in close coordination with the Nashville Area MPO and the other partner agencies. Due to the length of the corridor and the number of stakeholders and interested parties along the corridor, the WSP team anticipates using a variety of public outreach and involvement techniques and approaches to actively engage people in the project. Our approach will target specific organizations or groups with a vested interest in the corridor, including civic organizations, neighborhood associations, transit/transportation providers, and traditionally under-served and under-represented communities — minorities, low-income households, and persons who are unable to own or operate a vehicle. Our team, led by **Emery Hartz** in coordination with **Varallo Public Relations**, along with the Nashville Area MPO and the other partner agencies, will work to create enthusiasm and build consensus among key stakeholders and the public along the South Corridor throughout the study time frame.

Project Steering Committee

Through interactive meetings, the Project Steering Committee will provide guidance for the public outreach and engagement of the larger community, the need and purpose for the project, the alternatives to be studied, and the evaluation criteria that will be used (including cost) to evaluate alternatives. The meetings will be open to the public and conducted with by an established list of ground rules, including guiding principles, committee procedures and responsibilities, and opportunities for public input. Through their engagement with the process, the members of the committee will develop valuable knowledge about the project and be able to share the potential benefits and positive aspects of future transit in the corridor with others throughout the larger corridor study area, thereby becoming "champions" for the project.

Early in the corridor study process, the WSP team, along with the Nashville Area MPO, will coordinate a bus tour of the corridor that will include members of the Project Steering Committee. The participants will travel the corridor while the WSP team shares background and technical data. Participants will be asked to share their impressions and feedback with the group, which will encourage a healthy exchange of ideas and an overall better understanding of the challenges and opportunities along the corridor. Comments will be summarized and provided to committee members.

The entire committee will likely meet at key project milestones during the study and our team will work with the Nashville Area MPO to identify a core group of the committee members that will meet more frequently to

Working closely with the Nashville Area MPO, the WSP team will establish a Project Steering Committee for the South Corridor Alternatives Analysis, consisting of the following key planning partners and stakeholders:

- Nashville Area Metropolitan Planning Organization
- Tennessee Department of Transportation
- Regional Transportation Authority of Middle Tennessee
- Nashville Metropolitan Transit Agency
- Franklin Transit Authority
- Greater Nashville Regional Council
- Metro Nashville-Davidson County
- Williamson County Government
- Maury County Governments
- City of Berry Hill
- City of Brentwood
- City of Franklin
- City of Thompson's Station
- City of Spring Hill
- City of Columbia
- Nashville Area Chamber of Commerce
- Williamson Inc.
- Maury County Chamber Alliance
- Transit Alliance of Middle Tennessee
- Cumberland Region Tomorrow
- Nashville Civic Design Center
- ULI Nashville
- Spring Hill Chamber of Commerce
- Columbia State Community College (Franklin & Columbia campuses)

guide the study process and provide valuable feedback to the WSP team throughout the development of the corridor study. The committee will be an important component of the overall Public, Stakeholder and Media Outreach Plan, providing input, feedback, and taking an active role in the stakeholder outreach process.

Stakeholder Outreach

Stakeholders can directly influence whether or not the project is accepted by the overall community. Stakeholder involvement is different from public outreach; it is an approach that involves specific, targeted efforts toward diverse and segmented populations, each of which has different perspectives, opinions, real and perceived needs, concerns, and spheres of influence. In addition to the stakeholders listed below, the WSP team plans to meet early with members of the state legislature with districts in the corridor and invite them to participate in the study process and public engagement opportunities. Similarly, if we identify members of the public who are inclined to oppose the project, we will invite them to become active stakeholders in the planning process. Some of the identified groups include:

- State and regional governmental agencies
- Civic organizations
- Neighborhood associations
- News media
- Chambers of commerce
- Local business leaders
- CSX
- Joint Economic and Community Development boards
- Resource management agencies
- Transit/transportation providers
- Nonprofit organizations focused on transportation or growth and development (e.g., Transit Alliance of Middle Tennessee, Cumberland Region Tomorrow, Civic Design Center, etc.)
- Representatives of traditionally under-served populations

Stakeholder involvement can be accomplished through a variety of approaches, including formal and informal meetings, one-on-one discussions, and interactive workshops. For the South Corridor Transit Alternatives Analysis, the WSP team anticipates the use of numerous techniques to successfully engage stakeholders. We will work closely with the Nashville Area MPO and the Project Steering Committee to identify the best approaches for obtaining open, honest feedback.

TDOT Coordination

One important stakeholder and a key project partner (in terms of funding and as an approving authority) will be TDOT. In conjunction with the Nashville Area MPO, the WSP team will focus on early coordination with TDOT leadership to identify an individual within the Department who has the authority from Commissioner Schroer to participate in the process and speak on behalf of the agency. The WSP team has several staff who have previously worked at TDOT or who have worked on a variety of TDOT projects; however, having an identified

individual with the ability to provide input on behalf of the Department will help to expedite the exchange and review of the corridor analysis and project alternatives.

Public Outreach

The WSP team proposes a creative approach to engage not only stakeholders along the corridor, but other interested parties throughout the South Corridor. The public involvement anticipated for this effort will be substantial, frequent, and sustained throughout the length of the study, will leverage the outreach undertaken in support of Middle Tennessee establish a basis for future phases. Specific emphasis will be placed on involving and informing traditionally under-served or under-represented members of the community — minority, low-income households, and persons who are unable to own or operate a vehicle.

Our public outreach will leverage a creative placemaking approach by involving artists or creative individuals to engage the stakeholders and public throughout all phases of the study process. Todd W. Bressi, an urban designer, public art consultant, educator, and writer, will work closely with the Nashville Area MPO and other stakeholders to identify and select artists or other creative individuals who can meld their talents with the planning and design team.

Branding

In coordination with the Nashville Area MPO and the Project Steering Committee, **Robin L. Christians** and her team will develop a consistent brand and messaging for the project will be developed early in the study and will be used during all public outreach and engagement activities. Information about the project will be available in a variety of formats and will be visually appealing to the audience, through the use of graphics, photos, and visualizations. Public meetings and other events specific to the project are intended to be exciting, engaging, and interactive. In coordination with the Nashville Area MPO, and members of the Project Steering Committee, opportunities to engage the public at other civic and community events will also be sought throughout the study process.

Corridor Charrettes / Final Public Meetings

Given the length of the corridor, the WSP team anticipates dividing the overall study area into three segments “Nashville”, “Brentwood/Franklin”, and “Spring Hill/Columbia” to enable a more interactive and immersive discussion and analysis of these smaller corridor segments. The WSP team anticipates conducting two rounds of multi-day community charrettes. They will be held simultaneously in three locations along the study corridor, with each focused on one of the three segments. Near the end of the study process, a series of final public meetings will be held in three locations along the corridor to present the final recommendations. The timing and location of the community charrettes and the final public meetings will be coordinated with the Nashville Area MPO and members of the Project Steering Committee. More details about the corridor charrettes, final public meeting, and other outreach activities are provided in **Task 4**.

Outreach Checklist

As part of the Public, Stakeholder, and Media Outreach Plan, the WSP team will coordinate with the Nashville Area MPO to develop a checklist of key activities (press releases, public notices, website/social media, etc.) as a guide for the important dates/deadlines that need to be accomplished in advance of each of the public meetings and/or outreach activities. Given the length of the corridor and the diversity of the

Outreach Experience

Our communications team manages more than 20 social media accounts for projects across the nation

For projects ranging from complete streets, MPOs, rail projects, construction, education campaigns, toll facilities and bridges, we have delivered a return on investment and customer service benefit for each. We have shown that effective and strategic social media garners public goodwill, engages new supporters and current advocates, serves as an effective and efficient customer service tool, and can engage a large audience over a long period of time.

The key is having the professionals on board who understand the world of public involvement and the new world of online outreach. Our work has helped elevate those projects, helped manage opposition, and exceeded client expectations.

WSP successfully mixed traditional outreach practices with emerging technologies on the recent Woodward Avenue Complete Streets Master Plan in Detroit, Michigan. The Woodward Avenue Plan is the largest Complete Streets project in North America. As developer and coordinator of social media for the project, our team:

- Used **Twitter** and **Facebook** to reach approximately 30,000 people,
- Developed an **interactive mobile application**,
- Created an **interactive crowdsourcing tool**, which is a map that allows the public to pinpoint a location, make comments and take photos, and
- Organized **bicycle and walking "audits"** open to the public, which were informational and conducted by experts to discuss what could be done to improve Woodward Avenue for cyclists and pedestrians.

audience and the public's increasing reliance on social media for news and information, the WSP Team's approach to public involvement will integrate interactive media outreach seamlessly with traditional public involvement approaches. By utilizing a variety of tools — from interactive public meetings, focus groups, outreach to targeted groups, as well as a project website, eNewsletters, social media sites like Facebook, Twitter, and YouTube, as well as mobile apps — our approach is designed to reach a wide variety of residents, business owners, commuters, and transit dependent riders.

Project Website

An established and effective web presence will be a critical component of the communication and outreach program with stakeholders and others interested in the project. In our ever-increasingly busy and media-savvy culture, where "free time" is at a premium and consumers/stakeholders expect timely information in an easily-digestible format, the web provides convenience, economy and "infotainment".

Led by **Allyson E. Powers**, the WSP team will work closely with the Nashville Area MPO to develop and then provide content material for a web page, as part of the MPO's website or a stand-alone website, whichever is preferred. Essential to the success of a website communication program is a user-friendly, intuitive interface with an emphasis on usability and functional consistency, and meaningful, timely content.

eNewsletters

Throughout the study, the WSP team will prepare eNewsletters (email newsletters) for distribution to the stakeholders, including agencies, public officials, and organizations, as well as business owners, property owners, and other interested members of the public. The typical eNewsletter will be two pages and include information an the current status of the project, next steps, and upcoming opportunities for public involvement and feedback. We will maintain a distribution list of people who have signed up or expressed an interest in receiving email updates about the project.

Social Media

The WSP team will expand the online and interactive presence of the South Corridor Transit Alternatives Analysis beyond the project website to incorporate a variety of social media tools and venues. Working closely with the Nashville Area MPO, the WSP team proposes developing project specific social media including, Facebook, Twitter and YouTube. In close coordination with the Nashville Area MPO, the WSP team will develop content and push information out through these social media channels to keep the public engaged and/or alert them of upcoming meetings.

Interactive Comment Portals

Mobile Application

Effective and strategic social media garners public goodwill, engages new supporters and current advocates, serves as an effective and efficient customer service tool, and can engage a large audience over a long period of time. Research from the Pew Research Center that finds the majority of social media users will post their thoughts about civic and political issues, react to others' postings, and press friends to act on issues. There is tremendous potential for to better engage their constituents through mobile, interactive, and social media.

The WSP team proposes the development of a mobile application for the South Corridor Transit Alternatives Analysis that allows stakeholders to submit geo-located comments and content, has the ability to push content alerts as well as announcements regarding upcoming meetings and news stories, provides clickable maps for public comments and data collection, allows texting services (SMS) for real two-way time citizen feedback and notification, has social media channels built into the mobile application, improving visibility to view and comment, and allows direct dialing to live phone numbers.

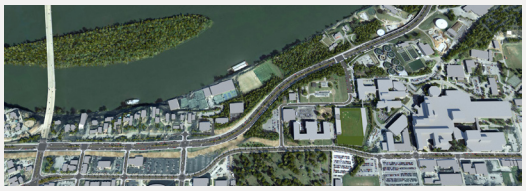
The use of online outreach tools works because it is a vibrant space where people spend time. The public that utilizes these tools are not likely to attend a public meeting or charrette, or even for that matter read a newsletter. But they will — if interested in the project, plan or study — "Like" a Facebook Page or follow a Twitter feed. They will also download a mobile app that gives them information or allows them to comment. And, if the engagement is done correctly, these same people or organizations will become your best ambassadors.

MetroQuest / Mindmixer

The WSP team proposes to use an interactive software system, like MetroQuest or Mindmixer, to educate and engage stakeholders, as well as collect public comments in real time. The use of interactive public engagement software proved beneficial during the **nMotion Strategic Plan** and **NashvilleNext** outreach efforts. For the South Corridor, dashboard screens would be developed to suit the engagement needs at each phase of the study and would be integrated with the website and other outreach efforts and activities. The dashboards would include maps, graphs, and other visualizations to make the public engagement process interactive and engaging for the users. The software would also offer an easy method to translate the material into multiple languages to allow anyone the ability to comment. For low-income populations with limited internet access or no smartphone access, WSP would provide access to computers during public meetings, charrettes, and other outreach activities. The use of public engagement software allows our team to reach the right audience, gain and optimize input in real time, and fully engage the community in the decision-making process. The WSP team has successfully utilized public engagement software for high profile projects throughout the US, including The Region's Plan (Atlanta Regional Commission) and the Georgia Department of Transportation's US 441 Improvements Project.

Public Engagement/Visualizations

3rd and 4th Street Improvements Project *Chattanooga, Tennessee*



In the Fall of 2014, the City of Chattanooga hired WSP to oversee the planning and design of the transformation of the 3rd and 4th Street corridor into an aesthetically pleasing, safe, and accessible facility that reconnects and extends the downtown grid beyond the urban core.

The project involved an extensive public involvement process, including residents, city officials, TDOT representatives, and key property owners, all of whom worked cooperatively to recommended changes to the parkway to better fit the needs of the City. To guide the public involvement effort, WSP developed a Public Involvement Plan and established a brand for the project that was carried through all outreach and engagement efforts, including a project website, flyers, media outreach, and updates to the project stakeholders.

Three-day stakeholder charrette and a follow-up design charrette were held to gather input from the public and to refine and test new designs for the potential transportation concepts and land use recommendations for the corridor. In addition, for the public meeting, WSP designed a fly-through visualization of the proposed improvements so that residents, property owners, and other interested parties could better understand the proposed improvements and any changes that would occur to their properties.

Synthesis of Findings

As outlined in the RFP, the WSP team will synthesize the findings from recent /on-going public involvement and outreach efforts conducted by other public agencies and non-profit organizations. These recent economic development, land use, and on-going planning efforts will be incorporated into the custom content management solution we developed for the Nashville Area MPO to track, summarize, and provide a synopsis of public meetings or other events related to the South Corridor Transit Alternatives Analysis.

The custom content management solution developed by WSP allows keyword searches and the information is displayed in a web-based, reader-friendly format. Meeting minutes, handouts, related newspaper articles, or other related materials will are indexed and easily retrievable. The WSP team will build upon the comprehensive list of state, regional, and local agencies and ongoing studies and comprehensive planning activities that we have already prepared and add additional targeted groups within the northwest corridor.

Visualization Graphics / Video

Graphic design, illustrations and design visualization imagery will be important to illustrate transportation opportunities, challenges and proposed solutions for the South Corridor Transit Alternatives Analysis. WSP's Project Visualization group leverages expertise in design visualization, motion graphics, video, multimedia and web design and development, along with comprehensive knowledge of the architecture, engineering, construction and real estate industries, to create results-driven, visual communication solutions.

Using 3D modeling, animation and photo-realistic imaging tools integrated with motion graphics and video, the WSP Team will bring reality to vision for the South Corridor project. Individual visualizations or video segments can be produced early enough in the study process to allow for use during public meetings, public events, and shared via the project website and other social media outlets.

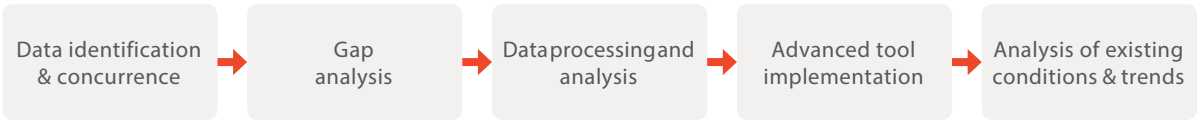
Media Outreach

In order to manage media coverage, a series of strategies will be employed that aim to build favorable editorial positions and balanced coverage from those local reporters assigned to cover the issue. The WSP team will work closely with the Nashville Area MPO to conduct media briefings, develop a press release program, and prepare and distribute bylined articles to local media outlets throughout the study process to engage stakeholders and the public.

Deliverable #2: Public, Stakeholder, and Media Outreach Plan

TASK 3: Analysis of Existing Conditions and Trends

Led by **Jeanne Stevens, AICP** and supported by **Brad F. Thompson, AICP, ENV SP** and **Micah A. Wood, AICP**, the WSP team is organized to have the right resources available to collect, process, and digest a wide array of data. We have helped to formulate multiple planning and transportation related studies for communities along the corridor and recently completed the **Northwest Corridor Transit Study** and developed the transit portions of the Nashville Area MPO's model. Our team will quickly identify the data needs, work with the MPO or other agencies to secure that data, identify gaps in data, and recommended solutions to fill those gaps including any new data collection. The proposed work flow is:



Data Identification and Concurrence

Data sets that currently exist will be identified and reviewed with each agency to ensure that there are no significant omissions in data. This is a relatively brief subtask and will not delay subsequent tasks from commencing. The work product for this item will clearly establish the data needs, roles and responsibilities for our team, the Nashville Area MPO and other agencies.

Data Collection / Compilation

From the previous subtask, our team will have a clearer understanding of the actual data needs. However, based on our understanding of the region, a review of existing highway, railroad, and transit data in the corridor will be undertaken.

Although this study does not involve actual National Environmental Policy Act (NEPA) documentation, the WSP team will gather natural resources, cultural, and other environmental data for the corridor. Collecting the initial data with an understanding of its use in later phases and to produce an environmental constraints map will potentially save the Nashville Area MPO time as the recommendations from this study effort are advanced toward implementation.

- TDOT I-65 Corridor Study (ongoing)
- MPO Smart Cities Assessment (upcoming)
- nMotion Strategic Plan (Complete)
- Franklin Road Multimodal Study (ongoing)
- MTA High Capacity Corridors Study (ongoing)
- Cool Springs Multimodal Transportation Study (2015)
- MPO Southwest Area Transportation & Land Use Study (2012)
- Moving Forward: Transit Solutions for our Region (ongoing)
- Southern Williamson County Interstate Access Request (ongoing Volkert)

- Local government general/comprehensive plans including Nashville Next, Connect Columbia Comprehensive Plan (ongoing Volkert and WSP), Spring Hill Comprehensive Plan, Spring Hill Bicycle and Greenways Plan (Volkert), Buckner Road Corridor Study (Spring Hill), Envision Franklin land use plan, Connect Franklin — Comprehensive Transportation Plan, Downtown Franklin Parking Study (ongoing Volkert), Maury County Comprehensive Plan, Brentwood 2030 Plan, Williamson County Comprehensive Plan, Williamson County Major Thoroughfare Plan.

Gap Analysis

The WSP team will review prior reports and data analysis to assess work which has already been completed and determine how it can be incorporated into this study. This will also streamline the process to avoid re-collecting information that is considered valid. The Nashville Area MPO will assist the WSP team in identifying the types and amounts of data available from the local municipal governments, as well as TDOT, CSX, and other groups.

Data Processing and Analysis

The WSP team will conduct a desk review of aerial photography, TRIMS data, Google Earth, and other readily available TDOT and MPO resources. We will verify this data with a windshield survey where practical. It will confirm key data and information at a planning level of detail for the study corridor. The desk review and windshield survey will confirm the generalized land uses, roadway cross-sections, roadway right-of-way, major cross streets, street widths, number of lanes, presence of traffic control devices, presence of sidewalks, parking areas and quantity of parking spaces, and approximate number of residential units and non-residential land uses (in estimated square feet). The WSP team will document the results of the desk review and windshield survey activities and GIS will be used to analyze the relationships among this information and resulting implications in a way that informs and facilitates discussion of issues.

The Technical Memo on the Analysis of Existing Conditions and Trends document will present this data to facilitate the identification, screening, development and evaluation of alternative strategies to meet the corridor's transportation needs. The document will support the need for improvements in the corridor with detailed quantitative analysis of travel patterns and markets in the corridor.

Advanced Tool Implementation

Our team will compile base year data to describe the existing conditions for the study area, and start the process of developing forecasts of the anticipated conditions for the short, mid-, and long-term planning horizons. The "short" horizon, according to FTA requirements, is the current year. The "mid" horizon would logically be an opening day forecast and the "long" horizon would be an appropriate future year. The model will consider economic and market conditions; land use and development patterns; travel demand and transportation system performance; freight movement; and other factors as identified in the RFP. All of this work will be performed in TransCAD. The modeling process is detailed further in **Task 4,** including how our team will assist the MPO staff and employ others tools to provide additional data points.

Our team understands that the Nashville Area MPO has invested in the CommunityViz tool. We have resources available to assist with any CommunityViz processing or analysis.

Deliverable #3: Technical Memo on the Analysis of Existing Conditions and Trends

TASK 4: Community Visioning and Initial Screening of Transit Alternatives

Based on the data collected and compiled during **Task 3**, WSP will work closely with the Nashville Area MPO and the Project Steering Committee to engage the stakeholders, public and other interested parties along the South Corridor in a substantial, frequent, and sustained outreach and engagement effort throughout the length of the study. Our team will leverage the outreach undertaken during the **Middle Tennessee Connected, nMotion Strategic Plan**, and the Chamber's ongoing **Moving Forward** initiative. Specific emphasis will be placed on involving and informing traditionally under-served or under-represented members of the community — minority, low-income households, and persons who are unable to own or operate a vehicle.

The approach for this task will be to engage the stakeholders and public in a creative and interactive approach that will educate them on the purpose of the project, gather input, and solicit feedback on the goals and objectives of the study. **Todd W. Bressi**, will lead the creative placemaking approach of our public outreach and engagement efforts through the involvement of artists or creative individuals to help engage the stakeholders and public throughout all phases of the study process. Working closely with our planners, Todd will help to creatively meld the visual aspects of design, the activation of public space, and the visions of the stakeholders and public into the South Corridor. Todd recently completed the **Public Art and Community Investment Plan** for the Metro Nashville Arts Commission. Through his prior work, he is familiar with the artist and creative community in Nashville and he, along with other members of the WSP team, will be able to create a meaningful creative placemaking approach for the South Corridor Transit Alternatives Analysis study.

Our creative placemaking approach will be used throughout the study process to engage the public in discussions about:

- Community values and growth plans;
- Land use and economic development trends;
- Infrastructure needs and existing plans;
- Public transit's role in meeting community objectives; and
- Universe of transit alternatives that could be implemented to achieve the objectives.

The WSP team's approach includes an initial round of focus group / individual meetings to gather input, two rounds of corridor charrettes, and a series of final public meetings to present the final concepts and recommendations for the corridor. Additional opportunities will identified to make presentations at other meetings or during community events and engagement will be sought via the project website, social media, and other media outreach efforts.

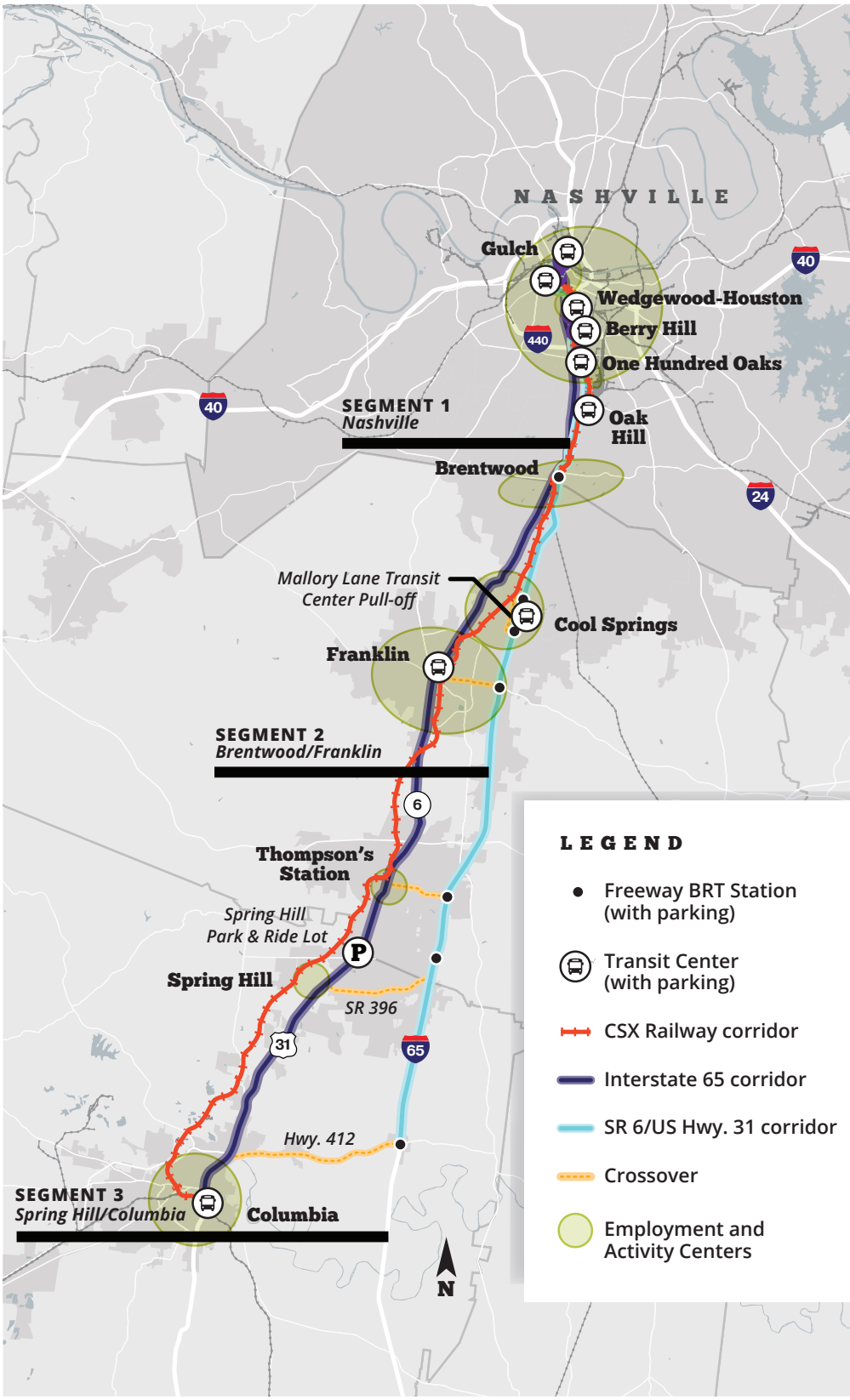
Focus Groups / Individual Meetings

At the outset of the project, **Doug Delaney, Emery Hartz, Deb Varallo**, and key members of the WSP team will conduct focus group / individual meetings with various stakeholders and groups to better understand issues, concerns, or opportunities that need to be discussed further during the public and stakeholder involvement process. Depending on the issues / topics, these focus group / individual meetings could take place at locations along the corridor or be conducted in a small group settings, whichever more effectively allows open and direct communication amongst the parties involved. The concepts, ideas, and concerns that are expressed by various stakeholders during these smaller meetings will a starting point for the discussions that will occur during the corridor charrettes and will form the foundation for the ideas and preliminary concepts for the corridor that will be presented during the final public meetings.

Corridor Charrettes / Final Public Meetings

As previously discussed, WSP proposes to divide the study area into three segments: "Nashville", "Brentwood/Franklin", and "Spring Hill/Columbia". By dividing the corridor this way, we anticipate being able to create opportunities for a more interactive and immersive discussion and analysis during the public involvement outreach and engagement process. Based on the feedback received during the initial focus group / individual meetings, we anticipate conducting two rounds of multi-day community charrettes in each of the three segments of the corridor. Held simultaneously, each charrette will focus on the concerns, issues, and opportunities of that particular segment. **Todd W. Bressi** and the WSP team anticipate engaging artists and creative professionals who are graduates of the Metro Nashville Arts Commission's **Learning Lab**, a program designed to train artists in civic, public, social and placemaking practices.

The WSP team, in coordination with the Nashville Area MPO and the Project Steering Committee, will analyze the input from each of the charrettes to compare and contrast the feedback and develop a vision for the entire corridor. Near the end of the study process, a series of final public meetings will be held in three locations along the corridor to present the final recommendations that will span the length of the entire corridor. The timing and location of the community charrettes and the final public meetings will be coordinated with the Nashville Area MPO and members of the Project Steering Committee.



Corridor Charrettes | Round 1

The initial round of corridor charrettes will focus on engaging the public and stakeholders to confirm the goals and objectives of the project, to identify issues and opportunities, to suggest initial concepts and ideas for transit improvements and station areas (including mixed use opportunities and surrounding density and land use) in their segment of the corridor. As highlighted previously, **Mark R. Kauffman**, **Brett P. Wallace, PE, AICP**, and the entire WSP team is excited about the opportunity to integrate creative placemaking and incorporate the use of **InfraWorks 360** software to interactively and immediately provide the public and stakeholders a view of how their ideas and suggestions for transit could potentially transform their segment of the corridor, as well as connections to the broader community transportation and land use goals throughout the South Corridor.

Charlotte Experience

Leveraging InfraWorks 360

In Charlotte, WSP successfully used InfraWorks 360 on the LYNX Silver Line / Southeast Corridor Transit Study and the Charlotte Gateway Station Multi Modal Station Area Plan. InfraWorks 360 is a planning and design software that enables planners to quickly and easily show stakeholders and the public preliminary concepts and designs within the context of the real world, by leveraging existing GIS and other available data for the corridor.

For the LYNX Silver Line / Southeast Corridor Transit Study, InfraWorks 360 software was used to define the preferred rail alignment and to create visualizations during the public outreach process for various design alternatives. By leveraging available GIS and other corridor data, **Mark Kauffman** was able to quickly and easily add visual elements to the existing corridor data to show how the different design alternatives (elevated and tunnel) would potentially look along various locations along the corridor. These images were shared with the public to provide their input and feedback on the design concepts.

For the Charlotte Gateway Station Multi Modal Station Area Plan, Mark created the initial design concepts using the InfraWorks 360 software in real-time, this time as part of a three day design workshop. The three day design workshop was led by **Brett Wallace, PE, AICP**. It involved a series of stakeholder input sessions (Day 1) to gather feedback and input on the proposed station design and future development of the surrounding area, a team work session (Day 2) to develop the three design concepts, and a public meeting (Day 3) to present the initial design concepts to the public. InfraWorks 360 was an invaluable tool that quickly developed design concepts and react to public input to create a Multmodal Facility Plan — focused on the space layout of the proposed station, an Illustrative District Plan — showing the broader build-out scenario of the surrounding area and a Transportation Network Integration Plan — illustrating the future multimodal transportation connections. All of this was accomplished over the course of three days and the approach was repeated in a second workshop to help refine the proposed design of the station and surrounding area.

Corridor Charrettes | Round 2

The focus of the second round of corridor charrettes will be engaging the public and stakeholders in refining the initial designs and testing new designs for the transit concepts along with the mixed use opportunities, as well as surrounding density and land use recommendations surrounding the station areas in response to stakeholder feedback. In addition, information about land use planning and growth management approaches along the corridor will be provided to the public for their input, feedback, and consideration. Again, the use of the InfraWorks 360 software will create an opportunity for interactive discussion and provide immediate feedback to the input and ideas posed by the public and stakeholders.

Final Public Meeting

Near the conclusion of the study a series of public meetings will be held to provide the public and stakeholders with a summary of the analysis that has taken place throughout the entire study process and to outline the recommendations for the corridor.

As outlined in the RFP, the results of the stakeholder and public engagement undertaken in **Task 4** will be presented in a vision document which will include:

- A framework for desired growth and development outcomes;
- Goals and objectives that promote the advancement the shared vision for growth and development and infrastructure performance;
- Performance measures to be used in evaluating the effectiveness of alternative transit investments in meeting those goals and objectives; and
- An initial screening of the universe of transit alternatives/ options to yield a short list of options for further testing and evaluation in **Task 5**.

Deliverable #4: Technical Memo documenting the Community Vision and Initial Screening of Alternatives

TASK 5: Evaluate Transit Investment Alternatives

Working closely with the Nashville Area MPO and the Project Steering Committee, **Timothy J. Reynolds, AICP**, **Timothy J. Rosenberger, AICP**, and other key members of the WSP team will develop three major investment strategies to achieve the goals and objectives for the South Corridor. These strategies will be based on the initial stakeholder and public input provided during the focus group / individual meetings and the first round of community charrettes. The strategies will build upon the work developed for previous studies including those detailed in **Task 3** above, especially the transit route profiles and data collection, as well as all other baseline conditions. A well thought-out, clearly communicated, and commonly understood statement of transit needs, goals, and objectives will help set the expectations for the project and will lead to a successful completion of the project. The needs assessment will consider both current and future transit and transportation conditions and will address other complimentary and needed community issues such as economic development, community character, and livability.

The need for transit investment in the corridor should and will be based on an analysis of population and employment growth, development and land use trends within the South Corridor, an analysis of existing travel patterns and system performance, and a projection of future travel and performance — all detailed in **Task 3** and confirmed with the stakeholders and public as part of **Task 4**. Drafting a clear and concise need statement as part of the early project planning activities is essential for ensuring that work done in the planning phase can seamlessly transition to other phases and be compliant with NEPA, FTA and other guidelines. The needs statement will also tie into and be

compatible with the goals and objectives for the study, and based on input from the Nashville Area MPO and the Project Steering Committee will be centered on a clear set of goals and objectives such as:

- Enhancing quality of life within the study area / corridors
- Creating land use and development patterns supportive of transportation / transit within the study area and corridors
- Minimizing adverse transportation-related environmental impacts and fostering positive environmental benefits
- Providing increased mobility options for the forecast travel demand through and within the study area and corridors
- Providing a cost-effective and efficient transportation investment strategy
- Decreasing the reliance on single-occupancy vehicles
- Supporting a more integrated transportation system with efficient connections between various modes of transportation
- Promoting sensible and sustainable growth patterns

Detailed Analysis of Alternatives

Only those alternatives that are right for the corridor and its context should be developed and examined. To that end, we propose a three-step process (Level 1, 2, and 3) to identify and screen the alternatives, focusing time and resources only on the alternatives that are most promising and applicable.

The purpose of the three-step process is to fully encompass all possible alternatives and effectively screen them to a shortlist of the most promising alternatives, developing more information about a lesser number of alternatives as the evaluation progress and then finally narrowing it to a recommended alternative. The evaluation process uses increasingly detailed analysis methods (Levels 1 and 2) to complete the screening and to refine the alternatives remaining after each round of analysis. The goal is to study and further develop only feasible alternatives that best meet the project's stated needs and/or goals and objectives, while not spending extensive effort on those that are unworkable or fail to meet them.

Potential Mode Technologies	Potential Alignments	Potential Station Areas	
Enhanced bus/bus on shoulder	Interstate 65	▪ Nashville Central Business District	
Dedicated lane bus rapid transit	US 31 / SR 6	▪ Nashville Gulch	
Light rail	CSX Rail Corridor	▪ Wedgewood-Houston Neighborhood	
Commuter rail		▪ City of Berry Hills ▪ One Hundred Oaks ▪ City of Oak Hill ▪ City of Brentwood ▪ Cool Springs	▪ City of Franklin ▪ Thompson's Station ▪ City of Spring Hill ▪ City of Columbia

The WSP team, in coordination with the Nashville Area MPO and the Project Steering Committee, will develop a matrix evaluation framework using evaluation criteria consistent with the transit needs and the project's goals and objectives are used to present the trade-offs involved in evaluating an array of alternatives. Potential evaluation measures could include:

- Physical Constraints (right-of-way requirements or needs)
- Social and Economic factors (land use compatibility, access to jobs, economic development potential)
- Environmental Factors (noise, visual, natural and cultural resource impacts)
- Transportation Factors (travel time savings, transit connectivity, safety/security, traffic benefits, reliability)
- Conceptual Capital and Operating Costs
- Preliminary Ridership Potential
- Stakeholder / Public / Political Support

Ridership Modeling / Forecasting

Our approach to analyzing the alternatives will pivot off of both the ABM and the trip based model. WSP will use the ABM to detail the transportation effects and to determine the markets being served by the alternatives. We will use the trip based model as a cross-check on ridership levels for the alternatives, given results that have been vetted through FTA on other projects.

Based on our experience in other regions, we have written customizable interactive visualization reports to help compare and contrast alternatives easily from the ABM model. These are web-based tools that allow for both Nashville Area MPO and WSP staff to zoom in/out of interactive maps of results, review desire lines and market flows and compare system and route level ridership changes of alternatives side by side. These reports are updated as a part of each project run and are stored online for ease of accessibility by the Nashville Area MPO or other project stakeholders. Our approach will allow the Nashville Area MPO staff to be involved in the review of project alternative results without the need for the large model output files.

Coordination and Knowledge Sharing

Coordination and knowledge sharing with the Nashville Area MPO staff will be critical in assuring that the project results are consistent and reliable. We anticipate using Asana/Instagantt and Github to manage the schedule, resources, and overall workloads for each task. This approach will allow WSP to manage the project software files in GitHub and Asana/Instagantt and to easily transfer and coordinate model updates with the Nashville Area MPO. Github allows the team to manage the coding of network files between multiple staff members to assure consistency. In addition, it allows for flexibility in staff usage as partially coded files are easily shared or updated by any team member, thus allowing WSP staff to code networks and easily transfer files to the Nashville Area MPO staff, or vice versa.

To assure open communication and understanding of day to day activities, WSP will assign and track modeling tasks in Asana/Instagantt, an online project management system that integrates with Github. Through this system, Nashville Area MPO staff can be assigned tasks for coding or model scenario runs based on their known availability during the project, and workload can be shifted back to WSP staff when needed. In addition, the Nashville Area MPO staff can review the status of various tasks at any time and from any computer location and will be able to submit questions and tasks to the project team regarding the project components and will be aware of all issues and concerns as they relate to schedule and delivery. This provides the staff ultimate flexibility and understanding on the model development project.

For this project, WSP anticipates that the Nashville Area MPO will code the future no-build scenario to assure known projects not in the base year exist in the future conditions. The WSP staff will be responsible for coding all build scenarios and the Nashville Area MPO staff will perform a quick visualization review of the coded build networks to assure agreement.

To analyze the alternatives, one of the ways we will interpret the results is by looking at key origin and destination flows using interactive desire line plots by market stratification. The user can change the desired market, by trip purpose, vehicle ownership and household size, and instantly see those results along the corridor.

Given the ABMs ability to understand person and household characteristics of the users, included in our approach will be a suite of tools we have developed for understanding social equity of the users of the proposed transit improvements.

Our experience with New Starts and ABMs combined with our visualization and output techniques will allow us to maximize the understanding of the corridor transportation impacts.

Deliverable #5: Technical Memo on the Analysis of Transit Alternatives

TASK 6: Select and Optimize Preferred Alternative

For the alternative(s) carried forward from Levels 1 and 2, **Brian M. Reynolds, PE, AICP** and the WSP team will develop conceptual alignment and operating plans for the fixed guideway options. For other modal options, detailed capital costs and some detailed level of engineering analysis will be necessary to better attain capital, environmental impacts and operating benefits and costs. The WSP team will follow general physical design standards/criteria applicable for each transit mode. It will be critical to ensure that a speed and/or travel time advantage can be maintained for the transit alternatives, without significantly affecting other traffic operations.

The WSP team will perform a conceptual level of engineering to establish the physical feasibility of each of the "build" alternatives and to also provide a reliable basis for cost estimates and the various impact assessments, which will enable us to present physical plans for public presentations. A No Build option will be retained as a baseline for comparison to other options throughout the development and evaluation process. Conceptual level geometric controls and details will be developed for each alternative in accordance with the project design criteria. Plan and profiles will be shown on the base maps developed from the aerial photography. The horizontal and vertical geometries will be developed to a level such that critical horizontal and vertical clearances can be identified. Typical sections will also be developed to show representative new construction, as well as associated modifications to existing roadways and structures. Right-of-way requirements will be determined from the limits of construction for each alternative. Using existing plans and available parcel information for the corridor, the existing rights-of-way will be identified and plotted on the base maps.

For applicable alternatives, the WSP team will develop both operating criteria and suitable alternative location sites for vehicle maintenance and storage facilities. Given that some of the study is in a built environment, underutilized parcels or potential joint development sites will be identified. Preliminary operating plans will be developed in sufficient detail for the development of preliminary ridership analysis and capital and operating cost estimates. Access and egress to other transit facilities and modes is also a key determinant in the evaluation of alternatives. Following discussions with the transit operators regarding these options, the WSP team will use their collective expertise to complete the development of the preliminary operating plans. The preliminary operating plan for each alternative will define:

- Headways (frequency of service) by time period
- Transit stop pattern (local and express segments along the route)
- Transfer connections to other area / regional transit services — typically bus
- Alignments and routings
- Assumptions about fare technology or payment options
- Peak vehicle requirements
- Transit vehicle-miles and vehicle-hours

The Level 3 analysis criteria will identify the trade-offs among the alternatives. This effort needs to clearly identify the benefits and positive attributes of each alternative, as well as any negative consequences. Potential evaluation criteria based on previous screening analyses performed by the WSP team could include measures such as:

- Physical constraints (new right-of-way requirements);
- Social & economic factors (environment justice, land use compatibility, access to jobs, economic development / redevelopment job creation);
- Public support
- Environmental factors (noise, visual, natural and cultural resources);
- Transportation factors (travel time savings, transit connectivity, safety/security, traffic);
- Conceptual capital cost;
- Conceptual operating & maintenance cost; &
- Preliminary ridership potential.

The second round of Corridor Charrettes will be an important input into the Level 3 evaluation of alternatives. The WSP team will use the InfraWorks 360 software to design and convey the proposed aspects of the transit improvements for a clearer understanding of the changes that will occur throughout the corridor as a result of the project. The use of **InfraWorks 360** will allow the WSP team to make changes and adjustments on-the-fly during the charrettes in response to ideas or concepts that are generated by the stakeholders and public. During this round, based on the feedback provided, the WSP team (as outlined in the RFP) will explore and seek opportunities to:

- Improve the alignment and customize the operations plan to maximize ridership potential and reduce costs;
- Incorporate community characteristics and creative placemaking strategies;
- Minimize environmental or socio-economic impacts;
- Improve first and last-mile connectivity;
- Maximize opportunities to stimulate economic development and/or provide opportunities for affordable and workforce housing near stations; and
- Incorporate technology strategies and transportation demand management (TDM) to maximize ridership potential.

As a result of the second round of charrettes, in close coordination with the Nashville Area MPO and the Project Steering Committee, WSP will summarize the results and prepare final promotional materials and renderings of the preferred transit investment for use in subsequent public and media outreach efforts and during the final round of public meetings.

Having recently completed the **Northwest Corridor Transit Study**, we are also keenly aware that the outcome of this study may not be just one alternative, but a package of alternatives for this corridor that can be integrated and phased over time in the South Corridor.

Deliverable #6: Technical Memo on the Preferred Transit Investment

Deliverable #7: Promotional Material and Renderings of Preferred Alternative

TASK 7: Develop Implementation and Project Development Recommendations

While the identification of a "preferred" alternative is the desired conclusion of the South Corridor Transit Alternatives Analysis, it is only the first step of a long process towards project implementation and eventually operation. The pursuit of any Federal funding triggers further study of environmental impacts required by NEPA, while the quest for the FTA's discretionary New Starts or Small Starts program resources requires the

development of detailed information which permits FTA's evaluation of the merits of candidate projects. The FTA process is complex, competitive, and continuously changing. It takes experience, knowledge of the legislation and applicable guidance, and a big-picture understanding of how it all fits together to navigate this process successfully. **Sean G. Libberton** has all of that, and more importantly, a proven track record of helping our clients secure funds from the highly competitive New Starts and Small Starts program. Sean's 20+ years of experience at the FTA includes managing its Office of New Starts Project Planning and Analysis (2003-2009), where he led the evaluation of over 60 New Starts and Small Starts projects, and execution of 20 Full Funding Grant Agreements, and Office of Capital Project Initiatives (2011 to 2013), where he oversaw FTA's portfolio of TIGER projects and the development of TIGER technical assistance, oversight, and reporting procedures.

We believe that the recommendations should serve as a practical "roadmap" for addressing subsequent local planning and development milestones, and for advancing the preferred alternative through the Federal process. The roadmap will include the following elements:

- Review and justification for the most appropriate NEPA class of action;
- A review and analysis of various project delivery options;
- A proposed schedule for completing Federal environmental review and the design necessary to develop a reliable project scope and budget;
- The identification of local planning and right-of-way requirements and approvals, and strategies for their timely execution;
- The identification of potential state, local, and other revenues — including value capture, joint development and other innovative finance mechanisms — to match New Starts and Small Starts resources. Strategies for securing such revenues will be developed; and
- The development of a formal request to enter "Project Development (PD)," the first formal step in FTA's New Starts and Small Starts process.

Our approach to **Task 7** will go beyond simply responding to FTA's guidance on the Project Development approval process, as there are also important strategic aspects to the application. The first of these is the best time to make the application. MAP-21 states that "the Project Development phase for New Starts, including the full NEPA process, must be completed in no more than two years". There is no such deadline for Small Starts. However, FTA will expect to see a reasonable schedule and plan for its completion. Our roadmap will lay out a reasonable timeline for completing Project Development and securing FTA approval into the subsequent phase — Engineering, if a New Start, a grant agreement if a Small Start, considering the NEPA class of action and the issues that will need to be resolved prior to advancement.

A second strategic aspect to the roadmap relates to how the project is likely to fare in the FTA's New Starts or Small Starts ratings. Although FTA does not rate a project in terms of its justification and local financial commitment until the end of Project Development, we recommend a self-evaluation prior to the Project Development application. This rating will give the RTA confidence that the preferred alternative can be competitive for funding, and will flag weakness in the project, in terms of the New Starts and Small Starts criteria, that might be strengthened during Project Development to enhance its rating. The WSP Team has prepared numerous New Starts and Small Starts criteria and has performed evaluations for dozens of projects over the past several years.

This evaluation, as well as the analysis of potential project funding sources by Mark Briggs, WSP's Finance and Investment Director, will further inform any necessary phased implementation strategy for the recommended alternative. Care must be taken to develop operable segments which meet the corridor's purpose and need, perform well against the New Starts / Small Starts criteria, and preserve Federal funding eligibility for the later phase(s) of the project's implementation. Our team is experienced in developing such strategies for phased implementation.

We will also continually monitor relevant legislation, regulations, and guidance, keeping the Nashville Area MPO and partner agencies abreast of changes that could affect the project and opportunities to influence the process in ways that could benefit it.

Deliverable #8: Technical Memo on Implementation

TASK 8: Final Report & Executive Summary

The WSP team will summarize the project in creative and readily consumable formats that pro actively promote the project, its main concepts and the benefits it will bring to the communities it touches within the region. Our team is capable and willing to develop the following promotional materials:

- An executive summary brochure that clearly and concisely communicates the case for the project, how it was arrived at and what the benefits of the project;
- A final report on the study's technical findings and recommendations; and
- Renderings and a video illustration of the final transit recommendation — including concepts for stations, the vehicles and possible a fly through of the entire corridor and surrounding areas of influence that could be impacted by changing land use and redevelopment such as those from TOD.

Telling the Story

Northwest Corridor Transit Study

For the recently completed Northwest Corridor Transit Study, Patrick Kresl and other members of the WSP team worked closely with RTA staff to develop a final report and executive summary of the nearly 18 month study process. They were also designed to tell the story in an engaging and informative way. The final report and executive summary were developed as an interactive PDF that included links to more detailed information contained in appendicies. The result was a highly graphic and engaging final report that enabled the user to drill down to as detailed of level of information as desired. A companion two-page brochure highlighting the short, medium, and long term recommendations for the corridor was also developed.

The WSP team will provide interim deliverables at major task milestones so assembling the final product should run smoothly. Document quality control will be handled internally and adhere to the PMP and WSP's Quality Control / Quality Assurance policy. The WSP Team will develop an overall report outline covering the needed sections to an appropriate level of detail. That outline will be shared with and ultimately approved by the Nashville Area MPO and other stakeholders. Our Task Leaders will be responsible for developing the contents of each section of the report, modeled after the contents of the interim deliverables. Other content including easy to read text, charts, maps and other graphics will develop as appropriate with consistent formats. We will assign a senior practitioner in the same field to be an initial reviewer. We will also work with our Editing Staff, to review the entire document for content, flow and readability.

The individual chapters will detail summaries of the highlights and refer to the appropriate Appendix for detailed information. The full report will detail a compelling and interesting story highlighting how the Preferred Alternative was developed, analyzed and ultimate chosen and how it can be implements into a successfully built project in the future. Achieving this will be a team effort whose importance is not lost on the WSP Team.

The final report must incorporate information from the technical memorandums and include supporting documentation for analyses and modeling, but be produced as a stand-alone document. It should be readily consumable and easy to read for a variety of audiences: general public, elected officials and stakeholders, as well as regulatory and decision making agencies like TDOT and FTA. In addition, the WSP team will be prepared to present findings and recommendations to the appropriate project committees and boards for the RTA and MPO. All data and reports shall be provided in electronic and hard copy format, as appropriate. GIS data will be provided to the Nashville Area MPO in a format compatible with ESRI software. Travel demand model files will be compatible with TransCAD software.

Report Focus Areas

Measure Travel Time Benefits

The WSP team will refine the travel time benefits developed based on output from the travel demand forecasting model. Off model adjustments may also be used to account for events or activities that are not captured by the travel demand forecasting model.

Conceptual Capital Cost Estimation

Upon determination of the preferred alternative, the WSP team will undertake any further refinement of the capital cost estimates that may be required. This may include engineering actions to reduce the capital costs, refinements to contingencies and other soft costs, or the timing of the occurrence of capital costs.

Conceptual Operating & Maintenance Cost Estimation

Upon determination of the preferred alternative, the WSP team will undertake any further refinement of the plans and estimates that may be required. Depending on the preferred alternative, optional arrangements for provision of O&M services may be considered, including by a(n):

- Existing area transit services provider
- New public agency
- Private-sector contractor

Land Use / Economic Analysis

The WSP will refine, if necessary, the previous land use and economic development analysis performed during the Level 3 screening based on any new information of changes in assumptions.

Environmental Impacts

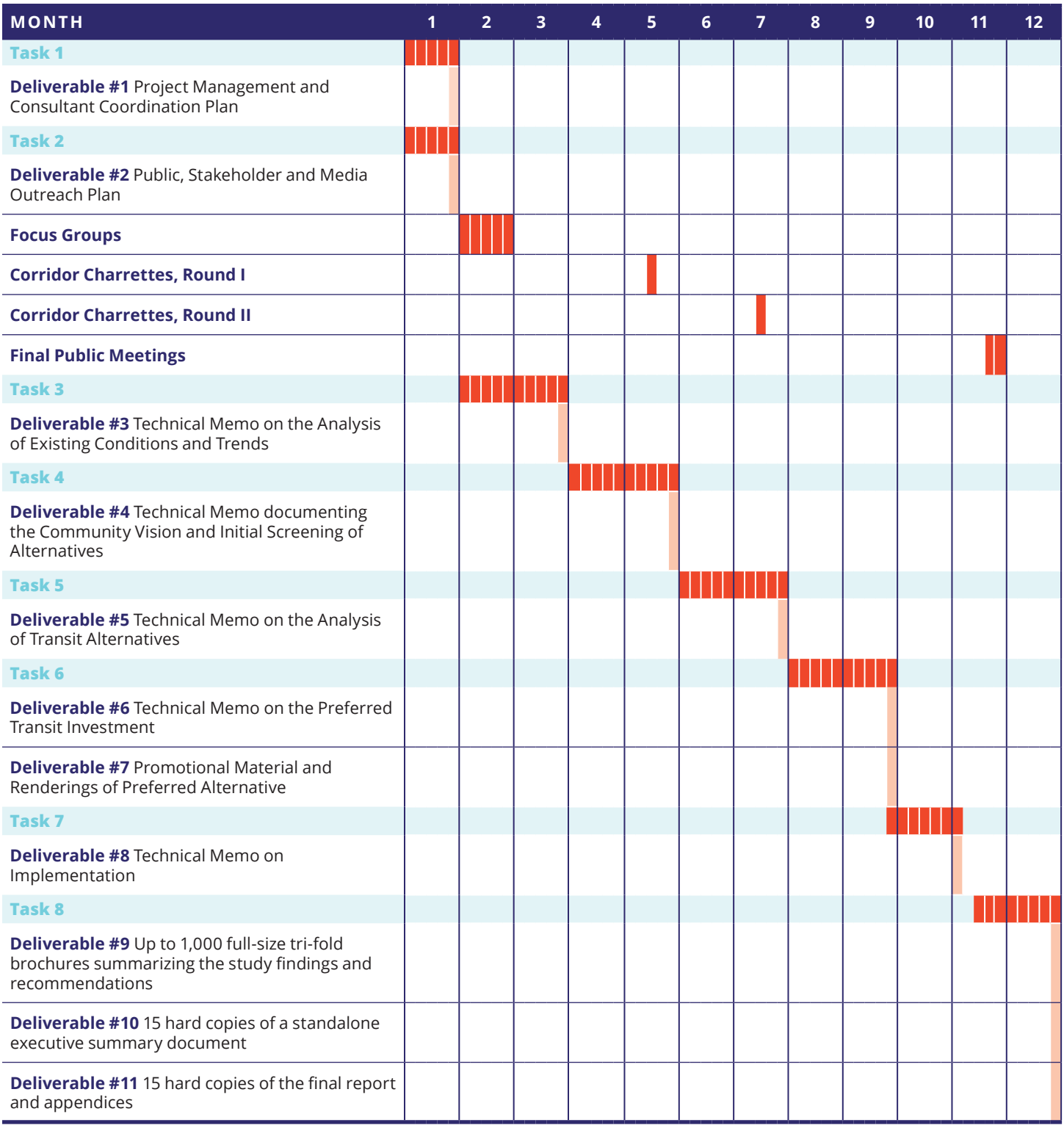
The WSP team will refine, if necessary, the previous environmental analysis performed during the Level 3 screening based on any new information or changes in assumptions.

Deliverable #9: Up to 1,000 full-size tri-fold brochures summarizing the study findings and recommendations

Deliverable #10: 15 hard copies of a stand-alone executive summary document

Deliverable #11: 15 hard copies of the final report and appendices

C. Outline of Time Schedule



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Qualifications & Experience

South Corridor **Transit Alternatives Analysis**

Proposal No. **953599**

A. Statement of Qualifications

The WSP team understands that transit not only enhances mobility, but also influences investment decisions and fosters economic development and revitalization and can become a game changing investment. Thriving communities become burdened when transportation improvements do not keep pace with a changing economy and demonstrated needs for more transportation choices. Properly addressing these issues is fundamental to a region's continued economic strength and quality of life and its appeal to commuters, businesses, residents and visitors.

We know this because WSP has been in the transit industry for nearly 130 years. Successful implementation of transit and rail projects depends on a firm understanding of several factors: travel markets and mobility needs; opportunities for economic development; financial constraints and opportunities to not only construct but operate a transit capital improvement; and the goals, objectives, and expectations of project stakeholders, decision-makers, and the public. It also requires a thorough knowledge of technical analytical methods, of how developers operate, how agencies like the Nashville Area MPO adapt to changing political and economic realities, and how project sponsors and supporters work with and engage stakeholders, other public agencies, private enterprise, and local officials. WSP knows the process extremely well, knows where the process can be streamlined to save time and costly effort, and can anticipate where the problems may occur to resolve issues proactively that can affect timely reviews and decision-making. No other team can draw on the extensive experience we bring in New Starts project planning and implementation.

WSP has all the tools to help transportation agencies plan, design, and manage the creation of all forms of transit, including: heavy, light, commuter and high-speed rail; streetcars; people movers; and the array of bus-based transit services, including bus rapid transit (BRT). WSP is also in the forefront of autonomous and connected vehicle research and development. WSP combines our founding legacy — expertise in transit planning and engineering — with construction-phase services, strategic consulting, financial and land use planning, as well as program management to provide clients with comprehensive full-service support from inception to operations.

In addition, our experience in transit-oriented development aids clients in fostering vibrant, livable communities centered on transit by creating strategies that help make transportation infrastructure truly sustainable and attractive for investment.

Advancing projects from planning to a recommendation for funding requires compliance with FTA's dynamic criteria and requirements. MAP-21 made significant changes to the New Starts process, criteria, and eligibility requirements. We offer knowledge of FTA's ever-changing requirements — both the written procedures and the unwritten expectations.

Founded in 1885, WSP (formally WSP | Parsons Brinckerhoff) is one of the longest continually operating engineering firms in the United States, and our legacy is in transit. Parsons Brinckerhoff started when founder William Barclay Parsons and his chief draftsman worked on the New Your City subway system in 1902. Today, the firm operates as WSP USA.

WSP is one of the world's leading engineering professional services consulting firms, employing nearly 36,000 people with numerous offices in the Southeast, including Nashville, Lexington, Charlotte, Atlanta, and our recently opened office in Chattanooga. Together we provide services to transform the built environment and restore the natural environment, and our expertise ranges from engineering iconic buildings to designing sustainable transportation networks. Of most importance to the Nashville Area MPO, and our other clients, is that locally we are the same personnel as before the acquisition.

For more than a century, WSP has continued its work on transportation projects across the globe and has established itself as an industry leader, evidenced by consistent rankings as a leading design firm by Engineering News Record (in 2017, WSP was ranked as #1 in transportation design).

WSP's experience in preparing corridor studies is unmatched. Our experience in the strategy, planning, design, implementation, as well as operations and maintenance support of over 100 bus rapid transit, streetcar, light rail, and commuter rail systems, provides a valuable basis to mold a project approach designed specifically to achieve RTA's objective to successfully navigate the process and identify a preferred alternative. In addition, we have experts with years of senior-level FTA experience, who helped develop and deliver FTA training and guidance on good corridor planning practices and New Starts and Small Starts program requirements.

For the South Corridor Transit Alternatives Analysis, the following will lead and/or provide key contributions to the study (resumes for all of the WSP team members can be found at the end of this section):

Douglas J. Delaney, AICP, PMP *Project Manager*

Doug is a Senior Supervising Planner with experience in community and regional planning, transportation, public involvement and outreach, transit studies, environmental studies, environmental management systems, and context sensitive solutions. Prior to joining WSP, Doug was the assistant chief of environment and planning and director of the environmental division for TDOT. Doug recently served as the deputy project manager for the successful completion of the Northwest Corridor Transit Study and is the project manager for on-call contracts with both the Environmental and Multimodal Resources Divisions of TDOT. He is an active member of the American Planning Association, American Institute of Certified Planners, and National Association of Environmental Professionals (NAEP), as well as the Tennessee Chapter of NAEP.

Timothy J. Reynolds, AICP *Deputy Project Manager / Transit Planning*

Tim has strong transit agency experience, specializing in public transportation planning, including alternatives analyses, mass transit operations/systems planning, transportation demand management, transit facilities planning, station/transit facilities planning and design, operating and capital cost estimating, pedestrian transportation systems/facilities, and urban design. He has performed a variety of planning functions, including system design and data analysis of bus/rail modes, and has served as Project Manager or lead planner on several major assignments nationwide. Tim is an Adjunct Professor of transportation planning at the University of Cincinnati.

Brad S. Winkler, PE *Principal-in-Charge*

Brad has 23 years of progressive design and project management experience and has been a team member on a wide range of project types. His planning and engineering experience includes long-range planning, transportation tasks for environmental impact statements (EIS) and environmental assessments (EAs), site development studies, traffic modeling and traffic studies, bike and pedestrian planning and design and public involvement. Brad has been the agreement and lead project manager on numerous TDOT assignments. He is active in ACEC of Tennessee (2nd Vice President and Transportation Chair), the Nashville Chamber Moving Forward Task Force (Chair of the Autonomous Vehicle subcommittee) and Middle TN ASHE (previous President and National Director), and uses these forums to help advance initiatives and information sharing between the consultant community, TDOT, and other state agencies.

Paul P. Skoutelas, PE *Strategic Advisor*

Paul is director of WSP's Transit & Rail Systems Technical Excellence Center (TEC) within the Americas region. In this position, he provides leadership and strategic direction to the TEC with a focus on business operations, enhancing marketing capabilities, strengthening client relationships and growing the transit and rail business. Mr. Skoutelas' uses his talents in client relationship and market leadership to manage and grow WSP's transit and rail market sectors. He also serves as the firm's transit market leader with responsibility for strategic and tactical advice to WSP clients on transit issues. Additionally, he provides advisory services in transportation operations, bus and rail systems, planning and transit management, enabling clients to develop cost-effective programs to better operate, maintain and expand their transportation systems.

Paul joined WSP after successful tenures as chief executive officer at two of the nation's most dynamic public transportation agencies—the Port Authority of Allegheny County in Pittsburgh and the Central Florida Regional Transportation Authority (LYNX), Orlando. His broad background includes the development, implementation and management of large-scale transit capital programs. He has extensive experience across the business disciplines including finance, budgeting, operations, planning, human resources, labor relations, marketing, procurement, auditing, government affairs and media relations. An industry leader, Paul serves on numerous boards and committees for organizations, including the American Public Transportation Association, National Transit Institute, Pennsylvania Transportation Institute and the Transit Cooperative Research Program.

Jack M. Gonsalves, PE *Strategic Advisor*

Jack brings 35 years of diverse engineering experience ranging from public works improvements design to heavy civil construction management. He specializes in the design of multimodal transit facilities, including bus rapid transit (BRT), light rail transit (LRT), transit stations and associated infrastructure. In addition to transit design and project management work nationwide, Jack's work has included serving as project manager for the first BRT line in Oregon, Lane Transit District's award-winning Franklin Emerald Express (EmX) BRT. He currently serves as senior advisor and project manager on transit development projects across the US. Jack is active in the American Public Transportation Association, BRT Standards Working Group, and TRB's Committee on Bus Transit Systems.

Jeanne E. Stevens, AICP *Land Use & Station Area Planning*

Jeanne provides transportation planning expertise to a variety of state, metropolitan and local agencies, drawing on more than 20 years' experience in statewide, regional and local planning. Earlier in her career Jeanne served as director of long-range planning for the TDOT, and prior to that, was director of the Nashville Area MPO. Her planning approach includes a strong focus on implementation. She has led and sponsored numerous projects to integrate land use and economic development goals with transportation decisions at all levels of government, and has extensive experience working with local officials and the general public.

Emery Hartz *Stakeholder & Community Engagement*

Emery is a Senior Planner specializing in data collection, GIS analysis, preparation of graphics, document writing, ecological surveys, environmental justice analysis, and public involvement. Throughout her extensive project history, she has developed the skills necessary to successfully interact with the public. This includes immediately clarifying misinterpretations, developing strategic plans for communication, and coordinating committee meetings. Emery was a key member of the WSP team and contributed greatly to the recent, successful completion of the **Northwest Corridor Transit Study**.

Rhett Fussell, PE *Model Analytics*

Rhett specializes in travel demand model development and application of travel demand models. His experience in estimating/applying travel demand models includes multiple metropolitan areas in North Carolina, as well as recent transit projects in Arlington, Virginia; the Purple Line project in Maryland, and analysis in Orlando, Nashville and Honolulu. Rhett spent much of his career in the public sector working closely with DOT and MPO staffs on developing travel models, and is leading NC's first statewide model development effort. He taught at North Carolina State University and developed training courses on traditional trip-based models. Rhett is well known for his capacity to interactively present data to clients and ensure that technical presentations are understandable.

Brian M. Reynolds, PE, AICP *Conceptual Design*

Brian's transportation planning experience includes transportation planning reports; interchange justification/modification studies; interchange concept validation studies; environmental impact statements (EIS); corridor studies; long range plans; and bicycle and pedestrian plans. His design experience includes roadway design, intersection layouts, traffic signal design, roundabouts, pavement markings and signing. His traffic background includes traffic projections, capacity analyses, travel speed studies, traffic impact studies, traffic calming plans and policies. He has participated in extensive public involvement processes and meeting facilitation on a variety of transportation projects. His experience includes effectively conveying complex transportation issues to public audiences.

Sean G. Libberton *FTA Coordination*

Sean is a principal with the US Advisory Services arm of WSP, responsible for leading its Project Strategy and Grants team. His unique experience includes technical, policy, and management - from both federal and local perspectives - in several areas of capital project development, including planning, environmental review, project evaluation, financial analysis, and project management. Sean is an experienced manager of corridor and long-range planning studies. He is an expert on the discretionary grant programs and provisions of the Fixing America's Surface Transportation (FAST) Act. His 20+ years of experience at the FTA includes managing its Office of New Starts Project Planning and Analysis (2003-2009), where he led the evaluation of over 60 New Starts and Small Starts projects, and execution of 20 Full Funding Grant Agreements, and Office of Capital Project Initiatives (2011 -2013), where he oversaw FTA's portfolio of TIGER projects and the development of TIGER technical assistance, oversight, and reporting procedures.

Mark E. Briggs *Transit Investment Alternatives*

Mark has more than 45 years of public and private sector development and financial consulting experience. He is one of the nation's leading experts in public finance and in structuring public-private partnerships: his experience in working with the private sector includes work on more than 200 public-private partnership efforts across the US. The majority of those partnerships involved tax increment and other local value capture financing. Mark provided extensive ongoing technical assistance to a number of cities and redevelopment agencies to evaluate and create economic development programs. He and his team have led efforts to evaluate value capture programs for a number of jurisdictions to support transit, including Nashville, Atlanta, Charlotte, South Florida, Salt Lake, Phoenix, Alexandria, Seattle, Kansas City, Cincinnati, and Dallas. Financing approaches vary based on the specific needs of the transit agency and/or the city.

Our success can be attributed to many factors — our commitment to quality, our reputation for technical excellence, the respect of our peers, and, most important of all, our attitude toward our clients. Our professional staff delivers a full range of project services tailored to a client's needs,

and we are prepared to bring these resources to the South Corridor Transit Alternatives Analysis to achieve success for the Nashville Area MPO.

For this project we have teamed with local and experienced subconsultants that we know are connected with and committed to the South Corridor.

Volkert

Volkert is a full-service, multi-disciplinary planning, engineering, and environmental services firm of over 975 professionals with a long and successful history of providing support for public and private clients. Ranked in the top one percent of engineering firms in the United States, Volkert is recognized as an industry leader for delivering innovative solutions for municipal and regional infrastructure challenges. Volkert's Franklin office is centered on transportation engineering (including traffic, ITS, roadway and structures), CEI, and urban and regional planning. Our planners are fully conversant in multi-modal transportation network planning and land use planning. Our focus is to provide innovative solutions for municipal, regional, and statewide transportation infrastructure challenges that result in a comprehensive, coordinated, and connected transportation network for all users. Volkert believes the best planning comes from utilizing a project approach that is customized for each individual client and their planning needs. We establish each planning project with a client focused framework that seamlessly fits their needs and will ultimately result in a plan that balances aspirational goals with realistic and fully implementable outcomes.

Since its founding in 1925, and now with offices throughout the United States including Franklin, Volkert has established itself as one of America's leading providers of engineering and planning services.

Specific to the South Corridor, Volkert has a depth of transportation and land use planning staff that is built around the idea of providing comprehensive solutions to transportation challenges for our clients. Volkert has successfully completed a variety of transportation studies and plans that are relevant to the South Corridor Transit Alternatives Analysis. These studies and plan are listed, below:

- Northwest Corridor Transit Study and Alternatives Analysis—Regional Transportation Authority of Middle Tennessee *(Nashville)*
- AMP Bus Rapid Transit Design—Metropolitan Transit Authority *(Nashville)*
- City of Spring Hill Bicycle and Greenway Plan; Awarded 2015 Outstanding Plan Award from the Tennessee Chapter of the American Planning Association *(Spring Hill, TN)*
- City of Franklin Downtown Parking Study and Plan *(Franklin, TN)*
- City of Columbia Comprehensive Plan; Connect Columbia—Major Transportation Plan, Land Use Plan, and Parks and Greenways Plan *(Columbia, TN)*
- Town of Nolensville Comprehensive Plan *(Nolensville, TN)*
- Town of Nolensville Major Thoroughfare Plan *(Nolensville, TN)*
- Southern Williamson County Interchange Study *(Williamson County and Spring Hill, TN)*
- U.S. 31 Access Management Study *(Spring Hill, TN)*
- Nashville Freight Study *(Nashville Area MPO)*

In addition to these projects, the staff in our Franklin, TN, office provide an unprecedented work history in performing planning studies throughout the South Corridor:

Micah A. Wood, AICP *Land Use/Socioeconomics*

Micah has worked in local planning capacities in communities along this corridor since 2004. While at the State Local Planning Office, he was Principal Planner for the Town of Thompson's Station from 2004-2006, where he wrote the first Land Use and Transportation Policy Plan for that newly

incorporated municipality. Micah then worked for the City of Franklin Planning Department from 2006-2013, where he was first Principal Planner (for the Cool Springs area) and then as Current Planning Supervisor, where he coordinated all development review for the City. From 2014-2015, he served as the City Planner for the City of Columbia, overseeing the all aspects of planning for the Development Services Department. Since 2015, he has worked with Spring Hill on a Bicycle and Greenways Plan and a Zoning Ordinance and Subdivision Regulations rewrite. His knowledge and experience working in communities along the corridor will prove invaluable to the South Corridor Study. He brings an unmatched understanding of the intrinsic and fundamental connection of transportation and land use planning challenges in both large and small communities within the South Corridor. In addition, he maintains excellent working relationships with the Planning Staffs in the corridor. In fact, he is currently working on-call for the City of Columbia, as they search for a new City Planner.

Brad F. Thompson, AICP, ENV *Land Use/Socioeconomics*

Brad has spent his nearly 12 year consulting career working in the South Corridor, having completed numerous projects for cities and counties along the I-65 and U.S. 31 corridors. In addition to the projects listed above, he has worked on or managed the following projects:

- U.S. 31 Traffic Corridor Study *Columbia, TN*
- City of Franklin Major Thoroughfare Plan *Franklin, TN*
- Goose Creek Interchange Traffic Diversion *Study Franklin, TN*
- City of Spring Hill Major Thoroughfare Plan *Spring Hill, TN*
- I-840 Context Sensitive Design *Williamson County, TN*
- City of Spring Hill Parks, Recreation and Greenways Plan *Spring Hill, TN*
- Maury County Comprehensive Plan *Maury County, TN*

Varallo Public Relations

Varallo Public Relations, a Small Business Enterprise (SBE), is a public relations and marketing firm based in Nashville. Since Varallo Public Relations was established in 1991, the methods and tools used for public relations, marketing, and community outreach have changed and multiplied. Varallo Public Relations believes that the essential principles of public relations and marketing still remain the same:

- Find the common ground between the objectives of a client and the concerns and interests of a specific audience;
- Utilize the most effective communications and marketing skills available to reach the target audience;
- Generate information and materials that are targeted, packaged and delivered in a way that is appropriate for each specific audience on each specific project;
- Measure success by achievement of the client's goals.

Varallo Public Relations follows these principles on every project, customizing its methods and tools to meet the distinctive requirements of each client. We work with clients on projects including public meetings, business announcements, special events, direct mail, newsletters and annual reports, website development, email communications, media relations, article development and placement, advertising, marketing programs and more.

Deborah G. Varrallo *Outreach & Social Media*

Deb established Varallo Public Relations in 1991, she and her firm have been involved in many successful projects that required building community awareness and generating a positive response from individuals and groups. Deborah has specialized, relevant experience through her excellent relationships with reporters and editors at television and radio stations, print publications, websites

and blogs. In addition, she has excellent connections and relationships with business, non-profit, and ethnic groups, and strong relationships with elected and appointed local, county, state, and federal officials throughout Tennessee. Deborah provides seminar training on such topics as networking, leadership/mentoring, and a broad spectrum of public relations and marketing subjects.

Varallo Public Relations has been involved in public participation and community relations on a number of transportation projects including the Northwest Corridor Mobility Study, the I-65 Multimodal Corridor Study, TDOT's TDOT 5-Year Transportation Planning Services to Update the 2040 Long-Range Transportation Plan, Metro Nashville's Downtown Multimodal Mobility Study, the South of Broadway Strategic Master Plan Study, 28th/31st Avenue Connector, and the 21st Avenue Roadscape Improvement Project. The firm has also worked on a number of regional projects where public participation was an essential component of a successful study outcome, including the award-winning Comprehensive Bicycle and Pedestrian Plan for the Greater Nashville Region, the Robertson County Comprehensive Growth and Development Plan, the Franklin Transit Authority's Market Segmentation and Community Outreach Project, and the East Corridor Commuter Rail Project, which is now the Music City Star.

The team at Varallo Public Relations has strong relationships with print, broadcast and internet media as well as business, community and civic leaders, neighborhood organizations, and elected officials throughout Davidson County and the surrounding Middle Tennessee counties. We regularly interact with community leaders via social media including Twitter, Facebook and Instagram. This social media interaction strengthens and expands a project or event's awareness to the community, business leaders and government officials.

Varallo Public Relations clients' projects have received national awards for executing successful community outreach and involvement.

TDOT Interstate 65 Multimodal Corridor Study

Varallo Public Relations has worked with TDOT Community Relations in the community outreach portion of this study. VPR scheduled venues for public meetings in the corridor, drafted press release announcements, and connected with community and government officials in communities along the corridor to notify appropriate contacts of upcoming meetings. VPR also used social media and blogging to share the online survey and WikiMap tool involved with the initial outreach on this project.

The Regional Transportation Authority (RTA) of Middle Tennessee initiated the Northwest Corridor Transit Study to evaluate transit options between Clarksville and Nashville.

Northwest Corridor Transit Study

As a subconsultant to WSP, Varallo Public Relations' involvement in the public outreach of this project included scheduling and assisting with public meetings and scheduling presentations to community groups along the corridor. Varallo Public Relations also built a Facebook Group to solicit input from the affected communities, extensively shared an online survey via traditional and social media, and pointed interested parties toward an interactive tool hosted on the project website. Community interest and participation exceeded expectations, with feedback from this study having been incorporated into the nMotion Nashville MTA Strategic Plan, adopted earlier this year.

TDOT 5-Year Transportation Planning Services to Update the 2040 Long-Range Transportation Plan

Varallo Public Relations served in a public outreach role in this project. Efforts included promoting and assisting with TDOT's community outreach "Book-a-Planner" program. Stakeholders were encouraged to participate in online surveys and provide feedback via social media. Varallo Public Relations advised team members on e-mail distribution to stakeholder groups, social media posts, and presentation materials. The firm also assisted with locally-hosted, statewide meetings to update stakeholders — and seek additional feedback — throughout the planning process.

Hodgson and Douglas

Hodgson and Douglas, LLC, a Small Business Enterprise (SBE), was established in 1985 to provide comprehensive Planning, Landscape Architectural and Urban Design services. The firm was created to serve a market that demands exceptional care, talent and motivation in the planning and implementation of built works in our environment.

The firm is proud of its ability to discern the needs of our individual clients. Our projects range from large-scale land planning to site-specific implementation. Services include landscape architecture, master planning, land use planning, site analysis, site layout, conceptual grading and drainage, urban design, conceptual design, design guidelines, recreation planning and design, planting and irrigation.

Richie G. Jones, RLA, LEED AP *Streetscape & Urban Design*

Richie Jones joined Hodgson Douglas in 2003 and has since become an integral part of the design and leadership team of the firm. In 2012, Richie became a Partner and continues to grow as a leader in the design community of Middle Tennessee. He has led high profile projects including the Neuhoff Master Plan, Centennial Park Phase One, Gulch Crossing Office Development, Taylor Place Mixed-Use Master Plan, Clarksville Civic Square, William Snodgrass Tennessee Tower Green Roof, Virgin Hotel, Amp Bus Rapid Transit Streetscape and Urban Design, as well as many others throughout the region. He remains involved in the community as a board member for Friends of Shelby Park, as well as a member of ULI Nashville and the Nashville Civic Design Forum.

Gretchen Mast, LEED AP *Streetscape & Urban Design*

Gretchen started at Hodgson Douglas in January of 2016, but has been a designer in the greater Nashville since 2011. She is most well-versed in multi-family and single-family design, but thrives in all facets of Planning and Landscape Architecture. With minors in both Art & Design and Horticulture, her work strikes a balance between form and fine detailing. Gretchen is an accomplished project manager, with a keen eye for design and an organized, thoughtful approach to construction administration that produces outstanding results.

From a design standpoint, we believe in the principle of providing outstanding design solutions while meeting the specific and diverse needs of our clients. At the core of our philosophy is the desire to create timeless spaces of simple elegance that can be enjoyed by all. We utilize an initial design approach that seeks authenticity by honoring local history and natural context, while also pursuing imaginative and innovative solutions. We understand the crucial importance of meeting project budgets, submittal deadlines and the development of clear and thorough construction documents.

Therefore, we employ a pragmatic and efficient production process that places importance on the creation of designs that can succeed under various budget conditions, and remain flexible during the value engineering process. Finally, we place great emphasis on sound and detail oriented Construction Administration. Through our experience managing many types of projects from concept

through construction, we understand the importance of a holistic design process that meets our client's goals and delivers a quality final product.

Hodgson Douglas is actively involved with the Urban Land Institute, with all partners and a majority of staff holding current memberships. Numerous Hodgson Douglas projects have won ULI Excellence in Development awards, including, most recently, Centennial Park Phase One, Gulch Crossing Office Development, Werthan Mixed-Use Master Plan, and Bellevue Library.

Lewisburg Pike Design Guidelines

Hodgson Douglas created a comprehensive set of design guidelines for the Lewisburg Pike corridor, which included streetscape improvements and road alignments, as well as development design standards and specifications for future expansion of the City of Lewisburg along this major thoroughfare. This was done as par t of the Lewisburg Design Guidelines, which were authored by Hodgson Douglas to create protocols for future zoning, development, and land use decisions.

Murfreesboro Pike Streetscape Master Plan

Hodgson Douglas prepared a Streetscape Master Plan for State Route 41-70S, (Murfreesboro Road) an important gateway into Nashville. This Master Plan focused on the corridor from Thompson Lane to I-440 and was based on "complete streets" design principles. It included street beautification efforts, a full traffic study, infill development viability study, median landscape planting plans, street tree planting plans, pedestrian and vehicular safety measures, stormwater BMP features, and critical viewshed analysis and preservation measures. Care was taken to follow TDOT criteria for tree and signage placement. Three public meetings were conducted by Hodgson and Douglas, and complete cost estimates were prepared by Hodgson and Douglas.

Bending Chestnut Park Master Plan

Hodgson Douglas was selected by the Williamson County Parks and Recreation Department to work with the Bending Chestnut Task Force to develop a new park Master Plan in southwestern Williamson County on 340 acres. The property is split by Tennessee Highway 840 and contains head water streams once used as the drinking water for the City of Franklin, Tennessee. The park will contain a Welcome Center, Environmental Education Center, Lodge, Cabins, Historic Village, Amphitheater, Mountain Bike Trails, Pond and Hiking Trails. The park design will focus on the beautiful stream environment and hardwood forest as a backdrop for the program uses.

Todd W. Bressi

Todd W. Bressi *Creative Placemaking*

Todd is an urban designer and public art consultant, educator and writer. He has managed his own public art consulting practice since 2008, in addition to serving on a part-time basis as director of muraLAB and Visiting Curator for the Philadelphia Mural Arts Program. Todd recently completed the **Public Art Community Investment Plan** on behalf of the Metro Nashville Arts Commisson.

Todd consults with public agencies, civic/community groups, cultural organizations and private developers throughout the U.S. and Canada. He has worked on nearly 40 public art and arts district master plans, has managed complex public art commissions, teamed with artists on collaborative design projects, and provided on-call consulting to several public art programs. His projects

creatively meld the visual aspects of city design, the activation of public space, and the visions of the organizations and communities he works with.

Todd's consulting has inspired more than a dozen projects that have been recognized by the Public Art Network "Year in Review" and the International Downtown Association. His journalism won recognition from the American Planning Association, the American Society of Landscape Architects, the American Institute of Architects, and the Environmental Design Research Association.

Wilmot

Wilmot Inc. is a full-service sustainability consulting firm and is also a certified Small and Woman-Owned Business (SBE/MBE). Since 1994, Wilmot has approached every project with the knowledge that economics and ecology are fundamentally connected. Our clients build sustainable organizations by using resources wisely, creating healthier indoor and outdoor environments, and building more productive workplaces and infrastructure. We offer a range of turn-key services from initial program design to fully implemented strategy to improve your sustainable performance.

Justin Southwick, LEED AP *Sustainability*

Justin is a sustainable development consultant and project manager for Wilmot. He has more than 20 years of experience in process analysis, financial analysis, and project management. First, Justin spent several years leading industrial manufacturing, finance, and Six Sigma quality projects for the General Electric Company, identifying and preventing over $20M in risks and losses. Changing careers to run a real estate development firm, he learned first-hand the challenges and necessity of sustainable design, construction, and operation. Today, he solves those challenges by balancing the social, environmental and economical demands of institutions, governments, and private industry throughout the U.S.

Morgan Greenwood *Sustainability*

Morgan is a sustainability analyst for Wilmot. She has experience in for-profit and non-profit entities including five years as sustainability director for a building products manufacturer. Morgan excels at program development to engage and inform audiences. At Wilmot, she has applied her communications and programming background to sustainability studies, public education, and public infrastructure projects for Metro Nashville agencies.

Key Individuals Time Commitment

The following table identifies the office location and the anticipated time commitment to this project, for each key individual. Additional information for other members of the WSP team can be made available upon request.

Personnel & Role	Location	Time commitment
Douglas J. Delaney, AICP, PMP Project Manager	Nashville	70%
Timothy J. Reynolds, AICP Deputy Project Manager/Transit Planning	Cincinnati	50%
Brad S. Winkler, PE Principal-in-Charge	Nashville	10%
Jeanne E. Stevens, AICP Land Use & Station Area Planning	Nashville	50%
Emery Hartz Stakeholder & Community Engagement	Nashville	60%
Rhett Fussell, PE Model Analytics	Raleigh	40%
Brian M. Reynolds, PE, AICP Conceptual Design	Nashville	35%

B. Time Commitment to Other Projects

The following table indicates other studies currently underway or likely to be undertaken during the study period by those with a principal role in this study, as well as their role and their commitment (as a percentage of available time) to those other studies. Additional information for other members of the WSP team can be made available upon request.

Personnel & Role	Time commitment
Douglas J. Delaney, AICP, PMP ▪ Project Manager: 3rd and 4th Street Improvements Project *Chattanooga* ▪ TDOT Environmental and Multimodal Resources Division On-call Contracts *Nashville*	20%
Timothy J. Reynolds, AICP ▪ Corridor Analysis Coordinator: METRO Long Range Transit Plan *Houston, TX* ▪ Transit Operations Planning Task Manager: Light Rail Extensions Study *St. Louis, MO*	35%
Brad S. Winkler, PE ▪ Tennessee Area Manager	75%
Jeanne E. Stevens, AICP ▪ Project Manager: Cleveland Urban Area Metropolitan Planning Organization On-Call Contract *Cleveland, TN* ▪ Transit Task Lead: TDOT Multimodal Resources Division, Jackson Area MPO Comprehensive Operations Analysis *Jackson, TN*	10%
Emery Hartz ▪ Public Involvement Lead: 3rd and 4th Street Improvements Project *Chattanooga* ▪ Planner/NEPA Specialist: TDOT Environmental Division On-call Contract *Nashville*	30%
Rhett Fussell, PE ▪ Project Manager: Jacksonville Transit Authority Commuter Rail Project *Jacksonville, FL* ▪ Modeling Task Manager: Crystal City Streetcar *Arlington, VA*	40%
Brian M. Reynolds, PE, AICP ▪ Project Manager: Gulch Pedestrian Bridge *Nashville* ▪ Metro Nashville Sidewalks Program: University of Memphis Pedestrian Bridge *Memphis*	60%

C. Effort/Budget Allocation

The following table indicates the level of effort anticipated by WSP for the South Corridor Transit Alternatives Analysis as indicated by the percent of budget allocated to each task and other direct costs associated with this effort

Task	Percent of Effort/Budget
Task 1 Project Management and Consultant Coordination Plan	5%
Task 2 Public, Stakeholder and Media Outreach Plan	20%
Task 3 Analysis of Existing Conditions and Trends	5%
Task 4 Community Visioning and Initial Screening of Transit Alternatives	25%
Task 5 Evaluate Transit Investment Alternatives	10%
Task 6 Select and Optimize Preferred Alternative	10%
Task 7 Develop Implementation and Project Development Recommendations	10%
Task 8 Final Report and Executive Summary	10%
Other (Printing/Public Meeting Materials)	5%

D. Team Members' Resumes

Brad S. Winkler, PE Principal-in-Charge *Nashville, Tennessee*

Experience	Education	Professional Registrations	Affiliations
23 years (9 with WSP USA Inc.)	MBA, University of Phoenix, 2005; MS, Civil Engineering, University of Tennessee, 1996; BS, Civil Engineering, University of Tennessee, 1994;	Professional Engineer: Tennessee, 2001 (106809); Alabama, 2000 (24015); Georgia, 1999 (PE025562)	N/A

Professional Expertise and Relevant Project Experience

Brad has 23 years of progressive design and project management experience and has been a team member on a wide range of project types. His planning and engineering experience includes long-range planning, transportation tasks for environmental impact statements (EIS) and environmental assessments (EAs), site development studies, traffic modeling and traffic studies, bike and pedestrian planning and design and public involvement. Brad has been the agreement and lead project manager on numerous TDOT assignments. He is active in ACEC of Tennessee (Transportation Director) and Middle TN ASHE (National Director), and uses these forums to help advance initiatives and information sharing between the consultant community, TDOT, and other state agencies.

TDOT, Traffic Engineering On-call Agreements E1395 and E1620, Statewide, TN: Brad served as Project Manager for two consecutive traffic engineering services contracts for TDOT. Task orders involved school zone flasher installations, ITS assignments, intersection design, signal plans, and an interchange design and site/infrastructure design for the West Tenn Solar Farm Welcome Center. ITS task orders included:

- **E1395**—WO 14, I-65 Nashville Smartway ITS Design Plans
- **E1395**—WO 9, I-40 Memphis Smartway ITS Design Plans
- **E1395**—WO 15; I-24 East Nashville Smartway Expansion
- **E1395**—WO 16, I-40 Nashville Smartway ITS DMS Location Study

City of Woodstock, Woodstock ATMS Design Plans, Woodstock, GA: Brad was Project Manager and Engineer of Record for design services and construction documents of an ATMS implementation project. This included a main project with three project option add-ons that totaled more than 16 miles of fiber optic cable, 16 CCTV cameras, and dynamic message signs, 24 traffic signal intersections, and a phased in traffic control center. ITS hardware installation and communications infrastructure were designed to prepare final construction plans including construction details, specifications, detailed estimates, and fiber allocation details for contract letting.

TDOT, Transportation Planning On-call Agreements E1125, E1297, and E1494, Statewide, TN: Brad served as Project/Agreement Manager for three consecutive, four-year continuing service contracts providing transportation planning, traffic engineering, and conceptual design services to TDOT. For Agreement E1125, Brad performed work on 18 task orders. Word on E1297 spanned 18 tasks, and Brad worked on 62 work orders under E1494. Most work orders required coordination with various TDOT Departments.

TDOT, Local Programs On-call Agreement E1502, Statewide, TN: This contract was awarded in September of 2010 and included providing personnel for onsite assignments at TDOT construction engineering and inspection (CEI) oversight for various enhancement projects throughout the state, and development of a CEI local project training program that was rolled out in the summer of 2012.

Douglas J. Delaney, AICP, PMP Project Manager *Nashville, Tennessee*

Experience	Education	Professional Registrations	Affiliations
23 years (7 with WSP USA Inc.)	BS, Urban Planning and Development, Ball State University, 1994; BS, Environmental Design, Ball State University, 1994	Certified Planner: American Institute of Certified Planners, 2000 (08218); Project Management Professional, 2017 (2049312)	American Planning Association; National Association of Environmental Professionals

Professional Expertise and Relevant Project Experience

Doug is a Senior Supervising Planner with experience in NEPA, community and regional planning, transportation, public involvement and outreach, environmental studies, training, environmental management systems and context sensitive solutions. He is an active member of the American Planning Association, American Institute of Certified Planners, and National Association of Environmental Professionals.

RTA Northwest Corridor Study, Nashville, TN: Doug served as Deputy Project Manager and Public Involvement Lead for a corridor-based study examining the needs and market for higher capacity express bus, and/or rail or BRT services along several corridors in north central Tennessee, from Nashville to Clarksville, Existing highway, and rail rights-of-way.

3rd and 4th Streets Improvements Project, Chattanooga, TN: Doug serves as Deputy Project Manager, Public Outreach Lead, and Planning Lead for project to increase efficiency of the local roadway network through a combination of strategies, including creating new connectivity and focusing on travel mode choice, safety, and economic development. The project involves outreach to stakeholders, the community, and others using focus group meetings and charrettes to gather input and feedback on the ultimate design and implementation of street improvements, enhancements, and additional street network connectivity.

TDOT, NEPA On-call Environmental Services, Statewide, TN: Doug serves as Project Manager, Quality Reviewer, and Environmental Lead for various environmental evaluations and program improvements. He oversees coordination with the Tennessee Environmental Streamlining Agreement (TESA), quality reviews of draft environmental documents, and development of templates and training for Categorical Exclusions.

City of Kingsport, Transit Facility Needs Assessment Study, Kingsport, TN: Doug served as Project Manager for the transit facility needs assessment study to determine the best solution (renovate or construct new) for a comprehensive transit facility for passenger boarding and transferring, as well as to house various transit related functions, including dispatch, administration, passenger waiting areas, fueling stations, bus wash station, bus maintenance bays, and a bus storage facility.

Nashville MTA Broadway/West End Corridor Alternatives Analysis, Nashville, TN: Public Involvement and Outreach Lead for study to identify the best approach to improve traffic flow and access along a major corridor that stretches from East Nashville to the city's West End district. Efforts involved developing public outreach and involvement opportunities throughout each phase of the study, including public meetings, focus groups, project website, and social media.

Tennessee Environmental Streamlining Agreement,(TESA), Statewide, TN: Doug was Project Manager for the update of the TESA. The project involves close coordination with the TDOT Environmental Division to update the Agreement based on experience with projects that have gone through the process, potential changes resulting from the passage of the MAP-21, and a need for other administrative changes. Doug conducted interviews and gathered input from TDOT staff, consultants, and the various resource and regulatory agencies involved in the process. An additional outcome of the process was the development and preparation of a TESA Companion Guide.

Timothy J. Reynolds, AICP Deputy Project Manager; Transit Planning Task Lead

Cincinnati, Ohio

Experience	Education	Professional Registrations	Affiliations
38 years (7 with WSP USA Inc.)	BA, Urban Studies, University of Connecticut, 1979	Certified Planner: American Institute of Certified Planners, 2011 (0235245)	N/A

Professional Expertise and Relevant Project Experience

Tim specializes in public transportation planning, including alternatives analyses, mass transit operations/systems planning, transportation demand management, transit facilities planning, station/transit facilities planning and design, operating and capital cost estimating, pedestrian transportation systems/facilities, and urban design. He has performed a variety of planning functions, including system design and data analysis of bus and rail modes, and has served as Project Manager or lead planner on several assignments. Tim is an Adjunct Professor of transportation planning at the University of Cincinnati.

Rapid Transit Connector Study, St. Louis, MO: Tim served as Project Manager and Lead Planner of a multi-corridor alternatives analysis that resulted identification of arterial BRT in the I-64 and Natural Bridge corridors as the locally preferred alternative.

Gratiot Corridor Alternatives Analysis, Detroit, MI: As Task Manager for Transit Planning and Operations, Tim was instrumental in analyzing modal and alignment alternatives, and development of a recommended center-running BRT line between downtown Detroit and suburban Mount Clemens.

Comprehensive Operational Analysis, Lexington, KY: Tim served as Deputy Project and Planning Task Manager to determine route and schedule changes to the Lextran system. Improvements included streamlined routes, more direct service, and operations and facilities at the downtown transit center.

20-Year Financial and Service Planning Strategy Plan, Dayton, OH: Tim was Project Manager of a long-range study designed to foster financial stability and public support for enhanced revenues of the Greater Dayton Regional Transit Authority. WSP conducted a service and financial analysis, human services transportation coordination plan, public revenue assessment, and state of good repair analysis of GDRTA's facilities.

Cincinnati Streetcar Project, Cincinnati, OH: As Task Manager for vehicle procurement, Tim was responsible for operations planning, coordination for bus transit and environmental documentation, and alternative financing.

Bus Rapid Transit Feasibility Study, Cincinnati, OH: Tim served as Project Manager and Lead Planner of a citywide analysis of BRT alternatives for the City of Cincinnati, under an on-call task order contract, involving rail right-of-way, on-street operations, and bus-on-shoulder applications. The study recommendations led to the implementation of MetroPlus, Cincinnati's first arterial BRT service.

METRONext Regional Transit Plan, Houston, TX: Tim served as Corridor Analysis Manager of a long-range transit plan incorporating 11 individual alternative analyses and two-tier screening process, to result in a program of projects for voter approval of increased bonding authority in November 2018.

Brooklyn-Queens Connector, New York, NY: As Senior Planning Lead of a feasibility study and alternatives analysis for a planned 15-mile streetcar line, Tim's responsibilities included modal and alignment screening, development of the locally preferred alternative, and identification of resiliency requirements in light of climate change Superstorm Sandy impacts.

Paul P. Skoutelas, PE Strategic Advisor *Pittsburgh, Pennsylvania*

Experience	Education	Professional Registrations	Affiliations
39 years (9 with WSP USA Inc.)	MBA, University of Pittsburgh, 1984; MS, Civil Engineering, Pennsylvania State University, 1976; BS, Civil Engineering, Pennsylvania State University, 1974	Professional Engineer: Pennsylvania, 1980 (029776E)	American Public Transportation Association: Business Members Board of Governors; Board of Directors, Executive Committee and Officer-Secretary-Treasurer; Chairman, Executive Nominating Committee; Rail CEOs Steering Committee; Chairman, Rail and Bus Standards Funding Task Force; Co-Chairman, Procurement Task Force; Member, Business Members Reauthorization Subcommittee; and Member, Public Transportation Vision 2050 Task Force; National Academy of Sciences, Transportation Research Board Executive Committee; American Society of Civil Engineers; Institute of Transportation Engineers; National Transit Institute: Chairman, Advisory Board; Pennsylvanians for Transportation Solutions: Board of Directors; Pennsylvania Transportation Institute: Advisory Board; Transit Cooperative Research Program: Board Member

Professional Expertise and Relevant Project Experience

Paul is Director of WSP's Transit & Rail Systems Technical Excellence Center (TEC) within the Americas region. He provides leadership and strategic direction to the TEC with a focus on enhancing marketing capabilities, strengthening client relationships and growing the transit and rail business. Paul uses his talents in client relationship and market leadership to manage and grow WSP's transit and rail market sectors. He is responsible for strategic and tactical advice to th firm and its clients on transit issues within the Americas. He provides advisory services in transportation operations, bus and rail systems, planning and transit management, enabling clients to develop cost-effective programs to better operate, maintain and expand their transportation systems. Paul joined WSP after successful tenures as chief executive officer at the Port Authority of Allegheny County in Pittsburgh and the Central Florida Regional Transportation Authority (LYNX). His broad background includes development, implementation, and management of large-scale capital programs for a variety of transportation facilities. Paul has extensive experience in finance, budgeting, operations, planning, human resources, labor relations, marketing, procurement, auditing, government affairs and media relations.

Phoenix Valley Metro: Principal-in-Charge for Program Management and Construction Management of Valley Metro's expansive, 37-mile, light rail program.

Florida High Speed Rail (HSR), Florida Department of Transportation (FDOT), FL: Program Manager for the Miami-Orlando HSR corridor, leading the planning and design of the $8B, 230-mile line, including the preliminary engineering, environmental analysis, final alignment and train technology recommendations.

Central Florida Regional Transit Authority, LYNX, FL: Paul served as Principal-in-Charge for the alternatives analysis of LYNX's bus rapid transit (BRT) corridors.

Central Florida SunRail Commuter Rail, FDOT: Paul was Principal-in-Charge for program management support for the $1.7B, 17-station, 61-mile passenger rail corridor and the Phase 2 30 mile extension.

FDOT Commuter Rail Strategic Advisory Services, Orlando, FL: In consultation with another firm, Paul provided strategic advisory services to FDOT regarding a commuter rail project. During this assignment, WSP assisted the agency with technical reviews and strategic guidance for the rail projects.

Chicago Regional Transportation Authority Comprehensive Regional Strategic Transportation Plan, Chicago, IL: As Project Manager, Paul oversaw development of a strategic plan that presented a Mobility Vision for the region.

Capital Metro (Austin) Financial Plan Update, Austin, TX: As Project Manager, Paul was responsible for overseeing preparation of this long-range financial plan for the Capital Metropolitan Transportation Authority in Austin. The team developed a financial model, reviewed transit funding sources and identified alternative capital funding approaches.

Jack M. Gonsalves, PE Strategic Advisor *Portland, Oregon*

Experience	Education	Professional Registrations	Affiliations
35 years (25 with WSP USA Inc.)	BS, Civil Engineering, Washington State University, 1981	Professional Engineer: Oregon, 1994 (16993); Arizona, 1988 (22343); Washington, 1986 (21362)	American Public Transportation Association, BRT Standards Working Group; Transportation Research Board, Committee on Bus Transit Systems

Professional Expertise and Relevant Project Experience

Jack brings 35 years of diverse engineering experience ranging from public works improvements design to heavy civil construction management. He specializes in the design of multimodal transit facilities, including bus rapid transit (BRT), light rail transit (LRT), transit stations and associated infrastructure. In addition to transit design and project management work nationwide, Jack's work has included serving as PM for the first BRT line in Oregon, Lane Transit District's award-winning Franklin Emerald Express (EmX) BRT. He currently serves as senior advisor and project manager on transit development projects across the US.

Nationally recognized as an expert in BRT technology, Jack brings enthusiasm for BRT's potential and extensive knowledge in its application to crowded urban environments. He has traveled to Europe and Latin America with Federal Transit Administration staff to view BRT transportation systems and learn how to evaluate and implement this emerging technology in the US. As part of APTA's BRT Standards Working Group, Jack co-authored BRT design standards. Additionally, he brings relationships with bus transit leaders nationwide and insight into BRT research and policy through his involvement on the TRB Committee on Bus Transit Systems.

Fresno Area Express Blackstone Kings Canyon BRT, Fresno, CA: Jack serves as Project Manager for program management for a 15-mile, $48M BRT project. WSP's responsibilities include managing the project schedule and budget, refining conceptual designs, overseeing the project design and engineering, conducting value engineering, developing the BRT system brand, managing community outreach, and coordinating with FTA to develop a Small Starts Grant Agreement.

Metropolitan Area Rapid Transit Authority, George SR 400 High-Capacity Transit Corridor, Atlanta, GA: Jack is Engineer for the concept design of two BRT alternatives to compare against a heavy rail transit alternative for the 13-mile GA 400 corridor from North Springs to Windward Parkway in Alpharetta. The design team examined an exclusive transitway concept and a concept for combining BRT operations with a planned Georgia Department of Transportation managed lanes project by incorporating direct access ramps, pedestrian bridges and stations in the GA 400 median.

C-TRAN Fourth Plan Transit Improvement Project Alternatives Analysis, Vancouver, WA: Jack was Project Manager for this alternatives analysis using FTA's Small Starts process to develop and evaluate a range of alternatives for C-TRAN. BRT alternatives include guideway treatments; station locations and concepts; and potential new park-and-ride facilities, sizing and locations. WSP's scope of services also included community outreach, conceptual engineering of alternatives and station areas, and NEPA requirements for environmental analysis.

Seattle Department of Transportation, Madison Street BRT Study, Seattle, WA: Jack served as Engineer of Record for conceptual design of BRT service in the Madison Street corridor between 23rd Avenue and downtown.

LTD West Eugene EmX Extension, Eugene, OR: Jack is Principal-in-Charge for final design of this 4.7-mile, $90M western expansion of LTD's EmX BRT system. The extension includes 5.5 miles of business access/transit lane construction. The project involves substantial public outreach, including an intensive design refinement process that assembled a group of technical experts from various disciplines to examine each property acquisition to reduce impacts and account for property owner concerns. The project includes 26 new BRT platforms, a terminus layover site with driver break facility, widening of an existing highway bridge, two new pedestrian bridges, and substantial pedestrian facilities. The project is expected to open for revenue service by fall 2017.

Jeanne E. Stevens, AICP Land Use and Station Area Planning Task Lead *Nashville, Tennessee*

Experience	Education	Professional Registrations	Affiliations
20 years (5 with WSP USA Inc.)	Master of Urban and Regional Planning, University of Tennessee, Knoxville, 1994; BA, History, Duke University, 1991	Certified Planner: American Institute of Certified Planners, 2000 (015603)	American Planning Association, Tennessee Chapter; Past Director, Middle Tennessee APA Section; Institute of Transportation Engineers

Professional Expertise and Relevant Project Experience

Jeanne provides transportation planning expertise to a variety of state, metropolitan, and local agencies, drawing on more than 20 years' experience in statewide, regional, and local planning. Earlier in her career, she served as director of long-range planning for the Tennessee Department of Transportation (TDOT), and prior to that, was director of the Nashville Area Metropolitan Planning Organization (MPO). Jeanne's planning approach includes a strong focus on implementation. She has led and sponsored numerous projects to integrate land use and economic development goals with transportation decisions at all levels of government, and has extensive experience working with local officials and the public.

Northwest Corridor Transit Study, Nashville, TN: Jeanne led the team responsible for assembling and analyzing development trends surrounding the proposed station locations for a future commuter rail corridor linking Nashville and Clarksville. She organized workshops with each jurisdiction to review the sites, discuss opportunities, and identify potential changes to local zoning regulations to increase transit-supportive development within a one-quarter to one-half-mile radius of the station.

City of Columbia Comprehensive Plan, Columbia, TN: Jeanne served as Project Manager for the transportation plan element of ConnectColumbia, the City's new comprehensive plan. In addition to existing and future roadway level of service analysis, the plan looks at addressing future traffic growth through increasing network connectivity as the area develops. The plan also assesses current access management and provides recommendations to improve it on key segments of the City's major arterial corridors.

Newfound Gap Road (US 441) Corridor Management Plan, NC and TN: Jeanne managed the development of a corridor management plan (CMP) for a 30-mile section of US 441 that runs through the Great Smoky Mountains National Park between Cherokee, NC and Gatlinburg, TN. The plan recommends management strategies to improve safety and mobility while protecting and enhancing the corridor's key intrinsic qualities. The CMP will be used to seek National Scenic Byway designation when the next round of nominations is accepted. The project team's transportation-related recommendations included re-design of scenic pulloffs, positioning of advance signage for visitor sites, and strategies to expand real-time information to help manage congestion along this heavily used route.

Rock Hill-Fort Mill Area Study (RFATS) 2045 Long-Range Transportation Plan, Rock Hill, SC: Jeanne managed development of the long-range plan for a rapidly growing urban area located adjacent to the greater Charlotte, NC metropolitan region. She implemented a set of regional performance measures to position the MPO to meet new federal requirements coming into effect over the next two years.

TDOT Office of Community Transportation On-Call Planning Assistance, TN: Jeanne is Contract Manager for ongoing planning assistance to non-metropolitan communities throughout the state. Recent work orders include the Cookeville Corridor Analysis and Major Street Plan Update, a detailed analysis and recommendations to improve traffic operations and safety along three major arterial corridors that each includes an interchange with I-40. She developed short-term operational improvements, as well as longer-term major capital projects to update the City's Major Street Plan. The Crossville Traffic Flow Study is a citywide transportation network analysis that produced recommendations to better distribute traffic, create more favorable pedestrian conditions in the downtown area, and anticipate mobility and access needs based on future buildout conditions

Brad Thompson, AICP, ENV SP Land Use/Socioeconomics *Franklin, Tennessee*

Experience	Education	Professional Registrations	Affiliations
16 years (4 with Volkert, Inc.)	MS, Urban and Regional Planning, University of Tennessee, 2001; BA, Geography, University of Tennessee, 1999	Certified Planner: American Institute of Certified Planners, 2006 (021113); Envision Sustainability Professional: Institute for Sustainable Infrastructure, 2012	American Planning Association; American Council of Engineering Companies – Transportation Committee Member and Environmental Subcommittee Member; Institute of Transportation Engineers

Professional Expertise and Relevant Project Experience

As a transportation planner, Brad's responsibilities include project management, developing public outreach efforts, running stakeholder meetings, and authoring project planning and environmental documents. He is involved in numerous high profile, award-winning projects, and his influence and expertise in urban and transportation planning are frequently called upon for projects in and around middle Tennessee to coordinate with stakeholder organizations and community groups. Brad is currently managing the ConnectColumbia Comprehensive Plan for Columbia, TN and recently served as transportation planner for the Northwest Corridor Study and Alternatives Analysis in Nashville.

Amp Bus Rapid Transit Final Design, Nashville, TN: Brad provided technical planning expertise on the final design of the 7.1-mile BRT project for the Metropolitan Transit Authority. He supported the public outreach and agency coordination program and environmental compliance. The project required coordination of major agency stakeholders such as MTA, Metro Nashville Mayor's office, Metro Public Works, Tennessee Legislators, TDOT, and FTA. The project's public outreach component included five public meetings with over 1,400 attendees, multiple community workshops along the corridor, establishment of a Citizen Advisory Committee, and two public forums.

Northwest Corridor Study and Alternatives Analysis, Nashville to Clarksville, TN: Brad served as Project Manager for Volkert, which was part of the consulting team led by WSP and tasked with developing a corridor study and alternatives analysis for the identification of a preferred transit focused alternative. Volkert's role on the project was to provide assistance with public outreach, land use planning/station area planning, and transportation planning services.

Southern Williamson County Interstate Access Request Study, Spring Hill and Thompsons Station, TN: Brad is providing project management and technical analysis for an Interstate Access Request (IAR) for a new interchange proposed for southern Williamson County, TN on Interstate 65 between the existing SR 396 (Saturn Parkway) and I-840 interchanges. The study is the result of a joint effort between Williamson County, the Town of Thompson's Station, and the City of Spring Hill. The study goal is to determine if an interchange is needed to provide for better movement of people and goods in the southern portion of the Nashville region. It is intended to provide an assessment of existing and projected land uses, traffic, and the potential for a new I-65 interchange. The study is planned for completion in late 2017.

US 31 Access Management Study, Spring Hill, TN: Brad served as Project Manager for this corridor access management study that included a 4.5-mile study area from SR 396 (Saturn Parkway) to Thompsons Station Road, and included a review of access points, signalization, pedestrian access, and development of new signal timing plans for the corridor. Access management and traffic flow improvement strategies were developed to address the identified issues.

Nashville Highway (US 31) Traffic Corridor Study, Columbia and Spring Hill, TN: Brad was Project Manager for this corridor study that included a study area from US 43/Bear Creek Pike to Spring Hill High School, and included a review of crash data and a study of major intersections for capacity and level of service deficiencies. Crash patterns and capacity issues were identified, and traffic flow improvement strategies were developed to address the issues. Recommended improvements included turn lanes, traffic control devices, and signal optimization to provide for safe, efficient flow of traffic along the corridor.

City of Columbia Comprehensive Plan, Columbia, TN: Brad is Project Manager for development of a comprehensive plan for Columbia (ConnectColumbia). The result of the comprehensive plan will be a comprehensive strategy intended to provide the leadership and citizens of Columbia with the necessary tools to prepare for anticipated growth. The plan will include a land use plan, transportation plan, and parks and recreation plan that are developed in a coordinated way to foster a quality growth and development strategy. Volkert and WSP are working together on this plan.

Micah A. Wood, AICP Land Use/Socioeconomics *Franklin, Tennessee*

Experience	Education	Professional Registrations	Affiliations
15 years (2 with Volkert, Inc.	MS, Urban and Regional Planning, University of Tennessee, 2004; BS, Political Science, University of Tennessee, 2002	Certified Planner: American Institute of Certified Planners, 2007 (022024)	American Planning Association; Tennessee Preservation Trust; City of Franklin Sustainability Commission Member; Transit Citizen Leadership Academy

Professional Expertise and Relevant Project Experience

Micah brings more than 15 years of experience as a Land Use Planner, having worked for multiple cities and counties. He has worked for the Knoxville/Knox County Metropolitan Planning Commission, the State of Tennessee Local Planning Assistance Office, the City of Franklin, the City of Columbia, and Volkert, Inc. as a planner with progressive levels of duties and responsibilities. Micah also serves as a Sustainability Commissioner for the City of Franklin, Tennessee and is Assistant Director of the Middle Tennessee Section of the Tennessee Chapter of the American Planning Association.

Micah provides extensive experience in all aspects of urban and regional planning- from floodplain management, to NEPA and environmental planning, to development review, and comprehensive planning. He offers wide-ranging expertise in forming land use and community development policies for communities of a variety of sizes and then shaping those policies into regulatory measures. Additionally, he provides a depth of knowledge of current development review and process, as it relates to Zoning Ordinances, Subdivision Regulations, and Architectural Design Review Standards. Micah has also provided testimony as a Land Use and Zoning Expert Witness in Federal Court. While at Volkert, Micah has provided on-call planning services to Spring Hill, Columbia, and served as Interim Town Planner for Nolensville.

In his time at Volkert, Micah worked on a wide array of planning related projects, including NEPA reviews and environmental planning, transportation plans, greenway and bicycle plans, corridor plans, comprehensive plans, transit plans, and land use regulations. The Bicycle and Greenway Plan he authored for the City of Spring Hill was awarded the 2015 Outstanding Plan by the Tennessee Chapter of the American Planning Association.

In Columbia, he was division manager of the Planning Section in the Development Services Department where he oversaw multiple community development activities, including: the Planning Commission, the Architectural Review Team, the Historic Zoning Commission, and the Board of Zoning Appeal. Also in Columbia, he acted as Zoning Administrator, Certified Local Government Historic Zoning Official, and Floodplain Administrator.

At the City of Franklin, Micah was Current Planning Supervisor where he managed monthly efforts of the City's Departmental Review Team (DRT), which is the administrative review body for all development and redevelopment within the City. Additionally, Micah authored and shepherded more than 150 zoning text amendments through public, Planning Commission, and BOMA review and adoption. He was also the custodian of the Franklin Zoning Ordinance, the Franklin Planning and Zoning Administrative Manual, and the Franklin Subdivision Regulations.

While at the State Local Planning Assistance Office, he developed regulatory codes, comprehensive land use and transportation policy plans, and other community development documents for several communities, while also performing current development review for multiple Planning Commission around the Middle Tennessee region.

Tom Brooks-Pilling, AIA, NCARB, LEED AP BD+C Station Planning and Design

St. Louis, Missouri

Experience	Education	Professional Registrations	Affiliations
38 years (18 with WSP USA Inc.)	Bachelor of Architecture (magna cum laude), Kansas State University, 1979	Registered Architect: Texas, 2010 (21809); Missouri, 1983 (A-4420); Illinois, 2000 (001-017697); Maryland, 2001 (12657); Louisiana, 2003 (5884); Kentucky, 2004 (5758); Indiana, 2007 (AR10700075); Iowa, 2006 (05940), Michigan, 2006 (1301053873), Minnesota, 2004 (43632); West Virginia, 2005 (3705); Nebraska (A-3752); New Jersey, 2009 (21AI01822200), Connecticut (ARI.0012843), Ohio, 2014 (1414102), Tennessee, 2015 (105455); NCARB Certification, 2002 (54752); US Green Building Council LEED Accredited Professional Building Design + Construction (10110790)	N/A

Professional Expertise and Relevant Project Experience

Tom has over 38 years of architectural experience on a diverse range of project types with a specialty in transportation facilities. He has served as programmer, planner, project architect, design manager, and principal-in-charge on projects with a construction value of up to $176M. Tom's approach to transit planning and design is to seek solutions that create enduring public spaces that are safe and secure that promote or reinforce adjacent development.

Transit Center, Murfreesboro, TN: Tom served as Principal Architect for the planning of this new 15-bay transit center and storage facility. As part of a revitalization of the West Main Street downtown area, Murfreesboro Public Transportation Department selected WSP to prepare an Environmental Assessment and schematic design for their new transit center. The facility will include a 7,500 SF building that will provide public waiting, ticketing and restroom functions for transit patrons; as well as offices, driver lounge and education facilities for the Public Transportation Department. Site amenities include 15 bus bays, a bus wash, staff parking, and short-term parking. The study was completed in spring 2014.

IndyGo Bus Facility, Facility Upgrade Project, Indianapolis, IN: Tom served as Principal Architect for the renovation of this 413,700 SF administration and bus maintenance facility. Work has involved roof replacement over the 400,000 SF bus maintenance area; skylight repairs, window upgrades, and interior finish replacement work all undertaken as part of an overall energy improvement project paid for with ARRA funding.

Fort Myers Regional Transportation Management Center (RTMC) Development, Lee County, FL: Tom was Principal-in-Charge for design of the RTMC and development of detailed requirements to define the RTMC under this bridge design-build contract for the Florida Department of Transportation FDOT). WSP assisted FDOT in identifying the location, preliminary occupants, and size of the facility, and developing a detailed concept of operation for the facility. The firm also provided construction administration services for the facility.

Transit Center, Bloomington, IN: Tom served as Principal Architect for new 18-bay transit center in downtown Bloomington for the Bloomington Public Transport Corporation. Tom lead the public engagement process that evaluation several alternatives for how the facility would function. The ultimate configuration includes a 10,000 SF transit center with joint-use with the city police department which anchors an important street corner in downtown Bloomington. The new facility became operational in July 2014.

Central West End Corridor Study, St. Louis, MO: Tom served as Project Manager and Principal Architect for planning study that evaluated multiple alternatives for improving transit access to St. Louis' Bio-Science district. This study was an "alternatives analysis" that was a precursor to an application for FTA funding. The alternatives that were studied included placement of a new light rail station to serve the Cortex Bio-Science campus, expansion of an existing light rail station that serves the BJC / WUMC Healthcare campus, and the relocation of the existing bus transfer station that is adjacent to the existing BJC / WUMC light rail station. The study was completed in February 2014.

Robbie Hayes, AICP, ENV SP Station Planning *Nashville, Tennessee*

Experience	Education	Professional Registrations	Affiliations
11 years (2 with WSP USA Inc.)	MCP (with distinction), Community Planning, Auburn University, 2005; MPA (with distinction), Public Administration/Policy, Auburn University, 2005; BA, Political Science/Marketing, Auburn University, 2003	Certified Planner: American Institute of Certified Planners: 2008 (022625); Envision Sustainability Professional, 2017 (19441)	N/A

Professional Expertise and Relevant Project Experience

With over 11 years of experience in transportation and transit planning, land use planning, environmental planning, public and agency outreach, and staff and project management, Robbie provides planning and technical advisory services as an Environmental, Land Use and Transportation Planner. He has worked with the FHWA, FTA, TDOT, GDOT, the Nashville Area Metropolitan Planning Organization, Knoxville Regional Transportation Planning Organization, Chattanooga-Hamilton County/North Georgia Transportation Planning Organization, the Nashville MTA, MARTA, and various elected and appointed boards at the municipal, county, and regional levels. Robbie has led or participated in various projects involving transportation, land use, access management, design standards, ordinance review and development, and project implementation. His specialties are NEPA process, research/analysis, technical plans/reports, regulatory codes and ordinances, and public involvement process.

I-124 from I-24 to SR 8 (Signal Mountain Road), Chattanooga, TN: Robbie served as Project Manager on development of a NEPA D-List CE document including improvements at the Olgiati Bridge. Tasks involved development of NEPA document, significant field/data research on hazardous materials and other site conditions.

TDOT, SR 28 from SR 62 to North of Little Road, Fentress County, TN: Robbie was Project Manager on the development of a NEPA D-List CE for TDOT, involving a 0.7-mile section of SR-28. Tasks involved development of NEPA and environmental justice documents, location mapping through GIS software, socioeconomic analysis, significant field and data research, and coordination with multiple agencies and organizations.

Central Avenue Extension for City of Chattanooga and TDOT, Chattanooga, TN: Robbie was Task Leader and Project Planner on the development of NEPA Enhanced D-List CE document for the City of Chattanooga and TDOT. This was a Local Programs project led by Ragan-Smith Associates. Tasks involved the development of NEPA and environmental justice documents, location mapping through Geographic Information Systems software, socio-economic analysis, significant field and data research and coordination with multiple agencies and organizations.

TDOT, National Environmental Policy Act On-call Assignments, 2011-2017, Nashville, TN: Robbie served as Project Manager and Lead Planner on the firm's environmental contract with TDOT. Tasks involve the development of National Environmental Policy Act (NEPA) and environmental justice documents, location mapping through Geographic Information Systems software, socio-economic analysis, significant field and data research and coordination with multiple agencies and organizations. Since July of 2011, approximately 200 prepared NEPA documents were completed and approved by TDOT and/or the FHWA.

Metro Nashville Transit Authority, AMP BRT Project, Nashville, TN: As Project Planner on the East-West Connector BRT project, Robbie's duties included research and assistance in the preparation of the FTA's Small Starts funding application, preparation of a revised Alternatives Analysis, assisting in the project management for NEPA documentation, public and agency outreach, and research and development of technical studies.

Brett P. Wallace, PE, AICP Station Planning *Charlotte, North Carolina*

Experience	Education	Professional Registrations	Affiliations
19 years (4 with WSP USA Inc.)	MS, Civil Engineering, University of Washington, 1997; BS, Civil Engineering, University of South Carolina, 1996	Professional Engineer: South Carolina, 2001 (21245); North Carolina, 2006 (031899)	Certified Planner: American Institute of Certified Planners, 2002 (018134)

Professional Expertise and Relevant Project Experience

Brett is a Transit Planner / Engineer with 19 years of multimodal transportation experience. He has broad transit experience, having served as Project Manager or Principal Planner on numerous Alternatives Analyses, operational analyses and short-range Transit Development Plans, long-range vision plans, feasibility studies, and station planning and design efforts for nearly all transit modes. Brett is a Certified Planner and a Professional Engineer, distinguishing his ability to understand issues and provide guidance to clients from an interdisciplinary perspective. He is an emerging leader in the transit industry, having participated as one of 25 members from across the country in the Leadership APTA Class of 2010, and he was selected by Mass Transit magazine as one their 2012 Top 40 Under 40.

Southeast Corridor Transit Study, Charlotte, NC: Brett served as Project Manager for this reassessment of transit options in the Southeast Corridor extending from Uptown Charlotte to the Union County border, principally focused on the area between US74 (Independence Blvd.) and Monroe Road. The goals of the study are to define a new rail transit alignment in the corridor and to develop an operations plan for bus service using the proposed managed lanes on US74. This study work plan includes a comprehensive public and stakeholder engagement effort, coupled with a detailed technical analysis that resulted in a specific corridor preservation strategy for the preferred rail transit option and an operations plan for the bus element.

Charlotte Gateway Station Multimodal Station Area Plan, Charlotte, NC: Brett is Project Manager for the development of a vision plan establishing the preferred urban design and multimodal framework for a new transportation center in Uptown Charlotte. The station will function as a new Amtrak station, will create connections between local and intercity bus service, streetcar, and Amtrak rail, and will establish a new activity center including a range of land uses to create a vibrant hub.

Providence Downtown Transit Connector, Providence, RI: Brett is Project Manager for program management services to the Rhode Island Public Transit Authority (RIPTA) to design and construct an enhanced bus corridor connecting the Providence train station and other major activity centers in downtown. The 1.5-mile project, funded by a $13M TIGER grant, will include a variety of design strategies to prioritize bus services, strengthen multimodal connections, and enhance urban design opportunities.

CATS North Corridor Commuter Rail Project, Charlotte, NC: Working with a diverse multi-disciplinary team, Brett led station design activities that produced 30percent plans for each commuter rail station, including platforms, station portals, parking lots, and transit connection areas. He compiled the project cost estimate and authored the Cost Estimating Report.

Gastonia Multimodal Center Site Assessment and Suitability Study, Gastonia, NC: Brett was Project Manager for a conceptual design effort for a new multimodal center serving local, regional, and intercity transit, as well as intercity rail and future high-speed rail. He was responsible for overseeing architectural, landscape architecture, site civil, and transit operations disciplines. The study resulted in a concept that serves not only as a new transportation terminal, but also as a focal point for redevelopment in downtown Gastonia.

Raleigh Union Station Development Study, Raleigh, NC: Brett assisted in identification of site layout needs to support various transit functions to be accommodated at a new multimodal transportation terminal in downtown Raleigh.

Richie G. Jones, RLA, LEED AP Streetscape and Urban Design *Nashville, Tennessee*

Experience	Education	Professional Registrations	Affiliations
14 years with Hodgson and Douglas	Bachelor of Landscape Architecture, University of George, 2002	Registered Landscape Architect: Tennessee, 2010 (865); US Green Building Council: LEED Acredited Professional, 2008	Urban Land Institute; Rotary Club of Nashville; Friends of Shelby Park (Board Member)

Professional Expertise and Relevant Project Experience

Richie has extensive experience designing and managing projects that include local and regional transportation planning and analysis, urban infill development design, public park and open space master plans, site-specific amenity design, multifamily project design and planning in urban and suburban markets, ecosystem and natural resource management planning, and multiple campus and university master plans and site designs. Richie is an influential Nashvillian involved in myriad community groups.

The AMP, New Bus Rapid Transit, Nashville, TN: Hodgson and Douglas provided plans for Nashville's BRT/AMP project. Richie Jones acted as Partner-in-Charge for HD's efforts as Landscape Architect/Urban Planner for the AMP Bus Rapid Transit Conceptual Master Plan, as well as 60percent CDs. Richie led a team of landscape architects to create a functional, beautiful, and sustainable streetscape that will be enjoyed by all Nashvillians and visitors for many years. Richie led coordination efforts with numerous design consultants to provide a safe, iconic, unified, and effective experience for all. Richie led the HD team in all project efforts from scheduling, design direction, graphic production, to quality control and administrative responsibilities.

Burch Reserve Master Plan, Nashville, TN: Hodgson and Douglas was selected to complete a master plan for the Burch Reserve & Hill Forest property within Warner Parks, that contained a rare, 220-acre Old Growth Forest (Hill Forest) that was declared a Designated State Natural Area. Richie led a team of landscape architects to master plan this critically important undeveloped land. He authored an ecologically sensitive master plan that included in-depth site inventory and analysis, and development of a set of guiding principles with the overall goal of restoration and natural enhancement. Richie worked closely with civil engineers to develop a grading and drainage strategy for a complex pedestrian tunnel system under Highway 100 and CSX Railroad.

Richie has led many intense production efforts within the firm, including large scale master planning, site design, green roof, and graphic design projects, including:

- Franklin Police Headquarters
- City of Clarksville Design Guidelines
- City of Clarksville Riverfront Master Plan
- Clarksville North Extension Phase

Gretchen Mast, LEED AP Streetscape and Urban Design *Nashville, Tennessee*

Experience	Education	Professional Registrations	Affiliations
5 years (>1 with Hodgson and Douglas)	BS, Landscape Architecture, Purdue University, 2010	US Green Building Council: LEED Acredited Professional	N/A

Professional Expertise and Relevant Project Experience

Gretchen started at Hodgson Douglas in January of 2016, but has been a designer in the greater Nashville since 2011. She is most well-versed in multi-family and single-family design, but thrives in all facets of Planning and Landscape Architecture. With minors in both Art & Design and Horticulture, her work strikes a balance between form and fine detailing. Gretchen is an accomplished project manager, with a keen eye for design and an organized, thoughtful approach to construction administration that produces outstanding results. Select projects include:

- LIV River Top, Nashville, TN
- Centennial West Multi-family, Nashville, TN
- LIV Lakes Parkway, Nashville, TN
- Legacy Amenity Center, Nashville, TN
- Virgin Hotel, Nashville, TN

Emery Hartz Stakeholder & Community Engagement Task Lead; GIS Support *Nashville, Tennessee*

Experience	Education	Professional Registrations	Affiliations
11 years (9 with WSP USA Inc.)	BS, Environmental Science/ Geography, University of Tennessee at Chattanooga, 2004	National Highway Institute Training Course, Introduction to National Environmental Policy Act (NEPA) and Transportation Decision Making and Public Involvement in the Transportation Decision-making Process; Wetland Training Institute, Basic Wetlands Delineation Course; Watershed Hydrology Consultants, Identification of Intermittent and Perennial Streams; Tennessee Department of Environment and Conservation, Tennessee Hydraulic Professional Certification, Florida Department of Transportation, Project Development & Environment Training; Certified as a Tennessee Qualified Hydrologic Professional, 2015-2018 (TN QHP 1140-TN15)	Tennessee Association of Environmental Professionals; Society of American Military Engineers

Professional Expertise and Relevant Project Experience

Emery is a Senior Planner specializing in data collection, GIS analysis, preparation of graphics, public involvement, document writing, ecological surveys, and environmental justice analysis. Emery is experienced with stakeholder and public outreach in support of transit and transportation projects. She has utilized various public engagement techniques, involving social media and various surveying and input collection methods. Emery also assists the Tennessee Department of Transportation (TDOT) with coordination efforts of the Tennessee Environmental Streamlining Agreement (TESA) for the Environmental and Regulatory Coordination of Major Transportation Projects.

3rd and 4th Streets Improvement Project, Chattanooga Department of Transportation, Hamilton County, Chattanooga, TN: As Planner, Emery is responsible for stakeholder and public outreach for the feasibility study and development of the NEPA document (D-List Categorical Exclusion) for this project. She assisted in facilitating stakeholder and design charrettes as well as public meetings. Emery also assisted in managing the project website and responding to comments received through the website. She created the public involvement summary for the final master plan.

Northwest Corridor Transit Study, Regional Transit Authority, Davidson, Montgomery, Robertson and Cheatham Counties, TN: As Planner, Emery is responsible for gathering GIS data and producing graphics for public outreach purposes. She is responsible for the GIS analysis and production of the study's existing environmental conditions section. Emery helped identify the project's advisory and coordination committees. She assisted with public involvement efforts including coordinating public outreach meetings and advisory/coordination committee meetings. Emery is responsible for the final report's public outreach summary. She assisted with managing the project website and social media sites.

Metro Transit Authority (MTA), Broadway West End Corridor Study Alternatives Analysis, Davidson County, Nashville, TN: As Planner, Emery was responsible for assisting with graphics production and public involvement efforts. She identified interested parties, created public mail-out list, coordinated meeting preparations, created graphics used throughout the analysis, facilitated public meetings, and assisted in development of public outreach meeting summaries.

TDOT Project- I-69 Section of Independent Utility (SIU #8), TDOT, Lauderdale, Dyer, Tipton, and Shelby Counties, TN: As Planner, Emery was responsible for development of the public comment and outreach summary for public involvement from 2001 through 2010. This public involvement summary became a guidebook for future TDOT public involvement summaries. She also assisted with the preparation of the reevaluation as well as graphics for the Draft Environmental Impact Statement (DEIS) and Final EIS (FEIS).

Pellissippi Parkway Extension from SR 33 (Old Knoxville Highway) to SR 73 (US 32/Lamar Alexander Parkway), TDOT, Blount County, TN: As Planner, Emery assisted with the preparation of an EIS to identify and evaluate the environmental effects of the proposed project, and to identify measures to minimize harm. The project was previously evaluated as an environmental assessment/finding of no significant impact (EA/FONSI), but was challenged by project opponents on the NEPA process. Emery assisted with public meeting preparations, facilitated meetings, and analyzed public response. She was also responsible for using GIS to create graphics for final document and for analysis.

Deborah G. Varallo Outreach and Social Media *Nashville, Tennessee*

Experience	Education	Professional Registrations	Affiliations
30 years (26 with Varallo Public Relations)	BS, Education, Baylor University, 1976	N/A	N/A

Professional Expertise and Relevant Project Experience

Since Deborah Varallo established Varallo Public Relations in 1991. She and the firm have been involved in many successful projects that required building community awareness and generating a positive response from individuals and groups. Deborah has specialized, relevant experience through her excellent relationships with reporters, editors with television stations, print publications, radio stations, internet sites and blogs. In addition, she has excellent connections and relationships with business, non-profit, and ethnic groups, plus strong relationships with elected and appointed local, county, state, and federal officials throughout middle Tennessee and throughout Tennessee. Deborah provides seminar training on such topics as networking, leadership/mentoring, and a broad spectrum of public relations and marketing subjects.

She is chair of Leadership Middle Tennessee, a ten-county leadership organization; past alumni chair for Leadership Nashville; and an active alum for Leadership Music. Deborah serves on Rotary Club of Nashville and the Tennessee State Fair Association boards, as well as Cumberland University's Business Advisory Board and the T.J. Martell Foundation's Business Leaders Council. She is an active member of the Tennessee Women's Forum, St. Stephens Catholic Community, Cedar Creek Yacht Club, and Nashville Yacht Club. Deborah is a member of Transit Alliance of Middle Tennessee. She served as Community Chair for Legal Aid Society of Middle Tennessee, and is a presenter for Tennessee Bar Association Leadership Law and Nashville Bar Foundation Leadership Forum.

Deborah has provided public relations, community relations, media relations, and communications on projects including the following:

- I-65 Multimodal Corridor Study, statewide (ongoing)
- Neely's Bend Extension/Station Boulevard, Madison, TN (ongoing)
- TDOT Long-Range Transportation Plan, statewide
- Northwest Corridor Transit Study, Clarksville to Nashville, TN
- Northeast Corridor Mobility Study, Nashville, Goodlettsville, Hendersonville, and Gallatin, TN
- Comprehensive Bicycle and Pedestrian Plan for the Greater Nashville Region, Davidson, Rutherford, Sumner, Wilson, and Williamson Counties and the Cities of Springfield and Spring Hill, TN
- South of Broadway (SoBro) Strategic Master Plan Study, Nashville, TN
- Robertson County Growth and Development Plan (Robertson County, Adams, Coopertown, Cross Plains), Robertson County, TN
- Franklin Transit Authority's Market Segmentation Study and Community Outreach, Franklin, TN
- 28th / 31st Avenue Connector Project, Nashville, TN
- East Corridor Commuter Rail, Regional Transportation Authority, Nashville, TN
- 21st Avenue Roadscape Improvement Project, Nashville, TN
- Multimodal Mobility Study of downtown Nashville

Elizabeth A. Howe Outreach and Social Media *Nashville, Tennessee*

Experience	Education	Professional Registrations	Affiliations
15 years (9 with Varallo Public Relations)	BS, Mass Communications, Middle Tennessee State University, 2001	N/A	N/A

Professional Expertise and Relevant Project Experience

Elizabeth Howe joined Varallo Public Relations in November 2008, bringing with her several years of publicity and artist management experience. At Varallo Public Relations, she is responsible for development and production of online promotional materials such as email blasts, social media marketing, drafting and distribution of publicity materials, and administrative duties.

A native of Pennsylvania, she earned a Bachelor of Science degree in Mass Communications from Middle Tennessee State University. After graduation, she worked as a management and publicity assistant at two different recording artist management firms in Nashville. She has been an administrator of recording artist fan clubs, and has freelanced in web design for the past 15 years.

Elizabeth served as an officer on the Board of Directors of the Tennessee State Saddle Clubs Association, and has been involved in local equestrian activities since 2001. She is a member of the Golden Key National Honor Society and the American Quarter Horse Association. She is involved in a local charity dedicated to cancer research, participates in the annual St. Jude "Ride for a Cure," and volunteers with Safe Harbor Equine Rescue & Sanctuary in Cottontown.

Elizabeth has provided administrative support and assisted with communications on projects including:

- I-65 Multimodal Corridor Study, statewide (ongoing)
- Neely's Bend Extension/Station Boulevard, Madison, TN (ongoing)
- TDOT Long-Range Transportation Plan, statewide
- Northwest Corridor Transit Study, Clarksville to Nashville, TN
- Comprehensive Bicycle and Pedestrian Plan for the Greater Nashville Region, Davidson, Rutherford, Sumner, Wilson, and Williamson Counties and the Cities of Springfield and Spring Hill, TN
- South of Broadway (SoBro) Strategic Master Plan Study, Nashville, TN
- Robertson County Growth and Development Plan (Robertson County, Adams, Coopertown, Cross Plains), Robertson County, TN
- Franklin Transit Authority's Market Segmentation Study and Community Outreach, Franklin, TN
- 28th / 31st Avenue Connector Project, Nashville, TN
- East Corridor Commuter Rail, Regional Transportation Authority, Nashville, TN
- 21st Avenue Roadscape Improvement Project, Nashville, TN

Todd W. Bressi Creative Placemaking *Narberth, Pennsylvania*

Experience	Education	Professional Registrations	Affiliations
28 years (9 with Todd W. Bressi)	Master of City Planning, University of California, Berkeley, 1989; BA, Urban Studies, Columbia University, 1983	N/A	N/A

Professional Expertise and Relevant Project Experience

Todd is an urban designer and public art consultant, educator and writer. He has managed his own public art consulting practice since 2008, in addition to serving on a part-time basis as director of muraLAB and Visiting Curator for the Philadelphia Mural Arts Program. Todd consults with public agencies, civic/community groups, cultural organizations, and private developers throughout the US and Canada. He has worked on nearly 40 public art and arts district master plans, has managed complex public art commissions, teamed with artists on collaborative design projects, and provided on-call consulting to several public art programs. His projects creatively meld the visual aspects of city design, the activation of public space, and the visions of the organizations and communities with which he works.

Todd's consulting has inspired more than a dozen projects that have been recognized by the Public Art Network "Year in Review" and the International Downtown Association. His journalism won recognition from the American Planning Association, American Society of Landscape Architects, American Institute of Architects, and the Environmental Design Research Association.

Public Art Planning

- San Diego Airport Public Art Master Plan, ongoing
- Arlington, VA, Public Art Master Plan, ongoing
- Lewisville, TX, Public Art Master Plan, ongoing
- Nashville, TN, Public Art Community Investment Plan, 2017
- Athens, GA, Public Art Master Plan, 2017
- Sugar Land, TX, Public Art Master Plan, 2016
- Renew Atlanta Public Art Master Plan, 2016
- Suwanee, GA, Public Art Master Plan, 2015
- Montgomery County, MD, Public Art Roadmap, 2015
- Santa Rosa, CA, Public Art Master Plan, 2015

Public Art Curating, Project Management, Policy Development

- Arlington, VA, "Envision Courthouse Square," concept development, ongoing
- Metropolitan Park Public Art Commission, curation and management, Arlington, VA, 2015
- Camden, NJ, "Connect the Lots," curation and management, 2014
- Ballston BID "Public Displays of Innovation," curation and management, 2014
- Ft. McMurray Airport public art commission, curation and management, 2014
- Pearl Street Placemaking, curation and management, Mural Arts Program, Philadelphia, 2013
- "Arlington Streetcar Visual Language Project," concept development, 2013
- Arlington, VA, Public Art Creative Placemaking white paper, 2012
- City Design, Cultural Planning and Placemaking
- Downtown Haddonfield Form Based Code, 2008
- Narberth Open Space Master Plan, 2005
- Center City Philadelphia / West Market Master Plan, 2005
- Logan Square Concept Plan, Design Management and "Year Zero" Implementation, 2004-05
- PEC Arts Plan and Artist Housing Concept Study, 2004
- Center City Philadelphia Transit Wayfinding Study, 2004
- LancasterARTS plan, 2004, 2008

Public Art Collaborations

- Abbott Square design competition, Santa Cruz, with Rebar, finalist, 2014
- Evacuspots, with Rebar and Civic Center, finalist, 2012
- Ghost Prairie, Prairie Line Trail Demonstration Art Project, with Thoughtbarn, completed, 2011
- Peeks, Denver 14th Street Streetscape, with Thoughtbarn, finalist, 2010
- Calgary Visual Language Project, with Jody Pinto, finalist, 2007

Robin L. Christians Website and Outreach Materials *Denver, Colorado*

Experience	Education	Professional Registrations	Affiliations
32 years (16 with WSP USA Inc.);	MS, Water Resources Management, Institute for Environmental Studies, University of Wisconsin-Madison, 1991; BS, Cultural Anthropology/ Behavioral Psychology, University of Massachusetts-Amherst, 1984	N/A	N/A

Professional Expertise and Relevant Project Experience

Robin is a senior project manager and professional associate of visual communications services, and manages both the Project Visualization specialty practice and the Web Services/Interactive Media Group. She is responsible for advancing and implementing digital technology-based communications innovations and solutions, and she serves as a delivery manager on projects. In this role, Robin oversees production design and development, implementation, training, deployment, quality control, programming customization and client satisfaction. She is experienced in conducting needs analyses, and has extensive experience in developing and implementing visual communication strategies for highly controversial and/or complex projects. Robin relies on her extensive communications and public involvement experience to devise her visualization strategies. She applies her skills across transportation, land use, water resources, urban planning, environmental management, lobbying, and education programs. Her multidisciplinary career includes demonstrated proficiency in visual communications, project management, marketing, and community relations.

As a senior project manager, Robin is responsible for the scope, schedule, budget, and client satisfaction throughout design, development, implementation, training, and maintenance phases on all custom project solutions. Her responsibilities include needs analysis, requirements gathering, communication strategy, technology solutions, information architecture development, technical/functional specifications development, content development/writing, usability assessment, public involvement and community relations consultation, and web behavior tracking/reporting.

- Nashville Area Metropolitan Planning Organization, Nashville, Tennessee (branding, www.nashvillempo.org)
- Tennessee DOT Environmental Procedures Manual (www.tdot.state.tn.us/epm)
- 5-County Regional Transportation Study, Kansas (www.5countystudy.org)
- AASHTO Center For Environmental Excellence—Transportation Environment Research Topics (TERI) Database for Practitioners, National (environment.transportation.org/teri_database)
- FasTracks Public Comment Management System, Denver, Colorado (secure)
- Federal Highway Administration Office of Innovative Program Delivery, National (www.fhwa.dot.gov/oipd)
- Fredericksburg Metropolitan Planning Organization Congestion Management Plan Tool, Fredericksburg, Virginia (www.fampogwregion.org)
- Great Northern Corridor Coalition, National (greatnortherncorridor.org)
- Currituck Sound Area Transportation Study, North Carolina (retired)
- I-15 NOW Public Comment Management System, Ogden, Utah (secure)
- I-15 South Corridor Public Comment Management System, Salt Lake City, Utah (secure)
- I-40 High Occupancy/Congestion Study, North Carolina (retired)
- I-70 Polk-Quincy Viaduct, Topeka, Kansas (i70polkquincy.ksdot.org)
- I-75 Corridor Modernization, Michigan (www.modernize75.com)
- I-95 New Haven Harbor Crossing Improvement Program, Connecticut (www.i95newhaven.com)

Allyson F. Powers Website and Outreach Materials *Denver, Colorado*

Experience	Education	Professional Registrations	Affiliations
16 years with WSP USA Inc.	BA, history, University of Colorado, 1996	N/A	N/A

Professional Expertise and Relevant Project Experience

Allyson is project manager for the Web Applications/Interactive Media group of WSP's Project Viz Technical Resource Center, and a senior computer graphics specialist who serves as delivery manager responsible for the management implementation of custom websites and the production of interactive media. Allyson is responsible for digital technology-based communication innovation, process management, and quality control for the Web Applications/ Interactive Media Group. She oversees production design and development, needs analysis, budget development, implementation, training, deployment, quality control, programming customization and client satisfaction. Allyson applies her skills to projects in a variety of fields, including transportation, land use, urban planning, environmental management, lobbying, and education.

NEC FUTURE, A Rail Investment Plan for the Northeast Corridor (www.necfuture.com): NEC FUTURE is a comprehensive planning effort to define, evaluate, and prioritize future investments in the Northeast Corridor (NEC). The NEC, the rail transportation spine of the Northeast region, is a key component of the region's transportation system and vital to its sustained economic growth. The website's goal is to update residents on project developments and progress. Responsibilities included management of website scope, schedule, and budget in addition to consultation, website maintenance, and production.

Waterbury Area Transportation Projects (/watp.vtransprojects.vermont.gov): The Vermont Agency of Transportation's (VTrans) Waterbury Area Transportation Projects (WATP) needed to improve the transportation and infrastructure improvement program in the Waterbury area to meet the immediate and long-range needs of the community and the region. WSP's project visualization group aided in that support by recommending and implementing a public communications program inclusive of project website, social media campaign, and additional targeted stakeholder outreach via an email campaign notifying the public about project progress and weekly potential traffic updates. Allyson's responsibilities included management of website scope, schedule, and budget, in addition to consultation, website maintenance, and production.

I-95 New Haven, CT (www.i95newhaven.com): The I-95 New Haven Harbor Crossing Corridor Improvement Program is one of the largest, most comprehensive transportation programs ever undertaken in Connecticut or by the program's primary sponsor, the Connecticut Department of Transportation (ConnDOT). ConnDOT's I-95 New Haven Harbor Crossing (NHHC) Corridor Improvement Program is a multi-modal transportation improvement program that features public transit enhancements and roadway improvements along 7.2 miles of I-95, between Exit 46 in New Haven and Exit 54 in Branford. WSP's project visualization group worked with the communications team to develop a robust outreach program inclusive of project branding and graphics support, a project website, and design visualization traffic support services to communicate with the public visually and via traditional methods how the project will benefit and impact their daily lives. The website aims to alleviate traffic congestion and delays by providing information about alternative transportation options and by issuing real-time traffic information during construction. Allyson's responsibilities included management of website scope, schedule, and budget as well as consultation, website maintenance, and production.

Seattle Central Waterfront Program (www.waterfrontseattle.com): The Seattle Central Waterfront Program replaces the Elliott Bay Seawall, takes down the Alaskan Way Viaduct, and designs and constructs the Waterfront Seattle Core Projects. The website was developed to keep residents updated on current and future project developments. Allyson's responsibilities included consultation on innovations to allow enhanced user engagement in addition to the management of the task's scope, schedule, and budget.

Patrick M. Kresl Website and Outreach Materials *Denver, Colorado*

Experience	Education	Professional Registrations	Affiliations
21 years (4 with WSP USA Inc.)	BFA, Graphic Design, Colorado State University, 1996; BA, Speech Communication, Colorado State University, 1994	N/A	N/A

Professional Expertise and Relevant Project Experience

Patrick is a Senior Graphic Designer and User Interface/User Experience Web Designer. He has designed and produced a broad spectrum of web, video, print, and interactive projects within WSP's Project Visualization team by engaging the creative process to implement innovative and impactful communication. Patrick's experience includes strategic conceptualization, design and art direction for interactive and printed deliverables, brand identity, brand standards and management, video production, direct marketing, event marketing, print management, sales tool development, and global rebrand launches for multiple enterprise-level and public organizations. The websites he develops have implemented advanced web technologies, such as database-driven content, web-based applications that allow clients to update sites themselves, interactive maps, client-administered surveys for public feedback, and responsive design aimed at providing an optimal user experience across a wide range of devices — from desktop computers to mobile phones.

National Western Center Development—Colorado Regional Tourism Act Application for the City and County of Denver, CO: Patrick collaborated directly with clients at the Denver Mayor's Office and their community partners to create an engaging printed application for more than $116M in funding to implement the first two phases of development. The final pieces included a large format image-rich immersive packet highlighting a broad spectrum of demand and feasibility studies, coupled with an 800-page appendix detailing all of the extensive research.

New York Metropolitan Transportation Authority's (MTA's) Transportation Reinvention Commission Report, NY: Patrick designed and led the development of an innovative layout for public release in both online and printed formats. The Commission's report included a detailed examination of the MTA and highly illustrative strategies and recommendations for reinventing itself to face the next 100 years.

Illinois Valley Public Transportation Plan Website Design: For the Illinois Valley Public Transportation Plan Committee and Illinois Department of Transportation (IDOT), Patrick created a site to provide an overview about the public transportation plan, the study process and schedule, as well as gather public input regarding mobility and ways to address these needs, while developing the vision for the future of public transportation in the Illinois Valley Region.

Utah Transit Authority (UTA) Wasatch Summit (Mountain Transportation) Project Summary Video, UT: Patrick created a ten-minute informational concept video covering the UTA Wasatch Summit — a project to provide a fast, reliable transportation/transit connection from the Salt Lake Valley through the seven major ski resorts in the Wasatch Front and Wasatch Back to Park City.

Connect 400 GA 400 Transit Imitative Video, WSP, US: Patrick designed and developed a video to extend public outreach for a study to identify potential and feasible transit alternatives along the Georgia State Route 400 corridor in northern Fulton County. The narrated video was driven by highly detailed 3D animations of potential transit and economic centers, and supported by rich imagery of the region.

Regional Transportation District (RTD) Transit-Oriented Development Status Report, Denver, CO: Patrick updated the design for this expansive collateral piece to broaden the audience and generate greater interest by reflecting a modern, innovative group, yet still reflecting regional values and distinctive brand.

Southern California Regional Interconnection Project (SCRIP) Video, Los Angeles, CA: Patrick created a promotional video for the Los Angeles Union Station SCRIP. The video integrated motion graphics and animated 3D landscapes of the region.

Rhett Fussell, PE Model Analytics Task Lead *Raleigh, North Carolina*

Experience	Education	Professional Registrations	Affiliations
20 years (10 with WSP USA Inc.)	MS, Civil Engineering, North Carolina State University, 1996; BS, Civil Engineering, North Carolina State University, 1994	Professional Engineer: North Carolina, 2002 (28372)	North Carolina Institute of Transportation Engineers, Planning Council Co-Chair; NCSITE President's Award

Professional Expertise and Relevant Project Experience

Rhett specializes in travel demand model development and application of travel demand models. His recent experience in estimating/applying four-step travel demand models includes multiple metropolitan areas in Tennessee, North Carolina, Florida, and Virginia, as well as recent transit New Starts projects in Honolulu, Nashville, Orlando, Jacksonville, Florida, and Virginia estimating cost/benefits for the projects. Rhett has spent the majority of his career working closely with DOT and MPO staffs on developing travel models for long-range planning efforts and modal choice analysis. Rhett specializes in assisting regions in developing innovative application and visualization tools/processes to explain results of travel models and projects.

Northwest Corridor Transit Study, Nashville, TN: As Task Manager responsible for evaluation of various transit alternatives proposed between Clarksville and Nashville, Rhett guided the expansion of the trip-based model to create a mega-region model incorporating Clarksville in order to perform the FTA New Starts type analysis. His guidance included validation of the regional travel patterns using mobile phone data and re-calibration of the mode choice model. He was the lead on coordinating with FTA and MPO staff regarding the travel forecasts.

US 441 Commuter Rail Study, Orlando, FL: As Travel Demand Model Task Manager, Rhett oversaw the evaluation of a major transit forecasting project of commuter rail alternatives using the Cube software platform. He led the review of the travel model inputs and outputs to determine existing and potential markets in the region, and helped produce the forecasts. Rhett oversaw the detailed analysis of the alternatives and developed all presentation materials for meetings with the FDOT client. He was responsible for coordinating with the consultant and performing the environmental analysis and feasibility for the project so as to provide technical assistance and analysis.

Orlando LYMMO Expansions study, Orlando, FL: As Travel Demand Model Task Manager, Rhett oversaw the evaluation of a major transit forecasting project of streetcar/BRT alternatives using the Cube software platform. He was responsible for assuring completion of model activities including the re-calibration of the mode choice model based on new survey data, and development of several special market models including a parking lot choice, a special events, and a midday circulator model enabled the evaluation of the potential ridership in the Orlando area. Rhett coordinated all technical activities involved in the project with the client and MPO staff.

Jacksonville Transit Authority Commuter Rail Project, FL: As Project Manager, Rhett oversaw the complete redevelopment of the NERPM trip based model. This includes the development of new trip rates from the National Household Travel Survey, and the recalibration of the mode choice model based on new survey data in order to evaluate the ability of commuter rail in the region. Rhett coordinated the project's technical activities with the client, and will be the lead on developing rail ridership forecasts and the FTA case for the project.

Nashville Household Travel Survey and Model Re-Development: Rhett led the survey oversight from the technical perspective of model development as well as the travel model consultation in anticipation of using the survey for modeling. This included guiding the sampling for transit dependent areas, and leading the visioning process for the MPO's modeling future in order to develop the HH survey and refinement of the survey instrument. Rhett oversaw re-estimation of the new four step model in TransCAD for the region, including development of new trip rates from the household survey, estimating a destination choice model, and the calibration of mode choice. Effort also included development and application of sub-models, including a visitor model, university model, midday circulator and parking location choice.

Sudhakar R. Athuru, PE Model Evaluation *Raleigh, North Carolina*

Experience	Education	Professional Registrations	Affiliations
15 years (12 with WSP USA Inc.	MS, Transportation Engineering, Vanderbilt University, 2004; BS, Civil Engineering, Regional Engineering College, India, 2002	Professional Engineer: New York, 2012 (090711); Ohio, 2009 (73893)	North Carolina Section of Institute of Transportation Engineers (NCSITE)

Professional Expertise and Relevant Project Experience

Sudhakar is experienced with conventional and advanced travel demand modeling work as part of the planning studies including the lead developer of the existing Nashville MPO trip based model. He has worked extensively with TransCAD as part of the development and application of travel forecasting models in support of transportation planning studies. He has worked with some of the most advanced trip based and activity based models in the country including MORPC, NYBPM, and MWCOG (Washington, DC), and has served as Technical Analyst Lead on over ten New Starts projects in recent years. Sudhakar has experience in traffic/travel data collection, data mining and analyses, with specific expertise in estimation and application of travel demand models using R, JAVA, FORTRAN, SAS, SPSS, MS Access and FoxPro. Sudhakar has also worked with ESRI ArcGIS.

Northwest Corridor Transit Study, Nashville, TN: The purpose of this study was to integrate the new highway model into the old combined (highway and transit) model, develop a new mode choice model structure, calibrate the model, and perform various transit alternatives analyses for Westend/Broadway corridor. Sudhakar was responsible for implementing model enhancements by updating the TransCAD GISDK scripts, preparing calibration targets from the transit on-board survey data, calibrating the model, performing alternatives analyses, and producing model forecasts for the Northeast corridor. He was also part of the team in the development of special market models including parking lot choice model, midday worker and non-worker models, student model, and special event models.

West End Connector/Nashville MPO Trip Based Model Redevelopment, Nashville, TN: The study's purpose was to integrate the new highway model into the old combined (highway and transit) model, develop a new mode choice model structure, calibrate the model, and perform various transit alternatives analyses for Westend/Broadway corridor. Sudhakar was responsible for implementing model enhancements by updating the TransCAD GISDK scripts, preparing calibration targets from the transit on-board survey data, calibrating the model, performing alternatives analyses, and producing model forecasts for the Northeast corridor. He was also a team member developing special market models including parking lot choice model, midday worker and non-worker models, student model, and special event models.

Purple Line Alternatives Analyses, Maryland Transit Administration, MD: Sudhakar was Technical Lead on one of the most complex mode choice model development projects used to evaluate a New Starts project. He was responsible for enhancing the model components for the Metropolitan Washington Council of Governments (MWCOG) regional model in support of the Purple Line alternatives analysis. These model enhancements include processing the on-board surveys to prepare calibration targets; implementing the new transit fare model structure; restructuring and recalibrating the mode choice model; implementing the parking lot capacity restraint mechanism, and updating various TP+/Viper procedures in the model. He was also a team member producing the alternatives analysis forecasts for the Purple Line project.

Mode Choice Model Update for the Mid-Ohio Regional Planning Commission (MORPC) Travel Forecasting Model, Ohio Department of Transportation (ODOT), Columbus, OH: Sudhakar developed trip level and tour level expansion factors and calibration target values from on-board survey and tour log survey databases, by implementing complicated statistical procedures. He was responsible for testing the model and assisted in implementing model enhancements. Calibrated the revised Mid-Ohio Regional Planning Commission (MORPC) mode choice model as per the new targets. He documented various tasks and worked with SAS, CUBE and JAVA in this model improvement project.

D. Kyle Ward, EI Demand Forecasting *Raleigh, North Carlina*

Experience	Education	Professional Registrations	Affiliations
9 years (4 with WSP USA Inc.);	MS, Civil Engineering, North Carolina State University, 2015; BS, Industrial and Systems Engineering (minor in statistics), North Carolina State University, 2007	N/A	N/A

Professional Expertise and Relevant Project Experience

Kyle has nine years of experience in travel model development, model application, geographical information systems (GIS) and transportation planning. He is experienced with the development and application of tour based and micro-simulated advanced trip based models, as well as machine learning models. Kyle is one of our resident GISDK experts; he led the creation of a modular, general, open-source library of tools to streamline the creation of various travel models. In addition, Kyle's previous experience working for a large MPO allows him to understand how travel modeling can be integrated into the long-range planning processes to properly assist in the evaluation of plans and projects. He is well versed in R, TransCAD, ArcGIS, R, Git, Stata, VBA, GISDK, and SQL.

Advanced Trip Model, Hickory, NC: As Lead Model Developer, Kyle created an innovative modular modeling system that can be easily implemented. His vision produced the first travel model built on the Switch library of modeling tools. The project fully leverages GitHub including integrated web documentation, submodules, and issue tracker. Kyle was the lead developing numerous behavior models from survey data including trip generation, distribution, and mode choice.

Tour-Based Travel Model, Honolulu, HI: As Project Manager and Lead Model Developer, Kyle led the update of the complex Java tour based models, including a quality-of-life improvement module. He was tasked with project analysis and overall model maintenance, and developed a new custom project management system for the Oahu TDFM to streamline alternatives analysis and assist in metrics-based planning. Kyle assisted the MPO with output visualization to allow for easier relaying of modeling information.

US Virgin Island Model, USVI: Kyle served as Technical Lead on the development of an advanced micro-simulated travel demand model for the US Virgin Islands using TransCAD and R customized scripts. He led the expansion and processing of the household, visitor, and on-board surveys for use in the model development. He developed the disaggregate models including estimating and coding each sub-model.

City of Virginia Beach, Long Range Transportation Plan, Virginia Beach, VA: Kyle developed and implemented a new approach for allowing project prioritization in the long-range planning process. The delay-allocation method blends alternative- and individual project analysis to save time, capture project interactions, and provide project rankings in terms of benefit cost ratios. Results fed directly into the final LRTP. This method has been presented to experts in the field at conferences.

North Carolina Department of Transportation, French Broad River MPO Model Development: As Lead Modeler on the development of the recreational vehicle and visitor models, Kyle processed and analyzed mobile phone location data in the development of an external trip model. He developed tools and procedures to visualize the mobile data and model outputs.

Rosella Picado, PHD Activity Based Model *Seattle, Washington*

Experience	Education	Professional Registrations	Affiliations
20 years (17 with WSP USA Inc.)	PhD, Transportation Engineering, University of California, Berkeley, 1999; MS, Transportation Engineering, University of California, Berkeley, 1993; BS, Civil Engineering, University of Costa Rica, 1989	N/A	International Association of Travel Behaviour Research; Women's Transportation Seminar; Transportation Research Board.

Professional Expertise and Relevant Project Experience

Rosella Picado has 20 years of transportation planning, travel demand modeling and forecasting, and project management experience. She has led the conceptual and technical development of urban and statewide models, including traditional trip-based models and activity-based travel demand models. Rosella recently applied regional models to forecast transit ridership, including ridership forecasts for GA 400 and I-20 East Corridor Transit Initiatives in the Atlanta region, and the Miami-Dade Transit SMART Plan Corridors in Miami. She has extensive experience in the econometric and statistical analyses of a wide variety of travel behavior surveys, including transit on-board surveys. Rosella has applied regional and statewide models to support a variety of planning studies, such as congestion pricing, HOV/HOT lane conversions, long-range regional plans, and fixed guideway transit projects. She has extensive experience in model estimation, calibration, and validation, and is proficient in the econometric and statistical analyses of a wide variety of travel behavior surveys. Rosella is also an experienced developer of travel demand software scripts (EMME, TP+/Voyager, Tranplan and TransCAD).

NW 27th Avenue and Flagler Street Premium Transit Corridors, Florida Department of Transportation District Six, Miami, FL: As Task Lead, Rosella leads the travel demand forecasting activities to evaluate BRT and LRT using the SERPM 7.0 activity based travel model. These activities comprise a corridor-level validation of the regional model, to observed highway volumes and transit ridership, and preparing travel demand forecasts for 2040 No Build, Transportation System Operations, and Build alternatives.

ARC On-Call Modeling Services, Atlanta, GA: Rosella served as Project Manager. Under a general on-call modeling contract, a number of tasks were performed to finalize the validation of the ARC ABM in anticipation of the 2016 Regional Transportation Plan. Activities included re-calibrating various sub-models, refining the highway and transit assignment validation, identifying and fixing runtime errors, modifying the user interface and procedures that calculate shadow prices for long-term work and school location, exploring trip under-reporting based on GPS data, and preparing updated Model Specification and Model Validation reports.

MTC Travel Model 2 (TM2) Development, Oakland-San Francisco, CA: Rosella served as Project Manager. TM2 is MTC's second-generation activity-based model. She led the first phase calibration of a quasi-generic representation of transit choices, as opposed to the labeled choice approach used in the SANDAG and SERPM ABMs. Non-labeled approach applied in TM2 is intended to better capture availability of multiple bus transit path choices in downtown San Francisco.

SFCTA Treasure Island Mobility and Management Study, San Francisco, CA: As Demand Forecasting Task Lead, Rosella has primary responsibility for representing alternative transportation management plans in the SFCTA regional travel demand model, CHAMP (Daysim), preparing travel demand forecasts based on the model results, and assisting the planning staff with analysis and interpretation of the forecasts.

Southeast Florida Activity-Based Model Development, Miami, FL: Rosella was Project Manager and Lead Travel Demand Modeler for project that implemented an activity-based model for the southeast Florida region. The model was calibrated to targets developed from NHTS 2009 add-on survey, Census data, and regional on-board surveys, among other sources. Special attention was given to the treatment of tolls throughout the entire model system, given the prevalence of fixed and variable-priced toll roads and high-occupancy toll lanes in the region. Rosella was in charge of project management and leading the estimation and calibration of the entire model system.

Timothy J. Rosenberger, AICP Transit Operations *Cleveland, Ohio*

Experience	Education	Professional Registrations	Affiliations
25 years (23 with WSP USA Inc.)	MS, Urban Studies, Cleveland State University, 1991; BA, Sociology and Social Work, Youngstown State University, 1989	Certified Planner: American Institute of Certified Planners, 1996 (102661)	N/A

Professional Expertise and Relevant Project Experience

Tim is a senior planner and project manager, specializing in and leading WSP's practice in mass transit operations and systems planning. He has managed and served as technical lead on a wide variety of transit and transportation planning projects, including strategic and detailed system-wide planning for mass transit organizations; corridor planning studies including alternatives analyses under the FTA's Section 5309 New Starts program; route and system design, survey design and implementation and data analysis, in both bus and rail modes; rail and bus operations modeling; transit facilities planning; station and transit facilities area planning; pedestrian facilities planning; and operating cost estimating. In the area of transit system and corridor planning, Tim and his team have developed techniques for reaching consensus on recommendations more efficiently using interactive workshops.

Nashville MTA Broadway/West End Corridor Alternatives Analysis (AA): Tim developed operating cost model for bus and rail operations, running way and stations, and cost estimates for various combinations of bus, BRT and light rail/streetcar services for this AA along an eight-mile corridor from East Nashville through downtown to West End.

Metropolitan Atlanta Regional Transit Authority (MARTA) Comprehensive Operational Analysis (COA), Atlanta, GA: Tim served as Senior Technical Advisor on this comprehensive operational analysis of MARTA, the primary rail and bus transit operator for the Atlanta Metropolitan Area. Assisted in development of project scope and management, conducted "inreach" interviews with staff and operators, participated in analysis and recommendations development workshops, provided quality assurance on project deliverables.

Nashville Southeast Corridor Alternatives Analysis, Nashville, TN: Tim served as Project Manager on this major investment study (MIS) of transit strategies (BRT, commuter rail and LRT) to serve the transportation needs of the Nashville-Smyrna area. This study, managed by the local Metropolitan Planning Organization, includes coordination with local and regional stakeholders and integration with other ongoing and recently completed corridor studies in the region.

Chattanooga-Hamilton County Regional Planning Agency, Hamilton Place Connectivity Study, Chattanooga, TN: Tim was Technical Lead for multi-modal study of transportation and land use improvements. Identified transit, pedestrian, bicycle and roadway/traffic improvements to improve connectivity and transit and non-motorized transportation conditions, and relieve the area's severe traffic congestion. Proposed an integrated program of new pedestrian and bicycle connections, a new transit circulator to provide internal connectivity and to extend the reach of existing transit services, and new intersection improvements to facilitate transit and auto traffic movements. Identified new roadway connections within and between adjacent private developments, and proposed changes to land use and zoning in the area to promote infill development and a more transit- and pedestrian-friendly future for the Hamilton Place area.

Greater Cleveland Regional Transit Authority (RTA) East 34th-East 79th Street Stations Alternatives Analysis, Cleveland, OH: Tim served as Project Manager for an analysis of alternatives to the rehabilitation and reconstruction of two under-used stations on RTA's Red Line Heavy Rail system. He analyzed ridership trends and origin-destination patterns for users of the stations using data to identify travel patterns of station users. He developed with RTA operations staff alternative service scenarios to be implemented in the event of station closure, and conducted extensive stakeholder and public outreach to gather input to the analysis process. Tim Worked with City of Cleveland Planning Commission and local community development corporations to develop changes to land use and zoning to provide higher density and more transit supportive future development in station areas.

Brian M. Reynolds, PE, AICP Conceptual Design Task Lead; Railroad Coordination

Nashville, Tennessee

Experience	Education	Professional Registrations	Affiliations
18 years (11 with WSP USA Inc.)	BS, Civil Engineering, Vanderbilt University, 1999	Professional Engineer: Tennessee, 2005 (109059); Certified Planner: American Institute of Certified Planners, 2006 (021047)	American Society of Civil Engineers; Institute of Transportation Engineers; American Association of Highway Engineers.

Professional Expertise and Relevant Project Experience

Brian's transportation planning experience includes transportation planning reports; interchange justification/ modification studies; interchange concept validation studies; environmental impact statements (EIS); corridor studies; long range plans; and bicycle and pedestrian plans. His design experience includes roadway design, intersection layouts, traffic signal design, roundabouts, pavement markings and signing. His traffic background includes traffic projections, capacity analyses, travel speed studies, traffic impact studies, traffic calming plans and policies. He has participated in extensive public involvement processes and meeting facilitation on a variety of transportation projects. His experience includes effectively conveying complex transportation issues to public audiences.

Richland Creek Bridge, Nashville TN: Brian served as Project Manager for the rehabilitation of the Old White Bridge Road Bridge over Richland Creek and CSX Railroad. The existing bridge carried two lanes of traffic and is approximately 600 feet long by 30 feet wide consisting of cast-in-place concrete construction. This project rehabilitated the bridge to function as a pedestrian bridge as part of the Richland Creek Greenway system, and can accommodate maintenance vehicles should the need arise. Brian was responsible for extensive coordination with CSX, the contractor, and Metro Parks to obtain permits and the construction agreement for the repair with minimal disruption to CSX operations.

Korean Veterans Boulevard Supplemental EIS and Final Design, Nashville, TN: As Transportation Lead during the development of the Supplemental EIS, Brian developed numerous conceptual designs that included a "complete street" concept and a multi-lane roundabout at 8th Avenue (the preferred alternative). He also managed detailed traffic studies and modeling for the roundabout. Brian served as Project Manager for the project's final design, a four-lane urban complete street extending from 4th Avenue S to 8th Avenue S, which included signalized intersections, roadway and pedestrian scale lighting, utility relocations, as well as a multi-lane roundabout. Streetscape features include pervious pavement, bioswales, planters, and trees to capture and utilize stormwater runoff for irrigation. The roundabout design incorporates the latest standards of practice for modern roundabouts to accommodate high vehicle and pedestrian volumes, low design speeds, truck turning movements, challenging topography, drainage and underground utilities. The project received the Grand Award in the transportation category from the American Council of Engineering Companies, Tennessee Chapter. The grand opening was in April 2013.

Gulch Pedestrian Bridge Design, Nashville, TN: Brian is Project Manager for the design of a new long-span, 30-foot wide arch pedestrian bridge to connect the SoBro neighborhood of downtown Nashville with the Gulch across the existing CSX Kayne Rail Yard. Brian is responsible for the coordination with CSX, which included successfully obtaining a variance to the full-enclosure requirement for pedestrian bridges. The design consists of an architectural stainless steel wire mesh barrier in lieu of typical chain link fencing for a more transparent, open feeling, and an improved aesthetic appearance.

Cleveland Lakefront Pedestrian Bridge, Cleveland, OH: Project Manager for the planning and concept design/ preliminary engineering of a cable-stayed bridge in downtown Cleveland. The 1,260-foot-long crossing spans the Shoreway (SR 2) and railroad corridor consisting of Norfolk Southern, CSX, Amtrak, and Greater Cleveland Regional Transit Authority railroad tracks. The iconic structure symbolizes the renewed vibrancy of the lakefront district and connects the downtown business district and convention center with the Rock & Roll Hall of Fame, Great Lakes Science Center, and Cleveland Browns Stadium.

Steven M. Karnis, PE, PMP Conceptual Design *Charlotte, North Carolina*

Experience	Education	Professional Registrations	Affiliations
20 years (3 with WSP USA Inc.)	BS, Civil Engineering, Pennsylvania State University, 1997	Professional Engineer: Georgia, 2009 (034422); Maryland, 2003 (28666); North Carolina, 2005 (030740); South Carolina, 2005 (24563); Virginia 2002 (0402 037467)	N/A

Professional Expertise and Relevant Project Experience

Steven is a registered professional civil engineer and Senior Engineering Manager with 20 years of design experience for roadway, bridge, and transit projects, including ten years of rail design experience. He has hands on design experience in several modes of rail including light rail, heavy rail, passenger, and freight rail. Steve's expertise includes civil design for several rail transportation infrastructure projects, conceptual station and platform design, railroad coordination, and cost estimating.

MARTA Georgia 400 Transit Initiative, Atlanta, GA: As Rail Engineer, Steve is developing conceptual plans for the Heavy Rail Transit (HRT) alternative as part of the Environmental Impact Statement (EIS). The planned transit expansion extends northward from the North Springs station to Windward Parkway in northern Fulton County. The expansion will generally run parallel to GA 400, connecting Sandy Springs to Alpharetta, with five potential transit stations located along the alignment.

MARTA I-20 Transit Initiative, Atlanta, GA: As Lead Engineer, Steve is responsible for leading the conceptual design efforts for the Heavy Rail Transit (HRT) extension alternative of the Blue Line from the Indian Creek MARTA Station south to I-20 and east to the Mall at Stonecrest. He also is responsible for overseeing the conceptual design for the Bus Rapid Transit (BRT) option from the Five Points MARTA station operating on existing high occupancy vehicle lanes of I-285, transitioning to planned managed lanes east of I-285 terminating at the Mall at Stonecrest.

Charlotte Area Transit System (CATS) LYNX Silver Line Southeast Light Rail, Charlotte, NC: As Civil/Track Lead Engineer, Steve developed conceptual layouts as part of an alternatives analysis for the 12.6-mile proposed light rail system from downtown Charlotte to Matthews. Concept design also included the development of conceptual cost estimates using the Federal Transit Administration Standard Cost Category format.

New Haven-Hartford-Springfield Commuter Rail Line Extension, Glastonbury, CT: Steve served as Rail Engineer. The project's scope of work included planning, design, project controls, and strategy that support Connecticut and Amtrak in the upgrade of the 62-mile rail line between New Haven and Springfield. Work included construction of new double track and rail infrastructure, new stations, improved at-grade crossings, and implementation of new Amtrak intercity and commuter rail service on the rail line. Steve also developed conceptual horizontal and vertical alignments for the passenger rail line, as well as a bypass freight track in the Union Station area near Hartford.

Charlotte Area Transit System (CATS) LYNX Blue Line Extension Northeast Corridor Light Rail, NC: Steve served as the Civil/Track Group Leader and supervised the civil/infrastructure design team for the nine-mile LYNX Blue Line Extension light rail from center city to UNC Charlotte in He led the development of the light rail track plans, Norfolk Southern Main Line freight track relocation plans and civil plans for the 15 percent, 30 percent, and 65 percent preliminary engineering plan submittals as well as the 95 percent and final plan submittals. He provided coordination efforts between the design team and the various railroad entities including Norfolk Southern Railroad, CSX Railroad, North Carolina Railroad, Aberdeen, Carolina, & Western Railroad, and North Carolina Department of Transportation Rail Division.

Dulles Metrorail Extension (Silver Line), Tysons, VA: As Project Design Engineer, Steve developed conceptual rail alignment layouts through the Tysons area (in Fairfax County) of the Dulles Corridor Metrorail (Silver Line) project. He analyzed horizontal and vertical track alignment options with respect to the proposed Tyson's East Station and Tyson's Central 123 Station along Route 123.

Lucas R. Sullivan, PE, ENV SP Traffic Analysis *Nashville, Tennessee*

Experience	Education	Professional Registrations	Affiliations
8 years (4 with WSP USA Inc.)	BS, Civil Engineering, University of Tennessee, Knoxville, 2008	Professional Engineer: Tennessee, 2013 (116284); Envision Sustainable Professional: 2014	N/A

Professional Expertise and Relevant Project Experience

Luke has provided traffic engineering services as a project manager, task manager, and project engineer to state, municipal, and private sector clients at all stages of project development for a wide variety of installations, from traffic signals and signal systems to ITS installations.

TDOT, On-call Transportation Planning Studies, Statewide, TN: As Deputy Project Manager and Project Engineer, Luke provides long-range planning services to TDOT under a five-year contract, including traffic simulation, capacity analyses, and recommendations for improvement of traffic signal equipment and systems.

TDOT, On-call Environmental Services, Statewide, TN: As Project Engineer, Luke provides traffic operations, traffic safety, and preliminary engineering services in support of NEPA documentation services to TDOT under three consecutive, two-year contracts, including EIS, EA, CE, FONSI, and document reevaluations. Luke has provided traffic forecasts, traffic operations analyses, and traffic safety analyses for several projects.

TDOT, On-call Traffic Engineering Services, Statewide, TN: As Project Engineer, Luke provided traffic engineering and design services to TDOT under a two-year contract, including signalization plans, school signalization plans, State Industrial Access (SIA) applications and design plans, intelligent transportation systems (ITS) design plans, and interchange and site design. Luke's work included the design of over 55 miles of ITS infrastructure for SmartWay Nashville and SmartWay Memphis, including the installation of fiber optic line, CCTV, DMS, RDS, and HAR devices along Interstates 24 and 840 in Murfreesboro and Rutherford County.

TDOT, On-call Project Planning Services, Statewide, TN: As Project Manager and Project Engineer, Luke is providing project planning services to TDOT under a two-year contract, and previously provided the same services under three consecutive, two-year contracts. Luke's work included preliminary engineering and design of traffic signals, school signalizations, and fog warning systems, as well as traffic operations and traffic safety analyses, on-site RSAs, and development of IARs and transportation planning reports.

3rd and 4th Street Improvements, Chattanooga, Hamilton County, TN: As Task Manager, Luke is managing traffic engineering services for roadway reconfiguration and streetscaping in downtown Chattanooga, developing present and future traffic projections for the project's several alternatives, as well as signal timing plans. He is also assisting in developing preliminary designs and conducting environmental reviews.

Douglas Boulevard Signal Design, Douglasville, Douglas County, GA: Luke served as Project Engineer for fiber-optic communication design and signal integration from Bright Star Road to Stewart Parkway. He analyzed the traffic operating conditions of the corridor, and developed a signal timing plan for the corridor to optimize traffic flow and level of service and minimize delay.

Southern Springs Signal Design, Spring Hill, Maury County, TN: Luke served as Project Engineer for signal design for a new residential subdivision. He developed the signalization plans, including selection and placement of signal equipment and radar detection devices, and included timing plan for intersection.

Mark R. Kauffman Design Visualization *Denver, Colorado*

Experience	Education	Professional Registrations	Affiliations
26 years (14 with WSP USA Inc.)	Associate of Applied Science Degree, Music and Video Business, Colorado Institute of Art, 1991	ACM SIGGRAPH: member; Autodesk Approved Instructor (AAI)	Visualization Society of Colorado (VSC)

Professional Expertise and Relevant Project Experience

Mark has more than 26 years of experience in computer animation and visual effects working in television, film, and design visualization. Some of his film credits include Disney's Honey We Shrunk Ourselves, My Favorite Martian, and Warner Brothers' Batman and Robin. While specializing in 3D animation, his extensive work experience includes film and video production, audio production, graphic design, print production, and IT systems support and administration. He also is a certified 3ds Max trainer for WSP's Autodesk Training Center. Mark taught part-time at the Art Institute of Colorado in the Center for Professional Development, teaching topics such as "Fundamentals of Computer Animation" and "Digital Graphic Design" and "Broadcast Video Design."

He is an Autodesk® Approved Instructor (AAI) with experience in applying Autodesk® technology on transportation, building, and other infrastructure projects. He provides instruction on both 3ds Max Design and Autodesk® InfraWorks in support of the Autodesk® Authorized Training Center (ATC) at WSP. Finally, Mark serves as the President of the Denver chapter of the official Autodesk Animation User Group Association (AAUGA), and is one of the founding members of the Visualization Society of Colorado (VSC), an organization tasked with expanding opportunities for computer visualization professionals in Colorado through enhanced awareness, member advocacy, education, and industry cooperation.

CATS Lynx Silverline Development Plan, Charlotte, NC: Working with the project team, Mark built an InfraWorks model used in analyzing several LRT corridor alternatives for the Lynx Silverline. With it, he created a detailed set of visualizations used in stakeholder and public outreach meetings.

Charlotte Gateway Station Multimodal Station Area Plan, Charlotte, NC: Mark worked closely with the project team to create an InfraWorks model demonstrating the primary phases of development for the proposed intermodal Gateway Station. This model was used in design charrettes with the client and during public meetings.

95th Street Terminal Project, Chicago, IL: Mark worked with the WSP design team to develop a detailed 3D model to help the client, Chicago Transit Authority (CTA) visualize the 95th Street project. These visualizations were then used by the client to secure stakeholder support for the project design and functionality. Later, the model was used in the value engineering stage to further visualize the project design changes.

Salem Creek Connector, Winston-Salem, NC: Mark served as the visualization team lead for both the pursuit and project phase of this design-build venture. He created multiple 3D models of the project demonstrating multiple phases of construction, the proposed condition, and the existing condition. These models were then used to create animations and still imagery for the pursuit, and later utilized for the public outreach and design phases of the resulting win.

Doyle Drive, San Francisco, CA: As Task Lead for the Project Visualization Group, Mark oversaw production of all visualization and VDC components of the Doyle Drive Project. In addition to supervising, Mark worked in production creating 3D models, producing stills and animations, and assembling presentations for the design teams in San Francisco.

Flamingo Road Corridor Study, Las Vegas NV: Mark worked closely with the Las Vegas WSP office to create a series of still images and animations highlighting various BRT-oriented design concepts. These concepts were used to assist the local stakeholders in planning and design for the Flamingo Road Corridor.

2nd Ave Subway Pursuit, New York, NY: Mark served as the Technical Production Manager for the Project Visualization team and helped create the 3D animations and stills used to demonstrate the construction phasing. Mark was responsible for photographing the entire area of 2nd Avenue from 92nd to 96th, allowing the team to create a highly detailed and accurate simulation of the area for use in both the visualization and a 4D model created in Navisworks and used in the final presentation.

David W. Thorp Design Visualization *Denver, Colorado*

Experience	Education	Professional Registrations	Affiliations
21 years with WSP USA Inc	AAS, Industrial Design Technology, Colorado Institute of Art, 1996	N/A	N/A

Professional Expertise and Relevant Project Experience

Dave is an accomplished computer graphic artist using many of today's most advanced computer graphic tools and techniques. He has produced numerous photo-realistic visual simulations using a combination of 3D computer modeling, view matching, illustration and raster based painting techniques. This skill set has been applied to several transportation- and engineering-related projects and presentations around the world.

Toronto Tunnel Video: Dave oversaw production staff in the creation of an animation to illustrate the light rail expansion program in Toronto. Dave worked with the team to develop the rendering style and feel for the animation. Additionally, he developed storyboard drawings to help visualize the end product to get sign off by the client and to coordinate the production staff. The final product was used for stakeholder communication and public outreach efforts.

Illiana Corridor, Chicago, IL: Dave helped produce several aerial photo simulations to illustrate specific sites along the proposed 47-mile, $1.3B project. Using 3D geometry to accurately depict the scale and location of new interchange locations, Dave utilized digital paint techniques to realistically illustrate the future condition. The final images were used during public involvement meetings to communicate the technical issues of the project to a non-technical audience.

IntelliDrive Interactive Simulator, Detroit, MI: Dave oversaw the production of a real-time driving simulator used to demonstrate the many core applications of the IntelliDrive technology. Real-time events such as collision avoidance, hazardous weather driving situations, and alternative/emergency situation travel routes were portrayed using the Epic Games Unreal Development Kit. The simulations were developed using PC gaming technology in order to produce a more flexible, portable and cost-effective solution. The final simulation was provided in an arcade-style console with three LCD monitors to help the viewer gain a sense of realism difficult to communicate with a single monitor. The simulator has been a great success for the Michigan Department of Transportation, and is being used at several conventions in the US.

Tysons, Fairfax County, VA: Dave managed the production of aerial and pedestrian level 3D renderings illustrating the potential development within the Leesburg Pike, Highway 267, 495 and 123 areas. The primary challenge was to show the public the concepts and improvements without giving the impression that any design decisions had been made. A stylized "foam core" approach was utilized to communicate the basic structures, height and density, but without details. Details for the landscaping, roads and sidewalks were included to help connect with the viewer demonstrating the feel of the environment. Final renderings were used in a PowerPoint presentation and presentation boards for use in public involvement meetings. The imagery continues to be used in the press and online to communicate the concepts behind the new land use plan for this landmark project.

Virginia Department of Transportation On-Call Rendering Services Contract, Statewide: Dave managed, produced, and provided detailed oversight for more than 40 different transportation projects that included 100 individual simulations. Each project required the translation of detailed design information into 3D models for photo-simulation renderings. The renderings assisted final design and public presentations.

Alaskan Way Viaduct and Seawall Replacement Project, Seattle, WA: Dav served as Production Coordinator for storyboard and 3D geometry for two animations illustrating design alternatives for this project. Dave worked with the Seattle design visualization staff to help develop the final animation deliverables. Using Google Earth and preliminary data helped establish camera positions so the client could sign off on initial versions of the animation. To help add detail and establish the project location for viewers, the team built 3D geometry of buildings surrounding the project area. The final animations were well received, as evidenced by the more than 15,000 website visits logged in the first two days following release by two local media websites. The animation won an award for excellence from the American Council of Engineering Companies.

Justin Southwick, LEED AP BD+C Sustainability *Nashville, Tennessee*

Experience	Education	Professional Registrations	Affiliations
20 years (10 with Wilmot)	BS, Finance, University at Albany, 1993	US Green Building Council: LEED Acredited Professional, 2009 (BD+C and LEED for Homes Green Rater)	N/A

Professional Expertise and Relevant Project Experience

Justin Southwick is a sustainable development consultant and project manager for Wilmot, Inc. based in Nashville. He has more than 20 years of experience in process analysis, financial analysis, and project management. Since joining Wilmot in 2007, Justin has successfully directed a variety of projects that saved resources and money while decreasing customers' risks. As certification manager of the first LEED for Homes Renovation in the country, he verified measures that dropped energy consumption to only 50 percent of what a new home would consume. Justin increased his scope to include public, private, and international projects. He has also trained owners, operators, and occupants on how to create sustainable improvement in each building. Justin contributes to local and state legislative efforts that encourage sustainable design, construction, and operations of buildings and supporting infrastructure.

440 Greenway TIGER Grant, Metro Parks and Metro Planning, Nashville, TN: Justin performed Benefit Cost Analysis for TIGER Grant resulting in $330M return for a $40M greenway development (8:1 inflation adjusted return). BCA resulted in highest possible score from US DOT.

Lakewood Water Improvements, Metro Water Services, Nashville, TN: Justin developed Triple Bottom Line Analysis concept to assess social, environmental, and economic impacts of $14M infrastructure investment in Lakewood, TN. Analysis resulted in 170 jobs, $27M in economic activity, a doubling of fire hydrant pressure, and reduction of public flooding.

Centennial Park Master Plan, Nashville, TN: Justin led the public engagement effort for renovation of a 73-acre municipal park. He facilitated media outreach, public meetings, and data analysis to inform design team and Plan Committee.

US Housing and Urban Development, Greening Public Housing, Nationwide: Justin conducted green building assessments and training at 40 percent of the nation's housing authorities receiving ARRA grants.

Harpeth Square Apartments, Franklin, TN: For this 35M townhouse complex, Justin led HUD MIP Reduction program earning owner a 300 percent inflation-adjusted return on investment from green building.

Maple Hills Apartments (Chattanooga Housing Authority), Chattanooga, TN: For this 49-unit townhouse complex, Justin coordinated charrette and team effort to achieve LEED Gold on Certified budget. He identified a design error, saving project $20,000.

Morgan Greenwood Sustainability *Nashville, Tennessee*

Experience	Education	Professional Registrations	Affiliations
8 years (1 with Wilmot)	MS, Environmental Studies, California State University, Fullerton, 2010; BS, Physiologial Science, University of California at Los Angeles, 2003; Urban Planning Certificate, California State University, Fullerton, 2010	Registered Environmental Manager (NREP), 2016 (461991); NREP: Certified Safety and Emergency Manager, 2016 (634032); US Green Building Council: LEED Acredited Professional, 2010 (10263441)	National Registry of Environmental Professionals

Professional Expertise and Relevant Project Experience

Morgan Greenwood is a sustainability with experience in for-profit and non-profit entities including five years as sustainability director for a building products manufacturer. Morgan excels at program development to engage and inform audiences. At Wilmot, she has applied her communications and programming background to sustainability studies, public education, and public infrastructure projects for Metro Nashville agencies. Her work in the for- and non-profit sectors has given her a broad understanding of various stakeholder perspectives and developing effective outreach strategies to address them.

Morgan has served as the Program Director of a start-up non-profit where she was charged with developing engaging educational and outreach opportunities for the local community. As the Regional Officer for ICLEI—Local Governments for Sustainability, she assisted governments with the development of greenhouse gas emissions inventories, climate action plans and associated outreach messaging. Just prior to joining Wilmot, Morgan spent five years at Behr Process Corporation managing "beyond compliance" programming including ISO 14001 Environmental Management system development and implementation and corporate citizenship strategy and programming. In her role at Wilmot, Morgan will support various projects, including Triple Bottom Line analyses of municipal infrastructure projects.

Community Environmental Education: Morgan developed interactive life cycle analysis content for SPLASH! — a water-footprinting exhibit, which won a Gold Award in the Environments category from the Industrial Designers Society of America.

Audience Engagement: Morgan earned a reputation for exceptional presentation skills, resulting in a new responsibility for delivering company-wide corporate citizenship addresses. Audiences often exceeded 700.

Strategic Community Partnerships: Morgan successfully secured $25,000 in grant funding for a local non-profit. The relationship created ongoing volunteer opportunities for employees nationwide.

Sustainability Strategies for Local Government: Morgan delivered consultation and technical expertise on energy efficiency, climate action, general sustainability strategies and their associated value to over 180 member accounts across the United States.

Funding Innovation: Morgan led grant writing and pitch presentation resulting in a $3.3M innovation grant for equipment designed to increase manufacturing capacity and reduce generation of process waste.

Program and Policy Development: Morgan rewrote all corporate environmental, health, safety and sustainability policies and supporting forms and documentation to satisfy the requirements of the ISO 14001:2015 standard.

Mark E. Briggs Transit Investment Alternatives *Orange, California*

Experience	Education	Professional Registrations	Affiliations
49 years (8 with WSP USA Inc.)	BA, Political Science, Alaska Pacific University, 1967	N/A	Urban Land Institute, International Economic Development Council

Professional Expertise and Relevant Project Experience

Mark has more than 45 years of public and private sector development and financial consulting experience. He is one of the nation's leading experts in public finance and in structuring public-private partnerships: his experience in working with the private sector includes work on more than 200 public-private partnership efforts across the US. The majority of those partnerships involved tax increment and other local value capture financing. Mark provided extensive ongoing technical assistance to a number of cities and redevelopment agencies to evaluate and create economic development programs. He and his team have led efforts to evaluate value capture programs for a number of jurisdictions to support transit, including Nashville, Atlanta, Charlotte, South Florida, Salt Lake, Phoenix, Alexandria, Seattle, Kansas City, Cincinnati, and Dallas. Financing approaches vary based on the specific needs of the transit agency and/or the city.

Public and Federal Funding Advisory for Broadway/West End Avenue Bus Rapid Transit (BRT), Nashville, TN: Mark structured financing for this bus rapid transit project along the Broadway/West End Avenue corridor under contract to the Metropolitan Transit Authority. The public and federal financing program is projected at $163M.

Atlanta BeltLine, Atlanta, GA: Mark led the effort to bring FTA financing to the $2B, 22-mile streetcar system along the abandoned rail network that circumnavigates the City. The program will also include utilizing a public-private partnership (P3) structure as part of the overall funding and financing program.

Bellevue Mall, Nashville, TN: The site is the nearly abandoned 80-acre regional mall in Nashville. The plan is the total redevelopment of the site with anchor stores, sub-anchors, retail shops and in-line and pad restaurants, apartments, assisted living, and medical office/office development. Located along I-40, project costs are projected at $145M. The public infrastructure and parking are being financed through tax increment bonds and assessment district bonds totaling approximately $30M.

Red Line Regional Rail Commuter Line Value Capture Program, NC: Mark Led effort to evaluate value capture programs for a number of jurisdictions to support transit. Structured the $452M public financing for the Red Line running from Charlotte to Mooresville under contact to the North Carolina Department of Transportation, creating the transit-oriented development boundaries for each of the ten stations; projecting the tax revenues based on phased activities; and developing strategies that met each jurisdiction's issues. A significant element was utilizing a Joint Powers Authority to collect and allocate the revenues from the participating parties.

South Florida Regional Transportation Authority Value Capture Study, FL: Mark is guiding the effort to bring commuter service to the existing Florida East Coast Railway freight line. Work involves 18 local jurisdictions along the 85-mile corridor, with the objective to determine how value capture approaches and regional tax programs can pay all or a portion of the jurisdictions' pro-rata annual operations and maintenance costs.

Nashville Regional Transportation Authority: WSP is conducting the Alternatives Analysis for the Northwest Corridor that will run 45 miles from downtown Nashville to Clarksville. Mark is leading the value capture analysis for the analysis.

Toll Road Financing, Illinois State Toll Highway Authority (ISTHA), Chicago, IL: Mark served as Principal who evaluated how value capture approaches can augment the tolling for the route 53 / 120 corridor plan extension north of Chicago.

Sean G. Libberton FTA Coordination *Washington, D.C.*

Experience	Education	Professional Registrations	Affiliations
26 years (4 with WSP USA Inc.)	MS, Urban and Regional Planning, Virginia Polytechnic Institute and State University, 1997; BA, Urban Planning / Political Studies, University of California at San Diego, 1988	N/A	N/A

Professional Expertise and Relevant Project Experience

Sean is a principal with the US Advisory Services arm of WSP, responsible for leading its Project Strategy and Grants team. His unique experience includes technical, policy, and management - from both federal and local perspectives - in several areas of capital project development, including planning, environmental review, project evaluation, financial analysis, and project management. Sean is an experienced manager of corridor and long-range planning studies. He is an expert on the discretionary grant programs and provisions of the Fixing America's Surface Transportation (FAST) Act. His 20+ years of experience at the FTA includes managing its Office of New Starts Project Planning and Analysis (2003-2009), where he led the evaluation of over 60 New Starts and Small Starts projects, and execution of 20 Full Funding Grant Agreements, and Office of Capital Project Initiatives (2011-2013), where he oversaw FTA's portfolio of TIGER projects and the development of TIGER technical assistance, oversight, and reporting procedures.

Metropolitan Transit Authority of Harris County (METRO) Houston, TX: Sean is Project Manager of Phase One of METRONext long-range plan update. He is currently directing the analysis of candidate major investments in 11 corridors, as well as local service and facility improvements.

Metropolitan Atlanta Rapid Transit Authority (MARTA) DeKalb County High Capacity Transit Performance Alternatives Analysis, Atlanta, GA: Sean is Project Manager for a study of the performance of rail and bus transit alternatives in conjunction with planned managed lanes along I-20 and I-285 in DeKalb County. Analysis includes an evaluation of alternatives against the FAST Act's New Starts and Small Starts criteria.

US Department of Transportation, Various Clients and Locations: As Project Manager and Strategic Advisor for competitive federal discretionary grant opportunities, Sean supported 11 winning TIGER grants between 2013-2016. He authored two winning 2016 TIGER applications: Gateway to Oakland Uptown (Bay Area Rapid Transit) and North Avenue Rising (Maryland Department of Transportation). Sean wrote Long Island Railroad's successful Hurricane Sandy Resiliency grant application for its River to River Rail Resiliency (R4) project, and Detroit DOT's Ladders of Opportunity application for articulated hybrid buses (at $25.9M, the program's largest discretionary award).

Virginia Railway Express Core Capacity Grant Analysis, Northern VA: Sean served as Project Manager for an evaluation of alternative capacity enhancement investments consistent with FTA requirements for a transit "Core Capacity" project under the FAST Act's Capital Investment Grant program.

Atlanta BeltLine Program Management Services, Atlanta, GA: Sean is the FTA Coordination Lead for the development of the Atlanta BeltLine Inc.'s (ABI) and the City of Atlanta's streetcar program. He supported ABI in the development of a long-range implementation plan, federal funding strategy, and coordination with the FTA, FHWA, and state and local agencies.

Northern Virginia Transportation Commission (NVTC), Route 7 Corridor Transit Study, Fairfax County, VA: Sean served as the alternatives evaluation, financial analysis, and implementation Strategy Task Manager for a transit alternatives analysis in the Route 7 corridor in eastern Fairfax County.

Red Rock Corridor Commission, Red Rock Southeast Corridor Implementation Plan, Washington County, MN: Sean was Financial and Implementation Task Manager for analysis of state, local, and federal funding opportunities for phased implementation of transit improvements in the Red Rock Corridor in southeastern metro Minneapolis-St. Paul.

Indianapolis Red Line Alternatives Analysis, Indianapolis, IN: Sean performed evaluation/rating of BRT alternatives against FTA's Small Starts criteria. He calculated all measures and documented strategies to improve project ratings.

4

Small Business/ Service Disable Veteran Owned Plan

(formerly Cost Proposal)

South Corridor **Transit Alternatives Analysis**

Proposal No. **953599**

Statement of Commitment

The WSP team was constructed with several key goals in mind — one of the most important was to make it a priority to meet the Small Business/Service Disable Veteran Owned (SBE/SDV) goals established by Nashville Area MPO for the South Corridor Transit Alternatives Analysis.

The table below shows the goals we have set for our team, including the goals established for our SBE/WBE subconsultants. Our commitment demonstrates that meaningful, significant percentages of work performed under this contract will be delivered by firms and individuals who are SBE certified. We are proposing a **minimum 12.5 percent** commitment to SBEs. If selected, this percentage may increase during final scope and budget negotiations with the client and our consulting partners.

Subconsultant	Role	SBE/SDV	Percentage of Overall Contract
Volkert	Land use and station area planning; public and stakeholder outreach		**5%**
Varallo Public Relations	Public, stakeholder and media outreach	SBE (also WBE)	**5%**
Hodgson and Douglas	Land use and station area planning; conceptual design	SBE	**5%**
Todd W. Bressi	Creative placemaking; public and stakeholder outreach		**2.5%**
Wilmot	Conceptual design; sustainability	SBE (also WBE)	**2.5%**

SBE and DBE Subconsultant Participation

In work performed by our Nashville office and throughout the world, WSP has forged effective working relationships with Small and Disadvantage Business Enterprise (DBE) partners to successfully deliver transit and transportation projects. We have been recognized for our leadership and commitment to providing DBE opportunities and for fostering an environment of inclusion in the delivery of a variety of transportation projects. In many of our past and current projects, we have been successful at either meeting, or exceeding, the DBE goals established for projects. The following table outlines DBE (including SBE/SDV) subconsultant participation on our past projects (within the last 5 years).

Contract name	Description	Subcontractor name/ownership
Northwest Corridor Transit Study	Public relations support	Varallo Public Relations (SBE/WBE)
Gulch Pedestiran Bridge	Survey	Civic Engineering and Information Technologies (WBE)
	Landscape Architecture	Hawkins Partners (WBE)
	Lighting Design	Booker Engineering (SBE/MBE)
SR 76 from SR 77 to Cutlip Road, Carroll County	Design	THY Inc. (MBE); KS Ware (WBE)
Harding Place Sidewalks	Lighting Design	Booker Engineering (SBE/MBE)
	Survey	CIA & Associates (SBE/WBE)
3rd/4th Street Improvements	Survey	Earthworx, LLC (DBE)
Friars Branch Sewer Rehab	Survey	Earthworx, LLC (DBE)
Kingsport Transit Facility	MEP	WIN Engineering (WBE)
MTA TSP CEI	Public Relations Support	Varallo Public Relations (SBE/WBE)
	Geotech	KS Ware (WBE)

Strategies to Address Barriers/Assistance to Small Businesses and DBEs

WSP understands the importance of creating diverse teams. In every instance, we look for meaningful roles on large projects to include DBE consultants, as indicated in the prior table. Our goal is to engage skilled DBE consultants in primary roles to assist with the planning, design, and implementation of our transit and transportation projects. These roles allow these small firms to gain experience working on larger projects.

In some cases, our partner firms have the skill sets required but lack the experience or capabilities needed for a project. In these instances, we have helped take their draft deliverables and finalize them into the required format. We have also assisted DBE firms with invoicing and backup preparations in accordance with the Federal requirements.

Insurance minimums can also be a barrier to DBE firms. When appropriate, WSP has waived protective insurance and other minimum insurance requirements. Under these circumstances, WSP assumes the risk to allow these subconsultants to work as a part of our team.

In order to help mentor our partner DBE firms, WSP will perform QA/QC on team member deliverables and provide guidance to enhance their quality. As is the case with a variety of our other mentoring and outreach efforts, this mentoring relationship provides new opportunities to the DBE community locally and those skills can be transferred to a variety of future projects.

Methods to Ensure Prompt Payment

WSP performs work on large transportation projects throughout the country that must comply with a DBE program established in accordance with the regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26.

In accordance with the requirements of 49 CFR Part 26, as part of these projects and for the South Corridor Transit Alternatives Analysis, WSP agrees to pay each subcontractor for satisfactory performance of its contract no later than 30 days from the receipt of each payment WSP receives from the Nashville Area MPO. WSP further agrees to return retainage payments to each subcontractor within 30 days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the subcontractor. Of note, this method to ensure prompt payment applies to both DBE and non-DBE subcontractors.

As verification, WSP will submit a certification to the Nashville Area MPO after it has issued a payment to all subcontractors and suppliers, regardless of whether or not the subcontractor/supplier is a DBE, to document that each subcontractor received payment for satisfactory performance of its contract no later than 30 days from the receipt of each payment WSP receives from the Nashville Area MPO.

Utilization Monitoring and Reporting Tactics

Upon award of the project, WSP will work with the Nashville Area MPO to finalize the scope of work and a corresponding cost estimate. As part of this effort, the percentage, dollar amount, as well as a description of work to be performed by DBE subcontractors will be established for the project. The following information will be submitted to the Nashville Area MPO at the outset of the project:

- The names and addresses of DBE firms that are participating in the contract;
- A description of the work that each DBE will perform;
- The percentage and dollar amount of the participation of each DBE firm participating;
- Written and signed documentation of commitment from WSP to use the identified DBE subcontractor and their percentage and dollar amount of the participation;
- Written and signed confirmation from the DBE subcontractor that it is participating in the contract as provided in accordance with WSP's commitment; and
- An approach or methodology to document the reasons and good faith efforts, should the individual DBE goal and/or the DBE goal for the contract not be achieved.

As part of each monthly invoice submittal, WSP will document the work performed by each DBE subconsultant to date and their anticipated upcoming involvement on the project. This monthly submittal will include the dollar amount as well as a summary of the work performed by the DBE subconsultant to date.

Throughout the project, if an individual DBE goal and/or the DBE goal for the contract is not being achieved, WSP will document the reasons and will work closely with the Nashville Area MPO to take corrective action in accordance with the approach and methodology established at the outset of the project to achieve the established goals.

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References

South Corridor **Transit Alternatives Analysis**

Proposal No. **953599**

References

The projects listed below, and detailed on the following pages, demonstrate the WSP team's experience and capabilities conducting similar projects to the South Corridor Transit Alternatives Analysis.

- **Northwest Corridor Transit Study**
  Nashville, Tennessee
- **Rapid Transit Connector Study**
  St. Louis, Missouri
- **Indy Connect Red Line Alternatives Analysis**
  Indianapolis, Indiana
- **Woodward Avenue Rapid Transit Study (Alternatives Analysis)**
  Oakland and Wayne Counties, Michigan
- **Gratiot Avenue Rapid Transit Study (Alternatives Analysis)**
  Macomb and Wayne Counties, Michigan
- **MARC US 71 / Grandview Alternatives Analysis**
  Kansas City, Missouri
- **MARC Jackson County Commuter Corridors Alternatives Analysis**
  Jackson County/Kansas City, Missouri
- **US 27 to I-75 Corridor Scoping Study**
  Jessamine, Fayette, and Madison Counties, Kentucky

Northwest Corridor Transit Study

LOCATION

Nashville, Tennessee

CLIENT

Regional Transportation Authority of Middle Tennessee

Felix Castrodad, Director of Planning and Grants

430 Myatt Drive Nashville, TN 37115

felix.castrodad@nashville.gov

615.862.6119

SIMILARITIES TO SOUTH CORRIDOR

- Transit based multi-modal corridor study
- Examined commuter rail and BRT
- Travel demand forecasting
- Land use / TOD planning
- Developed capital and O&M costs
- Extensive public involvement
- Coordination with nMotion

Begun in January 2016, the Northwest Corridor Transit Study (NWCTS) was undertaken to examine the need for and feasibility of higher-capacity, higher-speed transit services in Middle Tennessee, specifically on various routes or corridors from Nashville to Clarksville, Tennessee. These routes included a mixture of new and/or existing rights-of-way including the use/reuse of highway and railway infrastructure. The Regional Transportation Authority (RTA) of Middle Tennessee commissioned the study in late 2014 to explore alternatives for improving transit service between Nashville and Clarksville. The study area consisted of five corridors with potential accommodations for improved transit service between Nashville and Clarksville.

Over the course of a year and a half, the study examined a variety of mode and corridor options. Those ranged from doing nothing / No Build, to more express bus service to various type of rail service (street car, light rail transit and commuter rail) to bus operations like bus rapid transit (BRT) and bus on shoulder. Based on an integrated stakeholder and public involvement process, the study conducted various analysis of viable options including examination of costs, ridership, impacts to the human and natural environment, transit oriented development (TOD) impacts, economic development potential and other benefits.

Based on the analysis and input from the public and stakeholders, the study concluded that the RTA should make transit capital and operations investments within the corridor in three phases. In the short-term, continue to improve the existing Express Bus service with over-the-road coaches in the corridor and add more hours and trips, as ridership grows. In the medium-term, the RTA/MTA and it local, regional and state partners, including Tennessee Department of Transportation (TDOT) should seek ways to provide a travel time advantage to transit vehicles in the corridor, including the use of bus on shoulder (BOS). In the long-term, commuter rail would be the preferred investment in the existing and new rail corridor from Nashville to Clarksville.

Rapid Transit Connector Study

LOCATION

St. Louis, Missouri

CLIENT

Bi-State Development Agency (Metro Transit)

Jessica Mefford-Miller,
Chief of Planning and System Development

707 North First Street
St. Louis, MO 63102

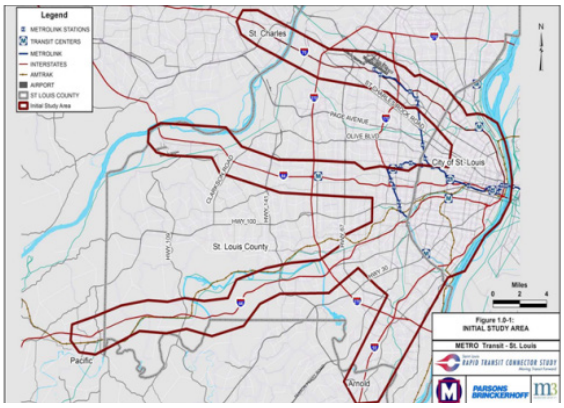
jnmefford@metrostlouis.org

314.982.1479

SIMILARITIES TO SOUTH CORRIDOR

- Transit based corridor study
- Examined BRT
- Travel demand forecasting
- Land use / TOD planning
- Extensive public involvement

The St. Louis Rapid Transit Connector Study was conducted by WSP under contract to the Bi-State Development Agency (Metro Transit) in partnership with East-West Gateway Council of Governments, St. Louis County, the City of St. Louis, and the Missouri Department of Transportation.



This study was a major step in the implementation of Metro's long-range plan, Moving Transit Forward. It is charged with advancing community goals that guided the long-range plan, including:

- Providing and enhancing transit service in the near and long-term
- Expanding the Metro System into new communities and new markets
- Supporting and encouraging economic and workforce development
- Retaining existing riders while attracting new ones
- Expanding the quality and efficiency of the St. Louis regional transit system

Moving Transit Forward identified several interstate corridors (I-70, I-64, I-44, and I-55) and Grand Boulevard in the City of St. Louis as offering great potential to meet those goals in a relatively quick and cost-effective manner. The St. Louis Rapid Transit Connector Study combined technical analysis and community input to identify the two transit projects that offered the best chance of success; Metro will then apply for the Federal funding the region needs to support any major transit project.

Through a rigorous, two-tier screening process, four alignment and service alternatives- one highway BRT line and three arterial BRT lines were advanced for further study, concluding in the selection of two projects for implementation within the next three years: I-64 expressway BRT between the suburban community of Chesterfiield and downtown St. Louis and arterial BRT in the Natural Bridge Road corridor serving portions of the city's north and the city of Ferguson.

The Alternatives Analysis employed a thorough technical analysis and identification of best practices to provide the public and local decision-makers with detailed information about the range of transit options available to meet the study goals. The study team combined technical analysis and community feedback along with a series of topic-specific workshops designed to provide education and feedback transit priority treatments, station features, branding, and transit-oriented development.

Indy Connect Red Line Alternatives Analysis

LOCATION

Indianapolis, Indiana

CLIENT

Indianapolis MPO

Anna Gremling, Executive Director

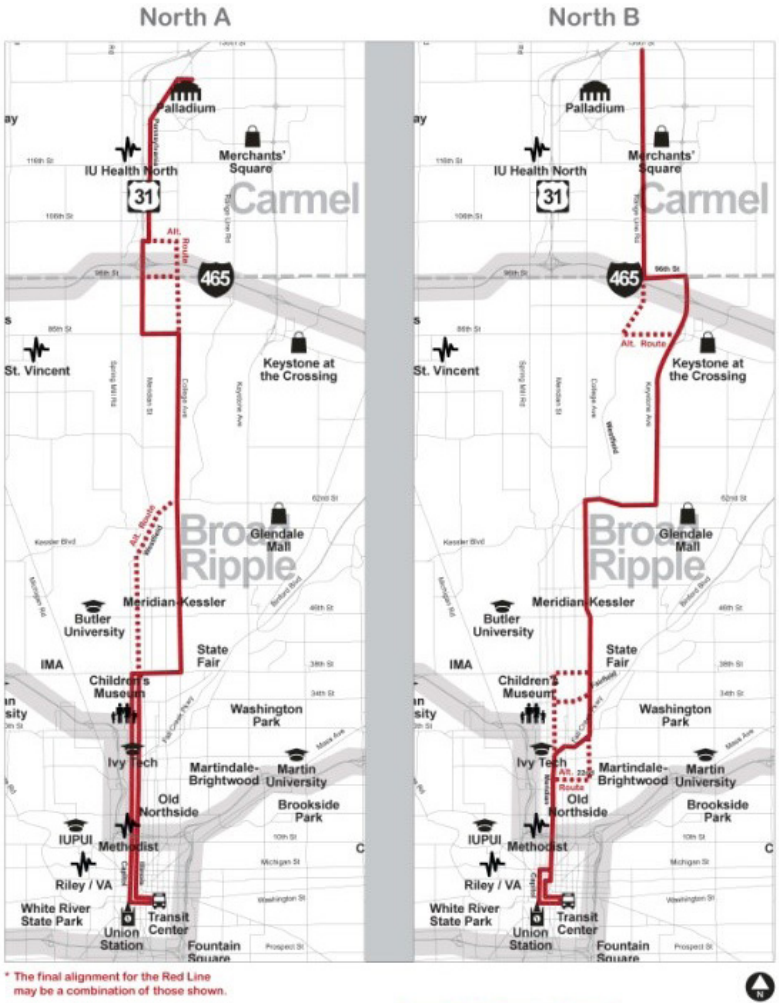
200 E Washington Street #1922 Indianapolis, IN 46204

anna.gremling@indy.gov

317.327.5487

SIMILARITIES TO SOUTH CORRIDOR

- Transit based corridor study
- Examined various modes, including BRT
- Travel demand forecasting
- Land use / TOD planning
- Developed capital and O&M costs
- Extensive public involvement



Central Indiana's transportation initiative, Indy Connect, was designed to connect people to places through a network of bus routes, rapid transit lines, roadways, pedestrian paths, and bike facilities. The 10-year plan calls for doubling local bus service, adding express routes and community circulators, and implementing five rapid transit lines, including the Red Line. It connects the City of Carmel to the north with the City of Greenwood to the south, and travels through downtown Indianapolis. The WSP team conducted the Alternatives Analysis (AA) under the direction of a consortium comprising the Indianapolis Metropolitan Planning Organization (MPO), the Central Indiana Regional Transportation Authority (CIRTA) and IndyGo (transit agency). The AA helped the consortium select a recommended mode and general alignment, setting the stage for potential New Starts / Small Starts funding.

A pre-screening assessment was conducted to identify the most appropriate mode for the proposed system. Streetcar, commuter rail, light rail and BRT were

considered, with BRT selected as the mode to most closely meet the needs of the corridor from the perspectives of cost, ridership capacity, flexibility, and corridor densities.

Alignment alternatives were evaluated in two separate stages, with public and stakeholder input during each stage. Tier 1 screening used 38 measures of effectiveness, many of which included GIS-based information and analyses. In Tier 2, additional data and analysis allowed for application of more robust measures of effectiveness. The Tier 2 screening process was also data-intensive, with GIS-based accessibility measures combined with ridership travel demand model results. Traffic analysis, transit operations, ridership and cost estimates, parking occupancy data were among the criteria used to evaluate the refined alternatives against the community goals and objectives.

In addition to overall project management and alternatives evaluation, WSP was responsible for rider estimates, operating and capital cost estimates for the refined and build alternatives, traffic and parking analyses, physical and running-way plans, an implementation strategy, and public involvement activities. WSP managed a team of eight sub-consultants who provided environmental screening review, station classification and concept design, transit operations analysis and Transit Oriented Development potential assessments.

Agency, stakeholder, and public involvement were key components of the AA. Dozens of small group meetings were conducted with stakeholders, neighborhood organizations and business groups in order to share information and receive feedback throughout all stages of the process. Two rounds of public meetings were held throughout the corridor, with three meetings per round. A Downtown Advisory Committee and Community Leaders Group also provided valuable input.

Subsequently, the Indianapolis MPO retained WSP to help prepare is successful application for TIGER grant funding to advance the project into preliminary engineering and design as the nation's first "eBRT" line using electronically-powered buses. The MPO also engaged WSP to conduct a more detailed operations analysis of a transitway for the Red Line on Meridian Street. In addition, the MPO contracted with WSP to update its Major Thoroughfare Plan. The process took into account the results of the Red Line AA and other IndyConnect transit projects. WSP conducted a Sustainability Workshop covering best practices related to complete streets and the integration of transit and roadways.

Woodward Avenue Rapid Transit Study

LOCATION

Oakland and Wayne Counties, Michigan

CLIENT

Regional Transit Authority of Southeast Michigan (RTA)

Tiffany Gunter, Interim Director

1001 Woodward Avenue, Suite 1400 Detroit, MI 48226

tgunter@rtamichigan.org

313.402.1020

SIMILARITIES TO SOUTH CORRIDOR

- Transit based corridor study
- Examined BRT
- Travel demand forecasting
- FTA coordination
- Land use / TOD planning
- Developed capital and O&M costs
- Extensive public involvement

Woodward Avenue (M-1) is a prime candidate for rapid transit service, as it remains the most heavily-travelled transit corridor (23,000 riders per day) in southeast Michigan. The corridor spans 27 miles through 11 communities from downtown Detroit to downtown Pontiac. Within the last 10 years, numerous transit studies were conducted that resulted in a selection of light rail transit (LRT) along 9.3 miles of Woodward Avenue within the City of Detroit. Due to financial limitations, the LRT project was shortened to 3.3 miles and is currently scheduled to open as the QLINE in 2017. This study was launched in parallel to the QLINE to examine rapid transit alternatives for the entire 27-mile corridor.

The primary objective of this study was to determine a locally preferred alternative (LPA) for rapid transit along Woodward Avenue, including the selection of a mode, route, and station locations. A variety of alternatives were developed and vetted through a multi-tiered evaluation process. The LPA was unanimously supported by communities along Woodward Avenue and was approved by the RTA Board of Directors. The project will now advance into the environmental review phase for further evaluation before entering into FTA project development.

In addition to the development and evaluation of alternatives, community engagement was a critical element of this project. Continued involvement by the project's advisory committees ensured support from a wide range of stakeholders. Innovative public events that utilized a variety of digital components and a hands-on BRT exhibit allowed residents to immerse themselves in the project and visualize its impact on their communities.

Gratiot Avenue Rapid Transit Study

LOCATION

Macomb and Wayne Counties, Michigan

CLIENT

Regional Transit Authority of Southeast Michigan (RTA)

Tiffany Gunter, Interim Director

1001 Woodward Avenue, Suite 1400 Detroit, MI 48226

tgunter@rtamichigan.org

313.402.1020

SIMILARITIES TO SOUTH CORRIDOR

- Transit based corridor study
- Examined BRT
- Travel demand forecasting
- FTA coordination
- Land use / TOD planning
- Developed capital and O&M costs
- Extensive public involvement

Gratiot Avenue (M-3) is one of southeast Michigan's major thoroughfares, connecting communities along Lake St. Clair from Detroit to Port Huron. As one of the most heavily-travelled corridors in southeast Michigan, Gratiot has a rich transit history, having been serviced by streetcars to the 1950s before transitioning into one of the most prominent bus routes in the region.

The primary objective of this study was to determine a locally preferred alternative (LPA) for rapid transit along Gratiot Avenue, including the selection of a mode, route, and station locations. A variety of alternatives were developed and vetted through a multi-tiered evaluation process. The LPA was unanimously supported by communities along Gratiot Avenue and was approved by the RTA Board of Directors. The project will now advance into the environmental review phase for further evaluation before entering into FTA project development.

In addition to the development and evaluation of alternatives, community engagement was a critical element of this project. Continued involvement by the project's advisory committees ensured support from a wide range of stakeholders. Innovative public events that utilized a variety of digital components and a hands-on BRT exhibit allowed residents to immerse themselves in the project and visualize its impact on their communities.

MARC US 71 / Grandview Alternatives Analysis

LOCATION

Kansas City, Missouri

CLIENT

Mid America Regional Council (MARC)

Tom Gerend, Assistant Director of Transportation

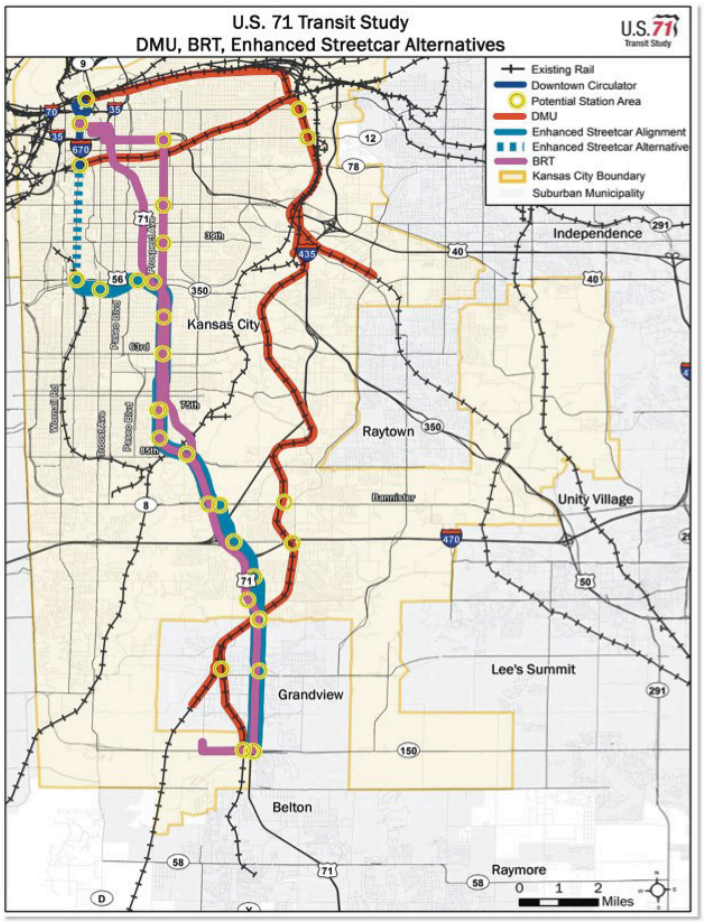
600 Broadway, Suite 200 Kansas City, MO 64105

tgerend@marc.org

816.701.8303

SIMILARITIES TO SOUTH CORRIDOR

- Transit based multi-modal corridor study
- Examined commuter rail and BRT
- Travel demand forecasting
- FTA coordination
- Land use / TOD planning and charrettes
- Developed capital and O&M costs
- Extensive public involvement



For the Mid America Regional Council, the MPO in the Kansas City region, WSP executed an AA effort with a multidiscipline team of planners, engineers, and other professionals. Our team examined the need for and feasibility of new market-driven commuter options in the corridor along the Bruce R. Watkins Freeway / US 71 corridor from downtown Kansas City, Missouri south to the City of Grandview. WSP examined the re-use of existing rail corridors, existing highways, and arterial streets to connect this southern suburban jurisdiction with downtown and the LPA from Jackson County Commuter Corridors (JCCC) AA. The project studied the need for reliable transit alternatives for many trip types throughout the day in the corridor. The Missouri DOT is also examining the corridor for possible upgrades to an interstate. As part of previous project development work, and litigation involving that project, there exists a dedicated right-of-way for transit.

The scope items ranged from examining previous studies, to developing the purpose and need, to developing and examining a wide range of multimodal alternatives spanning all modes; including express bus, BRT, LRT, and commuter

rail. Analyzing key factors such as ridership, capital costs and operations and maintenance (O&M) costs were keys to understanding the issues and opportunities of various mode and alignment combinations. WSP developed a comprehensive set of analysis measures for each alternative and arranged them in a matrix format to aid in decision making process during each level of screening.

In addition, we prepared an environmental overview using extensive GIS databases and resources designed to locate, identify and determine proximity, relationship and consequences of the alignment and modal decisions on the human and natural environments, leading to the preparation of a NEPA document in the next phase of project development. Other tasks included ridership modeling, capital costing, estimating operations and maintenance costs, as well as determining the impacts to traffic and TOD planning and modeling.

MARC Jackson County Commuter Corridors Alternatives Analysis

LOCATION

Jackson County/ Kansas City, Missouri

CLIENT

Mid America Regional Council (MARC)

Tom Gerend, Assistant Director of Transportation

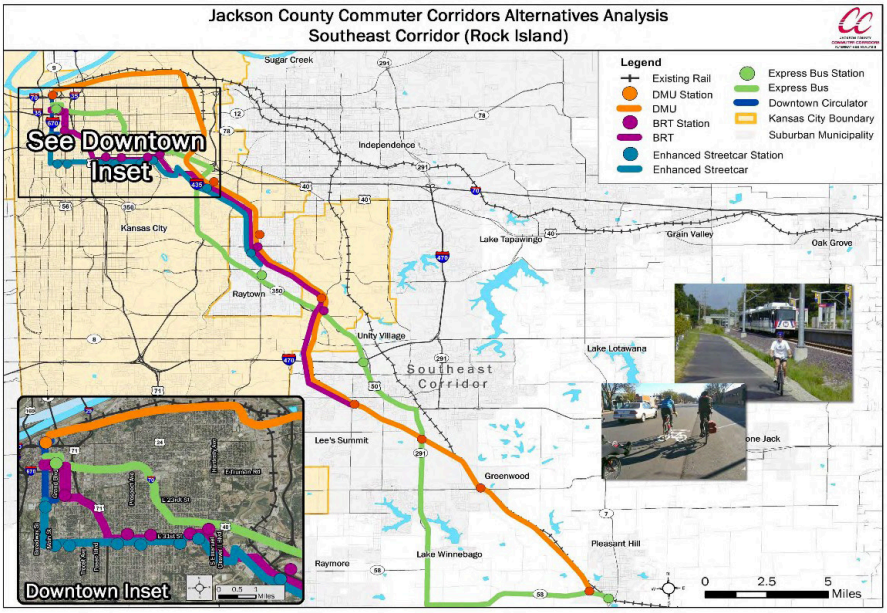
600 Broadway, Suite 200 Kansas City, MO 64105

tgerend@marc.org

816.701.8303

SIMILARITIES TO SOUTH CORRIDOR

- Transit based multi-modal corridor study
- Examined commuter rail and BRT
- Travel demand forecasting
- Land use / TOD planning
- Extensive public involvement



Also for MARC, WSP executed an alternatives analysis with the same multidiscipline team of planners, engineers, and other professionals. Like the US 71 project, we examined the need for and feasibility of commuter options in two corridors east and south of Kansas City, Missouri extending into Jackson County, Missouri along two approximately 25 to 30 mile corridors for a total of 50 to 60 miles. The team examined the re-use of inactive corridors as well as existing rail corridors, existing highways, and arterial streets to connect Jackson County with downtown Kansas City and the other destinations. The project examined the need for reliable transit alternatives for many trip types throughout the day. The work included all tasks necessary to execute an AA, and tasks leading to a decision on the LPA. This project was the precursor to the MARC US 71 / Grandview AA project.

US 27 to I-75 Corridor Scoping Study

LOCATION

Jessamine, Fayette, and Madison Counties, Kentucky

CLIENT

LexTran – Transit Authority of Lexington, Kentucky

Jill Barnett, Assistant General Manager

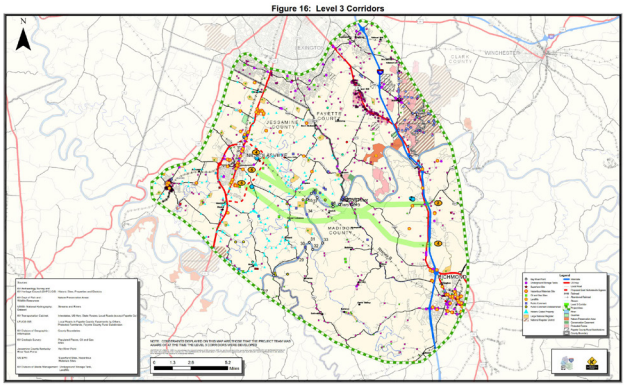
109 West Loudon Avenue Lexington, Kentucky 40508

jbarnett@lextran.com

859.255.7756

SIMILARITIES TO SOUTH CORRIDOR

- Highway based corridor study
- Travel demand forecasting
- Developed capital costs
- Extensive public involvement



The WSP team was selected to examine the need for and feasibility of a new highway connector from US 27 to I-75 in the Jessamine, Fayette and Madison County areas. The project balanced transportation issues and needs such as traffic, safety, access, mobility, and travel time reliability with long range growth management, human and natural environmental impacts.

The scoping study examined a range of corridor options including a "No Build" scenario, as well as several corridors representing "bands" of feasible highway connector routes. The project also addressed the type of roadway facility, including high speed limited access (interstate), high speed controlled access (parkway), or another type of facility. The team also examined project funding and financing before helping the Kentucky Transportation Cabinet select a recommended corridor.

In order to determine how much traffic might use each corridor, the Kentucky Statewide Traffic Model (KYSTM) was used to test the various build alternatives. The base year of the model was 2003. Eighteen different corridors were coded and tested in the model. The model estimated that a range of 8,000 to 12,000 vehicles per day would utilize the route in the base year scenario depending on the location of the corridor.

As part of the scope for this project, WSP led an intense and pro-active public involvement program (PIP). The PIP was essential to the ultimate success of the project. It was geared toward diverse publics throughout the study area, and actively encouraged participation of various stakeholders at each milestone in the project decision process. WSP worked diligently to be inclusive and to identify key stakeholders concerned with the project. The first public meeting was a general, open-house style meeting over several hours. As the study's alternative corridors were identified and progress made toward narrowing them to those that were most likely, WSP held the second public meeting closer to the affected areas.

Based on a range of evaluation criteria, including public involvement, roadway utility / functionality, and estimated traffic usage, the most feasible corridor (5-2) was identified as shown at right.

6

Corrections, Amendments and Clarifications

South Corridor **Transit Alternatives Analysis**

Proposal No. **953599**

Corrections, Amendments and Clarifications

All corrections, amendments (1, 2, and 3), and clarifications were received and acknowledged in iSupplier by WSP.

7

Procurement Nondiscrimination Program (PNP) Requirements

South Corridor **Transit Alternatives Analysis**

Proposal No. **953599**

STATEMENTS OF INTERESTED, NOTIFIED AND SUCCESSFUL SUBCONTRACTORS/SUBCONSULTANTS FOR A&E PROJECTS

Please complete this form to provide Metro with information regarding your outreach efforts on A&E Projects ONLY. OUTREACH MUST BE CONDUCTED PRIOR TO THE SUBMISSION OF YOUR RESPONSE TO METRO. NO OUTREACH CONDUCTED AFTER THE RESPONSE IS SUBMITTED WILL BE CONSIDERED ACCEPTABLE UNLESS OTHERWISE INDICATED BY METRO. Please include information appropriately regarding those certified MWBEs Metropolitan Statistical Areas (MSA) that you contacted, who contacted you and those that you have decided to work with on this project. Please add additional copies of this sheet as necessary so that you may list ALL MWBEs with whom you've had contact. Please contact the Business Assistance Office with any questions at 615-880-2814. Part I of this form must be completed and Part II should be completed if you have identified MWBE firms with whom you will work on this project.

Project Name South Corridor Transit Alternatives Analysis **RFP/ITB Number** 953599

As part of our regular and customary good faith efforts to include MWBE subcontractors, suppliers and joint venturers, WSP USA Inc. **has contacted or was contacted by the following certified MWBEs related to our bid/proposal.**

Part I

Business Name & Contact	*Phone No*	*MBE/WBE Certificate Type*	*Date of Contact*	*Method of Contact*	*Who Initiated Contact?*	*Offer Accepted or Declined*	*Reason(s) for Declining*
Varallo Public Relations	367-5200	WBE	07/11/17	Email	WSP	Accepted	
Civil Infrastructure & Associates	438-9664	WBE	07/23/17	Email	WSP	Declined	Lack of meaningful work. See attached response.
Karen Grubbs	385-1220	WBE	07/27/17	Email	Wilmot	Accepted	

*STATEMENT OF BID/PRICE QUOTATION

Having submitted a Proposal/bid for the above referenced project, if awarded the resulting contract or Purchase Order, WSP USA Inc **advises that contingent upon award of the contract to our company, our subcontractor, suppliers, or joint venture partnership participation is projected to be as follows:**

Part II

Business Name & Contact	*Phone No*	*MBE/WBE Certificate Type*	*UNSPS Code # for work to be performed*	*Work to be performed*
Varallo Public Relations	367-5200	WBE	80170000	Public engagement & relations support
Wilmot Inc	385-1220	WBE	81121500	Economic, social, and Env. Analysis
		MBE		

Name Brad S. Winkler Title Area Manager Date 08/16/17

From:	Elizabeth Howe
To:	Winkler, Brad S.; Deborah Varallo
Subject:	RE: Nashville MPO South Corridor
Date:	Tuesday, July 11, 2017 1:35:36 PM
Attachments:	image001.png

Hi Brad,

We would be happy to be on your team. Please let me know what information you need from us.

Thank you,
Elizabeth

Elizabeth Howe
Varallo Public Relations
640 Spence Lane, Suite 122
Nashville, TN 37217
Phone: 615.367.5200 x 10
Email | Twitter | LinkedIn | Web

From: Winkler, Brad S. [mailto:Brad.Winkler@wsp.com]
Sent: Tuesday, July 11, 2017 12:46 PM
To: Deborah Varallo; Elizabeth Howe
Subject: Nashville MPO South Corridor

I believe we talked about teaming on this well over a year ago but can't find anything in my records. Regardless, we'd love for Varallo to be on our team for the South Corridor Study in a similar role to what you did for us on the Northwest Corridor.

Let me know if you are good with teaming with us.

Brad S. Winkler, P.E.
Tennessee Area Manager

Phone: 615 340 9190
Mobile: 615-336-0286
brad.winkler@wsp.com
Please note I have a new email address.

WSP USA
2100 West End Avenue
Suite 630
Nashville, TN 37203

wsp.com

WSP | Parsons Brinckerhoff is now WSP.

Winkler, Brad S.

From: Tim Haggard <thaggard@cia-engineers.com>
Sent: Tuesday, August 01, 2017 11:09 AM
To: Winkler, Brad S.
Subject: RE: RFQ 953599 (South Corridor Transit Alternatives Analysis

Brad:
We truly appreciate our teaming relationship with WSP and the opportunities you extend to our firm. As we agreed when discussing this the South Corridor Transit Alternatives Analysis project, there is an insignificant amount of work of a nature that CIA provides to make this a viable project for us. As always, thanks for keeping us in mind.

Best regards,
Tim

TIM HAGGARD, PE, RLS
615-438-9664

From: Winkler, Brad S. [mailto:Brad.Winkler@wsp.com]
Sent: Tuesday, August 01, 2017 10:07 AM
To: Tim Haggard <thaggard@cia-engineers.com>
Subject: RFQ 953599 (South Corridor Transit Alternatives Analysis

Hi Tim:

This email confirms that we did discuss the above referenced project. However, due to the fact that engineering and survey is not required in the scope, we do not believe that there is a viable piece of the planning study for CIA at this time.
We will look to other opportunities to continue our teaming as we have in the past.

Brad S. Winkler, P.E.
Tennessee Area Manager

Phone: 615 340 9190
Mobile: 615-336-0286
brad.winkler@wsp.com
Please note I have a new email address.

WSP USA
2100 West End Avenue
Suite 630
Nashville, TN 37203

wsp.com

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Winkler, Brad S.

From: Winkler, Brad S.
Sent: Tuesday, August 01, 2017 5:27 PM
To: jsouthwick@wilmotinc.com
Cc: Delaney, Douglas; Corey, Patricia; Reynolds, Timothy
Subject: FW: South Corridor Transit Alternatives Analysis - Nashville, TN
Attachments: South Corridor Transit Feasibility_FINAL_062917.pdf

Justin,

It was good to talk with you this afternoon. We look forward to working with you on the South Corridor Transit Alternatives Analysis project. Please forward the following information:

- Company logo.
- Short blurb (one or two paragraphs) about your company.
- One paragraph bio, along with a one page resume for each team member you propose.
- Please confirm that Wilmot is a WBE as certified by GoDBE and Wilmot is also a Metro Small Business.

The RFP does include a cost component. We will be back in touch with you regarding this component of the proposal.

Please let me know if you have any questions.

Brad S. Winkler, P.E.
Tennessee Area Manager

Phone: 615 340 9190
Mobile: 615-336-0286
brad.winkler@wsp.com
Please note I have a new email address.

WSP USA
2100 West End Avenue
Suite 630
Nashville, TN 37203

wsp.com

WSP | Parsons Brinckerhoff is now WSP.

8

Assistance to Small Business as Subcontractors and Suppliers

List of Proposed Small and/or Service Disabled Veteran owned Businesses

Proposer Name: WSP USA Inc

Notice: Small and/or Service Disabled Veteran owned businesses listed must be registered with Metro and Small and/or Service Disabled Veteran owned business status must be approved by Metro ***prior*** to proposal submission. Registration can be completed online at:
http://www.nashville.gov/finance/procurement/iprocurement.aspx

	Small and/or Service Disabled Veteran owned Business Name	Small and/or Service Disabled Veteran owned Business Address, Phone Number and email address	Industry of Work to be Performed by this Small and/or Service Disabled Veteran owned Business (*see Instructions below this table)*	Phase in project when Small and/or Service Disabled Veteran owned Business is ***anticipated*** to perform work	Minimum *Percentage* of total contract dollars to be spent with this Small and/or Service Disabled Veteran owned Business
1.	Varallo Public Relations	640 Spence Lane, Suite 122 Nashville, TN 37217	Public Relations	Public involvement	5%
2.	Wilmot, Inc.	3811 Central Avenue Nashville, TN 37205	Engineering	Concept dev. and analysis	2.5%
3.	Hodgson & Douglas	120 29th Avenue South Nashville, TN 37212	Landscape Arch.	multiple	5%
4.					
5.					
6.					

TOTAL 12.5%

INSTRUCTIONS:

- If the proposer is a Small and/or Service Disabled Veteran owned business, the proposer should also be included in this list.
- If more than six (6) Small and/or Service Disabled Veteran owned Businesses are to be listed, please attach an additional sheet.
- For the "Industry of Work to be Performed by this Small and/or Service Disabled Veteran owned Business" column, you must enter an Industry listed here: Agriculture, Architectural/Design/Engineering; Educational; Information Systems/Technology; Marketing/Communications/Public Relations; Medical/Healthcare; Forestry, Fishing; Mining; Construction; Manufacturing; Wholesale Trade; Retail Trade; Finance, Insurance, Real Estate; Transportation, Commerce, and Utilities; Service Industry

Submission of a proposal shall constitute Proposer's representation that neither Proposer nor an officer, agent or employee of Proposer, is involved in the ownership, operation or management of any subcontractor claiming status as a Small and/or Service Disabled Veteran owned business for purposes of this Proposal and Contract.

Brad S. Winkler, PE / Tennessee Area Manager

Name and Title of Person submitting this form

Metropolitan Government of Nashville and Davidson County

Subcontractor Report (List all subcontractors)

Note: MBE = Minority-owned business, WBE = Woman-owned business, SBE = Small business, SDV = Service Disabled Veteran-owned business, DBE = Disadvantaged businesses for Federally Funded Projects.

Your Firm's Name: WSP USA Inc
Solicitation Title: South Corridor Transit Alternatives Analysis
Solicitation Number: 953599
Date: 11-Aug-17

Subcontractor (Firm Name)	Address	City	St	Zip	Contact Name	Email	Phone #	MBE	WBE	SBE	SDV	DBE	Work to be Performed	Estimated % of Total Contract
Varallo Public Relations	640 Spence Lane, Suite 122	Nashville	TN	37217	Deborah Varallo	deb@varallopr.com	615-367-5200	No	Yes	Yes	No	Yes	Public Relations	5.00%
Hodgson Douglas	120 29th Avenue South	Nashville	TN	37212	Johnson Bullard	jbullard@hodgsondouglas.com	615-327-4447	No	No	Yes	No	No	Landscape Architecture and planning	5.00%
Volkert, Inc.	302 Innovation Drive, Suite 100	Franklin	TN	37067	Brad Thompson	brad.thompson@volkert.com	615-656-1845	No	No	No	No	No	Planning	5.00%
Wilmot, Inc.	3811 Central Avenue	Nashville	TN	37205	Karen Grubbs	kgrubbs@wilmotinc.com	615-385-1220	No	Yes	Yes	No	Yes	Economic, social, and Env. Analysis	2.50%
Todd W. Bressi	P.O. Box 32	Narberth	PA	19072	Todd Bressi	placedesign@verizon.net	610-667-0495	No	No	No	No	No	Public Art	2.50%
								Select	Select	Select	Select	Select		
								Select	Select	Select	Select	Select		
								Select	Select	Select	Select	Select	

9

Information Security Agreement

South Corridor **Transit Alternatives Analysis**

Proposal No. **953599**

Metro Information Security Agreement (ISA) Part 1: Questionnaire

Purpose

The purpose of this Metropolitan Government's (Metro) Information Security Agreement Questionnaire is to identify contractual requirements between Metro and an entity who desires to do one or more of the following:

- Provide software or hardware to Metro;
- Connect to the Metro network;
- Provide services over a network (i.e., cloud-bases services, etc.); or
- Access or store Metropolitan Government department or agency data.

Your responses will be used to craft appropriate information security contractual language (Part 2). The representative of the Contractor responding to this questionnaire must sign at the bottom of the questionnaire.

Definitions

Contractor – Non-Metro Government organization or individual.

Sensitive Information – Any information classified as "Confidential" or "Restrictive" as defined by the Metropolitan Government Information Classification Policy (see http://www.nashville.gov/Information-Technology-Services/Information-Security/Information-Security-Policies.aspx). The classification of the data that a Contractor is given access to should be determined by and communicated to the Contractor by the department that is the customer for this contract. **A list of data that Metro has classified as Sensitive is attached in Appendix A.**

Questions

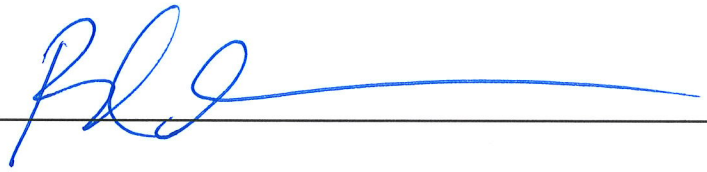
For any questions regarding this document, please contact CISO@nashville.gov.

Name of Responding Company: WSP USA Inc.

Name of Responding Person: Brad S. Winkler Phone: 615-340-9190

Question	Response
1. Will Contractor provide, license, or sell software or computer related hardware that will reside on systems, workstations, or devices on the Metro Government network or as a component of the Metro Government IT Infrastructure?	☐ Yes ☒ No
If **Yes**, please describe the Products or Services:	
2. Will Contractor have access to Sensitive Information of the Metropolitan Government? Please refer to **Appendix A** for a list of some, but not all, data currently classified as "Sensitive".	☐ Yes ☒ No
If **Yes**, please describe the type of data:	
3. Will Contractor need **temporary** administrative access to install, configure, implement, update and/or upgrade applications or systems?	☐ Yes ☒ No
4. Will Contractor require **ongoing** administrative access in order to support applications or systems on the Metro Government network or Metro Government Infrastructure?	☐ Yes ☒ No
If **Yes**, please describe the necessity for continued administrative access:	
5. Will Contractor need network access from an external network to the Metro Government network using a remote access technology?	☐ Yes ☒ No
6. Will Contractor need a **dedicated or perpetual** network connection to Metro Government network (e.g., via Permanent VPN, B2B VPN)?	☐ Yes ☒ No
7. Will Contractor provide electronic media cleansing, data or data storage media/device destruction service for Metro Government?	☐ Yes ☒ No
If **Yes**, please provide internal procedures ensuring	

successful destruction:	
8. Will Contractor providing services that involves use or disclosure of public health information and Contractor is not already considered a Covered Entity, per 45 CFR 160.103 definition of Business Associate?	☐ Yes ☒ No
9. Will Contractor providing or implementing an application or system which will accept as input, store, transmit or process Cardholder Data; providing Services which involve credit card PIN pad devices; and/or providing application or system development for systems which will store, transmit, or process Cardholder Data?	☐ Yes ☒ No
10: Will Contractor storing any data owned by Metro Government using cloud storage, either stored by the Contractor or using a third party hosted solution, such as Dropbox, Box, Google Docs, etc.?	☐ Yes ☒ No
If **Yes**, what are the Products or Services to be provided?	

Signature of Responding Person: 

Appendix A. Sensitive Information Checklist

Below are various types of "Sensitive Information", which is any information, classified as "Confidential" or "Restrictive" as defined by the *Metropolitan Government Information Classification Policy*.

Please indicate if a Contractor will be providing a service or solution that will use as an input or output, store, process or have any access to any of the information below, in any form, by checking the box next to the data type.

TYPES:

None

- ☐ Social Security Numbers
- ☐ Protected health information, including medical records of patients
- ☐ Credit card numbers and any related personal identification numbers or authorization codes
- ☐ Records of students in public educational institutions
- ☐ Investigative reports
- ☐ Criminal Justice Information
- ☐ Criminal History Record Information
- ☐ Attorney/client privilege
- ☐ Bank account information, including routing and account numbers
- ☐ Standard Operating Procedures including, but not limited to:
    - All riot, escape and emergency transport plans
    - All contingency plans of a governmental entity prepared to respond to or prevent any violent incident, bomb threat, ongoing act of violence at a school or business, ongoing act of violence at a place of public gathering, threat involving a weapon of mass destruction, or terrorist incident.
    - Information that could be used to disrupt, interfere with, or gain unauthorized access to electronic information or government property.
- ☐ Residential street address, home telephone and personal cell phone numbers of public employees
- ☐ Proposals received in response to a request for service prior to the completion of evaluation for service
- ☐ Information that would allow a person to obtain unauthorized access to confidential information or to government property
- ☐ Plans, security codes, passwords, combinations, or computer programs used to protect electronic information and government property
- ☐ Information that would identify those areas of structural or operational vulnerability that would permit unlawful disruption to, or interference with, the services provided by a governmental entity
- ☐ Information and records that are directly related to the security of any government building, including, but not limited to,
    - Information and records about alarm and security systems used at the government building
    - Security plans, including security-related contingency planning and emergency response plans
    - Blueprints and information about building infrastructure (water, electrical, network, etc.)
- ☐ OTHER _____

If you have any questions about this checklist, please contact the department contact for this contract.

10

Other Information

South Corridor **Transit Alternatives Analysis**

Proposal No. **953599**

Brentwood City Commission Agenda

Meeting Date: 05/29/2018

Approval for purchase of CUES Replacement Sewer Inspection Camera System & Appurtenances

Submitted by: Chris Milton, Water & Sewer

Department: Water & Sewer

Information

Subject

Approval for purchase of CUES replacement camera system and appurtenances associated with sewer system video pipeline inspections.

Background

The Water Services Department routinely performs video inspection of pipes for the purposes of investigating customer complaints and assisting other departments. We also assist contractors that are working for the city on compliance with requirements of EPA's capacity management, operation and maintenance (CMOM) activities. Activities performed by the department's sewer technicians include:

- Investigation of odor complaints;
- Inspections of areas rehabilitated through the CAP/ER sewer rehab program;
- Inspections of areas where backups have occurred to determine the cause;
- Inspections of new facilities installed as part of a development, before they are accepted by the City;
- Locating sewer connections for residents and contractors;
- Assistance with other department and City crews for underground "eyes" investigations.

To perform these tasks, department personnel currently utilize a mobile camera system and truck purchased in 2007. The camera system consists of the larger mobile camera unit utilized in larger pipe (6" and above) investigations and a smaller mobile unit used for smaller piping. This equipment used for the aforementioned purposes has reached the end of its useful life. In recognition of the need to replace this aging equipment, an amount of $50,000 was included in the FY 2018 departmental budget to purchase a replacement camera system. The camera is a component of the larger CUES system originally purchased via the public solicitation process and therefore the camera component of the larger CUES system is a sole source equipment replacement purchase. Accordingly, staff recommends approval of the purchase of the replacement camera system as submitted by

the system vendor in the amount of $45,695.25.

Attached are pictures of of the equipment for your information. Should you have any questions, please contact Chris Milton, Director of Water Services.

Staff Recommendation

Staff recommends approval.

Previous Commission Action

On September 24, 2007, the Board of Commissioners approved the purchase of pipeline television inspection system equipment from CUES in the amount of $143,300.

Fiscal Impact

Amount : $45,695.25

Source of Funds: Water & Sewer Fund

Account Number: 412-16400

Fiscal Impact:

Funding in the amount of $50,000 was included in the FY 2018 Water and Sewer Fund budget for purchase of this equipment.

Attachments

Invoice

System Pictures

CUES MPlus and Parts Quote

"The Standard of the Industry"

Quotation #: QWD24135
Quotation Date: May 18th, 2018
Quotation Amount: $45,695.25
Remit to: **Harrison R. Ridge**
CUES Regional Sales
p: 407.849.0190 / c: 207-329-9566
hridge@cuesinc.com

Client: **Drew Muirhead**
City of Brentwood
1750 General George Patton Drive
Brentwood, TN
drew.muirhead@brentwoodtn.gov

Drew,

In pursuance to your request, CUES is pleased to provide pricing on the CUES MPlus lateral inspection system per the attached component list. The system has 200' of fiberglass reinforced push cable with a self-leveling, fixed view camera head. The power control unit, computer, DVR-USB recorder, and wireless antenna are all house within the removable hard-plastic case. All of this equipment sits on a stainless steel chassis with oversized wheels for easy transport. The system could be setup to wirelessly transmit video from push camera to smart phone or to the truck system if you decide to do so in the future. A sonde is also included as an option in the camera head as well.

The unit includes the same 1-year full system warranty CUES offers on all of our equipment as well as full access to extensive loaner-equipment inventory.

Also included in this quote is the parts order per the attached list. The order includes an OZIII camera, WTR Transporter with 6" steel wheels, and spacer kits for 6-15" pipes.

We are offering the City of Brentwood the following discounted pricing:

CUES MPlus and Parts Order:

- Price: ($11,500 MPlus) + ($34,195.25 parts order) = $45,695.25
- FOB: Destination
- Terms: Net 30 days (with credit approval)s
- Delivery: 4 weeks ARO

We thank you for your interest in CUES products.
If you have any questions, please do not hesitate to contact me at 407.849.0190, ext. #466.

Pricing is valid for 45 days.
Changes made to unit once in production potentially incur additional cost.

Sub Total:	**$45,695.25**
	$0.00
Software Maintenance:	$0.00
Training (On-site):	$0.00
Sub Total:	**$45,695.25**
25% Deposit [7]:	$0.00
TOTAL[8]:	**$45,695.25**

Specifications For: Brentwood (TN)

1 CONTROL UNIT WITH TEXT WRITING, OBSERVATION CODING, DIGITAL RECORDING AND INDUSTRIAL GRADE MONITOR IN AN INJECTION MOLDED ENCLOSURE TO INCLUDE:

1 8.4" industrial grade, optically bonded, sunlight viewable, monitor with anti-reflective properties and LED backlighting
1 Operator Interface with controls for all camera functions
1 Video Titling to include multiple predefined and customizable screens
1 Digital video recording features video recording and playback and records screenshot picture images
1 A USB port for transferring digital video and still images directly from the MPlus+ Control Unit to a PC
1 Control Unit quick bracket mount for attaching to the coiler with hands free locking
1 System Interface connector features Video, Audio, distance counter quadrature and 12VDC outputs and a Video input
1 Built-in Li-Ion Battery with advanced charging technology for 4 hours of continuous use
1 Universal AC power input 85-264 volt AC, 50/60 Hz, or 12 Volt DC Power Source

1 STAINLESS STEEL COILER TO INCLUDE:

1 Heavy 18 gauge and corrosion resistance Stainless Steel construction
1 Adjustable height handle for portability with cam locks and button stops
1 Large 10" durable wheels for portability and a balanced footprint for stability
1 Quick-Connect allows Control Unit mounting with 3 axes adjustability
1 Adjustable coiler brake
1 Integral distance sensor

1 ACCESSORY KIT TO INCLUDE:

1 Sunshield for enhanced sunlight viewability
1 Interconnect cable for connecting the coiler to the control unit
1 AC power cord
1 Accessory bag for storage

1 200' MINI SYSTEM PUSH CABLE ASSEMBLY

1 Push Cable with Durable Hytrel Jacket and Advanced Fiberglass Rod

1 SELF-LEVELING COLOR CAMERA WITH BUILT-IN SONDE, NTSC TO INCLUDE:

1 1 1/2" Stainless Steel Camera head designed for 2" to 12" Pipe
1 512 Hz integral sonde
1 12 high intensity LED's

1 SHIPPING AND HANDLING

SALES ORDER ACKNOWLEDGEMENT

"The Standard of the Industry"

CUES

3600 Rio Vista Avenue
Orlando, Florida 32805
(407) 849-0190 Fax (407) 425-1569

SALES ORDER #: 000652940 Rev # : 1

Bill To: 37027000
BRENTWOOD, CITY OF
P.O.BOX 788
CITY HALL
BRENTWOOD, TN 37024

Ship To: 37027001
BRENTWOOD, CITY OF
1750 GENERAL GEORGE PATTON DR
BRENTWOOD, TN 37024

TODAYS DATE: April 20, 2018
ORDER DATE: April 20, 2018
CUSTOMER PO: QUOTE
CONTACT: DREW MUIRHEAD
SHIP VIA: 0
TERMS: NET 30 DAYS

REQUESTED BY: KARENA
SALESMAN: AL MILLEY
SHIP LOCATION: CENTRAL
F.O.B.: 0
HOLD CODE: Q **Quote Only**
PHONE: 615-371-0060

Ln #	Part # Description	Order Qty	Ship From	Tax Rate	Disct Amount	Disct Pct	Price	Ext Price
001	MZ300 CAMERA ASSY,M/C,OZIII	1	CENTRAL	0.00	0.00	0.0%	19,656.45	19,656.45
002	TX361 TRANSPORTER ASSY,M/C,WHEELED,WTRIII	1	CENTRAL	0.00	0.00	0.0%	10,490.00	10,490.00
003	WM317 KIT,SPACER,6"-15"P,BRASS,CPR&WTR3	1	CENTRAL	0.00	0.00	0.0%	1,866.80	1,866.80
004	TX923-3 KIT,WHEEL,STL,6",WTR3,10/12 GRIT	1	CENTRAL	0.00	0.00	0.0%	2,172.05	2,172.05
005	HANDLING HANDLING CHARGES	1	CENTRAL	0.00	0.00	0.0%	9.95	9.95

Shipping charges are not included in the TOTAL amount.

Acknowledgement Only - Do Not Pay

Sub Total :	34,195.25
Discount Total :	0.00
Tax Total :	0.00
TOTAL >	$34,195.25

GROUND FREIGHT CHARGE $47.33

Large Pipe System:

The OZIII optical zoom pan-and-tilt camera system offers built-in directional field replaceable lighting for 6" to 72" pipe to produce the highest quality image to enhance the details of your CCTV inspection. The OZIII camera provides up to 40:1 optical/digital zoom, automatic focus, remote focus and iris control to assure the best quality video within varying pipe conditions. The robust design of the OZIII camera includes protective forks for the camera head to protect it during insertion and retrieval and to shield it from roots and other obstructions in the pipe. Get the finest detailed video inspections with the CUES OZ III (Optical Zoom) Camera!

This unit can be used in conjunction with the steerable Compact Pipe Ranger (CPR) to inspect 6" relined through 48" sanitary and storm sewers and connects directly to the CPR transporter with no exterior wires or cables. When the OZ III is installed on the CPR transporter, it produces a compact assembly with superior pulling power. An optional built-in inclinometer is also available to read and transmit pipe grade variations.

CUES "Light Enhancement Technology" eliminates the need for an external lighthead! Easy operation at the controller allows the operator to change the sensitivity of the camera at their fingertips! There's no need to remove the camera to install an external lighthead if the pipe material or pipe diameter changes! Let the CUES "Light Enhancement Technology" do it for you!

Small Pipe System:

The CUES MPlus+ offers the most flexible and feature packed lateral and mini-mainline push system on the market. The MPlus+ modular design combines easy operation with its refined All-In-One set up with the flexibility of facilitating quick removal of the control unit to be used separately for off road or remote jobsites or to accommodate compact storage. The advanced MPlus+ system stands out by integrating all of the most sought after features into an easy to use and intuitive package. This lightweight system is manufactured for rugged reliability and designed to handle rigorous field use. The MPlus+ is the most versatile push system available in the market today.

Brentwood City Commission Agenda

Meeting Date: 05/29/2018

Ordinance 2018-07 - An Appropriations Ordinance for the City of Brentwood for Fiscal Year 2018-2019

Submitted by: Richard Parker, Finance

Department: Finance

Information

Subject

Ordinance 2018-07 - An Appropriations Ordinance for the City of Brentwood for the Fiscal Year Beginning July 1, 2018, and Ending June 30, 2019

Background

The accompanying ordinance, upon passage, will authorize appropriations (expenditures) for the City of Brentwood for Fiscal Year 2018-2019.

The FY 2019 proposed budget was submitted to the City Commission on April 30, 2018, and was subject to detailed review at the budget work session held on May 10, 2018. As discussed at the May 10 meeting, the proposed General Fund budget has been adjusted in the appropriations ordinance to reallocate funding for new positions originally budgeted in the Insurance and Other Benefits activity to the various General Fund departments where those new positions will reside (Police, Public Works, and Finance). A revised FY 2018 line item budget incorporating the reallocation of these expenditures is provided as an attachment to this ordinance.

Please reference the following pages in the FY 2019 proposed operating budget document in your review of the proposed adjustments which are summarized below:

General Fund

Insurance and Other Benefits Activity (page 164 in the draft budget document), funding for the following line items has been reallocated to the appropriate activities with proposed new employee positions:

110-41990-81103	New Employee (FT) - Salaries With Benefits	$277,770

Supporting information for the above proposals is provided in the City Manager's transmittal letter in the budget document. With this reallocation, the revised Insurance and Other Benefits activity budget will decrease from $1,084,500 to $806,730; however, the total FY 2019 General Fund budget will remain the same. Projected revenues for next fiscal year total $38,846,720, while appropriated expenditures will be $38,807,905, leaving a projected year end surplus of $38,815.

In addition, as outlined in the City Manager's budget letter and discussed at the May 10 work session, funding for certain proposed projects and equipment purchases in the FY 2019 Capital Improvements Program will require a FY 2018 special year-end transfer totaling $6,350,000 from the General Fund to

the Capital Projects Fund ($6,305,000) and Equipment Replacement Fund ($45,000) funded through current year excess revenue collections. Another special FY 2018 year-end appropriation transfer of $1,400,000 from the General Fund unassigned fund balance to the Capital Projects Fund is planned to provide the final funding for the Sunset Road/Ragsdale Road intersection project. When the year-end transfers are taken into account, the minimum unassigned fund balance in the General Fund as of June 30, 2018 is estimated at $35,345,645.

The ordinance providing for the proposed FY 2018 year-end special appropriation transfers, as well as other "clean up" budget amendments, will be presented to the City Commission for formal consideration on first reading at the June 12, 2018 meeting.

Please note that the allocation of $235,000 to eligible public schools with Brentwood resident students, the allocation of $102,000 in the Parks and Recreation Department budget to specific recreation service providers in the community, and any pay adjustment for the City Manager must be determined by the City Commission and approved by motion prior to approval of the FY 2019 Appropriations Ordinance on second and final reading at the June 25, 2018 Commission meeting.

If the appropriations ordinance is approved on first reading, final reading of this ordinance will not occur until the June 25, 2018 Commission meeting. However, a public hearing for this ordinance will be scheduled for the June 12, 2018 meeting.

Please contact the Finance Director or City Manager if you have any questions or need additional information.

Staff Recommendation

Staff recommends approval of Ordinance 2018-07.

Previous Commission Action

Section 6-22-124(b) of the City Charter requires the Board of Commissioners to adopt the Appropriations Ordinance before the first day of the new fiscal year beginning July 1.

Fiscal Impact

Attachments

Ordinance 2018-07
2019 Budget Worksheet
ECD Budget 2019

ORDINANCE 2018-07

AN APPROPRIATION ORDINANCE FOR THE CITY OF BRENTWOOD, TENNESSEE FOR THE FISCAL YEAR BEGINNING JULY 1, 2018, AND ENDING JUNE 30, 2019

BE IT ORDAINED BY THE CITY OF BRENTWOOD, TENNESSEE, AS FOLLOWS:

SECTION 1. That amounts hereinafter set out constitute the estimated revenues and the budgeted expenditures for the City of Brentwood, Tennessee, and the said sums specified herein are hereby appropriated for the purpose of meeting the expenses of the various departments, institutions, offices, agencies and programs of the City of Brentwood for the fiscal year beginning July 1, 2018, and ending June 30, 2019, to wit:

GENERAL FUND

	FY 2016-17 ACTUAL	FY 2017-18 BUDGET	FY 2018-19 BUDGET
Estimated Beginning Fund Balance			$ 35,345,645
Revenues and Other Sources:			
Taxes	$ 33,641,127	$ 30,795,000	$ 31,900,000
Licenses and Permits	1,043,200	881,800	875,050
Fines and Fees	217,222	180,000	205,000
Charges for Services	421,223	411,000	438,000
Intergovernmental	7,564,086	4,378,050	4,747,570
Uses of Money and Property	605,001	491,000	515,600
Other	216,083	170,750	165,500
Total Revenues and Sources	$ 43,707,944	$ 37,307,600	$ 38,846,720
Total Funds Available			$ 74,192,365

Note: FY 2016-17 and 2017-18 columns are shown for informational purposes only.

GENERAL FUND

	FY 2016-17 ACTUAL	FY 2017-18 BUDGET	FY 2018-19 BUDGET
Expenditures and Other Uses:			
City Commission	195,316	220,155	232,970
City Court	38,424	39,500	39,500
City Manager's Office	429,935	458,590	680,510
Elections	40,934	-	45,000
Finance	799,015	897,780	957,305
City Recorder	137,354	148,470	136,505
Legal Services	237,623	287,385	244,245
Technology	1,353,546	1,478,570	1,482,330
Geographic Information Systems	298,496	329,695	347,600
Human Resources	431,802	454,950	478,445
Community Relations	363,496	372,605	403,175
Planning	404,659	500,620	474,460
Codes Enforcement	888,453	942,270	920,105
Insurance/Other Benefits	725,986	794,730	806,730
Police Department	7,150,153	7,755,890	8,322,350
Fire and Rescue Department	7,287,766	7,495,479	7,658,025
Safety Center East	76,490	77,150	66,950
Public Works	3,060,960	3,235,468	3,352,460
Storm Drainage	13,741	50,000	50,000
Street Lighting	394,925	440,000	400,000
Traffic Signalization	257,038	344,285	366,230
Service Center	300,513	302,065	327,875
Engineering Services	529,177	637,240	825,325
Public Health	70,563	75,000	78,000
Parks and Recreation	2,056,264	2,394,905	2,497,845
Public Library	2,449,068	2,523,505	2,593,500
Education	225,000	225,000	235,000
Economic Development	10,000	10,000	10,000
Historic Sites	146,568	169,800	155,765
Transfer to Capital Projects Fund	300,000	300,000	-
Transfer to Debt Service Fund	2,950,000	2,950,000	3,100,000
Transfer to Municipal Center Fund	610,000	670,000	685,000
Transfer to Facility Maintenance Fund	200,000	200,000	350,000
Contribution to Emergency Communication District	484,700	484,700	484,700
Total Expenditures and Other Uses	$ 34,917,966	$ 37,265,807	$ 38,807,905
Fund Balance/Surplus Transfers - Capital Projects, Equipment and Insurance Funds	$ 5,400,000	$ -	$ -
Estimated Ending Fund Balance			$ 35,384,460

Note: FY 2016-17 and 2017-18 columns are shown for informational purposes only.

EQUIPMENT REPLACEMENT FUND

	FY 2016-17 ACTUAL	FY 2017-18 BUDGET	FY 2018-19 BUDGET
Estimated Beginning Fund Balance			$ 3,793,239
Revenues and Other Sources:			
Transfer from General Fund	$ 1,402,000	$ 1,467,000	$ 1,657,000
Interest Earnings	36,596	20,000	50,000
Sale of Equipment and Insurance Reimbursment	55,552	10,000	20,000
Total Revenues	$ 1,494,148	$ 1,497,000	$ 1,727,000
Total Funds Available			$ 5,520,239
Expenditures:			
Computer Equipment and Software	$ 368,043	$ 500,000	$ 575,000
Heavy Equipment and Vehicles	624,094	855,000	1,425,000
Total Expenditures	$ 992,136	$ 1,355,000	$ 2,000,000
Estimated Ending Fund Balance			$ 3,520,239

FACILITIES MAINTENANCE FUND

	FY 2016-17 ACTUAL	FY 2017-18 BUDGET	FY 2018-19 BUDGET
Estimated Beginning Fund Balance			$ 939,908
Revenues and Other Sources:			
Transfer from General Fund	$ 200,000	$ 200,000	$ 350,000
Federal and State Sources	$ -	$ -	$ -
Interest Earnings and Other	13,225	6,000	12,000
Total Revenues	$ 213,225	$ 206,000	$ 362,000
Total Funds Available			$ 1,301,908
Expenditures:			
Service Center	$ 23,055	$ 150,000	$ 50,000
Fire and Rescue	24,474	25,000	25,000
Parks and Recreation	150,812	60,000	220,000
Library	-	280,000	50,000
Historic Sites	-	-	-
Total Expenditures	$ 198,341	$ 515,000	$ 345,000
Estimated Ending Fund Balance			$ 956,908

Note: FY 2016-17 and 2017-18 columns are shown for informational purposes only.

STATE STREET AID FUND

	FY 2016-17 ACTUAL	FY 2017-18 BUDGET	FY 2018-19 BUDGET
Estimated Beginning Fund Balance			$ 419,927
Revenues:			
State Fuel Taxes	1,118,235	1,125,000	1,530,000
Interest Earnings	11,989	4,000	8,150
Total Revenues	$ 1,130,223	$ 1,129,000	$ 1,538,150
Total Funds Available			$ 1,958,077
Expenditures and Other Uses:			
Street Repairs	1,712,135	1,140,000	1,240,000
Total Expenditures and Other Uses	$ 1,712,135	$ 1,140,000	$ 1,240,000
Estimated Ending Fund Balance			$ 718,077

PUBLIC WORKS PROJECT FUND

	FY 2016-17 ACTUAL	FY 2017-18 BUDGET	FY 2018-19 BUDGET
Estimated Beginning Fund Balance			$ 4,139,147
Revenues:			
Public Works Project Fees	899,015	940,000	400,000
Interest Earnings	34,141	20,000	30,000
Total Revenues	$ 933,156	$ 960,000	$ 430,000
Total Funds Available			$ 4,569,147
Expenditures and Other Uses:			
Transfer to Capital Projects Fund	1,000,000	600,000	2,000,000
Total Expenditures and Other Uses	$ 1,000,000	$ 600,000	$ 2,000,000
Estimated Ending Fund Balance			$ 2,569,147

Note: FY 2016-17 and 2017-18 columns are shown for informational purposes only.

DRUG FUND

	FY 2016-17 ACTUAL	FY 2017-18 BUDGET	FY 2018-19 BUDGET
Estimated Beginning Fund Balance			$ 540,931
Revenues:			
Drug Related Fines/Other	$ 128,286	$ 20,000	$ 20,000
Interest Earnings	5,508	3,000	6,000
Total Revenues	$ 133,794	$ 23,000	$ 26,000
Total Funds Available			$ 566,931
Expenditures and Other Uses:			
Drug Enforcement	$ 86,801	$ 220,000	$ 20,000
Capital Outlay	-	-	-
Total Expenditures and Other Uses	$ 86,801	$ 220,000	$ 20,000
Estimated Ending Fund Balance			$ 546,931

ADEQUATE FACILITIES TAX FUND

	FY 2016-17 ACTUAL	FY 2017-18 BUDGET	FY 2018-19 BUDGET
Estimated Beginning Fund Balance			$ 486,004
Revenues and Other Sources:			
Adequate Facilities Tax	$ 669,388	$ 450,000	$ 450,000
Interest Earnings	20,056	10,000	4,000
Total Revenues	$ 689,445	$ 460,000	$ 454,000
Total Funds Available			$ 940,004
Expenditures and Other Uses:			
Williamson County Contributions to Schools	$ 2,000,000	$ 400,000	$ -
Transfer to Capital Projects Fund	750,000	-	-
Total Expenditures and Other Uses	$ 2,750,000	$ 400,000	$ -
Estimated Ending Fund Balance			$ 940,004

Note: FY 2016-17 and 2017-18 columns are shown for informational purposes only.

POST EMPLOYMENT BENEFITS FUND

	FY 2016-17 ACTUAL	FY 2017-18 BUDGET	FY 2018-19 BUDGET
Estimated Beginning Fund Balance:			$ 1,290,374
Revenues:			
Transfer from General Fund	$ 102,439	$ 50,000	$ 50,000
Transfer from Water & Sewer Fund	2,844	-	-
Transfer from Emergency Communication District	1,008	-	-
Interest Earnings	9,423	5,000	10,000
Total Revenues	$ 115,714	$ 55,000	$ 60,000
Total Funds Available			$ 1,350,374
Expenditures and Other Uses:			
Post Retirement Benefits and Expenses	$ -	$ -	$ -
Total Expenditures and Other Uses	$ -	$ -	$ -
Estimated Ending Fund Balance			$ 1,350,374

FUEL FUND

	FY 2016-17 ACTUAL	FY 2017-18 BUDGET	FY 2018-19 BUDGET
Estimated Beginning Fund Balance:			$ 685,550
Revenues and Other Sources:			
Transfer from General Fund	$ 302,349	$ 305,500	$ 333,100
Transfer from Water and Sewer Fund	41,751	50,000	50,000
Interest Earnings	6,630	5,000	8,000
Total Revenues	$ 350,730	$ 360,500	$ 391,100
Total Funds Available			$ 1,076,650
Expenditures:			
Gasoline and Diesel Fuel	$ 313,668	$ 375,000	$ 375,000
Total Expenditures	$ 313,668	$ 375,000	$ 375,000
Estimated Ending Fund Balance			$ 701,650

Note: FY 2016-17 and 2017-18 columns are shown for informational purposes only.

INSURANCE FUND

	FY 2016-17 ACTUAL	FY 2017-18 BUDGET	FY 2018-19 BUDGET
Estimated Beginning Fund Balance:			$ 2,373,254
Revenues and Other Sources:			
Other Financing Sources - Health Insurance	$ 3,748,735	$ 3,578,810	$ 3,738,860
Other Financing Sources - Workers Compensation	277,145	249,430	249,430
Interest Earnings	23,089	25,000	30,000
Total Revenues	$ 4,048,969	$ 3,853,240	$ 4,018,290
Total Funds Available			$ 6,391,544
Expenditures:			
Medical Claims	$ 2,348,431	$ 2,600,000	$ 3,000,000
HRA Claims	378,028	425,000	425,000
Health/Life Insurance	498,947	550,000	577,500
Other Professional Services	110,670	115,000	115,000
Transitional Reinsurance Program Tax	12,027	15,000	-
Workers Compensation	295,787	250,000	290,000
Total Expenditures	$ 3,643,890	$ 3,955,000	$ 4,407,500
Estimated Ending Fund Balance			$ 1,984,044

DEBT SERVICE FUND

	FY 2016-17 ACTUAL	FY 2017-18 BUDGET	FY 2018-19 BUDGET
Estimated Beginning Fund Balance			$ 2,336,631
Revenues:			
Transfer from General Fund	$ 2,950,000	$ 2,950,000	$ 3,100,000
Bond Refunding Proceeds/Premium	43,213	-	-
Interest Earnings	30,008	23,000	30,000
Total Revenues and Other Sources	$ 3,023,221	$ 2,973,000	$ 3,130,000
Total Funds Available			$ 5,466,631
Debt Service Expenditures	$ 7,634,918	$ 2,590,400	$ 2,648,965
Estimated Ending Fund Balance			$ 2,817,666

Note: FY 2016-17 and 2017-18 columns are shown for informational purposes only.

CAPITAL PROJECTS FUND

	FY 2016-17 ACTUAL	FY 2017-18 BUDGET*	FY 2018-19 BUDGET*
Revenues And Other Sources:			
Transfer from Public Works Projects Fund	$ 1,000,000	$ 600,000	$ 2,000,000
Federal, State and Private Sources	1,099,648	180,000	-
Transfer from General Fund	5,655,000	300,000	-
Transfer from Adequate Facilities Tax Fund	750,000	-	-
Transfer from Emergency Communications District	750,000	-	-
Bond Proceeds	-	4,900,000	-
Interest Earnings	187,023	150,000	250,000
Other Financing Sources	-	-	-
Total Revenues and Other Sources	$ 9,441,671	$ 6,130,000	$ 2,250,000
Transportation	$ 6,242,630	$ 8,705,000	$ 5,795,000
Parks and Recreation	1,928,965	905,000	610,000
General Facilities	3,428	445,000	2,945,000
Technology	747,040	4,390,000	3,510,000
Storm Drainage	49,050	50,000	50,000
Other Financing Uses	-	-	-
Total Project Appropriations and Other Uses	$ 8,971,113	$ 14,495,000	$ 12,910,000

* Project appropriations shown are amounts estimated to remain for outstanding or committed projects or project phases. Balances remaining at the end of any fiscal year may carry over to subsequent years.

Note: FY 2016-17 and 2017-18 columns are shown for informational purposes only.

SECTION 2. That pursuant to the requirements of TCA 7-86-120, the amounts hereinafter set out constitute the estimated revenues and the budgeted expenditures for the City of Brentwood, Tennessee Emergency Communications District for the fiscal year beginning July 1, 2018 and ending June 30, 2019, to wit:

EMERGENCY COMMUNICATIONS DISTRICT

	FY 2016-17 ACTUAL	FY 2017-18 BUDGET	FY 2018-19 BUDGET
Estimated Beginning Net Assets			$ 2,290,289
Revenues:			
Contribution from City of Brentwood - General Fund	484,700	484,700	484,700
TECB Operational Funding	972,979	880,775	924,775
Interest Earnings	21,394	20,000	25,000
Total Revenues	$ 1,479,073	$ 1,385,475	$ 1,434,475
Total Funds Available			$ 3,724,764
Expenditures and Other Uses:			
Personnel Services	$ 818,330	$ 941,705	$ 915,835
Operating Services	216,438	270,600	327,400
Depreciation Expense	159,418	172,500	172,500
Total Expenditures	$ 1,194,185	$ 1,384,805	$ 1,415,735
Estimated Ending Net Assets			$ 2,309,029

SECTION 3. That total actual expenditures for the funds shown in Section 1 and 2 herein shall not exceed total appropriations for said funds, except as may be provided by ordinance to amend the budget.

SECTION 4. That the following amounts in the Water and Sewer Fund are projected operating revenues and expenses for the fiscal year beginning July 1, 2018 and ending June 30, 2019 and are provided for informational purposes.

Operating Revenues	$	19,367,395
Operating Expenses	$	18,415,485

SECTION 5. That the following amounts in the Municipal Center Fund are projected operating revenues and expenses for the fiscal year beginning July 1, 2019 and ending June 30, 2019 and are provided for informational purposes.

Operating Revenues	$	764,475
Operating Expenses	$	767,300

SECTION 6. That the City maintains certain Funds Held in Trust (FHIT) accounts for the use of special program funding for which no expenditure appropriation is required. Expenditures from FHIT accounts are approved by authorized personnel as funds are available.

SECTION 7. That a detailed line item financial plan to support the budget as set forth herein shall be provided to the Board of Commissioners and to the various departments of the City, which financial plan shall be used as guidance and generally followed in incurring expenditures and obligations on behalf of the City.

SECTION 8. That this ordinance shall take effect from and after its final passage, or fifteen days after its first passage, whichever occurs later, the general welfare of the City of Brentwood, Williamson County, Tennessee, requiring it.

PASSED: 1st reading _____

2nd reading _____

PUBLIC HEARING
Notice published in: *The Williamson*
Date of publication: 5/9/2018
Date of hearing: 5/29/18;6/12/18;6/25/18

PLANNING COMMISSION n/a

NOTICE OF PASSAGE
Notice published in: n/a
Date of publication: _____

EFFECTIVE DATE _____

MAYOR JILL BURGIN

RECORDER HOLLY EARLS

Approved as to form:

CITY ATTORNEY KRISTEN CORN

CITY OF BRENTWOOD
FY 2019 Budget Worksheets

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
FUND 110: GENERAL FUND						
TAXES						
110-00000-31100	REAL & PERSONAL PROP TAX	11,435,113	11,532,938	11,510,000	11,834,452	11,850,000
110-00000-31120	PUBLIC UTILITY PROP TAX	141,421	117,247	100,000	99,051	100,000
110-00000-31130	INTEREST,PENALTY & COURT COST	26,068	26,866	20,000	10,467	20,000
110-00000-31200	P I L O T (PROP TAX)	27,315	83,427	25,000	0	80,000
110-00000-31300	LOCAL SALES TAX - COUNTY	15,203,893	15,910,640	14,050,000	10,152,615	14,500,000
110-00000-31430	WHOLESALE BEER TAX	642,891	669,352	615,000	403,788	650,000
110-00000-31450	WHOLESALE LIQUOR TAX	798,812	953,987	800,000	592,813	825,000
110-00000-31600	BUSINESS TAXES	1,851,846	1,956,708	1,625,000	638,652	1,700,000
110-00000-31800	HOTEL/MOTEL TAX	1,705,447	1,843,667	1,575,000	1,047,596	1,700,000
110-00000-31912	CATV FRANCHISE FEE	534,744	546,295	475,000	274,591	475,000
TOTAL TAXES		**32,367,550**	**33,641,127**	**30,795,000**	**25,054,026**	**31,900,000**
LICENSES AND PERMITS						
110-00000-32110	MECHANICAL PERMITS	43,399	43,842	35,000	38,550	35,000
110-00000-32120	BUILDING PERMITS	809,289	798,934	675,000	648,184	675,000
110-00000-32150	PLUMBING PERMITS	57,435	59,927	50,000	29,077	50,000
110-00000-32160	EXCAVATION PERMITS	63,435	34,623	40,000	19,864	35,000
110-00000-32185	FOOD TRUCK PERMIT	0	2,650	0	1,500	2,500
110-00000-32215	ZONING BD APPL FEE	1,650	1,550	1,000	2,400	1,500
110-00000-32216	BLAST/BURN PERMITS	353	350	300	150	300
110-00000-32217	HOME OCCUPATION FEES	5,075	3,800	4,000	2,500	3,750
110-00000-32218	HOME OCCUPATION RENEWAL FEES	4,120	4,720	4,000	1,955	4,000
110-00000-32310	BEER LICENSES	3,750	5,000	3,000	500	3,000
110-00000-32311	BEER BOARD FINES	0	2,000	0	0	0
110-00000-32315	BEER PRIVILEGE TAX	7,899	8,446	6,500	8,121	6,500
110-00000-32390	OTHER PERMITS	2,000	2,840	0	840	1,000
110-00000-32810	SUBDIV LOT FEES	12,650	16,775	10,000	10,660	10,000
110-00000-32820	SITE PLANS FEES	56,978	53,583	40,000	24,790	40,000
110-00000-32825	TRAFFIC CONSULTANT REVIEW FEES	15,495	4,160	13,000	6,798	7,500
TOTAL LICENSES AND PERMITS		**1,083,527**	**1,043,200**	**881,800**	**795,888**	**875,050**
INTERGOVERNMENTAL						
110-00000-33197	SAFETY GRANT	0	4,250	0	0	0
110-00000-33200	FEMA GRANT - FIRE	33,103	31,767	0	0	0
110-00000-33204	ASSISTANCE TO FIRE FIGHTERS GRANT	84,888	0	0	0	0
110-00000-33207	TML PROPERTY CONSERVATION GRANT - TECH	3,367	0	0	0	0
110-00000-33320	TVA P I L O T (PROP TAX)	474,106	455,842	435,000	229,063	491,445
110-00000-33446	DOJ - DEA TASK FORCE REIMB	6,221	0	0	0	0
110-00000-33510	STATE SALES TAX	3,267,781	3,348,363	3,100,000	2,027,230	3,496,675
110-00000-33520	STATE INCOME TAX	4,420,212	3,132,222	425,000	0	275,000
110-00000-33530	STATE BEER TAX	19,727	19,507	20,000	10,200	21,745
110-00000-33540	STATE LIQUOR BY THE DRINK TAX	172,833	237,879	145,000	168,140	200,000
110-00000-33552	STATE STREETS & TRANSPORTATION	82,194	81,603	81,500	47,493	89,155
110-00000-33590	OTHER ST REV ALLOC-PD/FD PAY S	64,800	58,800	69,600	33,600	69,600
110-00000-33593	CORPORATE EXCISE TAX	77,998	115,679	25,000	0	30,000
110-00000-33594	TELECOMMUNICATION TAX	3,433	4,084	3,000	10,184	0

CITY OF BRENTWOOD
FY 2019 Budget Worksheets

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
110-00000-33801	WM CO ALLOC - LIBR OPERATIONS	71,950	71,950	71,950	71,950	71,950
110-00000-33803	WM COUNTY EMS UTILITY REIMB	2,091	2,139	2,000	1,497	2,000
TOTAL INTERGOVERNMENTAL		**8,784,705**	**7,564,086**	**4,378,050**	**2,599,357**	**4,747,570**
OTHER REVENUES						
110-00000-34111	DUPLICATING SERVICES	796	368	750	38	500
110-00000-34121	BUS TAX - CLERKS FEE	189,974	196,789	150,000	63,961	150,000
110-00000-34240	MISC POLICE SERVICES	22,880	18,927	20,000	10,925	15,000
TOTAL OTHER REVENUES		**213,650**	**216,083**	**170,750**	**74,924**	**165,500**
CHARGES FOR SERVICES						
110-00000-34740	PARK RESERVATION & EVENTS	116,658	122,130	120,000	64,212	125,000
110-00000-34760	LIBRARY FINES & CHARGES	55,954	47,259	45,000	30,144	45,000
110-00000-34761	LIBRARY FEE - NON RESIDENT	64,624	62,715	60,000	42,582	60,000
110-00000-34800	COOL SPRINGS HOUSE RENTAL FEE	35,250	34,625	42,000	25,006	45,000
110-00000-34805	COOL SPRINGS HOUSE CLEANING FEE	6,150	6,375	7,000	3,900	15,000
110-00000-34810	RAVENSWOOD HOUSE RENTAL FEE	72,500	63,423	75,000	40,969	85,000
110-00000-34815	RAVENSWOOD HOUSE CLEANING FEE	7,700	7,300	7,000	5,550	8,000
110-00000-34850	LIBRARY MTG ROOM	13,872	18,378	15,000	10,672	15,000
110-00000-34855	INSPECTION FEES - ENGINEERING	42,643	41,524	40,000	13,297	40,000
110-00000-34860	CELL TOWER RENTAL FEE	24,309	17,495	0	0	0
TOTAL CHARGES FOR SERVICES		**439,660**	**421,223**	**411,000**	**236,332**	**438,000**
FINES AND FEES						
110-00000-35110	MUN COURT FINES/COSTS	226,663	172,628	150,000	167,536	175,000
110-00000-35160	COUNTY COURT FINES/COSTS	34,976	44,595	30,000	18,868	30,000
TOTAL FINES AND FEES		**261,639**	**217,222**	**180,000**	**186,404**	**205,000**
USES OF MONEY AND PROPERTY						
110-00000-36100	INTEREST EARNINGS	185,803	308,853	250,000	335,447	250,000
110-00000-36220	SERVICE CENTER RENT - W/S	125,000	125,000	125,000	125,000	125,000
110-00000-36225	GIS SERVICE FEE	90,000	90,000	90,000	90,000	90,000
110-00000-36330	SALE OF GF EQUIPMENT	47,795	29,918	25,000	8,919	25,000
110-00000-36510	SALE OF GEN GOV'T SUPPLIES	653	0	1,000	423	0
110-00000-36720	LIBRARY PROGRAM FEES	0	0	0	12,727	10,000
110-00000-36900	OTHER FINANCING SOURCES	3,000	0	0	0	0
110-00000-37100	MISC SERVICES BIILED	1,420	2,034	0	390	500
110-00000-37199	MISCELLANEOUS	4,390	6,093	0	27,235	15,000
110-00000-37299	BAD CHECK CHRGS	175	100	0	150	100
110-00000-37855	TRANSFER FROM POST EMP FUND	0	38,000	0	0	0
110-00000-39700	INSURANCE RECOVERY	1,966	5,003	0	0	0
TOTAL USES OF MONEY AND PROPERTY		**460,202**	**605,001**	**491,000**	**600,292**	**515,600**
TOTAL REVENUES - GENERAL FUND		**43,610,934**	**43,707,944**	**37,307,600**	**29,547,223**	**38,846,720**

DEPT 41110: CITY COMMISSION

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
110-41110-81110	SALARIES	80,400	80,400	80,400	53,600	80,400
110-41110-81410	FICA (EMPLOYER'S SHARE)	5,553	5,487	6,150	3,464	6,150
110-41110-81420	HEALTH INSURANCE	62,655	68,055	74,895	49,928	78,640
110-41110-81422	LIFE INSURANCE	1,134	1,134	1,260	781	1,430
110-41110-82350	MBRSHIPS & REGISTRATIONS	21,561	21,962	30,000	27,349	32,700
110-41110-82450	COMMUNICATIONS	6,214	5,497	6,000	2,184	6,000
110-41110-82555	RADIO & TV SRVCS	13,225	9,075	15,000	4,100	21,200
110-41110-82605	R/M - OFC MACH & EQUIP	360	1,431	1,450	1,056	1,450
110-41110-83299	SUNDRY	3,822	2,275	4,000	1,082	4,000
110-41110-83540	COMPUTER HARDWARE - N/C	0	0	1,000	0	1,000
Total Expenditures		**194,923**	**195,316**	**220,155**	**143,544**	**232,970**
DEPT 41210: COURT						
110-41210-81220	CITY JUDGE	24,000	24,000	24,000	16,000	24,000
110-41210-82350	PROF MEMBERSHIPS & REGISTRATIONS	0	1,215	1,000	0	1,000
110-41210-82599	OTHER PROFESSIONAL SERVICES	2,092	2,092	2,300	1,394	2,300
110-41210-82620	R/M - OTHER EQUIPMENT	0	11,117	11,700	0	11,700
110-41210-83299	SUNDRY	0	0	500	0	500
Total Expenditures		**26,092**	**38,424**	**39,500**	**17,394**	**39,500**
DEPT 41320: CITY MANAGER						
110-41320-81110	SALARIES	295,849	306,498	317,820	204,081	323,440
110-41320-81111	SALARIES - PART TIME	0	0	5,000	0	5,000
110-41320-81130	LONGEVITY PAY	600	640	680	680	920
110-41320-81145	COMMUNICATION ALLOWANCE	1,440	1,440	1,440	960	1,440
110-41320-81410	FICA (EMPLOYER'S SHARE)	18,721	17,769	21,770	10,721	25,330
110-41320-81420	HEALTH INSURANCE	17,900	19,445	21,400	14,264	22,470
110-41320-81422	LIFE INSURANCE	360	360	360	248	410
110-41320-81425	RETIREMENT - HEALTH/LIFE	14,208	14,205	16,825	11,216	6,995
110-41320-81430	RETIREMENT - TCRS	46,742	48,896	44,495	29,394	45,280
110-41320-82599	OTHER PROF SERVICES	3,500	3,500	4,500	3,500	224,000
110-41320-82605	R/M - OFC MACH & EQUIP	101	520	550	373	550
110-41320-82810	MBRSHIPS & REGISTRATIONS	9,718	7,129	10,000	7,404	10,275
110-41320-82820	TRAVEL - CONF & SCHOOLS	5,593	3,861	6,000	5,041	6,150
110-41320-83299	SUNDRY	2,949	2,506	3,000	1,857	3,000
110-41320-83310	FUEL	3,683	2,406	2,500	1,686	3,000
110-41320-83540	COMPUTER HARDWARE - N/C	0	0	750	0	750
110-41320-87150	ENVIRONMENTAL BOARD	0	760	1,500	24	1,500
Total Expenditures		**421,363**	**429,935**	**458,590**	**291,450**	**680,510**
DEPT 41400: ELECTIONS						
110-41400-82599	BOARD OF COMMISSIONERS	200	40,934	0	0	45,000
Total Expenditures		**200**	**40,934**	**0**	**0**	**45,000**
DEPT 41500: FINANCE						
110-41500-81110	SALARIES	389,230	365,149	432,820	272,877	491,095
110-41500-81111	SALARIES - PART TIME	19,511	19,257	21,015	12,369	0

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
110-41500-81120	SALARIES - OVERTIME	4,026	9,682	5,545	7,061	5,765
110-41500-81130	LONGEVITY PAY	2,800	2,480	2,640	2,640	2,800
110-41500-81145	COMMUNICATION ALLOWANCE	930	810	1,200	800	1,200
110-41500-81410	FICA (EMPLOYER'S SHARE)	31,057	29,833	35,435	22,311	38,345
110-41500-81420	HEALTH INSURANCE	62,655	68,055	74,895	49,928	87,065
110-41500-81422	LIFE INSURANCE	1,092	1,092	1,260	825	1,580
110-41500-81425	RETIREMENT - HEALTH/LIFE	26,496	26,495	31,385	20,920	27,110
110-41500-81430	RETIREMENT - TCRS	59,512	59,569	61,485	40,326	69,595
110-41500-82110	POSTAGE & BOX RENTAL	16,138	16,790	19,000	10,296	17,000
110-41500-82210	PRINTING,STATIONERY,ENVELOPES	3,297	3,511	4,000	479	4,000
110-41500-82215	PUBLICATIONS, REPORTS, ETC	150	770	2,000	175	1,000
110-41500-82310	ADVERTISING/LEGAL NOTICES	1,271	269	1,000	0	1,000
110-41500-82530	ACCTING & AUDITING SRVCS	32,000	25,800	35,000	27,000	35,000
110-41500-82596	WILLIAMSON CO TRUSTEE PROP TAX FEE	72,372	72,848	77,000	73,456	77,000
110-41500-82599	OTHER PROF SRVCS	350	14,055	18,000	9,795	23,000
110-41500-82605	R/M - OFC MACH & EQUIP	38,639	35,266	45,600	45,100	49,250
110-41500-82810	MBRSHIPS & REGISTRATIONS	4,035	5,373	6,500	6,202	6,500
110-41500-82820	TRAVEL - CONF & SCHOOLS	2,492	4,449	7,000	341	6,000
110-41500-83100	OFFICE SUPPLIES/MATERIALS	5,870	4,896	8,000	4,161	6,000
110-41500-83299	SUNDRY	1,189	1,919	2,000	523	2,000
110-41500-83535	OFFICE EQUIPMENT - N/C	1,024	0	2,000	0	2,000
110-41500-83540	COMPUTER HARDWARE - N/C	0	0	3,000	210	1,000
110-41500-83550	COMPUTER SOFTWARE-N/C	7,455	3,939	0	582	2,000
110-41500-89550	COMPUTER SOFTWARE	0	26,710	0	1,611	0
Total Expenditures		**783,590**	**799,015**	**897,780**	**609,987**	**957,305**

DEPT 41510: CITY RECORDER

110-41510-81110	SALARIES	66,666	67,759	75,460	80,211	64,440
110-41510-81120	SALARIES - OVERTIME	3,861	5,324	5,355	3,591	5,570
110-41510-81130	LONGEVITY	1,040	1,080	1,120	1,120	0
110-41510-81410	FICA	5,148	5,335	6,270	6,351	5,375
110-41510-81420	HEALTH INSURANCE	8,950	9,720	10,700	7,136	11,235
110-41510-81422	LIFE INSURANCE	180	180	180	171	205
110-41510-81425	RETIREMENT - HEALTH/LIFE	2,892	2,890	3,420	2,280	3,500
110-41510-81430	RETIREMENT - TCRS	11,099	11,639	11,315	8,543	9,830
110-41510-82310	ADVERTISING/LEGAL NOTICES	3,897	5,650	5,000	3,053	5,000
110-41510-82599	OTHER PROF SRVCS	3,608	7,116	5,000	3,042	5,000
110-41510-82605	R/M - OFC MACH & EQUIP	10,649	18,998	20,000	17,070	20,100
110-41510-82810	MBRSHIPS & REGISTRATIONS	1,150	550	1,450	445	1,450
110-41510-82820	TRAVEL - CONF & SCHOOLS	1,896	113	2,000	56	2,000
110-41510-83100	OFFICE SUPPLIES/MATERIALS	749	987	1,000	1,075	1,000
110-41510-83299	SUNDRY	0	13	200	192	200
110-41510-83540	COMPUTER HARDWARE - N/C	0	0	0	0	1,600
Total Expenditures		**121,784**	**137,354**	**148,470**	**134,336**	**136,505**

DEPT 41520: LEGAL

110-41520-81110	SALARIES	145,223	149,786	155,320	149,241	122,305
110-41520-81130	LONGEVITY PAY	1,200	1,240	1,280	1,280	0
110-41520-81145	COMMUNICATION ALLOWANCE	720	720	720	420	720

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
110-41520-81410	FICA (EMPLOYER'S SHARE)	9,520	9,274	10,705	9,697	9,355
110-41520-81420	HEALTH INSURANCE	8,870	9,720	10,700	7,136	11,235
110-41520-81422	LIFE INSURANCE	180	180	180	107	205
110-41520-81425	RETIREMENT - HEALTH/LIFE	6,696	6,700	7,935	5,288	3,500
110-41520-81430	RETIREMENT - TCRS	22,935	23,914	21,745	12,724	17,125
110-41520-82215	PUBLICATIONS, REPORTS, ETC	15,740	17,040	18,000	10,242	19,000
110-41520-82310	ADVERTISING/LEGAL NOTICES	17	0	0	31	0
110-41520-82520	SPECIAL LEGAL SERVICES	868	10,524	50,000	20,815	50,000
110-41520-82605	R/M - OFC MACH & EQUIP	50	218	500	170	500
110-41520-82620	R/M - MACH & EQUIP	33	0	0	0	0
110-41520-82810	MBRSHIPS & REGISTRATIONS	4,213	3,828	4,500	758	4,500
110-41520-82820	TRAVEL - CONF & SCHOOLS	4,454	4,336	5,000	1,884	5,000
110-41520-83100	OFFICE SUPPLIES/MATERIALS	193	27	300	0	300
110-41520-83299	SUNDRY	21	116	500	381	500
Total Expenditures		**220,933**	**237,623**	**287,385**	**220,174**	**244,245**

DEPT 41640: TECHNOLOGY

110-41640-81110	SALARIES	332,001	376,561	409,845	264,377	425,835
110-41640-81111	SALARIES - PART TIME	52,423	0	5,000	3,360	5,200
110-41640-81120	SALARIES - OVERTIME	0	0	3,000	0	3,120
110-41640-81130	LONGEVITY PAY	1,940	2,000	2,500	2,500	2,240
110-41640-81145	COMMUNICATION ALLOWANCE	3,540	3,600	3,600	2,400	3,600
110-41640-81410	FICA (EMPLOYER'S SHARE)	29,228	28,403	32,430	20,719	33,670
110-41640-81420	HEALTH INSURANCE	40,280	53,470	58,845	39,232	61,785
110-41640-81422	LIFE INSURANCE	870	930	990	744	1,120
110-41640-81425	RETIREMENT - HEALTH/LIFE	16,920	19,130	22,660	15,104	19,240
110-41640-81430	RETIREMENT - TCRS	52,360	60,248	57,800	39,462	60,070
110-41640-81481	CLOTHING/UNIFORMS	1,524	743	1,700	764	1,700
110-41640-82450	COMMUNICATIONS - INTERNET SRVC	32,305	29,775	45,000	18,979	35,000
110-41640-82599	OTHER PROFESSIONAL SRVCS	43,183	30,104	55,000	11,070	40,000
110-41640-82605	R/M - OFC MACH & EQUIP	375	2,520	3,500	1,368	3,500
110-41640-82610	R/M - VECHICLES	219	428	1,500	80	1,500
110-41640-82620	R/M - MACH & EQUIPMENT	93,374	146,712	177,000	121,585	177,000
110-41640-82810	MBRSHIPS & REGISTRATIONS	2,497	4,057	5,000	2,013	5,000
110-41640-82820	TRAVEL - CONF & SCHOOLS	2,714	9,122	10,000	6,016	8,000
110-41640-83100	OFFICE SUPPLIES/MATERIALS	1,565	1,092	2,500	653	2,500
110-41640-83215	HOUSEHOLD/JANITORIAL SUPPLIES	152	42	200	158	250
110-41640-83290	OTHER OPERATING SUPPLIES	424	64	1,000	75	1,000
110-41640-83299	SUNDRY	1,281	902	1,000	467	1,000
110-41640-83310	FUEL	428	252	1,000	140	500
110-41640-83530	EQUIPMENT - N/C	1,314	4,547	5,000	151	5,000
110-41640-83535	OFFICE EQUIPMENT - N/C	265	192	1,000	0	1,000
110-41640-83540	COMPUTER HARDWARE - N/C	7,244	300	7,000	5,118	5,000
110-41640-83550	COMPUTER SOFTWARE-N/C	658	5,857	2,500	1,227	17,500
110-41640-83560	MISC TECHNOLOGY - N/C	10,127	10,148	10,000	3,713	10,000
110-41640-88930	EQUIPMENT REPLACEMENT FUND	425,000	435,000	513,000	342,000	526,000
110-41640-89520	VEHICLES	0	26,999	0	0	0
110-41640-89540	COMPUTER HARDWARE	0	64,751	15,000	0	10,000
110-41640-89550	COMPUTER SOFTWARE	0	35,595	9,000	11,030	0
110-41640-89555	TECHNOLOGY INFRASTUCTURE	2,516	0	15,000	0	15,000

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
Total Expenditures		**1,156,725**	**1,353,546**	**1,478,570**	**914,502**	**1,482,330**
DEPT 41645: GIS						
110-41645-81110	SALARIES	174,466	179,117	186,135	118,033	193,670
110-41645-81111	SALARIES - PART TIME	0	2,320	0	0	6,000
110-41645-81120	SALARIES - OVERTIME	0	0	590	0	615
110-41645-81130	LONGEVITY PAY	960	1,080	1,200	1,200	1,320
110-41645-81145	COMMUNICATION ALLOWANCE	480	480	480	320	480
110-41645-81410	FICA (EMPLOYER'S SHARE)	12,807	13,375	14,415	9,026	15,485
110-41645-81420	HEALTH INSURANCE	26,850	29,165	32,100	21,400	33,700
110-41645-81422	LIFE INSURANCE	540	540	540	372	610
110-41645-81425	RETIREMENT - HEALTH/LIFE	9,480	9,475	11,225	7,480	10,495
110-41645-81430	RETIREMENT - TCRS	27,554	28,532	26,140	17,005	27,205
110-41645-81481	CLOTHING/UNIFORMS	0	236	400	0	400
110-41645-82450	COMMUNICATIONS	0	0	420	284	420
110-41645-82599	OTHER PROF SRVCS	0	0	5,500	0	6,000
110-41645-82605	R/M - OFC MACH & EQUIP	151	667	650	478	650
110-41645-82610	R/M - MOTOR VEHICLES	27	1,128	1,000	17	1,000
110-41645-82620	R/M - MACH & EQUIPMENT	25,756	25,057	27,000	25,495	27,000
110-41645-82810	MBRSHIPS & REGISTRATIONS	970	1,021	4,150	2,650	4,150
110-41645-82820	TRAVEL - CONF & SCHOOLS	5,313	3,238	3,850	3,648	4,000
110-41645-83100	OFFICE SUPPLIES/MATERIALS	489	748	4,000	46	4,000
110-41645-83215	HOUSEHOLD/JANITORIAL SUPPLIES	94	47	100	0	100
110-41645-83299	SUNDRY	99	71	500	65	500
110-41645-83310	FUEL	212	140	1,000	82	500
110-41645-83540	COMPUTER HARDWARE - N/C	911	1,046	0	0	0
110-41645-83550	COMPUTER SOFTWARE-N/C	0	1,014	2,300	1,990	1,000
110-41645-89530	EQUIPMENT	0	0	6,000	5,541	8,300
Total Expenditures		**287,159**	**298,496**	**329,695**	**215,131**	**347,600**
DEPT 41650: HUMAN RESOURCES						
110-41650-81110	SALARIES	200,174	199,056	209,160	132,676	217,640
110-41650-81130	LONGEVITY PAY	1,880	1,640	1,720	1,720	1,800
110-41650-81145	COMMUNICATION ALLOWANCE	720	720	720	480	720
110-41650-81410	FICA (EMPLOYER'S SHARE)	15,369	15,291	16,185	10,257	16,850
110-41650-81420	HEALTH INSURANCE	26,850	29,165	32,100	21,400	33,700
110-41650-81422	LIFE INSURANCE	540	525	540	372	610
110-41650-81425	RETIREMENT - HEALTH/LIFE	7,692	7,695	9,115	6,080	10,495
110-41650-81430	RETIREMENT - TCRS	30,872	31,686	29,280	19,116	30,470
110-41650-82210	PRINTING,STATIONERY,ENVELOPES	917	740	1,400	25	1,400
110-41650-82215	PUBLICATIONS, REPORTS, ETC	0	387	1,000	922	1,000
110-41650-82310	ADVERTISING/LEGAL NOTICES	7,875	5,194	10,000	3,587	10,000
110-41650-82510	MEDICAL SERVICES	52,871	53,193	63,545	38,784	62,360
110-41650-82599	OTHER PROF SRVCS	29,456	29,594	26,625	12,984	33,100
110-41650-82605	R/M - OFC MACH & EQUIP	7,176	12,045	11,200	4,906	11,955
110-41650-82750	ANNUAL EMPLOYEE BANQUET	17,166	18,543	19,000	18,012	22,600
110-41650-82755	AWARDS	8,607	10,156	9,560	9,506	6,810
110-41650-82810	MBRSHIPS & REGISTRATIONS	1,103	1,761	2,800	1,800	4,135
110-41650-82820	TRAVEL - CONF & SCHOOLS	476	472	2,500	881	1,800

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
110-41650-82890	TRAVEL - APPLICANTS	618	0	0	0	0
110-41650-83100	OFFICE SUPPLIES/MATERIALS	1,493	3,518	3,000	2,011	3,000
110-41650-83299	SUNDRY	6,546	10,422	5,500	2,096	6,000
110-41650-83550	COMPUTER SOFTWARE-N/C	0	0	0	0	2,000
Total Expenditures		**418,399**	**431,802**	**454,950**	**287,614**	**478,445**
DEPT 41680: COMMUNITY RELATIONS						
110-41680-81110	SALARIES	135,486	172,686	138,295	74,772	131,285
110-41680-81120	SALARIES - OVERTIME	75	113	0	0	0
110-41680-81130	LONGEVITY PAY	1,120	0	0	0	0
110-41680-81145	COMMUNICATION ALLOWANCE	1,200	1,480	1,440	870	1,440
110-41680-81160	TRANSPORTATION SUPPL PAY	0	0	0	1,059	1,800
110-41680-81410	FICA (EMPLOYER'S SHARE)	9,936	12,983	10,690	5,799	10,160
110-41680-81420	HEALTH INSURANCE	17,900	19,445	21,400	14,264	22,470
110-41680-81422	LIFE INSURANCE	297	365	360	218	410
110-41680-81425	RETIREMENT - HEALTH/LIFE	7,896	7,900	9,360	6,240	6,995
110-41680-81430	RETIREMENT - TCRS	21,403	21,903	19,360	10,680	18,380
110-41680-82110	POSTAGE	7,932	8,824	10,000	2,910	10,000
110-41680-82210	PRINTING,STATIONERY,ENVELOPES	12,467	11,185	18,000	5,303	15,000
110-41680-82215	PUBLICATIONS, REPORTS, ETC	110	55	2,000	0	500
110-41680-82310	ADVERTISING/LEGAL NOTICES	3,895	4,147	3,500	924	3,500
110-41680-82410	ELECTRICITY	311	311	500	223	400
110-41680-82420	WATER	962	806	3,000	463	2,000
110-41680-82450	COMMUNICATIONS	408	602	1,000	555	1,000
110-41680-82556	MARKETING-HOTEL/MOTEL	449	0	0	0	0
110-41680-82590	SPECIAL EVENTS	22,837	35,196	40,000	18,529	35,000
110-41680-82591	50TH ANNIVERSARY CELEBRATION	0	0	0	0	55,000
110-41680-82599	OTHER PROF SRVCS	28,011	10,720	20,000	10,111	21,300
110-41680-82605	R/M - OFC MACH & EQUIP	421	1,536	1,700	1,990	1,700
110-41680-82650	R/M - GROUNDS	39,438	39,062	47,000	26,700	45,000
110-41680-82810	MBRSHIPS & REGISTRATIONS	1,759	1,066	3,000	1,141	1,585
110-41680-82820	TRAVEL - CONF & SCHOOLS	3,509	3,605	5,000	66	5,000
110-41680-83100	OFFICE SUPPLIES/MATERIALS	347	1,227	500	254	500
110-41680-83299	SUNDRY	873	1,098	1,500	586	1,500
110-41680-83540	COMPUTER HARDWARE - N/C	0	1,743	5,500	1,243	2,000
110-41680-83550	COMPUTER SOFTWARE-N/C	0	21	500	295	250
110-41680-83560	BANNERS	10,268	1,917	5,500	9,090	5,500
110-41680-87131	LDRSHIP BWOOD	1,000	1,000	1,000	1,000	1,000
110-41680-87145	HISTORIC BOARD	2,500	2,500	2,500	0	2,500
110-41680-89540	COMPUTER HARDWARE	0	0	0	5,773	0
Total Expenditures		**332,810**	**363,496**	**372,605**	**201,055**	**403,175**
DEPT 41700: PLANNING						
110-41700-81110	SALARIES	223,226	217,183	235,635	148,421	243,510
110-41700-81111	SALARIES - PART TIME	0	0	0	6,900	0
110-41700-81120	SALARIES - OVERTIME	268	119	0	0	0
110-41700-81130	LONGEVITY PAY	1,800	1,520	1,600	1,600	1,680
110-41700-81145	COMMUNICATION ALLOWANCE	1,680	1,520	1,680	1,120	1,680
110-41700-81410	FICA (EMPLOYER'S SHARE)	16,557	16,489	18,275	12,076	18,895

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
110-41700-81420	HEALTH INSURANCE	26,850	29,165	32,100	21,400	33,700
110-41700-81422	LIFE INSURANCE	540	480	540	372	610
110-41700-81425	RETIREMENT - HEALTH/LIFE	14,184	14,185	16,800	11,200	10,495
110-41700-81430	RETIREMENT - TCRS	35,292	33,657	32,990	21,385	34,090
110-41700-82210	PUBLICATIONS PRINTING	316	1,712	2,000	95	2,000
110-41700-82215	PUBLICATIONS, REPORTS, ETC	0	574	2,000	2,635	3,000
110-41700-82310	ADVERTISING/LEGAL NOTICES	1,891	1,755	2,500	1,175	2,500
110-41700-82550	PLANNING CONSULTANT SRVCS	0	0	5,000	0	5,000
110-41700-82554	SPECIAL CENSUS	0	0	40,000	23,713	0
110-41700-82555	RADIO & TV SRVCS	8,275	5,650	7,000	2,900	10,800
110-41700-82570	TRAFFIC ENG SRVCS	17,443	10,229	15,000	5,775	15,000
110-41700-82605	R/M - OFFICE MACH & EQUIP	176	5,492	5,500	3,607	4,000
110-41700-82620	R/M - MACH & EQUIPMENT	39,729	36,323	40,000	35,290	40,000
110-41700-82810	MBRSHIPS & REGISTRATIONS	14,742	14,545	18,000	17,423	20,000
110-41700-82820	TRAVEL - CONF & SCHOOLS	3,276	12	5,500	1,229	5,500
110-41700-83100	OFFICE SUPPLIES/MATERIALS	2,792	2,655	4,500	530	4,500
110-41700-83299	SUNDRY	937	2,923	3,000	798	3,000
110-41700-83535	OFFICE EQUIPMENT - N/C	0	0	1,000	0	4,500
110-41700-83540	COMPUTER HARDWARE - N/C	0	0	1,000	0	1,000
110-41700-83550	COMPUTER SOFTWARE-N/C	0	0	2,000	0	2,000
110-41700-89550	COMPUTER SOFTWARE	6,000	8,470	7,000	0	7,000
Total Expenditures		**415,974**	**404,659**	**500,620**	**319,646**	**474,460**

DEPT 41710: CODES

110-41710-81110	SALARIES	493,130	497,541	525,090	321,850	535,125
110-41710-81111	SALARIES - PART TIME	23,994	32,447	30,900	8,405	34,320
110-41710-81120	SALARIES - OVERTIME	0	0	1,180	0	1,225
110-41710-81130	LONGEVITY PAY	4,520	4,840	5,160	4,600	4,880
110-41710-81145	COMMUNICATION ALLOWANCE	3,360	3,360	3,360	2,240	3,360
110-41710-81410	FICA (EMPLOYER'S SHARE)	38,592	39,498	43,275	24,993	44,315
110-41710-81420	HEALTH INSURANCE	71,605	77,775	85,595	57,064	89,870
110-41710-81422	LIFE INSURANCE	1,440	1,425	1,440	962	1,630
110-41710-81425	RETIREMENT - HEALTH/LIFE	22,284	22,280	26,390	17,592	27,985
110-41710-81430	RETIREMENT - TCRS	77,892	79,565	73,680	46,225	75,095
110-41710-81470	WORKER'S COMPENSATION	12,996	13,000	11,700	7,800	11,700
110-41710-81481	CLOTHING & UNIFORMS	2,548	2,344	4,500	302	4,000
110-41710-82210	PUBLICATI0NS PRINTING	767	1,693	2,500	438	2,500
110-41710-82215	PUBLICATIONS, REPORTS, ETC	146	818	3,000	3,442	10,000
110-41710-82310	ADVERTISING/LEGAL NOTICES	0	0	500	0	500
110-41710-82450	COMMUNICATIONS	3,518	3,737	4,000	2,234	4,000
110-41710-82540	ARCH ENG & LANDSCAPING	363	435	7,500	0	7,500
110-41710-82599	OTHER PROF SRVCS	0	15,955	0	8,576	0
110-41710-82605	R/M - OFFICE MACH & EQUIP	2,069	2,983	5,200	1,612	5,000
110-41710-82610	R/M - MOTOR VEHICLES	6,775	7,012	6,500	1,222	6,500
110-41710-82625	TIRES TUBES ETC	0	1,745	2,000	1,027	2,000
110-41710-82810	MBRSHIPS & REGISTRATIONS	3,549	2,944	8,500	1,831	9,000
110-41710-82820	TRAVEL - CONF & SCHOOLS	8,200	4,721	8,000	1,360	8,500
110-41710-83100	OFFICE SUPPLIES/MATERIALS	2,892	3,124	3,700	1,447	3,500
110-41710-83299	SUNDRY	1,874	2,396	3,500	666	5,000
110-41710-83310	FUEL	15,256	9,866	10,000	5,728	10,000

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
110-41710-83535	OFFICE EQUIPMENT - N/C	2,231	412	3,000	238	3,000
110-41710-83540	COMPUTER HARDWARE - N/C	1,896	1,426	3,500	862	3,500
110-41710-83550	COMPUTER SOFTWARE-N/C	0	0	1,000	126	2,000
110-41710-85130	INS - LIABILITY	2,442	2,303	4,100	0	4,100
110-41710-89520	VEHICLES	0	52,808	53,500	57,876	0
Total Expenditures		**804,338**	**888,453**	**942,270**	**580,719**	**920,105**

DEPT 41990: INSURANCE AND OTHER BENEFITS

110-41990-81160	TRANSPORTATION SUPPL PAY	0	0	0	0	5,000
110-41990-81410	FICA (EMPLOYER'S SHARE)	14,160	13,285	15,875	5,694	15,875
110-41990-81421	DENTAL REIMBURSEMENT	67,517	63,391	75,000	42,788	75,000
110-41990-81441	401 RETIREMENT MATCH	260,625	253,585	281,000	168,825	281,000
110-41990-81445	RETIREE LEAVE PAYOUT - RESERVE	75,000	75,000	50,000	50,000	50,000
110-41990-81450	SICK LEAVE BUY-BACKS	69,406	69,254	64,355	22,744	69,355
110-41990-81455	ATTENDANCE BONUS PAY	14,000	10,600	15,000	250	15,000
110-41990-81456	ANNUAL LEAVE BUY-BACKS	115,687	104,404	135,200	51,684	130,200
110-41990-81457	EDUCATION REIMBURSEMENT	18,305	15,942	18,000	21,840	25,000
110-41990-81460	UNEMPLOYMENT COMPENSATION	352	0	5,000	0	5,000
110-41990-81470	WORKER'S COMPENSATION	17,004	17,000	15,300	10,200	15,300
110-41990-81480	LONG-TERM DISABILITY INSURANCE	37,278	38,403	40,000	26,120	40,000
110-41990-85105	INS - PRIVACY AND NETWORK SECURITY	6,211	0	7,000	0	7,000
110-41990-85120	INS - VEHICLE & EQUIP	2,639	144	1,000	365	1,000
110-41990-85130	LIABILITY INSURANCE	60,490	64,507	71,000	(2,214)	71,000
110-41990-85140	OFFICIALS' SURETY BONDS	370	470	1,000	0	1,000
Total Expenditures		**759,045**	**725,986**	**794,730**	**398,296**	**806,730**

DEPT 42100: POLICE

110-42100-81110	SALARIES	3,351,220	3,538,704	3,887,555	2,451,050	4,060,325
110-42100-81111	SALARIES - PART TIME	25,001	27,210	0	680	0
110-42100-81120	SALARIES - OVERTIME	89,567	87,476	124,205	64,898	113,240
110-42100-81130	LONGEVITY PAY	29,880	25,000	26,920	26,480	26,800
110-42100-81140	STATE PAY SUPPLEMENTS	30,000	29,400	33,600	0	33,600
110-42100-81145	COMMUNICATION ALLOWANCE	16,300	15,580	15,840	10,560	15,840
110-42100-81150	LEGAL PAY SUPPLEMENTAL	0	0	0	0	5,000
110-42100-81160	TRANSPORTATION SUPPL PAY	92,722	100,287	120,000	78,567	120,005
110-42100-81170	F T O SUPPLEMENTAL PAY	6,129	11,682	14,400	5,664	14,400
110-42100-81180	EMT SUPPLEMENTAL PAY	905	25	0	0	0
110-42100-81190	SHIFT DIFFERENTIAL	32,432	39,574	41,100	26,678	46,500
110-42100-81410	FICA (EMPLOYER'S SHARE)	265,686	280,555	326,170	193,576	340,865
110-42100-81420	HEALTH INSURANCE	563,860	641,650	716,850	477,904	775,145
110-42100-81422	LIFE INSURANCE	10,665	11,685	12,060	8,571	14,075
110-42100-81425	RETIREMENT - HEALTH/LIFE	195,120	202,415	239,765	159,840	241,375
110-42100-81430	RETIREMENT - TCRS	656,745	707,165	696,130	448,605	744,035
110-42100-81470	WORKER'S COMPENSATION	86,004	86,000	77,400	51,600	77,400
110-42100-81481	CLOTHING & UNIFORMS	71,129	69,401	79,950	41,851	98,750
110-42100-82110	POSTAGE & BOX RENTAL	279	346	2,500	377	2,500
110-42100-82210	PRINTING,STATIONERY,ENVELOPES	4,125	9,512	7,500	2,773	7,500
110-42100-82330	PERIODICAL SUBSCRIPTIONS	6,282	608	3,000	6,474	13,900
110-42100-82450	COMMUNICATIONS	41,817	43,313	44,000	27,112	44,000

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
110-42100-82599	OTHER PROF SRVCS	59,906	64,327	73,750	54,221	82,500
110-42100-82605	R/M - OFC MACH & EQUIP	3,283	20,731	26,700	13,992	30,000
110-42100-82610	R/M - MOTOR VEHICLES	63,182	92,702	80,000	64,984	80,000
110-42100-82620	R/M - OTHER EQUIPMENT	145,385	169,714	177,875	144,264	185,475
110-42100-82625	TIRES TUBES ETC	10,283	24,083	18,000	11,431	18,000
110-42100-82810	MBRSHIPS & REGISTRATIONS	50,640	47,422	45,000	48,868	45,000
110-42100-82820	TRAVEL - CONF & SCHOOLS	30,792	34,249	50,000	24,157	50,000
110-42100-83100	OFFICE SUPPLIES/MATERIALS	3,870	3,449	8,000	2,159	8,000
110-42100-83215	HOUSEHOLD/JANITORIAL SUPPLIES	11,221	11,660	17,000	6,693	15,000
110-42100-83270	FIRE ARM SUPPLIES	30,867	58,968	56,120	20,747	56,120
110-42100-83290	OTHER OPER SUPPLIES	47,859	43,271	65,000	42,829	65,000
110-42100-83310	FUEL	172,004	118,620	115,000	83,088	130,000
110-42100-83520	TRAFFIC ENFORCEMENT SUPPLIES	6,590	1,335	10,000	8,980	2,500
110-42100-83525	VEHICLE ACCESSORIES	25,881	32,621	20,000	8,798	20,000
110-42100-83530	EQUIPMENT - N/C	86,616	4,281	5,000	14,027	5,000
110-42100-83535	OFFICE EQUIPMENT - N/C	7,636	2,018	4,500	5,138	4,500
110-42100-83540	COMPUTER HARDWARE - N/C	8,585	13,619	15,000	13,163	50,000
110-42100-83550	COMPUTER SOFTWARE-N/C	0	3,495	0	0	0
110-42100-83555	MISC TECHNOLOGY-N/C	0	414	0	0	0
110-42100-85130	INS - LIABILITY	61,224	66,833	70,000	642	70,000
110-42100-85240	RENTAL - MACH & EQUIP	15,060	3,460	7,000	429	7,000
110-42100-88930	EQUIPMENT REPLACEMENT FUND	390,000	400,000	411,000	274,000	523,000
110-42100-89505	MISC CAPITAL OUTLAY	0	2,760	0	0	0
110-42100-89530	RADIO EQUIPMENT	0	2,530	0	0	0
110-42100-89560	MISC TECHNOLOGY	1,302	0	12,000	11,949	80,000
Total Expenditures		**6,808,057**	**7,150,153**	**7,755,890**	**4,937,820**	**8,322,350**

DEPT 42200: FIRE & RESCUE

110-42200-81110	SALARIES	3,552,467	3,754,583	3,888,184	2,490,071	3,920,555
110-42200-81111	SALARIES - PART TIME	0	0	0	0	11,000
110-42200-81115	SALARIES - OTHER	196,196	207,529	150,000	132,310	175,000
110-42200-81120	SALARIES - OVERTIME	29,265	24,804	13,835	31,060	14,390
110-42200-81130	LONGEVITY PAY	31,200	31,920	32,640	29,320	29,080
110-42200-81140	STATE PAY SUPPLEMENTS	36,000	29,400	36,000	0	36,000
110-42200-81145	COMMUNICATION ALLOWANCE	4,560	4,560	4,560	3,020	4,080
110-42200-81170	F T O SUPPLEMENTAL PAY	0	1,395	1,000	720	1,000
110-42200-81180	EMT SUPPLEMENTAL PAY	148,337	164,895	192,600	111,318	180,300
110-42200-81410	FICA (EMPLOYER'S SHARE)	289,091	306,598	330,315	204,110	321,870
110-42200-81420	HEALTH INSURANCE	563,900	641,650	706,150	470,768	741,445
110-42200-81422	LIFE INSURANCE	11,520	11,685	11,880	8,323	13,465
110-42200-81425	RETIREMENT - HEALTH/LIFE	203,676	210,960	249,885	166,592	230,875
110-42200-81430	RETIREMENT - TCRS	754,691	794,664	735,380	486,542	721,715
110-42200-81470	WORKER'S COMPENSATION	74,004	74,000	66,600	44,400	66,600
110-42200-81481	CLOTHING & UNIFORMS	40,132	44,123	38,500	38,995	40,000
110-42200-81482	PERSONAL PROTECTIVE EQUIPMENT	27,552	47,676	42,700	41,860	45,800
110-42200-82110	POSTAGE	325	252	350	99	350
110-42200-82410	ELECTRICITY	8,624	9,396	9,000	5,826	9,000
110-42200-82420	WATER	688	737	800	524	800
110-42200-82430	SEWER	846	782	900	564	900
110-42200-82440	NATURAL GAS	1,564	1,269	2,000	1,772	2,000

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
110-42200-82450	COMMUNICATIONS	8,320	7,352	10,000	5,024	10,250
110-42200-82599	OTHER PROF SRVCS	22,154	23,271	30,000	14,952	17,500
110-42200-82605	R/M - OFFICE MACH & EQUIPMENT	13,859	35,950	55,100	28,227	55,100
110-42200-82610	R/M - MOTOR VEHICLES	42,472	62,966	65,000	60,825	65,000
110-42200-82620	R/M - MACH & EQUIPMENT	27,450	29,692	25,000	22,075	27,350
110-42200-82625	TIRES TUBES ETC	8,224	11,578	10,000	12,452	12,500
110-42200-82650	R/M - GROUNDS	982	1,278	1,500	1,099	1,500
110-42200-82660	R/M - BUILDINGS	12,026	9,778	10,000	2,115	10,000
110-42200-82670	R/M - PLUMBING & HVAC	3,117	150	2,500	447	2,500
110-42200-82810	MBRSHIPS & REGISTRATIONS	27,482	30,642	30,000	25,662	34,500
110-42200-82820	TRAVEL - CONF & SCHOOLS	18,526	32,512	27,500	19,073	27,500
110-42200-83100	OFFICE SUPPLIES/MATERIALS	6,169	4,751	6,000	3,967	5,000
110-42200-83215	HOUSEHOLD/JANITORIAL SUPPLIES	12,965	13,333	11,000	12,746	11,000
110-42200-83240	MEDICAL SUPPLIES	11,497	17,649	17,500	19,696	21,300
110-42200-83290	OTHER OPER SUPPLIES	14,261	19,643	30,000	15,260	29,500
110-42200-83299	SUNDRY	2,301	3,947	5,000	3,727	5,000
110-42200-83310	FUEL	68,026	50,583	50,000	33,685	52,000
110-42200-83530	EQUIPMENT - N/C	22,300	49,681	40,400	3,437	80,900
110-42200-83535	OFFICE EQUIPMENT - N/C	0	3,838	2,500	1,294	2,500
110-42200-83540	COMPUTER HARDWARE - N/C	2,864	1,749	1,500	2,413	2,000
110-42200-83550	COMPUTER SOFTWARE-N/C	10,664	207	1,000	252	1,000
110-42200-83555	MISC TECHNOLOGY N/C	10,999	467	20,000	86	12,800
110-42200-84400	FIRE PREVENTION/EDUCATION	12,509	10,012	15,000	13,422	17,500
110-42200-85110	INS ON BLDGS	1,341	1,347	1,450	1,422	1,450
110-42200-85120	INS - VEH & EQUIP	427	341	1,000	376	1,000
110-42200-85130	INS - LIABILITY	48,242	43,293	46,750	49	46,750
110-42200-85210	HYDRANT RENTAL EXPENSE	100,000	100,000	100,000	66,667	100,000
110-42200-88930	EQUIPMENT REPLACEMENT FD	313,000	320,000	329,000	219,336	382,000
110-42200-89520	VEHICLES	0	38,875	0	0	28,500
110-42200-89530	EQUIPMENT	0	0	37,500	33,670	27,900
110-42200-89550	COMPUTER SOFTWARE	5,000	0	0	0	0
110-42200-89920	GRANT - EQUIPMENT	93,744	0	0	0	0
Total Expenditures		**6,895,556**	**7,287,766**	**7,495,479**	**4,891,650**	**7,658,025**

DEPT 42210: BRENTWOOD SAFETY CENTER EAST

110-42210-82410	ELECTRIC	17,855	18,337	18,000	12,047	18,500
110-42210-82420	WATER	1,581	1,924	1,500	965	1,800
110-42210-82430	SEWER	804	609	1,000	158	1,000
110-42210-82440	NATURAL/PROPANE GAS	1,987	1,981	3,000	1,755	3,000
110-42210-82599	OTHER PROF SERVICES	1,556	315	1,000	250	1,000
110-42210-82605	R/M - OFFICE MACH & EQUIP	3,251	3,372	4,000	3,424	4,000
110-42210-82620	R/M - MACH & EQUIPMENT	388	514	1,500	408	1,000
110-42210-82650	GROUNDS MAINT	11,344	14,610	16,500	13,986	11,500
110-42210-82660	R/M - BUILDINGS	8,151	10,308	15,000	4,080	8,000
110-42210-82670	R/M - PLUMBING & HVAC	1,742	2,210	3,000	3,113	3,000
110-42210-83100	OFFICE SUPPLIES/MATERIALS	388	450	500	36	500
110-42210-83215	HOUSEHOLD/JANITORIAL SUPPLIES	4,313	4,093	4,000	3,786	4,000
110-42210-83290	OTHER OPER SUPPLIES	1,167	914	1,500	1,142	1,500
110-42210-83530	EQUIPMENT - N/C	57	5,541	1,500	1,210	1,500
110-42210-83535	OFFICE EQUIPMENT - N/C	0	0	0	280	0

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
110-42210-83555	MISC TECHNOLOGY N/C	2,029	0	0	3,517	1,500
110-42210-85110	INS ON BUILDINGS	4,450	4,243	5,000	4,482	5,000
110-42210-85130	INS - LIABILITY	133	127	150	49	150
110-42210-89530	EQUIPMENT	11,921	6,941	0	0	0
Total Expenditures		**73,114**	**76,490**	**77,150**	**54,689**	**66,950**
DEPT 43120: PUBLIC WORKS						
110-43120-81110	SALARIES	761,372	809,120	889,148	471,003	929,490
110-43120-81120	SALARIES - OVERTIME	50,656	56,849	51,880	22,256	55,975
110-43120-81130	LONGEVITY PAY	6,200	6,800	7,240	5,680	6,240
110-43120-81145	COMMUNICATION ALLOWANCE	1,440	1,440	1,440	630	1,440
110-43120-81185	CHIPPER ALLOWANCE	0	0	0	0	8,800
110-43120-81410	FICA (EMPLOYER'S SHARE)	59,299	63,527	72,685	36,605	76,865
110-43120-81420	HEALTH INSURANCE	187,965	204,165	224,685	149,792	247,150
110-43120-81422	LIFE INSURANCE	3,570	3,870	3,780	2,948	4,490
110-43120-81425	RETIREMENT - HEALTH/LIFE	42,900	42,895	50,810	33,872	76,960
110-43120-81430	RETIREMENT - TCRS	128,597	138,601	131,800	71,019	139,550
110-43120-81470	WORKER'S COMPENSATION	35,004	35,000	31,500	21,000	31,500
110-43120-81481	CLOTHING & UNIFORMS	24,474	22,284	25,000	17,969	28,000
110-43120-82270	LANDFILL FEES	82,669	105,868	115,000	43,609	115,000
110-43120-82450	COMMUNICATIONS	1,208	710	3,000	16	3,000
110-43120-82599	OTHER PROF SRVCS	3,147	8,965	14,500	0	14,500
110-43120-82605	R/M - OFC MACH & EQUIP	298	1,400	1,500	825	1,500
110-43120-82610	R/M - MOTOR VEHICLES	33,235	36,335	37,750	22,284	37,750
110-43120-82620	R/M - MACH & EQUIPMENT	41,047	29,493	42,600	24,451	42,600
110-43120-82625	TIRES TUBES ETC	10,516	8,988	16,350	4,598	16,350
110-43120-82639	R/M - MINOR ROAD REPAIRS	0	0	0	0	50,000
110-43120-82640	R/M - ROADS & STREETS	810,033	809,731	810,000	(18)	760,000
110-43120-82643	SIGNS/SALT/STRIPING/SUPPLIES	120,000	132,148	135,000	19,929	135,000
110-43120-82644	GUARD RAILS & POSTS	0	0	5,000	0	5,000
110-43120-82646	CRUSHED STONE	3,473	4,895	8,000	1,427	8,000
110-43120-82647	ASPHALT & ASPHALT FILLER	7,783	3,349	8,500	1,169	8,500
110-43120-82655	R O W MAINTENANCE - MOWING	125,680	148,390	160,000	94,612	160,000
110-43120-82690	STREET SWEEPING	25,621	25,547	30,000	12,970	40,000
110-43120-82810	MBRSHIPS & REGISTRATIONS	228	1,430	3,000	100	3,000
110-43120-82820	TRAVEL - CONF & SCHOOLS	559	0	2,000	0	2,000
110-43120-83290	OTHER OPER SUPPLIES	13,796	20,706	15,000	9,155	15,000
110-43120-83310	FUEL	98,842	71,316	75,000	43,240	75,000
110-43120-83535	OFFICE EQUIPMENT - N/C	4,666	0	0	0	1,500
110-43120-85120	INS - VEH & EQUIP	1,035	1,103	1,200	1,149	1,200
110-43120-85130	INS - LIABILITY	14,514	13,905	15,600	590	15,600
110-43120-85240	RENTAL - MACH & EQUIP	4,192	29,595	7,500	0	7,500
110-43120-88930	EQUIPMENT REPLACEMENT FUND	165,000	180,000	190,000	126,664	202,000
110-43120-89520	VEHICLES	0	30,416	30,000	29,665	0
110-43120-89530	EQUIPMENT	44,889	12,119	19,000	0	26,000
Total Expenditures		**2,913,908**	**3,060,960**	**3,235,468**	**1,269,208**	**3,352,460**
DEPT 43150: STORM DRAINAGE						
110-43150-89440	SUBDIVISION IMPROVEMENTS	13,134	13,741	50,000	4,616	50,000

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
Total Expenditures		**13,134**	**13,741**	**50,000**	**4,616**	**50,000**
DEPT 43160: STREET LIGHTING						
110-43160-82410	ELECTRIC	459,678	394,925	440,000	246,028	400,000
Total Expenditures		**459,678**	**394,925**	**440,000**	**246,028**	**400,000**
DEPT 43165: TRAFFIC SIGNALIZATION						
110-43165-81110	SALARIES	48,809	61,053	93,865	59,263	97,930
110-43165-81120	SALARIES - OVERTIME	13,135	12,154	7,800	7,321	8,110
110-43165-81130	LONGEVITY PAY	520	560	600	600	640
110-43165-81145	COMMUNICATION ALLOWANCE	720	720	720	480	1,200
110-43165-81410	FICA (EMPLOYER'S SHARE	4,799	5,666	7,790	5,168	8,285
110-43165-81420	HEALTH INSURANCE	17,900	19,445	21,400	14,264	22,470
110-43165-81422	LIFE INSURANCE	180	180	360	124	410
110-43165-81425	RETIREMENT - HEALTH/LIFE	3,060	3,055	3,620	2,416	6,995
110-43165-81430	RETIREMENT - TCRS	9,693	11,613	14,220	9,586	14,890
110-43165-82410	ELECTRIC	11,748	14,192	6,000	10,152	15,000
110-43165-82450	COMMUNICATIONS	5,443	6,454	15,000	8,726	12,000
110-43165-82570	TRAFFIC ENG SERVICES	18,418	9,610	25,000	2,878	25,000
110-43165-82605	R/M - OFC MACH & EQUIP	252	251	410	302	500
110-43165-82610	R/M - MOTOR VEHICLES	477	1,145	2,000	329	2,000
110-43165-82620	R/M - MACH & EQUIPMENT	2,979	8,861	25,000	25,389	25,000
110-43165-82641	CONTRACT SIGNAL MAINTENANCE	11,338	30,658	36,000	12,640	36,000
110-43165-82810	MBRSHIPS & REGISTRATIONS	40	100	1,500	2,086	2,000
110-43165-82820	CONFERENCES & SCHOOLS	1,805	0	4,000	1,029	4,000
110-43165-83100	OFFICE SUPPLIES/MATERIALS	46	188	0	0	200
110-43165-83290	OTHER OPERATING SUPPLIES	18,570	19,724	24,000	20,939	24,000
110-43165-83310	FUEL	2,787	2,619	3,000	2,670	4,100
110-43165-83530	EQUIPMENT - N/C	0	4,640	12,000	9,997	12,000
110-43165-85110	INS ON PROPERTY	14,004	14,885	16,000	15,143	16,000
110-43165-85240	RENTAL - EXPENSE	189	183	2,500	0	2,500
110-43165-88930	EQUIPMENT REPLACEMENT FUND	13,000	13,000	14,000	9,336	14,000
110-43165-89520	VEHICLES	23,806	0	0	0	0
110-43165-89530	EQUIPMENT	26,253	16,082	7,500	7,170	11,000
Total Expenditures		**249,972**	**257,038**	**344,285**	**228,009**	**366,230**
DEPT 43170: SERVICE CENTER						
110-43170-81110	SALARIES	58,578	59,912	71,120	44,552	73,115
110-43170-81120	SALARIES - OVERTIME	945	952	1,040	169	1,080
110-43170-81130	LONGEVITY PAY	280	320	360	360	400
110-43170-81410	FICA (EMPLOYER'S SHARE)	4,326	4,435	5,535	3,388	5,710
110-43170-81420	HEALTH INSURANCE	17,900	19,445	21,400	14,264	22,470
110-43170-81422	LIFE INSURANCE	330	315	360	248	410
110-43170-81425	RETIREMENT - HEALTH/LIFE	4,140	4,145	4,910	3,272	6,995
110-43170-81430	RETIREMENT - TCRS	9,408	9,602	10,100	6,441	10,395
110-43170-82330	PERIODICAL SUBSCRIPTIONS	554	556	550	330	550
110-43170-82410	ELECTRIC	32,766	33,227	35,000	22,164	34,000
110-43170-82420	WATER	3,255	8,700	10,500	5,010	10,000

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
110-43170-82430	SEWER	2,608	3,413	3,500	3,135	3,500
110-43170-82440	NATURAL/PROPANE GAS	6,004	6,369	10,000	6,083	9,500
110-43170-82599	OTHER PROF SRVCS	4,599	18,926	7,000	2,426	7,000
110-43170-82605	R/M - OFFICE MACH & EQUIPMENT	10,564	8,950	16,000	8,677	16,000
110-43170-82645	STORM WATER DRAINAGE	1,549	1,549	1,550	904	1,550
110-43170-82650	GROUNDS MAINT CONTRACT	15,315	15,498	15,240	10,917	16,000
110-43170-82660	R/M - BUILDINGS	73,039	70,783	55,000	41,129	75,000
110-43170-82662	R/M - TRASH REMOVAL	0	0	0	2,713	0
110-43170-82670	R/M - PLUMBING & HVAC	7,757	6,904	6,200	3,015	7,000
110-43170-83100	OFFICE SUPPLIES/MATERIALS	5,409	5,707	6,000	2,494	6,000
110-43170-83215	HOUSEHOLD/JANITORIAL SUPPLIES	10,301	12,218	11,000	8,237	11,000
110-43170-83290	OTHER OPER SUPPLIES	1,492	1,518	2,500	1,066	2,500
110-43170-83530	EQUIPMENT - N/C	713	310	0	0	500
110-43170-85110	INS ON BLDGS	6,872	6,760	7,200	7,141	7,200
Total Expenditures		**278,706**	**300,513**	**302,065**	**198,136**	**327,875**
DEPT 43800: ENGINEERING						
110-43800-81110	SALARIES	352,771	356,613	379,940	267,463	520,955
110-43800-81130	LONGEVITY PAY	1,720	1,840	2,160	3,120	3,280
110-43800-81145	COMMUNICATION ALLOWANCE	2,400	2,380	2,640	1,820	3,360
110-43800-81410	FICA (EMPLOYER'S SHARE)	26,057	26,102	29,435	20,105	40,380
110-43800-81420	HEALTH INSURANCE	35,805	38,890	42,795	28,528	56,170
110-43800-81422	LIFE INSURANCE	735	705	720	389	1,020
110-43800-81425	RETIREMENT - HEALTH/LIFE	20,316	20,310	24,060	16,040	17,490
110-43800-81430	RETIREMENT - TCRS	55,717	57,010	53,190	38,258	72,935
110-43800-81481	CLOTHING & UNIFORMS	0	87	500	0	500
110-43800-82541	CIVIL ENG SRVCS	300	0	17,500	500	17,500
110-43800-82560	GEOTECH/INSP SRVCS	0	857	5,000	0	5,000
110-43800-82605	R/M - OFC MACH & EQUIP	150	728	500	928	500
110-43800-82610	R/M - MOTOR VEHICLES	298	2,390	2,000	1,388	2,500
110-43800-82620	R/M - MACH & EQUIPMENT	378	1,100	1,800	1,012	1,800
110-43800-82645	STORM WATER COMPLIANCE	6,098	8,155	27,000	10,032	31,935
110-43800-82810	MBRSHIPS & REGISTRATIONS	4,712	5,700	6,500	3,170	7,000
110-43800-82820	TRAVEL	787	651	3,000	74	3,500
110-43800-83290	OTHER OPER SUPPLIES	731	897	2,500	1,358	3,000
110-43800-83310	FUEL	8,065	4,740	6,000	2,806	6,000
110-43800-83530	EQUIPMENT - N/C	0	21	2,000	0	2,000
110-43800-83540	COMPUTER HARDWARE - N/C	0	0	500	251	500
110-43800-89520	VEHICLES	0	0	27,500	26,568	28,000
Total Expenditures		**517,039**	**529,177**	**637,240**	**423,810**	**825,325**
DEPT 44100: PUBLIC HEALTH						
110-44100-82592	CO HEALTH DEPT CONTRACT	15,000	15,000	15,000	11,250	15,000
110-44100-82595	CO ANIMAL CONTROL CONTRACT	52,917	55,563	60,000	59,054	63,000
Total Expenditures		**67,917**	**70,563**	**75,000**	**70,304**	**78,000**
DEPT 44400: PARKS & RECREATION						
110-44400-81110	SALARIES	647,777	605,785	711,775	440,065	740,720

CITY OF BRENTWOOD
FY 2019 Budget Worksheets

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
110-44400-81111	SALARIES - PART TIME	104,866	106,687	130,000	61,445	135,200
110-44400-81120	SALARIES - OVERTIME	9,145	11,143	15,600	7,429	16,225
110-44400-81130	LONGEVITY PAY	6,280	5,120	5,440	5,840	6,200
110-44400-81145	COMMUNICATION ALLOWANCE	2,160	2,160	2,160	1,440	2,160
110-44400-81410	FICA (EMPLOYER'S SHARE)	57,628	54,895	66,170	38,845	69,060
110-44400-81420	HEALTH INSURANCE	134,260	150,690	171,190	114,128	179,745
110-44400-81422	LIFE INSURANCE	2,580	2,580	2,880	2,074	3,265
110-44400-81425	RETIREMENT - HEALTH/LIFE	29,712	30,215	35,790	23,864	55,970
110-44400-81430	RETIREMENT - TCRS	95,181	97,720	101,835	60,554	106,235
110-44400-81470	WORKER'S COMPENSATION	15,996	16,000	14,400	9,600	14,400
110-44400-81481	CLOTHING & UNIFORMS	12,842	13,177	14,000	7,969	14,000
110-44400-82210	PRINTING,STATIONERY,ENVELOPES	0	1,944	2,000	541	2,000
110-44400-82310	ADVERTISING/LEGAL NOTICES	493	0	0	225	0
110-44400-82410	ELECTRIC	75,225	86,215	90,000	59,317	90,000
110-44400-82420	WATER	110,239	107,133	150,000	76,029	150,000
110-44400-82430	SEWER	3,531	3,688	7,000	2,420	5,000
110-44400-82440	NATURAL/PROPANE GAS	558	537	600	362	600
110-44400-82450	COMMUNICATIONS	958	600	1,000	99	500
110-44400-82540	ARCH ENG & LANDSCAPING	0	0	1,000	2,384	1,000
110-44400-82605	R/M - OFC MACH & EQUIP	215	1,121	1,000	892	1,000
110-44400-82610	R/M - MOTOR VEHICLES	15,888	17,482	25,000	10,994	25,000
110-44400-82620	R/M - MACH & EQUIPMENT	32,023	31,991	33,065	9,522	33,065
110-44400-82625	TIRES TUBES ETC	5,760	4,638	6,000	1,350	6,000
110-44400-82650	R/M - GROUNDS	211,314	221,847	250,000	136,171	266,500
110-44400-82652	LANDSCAPING SUPPLIES	18,202	9,365	22,000	4,414	22,000
110-44400-82653	R/M - IRRIGATION	6,526	6,530	9,000	340	9,000
110-44400-82660	R/M - FACILITIES	120,458	115,003	145,000	63,684	145,000
110-44400-82675	R/M - SPORTS FIELDS	29,782	10,127	35,000	5,347	35,000
110-44400-82676	FERTILIZATION PROGRAM	27,698	34,034	34,000	11,159	37,000
110-44400-82810	MBRSHIPS & REGISTRATIONS	5,050	4,510	6,000	6,989	6,000
110-44400-82820	TRAVEL - CONF & SCHOOLS	2,662	2,162	5,000	0	5,000
110-44400-83100	OFFICE SUPPLIES/MATERIALS	893	381	1,000	434	1,000
110-44400-83215	HOUSEHOLD/JANITORIAL SUPPLIES	18,688	17,269	20,000	7,320	20,000
110-44400-83220	REC PROGRAM SUPPLIES	11,309	11,903	12,000	2,156	12,000
110-44400-83290	OTHER OPER SUPPLIES	13,041	13,118	13,000	5,353	13,000
110-44400-83299	SUNDRY	88	709	1,000	280	1,000
110-44400-83310	FUEL	65,784	41,808	42,000	30,775	52,000
110-44400-83530	EQUIPMENT N/C	626	0	0	0	0
110-44400-85110	INS ON BLDGS	8,613	8,467	9,500	9,316	9,500
110-44400-85120	INS - VEH & EQUIP	625	688	1,000	764	1,000
110-44400-85130	INS - LIABILITY	14,248	19,448	22,000	0	22,000
110-44400-85240	RENTAL - EQUIPMENT	1,019	2,714	3,500	2,101	3,500
110-44400-87135	PROGRAM CONTRIBUTIONS	87,000	87,000	87,000	87,000	102,000
110-44400-87140	TREE BOARD	1,771	2,100	3,000	2,378	3,000
110-44400-88930	EQUIPMENT REPLACEMENT FUND	9,000	9,000	10,000	6,664	10,000
110-44400-89520	VEHICLES	27,329	27,722	27,500	28,253	30,000
110-44400-89530	EQUIPMENT	34,316	58,840	48,500	46,522	35,000
Total Expenditures		**2,079,358**	**2,056,264**	**2,394,905**	**1,394,807**	**2,497,845**

DEPT 44800: PUBLIC LIBRARY

CITY OF BRENTWOOD
FY 2019 Budget Worksheets

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
110-44800-81110	SALARIES	567,097	558,174	614,480	378,576	621,510
110-44800-81111	SALARIES - PART TIME	390,477	414,083	417,765	283,296	434,475
110-44800-81120	SALARIES - OVERTIME	0	0	1,070	171	1,115
110-44800-81130	LONGEVITY PAY	4,720	4,280	4,520	4,520	5,400
110-44800-81145	COMMUNICATION ALLOWANCE	720	720	720	480	720
110-44800-81410	FICA (EMPLOYER'S SHARE)	72,756	73,970	79,450	50,405	81,360
110-44800-81420	HEALTH INSURANCE	107,410	116,665	128,390	85,592	134,810
110-44800-81422	LIFE INSURANCE	2,160	2,130	2,160	1,488	2,450
110-44800-81425	RETIREMENT - HEALTH/LIFE	31,128	31,130	36,875	24,584	41,975
110-44800-81430	RETIREMENT - TCRS	88,596	89,114	86,175	54,515	87,175
110-44800-82110	POSTAGE & METER RENTAL	11,250	9,482	10,000	2,466	10,000
110-44800-82210	PRINTING,STATIONERY,ENVELOPES	3,773	4,532	3,000	1,031	3,000
110-44800-82220	BOOKS, CATALOGUES, BROCHURES	170,365	171,272	189,000	116,051	180,000
110-44800-82221	E-BOOKS	25,661	33,886	42,000	31,253	49,600
110-44800-82225	AUDIO VISUALS	75,656	56,201	83,750	36,144	90,250
110-44800-82330	PERIODICAL SUBSCRIPTIONS	11,481	11,823	12,600	10,266	12,600
110-44800-82331	ONLINE SERVICES AND RESOURCES	122,967	130,720	132,000	128,004	132,000
110-44800-82410	ELECTRIC	113,406	119,479	120,000	69,856	120,000
110-44800-82420	WATER	8,603	15,775	12,050	7,586	13,050
110-44800-82430	SEWER	1,926	2,265	2,000	1,667	2,500
110-44800-82440	NATURAL/PROPANE GAS	15,902	23,059	20,000	17,559	20,000
110-44800-82450	COMMUNICATIONS	9,392	9,708	10,000	7,219	10,000
110-44800-82599	OTHER PROF SRVCS	58,834	62,945	60,000	40,715	50,000
110-44800-82605	R/M - OFFICE MACH & EQUIPMENT	54,364	69,492	75,000	64,008	88,190
110-44800-82620	R/M - MACH & EQUIPMENT	0	818	5,000	2,106	5,000
110-44800-82650	R/M - GROUNDS	49,405	63,705	30,000	21,556	30,000
110-44800-82660	R/M - BUILDINGS	233,326	260,593	208,500	139,909	208,500
110-44800-82670	R/M - PLUMBING & HVAC	29,120	13,294	20,000	1,431	20,000
110-44800-82810	MBRSHIPS & REGISTRATIONS	1,600	1,464	3,000	2,404	3,000
110-44800-82820	TRAVEL - CONF & SCHOOLS	3,322	951	4,000	332	2,500
110-44800-82825	GRANT EXPENSE	42	0	2,500	0	2,500
110-44800-83100	OFFICE SUPPLIES/MATERIALS	23,611	24,549	25,000	16,188	27,000
110-44800-83250	PROGRAMS	7,801	6,851	11,000	2,629	11,000
110-44800-83260	LIBRARY PROGRAMS	0	0	0	10,487	10,000
110-44800-83290	OTHER OPERATING SUPPLIES	90	0	0	643	0
110-44800-83299	SUNDRY	14,244	8,595	9,500	6,458	9,500
110-44800-83530	EQUIPMENT - N/C	3,481	1,106	0	166	0
110-44800-83535	OFFICE EQUIPMENT - N/C	2,344	0	2,000	824	0
110-44800-83540	COMPUTER HARDWARE - N/C	2,684	11,161	10,000	2,250	10,000
110-44800-83550	COMPUTER SOFTWARE-N/C	18,292	15,055	20,000	15,799	20,000
110-44800-83560	MISC TECHNOLOGY - N/C	0	0	3,000	0	3,000
110-44800-85110	INS ON BLDGS	20,564	19,191	22,000	20,171	22,000
110-44800-85130	INS - LIABILITY	4,082	3,831	5,000	503	5,000
110-44800-89535	OFFICE EQUIPMENT	0	7,000	0	0	0
110-44800-89565	FURNITURE AND FIXTURES	0	0	0	0	12,320
Total Expenditures		**2,362,651**	**2,449,068**	**2,523,505**	**1,661,306**	**2,593,500**

DEPT 44900: EDUCATION

110-44900-87710	UNALLOCATED	0	0	0	0	235,000
110-44900-87720	BRENTWOOD HIGH SCHOOL	60,000	60,000	60,000	60,000	0

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
110-44900-87721	BRENTWOOD MIDDLE SCHOOL	15,000	15,000	15,000	15,000	0
110-44900-87722	CROCKETT ELEMENTARY SCHOOL	10,000	10,000	10,000	10,000	0
110-44900-87723	LIPSCOMB ELEMENTARY SCHOOL	10,000	10,000	10,000	10,000	0
110-44900-87724	SCALES ELEMENTARY SCHOOL	10,000	10,000	10,000	10,000	0
110-44900-87725	WOODLAND MIDDLE SCHOOL	15,000	15,000	15,000	15,000	0
110-44900-87726	EDMONDSON ELEMENTARY SCHOOL	10,000	10,000	10,000	10,000	0
110-44900-87727	KENROSE ELEMENTARY SCHOOL	10,000	10,000	10,000	10,000	0
110-44900-87728	RAVENWOOD HIGH SCHOOL	60,000	60,000	60,000	60,000	0
110-44900-87729	SUNSET ELEMENTARY SCHOOL	10,000	10,000	10,000	10,000	0
110-44900-87730	SUNSET MIDDLE SCHOOL	4,500	15,000	15,000	15,000	0
Total Expenditures		**214,500**	**225,000**	**225,000**	**225,000**	**235,000**
DEPT 45000: ECONOMIC DEVELOPMENT						
110-45000-87134	BUSINESS SUPPORT	10,000	10,000	10,000	10,000	10,000
Total Expenditures		**10,000**	**10,000**	**10,000**	**10,000**	**10,000**
DEPT 47000: HISTORIC SITES - COOL SPRINGS				**F**		
110-47000-82310	ADVERTISING/LEGAL NOTICES	0	0	0	0	3,500
110-47000-82410	ELECTRIC	2,369	2,310	3,000	1,544	3,000
110-47000-82420	WATER	164	143	600	97	300
110-47000-82430	SEWER	29	0	300	0	0
110-47000-82440	NATURAL GAS	1,580	1,824	2,500	1,653	2,500
110-47000-82450	COMMUNICATIONS	1,424	1,945	2,500	1,457	2,500
110-47000-82599	OTHER PROF SRVCS	0	199	600	2,200	500
110-47000-82649	COOL SPRINGS HOUSE CLEANING FEE	6,100	6,335	7,000	4,795	17,000
110-47000-82650	R/M - GROUNDS	7,295	7,603	7,500	5,482	7,500
110-47000-82660	R/M - BUILDINGS	12,037	19,822	30,000	19,292	17,400
110-47000-82665	R/M - BOILING SPRING ACADEMY	0	5,491	0	0	0
110-47000-83290	OTHER OPERATING SUPPLIES	83	282	200	63	500
110-47000-83565	FURNITURE AND FIXTURES N/C	0	1,056	0	2,644	3,600
110-47000-85110	INS ON BLDGS	1,020	980	1,100	1,034	1,100
Total Expenditures		**32,102**	**47,989**	**55,300**	**40,261**	**59,400**
DEPT 47010: HISTORIC SITES - RAVENSWOOD						
110-47010-81111	SALARIES - PART TIME	2,359	2,865	4,000	3,007	6,240
110-47010-81410	FICA (EMPLOYER'S SHARE)	180	234	300	230	475
110-47010-82310	ADVERTISING/LEGAL NOTICES	10,560	16,440	20,000	12,350	11,500
110-47010-82410	ELECTRIC	7,059	6,643	9,000	5,662	8,000
110-47010-82420	WATER	3,077	3,629	9,000	2,378	5,000
110-47010-82430	SEWER	286	247	500	227	350
110-47010-82450	COMMUNICATIONS	850	1,095	1,200	420	1,300
110-47010-82599	OTHER PROF SRVCS	150	1,534	5,000	717	3,000
110-47010-82649	RAVENSWOOD HOUSE CLEANING	7,713	8,488	8,500	4,695	9,500
110-47010-82650	R/M GROUNDS	25,887	37,890	25,000	11,657	20,000
110-47010-82660	R/M - BUILDINGS	14,442	12,272	20,000	11,098	20,000
110-47010-83290	OTHER OPERATING SUPPLIES	604	620	5,000	962	5,000
110-47010-83565	FURNITURE AND FIXTURES N/C	4,493	4,808	5,000	2,077	4,000
110-47010-85110	INS ON BLDGS	1,879	1,814	2,000	1,826	2,000

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
Total Expenditures		**79,539**	**98,579**	**114,500**	**57,305**	**96,365**
Total Expenditures - Historic Sites		**111,641**	**146,568**	**169,800**	**97,566**	**155,765**
DEPT 52000: TRANSFERS						
110-52000-88010	TRANSFER - D S FUND	3,350,000	2,950,000	2,950,000	2,950,000	3,100,000
110-52000-88030	TRANSFER - M C FUND	610,000	610,000	670,000	670,000	685,000
110-52000-88040	TRANSFER - ECD FUND	418,700	484,700	484,700	484,700	484,700
110-52000-88041	TRANSFER-ER FUND	60,000	45,000	0	0	0
110-52000-88080	TRANSFER - C P FUND	2,695,000	5,655,000	300,000	300,000	0
110-52000-88081	FUND BALANCE TRANSFER-CP FUND	7,800,000	0	0	0	0
110-52000-88085	TRANSFER-FACILITY MAINT FUND	200,000	200,000	200,000	200,000	350,000
Total Expenditures		**15,133,700**	**9,944,700**	**4,604,700**	**4,604,700**	**4,619,700**
TOTAL EXPENDITURES - GENERAL FUND		**44,132,267**	**40,317,966**	**37,265,807**	**24,651,499**	**38,807,905**
FUND 121: STATE STREET AID FUND						
Revenues						
121-00000-33551	STATE GAS/MOTOR FUEL TAX	1,110,780	1,118,235	1,125,000	795,150	1,530,000
121-00000-36100	INTEREST EARNINGS	6,553	11,989	4,000	7,039	8,150
Total Revenues		**1,117,333**	**1,130,223**	**1,129,000**	**802,189**	**1,538,150**
Expenditures						
121-43120-82640	R/M - ROADS & STREETS	881,688	1,712,135	1,140,000	7,200	1,240,000
Total Expenditures		**881,688**	**1,712,135**	**1,140,000**	**7,200**	**1,240,000**
FUND 123: PUBLIC WORKS PROJECT FUND						
Revenues						
123-00000-36100	INTEREST EARNINGS	17,380	34,141	20,000	36,170	30,000
123-00000-36695	PW PROJECT FEES	1,676,424	899,015	940,000	768,406	400,000
Total Revenues		**1,693,805**	**933,156**	**960,000**	**804,576**	**430,000**
Expenditures						
123-43120-88080	TRANSFER - C P FUND	0	1,000,000	600,000	600,000	2,000,000
Total Expenditures		**0**	**1,000,000**	**600,000**	**600,000**	**2,000,000**
FUND 124: ADEQUATE FACILITIES TAX FUND						
Revenues						
124-00000-31860	ADEQUATE SCHOOL FACILITIES TAX	713,422	669,388	450,000	364,295	450,000
124-00000-36100	INTEREST EARNINGS	11,916	20,056	10,000	3,121	4,000
Total Revenues		**725,338**	**689,445**	**460,000**	**367,415**	**454,000**
Expenditures						
124-44400-87160	WILLIAMSON CO SCHOOLS CONTRIBUTION	0	2,000,000	400,000	400,000	0
124-44400-88080	TRANSFER - C P FUND	0	750,000	0	0	0
Total Expenditures		**0**	**2,750,000**	**400,000**	**400,000**	**0**

CITY OF BRENTWOOD
FY 2019 Budget Worksheets

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
FUND 126: DRUG FUND						
Revenues						
126-00000-35140	DRUG RELATED FINES	33,851	19,555	20,000	7,821	20,000
126-00000-35170	FEDERAL FORFEITED PROPERTY	50,678	105,307	0	5,219	0
126-00000-36100	INTEREST EARNINGS	2,613	5,508	3,000	5,028	6,000
126-00000-36700	CONTRIBUTION - DRUG FUND	2,250	3,425	0	3,650	0
Total Revenues		**89,391**	**133,794**	**23,000**	**21,718**	**26,000**
Expenditures						
126-42100-83299	SUNDRY	18,862	19,732	20,000	5,583	20,000
126-42110-89560	MISC TECHNOLOGY	53,427	67,069	200,000	139,972	0
Total Expenditures		**72,289**	**86,801**	**220,000**	**145,556**	**20,000**
FUND 127: POST EMPLOYMENT BENEFITS FUND						
Revenues						
127-00000-36100	INTEREST EARNINGS	5,454	9,423	5,000	10,249	10,000
127-00000-37810	RETIREE BNFT TRNSFR FROM GF	40,565	27,439	0	0	0
127-00000-37811	RETIREE BNFT TRNSFR FROM WSF	4,326	2,844	0	0	0
127-00000-37812	RETIREE BNFT TRNSFR FROM ECD	1,529	1,008	0	0	0
127-00000-37813	RETIREE LEAVE PAYOUT TRANSFER - GF	75,000	75,000	50,000	50,000	50,000
Total Revenues		**126,874**	**115,714**	**55,000**	**60,249**	**60,000**
Expenditures						
127-41990-82599	OTHER PROF SRVCS	7,500	0	0	0	0
Total Expenditures		**7,500**	**0**	**0**	**0**	**0**
FUND 211: DEBT SERVICE FUND						
Revenues						
211-00000-36100	INTEREST EARNINGS	22,766	30,008	23,000	34,222	30,000
211-00000-36927	2013 GO REF BOND PROCEEDS	3,035,000	0	0	0	0
211-00000-36928	2017 GO REF BOND PROCEEDS	0	3,030,000	0	0	0
211-00000-36935	OTHER FINANCING SOURCES - BOND PREMIUM	118,993	43,213	0	0	0
211-00000-37810	OPER TRANSFER FROM GENERAL FD	3,350,000	2,950,000	2,950,000	2,950,000	3,100,000
Total Revenues		**6,526,759**	**6,053,221**	**2,973,000**	**2,984,222**	**3,130,000**
Expenditures						
211-49000-86118	PRIN - 2006 GO BONDS	240,000	0	0	0	0
211-49000-86119	PRIN - 2007 GO BONDS	220,000	230,000	0	235,000	0
211-49000-86120	PRIN - 2009 GO BONDS	200,000	200,000	210,000	210,000	220,000
211-49000-86121	PRIN - 2006 GO REFUNDING	270,000	1,860,000	0	0	0
211-49000-86122	PRIN - 2011 GO BONDS	195,000	200,000	205,000	205,000	215,000
211-49000-86123	PRIN - 2011 GO REFUNDING	930,000	540,000	550,000	550,000	580,000
211-49000-86124	PRIN - 2012 GO REFUNDING	40,000	280,000	285,000	285,000	295,000
211-49000-86125	PRIN - 2013 GO BONDS	195,000	195,000	205,000	205,000	210,000
211-49000-86126	PRIN - 2016 GO REFUNDING	325,000	335,000	345,000	345,000	0
211-49000-86127	PRIN - 2016 GO REFUNDING	0	45,000	30,000	30,000	30,000
211-49000-86128	PRIN - 2017 GO REF BONDS	0	0	20,000	20,000	270,000
211-49000-86217	INT - 2006 GO BOND	4,500	0	0	0	0

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
211-49000-86218	INT - 2006 GO REFUNDING	75,805	52,942	0	0	0
211-49000-86219	INT - 2007 GO BOND	138,838	65,206	0	14,418	0
211-49000-86220	INT - 2009 GO BOND	151,119	31,988	25,990	25,988	19,690
211-49000-86221	INT - 2011 GO BOND	132,125	126,200	120,125	103,109	45,975
211-49000-86222	INT - 2011 GO REFUNDING BOND	96,163	81,463	67,815	67,813	50,865
211-49000-86223	INT - 2012 GO REFUNDING BOND	62,300	59,100	53,450	53,450	47,650
211-49000-86224	INT - 2013 GO BOND	135,788	131,888	126,865	126,863	120,640
211-49000-86226	INT - 2013 GO REF BOND	20,300	13,700	5,175	5,175	0
211-49000-86228	INT - 2016 GO REF BOND	0	45,188	59,800	59,800	59,200
211-49000-86229	INT - 2017 GO REF BONDS	0	0	211,180	36,786	59,020
211-49000-86230	INT - 2017A GO REF BONDS	0	0	0	39,134	63,300
211-49000-86301	PYMTS TO REF BOND ESCROW AGENT	3,109,283	3,083,485	0	0	0
211-49000-86401	BOND SALE EXPENSE	44,710	54,934	63,800	0	0
211-49000-86402	BANK SERVICE CHARGES	3,193	3,827	6,200	4,187	6,800
211-49000-86601	PRIN - 2018 A CON	0	0	0	0	122,000
211-49000-86602	PRIN - 2018 B CON	0	0	0	0	122,000
211-49000-86701	INT - 2018 A CON	0	0	0	0	58,275
211-49000-86702	INT - 2018 B CON	0	0	0	0	53,550
Total Expenditures		**6,589,122**	**7,634,918**	**2,590,400**	**2,621,720**	**2,648,965**
FUND 310: EQUIPMENT REPLACEMENT FUND						
Revenues						
310-00000-36100	INTEREST EARNINGS	18,161	36,596	20,000	49,437	50,000
310-00000-36330	SALE OF EQUIPMENT	57,430	55,552	10,000	4,993	20,000
310-00000-37810	GF OPER TRANSFER - FIRE AND RESCUE	313,000	320,000	329,000	329,000	382,000
310-00000-37815	GF OPER TRANSFER - PW	225,000	225,000	190,000	190,000	202,000
310-00000-37820	GF OPER TRANSFER - PARKS/REC	9,000	9,000	10,000	10,000	10,000
310-00000-37825	GF OPER TRANSFER - POLICE	390,000	400,000	411,000	411,000	523,000
310-00000-37826	GF OPER TRANSFER - TECH	425,000	435,000	513,000	513,000	526,000
310-00000-37827	GF OPER TRANSFER - TRAFFIC SIGNALIZATION	13,000	13,000	14,000	14,000	14,000
Total Revenues		**1,450,591**	**1,494,148**	**1,497,000**	**1,521,430**	**1,727,000**
Expenditures						
310-41640-83540	COMPUTER HARDWARE -N/C	271,657	259,784	75,000	14,911	264,000
310-41640-83550	COMPUTER SOFTWARE-N/C	42,266	14,815	0	0	0
310-41640-89540	COMPUTER HARDWARE	145,436	89,701	425,000	0	241,000
310-41640-89550	SOFTWARE	0	3,744	0	0	70,000
310-42100-89520	VEHICLES/EQUIP - POLICE	110,152	252,857	340,000	319,756	300,000
310-42200-89520	VEHICLES/EQUIP - FIRE AND RESCUE	0	9,417	0	0	900,000
310-43120-89520	VEHICLES/EQUIP - PW	255,932	361,820	515,000	367,373	225,000
310-44400-89520	VEHICLES/EQUIP - PARKS/REC	52,719	0	0	0	0
Total Expenditures		**878,163**	**992,136**	**1,355,000**	**702,040**	**2,000,000**
FUND 311 - CAPITAL PROJECTS FUND						
Revenues - Intergovernmental						
311-00000-33445	FEDERAL/STATE/LOCAL SOURCES	3,460,350	447,326	180,000	0	0
Total Revenues - Intergovernmental		**3,460,350**	**447,326**	**180,000**	**0**	**0**
Revenues - Uses of Money and Property						

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Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
311-00000-36100	INTEREST EARNINGS	71,537	187,023	150,000	204,546	250,000
311-00000-36710	PRIVATE SOURCES	0	652,322	0	20,000	0
311-00000-36930	GO BOND PROCEEDS	0	0	4,900,000	0	0
311-00000-36931	CON PROCEEDS	0	0	0	1,750,000	0
311-00000-37199	MISCELLANEOUS	(0)	0	0	(2,500)	0
311-00000-37830	OPER TRANSFER FROM PWP FD	0	1,000,000	600,000	600,000	2,000,000
311-00000-37840	OPER TRANSFER FROM GENERAL FD	2,695,000	3,450,000	300,000	300,000	0
311-00000-37845	OPER TRANSFER FROM ADEQUATE FACILITIES	0	750,000	0	0	0
311-00000-37850	FUND BALANCE TRANSFER-GF	7,800,000	2,205,000	0	0	0
311-00000-37857	TRANSFER FROM ECD FUND	0	750,000	0	0	0
Total Revenues - Uses of Money and Property		**10,566,537**	**8,994,345**	**5,950,000**	**2,872,046**	**2,250,000**
TOTAL REVENUES		**14,026,888**	**9,441,671**	**6,130,000**	**2,872,046**	**2,250,000**
DEPT 43100: TRANSPORTATION						
311-43100-00000	STREET RESURFACING	300,082	390,000	300,000	171,222	300,000
311-43100-00000	BIKEWAY IMPROVEMENTS	0	77,950	605,000	54,170	900,000
311-43100-00000	SIDEWALKS	40,106	73,137	0	2,700	0
311-43100-00000	TRAFFIC SIGNAL UPGRADES	450,873	214,549	340,000	219,086	170,000
311-43100-00000	MALLORY LANE	0	0	75,000	0	0
311-43100-00000	FRANKLIN RD (SOUTH)	1,031,364	2,638,407	860,000	37,354	660,000
311-43100-00000	CONCORD RD (WEST)	3,073,988	128,230	0	(3,592)	0
311-43100-00000	SUNSET ROAD (EAST)	300,157	2,441,282	5,220,000	3,168,439	1,075,000
311-43100-00000	MCEWEN DRIVE	0	0	0	3,691	0
311-43100-00000	CAROTHERS PARKWAY	236,892	205,979	0	0	0
311-43100-00000	JOHNSON CHAPEL ROAD	48,947	0	0	0	0
311-43100-00000	GRANNY WHITE PIKE	258,226	0	0	0	0
311-43100-00000	MOORES LANE	59,749	0	0	0	0
311-43100-00000	CROCKETT ROAD	5,489	63,049	565,000	210,958	0
311-43100-00000	INTERSECTION SPLIT LOG AT RAGSDALE	0	10,047	740,000	43,515	345,000
311-43100-00000	SUNSET ROAD TO CONCORD	0	0	0	137,134	2,145,000
311-43100-00000	ROADWAY AND BRIDGE REPAIRS	0	0	0	0	200,000
Total Expenditures - Transportation		**5,805,871**	**6,242,630**	**8,705,000**	**4,044,676**	**5,795,000**
DEPT 43150: STORM DRAINAGE						
311-43150-00000	DERBY GLEN DRAINAGE	0	49,050	0	0	0
311-43150-00000	CALLOWAY DRIVE	72,500	0	0	0	0
311-43150-00000	JOHNSON CHAPEL ROAD DRAINAGE	0	0	50,000	0	0
311-43150-00000	SHENANDOAH DRIVE	0	0	0	0	50,000
Total Expenditures - Storm Drainage		**72,500**	**49,050**	**50,000**	**0**	**50,000**
DEPT 44400: PARKS & RECREATION						
311-44400-00000	CROCKETT PARK	14,500	0	115,000	32,015	135,000
311-44400-00000	OWL CREEK PARK	0	26,463	0	0	0
311-44400-00000	CONCORD PARK	0	4,158	0	0	0
311-44400-00000	MARYLAND WAY PARK	0	0	0	0	150,000
311-44400-00000	FLAGPOLE (SOUTHWEST) PARK	1,524,980	321,807	20,000	9,690	0
311-44400-00000	MARCELLA VIVRETTE SMITH PARK	248,847	1,576,537	770,000	1,096,219	325,000
Total Expenditures - Parks & Recreation		**1,788,327**	**1,928,965**	**905,000**	**1,137,924**	**610,000**
DEPT 45200: GENERAL FACILITIES AND EQUIPMENT						

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
311-45200-00000	LIBRARY	45,400	0	80,000	0	0
311-45200-00000	COMMUNITY PLANNING	35,791	3,428	50,000	0	40,000
311-45200-00000	SAFETY CENTER EAST	0	0	30,000	69,600	0
311-45200-00000	FIRE STATIONS	0	0	0	0	575,000
311-45200-00000	COMMUNITY IDENTITY FEATURES	0	0	15,000	0	30,000
311-45200-00000	POLICE DEPARTMENT HEADQUARTERS	0	0	200,000	69,267	2,300,000
311-45200-00000	PARKS OPERATIONS FACILITY	0	0	70,000	3,784	0
Total Expenditures - General Facilities and Equipment		**81,191**	**3,428**	**445,000**	**142,651**	**2,945,000**
DEPT 45300: TECHNOLOGY						
311-45300-00000	WARNING SIREN	38,490	0	0	0	0
311-45300-00000	RADIO SYSTEM UPGRADE	89,000	1,632	4,300,000	1,542,839	3,000,000
311-45300-00000	FIBER NETWORK EXPANSION	211,751	24,482	0	0	0
311-45300-00000	SPECIALIZED DEPARTMENT SOFTWARE	0	124,148	0	37,973	0
311-45300-00000	GEOG INFO SYSTEM	0	0	90,000	0	0
311-45300-00000	MOBILE DATA/GPS EQUIPMENT	0	0	0	0	85,000
311-45300-00000	DISASTER RECOVERY SYSTEM	0	0	0	0	25,000
311-45300-00000	WEBSITE UPGRADE	0	15,645	0	0	0
311-45300-00000	RECORDS MANAGEMENT AND COURT SOFTWARE	21,866	0	0	0	0
311-45300-00000	COMPUTER AIDED DISPATCH SYSTEM (CAD)	0	581,133	0	2,346	0
311-45300-00000	SECURITY SYSTEM	0	0	0	0	400,000
Total Expenditures - Technology		**361,106**	**747,040**	**4,390,000**	**1,583,158**	**3,510,000**
DEPT 49000: DEBT SERVICE						
Total Expenditures - Debt Service		**0**	**0**	**0**	**0**	**0**
TOTAL EXPENDITURES - CAPITAL PROJECTS FUND		**8,108,996**	**8,971,113**	**14,495,000**	**6,908,409**	**12,910,000**
FUND 312: FACILITIES MAINTENANCE FUND						
Revenues						
312-00000-11221	CASH IN BANK - OPERATING SAVIN	159,706	(14,884)	0	(159,111)	0
312-00000-21120	ACCOUNTS PAYABLE	(35,891)	0	0	0	0
312-00000-21430	TRANSFER TO CAPITAL PROJECTS FUND	(2,579)	0	0	0	0
312-00000-27100	FUND BALANCE - UNAPPROPRIATED	(121,236)	14,884	0	0	0
312-00000-36100	INTEREST EARNINGS	7,261	13,225	6,000	14,945	12,000
312-00000-37840	OPER TRANSFER FROM GENERAL FD	200,000	200,000	200,000	200,000	350,000
Total Revenues		**207,261**	**213,225**	**206,000**	**55,835**	**362,000**
Expenditures						
312-42200-89600	FIRE AND RESCUE	28,057	24,474	25,000	49,482	25,000
312-43120-89600	BIKEWAY MAINTENANCE	0	0	0	0	50,000
312-43170-89600	SERVICE CENTER	43,895	23,055	150,000	0	50,000
312-44400-89600	PARKS DEPT	230,146	150,812	60,000	6,353	170,000
312-44800-89600	LIBRARY DEPT	26,400	0	280,000	0	50,000
Total Expenditures		**328,497**	**198,341**	**515,000**	**55,835**	**345,000**
FUND 315: FUEL FUND						
Revenues						

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
315-00000-36100	INTEREST EARNINGS	3,083	6,630	5,000	7,502	8,000
315-00000-37823	GF OPER TRANSFER	435,088	302,349	305,500	203,899	333,100
315-00000-37824	WS OPER TRANSFER	67,705	41,751	50,000	27,358	50,000
Total Revenues		**505,875**	**350,730**	**360,500**	**238,758**	**391,100**
Expenditures						
315-41610-83311	UNLEADED FUEL	212,211	221,651	265,000	169,419	265,000
315-41610-83312	DIESEL FUEL	77,013	92,017	110,000	63,843	110,000
Total Expenditures		**289,224**	**313,668**	**375,000**	**233,262**	**375,000**
FUND 320: INSURANCE FUND						
DEPT 41900: HEALTH INSURANCE						
Revenues						
320-00000-36100	INTEREST EARNINGS	12,042	23,089	25,000	26,564	30,000
320-00000-37199	MISCELLANEOUS	2,935	6,122	0	0	0
320-00000-37860	HEALTH INSURANCE TRANSFER FROM - GF	2,000,445	2,245,780	2,487,590	1,658,392	2,611,905
320-00000-37861	HEALTH INSURANCE TRANSFER FROM - WS	232,615	252,770	278,180	185,456	292,085
320-00000-37862	HEALTH INSURANCE TRANSFER FROM - ECD	102,935	111,805	123,040	82,024	129,190
320-00000-37865	HEALTH INSURANCE EMPLOYEE CONTRIBUTIONS	585,601	589,015	590,000	376,902	605,680
320-00000-37870	STOP LOSS REIMBURSEMENT	189,652	361,188	0	121,955	0
320-00000-37875	BCBS RX REBATE	102,260	182,055	100,000	137,300	100,000
320-00000-39700	INSURANCE RECOVERY	0	13,226	0	0	0
Total Revenues		**3,228,486**	**3,785,050**	**3,603,810**	**2,588,593**	**3,768,860**
Expenditures						
320-41900-81418	MEDICAL CLAIMS	2,257,618	2,348,431	2,600,000	1,525,541	3,000,000
320-41900-81419	HRA CLAIMS	435,138	378,028	425,000	238,080	425,000
320-41900-81420	HEALTH INSURANCE PREMIUMS	444,637	498,947	550,000	405,950	577,500
320-41900-81423	TRANSITIONAL REINSURANCE PROGRAM TAX	19,056	12,027	15,000	1,005	0
320-41900-82599	OTHER PROF SRVCS	112,157	110,670	115,000	67,764	115,000
Total Expenditures		**3,268,606**	**3,348,103**	**3,705,000**	**2,238,340**	**4,117,500**
DEPT 41905: WORKER'S COMP INSURANCE						
Revenues						
320-41905-37860	INSURANCE TRANSFER FROM - GF	241,008	241,000	216,900	144,600	216,900
320-41905-37861	INSURANCE TRANSFER FROM - WS	33,000	33,000	29,700	19,800	29,700
320-41905-37862	INSURANCE TRANSFER FROM - ECD	3,144	3,145	2,830	1,887	2,830
Total Revenues		**277,152**	**277,145**	**249,430**	**166,287**	**249,430**
Expenditures						
320-41905-81470	WORKER'S COMPENSATION	230,256	295,787	250,000	226,685	290,000
Total Expenditures		**230,256**	**295,787**	**250,000**	**226,685**	**290,000**
TOTAL INSURANCE FUND EXPENDITURES		**3,498,862**	**3,643,890**	**3,955,000**	**2,465,025**	**4,407,500**
FUND 412: WATER AND SEWER FUND						
Revenues						
412-00000-36330	SALE OF EQUIPMENT	33,412	718	5,000	0	5,000
412-00000-37110	WATER SALES-COMM IN CITY	1,675,547	2,076,515	1,905,000	1,581,847	2,018,250

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Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
412-00000-37120	WATER SALES-COMM OUT CITY	1,017	381	200	2,891	370
412-00000-37130	WATER SALES-RESID IN CITY	4,783,331	5,940,857	5,960,000	4,039,887	5,774,155
412-00000-37135	WATER SALES-RESID OUT CITY	2,137	2,152	1,650	1,441	2,090
412-00000-37140	WATER SALES-INST IN CITY	456,950	580,742	596,000	360,121	564,445
412-00000-37145	WATER SALES-INST OUT CITY	1,295	2,683	2,000	1,514	2,610
412-00000-37146	WATER PURCHASE SURCHARGE	1,199,868	1,791,899	1,738,000	1,251,323	1,741,620
412-00000-37150	CROSS CONNECTION DOMESTIC	234,325	211,228	224,000	228,250	236,000
412-00000-37155	CROSS CONNECTION FIRE	25,905	24,415	25,000	27,740	29,500
412-00000-37195	INSTALLATION CHARGES	27,120	26,300	10,000	18,675	15,000
412-00000-37196	WATER TAP FEES	349,500	383,500	350,000	373,000	221,000
412-00000-37197	N/CG UD AREA TAP FEES	165,000	650,000	375,000	0	0
412-00000-37199	MISCELLANEOUS	3,285	2,204	2,000	2,400	2,500
412-00000-37210	SEWER CHGS-COMM IN CITY	1,387,252	1,435,332	1,509,595	1,012,636	1,518,410
412-00000-37211	SEWER CHGS-COMM OUT CITY	6,500	13,530	14,025	10,420	14,105
412-00000-37212	SEWER CHGS-RES IN CITY	4,019,284	4,140,134	4,414,490	2,818,535	4,440,270
412-00000-37213	SEWER CHGS-RES OUT CITY	9,613	10,448	10,525	8,516	10,585
412-00000-37214	SEWER CHGS-INST IN CITY	294,580	320,908	347,635	202,574	349,665
412-00000-37215	SEWER CHGS-INST OUT CITY	25,739	44,863	27,975	60,527	28,140
412-00000-37216	SEWER CHGS-METRO TREATMENT SURCHG	819,506	834,872	885,755	567,895	890,930
412-00000-37220	SWR TAP INSPECTION FEES	2,565	10,777	2,500	1,695	2,750
412-00000-37291	FORFEITED DISC/PENALTIES	120,839	128,137	75,000	94,290	75,000
412-00000-37293	SALE OF MATERIAL	0	0	3,500	0	0
412-00000-37296	SEWER TAP FEES	1,352,585	1,021,606	750,000	1,345,515	1,000,000
412-00000-37297	GRINDER PUMP FEES	17,100	24,700	19,000	36,100	0
412-00000-37822	FIRE HYDRANT RENTAL	100,000	100,000	100,000	66,667	100,000
412-00000-37910	INTEREST EARNINGS	141,034	264,902	125,000	305,494	325,000
412-00000-39700	INSURANCE RECOVERY	31,166	0	0	0	0
Total Revenues		**17,286,453**	**20,043,802**	**19,478,850**	**14,419,954**	**19,367,395**
Expenditures						
412-52310-81110	SALARIES	1,161,902	1,163,975	1,289,935	802,842	1,356,710
412-52310-81120	SALARIES - OVERTIME	103,050	97,235	98,820	71,243	102,775
412-52310-81130	LONGEVITY PAY	12,440	13,240	13,240	13,240	14,040
412-52310-81145	COMMUNICATION ALLOWANCE	4,890	5,040	5,040	3,360	5,040
412-52310-81195	SALARIES BILLED TO OTHERS	15,126	(4,723)	(10,000)	0	(10,000)
412-52310-81410	FICA (EMPLOYER'S SHARE)	111,138	112,935	107,640	66,512	113,485
412-52310-81420	HEALTH INSURANCE	232,615	252,770	278,180	185,456	294,895
412-52310-81421	DENTAL REIMBURSEMENT	5,684	6,136	7,750	4,215	7,750
412-52310-81422	LIFE INSURANCE	4,440	4,290	4,680	2,871	5,355
412-52310-81425	RETIREMENT - HEALTH/LIFE	70,224	70,225	83,185	55,456	91,825
412-52310-81430	RETIREMENT - TCRS	234,128	239,558	194,425	125,766	204,905
412-52310-81431	PENSION EXPENSE - GASB 68 REVERSAL	(196,112)	(226,893)	0	0	0
412-52310-81432	PENSION EXPENSE - GASB 68 COST	27,792	70,944	0	0	0
412-52310-81441	SUPPLEMENTAL RETIREMENT - 401	26,284	26,204	25,385	17,893	23,385
412-52310-81450	SICK LEAVE BUY-BACKS	2,285	4,447	1,700	1,394	1,700
412-52310-81455	ATTENDANCE BONUS PAY	1,250	1,250	1,500	0	1,500
412-52310-81456	ANNUAL LEAVE BUY-BACKS	6,698	6,910	8,000	5,028	8,000
412-52310-81470	WORKER'S COMPENSATION	33,000	33,000	29,700	19,800	29,700
412-52310-81481	CLOTHING & UNIFORMS	18,839	8,829	22,500	12,725	22,500
412-52310-82110	POSTAGE & BOX RENTAL	55,519	54,810	41,000	32,609	41,000
412-52310-82210	PRINTING,STATIONERY,ENVELOPES	25,462	25,244	24,250	14,505	24,750

CITY OF BRENTWOOD
FY 2019 Budget Worksheets

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
412-52310-82410	ELECTRIC	306,885	350,337	285,000	241,860	370,000
412-52310-82420	WATER	1,065	1,105	1,000	646	1,500
412-52310-82421	WATER PURCHASED FOR RESALE	6,426,035	7,488,018	7,105,610	4,903,135	7,538,715
412-52310-82435	METRO SEWER TREATMENT	2,615,152	2,558,309	2,526,590	1,799,573	2,809,250
412-52310-82437	BACKFLOW PREVENTION TESTING	137,171	158,696	185,000	88,201	185,000
412-52310-82450	COMMUNICATIONS	3,892	4,503	4,000	3,010	5,400
412-52310-82520	LEGAL SERVICES	0	0	5,000	0	5,000
412-52310-82530	ACCTING & AUDITING SRVCS	12,500	20,000	22,500	20,000	22,500
412-52310-82540	ARCH ENG & LANDSCAPING	77	0	5,000	0	5,000
412-52310-82545	LABORATORY SERVICES	9,485	13,465	18,500	6,270	23,500
412-52310-82546	CAPACITY MGT. PROGRAM (CMOM)	3,550	15,750	55,000	1,080	25,000
412-52310-82599	OTHER PROF SRVCS	448,656	89,480	263,600	15,904	143,000
412-52310-82605	R/M - OFC MACH & EQUIP	866	3,106	4,000	5,118	4,000
412-52310-82610	R/M - MOTOR VEHICLES	20,350	19,848	17,500	12,427	17,850
412-52310-82620	R/M - MACH & EQUIPMENT	77,615	113,674	125,000	90,695	125,000
412-52310-82625	TIRES TUBES ETC	7,032	5,464	6,800	3,314	6,500
412-52310-82660	R/M - BUILDINGS	10	0	2,500	0	2,500
412-52310-82683	METER REPAIR	2,872	2,401	25,000	1,982	25,500
412-52310-82684	METRO PUMP STATION MAINT	11,781	36,361	50,000	0	50,000
412-52310-82685	REPAIR PARTS-GRINDER PUMPS	194,453	250,975	235,000	155,266	239,700
412-52310-82686	REPAIR PARTS-WTR/SWR LINES	200,325	211,601	175,000	94,394	175,000
412-52310-82687	MANHOLE & SWR LINE MAINT	77,718	87,834	55,000	24,941	55,000
412-52310-82688	WATER TANK MAINTENANCE	157,970	151,078	185,000	51,076	55,000
412-52310-82695	SWR LIFT STATION R/M	19,407	22,233	50,000	5,223	50,000
412-52310-82696	WTR LIFT STATION R/M	13,624	10,782	65,000	13,318	65,000
412-52310-82810	MBRSHIPS & REGISTRATIONS	22,364	22,111	22,500	21,755	22,500
412-52310-82820	TRAVEL - CONF & SCHOOLS	3,911	2,812	10,000	3,198	10,000
412-52310-83100	OFFICE SUPPLIES/MATERIALS	2,958	2,828	2,500	1,013	2,500
412-52310-83215	HOUSEHOLD/JANITORIAL SUPPLIES	162	0	500	0	500
412-52310-83216	OPERATING CHEMICALS	7,064	7,606	60,000	2,032	60,000
412-52310-83290	OTHER OPER SUPPLIES	34,151	41,542	50,000	20,652	50,000
412-52310-83310	FUEL	67,705	41,751	63,000	27,358	50,000
412-52310-83550	COMPUTER SOFTWARE-N/C	285	240	5,000	0	5,000
412-52310-85110	INS - BUILDINGS	16,126	16,776	17,000	17,731	18,500
412-52310-85120	INS - VEH & EQUIP	540	581	1,500	616	1,500
412-52310-85130	LIABILITY INSURANCE	60,638	56,317	62,000	0	62,000
412-52310-85240	RENTAL - MACH & EQUIP	162	53	5,000	5,854	5,000
412-52310-85260	SERVICE CENTER RENT	125,000	125,000	125,000	83,333	125,000
412-52310-85310	GIS SERVICE FEE	90,000	90,000	90,000	60,000	90,000
412-52310-85340	STATE ENVIRONMENTAL FEES	13,861	13,861	15,500	18,186	20,000
412-52310-85410	PROV FOR DEPRECIATION EXPENSE	2,814,243	2,858,432	3,000,000	1,844,904	3,000,000
412-52310-85510	BANK SRVC CHGS	3,108	3,251	3,500	1,576	3,500
412-52310-85570	BAD DEBT EXPENSE	1,055	2,946	2,000	2,047	2,000
412-52310-86250	CAPITALIZED INTEREST	(5,751)	(6,356)	0	0	0
412-52310-86260	INT - 2003 SEWER REFUNDING	459	0	0	0	0
412-52310-86262	INT -2006 WATER REFUNDING	60,070	35,535	0	0	0
412-52310-86264	INT - 2008 SEWER BOND	217,772	44,954	34,690	34,688	17,625
412-52310-86265	INT - 2010 WATER & SEWER BOND	236,781	226,581	217,785	187,343	88,170
412-52310-86266	INT - 2012 WATER & SEWER BOND	124,821	118,754	114,640	114,638	108,385
412-52310-86267	INT - 2013 WATER & SEWER BOND	90,583	87,900	85,425	85,425	81,300
412-52310-86268	INT - 2013 WATER & SEWER REF BOND	16,442	10,828	3,225	3,225	0

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
412-52310-86270	INT - 2016 WATER & SEWER BOND	20,582	167,531	19,940	124,500	123,300
412-52310-86271	INT - 2017 WATER & SEWER REF BOND	0	8,620	0	12,336	12,050
412-52310-86272	INT - 2017A WATER & SEWER REF BOND	0	0	0	41,003	112,425
412-52310-86410	BOND SALE EXPENSE	98,075	15,260	0	0	0
412-52310-86510	PROV FOR AMORTIZATION EXPENSE	(6,375)	(40,197)	0	0	0
Total Expenditures		**16,821,937**	**17,535,965**	**17,710,235**	**11,685,760**	**18,415,485**
FUND 343: MUNICIPAL CENTER FUND						
Revenues						
434-00000-36221	RENT INC- WMSN MEDICAL	26,213	26,813	23,740	15,928	22,675
434-00000-36227	RENT INC- CTY OF BRENTWOOD	610,000	610,000	670,000	670,000	685,000
434-00000-36230	RENT INC- SUITE 1080	65,214	55,697	0	0	0
434-00000-36240	RENT INC- ECD FUND	31,800	31,800	31,800	21,200	31,800
434-00000-36330	SALE OF EQUIPMENT	0	0	0	81	0
434-00000-37199	MISCELLANEOUS REVENUE	1	(10)	0	0	0
434-00000-37910	INTEREST EARNINGS	12,808	24,979	20,000	31,106	25,000
Total Revenues		**746,036**	**749,279**	**745,540**	**738,316**	**764,475**
Expenditures						
434-41810-82410	ELECTRIC	116,404	115,192	120,000	70,275	120,000
434-41810-82420	WATER	10,801	16,003	20,000	9,417	18,000
434-41810-82430	SEWER	6,297	6,991	7,000	4,539	7,000
434-41810-82440	NATURAL/PROPANE GAS	17,152	18,816	20,000	14,210	20,000
434-41810-82450	COMMUNICATIONS	8,442	8,327	8,000	6,366	9,500
434-41810-82530	ACCTING & AUDITING SRVCS	3,500	3,400	3,400	3,400	3,400
434-41810-82599	OTHER PROF SRVCS	19,484	29,759	20,000	13,555	20,000
434-41810-82605	R/M - OFC MACH & EQUIPMENT	19,549	19,666	25,000	19,536	25,000
434-41810-82650	R/M - GROUNDS/LANDSCAPE	40,255	20,089	22,500	20,781	30,000
434-41810-82660	R/M - BUILDINGS	169,790	140,762	125,000	78,881	127,500
434-41810-82661	R/M - WINDOW/CARPET CLEANING	0	0	0	450	1,500
434-41810-82662	R/M - TRASH REMOVAL	2,744	2,640	2,000	1,924	5,700
434-41810-82663	R/M - PAINTING	0	7,585	0	0	5,000
434-41810-82670	R/M - PLUMBING & HVAC	6,857	36,483	25,000	5,793	25,000
434-41810-83100	OFFICE SUPPLIES/MATERIALS	108	225	0	105	0
434-41810-83215	HOUSEHOLD/JANITORIAL SUPPLIES	5,488	6,349	5,500	4,618	7,500
434-41810-83290	OTHER OPER SUPPLIES	3,091	560	2,000	1,289	2,000
434-41810-83299	SUNDRY	0	576	1,000	0	1,000
434-41810-85110	INS ON BLDGS	11,677	11,363	12,500	11,990	12,500
434-41810-85130	INS - LIABILTY	3,396	3,130	2,500	2,162	2,700
434-41810-85410	DEPRECIATION EXPENSE	278,525	273,582	324,000	184,312	324,000
Total Expenditures		**723,560**	**721,497**	**745,400**	**453,604**	**767,300**
FUND 450: EMERGENCY COMMUNICATIONS DISTRICT						
Revenues						
450-91100-32106	TECB OPERATIONAL FUNDING	880,775	972,979	880,775	618,542	880,775
450-91100-32108	TECB DISTRIBUTION OF EXCESS REVENUE	0	0	0	0	44,000
450-91100-36100	INTEREST EARNINGS	11,535	21,251	20,000	21,425	25,000
450-91100-37199	MISCELLANEOUS	128	143	0	96	0
450-91100-37810	OPER TRANSFER FROM GENERAL FD	418,700	484,700	484,700	484,700	484,700

CITY OF BRENTWOOD
FY 2019 Budget Worksheets

Account Number	Account Name	FY 2016 Actual	FY 2017 Actual	FY 2018 Budget	FY 2018 8 Months	FY 2019 Budget
Total Revenues		**1,311,138**	**1,479,073**	**1,385,475**	**1,124,763**	**1,434,475**
Expenditures						
450-91100-81110	SALARIES	493,848	496,815	559,965	331,014	580,085
450-91100-81111	SALARIES PART TIME	0	0	0	160	0
450-91100-81120	SALARIES - OVERTIME	50,924	55,045	46,775	53,167	48,645
450-91100-81130	LONGEVITY PAY	4,100	4,200	4,460	4,460	4,480
450-91100-81135	LEAD PAY SUPPLEMENT	5,492	6,185	6,240	3,994	6,240
450-91100-81170	SUPPLEMENTAL PAY	1,968	895	1,500	1,320	1,500
450-91100-81190	SHIFT DIFFERENTIAL	9,957	10,981	11,100	6,550	9,900
450-91100-81410	FICA (EMPLOYER'S SHARE)	48,833	52,331	48,195	29,299	50,025
450-91100-81420	HEALTH INSURANCE	102,935	111,805	123,040	82,024	129,190
450-91100-81421	DENTAL REIMBURSEMENT	2,623	2,108	2,000	843	2,000
450-91100-81422	LIFE INSURANCE	1,965	2,070	2,070	1,206	2,345
450-91100-81425	RETIREMENT - HEALTH/LIFE	24,876	24,875	29,465	19,640	40,230
450-91100-81430	RETIREMENT - TCRS	102,723	108,787	86,565	60,979	90,865
450-91100-81431	PENSION EXPENSE - GASB 68 REVERSAL	(85,100)	(109,244)	0	0	(100,000)
450-91100-81432	PENSION EXPENSE - GASB 68 COST	11,946	32,494	0	0	30,000
450-91100-81440	SUPPLEMENT RETIREMENT - 457	0	0	8,000	0	0
450-91100-81441	SUPPLEMENT RETIREMENT - 401	5,753	6,550	0	4,809	8,000
450-91100-81450	SICK LEAVE BUY-BACKS	1,812	2,431	2,000	1,801	2,000
450-91100-81455	ATTENDANCE BONUS	150	500	1,000	0	1,000
450-91100-81456	ANNUAL LEAVE BUY-BACKS	0	0	1,000	0	1,000
450-91100-81470	WORKER'S COMPENSATION	3,144	3,145	2,830	1,887	2,830
450-91100-81481	CLOTHING & UNIFORMS	4,376	6,357	5,500	1,304	5,500
450-91100-82330	PERIODICAL SUBSCRIPTIONS	169	0	2,000	0	2,000
450-91100-82450	COMMUNICATIONS	80,280	80,681	75,000	48,231	83,000
450-91100-82530	ACCTING & AUDITING SRVCS	7,900	8,100	8,300	8,300	8,500
450-91100-82550	MAPPING/DATA BASE	10,000	10,000	10,000	10,000	10,000
450-91100-82599	OTHER PROF SRVCS	931	130	7,500	736	7,500
450-91100-82605	R/M - OFC MACH & EQUIP	695	2,700	2,400	1,906	2,400
450-91100-82620	R/M - OTHER EQUIPMENT	81,698	61,030	111,800	56,232	162,100
450-91100-82810	MRBSHIPS & REGISTRATIONS	5,449	3,431	6,000	2,577	6,000
450-91100-82820	TRAVEL - CONF & SCHOOLS	3,965	8,136	5,000	1,004	5,000
450-91100-83100	OFFICE SUPPLIES/MATERIALS	988	3,231	2,000	950	2,000
450-91100-83299	OTHER OPER SUPPLIES	2,312	3,001	2,000	2,401	2,000
450-91100-85130	LIABILITY INSURANCE	2,112	1,957	2,600	0	2,600
450-91100-85140	OFFICIALS' SURETY BONDS	0	0	1,700	1,658	0
450-91100-85240	RENTAL - MACH & EQUIP	2,240	2,240	2,500	2,680	2,500
450-91100-85410	DEPRECIATION	169,329	159,418	172,500	109,008	172,500
450-91100-88030	RENTAL - BUILDING AND FACILIITES MC	31,800	31,800	31,800	21,200	31,800
Total Expenditures		**1,192,194**	**1,194,185**	**1,384,805**	**871,337**	**1,415,735**

City of Brentwood — ECD — BUDGET

Acct #	Account Name	Actual Prior Year FY 2017	Projected Current Year FY 2018	Proposed Proposed Year FY 2019	Explanation of departures from the current pattern.
Operating Revenue		XXXXXXXXX	XXXXXXXXX	XXXXXXXXXX	
3010	TECB Distribution of 911 Surcharges (Base Amount)	880,775	*880,775*	880,775	
3020	TECB Distribution of Excess Revenue	92,204	*42,458*	0	
3040	Other Operating Revenues			44,000	
	Total Operating Revenue	972,979	*923,233*	924,775	
Operating Expenses					
Salaries/Wages and Benefits					
	Employees of the ECD must be included on a schedule of salaries by position and the numbers of positions. Do not include employees of other local government. See Schedule Below				
4000	**Salaries and Wages:**	XXXXXXXXX	XXXXXXXXX	XXXXXXXXXX	
4001	Director				
4002	Administrative Personnel				
4003	Assistant Director				
4004	Dispatchers/Telecommunicators/Calltakers	460,160	*485,541*	540,695	
4005	Dispatch Supervisor Personnel				
4006	Mapping /Address Personnel				
4007	Other Personnel	36,655	*36,655*	39,390	
4008	Overtime Pay	55,045	*75,688*	48,645	
4009	Part-time Personnel				
4010	Pay Bonuses				
4099	Other Salaries and Wages - Longevity	4,200	4,460	4,480	
4099.1	Other Salaries and Wages - Lead Pay Supplement	6,185	*6,067*	6,240	
4099.2	Other Salaries and Wages - Supplemental Pay	895	*1,920*	1,500	
4099.3	Other Salaries and Wages - Shift Differential	10,981	*10,054*	9,900	
	Subtotal Salaries and Wages	574,121	*620,385*	650,850	
4100	**Employee Benefits:**	XXXXXXXXX	XXXXXXXXX	XXXXXXXXXX	
4101	Social Security and Medicare (FICA)	52,331	*45,425*	50,025	
4102	Medicare				
4103	Life Insurance	2,070	2,070	2,345	
4104	Medical Insurance	111,805	123,036	129,190	
4105	Dental Insurance	2,108	*1,411*	2,000	
4106	Other Insurance				
4107	Unemployment Compensation				
4108	Pension Expense	32,037	*86,565*	*20,865*	Retirement determined by actuary
4109	Other Postemployment Benefits	24,875	29,465	40,230	Part of Medical Insurance for retirees
4199	Other Fringe Benefits - Supplemental Retirement 401	6,550	*7,308*	8,000	
4199.1	Other Fringe Benefits - Sick Leave/Buy-Backs	2,431	*2,000*	2,000	
4199.2	Other Fringe Benefits - Attendance Bonus	500	*1,000*	1,000	
4199.3	Other Fringe Benefits - Annual Leave Buy-Backs	0	*1,000*	1,000	
	Subtotal Employee Benefits	234,708	299,280	256,655	
	Total Salaries, Wages, and Employee Benefits	808,828	919,664	907,505	
Other Than Payroll Operating Expenses:					
4200	**Contracted Services:**	XXXXXXXXX	XXXXXXXXX	XXXXXXXXXX	
4201	Addressing/Mapping/Database Consultants	10,000	10,000	10,000	
4203	Audit Services	8,100	8,300	8,500	
4204	Accounting / Bookkeeping Services				
4206	Contracts for Language Interpreting				
4207	Contracts with Government Agencies				
4208	Contracts with Private Agencies				
4209	Data Processing Services				
4210	Other Professional Services (Engineers, Architects, etc.)	130	*1,472*	7,500	
4212	Fees Paid to Service Providers	2,240	*3,240*	2,500	
4215	Impact Payments to Government Agencies				
4216	Janitorial Services				
4217	Legal Services				
4218	Maintenance Agreements				
4219	Technology Consultant				
4220	NCIC/TBI/TIES Expenses				
4221	Other Consultants				
4225	Pest Control				
4227	Lease/Rental-Communications Equipment				
4228	Lease/Rental-Buildings and Facilities	31,800	31,800	31,800	

4229	Lease/Rental-Office Equipment/Furniture/Fixtures	.	.	.	
4231	Lease/Rental-Vehicles				
4299	Other Contracted Services				

City of Brentwood — ECD — BUDGET

Acct #	Account Name	Prior Year FY 2017	Current Year FY 2018	Proposed Year FY 2019	Explanation of departures from the current pattern.
4300	**Supplies, Materials and Maintenance:**	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXX	
4301	Office Supplies	3,231	*1,305*	2,000	
4302	Janitorial Supplies				
4303	Mapping / Addressing Supplies				
4304	Postage				
4305	Equipment Purchases Not Capitalized	750,000			Need to show the $750,000
4306	Uniforms and Shirts	6,357	*1,562*	5,500	
4307	Utilities-Electric				
4308	Utilities - Natural Gas / Propane				
4309	Utilities-Water and Sewer				
4310	Utilities-General Telephone (Administration Lines)	80,681	*82,688*	83,000	
4311	Utilities-Cell Phones and Pagers				
4312	Utilities-General Telephone (Call Center Lines)				
4313	Cable / Internet Charges				
4332	Maintenance and Repairs-Communications Equipment	61,030	111,800	162,100	
4333	Maintenance and Repairs-Buildings and Facilities				
4334	Maintenance and Repairs-Office Equipment	2,700	*2,400*	2,400	
4335	Maintenance and Repairs-Vehicles				
4336	Fuel – Gasoline and Diesel				
4399	Other Supplies, Materials and Maintenance	3,001	*3,000*	2,000	
4400	**Other Charges:**	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXX	
4401	Bank Charges				
4402	Board Meeting Expenses				
4403	Claims and Judgments				
4404	Debt Issuance Costs				
4405	Dues and Memberships	3,431	*5,154*	6,000	
4406	Employee Testing and Exams				
4407	Insurance-Workers Compensation	3,145	*2,830*	2,830	
4408	Insurance-Liability	1,957	*2,200*	2,600	
4409	Insurance-Buildings and Contents				
4410	Insurance-Equipment				
4411	Insurance-Vehicles				
4412	Legal Notices				
4413	Licenses and Fees				
4414	Premiums on Surety Bonds	0	0	0	
4415	Public Education				
4417	Service Awards				
4418	Training Expenses	0	*2,000*	2,000	
4419	Travel Expenses	8,136	*3,000*	5,000	
4421	Advertising				
4499	Other Charges				
4501	**Depreciation:**	159,418	*163,512*	172,500	
4601	**Amortization:**				
	Total Other Than Payroll Operating Expenses	1,135,357	436,262	508,230	
	Total Operating Expenses	1,944,185	1,355,927	1,415,735	

5000	**NON-Operating Revenues (Expenses):**	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	
5001	Investment Income				
5002	Interest Income	21,251	32,124	25,000	
5003	Net Increase (Decrease) in the Fair Value of Investments				
5004	Contributions from Primary Government	484,700	484,700	484,700	
5005	Contributions from Other Governments / Agencies				
5006	TECB-Reimbursements and/or Grants				
5007	Grants from Federal Government				
5008	Gain on Disposal of Property				
5009	Miscellaneous Income	143	165	0	
5010	Interest Expense				
5011	Loss on Disposal of Property				

5012	Rental Income				
5013	Insurance Reimbursements				
5014	Revenue from Contracted Services				
5015	Impairment Loss				
5016	Pension Income				

City of Brentwood **ECD** **BUDGET**

Acct #	Account Name	Prior Year FY 2017	Current Year FY 2018	Proposed Year FY 2019	Explanation of departures from the current pattern.
	NON-Operating Revenues (Expenses): (continued)	XXXXXXXXX	XXXXXXXXX	XXXXXXXXX	
6000	**Capital Contributions**				
6001	Capital Contributions from Primary Government				
6002	Capital Contributions from Other Governments / Agencies				
6003	Capital Contributions from TECB				
	Total NON-Operating Revenues and Losses	506,094	516,989	509,700	
	Total Revenues and Losses	1,479,073	1,440,222	1,434,475	
	Total Operating Expenses	1,944,185	1,355,927	1,415,735	
	Change in Net Position	(465,112)	84,295	18,740	
	Additional Funding Source:			XXXXXXXXX	
	Reserve Balance Beginning of Prior Year	2,754,729			
	Reserve Balance Beginning of Current Year		2,289,615		
	Reserve Balance Beginning of Proposed Year			2,373,910	
	Ending Reserve Balance	2,289,615	2,373,910	2,392,650	
	Transfer to Primary Government	0		0.00	
	Amount of Reserve Used to Balance Budget			0.00	
	Total Other Funding				
	Balanced Budget (Should be Zero or positive)			18,740.04	

Acct #	Account Name	Prior Year FY 2017	Current Year FY 2018	Proposed Year FY 2019	
Statement of Capital Projects:		XXXXXXXXX	XXXXXXXXX	XXXXXXXXX	
	Capital Assets Not Being Depreciated (In Process)	XXXXXXXXX	XXXXXXXXX	XXXXXXXXX	
1351	Land				
1352	Construction in Progress				
1353	Other Capital Assets				
	Capital Assets Being Depreciated (In Process)	XXXXXXXXX	XXXXXXXXX	XXXXXXXXX	
1302	Buildings and Improvements				
1304	Furniture and Fixtures				
1306	Office Equipment			11,700	
1308	Communications Equipment	28,000	0	0	
1310	Vehicles				
1312	Leasehold Improvements				
1320	Other Capital Assets				
	Capital Assets (In Process)	28,000	0	11,700	
		XXXXXXXXX	XXXXXXXXX	XXXXXXXXX	
	Capital Assets Not Being Depreciated (Planned)	XXXXXXXXX	XXXXXXXXX	XXXXXXXXX	
1351	Land				
1352	Construction in Progress				
1353	Other Capital Assets				
	Capital Assets Being Depreciated (Planned)	XXXXXXXXX	XXXXXXXXX	XXXXXXXXX	
1302	Buildings and Improvements				
1304	Furniture and Fixtures				
1306	Office Equipment				
1308	Communications Equipment				
1310	Vehicles				
1312	Leasehold Improvements				
1320	Other Capital Assets				
	Capital Assets (Planned)	0	0	0	
	Total Capital Projects Budget	28,000	0	11,700	

Statement of Bonded and Other Indebtedness:					
2203	Notes Payable--Long-term				
2210	Other Long-term Liabilities				
	Total Cost of Liabilities	0	0	0	

Debt Type	Debt Owed To:	Amount	
			No Debt
	Total Debt	0	

City of Brentwood **ECD** **BUDGET**

Employee Positions Schedule

Count vacant positions, as well as employed personnel, but only include personnel for which the ECD is the employer.

Number of Positions	**Use column at right for detailed listing. Subtotal will automatically appear in column at left.**		Number of Positions	
	Director			
0.50	Administrative Personnel Subtotal		XXXXXXXXXX	
XXXXXXXX		Administrative Assistant Staff		
XXXXXXXX		Office Staff		
XXXXXXXX		Accounting/Bookkeeping Staff		
XXXXXXXX		Mapping Staff		
XXXXXXXX		Technology Staff	0.50	
XXXXXXXX		Other		
11	Dispatchers		XXXXXXXXXX	
XXXXXXXX		Shift/Lead Supervisors		
XXXXXXXX		Full-time	11	
XXXXXXXX		Part-time		
XXXXXXXX		Other		
0	Telecommunicators/Calltakers		XXXXXXXXXX	
XXXXXXXX		Shift/Lead Supervisors		
XXXXXXXX		Full-time		
XXXXXXXX		Part-time		
XXXXXXXX		Other		
	Data Processing Personnel		XXXXXXXXXX	
	Custodial Personnel		XXXXXXXXXX	
	Maintenance Personnel		XXXXXXXXXX	
0	Other Established Positions (listed here)			
XXXXXXXX				
XXXXXXXX				
XXXXXXXX				

Brentwood City Commission Agenda

Meeting Date: 05/29/2018

Ordinance 2018-08 - An Ordinance to Adopt the Property Tax Rate for Fiscal Year 2018-201

Submitted by: Richard Parker, Finance

Department: Finance

Information

Subject

Ordinance 2018-08 - An Ordinance to Adopt the Property Tax Rate for the Fiscal Year Beginning July 1, 2018 and Ending June 30, 2019.

Background

The accompanying ordinance provides for the adoption on first reading of the tax rate to fund the FY 2018-2019 proposed General Fund budget. The proposed tax rate is $0.36 per $100 of assessed value of taxable property. This levy represents the same effective property tax rate for the City of Brentwood for the 28th year in a row.

If approved, please note that final reading of Ordinance 2018-08 will not occur until the June 25, 2018 meeting. Formal public hearings are scheduled at three City Commission meetings set for Tuesday, May 29, 2018, Tuesday, June 12, 2018, and Monday, June 25, 2018.

Please contact the Finance Director if you have any questions.

Staff Recommendation

The staff recommends approval of Ordinance 2018-08 on first reading.

Previous Commission Action

Section 6-22-107(b) of the City Charter requires the Board of Commissioners to establish annually a tax levy sufficient to fund the approved appropriations for the General Fund budget in the new fiscal year.

Fiscal Impact

Attachments

Ordinance 2018-08

ORDINANCE 2018-08

AN ORDINANCE OF THE CITY OF BRENTWOOD, TENNESSEE TO ESTABLISH THE TAX LEVY FOR THE FISCAL YEAR BEGINNING JULY 1, 2018 AND ENDING JUNE 30, 2019

BE IT ORDAINED BY THE CITY OF BRENTWOOD, TENNESSEE, AS FOLLOWS:

SECTION 1. That the tax levy for the City of Brentwood, Tennessee for the fiscal year beginning July 1, 2018 and ending June 30, 2019, on each $100.00 of assessed value of all property (real, personal, public utility, merchants ad valorem, and mixed) within the City of Brentwood, Tennessee, shall be the sum of Thirty-six cents ($0.36), prorated and distributed in accordance with the Budget Ordinance for the same period, same being Ordinance 2018-07.

SECTION 2. That this ordinance shall take effect from and after its final passage, or fifteen days after its first passage, whichever occurs later, the general welfare of the City of Brentwood, Williamson County, Tennessee, requiring it.

PASSED: 1st reading _____

2nd reading _____

PUBLIC HEARING
Notice published in: *Tennessean (Williamson)*
Date of publication: 5/9/2018
Date of hearing: 5/29/18; 6/12/18; 6/25/18

PLANNING COMMISSION n/a

NOTICE OF PASSAGE
Notice published in: n/a
Date of publication: _____

EFFECTIVE DATE _____

MAYOR Jill Burgin

RECORDER Holly Earls

Approved as to form:

CITY ATTORNEY Kristen L. Corn

Brentwood City Commission Agenda

Meeting Date: 05/29/2018

Ordinance 2018-09 - Amending Brentwood Municipal Code Section 2-29 Regarding Compensation of the Mayor and Board of Commissioners

Submitted by: Kristen Corn, Legal

Department: Legal

Information

Subject

Ordinance 2018-09 - Amending Brentwood Municipal Code Section 2-29 Regarding Compensation of the Mayor and Board of Commissioners

Background

Staff has identified a minor textual discrepancy in the language of the Municipal Code regarding Commissioner compensation. This proposed clean-up simply brings the code in line with the compensation that was adjusted by the Board back in 2001.

The existing section of the Municipal Code dealing with Commissioner compensation dates back to the Code adoption in 1978. This section states the following:

Sec. 2-29. - Compensation of mayor and commissioners.

The mayor shall receive $500.00 per month for each month served of his term of office. Each of the other members of the board of commissioners shall receive $450.00 per month for each month served as commissioner. A check shall be issued to each commissioner on the last regular payroll of each month as compensation for that month. Commissioners serving a partial month due to resignation, timing of elections or other causes shall be paid on a pro rata basis to be determined by the number of meetings attended as a commissioner or other reasonable factors.

In 2001, an amendment to the City Manager – Commission general law charter was approved by the state legislature that provided an option for the Board of Commissioners to set the salary annually as part of the budget adoption provided any increase doesn't take effect in the middle of a term. This language is found in Tenn. Code Ann. 6-20-204(c) as follows:

Tenn. Code Ann. 6-20-204. - Compensation of mayor and commissioners.

* * *

(c) (1) Notwithstanding the limits established in subsections (a) and (b), the salaries of

the mayor and commissioners may be established annually by the board of commissioners at the time of adoption of the annual operating budget; provided, however, that such salaries shall not be increased or diminished prior to the end of the term for which such officials were elected.
(2) The provisions of this subsection (c) shall become effective upon approval by a two-thirds (2/3) vote of the board of commissioners.

As part of the adoption of the FY 2002 budget in June 2001, the Board of Commissioners at the time unanimously voted to adopt the authority granted by this state law and also voted to increase the pay by $500 per month to the current $1,000 for the Mayor and $950 for Commissioners. There has been no increase since. While that action in 2001 was done correctly and in full compliance with state law, the Municipal Code language in Section 2-29 was never updated to reflect such change.

The attached ordinance would amend Section 2-29 of the Municipal Code to mirror the language of T.C.A. 6-20-204. This action does not alter in any way the current compensation of the Mayor or Commissioners.

Please contact the City Attorney if you have any questions about this ordinance.

Staff Recommendation

Staff recommends passage of the accompanying ordinance.

Fiscal Impact

Attachments

Ord 2018-09 - Commissioner Compensation
Memo re: FY2002 Budget Amendments
June 2001 Commission Minutes

ORDINANCE 2018-09

AN ORDINANCE OF THE CITY OF BRENTWOOD, TENNESSEE, PROVIDING THAT THE CODE OF ORDINANCES OF THE CITY OF BRENTWOOD BE AMENDED BY SECTION 2-29, REGARDING COMPENSATION OF THE MAYOR AND OTHER MEMBERS OF THE BOARD OF COMMISSIONERS

WHEREAS, section 2-29 of the Code of Ordinances of the City of Brentwood establishes the compensation of the Mayor and the other members of the Board of Commissioners; and

WHEREAS, T.C.A. § 6-20-204(c) allows the salaries of the Mayor and other members of the Board of Commissioners to be established annually at the time of adoption of the annual operating budget; and

WHEREAS, it is appropriate to amend section 2-29 of the Code of Ordinances to reflect the practice of the Board of Commissioners as permitted under T.C.A. § 6-20-204(c).

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

SECTION 1: That section 2-29 of the Code of Ordinances of the City of Brentwood is hereby amended to read as follows:

Sec. 2-29. - Compensation of mayor and commissioners.

In accordance with T.C.A. § 6-20-204, the mayor and the other members of the board of commissioners shall receive such salaries as may be established annually by the board of commissioners at the time of adoption of the annual operating budget; provided, however, that such salaries shall not be increased or diminished prior to the end of the term for which such officials were elected. Payment shall be issued to each commissioner on the last regular payroll of each month as compensation for that month. Commissioners serving a partial month due to resignation, timing of elections or other causes shall be paid on a pro rata basis to be determined by the number of meetings attended as a commissioner or other reasonable factors.

SECTION 2. In case of conflict between this ordinance or any part hereof, and the whole or part of any existing ordinance of the City, the provision that establishes the higher standard shall prevail.

SECTION 3. If any section, subsection, clause, provision or portion of this ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, such holding shall not affect any other section, subsection, clause, provision or portion of this ordinance.

SECTION 4. That this ordinance shall take effect from and after its final passage and publication thereof, or fifteen days after its first passage, whichever occurs later, the general welfare of the City of Brentwood, Williamson County, Tennessee, requiring it.

PASSED: 1st reading _____

2nd reading _____

PUBLIC HEARING
Notice published in: n/a
Date of publication: _____
Date of hearing: _____

PLANNING COMMISSION n/a

NOTICE OF PASSAGE
Notice published in: _____
Date of publication: _____

EFFECTIVE DATE _____

MAYOR Jill Burgin

RECORDER Holly Earls

Approved as to form:

CITY ATTORNEY Kristen L. Corn

JOE REAGAN
MAYOR
ANNE DUNN
VICE-MAYOR
CHAEL W. WALKER
CITY MANAGER

City of Brentwood

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

June 5, 2001

CITY MANAGER MEMORANDUM

01-07

TO: Honorable Mayor and Members of the City Commission

FROM: Michael W. Walker, City Manager

SUBJECT: **Process/Steps For Amending The FY 2002 Proposed Budget**

In order to simplify the process for amending or allocating funding in the FY 2002 proposed budget on final reading, I have summarized below several potential items for consideration by the City Commission at the June 14, 2001 meeting. In addition, I have identified the specific action, process and, in some cases, wording that will be needed for each item under consideration.

1. **Allocation of funding for recreation program services.**

$72,000 is available in the proposed budget. Last year's funding was allocated as follows: Civitan Club - $20,000; Senior Citizen's Center, Inc. - $20,000; YMCA - $22,000 (including $10,000 for final payment toward construction of Teen Center); and Brentwood Blaze - $10,000. Attached is the list of funding requests from various agencies for next year. Please note that Blaze requested funding but did not specify an amount.

2. **Allocation of funding for Education**

$140,000 is available in the proposed budget. Last year's funding was allocated as follows: Brentwood High - $60,000: Brentwood Middle and Woodland Middle Schools - $15,000 each: and Scales, Lipscomb, Crockett, Kenrose and Edmondson Elementary Schools - $10,000 each.

3. **Proposed Additional Positions in the General Fund**

Please refer to the attached memo from Kirk Bednar for a detail explanation. Two additional positions are proposed by staff – the Engineering Technician II position discussed at the budget work session ($59,505) for in-house geotechnical and compaction testing services and a Codes Enforcement Officer I position ($41,916) to handle the anticipated additional workload associated

with housing inspections in the annexation areas. The Commission will need to approve by *motion* an amendment to the appropriations ordinance to include the new expenditures for the position. Please note this amendment will not impact the tax rate ordinance as both positions will be fully funded from additional fees collected for the services rendered.

4. Adjustment to City Commission Monthly Salary

To officially authorize the $500 per month salary adjustment included in the proposed budget, someone will need to make the following *motion* as explicitly written - *I move to raise the salary of the Mayor and Commissioners by $500 per month by adopting the provisions for salary adjustments as set forth in Tennessee Code Annotated, Section 6-20-204(c).* A minimum affirmative vote of 4 of the 5 Commissioners will be required to authorize the salary adjustment. Please note that once approved, this section of TCA does not allow the salary to be increased or reduced until June 2005 (after the 2005 election and prior to the approval of the FY 2006 budget). Also note that if the salary is not adjusted now, it cannot be considered again for adjustment (up or down) until June 2003.

5. Adjustment to City Manager's Salary

A percentage merit pay adjustment to the City Manager's salary will require a *motion* by the Commission. Also, a request to have the current severance compensation package be increased from *4 months to 6 months with full benefits* should be addressed at this meeting by *motion* of the Board with the understanding that a resolution to officially incorporate this action into the City Manager's employment agreement will be presented for formal approval at the June 25 meeting.

6. Final Board Action

When the City Commission approves any or all of the potential amendments, the final action of the Board should be to approve the Appropriations Ordinance (Ordinance 2001-03) as amended on second and final reading.

Please feel free to call if you have any questions.

Michael W. Walker

Michael W. Walker

Attachments

MINUTES OF REGULAR MEETING OF BOARD OF COMMISSIONERS

BRENTWOOD, TENNESSEE

The Brentwood Board of Commissioners met in regular session on Thursday, June 14, 2001 at 7:00 p.m. at the Brentwood Municipal Center.

Present were Mayor Joe Reagan; Vice Mayor Anne Dunn; Commissioners Bob Higgs, Regina Smithson and Joe Sweeney; City Manager Michael Walker; and City Recorder Roger Horner. Mayor Reagan led the invocation and Commissioner Smithson led the Pledge of Allegiance.

Public hearing was opened on Ordinance 2001-03 - AN APPROPRIATION ORDINANCE FOR THE CITY OF BRENTWOOD, TENNESSEE FOR THE FISCAL YEAR BEGINNING JULY 1, 2001 AND ENDING JUNE 30, 2002. No one was present to speak for or against the ordinance; therefore, the public hearing was closed.

Public hearing was opened on Ordinance 2001-04 - AN ORDINANCE OF THE CITY OF BRENTWOOD, TENNESSEE TO ESTABLISH THE TAX LEVY FOR THE FISCAL YEAR BEGINNING JULY 1, 2001 AND ENDING JUNE 30, 2002. No one was present to speak for or against the ordinance; therefore, the public hearing was closed.

Public hearing was opened on Capital Improvements Program for Fiscal years 2002-2007. No one was present to speak for or against the ordinance; therefore, the public hearing was closed.

Commissioner Smithson moved to approve the minutes of the May 29, 2001 regular meeting as written; seconded by Commissioner Sweeney. Approval was unanimous.

Report from City Manager

Mr. Walker requested Item 5 under the Consent Agenda be removed to discuss an additional meeting date that needs to be considered for rescheduling.

Reports from City Commission

Commissioner Smithson reported on the Sister Cities Board meeting on June 5th; Commissioner Higgs reported on the Planning Commission meeting on June 4th; and Vice Mayor Dunn reported on the Historic Board meeting on June 8th.

Consent Agenda

Resolution 2001-29 - A RESOLUTION ADOPTING THE NON-ROUTINE WORK PLAN GOALS AND OBJECTIVES FOR FISCAL YEAR 2001-02

Resolution 2001-30 - A RESOLUTION ADOPTING EMPLOYEE CLASSIFICATION AND PAY PLAN FOR FISCAL YEAR 2001-02

Resolution 2001-31 - A RESOLUTION ADOPTING THE CAPITAL IMPROVEMENTS PROGRAM FOR FISCAL YEARS 2002-2007

Resolution 2001-32 - A RESOLUTION AUTHORIZING AN AGREEMENT WITH WILLIAMSON MEDICAL CENTER FOR EMERGENCY MEDICAL FIRST RESPONDER PROGRAM

Commissioner Higgs moved for approval of all items on the Consent Agenda; seconded by Commissioner Sweeney. Approval was unanimous.

Old Business

Vice Mayor Dunn moved for passage of Ordinance 2001-03 - AN APPROPRIATION ORDINANCE FOR THE CITY OF BRENTWOOD, TENNESSEE FOR THE FISCAL YEAR BEGINNING JULY 1, 2001 AND ENDING JUNE 30, 2002; seconded by Commissioner Smithson.

Commissioner Sweeney moved to amend Ordinance 2001-03 adding the program contributions in the amount of $72,000 to be distributed as follows:

$20,000	Civitan Youth Sports Program
$20,000	Senior Citizens
$22,000	Brentwood YMCA
$10,000	Brentwood Blaze

Mayor Reagan seconded; approval was unanimous.

Commissioner Sweeney moved to amend Ordinance 2001-03 adding contributions of $140,000 to the schools as follows:

$60,000	Brentwood High School
$15,000	Brentwood Middle School
$15,000	Woodland Middle School
$10,000	Crockett Elementary
$10,000	Lipscomb Elementary
$10,000	Scales Elementary
$10,000	Edmondson Elementary
$10,000	Kenrose Elementary

Commissioner Smithson seconded; approval was unanimous.

Commissioner Smithson moved to amend Ordinance 2001-03 to allow for the addition of two new General Fund positions, Engineering Technician II and Codes Enforcement Officer I; seconded by Commissioner Higgs. Approval was unanimous.

Mayor Reagan moved to amend Ordinance 2001-03 by raising the salary of the Mayor and Commissioners by $500 per month by adopting the provision for salary adjustments as set

forth in the Tennessee Code Annotated, Section 6-20-204c; seconded by Vice Mayor Dunn. Approval was unanimous.

Mayor Reagan moved to amend Ordinance 2001-03 to increase the City Manager's salary by 4% and to increase the current severance compensation package to 6 months with full benefits; seconded by Commissioner Sweeney. Approval was unanimous.

Commissioner Sweeney moved for approval of Ordinance 2001-03, as amended, seconded by Commissioner Smithson. Motion passed unanimously.

Ordinance 2001-03, as amended, passed second and final reading unanimously.

Commissioner Higgs moved for passage of Ordinance 2001-04 - AN ORDINANCE OF THE CITY OF BRENTWOOD, TENNESSEE TO ESTABLISH THE TAX LEVY FOR THE FISCAL YEAR BEGINNING JULY 1, 2001 AND ENDING JUNE 30, 2002; seconded by Mayor Reagan. Ordinance 2001-04 passed second and final reading unanimously.

New Business

Commissioner Higgs moved for passage of Ordinance 2001-07 - AN ORDINANCE REZONING 43+ ACRES OF PROPERTY NORTH OF CONCORD ROAD AND WEST OF THE CSX RAILROAD FROM SI-4 (SERVICE INSTITUTIONAL - RETIREMENT/ASSISTED LIVING) TO R-1 (LARGE LOT RESIDENTIAL)/R-2 (SUBURBAN RESIDENTIAL); seconded by Mayor Reagan. Ordinance 2001-07 passed first reading unanimously.

Mayor Reagan moved to appoint Paul Webb and Sandi Wells unanimously to the Library Board; seconded by Commissioner Smithson. Approval was unanimous.

Under other new business Mayor Reagan moved the City Commission meeting scheduled for November 12, 2001 be rescheduled for Tuesday, November 13, 2001 at 7:00 p.m. and the September 24, 2001 be rescheduled for Thursday, September 20, 2001 at 5:30 p.m.; seconded by Commissioner Higgs. Approval was unanimous.

Being no further business, the meeting adjourned.

APPROVED June 25, 2001

Brentwood City Commission Agenda

Meeting Date: 05/29/2018

Resolution 2018-41 -- A Resolution that Requests Approval of Revisions to the OSRD Development Plan for the Taramore Subdivision

Submitted by: Jeff Dobson, Planning & Codes

Department: Planning & Codes

Information

Subject

Resolution 2018-41 authorizes modifications to the OSRD Development Plan for the Taramore Subdivision. The project is located on the south side of Split Log Road, approximately one mile east of its intersection with Wilson Pike, and east of the Morgan Farms subdivision.

Background

The attached resolution requests approval of minor revisions to the OSRD Development Plan for the Taramore Subdivision.

On May 15, 2018 the Planning Commission voted unanimously (8-0) to approve a revised preliminary plan for the Taramore Subdivision. As part of the review, the Planning Commission also voted unanimously to forward a recommendation of approval of the corresponding changes to the OSRD Development Plan for the project to the Board of Commissioners.

The primary changes reflected in the approved revised preliminary plan include following:

1. Combining currently approved Lots 61 & 62 to create Open Space III, located at the end of Whitby Crest Court, in Phase 13, and
2. Reconfiguring currently approved lots 205-217, along New Bristol Lane in Phase 12 to create new lots 276 and 277, which are intended to replace former lots 61 & 62.

Phase 12 of the project has not yet been constructed or recorded. Please refer to the following table, which details the lot sizes before and after the change.

LOT #	*AREA (SF) 1/2017*	*AREA (SF) 5/2018*	*DIFFERENCE (SF)*
61	28,217	*Converted to OS*	-28,217

62	28,061	*Converted to OS*	-28,061
205	41,042	32,942	-8,100
206	41,850	29,700	-12,150
207	41,850	29,700	-12,150
208	42,660	32,400	-10,260
209	43,042	42,660	-382
210	41,959	27,576	-14,383
211	43,107	28,144	-14,963
212	42,249	41,773	-476
213	42,741	34,247	-8,494
214	43,762	37,286	-6,476
215	43,671	42,637	-1,034
216	43,573	43,762	189
217	43,332	43,671	339
276	*New Lot*	43,573	43,573
277	*New Lot*	43,332	43,332

The adjusted lot sizes meet the requirements of the OSRD zoning classification. The total number of lots within the project remains unchanged at 275 (218 – OSRD, 57 – OSRD-IP). The overall area of the project remains unchanged at 312.73 acres.

The excess open space area for the OSRD portion of the project has also decreased by 0.02 acres (871 sq. ft.) or from **3.46 areas** (Resolution 2015-01) to **3.44 acres**. The calculations for the OSRD-IP portion of the project remain unchanged. A combined total of 8.59 acres (OSRD -- 3.44 acres, OSRD-IP -- 5.13 acres) of excess open space is provided for the project.

The proposed revisions to the OSRD Development Plan must be approved by the Board of Commissioners due to the changes in the area of the excess open space. Should you have any questions or require additional information, please contact the Planning and Codes Director.

Staff Recommendation

Staff recommends approval of Resolution 2018-41.

Previous Commission Action

On January 13, 2015 the Board of Commissioners voted to approve Resolution 2015-01, which authorized revisisiont to the OSRD Development Plan for the Taramore Subdivision. The changes include an increase in the area of the excess open space in the OSRD-IP Sections from 5.12 acres to 5.13 acres. Other more minor changes to the plan were also apporved as part of the review.

On August 25, 2014 the Board of Commissioners approved Resolution 2014-59, which authorized an increase in the area of excess open space in that portion of the project zoned OSRD-IP from 5.04 acres to 5.12 acres.

On October 28, 2013 the Board of Commissioners approved Resolution 2013-67, which authorized a decrease in the amount of excess open space from 3.51 acres to 3.468 acres for the project.

On May 23, 2011 the Board of Commissioners approved Resolution 2011-26, which authorized revisions to the OSRD Development Plan for the Taramore Subdivision to allow an increase in the number of OSRD lots from 217 to 218 and increase the amount of excess permanent open space from 2.98 acres to 3.51 acres.

On December 14, 2009 the Board of Commissioners approved Resolution 2009-111, which authorized a revised OSRD Development Plan for the Taramore Subdivision to allow for additional improvements within the recreation area located at the historic Sayers mansion.

On October 26, 2009 the Board of Commissioners approved Resolution 2009-99, which authorized minor adjustments to the configuration of permanent open space associated with actual alignment of street right-of-way within the subdivision.

On November 10, 2008 the Board of Commissioners approved Resolution 2008-66, which authorized an alteration to improvements in permanent open space at the Taramore Subdivision, to include entrance features, signage and additional landscaping.

On May 12, 2008 the Board of Commissioners approved Resolution 2008-23, which authorized an of alteration of the improvements in the open space for the Taramore subdivision. The proposal requested a modification to the improvements within the open space, to include removal of the previously approved pavilion and replacing it with an enclosed “folly” in the median of Ivy Crest Drive at the main entrance into the subdivision; replacement of the previously approved fountain with a monument sign; and removal of the subdivision signage from the decorative walls on either side of Ivy Crest Drive. The developer also requested modifications to the previously approved improvements within the amenity area for the project, to include addition of a circular children’s pool; a re-configuration of the bike path in the area; and addition of a temporary 24 foot wide chip and seal drive to provide access to the amenity area parking lot from Ivy Crest Drive, across open space in the event that Elgin Way cannot be completed before the pool is ready for occupancy.

On February 25, 2008, the Board of Commissioners approved Resolution 2008-08, approving an increased number in the OSRD-IP compliant lots from 55 to 57, and an alteration to permanent use of open space for the Taramore subdivision. Additionally, the amount of the permanent open space within the OSRD-IP portion of the project was decreased from 42.80 acres to 42.55 acres. Finally, the amount of excess open space within the OSRD portion of the project increased from 2.90 to 2.98 acres.

On June 27, 2005, the Board of Commissioners approved Resolution 2005-36, which proposed

an alteration to OSRD/OSRD-IP development plan for Taramore subdivision that reduced the number of OSRD-IP lots from 57 to 55. The plan also proposed minor adjustments to the configuration of permanent open space associated with actual alignment of street right-of-way Additionally, the proposal included the reconfiguration of the five acre tract containing an historic home and relocation of the pool on the tract; addition of tennis courts and parking area; addition of a walking trail; addition of a comprehensive sidewalk system; addition of a stub street to the west to connect to future development on the adjoining property; and the shifting of the street connection in the eastern area of the subdivision, resulting in a reconfiguration of open space.

On March 28, 2005, the Board of Commissioners approved Ordinance 2005-04, which rezoned property located south of Split Log Road, east of the intersection with Wilson Pike from R-2 to OSRD and OSRD-IP. The approved plan includes a total of 274 lots on approximately 312 acres.

Fiscal Impact

Attachments

Resolution 2018-41
Exhibit A -- OSRD Development Plan
Current OSRD Plan
Vicinity Map

RESOLUTION 2018-41

A RESOLUTION OF THE CITY OF BRENTWOOD, TENNESSEE TO APPROVE AN ALTERATION TO THE OSRD DEVELOPMENT PLAN FOR THE TARAMORE SUBDIVISION, TO ALLOW FOR A DECREASE IN THE AMOUNT OF EXCESS OPEN SPACE FOR THAT PORTION OF THE PROJECT ZONED OSRD

WHEREAS, Section 78-185(b) of the Code of Ordinances of the City of Brentwood, Tennessee requires that any increase in the number of single-family lots, alteration in the permanent use of open space within an OSRD development or in the type or location of structures, facilities or recreation improvements within such open space be submitted to the Planning Commission for its review and recommendation and to the Board of Commissioners for its approval by resolution; and

WHEREAS, the developers of the Taramore subdivision have requested a modification to the OSRD Development Plan for that portion of the subdivision currently zoned OSRD, decreasing the area of excess permanent open space from 3.46 acres to 3.44 acres; and

WHEREAS, the proposed revisions to the project would provide a total of 133.09 acres of dedicated open space, including a combined total (OSRD/OSRD-IP) of 8.57 acres of excess open space; and

WHEREAS, the Brentwood Planning Commission has recommended that the Board of Commissioners approve the proposed changes.

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

SECTION 1. That the revised OSRD development plan for the Taramore subdivision is hereby approved, allowing for a decrease in the area of the permanent excess open space within the OSRD portion of the subdivision from 3.46 acres to 3.44 acres, as shown on Exhibit "A", which is attached hereto and made a part of this resolution by reference.

SECTION 2. That this resolution shall take effect from and after its passage, the general welfare of the City of Brentwood, Williamson County, Tennessee requiring it.

ADOPTED: _____

_____

MAYOR Jill Burgin

Approved as to form:

_____ _____

RECORDER Holly Earls CITY ATTORNEY Kristen L. Corn

GENERAL NOTES AND SITE DATA (STANDARD OSRD)

1. SUBJECT PROPERTY CONSISTS OF A PORTION OF PARCEL 7 ON WILLIAMSON COUNTY MAP NO. 60.
2. PROPERTY OWNER/DEVELOPER: PULTE HOMES TENNESSEE LIMITED PARTNERSHIP
3. EXISTING ZONING: OSRD (OPEN SPACE RESIDENTIAL DEVELOPMENT).
4. GROSS SITE AREA: 255.29 ACRES.
5. BOUNDARY INFORMATION TAKEN FROM SURVEY BY RAGAN–SMITH ASSOCIATES, INC., DATED DECEMBER 2004.
6. TOPOGRAPHIC INFORMATION TAKEN FROM CITY OF BRENTWOOD MAPPING.
7. NUMBER OF PROPOSED LOTS: 218.
8. PROPOSED DENSITY: 0.86 DU/AC. (1.0 DU/AC. MAXIMUM).
9. MAXIMUM BUILDING COVERAGE OF PROPOSED LOTS: 25%.
10. EACH PROPOSED LOT SHALL PROVIDE A MINIMUM OF TWO OFF–STREET PARKING SPACES.
11. MINIMUM LOT WIDTH AT BUILDING LINE: 100'.
12. MINIMUM BUILDING SETBACKS:
    COTTAGE: FRONT – 50'
    SIDE – 15'
    SIDE ABUTTING A STREET: 30'
    REAR – 20'
    ABUTTING PROJECT PERIMETER – 35'
13. ALL ELECTRIC SERVICE FOR THE PROPOSED DEVELOPMENT SHALL BE UNDERGROUND. ALL PUBLIC UTILITIES SHALL BE SUBJECT TO THE APPROVAL OF THE APPLICABLE UTILITY COMPANIES.
14. LOTS DESIGNATED AS TRANSITIONAL SHALL REQUIRE DETAILED SITE AND GRADING PLANS REVIEW BY THE CITY ENGINEER PRIOR TO ISSUANCE OF A BUILDING PERMIT.
15. PORTIONS OF DESIGNATED OPEN SPACE AREAS ARE CONTAINED WITHIN A SCENIC EASEMENT. NO TREE REMOVAL BY THE HOMEOWNERS ASSOCIATION SHALL BE PERMITTED IN THIS EASEMENT EXCEPT AS PROVIDED WITHIN THE STANDARD SCENIC EASEMENT DOCUMENT AND WITH THE APPROVAL OF THE CITY OF BRENTWOOD.

04/02/18 – THE PURPOSE OF THIS REVISION IS TO REMOVE LOTS 61 AND 62 (PHASE 13) AND CREATE OPEN SPACE III AND TO REVISE LOTS 205–217 (PHASE 12) TO CREATE LOTS 276 AND 277.

THIS PRELIMINARY PLAN IS SUBJECT TO A THREE YEAR VESTING PERIOD, DURING WHICH THE DEVELOPMENT STANDARDS IN EFFECT ON THE DATE OF APPROVAL WILL REMAIN THE STANDARDS APPLICABLE TO THIS PLAN. UPON EXPIRATION OF THE VESTING PERIOD, DEVELOPMENT OF THE PROPERTY SHOWN ON THIS PLAN MAY BE SUBJECT TO STANDARDS OTHER THAN THOSE THAT WERE APPLICABLE DURING THE VESTING PERIOD. THE VESTING PERIOD FOR THIS PLAN EXPIRES ON JULY 5, 2019, UNLESS EXTENDED BY THE CITY OF BRENTWOOD. PERSONS RELYING ON THIS PLAN AFTER SAID DATE SHOULD CONTACT THE CITY OF BRENTWOOD TO DETERMINE IF DEVELOPMENT MAY CONTINUE AS DEPICTED ON THE PLAN.

GENERAL NOTES AND SITE DATA (OSRD-IP-INNOVATIVE PROJECT)

1. SUBJECT PROPERTY CONSISTS OF A PORTION OF PARCEL 7 ON WILLIAMSON COUNTY MAP NO. 60.
2. PROPERTY OWNER/DEVELOPER: PULTE HOMES TENNESSEE LIMITED PARTNERSHIP
3. EXISTING ZONING: OSRD–IP (OPEN SPACE RESIDENTIAL DEVELOPMENT–INNOVATIVE PROJECT).
4. GROSS SITE AREA: 57.44 ACRES.
5. BOUNDARY INFORMATION TAKEN FROM SURVEY BY RAGAN–SMITH ASSOCIATES, INC., DATED DECEMBER 2004.
6. TOPOGRAPHIC INFORMATION TAKEN FROM CITY OF BRENTWOOD MAPPING.
7. NUMBER OF PROPOSED LOTS: 57.
8. PROPOSED DENSITY: 0.96 DU/AC. (1.0 DU/AC. MAXIMUM).
9. MINIMUM LOT SIZE: TOWNHOME: 2,880 S.F.
10. MAXIMUM BUILDING COVERAGE OF PROPOSED LOTS: 80%.
11. MINIMUM LOT OPEN SPACE: EACH RESIDENTIAL LOT SHALL HAVE A MINIMUM OF 30 PERCENT PRIVATE OPEN SPACE. ANY AREA USED FOR LAWNS, UNHEATED PORCHES, PATIOS, DECKS, FORMAL GARDENS, PLANTERS, POOLS AND WALKWAYS MAY COUNT TOWARD THIS PRIVATE OPEN SPACE REQUIREMENT. EXCLUDED FROM THE MINIMUM CALCULATION OF LOT OPEN SPACE AREAS ARE DRIVEWAY SURFACES, AND THE FOOTPRINT AREA FOR THE DWELLING, GARAGE AND ANY ACCESSORY BUILDING.
12. MINIMUM LOT WIDTH AT BUILDING LINE: 24' TOWNHOME
13. MINIMUM BUILDING SETBACKS:
    COTTAGE: FRONT – 20' — TOWNHOME: FRONT – 20'
    SIDE – COMBINED 15' BETWEEN INTERNAL LOTS — SIDE – 0' INTERNAL 7.5' END LOT — 7.5' (END UNIT) (20' MINIMUM BUILDING SEPARATION)
    REAR – 20' — REAR – 20'
14. ALL ELECTRIC SERVICE FOR THE PROPOSED DEVELOPMENT SHALL BE UNDERGROUND. ALL PUBLIC UTILITIES SHALL BE SUBJECT TO THE APPROVAL OF THE APPLICABLE UTILITY COMPANIES.
15. PORTIONS OF DESIGNATED OPEN SPACE AREAS ARE CONTAINED WITHIN A SCENIC EASEMENT. NO TREE REMOVAL BY THE HOMEOWNERS ASSOCIATION SHALL BE PERMITTED IN THIS EASEMENT EXCEPT AS PROVIDED WITHIN THE STANDARD SCENIC EASEMENT DOCUMENT AND WITH THE APPROVAL OF THE CITY OF BRENTWOOD.
16. OPEN SPACE PROVIDED: 42.47 AC. (73.9% OF SITE AREA)
    65% MINIMUM.
17. TOWNHOME PERCENTAGE: 31.6% (18 OF 57 UNITS).
18. LOTS 218–274 SHALL COMPLY WITH THE FOLLOWING REQUIREMENT : ANY DWELLING UNIT AND ASSOCIATED GARAGE CONSTRUCTED WITHIN 15 FEET OF ANOTHER EXISTING OR PLANNED DWELLING UNIT OR GARAGE (MEASURED LEAST TO EAVE PROJECTION) PARTICULARLY FROM THE FARTHEST MOST PROJECTION OF THE DWELLING OR GARAGE) SHALL BE PROTECTED THROUGHOUT BY AN AUTOMATIC RESIDENTIAL SPRINKLER SYSTEM INSTALLED IN ACCORDANCE WITH NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) STANDARDS AND REQUIREMENTS AND APPROVED BY THE FIRE MARSHAL.

LEGEND

- SIDEWALK
- BIKE PATH
- WALKING TRAIL
- OSRD-IP
- SLOPES 25%+

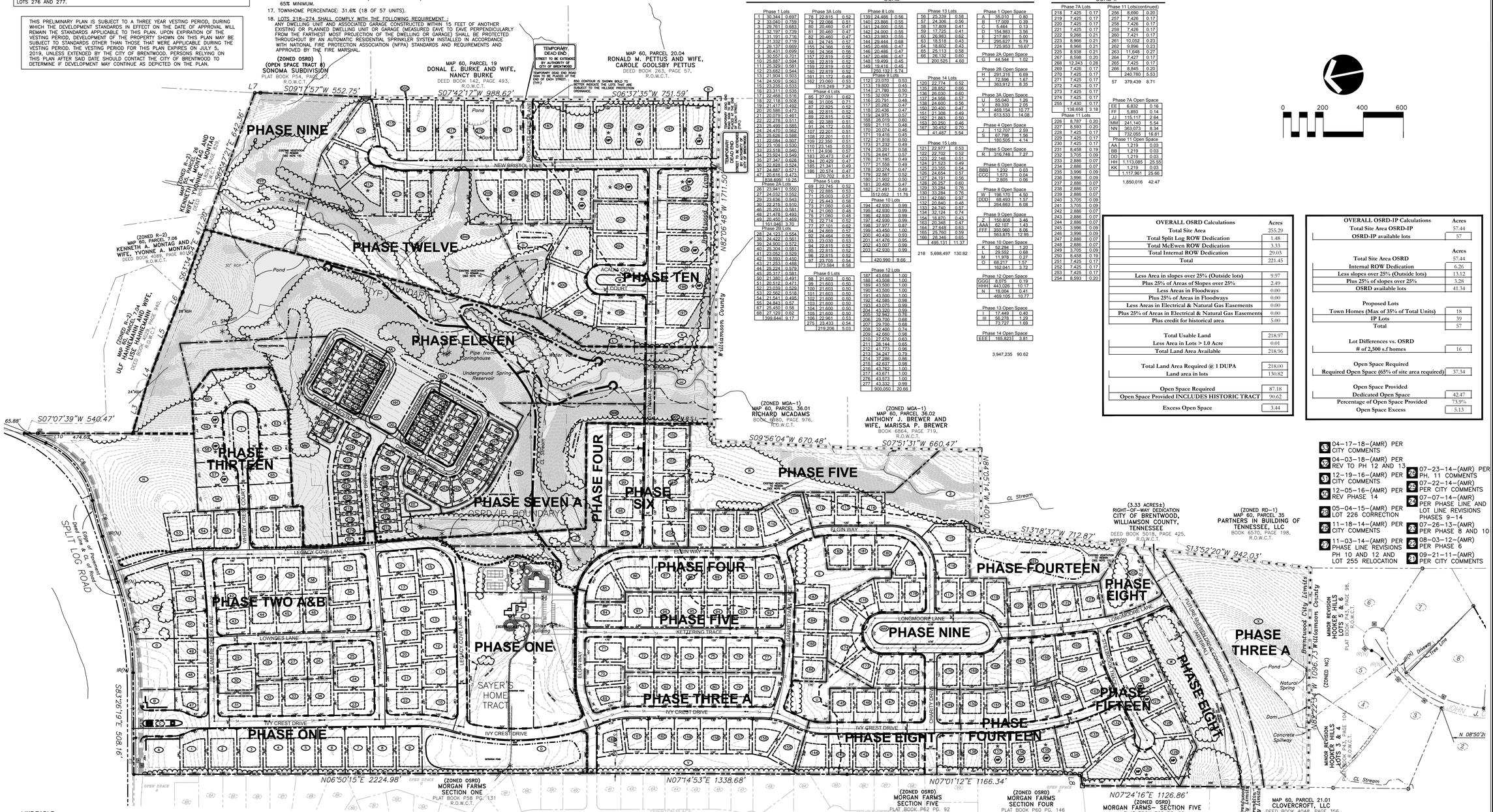
TRANSITIONAL LOT NOTE:

LOTS DESIGNATED WITH ✱ HAVE NATURAL SLOPES OF GREATER THAN 15% PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR A RESIDENTIAL LOT WITH A SLOPE OF 15% OR GREATER, A PLAN SHALL BE PREPARED BY A LICENSED PROFESSIONAL ENGINEER FOR APPROVAL BY THE CITY ENGINEER SHOWING EXISTING TOPOGRAPHIC INFORMATION FROM FIELD RUN SURVEY DATA, BOUNDARY AND SETBACK LINES, UTILITY AND DRAINAGE EASEMENTS, EXISTING AND PROPOSED DRAINAGE PIPES, DITCHES AND SWALES TO BE CONNECTED TO PUBLIC DRAINAGE LINES AND/OR TO DIRECT OR RE–DIRECT STORMWATER RUNOFF, THE PROPOSED BUILDING FOOTPRINT AND THE DRIVEWAY PLAN, INCLUDING THE FINISHED FLOOR ELEVATIONS AND FINISHED GRADES OF PAVEMENTS AND GROUND LINES, IDENTIFICATION OF EXISTING TREES IN EXCESS OF FOUR–INCH CALIPER AND TREES TO BE PRESERVED, AND THE LOCATION AND TIMING OF INSTALLATION OF EROSION CONTROL FEATURES. NO CLEAR CUTTING OF TREES OR GRADING OF THE LOT SHALL BE PERMITTED UNTIL APPROVAL OF THE SITE PLAN BY THE CITY ENGINEER.

HILLSIDE PROTECTION LOT NOTE:

LOTS DESIGNATED WITH **HP** ARE REQUIRED TO SUBMIT A DETAILED SITE PLAN TO THE CITY ENGINEER AND MUST RECEIVE PLANNING COMMISSION APPROVAL BEFORE A BUILDING PERMIT IS ISSUED.

OWNER/DEVELOPER:	APPLICANT:	UTILITY PROVIDERS:	
MR. TODD DOUPONA	MR. GEORGE WELCH	ELECTRICITY:	WATER AND SEWER:
PULTE HOMES	RAGAN–SMITH ASSOC.	MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORP.	MR. CHRIS MILTON
370 MALLORY STATION RD. SUITE 500	315 WOODLAND ST.	(615) 794–3588	CITY OF BRENTWOOD
FRANKLIN, TN 37067	NASHVILLE, TN 37206		(615) 371–2241
(615) 794–1901	(615) 244–8591	NATURAL GAS:	TELEPHONE:
		ATMOS ENERGY CORPORATION	AT&T
		(615) 794–2596	(615) 269–6563



OSRD

Phase 1 Lots															
1	30,344	0.697	78	22,815	0.52	139	24,466	0.56	56	25,339	0.58	218	7,425	0.17	
2	30,040	0.690	79	22,066	0.47	140	23,866	0.55	57	24,305	0.56	219	7,425	0.17	
3	29,761	0.683	80	21,460	0.47	141	24,000	0.55	58	17,809	0.41	220	7,425	0.17	
4	32,197	0.739	81	20,460	0.47	142	24,000	0.55	59	17,725	0.41	221	7,425	0.17	
5	31,191	0.716	82	20,460	0.47	143	23,999	0.55	60	29,983	0.69	222	9,266	0.21	
6	31,332	0.719	83	24,745	0.57	144	29,444	0.68	63	18,518	0.43	223	8,966	0.21	
7	29,137	0.669	84	24,366	0.56	145	25,482	0.58	64	18,602	0.43	224	8,966	0.21	
8	30,431	0.699	85	27,031	0.62	146	20,486	0.47	65	25,113	0.58	225	8,938	0.21	
9	30,557	0.701	86	31,005	0.71	147	20,486	0.47	66	26,132	0.60	267	8,598	0.20	
10	25,887	0.594	87	22,525	0.52	148	19,499	0.45		200,525	4.60	268	12,243	0.28	
11	25,329	0.581	88	22,525	0.52	149	19,416	0.45				269	7,426	0.17	
12	23,682	0.544	89	22,815	0.52		250,132	5.74				270	7,425	0.17	
13	21,904	0.503	90	24,172	0.55	Phase 8 Lots			Phase 13 Lots			271	7,425	0.17	
14	24,509	0.563	91	24,172	0.55	112	23,070	0.53	120	22,774	0.52	272	7,425	0.17	
15	23,235	0.533	92	22,389	0.51	113	19,800	0.45	121	22,977	0.53	273	7,425	0.17	
16	23,108	0.530	93	22,201	0.51	114	21,780	0.50	122	22,702	0.52	274	7,425	0.17	
17	22,468	0.516	106	22,201	0.51	115	32,009	0.73	123	22,140	0.51	275	7,425	0.17	
18	22,118	0.508	107	22,201	0.51	116	20,791	0.48	124	21,623	0.49		138,658	3.18	
19	21,417	0.492	108	22,201	0.51	117	20,282	0.47	125	23,355	0.54	Phase 11 Lots			
20	20,586	0.473	109	22,350	0.51	118	20,436	0.47	126	24,654	0.57	226	8,787	0.20	
21	20,079	0.461	110	23,145	0.53	119	24,975	0.57	127	24,191	0.56	227	8,593	0.20	
22	22,278	0.511	111	24,936	0.57	120	26,019	0.60	128	26,257	0.60	228	7,425	0.17	
23	25,499	0.585	91	24,172	0.55	121	29,416	0.68	129	33,284	0.76	229	7,425	0.17	
24	24,470	0.562	92	24,464	0.56		250,132	5.74	130	33,284	0.76	230	7,425	0.17	
25	25,626	0.588	93	23,030	0.53	Phase 9 Lots			131	42,080	0.97	231	8,458	0.19	
31	22,094	0.507	94	22,815	0.52	72	25,443	0.58	132	20,840	0.48	232	3,705	0.09	
32	23,108	0.530	95	22,815	0.52	73	21,060	0.48	133	24,740	0.57	233	2,886	0.07	
33	23,518	0.540	96	22,815	0.52	74	21,060	0.48	154	16,870	0.43	234	2,886	0.07	
34	23,924	0.549	97	23,705	0.54	75	21,060	0.48	164	27,648	0.63	235	3,996	0.09	
35	27,347	0.628		373,584	8.58	76	21,060	0.48	165	25,760	0.59	236	3,996	0.09	
36	22,828	0.524	Phase 6 Lots			77	27,101	0.62	166	28,346	0.65	237	2,886	0.07	
37	24,887	0.571	58	21,603	0.50	78	22,815	0.52		495,131	11.37	238	2,886	0.07	
47	20,616	0.473	59	21,603	0.50	79	22,815	0.52	218	5,698,497	130.82	239	2,886	0.07	
	838,699	19.25	60	21,603	0.50	80	22,815	0.52				240	3,705	0.09	
Phase 2A Lots			61	21,603	0.50	81	22,815	0.52	Phase 1 Open Space			241	3,705	0.09	
26	23,941	0.550	62	21,603	0.50	82	22,745	0.52	A	35,010	0.80	242	2,886	0.07	
27	24,032	0.552	70	22,885	0.53	83	22,885	0.53	B	17,000	0.39	243	2,886	0.07	
28	23,636	0.543	71	25,003	0.57	84	22,885	0.53	C	5,664	0.13	244	2,886	0.07	
29	23,636	0.543	72	25,443	0.58	85	22,885	0.53	D	154,983	3.56	245	3,996	0.09	
30	22,215	0.510	73	21,060	0.48	86	22,885	0.53	E	217,861	5.00	246	3,996	0.09	
46	25,293	0.581	74	21,060	0.48	87	22,885	0.53	F	295,627	6.79	247	2,886	0.07	
48	21,478	0.493	75	21,060	0.48	88	22,885	0.53		725,953	16.67	248	2,886	0.07	
49	20,450	0.469	76	22,714	0.52	89	22,885	0.53	Phase 2A Open Space			249	3,705	0.09	
	161,060	3.70	77	27,101	0.62	90	22,885	0.53	G	44,544	1.02	250	8,458	0.19	
Phase 2B Lots			84	24,936	0.57	91	24,172	0.55				251	7,425	0.17	
28	24,123	0.554	92	24,464	0.56	92	24,464	0.56	Phase 2B Open Space			252	7,425	0.17	
38	24,422	0.561	93	23,030	0.53	93	23,030	0.53	H	251,316	5.77	253	7,425	0.17	
39	24,900	0.572	94	22,815	0.52	94	22,815	0.52	Y	72,596	1.67	254	8,593	0.20	
40	25,304	0.581	95	22,815	0.52	95	22,815	0.52		323,912	8.30				
41	23,052	0.529	96	22,815	0.52	96	22,815	0.52	Phase 3A Open Space						
42	19,593	0.450	97	23,705	0.54		373,584	8.58	U	89,040	1.26				
43	21,253	0.488							V	89,339	2.05				
44	25,224	0.579							X	469,154	10.77				
45	25,317	0.581								613,533	14.08				
50	21,380	0.491							Phase 4 Open Space						
51	20,512	0.471							J	112,707	2.59				
52	23,039	0.529							S	67,798	1.56				
53	22,562	0.518								180,505	4.14				
54	21,543	0.495							Phase 5 Open Space						
55	24,843	0.57							R	316,748	7.27				
67	25,450	0.58							Phase 6 Open Space						
68	27,129	0.62							BBB	1,232	0.03				
	399,644	9.17							CCC	1,573	0.04				
										2,805	0.06				
									Phase 8 Open Space						
									W	196,170	4.50				
									DDD	68,493	1.57				
										264,663	6.08				
									Phase 9 Open Space						
									Z	160,808	3.46				
									AAA	62,107	1.43				
									FFF	390,960	8.06				
										563,875	12.95				
									Phase 10 Open Space						
									K	52,254	1.20				
									L	29,552	0.68				
									M	11,978	0.27				
									O	68,217	1.57				
										161,941	3.72				
									Phase 12 Open Space						
									GGGG	8,075	0.19				
									HHH	443,026	10.17				
									N	18,004	0.41				
										469,105	10.77				
									Phase 13 Open Space						
									I	17,449	0.40				
									III	56,278	1.29				
										73,727	1.69				
									Phase 14 Open Space						
									EEE	165,823	3.81				
										3,947,235	90.62				

OSRD-IP

Phase 7A Lots															
218	7,425	0.17	256	8,690	0.20										
219	7,425	0.17	257	7,426	0.17										
220	7,425	0.17	258	7,426	0.17										
221	7,425	0.17	259	7,426	0.17										
222	9,266	0.21	260	7,421	0.17										
223	8,966	0.21	261	10,052	0.23										
224	8,966	0.21	262	9,896	0.23										
225	8,938	0.21	263	11,648	0.27										
267	8,598	0.20	264	7,427	0.17										
268	12,243	0.28	265	7,425	0.17										
269	7,426	0.17	266	8,945	0.20										
270	7,425	0.17		240,780	5.53										
271	7,425	0.17	57	379,439	8.71										
272	7,425	0.17													
273	7,425	0.17													
274	7,425	0.17													
255	7,430	0.17													
	138,658	3.18													

Phase 7A Open Space		
EE	6,832	0.16
FF	5,893	0.14
JJ	115,117	2.64
MM	241,140	5.54
NN	363,073	8.34
	732,055	16.81

Phase 11 Open Space		
AA	1,219	0.03
BB	1,219	0.03
DD	1,219	0.03
HH	1,113,085	25.55
KK	1,219	0.03
	1,117,961	25.66
	1,850,016	42.47

OVERALL OSRD Calculations	Acres
Total Site Area	255.29
Total Split Log ROW Dedication	1.48
Total McEwen ROW Dedication	3.33
Total Internal ROW Dedication	29.03
Total	221.45
Less Area in slopes over 25% (Outside lots)	9.97
Plus 25% of Areas of Slopes over 25%	2.49
Less Areas in Floodways	0.00
Plus 25% of Areas in Floodways	0.00
Less Areas in Electrical & Natural Gas Easements	0.00
Plus 25% of Areas in Electrical & Natural Gas Easements	0.00
Plus credit for historical area	5.00
Total Usable Land	218.97
Less Area in Lots > 1.0 Acre	0.01
Total Land Area Available	218.96
Total Land Area Required @ 1 DUPA	218.00
Land area in lots	130.82
Open Space Required	87.18
Open Space Provided INCLUDES HISTORIC TRACT	90.62
Excess Open Space	3.44

OSRD-IP

Phase 7A Lots															
218	7,425	0.17	256	8,690	0.20										
219	7,425	0.17	257	7,426	0.17										
220	7,425	0.17	258	7,426	0.17										
221	7,425	0.17	259	7,426	0.17										
222	9,266	0.21	260	7,421	0.17										
223	8,966	0.21	261	10,052	0.23										
224	8,966	0.21	262	9,896	0.23										
225	8,938	0.21	263	11,648	0.27										
267	8,598	0.20	264	7,427	0.17										
268	12,243	0.28	265	7,425	0.17										
269	7,426	0.17	266	8,945	0.20										
270	7,425	0.17		240,780	5.53										
271	7,425	0.17	57	379,439	8.71										
272	7,425	0.17													
273	7,425	0.17													
274	7,425	0.17													
255	7,430	0.17													
	138,658	3.18													

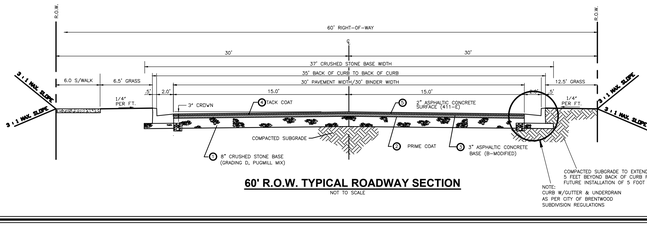
Phase 7A Open Space		
EE	6,832	0.16
FF	5,893	0.14
JJ	115,117	2.64
MM	241,140	5.54
NN	363,073	8.34
	732,055	16.81

Phase 11 Open Space		
AA	1,219	0.03
BB	1,219	0.03
DD	1,219	0.03
HH	1,113,085	25.55
KK	1,219	0.03
	1,117,961	25.66
	1,850,016	42.47

OVERALL OSRD-IP Calculations	Acres
Total Site Area OSRD-IP	57.44
OSRD-IP available lots	57
Total Site Area OSRD	57.44
Internal ROW Dedication	6.26
Less slopes over 25% (Outside lots)	13.12
Plus 25% of slopes over 25%	3.28
OSRD available lots	41.34
Proposed Lots	
Town Homes (Max of 35% of Total Units)	18
IP Lots	39
Total	57
Lot Differences vs. OSRD # of 2,500 s.f.homes	16
Open Space Required Required Open Space (65% of site area required)	37.34
Open Space Provided Dedicated Open Space	42.47
Percentage of Open Space Provided Open Space Excess	73.9% 5.13

LINE TABLE		
NUMBER	DIRECTION	DISTANCE
L1	N78°21'49"E	242.49'
L2	N31°07'46"E	118.27'
L3	S66°34'42"E	234.75'
L4	S62°42'10"E	155.39'
L5	S61°39'02"E	259.24'
L6	S62°02'05"E	101.48'
L7	S05°24'10"W	28.07'
L8	N86°18'43"E	57.69'
L9	S66°55'14"W	159.41'
L10	S31°07'46"W	62.12'
L11	S78°21'49"W	242.49'
L12	N83°26'19"W	508.16'

CURVE TABLE						
C50	18°11'52"	1450.00	230.23	460.54	N87°27'45"E	458.61
C51	09°21'38"	1680.00	91.35	186.50	N81°32'39"E	186.41
C52	53°35'41"	410.00	207.08	383.52	N57°55'36"E	369.69
C53	19°09'05"	737.00	116.24	237.11	S38°30'30"W	236.43
C54	39°54'53"	378.55	115.43	224.07	S65°44'20"W	219.62
C55	04°23'16"	752.00	29.05	58.08	S76°31'33"W	58.05
C56	09°04'39"	1945.86	103.30	206.40	S81°46'34"W	206.31
C57	01°19'06"	2141.93	24.64	49.28	S87°46'03"W	49.28
C58	09°52'07"	1945.86	167.89	335.15	N88°09'27"W	334.74


60' R.O.W.
50'
37' CRUSHED STONE BASE WIDTH
35' BACK OF CURB TO BACK OF CURB
30' PAVEMENT WIDTH/30' BINDER WIDTH
6.0 S/WALK
6.5' GRASS
2.0'
15.0'
12.5' GRASS
1/4" PER F.T.
3" CROWN
TACK COAT
3" ASPHALTIC CONCRETE SURFAC

Phase One OSRD Calculations	Acres
Total Site Area	44.31
Total Split Log ROW Dedication	1.48
Total McEwen ROW Dedication	0.00
Total Internal ROW Dedication	6.91
Total	35.92
Less Area in slopes over 25%	0.00
Plus 25% of Areas of Slopes over 25%	0.00
Less Areas in Floodways	0.00
Plus 25% of Areas in Floodways	0.00
Less Areas in Electrical & Natural Gas Easements	0.00
Plus 25% of Areas in Electrical & Natural Gas Easements	0.00
Plus historical area	5.00
Total Usable Land	40.92
Less Acre in Lots >1.0 Acre	0.00
Total Land Area Available	40.92
Total Land Area Required @ 1 DUPA	33.00
Land Area in Lots	19.25
Open Space Required	13.75
Open Space Provided	11.67
Excess Open Space	-2.08
Total Open Space From Previous Phases	2.92
Plus Credit for Historic Preservation Area	0.00
Total Open Space Carried to Phase Two-A	**2.92**

Phase Two-A OSRD Calculations	Acres
Total Site Area	7.32
Total Split Log ROW Dedication	0.00
Total McEwen ROW Dedication	0.00
Total Internal ROW Dedication	2.60
Total	4.72
Less Area in slopes over 25%	0.00
Plus 25% of Areas of Slopes over 25%	0.00
Less Areas in Floodways	0.00
Plus 25% of Areas in Floodways	0.00
Less Areas in Electrical & Natural Gas Easements	0.00
Plus 25% of Areas in Electrical & Natural Gas Easements	0.00
Total Usable Land	4.72
Less Acre in Lots >1.0 Acre	0.00
Total Land Area Available	4.72
Total Land Area Required @ 1 DUPA	7.00
Land Area in Lots	3.70
Open Space Required	3.30
Open Space Provided	1.02
Excess Open Space	-2.28
Total Open Space From Previous Phases	2.92
Plus Credit for Historic Preservation Area	0.00
Total Open Space Carried to Phase Two-B	**0.64**

Phase Two-B OSRD Calculations	Acres
Total Site Area	17.53
Total Split Log ROW Dedication	0.00
Total McEwen ROW Dedication	0.00
Total Internal ROW Dedication	0.00
Total	17.53
Less Area in slopes over 25%	0.00
Plus 25% of Areas of Slopes over 25%	0.00
Less Areas in Floodways	0.00
Plus 25% of Areas in Floodways	0.00
Less Areas in Electrical & Natural Gas Easements	0.00
Plus 25% of Areas in Electrical & Natural Gas Easements	0.00
Total Usable Land	17.53
Less Acre in Lots >1.0 Acre	0.00
Total Land Area Available	17.53
Total Land Area Required @ 1 DUPA	17.00
Land Area in Lots	9.17
Open Space Required	7.83
Open Space Provided	8.35
Excess Open Space	0.52
Total Open Space From Previous Phases	0.64
Plus Credit for Historic Preservation Area	0.00
Total Open Space Carried to Phase Three-A	**1.16**

Phase Three-A OSRD Calculations	Acres
Total Site Area	24.25
Total Split Log ROW Dedication	0.00
Total McEwen ROW Dedication	0.00
Total Internal ROW Dedication	2.93
Total	21.32
Less Area in slopes over 25%	0.00
Plus 25% of Areas of Slopes over 25%	0.00
Less Areas in Floodways	0.00
Plus 25% of Areas in Floodways	0.00
Less Areas in Electrical & Natural Gas Easements	0.00
Plus 25% of Areas in Electrical & Natural Gas Easements	0.00
Total Usable Land	21.32
Less Acre in Lots >1.0 Acre	0.00
Total Land Area Available	21.32
Total Land Area Required @ 1 DUPA	14.00
Land Area in Lots	7.24
Open Space Required	6.76
Open Space Provided	14.08
Excess Open Space	7.32
Total Open Space From Previous Phases	1.16
Plus Credit for Historic Preservation Area	0.00
Total Open Space Carried to Phase Five	**8.48**

Phase Five OSRD Calculations	Acres
Total Site Area	17.36
Total Split Log ROW Dedication	0.00
Total McEwen ROW Dedication	0.00
Total Internal ROW Dedication	1.43
Total	15.93
Less Area in slopes over 25%	1.30
Plus 25% of Areas of Slopes over 25%	0.33
Less Areas in Floodways	0.00
Plus 25% of Areas in Floodways	0.00
Less Areas in Electrical & Natural Gas Easements	0.00
Plus 25% of Areas in Electrical & Natural Gas Easements	0.00
Total Usable Land	14.88
Less Acre in Lots >1.0 Acre	0.00
Total Land Area Available	14.88
Total Land Area Required @ 1 DUPA	16.00
Land Area in Lots	8.58
Open Space Required	7.42
Open Space Provided	7.27
Excess Open Space	-0.15
Total Open Space From Previous Phases	8.48
Plus Credit for Historic Preservation Area	0.00
Total Open Space Carried to Phase Four	**8.33**

Phase Four OSRD Calculations	Acres
Total Site Area	14.35
Total Split Log ROW Dedication	0.00
Total McEwen ROW Dedication	0.00
Total Internal ROW Dedication	1.70
Total	12.65
Less Area in slopes over 25%	0.56
Plus 25% of Areas of Slopes over 25%	0.14
Less Areas in Floodways	0.00
Plus 25% of Areas in Floodways	0.00
Less Areas in Electrical & Natural Gas Easements	0.00
Plus 25% of Areas in Electrical & Natural Gas Easements	0.00
Total Usable Land	12.23
Less Acre in Lots >1.0 Acre	0.00
Total Land Area Available	12.23
Total Land Area Required @ 1 DUPA	16.00
Land Area in Lots	8.51
Open Space Required	7.49
Open Space Provided	4.14
Excess Open Space	-3.35
Total Open Space From Previous Phases	8.33
Plus Credit for Historic Preservation Area	0.00
Total Open Space Carried to Phase Six	**4.98**

Phase Six OSRD Calculations	Acres
Total Site Area	5.81
Total Split Log ROW Dedication	0.00
Total McEwen ROW Dedication	0.00
Total Internal ROW Dedication	0.71
Total	5.10
Less Area in slopes over 25%	0.00
Plus 25% of Areas of Slopes over 25%	0.00
Less Areas in Floodways	0.00
Plus 25% of Areas in Floodways	0.00
Less Areas in Electrical & Natural Gas Easements	0.00
Plus 25% of Areas in Electrical & Natural Gas Easements	0.00
Total Usable Land	5.10
Less Acre in Lots >1.0 Acre	0.00
Total Land Area Available	5.10
Total Land Area Required @ 1 DUPA	10.00
Land Area in Lots	5.03
Open Space Required	4.97
Open Space Provided	0.06
Excess Open Space	-4.91
Total Open Space From Previous Phases	4.98
Plus Credit for Historic Preservation Area	0.00
Total Open Space Carried to Phase Eight	**0.07**

Phase Eight OSRD Calculations	Acres
Total Site Area	13.56
Total Split Log ROW Dedication	0.00
Total McEwen ROW Dedication	0.00
Total Internal ROW Dedication	1.55
Total	11.81
Less Area in slopes over 25%	0.00
Plus 25% of Areas of Slopes over 25%	0.00
Less Areas in Floodways	0.00
Plus 25% of Areas in Floodways	0.00
Less Areas in Electrical & Natural Gas Easements	0.00
Plus 25% of Areas in Electrical & Natural Gas Easements	0.00
Total Usable Land	11.81
Less Acre in Lots >1.0 Acre	0.00
Total Land Area Available	11.81
Total Land Area Required @ 1 DUPA	11.00
Land Area in Lots	5.74
Open Space Required	5.26
Open Space Provided	6.07
Excess Open Space	0.81
Total Open Space From Previous Phases	0.07
Plus Credit for Historic Preservation Area	0.00
Total Excess Open Space	**0.88**

Phase Nine OSRD Calculations	Acres
Total Site Area	27.74
Total Split Log ROW Dedication	0.00
Total McEwen ROW Dedication	0.00
Total Internal ROW Dedication	3.03
Total	24.71
Less Area in slopes over 25%	3.69
Plus 25% of Areas of Slopes over 25%	0.92
Less Areas in Floodways	0.00
Plus 25% of Areas in Floodways	0.00
Less Areas in Electrical & Natural Gas Easements	0.00
Plus 25% of Areas in Electrical & Natural Gas Easements	0.00
Total Usable Land	21.94
Less Acre in Lots >1.0 Acre	0.00
Total Land Area Available	21.94
Total Land Area Required @ 1 DUPA	23.00
Land Area in Lots	11.76
Open Space Required	11.24
Open Space Provided	12.95
Excess Open Space	1.71
Total Open Space From Previous Phases	0.88
Plus Credit for Historic Preservation Area	0.00
Total Excess Open Space	**2.59**

Phase Ten OSRD Calculations	Acres
Total Site Area	14.93
Total Split Log ROW Dedication	0.00
Total McEwen ROW Dedication	0.00
Total Internal ROW Dedication	1.55
Total	13.38
Less Area in slopes over 25%	1.16
Plus 25% of Areas of Slopes over 25%	0.29
Less Areas in Floodways	0.00
Plus 25% of Areas in Floodways	0.00
Less Areas in Electrical & Natural Gas Easements	0.00
Plus 25% of Areas in Electrical & Natural Gas Easements	0.00
Total Usable Land	12.51
Less Acre in Lots >1.0 Acre	0.00
Total Land Area Available	12.51
Total Land Area Required @ 1 DUPA	10.00
Land Area in Lots	9.66
Open Space Required	0.34
Open Space Provided	3.72
Excess Open Space	3.38
Total Open Space From Previous Phases	2.59
Plus Credit for Historic Preservation Area	0.00
Total Excess Open Space	**5.97**

Phase Twelve OSRD Calculations	Acres
Total Site Area	34.08
Total Split Log ROW Dedication	0.00
Total McEwen ROW Dedication	0.00
Total Internal ROW Dedication	2.64
Total	31.44
Less Area in slopes over 25%	3.31
Plus 25% of Areas of Slopes over 25%	0.83
Less Areas in Floodways	0.00
Plus 25% of Areas in Floodways	0.00
Less Areas in Electrical & Natural Gas Easements	0.00
Plus 25% of Areas in Electrical & Natural Gas Easements	0.00
Total Usable Land	28.96
Less Acre in Lots >1.0 Acre	0.01
Total Land Area Available	28.93
Total Land Area Required @ 1 DUPA	23.00
Land Area in Lots	20.66
Open Space Required	2.34
Open Space Provided	10.77
Excess Open Space	8.43
Total Open Space From Previous Phases	5.97
Plus Credit for Historic Preservation Area	0.00
Total Excess Open Space	**14.40**

Phase Thirteen OSRD Calculations	Acres
Total Site Area	7.37
Total Split Log ROW Dedication	0.00
Total McEwen ROW Dedication	0.00
Total Internal ROW Dedication	1.07
Total	6.30
Less Area in slopes over 25%	0.00
Plus 25% of Areas of Slopes over 25%	0.00
Less Areas in Floodways	0.00
Plus 25% of Areas in Floodways	0.00
Less Areas in Electrical & Natural Gas Easements	0.00
Plus 25% of Areas in Electrical & Natural Gas Easements	0.00
Total Usable Land	6.30
Less Acre in Lots >1.0 Acre	0.00
Total Land Area Available	6.30
Total Land Area Required @ 1 DUPA	9.00
Land Area in Lots	4.60
Open Space Required	4.40
Open Space Provided	1.69
Excess Open Space	-2.71
Total Open Space From Previous Phases	14.40
Plus Credit for Historic Preservation Area	0.00
Total Excess Open Space	**11.69**

Phase Fourteen OSRD Calculations	Acres
Total Site Area	10.10
Total Split Log ROW Dedication	0.00
Total McEwen ROW Dedication	0.00
Total Internal ROW Dedication	0.75
Total	9.35
Less Area in slopes over 25%	0.00
Plus 25% of Areas of Slopes over 25%	0.00
Less Areas in Floodways	0.00
Plus 25% of Areas in Floodways	0.00
Less Areas in Electrical & Natural Gas Easements	0.00
Plus 25% of Areas in Electrical & Natural Gas Easements	0.00
Total Usable Land	9.35
Less Acre in Lots >1.0 Acre	0.00
Total Land Area Available	9.35
Total Land Area Required @ 1 DUPA	10.00
Land Area in Lots	5.54
Open Space Required	4.46
Open Space Provided	3.81
Excess Open Space	-0.65
Total Open Space From Previous Phases	11.69
Plus Credit for Historic Preservation Area	0.00
Total Excess Open Space	**11.04**

Phase Fifteen OSRD Calculations	Acres
Total Site Area	13.51
Total Split Log ROW Dedication	0.00
Total McEwen ROW Dedication	0.00
Total Internal ROW Dedication	2.14
Total	11.37
Less Area in slopes over 25%	0.00
Plus 25% of Areas of Slopes over 25%	0.00
Less Areas in Floodways	0.00
Plus 25% of Areas in Floodways	0.00
Less Areas in Electrical & Natural Gas Easements	0.00
Plus 25% of Areas in Electrical & Natural Gas Easements	0.00
Total Usable Land	11.37
Less Acre in Lots >1.0 Acre	0.00
Total Land Area Available	11.37
Total Land Area Required @ 1 DUPA	19.00
Land Area in Lots	11.37
Open Space Required	7.63
Open Space Provided	0.00
Excess Open Space	-7.63
Total Open Space From Previous Phases	11.04
Plus Credit for Historic Preservation Area	0.00
Total Excess Open Space	**3.41**

OSRD-IP Calculations (Phase Seven-A)

	Acres
Total Site Area OSRD-IP	22.00
OSRD-IP available lots	22
Total Site Area OSRD	Acres 22.00
Internal ROW Dedication	2.01
Less slopes over 25% (Outside lots)	5.11
Plus 25% of slopes over 25%	1.28
OSRD available lots	16.16
Proposed Lots	
Town Homes (Max of 35% of Total Units)	0
IP Lots	17
Total	17
Open Space Required	
Required Open Space (65% of site area required)	14.30
Open Space Provided	
Dedicated Open Space	16.81
Percentage of Open Space Provided	76.4%
Open Space Excess	2.51

OSRD-IP Calculations (Phase Eleven)

	Acres
Total Site Area OSRD-IP	35.44
OSRD-IP available lots not used in Seven-A	5.00
OSRD-IP available lots	40
Total Site Area OSRD	Acres 35.44
Internal ROW Dedication	4.25
Less slopes over 25% (Outside lots)	8.03
Plus 25% of slopes over 25%	2.00
OSRD available lots	25.18
Proposed Lots	
Town Homes (Max of 35% of Total Units)	18
IP Lots	22
Total	40
Lot Differences vs. OSRD	
# of 2,500 s.f homes	16
Open Space Required	
Required Open Space (65% of site area required)	23.04
Open Space Provided	
Dedicated Open Space	25.66
Percentage of Open Space Provided	72.4%
Total Open Space From Previous Phases	2.33
Open Space Excess for Project	5.13

04/02/18 – THE PURPOSE OF THIS REVISION IS TO REMOVE LOTS 61 AND 62 (PHASE 13) AND CREATE OPEN SPACE III AND TO REVISE LOTS 205–217 (PHASE 12) TO CREATE LOTS 276 AND 277.

THIS PRELIMINARY PLAN IS SUBJECT TO A THREE YEAR VESTING PERIOD, DURING WHICH THE DEVELOPMENT STANDARDS IN EFFECT ON THE DATE OF APPROVAL WILL REMAIN THE STANDARDS APPLICABLE TO THIS PLAN. UPON EXPIRATION OF THE VESTING PERIOD, DEVELOPMENT OF THE PROPERTY SHOWN ON THIS PLAN MAY BE SUBJECT TO STANDARDS OTHER THAN THOSE THAT WERE APPLICABLE DURING THE VESTING PERIOD. THE VESTING PERIOD FOR THIS PLAN EXPIRES ON JULY 5, 2019, UNLESS EXTENDED BY THE CITY OF BRENTWOOD. PERSONS RELYING ON THIS PLAN AFTER SAID DATE SHOULD CONTACT THE CITY OF BRENTWOOD TO DETERMINE IF DEVELOPMENT MAY CONTINUE AS DEPICTED ON THE PLAN.

OSRD

Phase 1 Lots

1	30,344	0.697
2	33,040	0.759
3	29,781	0.683
4	32,197	0.739
5	31,191	0.716
6	31,332	0.719
7	29,137	0.669
8	30,431	0.699
9	30,557	0.701
10	25,887	0.594
11	25,329	0.581
12	23,682	0.544
13	21,904	0.503
14	24,509	0.563
15	23,235	0.533
16	23,311	0.535
17	22,468	0.516
18	22,118	0.508
19	21,417	0.492
20	20,586	0.473
21	20,079	0.461
22	22,278	0.511
23	25,499	0.585
24	24,470	0.562
25	25,626	0.588
31	22,084	0.507
32	23,108	0.530
33	23,518	0.540
34	23,924	0.549
35	27,347	0.628
36	22,828	0.524
37	24,887	0.571
47	20,616	0.473
	838,699	19.25

Phase 2A Lots

26	23,941	0.550
27	24,032	0.552
29	23,636	0.543
30	22,215	0.510
46	25,293	0.581
48	21,478	0.493
49	20,450	0.469
	161,046	3.70

Phase 2B Lots

28	24,123	0.554
38	24,422	0.561
39	24,900	0.572
40	25,304	0.581
41	23,052	0.529
42	19,593	0.450
43	21,253	0.488
44	25,224	0.579
45	25,317	0.581
50	21,380	0.491
51	20,512	0.471
52	23,039	0.529
53	22,562	0.518
54	21,541	0.495
55	24,843	0.57
67	25,450	0.58
68	27,129	0.62
	389,644	9.17

Phase 3A Lots

78	22,815	0.52
79	22,966	0.53
80	20,460	0.47
81	20,460	0.47
82	20,460	0.47
83	24,745	0.57
155	24,366	0.56
156	24,368	0.56
157	22,819	0.52
158	22,819	0.52
159	22,819	0.52
160	22,819	0.52
161	21,172	0.49
162	23,060	0.53
	315,249	7.24

Phase 4 Lots

85	27,031	0.62
86	31,005	0.71
87	22,825	0.52
88	22,815	0.52
89	22,815	0.52
90	22,389	0.51
91	24,172	0.55
107	22,201	0.51
108	22,201	0.51
109	22,350	0.51
110	24,145	0.53
111	24,936	0.57
183	20,473	0.47
184	20,429	0.47
185	21,341	0.49
186	20,574	0.47
	370,702	8.51

Phase 5 Lots

69	22,725	0.52
70	22,885	0.53
71	25,003	0.57
72	25,443	0.58
73	21,060	0.48
74	21,060	0.48
75	21,060	0.48
76	22,714	0.52
77	27,101	0.62
84	24,869	0.57
92	24,464	0.56
93	21,030	0.53
94	22,815	0.52
95	22,815	0.52
96	22,815	0.52
97	23,705	0.54
	373,584	8.58

Phase 6 Lots

98	21,603	0.50
99	21,603	0.50
100	21,603	0.50
101	21,603	0.50
102	21,600	0.50
103	21,600	0.50
104	21,600	0.50
105	21,600	0.50
106	22,961	0.53
275	23,433	0.54
	219,206	5.03

Phase 8 Lots

139	24,466	0.56
140	21,866	0.50
141	24,000	0.55
142	24,000	0.55
143	23,983	0.55
144	29,444	0.68
145	20,486	0.47
146	20,486	0.47
147	20,486	0.47
148	19,499	0.45
149	19,416	0.45
	250,132	5.74

Phase 9 Lots

112	23,070	0.53
113	19,800	0.45
114	21,780	0.50
115	32,009	0.73
116	20,791	0.48
117	20,282	0.47
118	20,436	0.47
119	24,975	0.57
168	26,019	0.60
169	21,115	0.48
170	20,074	0.46
171	19,416	0.45
172	21,818	0.50
173	21,232	0.49
174	25,201	0.58
175	24,647	0.57
176	21,195	0.49
177	21,558	0.49
178	20,274	0.47
179	22,057	0.51
180	21,902	0.50
181	20,400	0.47
182	21,491	0.49
	512,052	11.76

Phase 10 Lots

194	42,930	0.99
195	42,930	0.99
196	42,930	0.99
197	42,900	0.98
198	37,977	0.87
199	43,450	1.00
200	40,430	0.93
201	41,476	0.95
202	43,007	0.99
203	42,930	0.99
	420,990	9.66

Phase 12 Lots

187	43,658	1.00
188	43,508	1.00
189	43,500	1.00
190	43,500	1.00
191	43,500	1.00
192	42,585	0.98
193	43,075	0.99
204	43,320	0.99
205	32,942	0.76
206	29,700	0.68
207	29,700	0.68
208	32,400	0.74
209	42,660	0.98
210	27,574	0.63
211	28,144	0.65
212	41,773	0.96
213	34,247	0.79
214	37,286	0.86
215	42,637	0.98
216	43,762	1.00
217	43,671	1.00
276	43,573	1.00
277	43,332	0.99
	900,050	20.66

Phase 13 Lots

56	25,339	0.58
57	24,306	0.56
58	17,809	0.41
59	17,725	0.41
60	26,983	0.62
63	18,518	0.43
64	18,650	0.43
65	25,113	0.58
66	26,132	0.60
	200,525	4.60

Phase 14 Lots

120	22,774	0.52
135	28,852	0.66
136	26,030	0.60
137	24,958	0.57
138	24,600	0.56
150	20,400	0.47
151	21,308	0.49
152	21,863	0.50
153	20,292	0.46
167	30,452	0.70
	41,487	5.54

Phase 15 Lots

121	22,977	0.53
122	22,702	0.52
123	22,148	0.51
124	21,523	0.49
125	23,552	0.54
126	24,654	0.57
127	24,191	0.56
128	26,237	0.60
129	33,284	0.76
130	33,284	0.76
131	42,080	0.97
132	20,840	0.48
133	24,740	0.57
134	32,124	0.74
154	18,870	0.43
166	20,348	0.47
164	27,648	0.63
165	25,760	0.59
166	28,346	0.65
	495,131	11.37

218 5,698,497 130.82

Phase 1 Open Space

A	35,010	0.80
B	17,009	0.39
C	5,464	0.13
D	154,983	3.56
E	217,861	5.00
F	295,627	6.79
	725,953	16.67

Phase 2A Open Space

G	44,544	1.02

Phase 2B Open Space

H	291,316	6.69
Y	72,596	1.67
	363,912	8.35

Phase 3A Open Space

U	55,040	1.26
V	89,339	2.05
X	469,154	10.77
	613,533	14.08

Phase 4 Open Space

J	112,787	2.59
S	67,798	1.56
	180,585	4.14

Phase 5 Open Space

R	316,748	7.27

Phase 6 Open Space

BBB	1,232	0.03
CCC	1,573	0.04
	2,805	0.06

Phase 8 Open Space

W	196,170	4.50
DDD	68,493	1.57
	264,663	6.08

Phase 9 Open Space

Z	150,808	3.46
AAA	62,107	1.43
FFF	350,960	8.06
	563,875	12.95

Phase 10 Open Space

K	52,294	1.20
L	29,552	0.68
M	11,978	0.27
O	68,217	1.57
	162,041	3.72

Phase 12 Open Space

GGG	8,075	0.19
HHH	443,026	10.17
N	18,004	0.41
	469,105	10.77

Phase 13 Open Space

I	17,449	0.40
III	56,278	1.29
	73,727	1.69

Phase 14 Open Space

EEE	165,8251	3.81

3,947,235 90.62

OSRD-IP

Phase 7A Lots

218	7,425	0.17
219	7,425	0.17
220	7,425	0.17
221	7,425	0.17
222	9,266	0.21
223	8,966	0.21
224	8,966	0.21
225	8,938	0.21
267	8,598	0.20
268	12,243	0.28
269	7,426	0.17
270	7,425	0.17
271	7,425	0.17
272	7,425	0.17
273	7,425	0.17
274	7,425	0.17
255	7,430	0.17
	138,658	3.18

Phase 11 Lots

226	8,797	0.20
227	8,593	0.20
228	7,425	0.17
229	7,425	0.17
230	7,425	0.17
231	8,458	0.19
232	3,705	0.09
233	2,886	0.07
234	2,886	0.07
235	3,996	0.09
236	3,996	0.09
237	2,886	0.07
238	2,886	0.07
239	2,886	0.07
240	3,705	0.09
241	3,705	0.09
242	2,886	0.07
243	2,886	0.07
244	2,886	0.07
245	3,996	0.09
246	3,996	0.09
247	2,886	0.07
248	2,886	0.07
249	3,705	0.09
250	8,458	0.19
251	7,425	0.17
252	7,425	0.17
253	7,425	0.17
254	8,593	0.20

Phase 11 Lots(continued)

256	8,650	0.20
257	7,426	0.17
258	7,426	0.17
259	7,426	0.17
260	7,421	0.17
261	10,052	0.23
262	9,896	0.23
263	11,648	0.27
264	7,427	0.17
265	7,425	0.17
266	8,845	0.20
	240,967	5.53

57 379,439 8.71

Phase 7A Open Space

EE	6,832	0.16
FF	5,893	0.14
JJ	115,117	2.64
MM	241,140	5.54
NN	363,073	8.34
	732,055	16.81

Phase 11 Open Space

AA	1,219	0.03
BB	1,219	0.03
DD	1,219	0.03
HH	1,113,085	25.55
KK	1,219	0.03
	1,117,961	25.66

1,850,016 42.47

OVERALL OSRD Calculations	Acres
Total Site Area	255.29
Total Split Log ROW Dedication	1.48
Total McEwen ROW Dedication	3.33
Total Internal ROW Dedication	29.03
Total	221.45
Less Area in slopes over 25% (Outside lots)	9.97
Plus 25% of Areas of Slopes over 25%	2.49
Less Areas in Floodways	0.00
Plus 25% of Areas in Floodways	0.00
Less Areas in Electrical & Natural Gas Easements	0.00
Plus 25% of Areas in Electrical & Natural Gas Easements	0.00
Plus credit for historical area	5.00
Total Usable Land	218.97
Less Area in Lots > 1.0 Acre	0.01
Total Land Area Available	218.96
Total Land Area Required @ 1 DUPA	218.00
Land area in lots	130.82
Open Space Required	87.18
Open Space Provided INCLUDES HISTORIC TRACT	90.62
Excess Open Space	3.44

OVERALL OSRD-IP Calculations	Acres
Total Site Area OSRD-IP	57.44
OSRD-IP available lots	57
Total Site Area OSRD	Acres 57.44
Internal ROW Dedication	6.26
Less slopes over 25% (Outside lots)	13.12
Plus 25% of slopes over 25%	3.28
OSRD available lots	41.34
Proposed Lots	
Town Homes (Max of 35% of Total Units)	18
IP Lots	39
Total	57
Lot Differences vs. OSRD	
# of 2,500 s.f homes	16
Open Space Required	
Required Open Space (65% of site area required)	37.34
Open Space Provided	
Dedicated Open Space	42.47
Percentage of Open Space Provided	73.9%
Open Space Excess	5.13

GENERAL NOTES AND SITE DATA (STANDARD OSRD)

1. SUBJECT PROPERTY CONSISTS OF A PORTION OF PARCEL 7 ON WILLIAMSON COUNTY MAP NO. 60.
2. PROPERTY OWNER/DEVELOPER: PULTE HOMES TENNESSEE LIMITED PARTNERSHIP
3. EXISTING ZONING: OSRD (OPEN SPACE RESIDENTIAL DEVELOPMENT).
4. GROSS SITE AREA: 255.29 ACRES.
5. BOUNDARY INFORMATION TAKEN FROM SURVEY BY RAGAN-SMITH ASSOCIATES, INC., DATED DECEMBER 2004.
6. TOPOGRAPHIC INFORMATION TAKEN FROM CITY OF BRENTWOOD MAPPING.
7. NUMBER OF PROPOSED LOTS: 218.
8. PROPOSED DENSITY: 0.85 DU/AC. (1.0 DU/AC. MAXIMUM).
9. MAXIMUM BUILDING COVERAGE OF PROPOSED LOTS: 25%.
10. EACH PROPOSED LOT SHALL PROVIDE A MINIMUM OF TWO OFF-STREET PARKING SPACES.
11. MINIMUM LOT WIDTH AT BUILDING LINE: 100'.
12. MINIMUM BUILDING SETBACKS:
    COTTAGE: FRONT – 50'
    SIDE – 15'
    SIDE ABUTTING A STREET: 30'
    REAR – 20'
    ABUTTING PROJECT PERIMETER – 35'
13. ALL ELECTRIC SERVICE FOR THE PROPOSED DEVELOPMENT SHALL BE UNDERGROUND. ALL PUBLIC UTILITIES SHALL BE SUBJECT TO THE APPROVAL OF THE APPLICABLE UTILITY COMPANIES.
14. LOTS DESIGNATED AS TRANSITIONAL SHALL REQUIRE DETAILED SITE AND GRADING PLANS REVIEW BY THE CITY ENGINEER PRIOR TO ISSUANCE OF A BUILDING PERMIT.
15. PORTIONS OF DESIGNATED OPEN SPACE AREAS ARE CONTAINED WITHIN A SCENIC EASEMENT. NO TREE REMOVAL BY THE HOMEOWNERS ASSOCIATION SHALL BE PERMITTED IN THIS EASEMENT EXCEPT AS PROVIDED WITHIN THE STANDARD SCENIC EASEMENT DOCUMENT AND WITH THE APPROVAL OF THE CITY OF BRENTWOOD.

12/05/16 – THE PURPOSE OF THIS REVISION IS TO DIVIDE PHASE 14 INTO TWO PHASES CREATING PHASE 15. LOTS 121–134, 154, 163–166 HAVE BEEN MOVED TO PHASE 15.

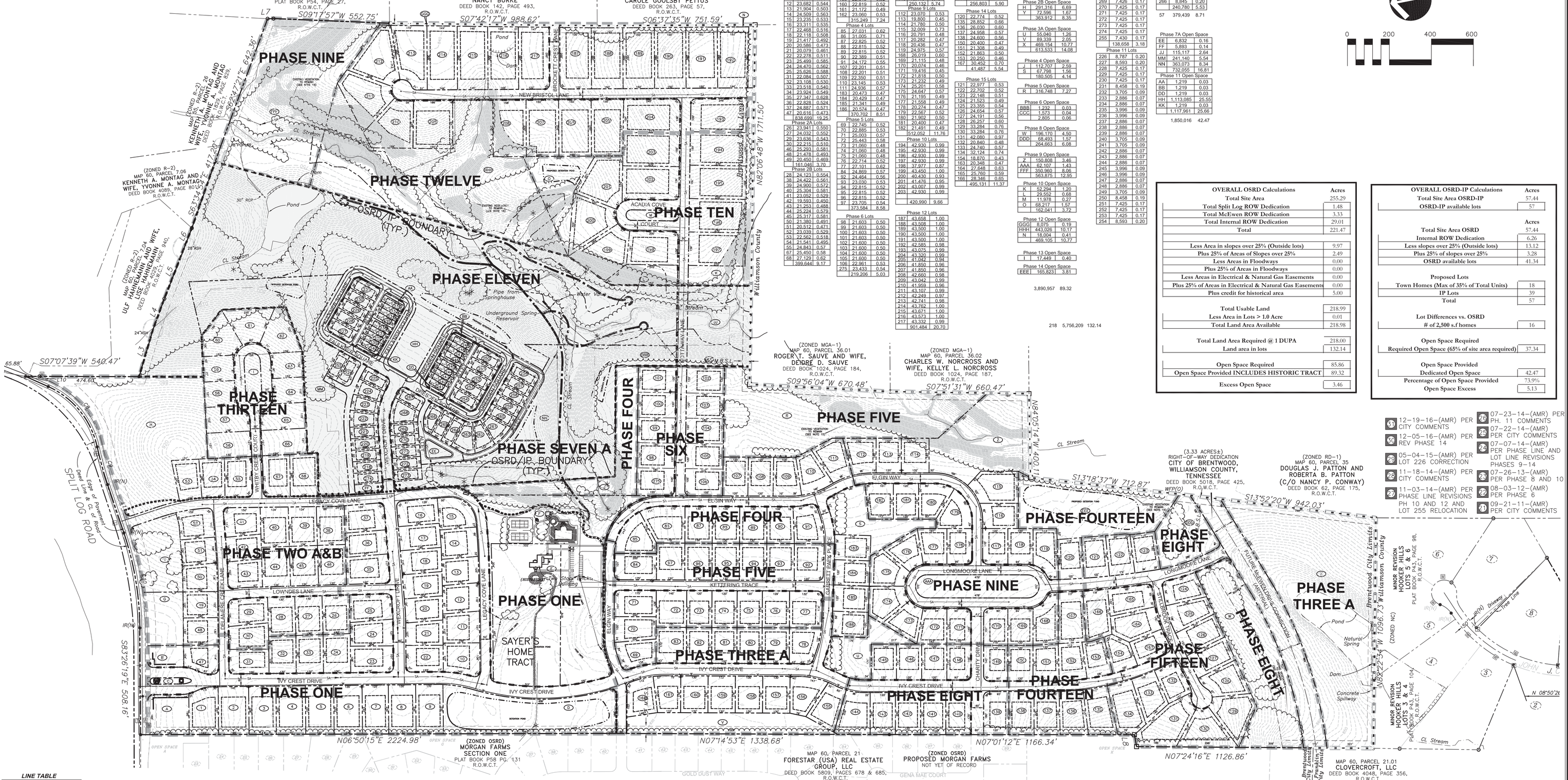
THIS PRELIMINARY PLAN IS SUBJECT TO A THREE YEAR VESTING PERIOD, DURING WHICH THE DEVELOPMENT STANDARDS IN EFFECT ON THE DATE OF APPROVAL WILL REMAIN THE STANDARDS APPLICABLE TO THIS PLAN. UPON EXPIRATION OF THE VESTING PERIOD, DEVELOPMENT OF THE PROPERTY SHOWN ON THIS PLAN MAY BE SUBJECT TO STANDARDS OTHER THAN THOSE THAT WERE APPLICABLE DURING THE VESTING PERIOD. THE VESTING PERIOD FOR THIS PLAN EXPIRES ON JULY 5, 2019, UNLESS EXTENDED BY THE CITY OF BRENTWOOD. PERSONS RELYING ON THIS PLAN AFTER SAID DATE SHOULD CONTACT THE CITY OF BRENTWOOD TO DETERMINE IF DEVELOPMENT MAY CONTINUE AS DEPICTED ON THE PLAN.

GENERAL NOTES AND SITE DATA (OSRD-IP-INNOVATIVE PROJECT)

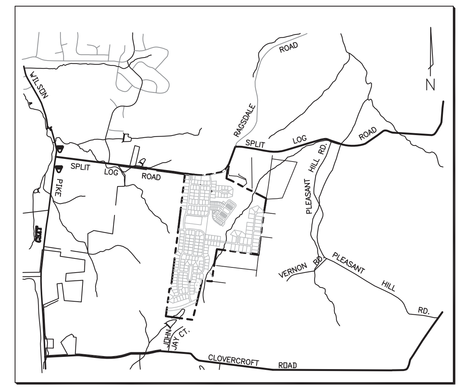
1. SUBJECT PROPERTY CONSISTS OF A PORTION OF PARCEL 7 ON WILLIAMSON COUNTY MAP NO. 60.
2. PROPERTY OWNER/DEVELOPER: PULTE HOMES TENNESSEE LIMITED PARTNERSHIP
3. EXISTING ZONING: OSRD–IP (OPEN SPACE RESIDENTIAL DEVELOPMENT–INNOVATIVE PROJECT).
4. GROSS SITE AREA: 57.44 ACRES.
5. BOUNDARY INFORMATION TAKEN FROM SURVEY BY RAGAN–SMITH ASSOCIATES, INC., DATED DECEMBER 2004.
6. TOPOGRAPHIC INFORMATION TAKEN FROM CITY OF BRENTWOOD MAPPING.
7. NUMBER OF PROPOSED LOTS: 57.
8. PROPOSED DENSITY: 0.96 DU/AC. (1.0 DU/AC. MAXIMUM).
9. MINIMUM LOT SIZE: TOWNHOME: 2,880 S.F.
10. MAXIMUM BUILDING COVERAGE OF PROPOSED LOTS: 80%.
11. MINIMUM LOT OPEN SPACE: EACH RESIDENTIAL LOT SHALL HAVE A MINIMUM OF 30 PERCENT PRIVATE OPEN SPACE. ANY AREA USED FOR LAWNS, UNHEATED PORCHES, PATIOS, DECKS, FORMAL GARDENS, PLANTERS, POOLS AND WALKWAYS MAY COUNT TOWARD THIS PRIVATE OPEN SPACE REQUIREMENT. EXCLUDED FROM THE MINIMUM CALCULATION OF LOT OPEN SPACE AREAS ARE DRIVEWAY SURFACES, AND THE FOOTPRINT AREA FOR THE DWELLING, GARAGE AND ANY ACCESSORY BUILDING.
12. MINIMUM LOT WIDTH AT BUILDING LINE: 24' TOWNHOME
13. MINIMUM BUILDING SETBACKS:
    COTTAGE: FRONT – 20' — TOWNHOME: FRONT – 20'
    SIDE – COMBINED 15' BETWEEN INTERNAL LOTS — SIDE – 0' INTERNAL 7.5' END LOT
    REAR – 20' — 7.5' (END UNIT) (20' MINIMUM BUILDING SEPARATION)
    REAR – 20'
14. ALL ELECTRIC SERVICE FOR THE PROPOSED DEVELOPMENT SHALL BE UNDERGROUND. ALL PUBLIC UTILITIES SHALL BE SUBJECT TO THE APPROVAL OF THE APPLICABLE UTILITY COMPANIES.
15. PORTIONS OF DESIGNATED OPEN SPACE AREAS ARE CONTAINED WITHIN A SCENIC EASEMENT. NO TREE REMOVAL BY THE HOMEOWNERS ASSOCIATION SHALL BE PERMITTED IN THIS EASEMENT EXCEPT AS PROVIDED WITHIN THE STANDARD SCENIC EASEMENT DOCUMENT AND WITH THE APPROVAL OF THE CITY OF BRENTWOOD.
16. OPEN SPACE PROVIDED: 42.46 AC. (73.9% OF SITE AREA)
    65% MINIMUM.
17. TOWNHOME PERCENTAGE: 31.6% (18 OF 57 UNITS).
18. LOTS 218–274 SHALL COMPLY WITH THE FOLLOWING REQUIREMENT.:
    ANY DWELLING UNIT AND ASSOCIATED GARAGE CONSTRUCTED WITHIN 15 FEET OF ANOTHER EXISTING OR PLANNED DWELLING UNIT OR GARAGE (MEASURED EAVE TO EAVE PERPENDICULARLY FROM THE FARTHEST MOST PROJECTION OF THE DWELLING OR GARAGE) SHALL BE PROTECTED THROUGHOUT BY AN AUTOMATIC RESIDENTIAL SPRINKLER SYSTEM INSTALLED IN ACCORDANCE WITH NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) STANDARDS AND REQUIREMENTS AND APPROVED BY THE FIRE MARSHAL.

LEGEND

- SIDEWALK
- BIKE PATH
- WALKING TRAIL
- OSRD-IP
- SLOPES 25%+



OWNER/DEVELOPER:	APPLICANT:	UTILITY PROVIDERS:	
MR. MATT DOWDLE PULTE HOMES 370 MALLORY STATION RD. SUITE 500 FRANKLIN, TN 37067 (615) 794–1901	MR. RANDY CALDWELL RAGAN–SMITH ASSOC. 315 WOODLAND STREET NASHVILLE, TN 37206 (615) 244–8591	ELECTRICITY: MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORP. (615) 794–3588 NATURAL GAS: ATMOS ENERGY CORPORATION (615) 794–2596	WATER AND SEWER: MR. CHRIS MILTON CITY OF BRENTWOOD (615) 371–2241 TELEPHONE: AT&T (615) 269–6563



REFERENCED DRAWINGS:

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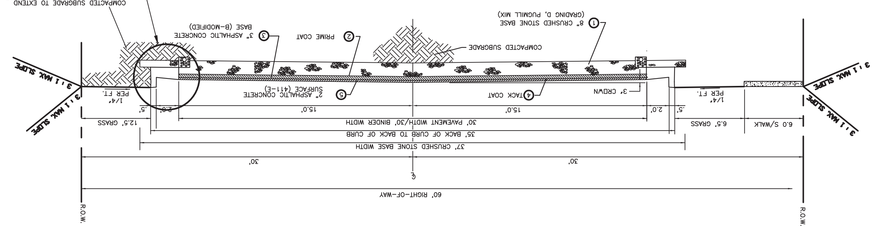
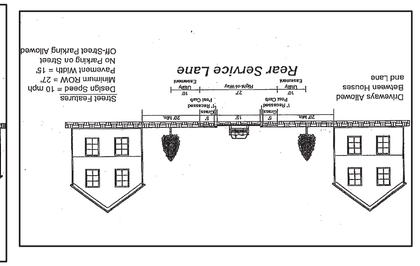
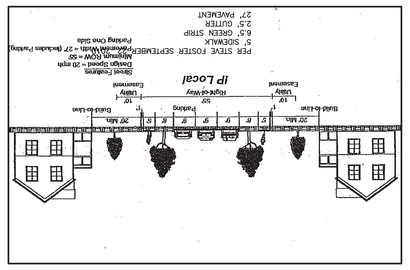
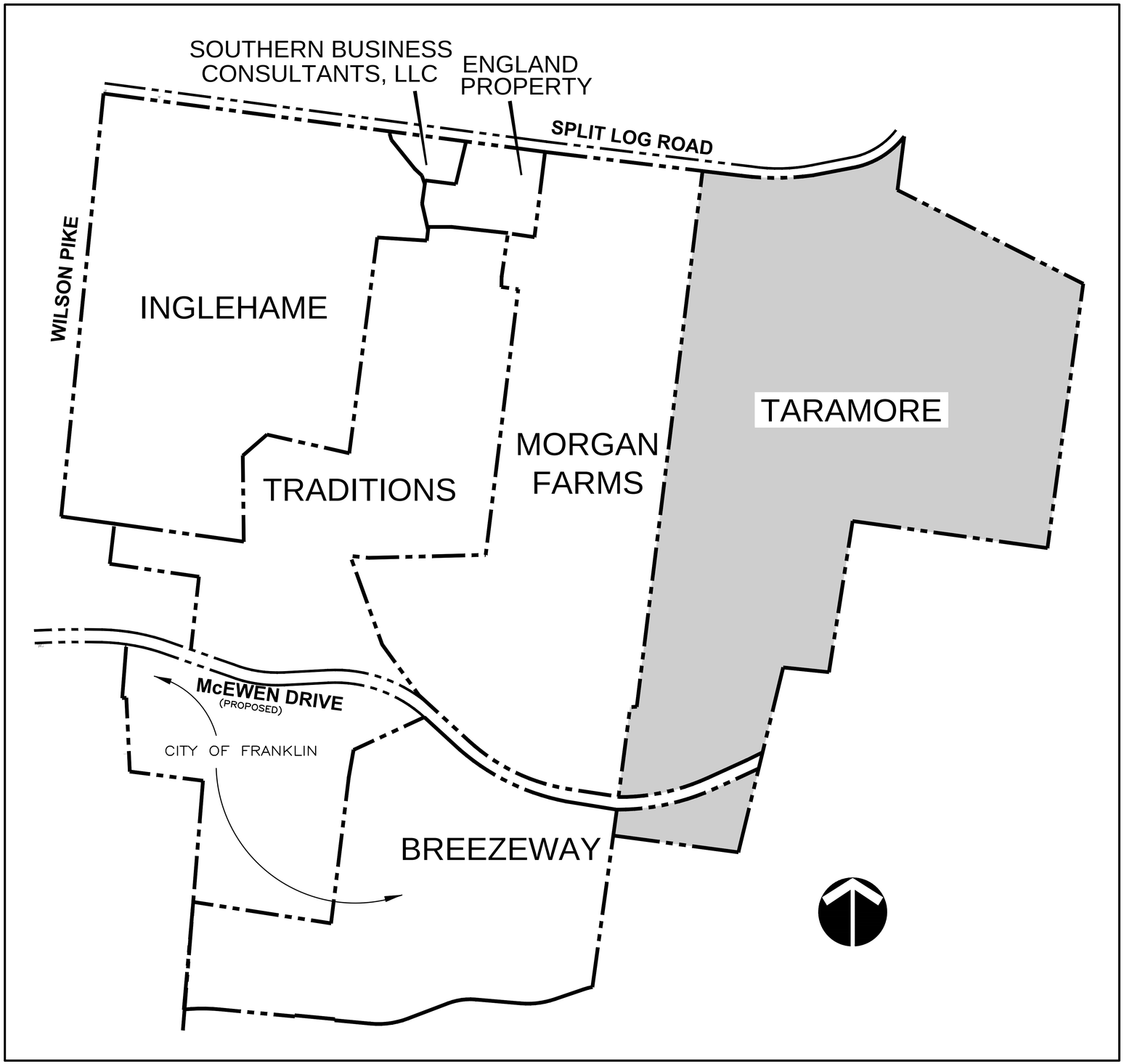





Street Lighting
Design Speed = 15 mph
Pavement Width = 27'
Minimum ROW = 27'
No Parking on Street
OR-Street Parking Allowed
Rear Service Lane
Alley
Driveway
Sidewalk
Curb & Gutter
Pavement
Easement
Right-of-Way
Property Line
Lot Line
Building Setback Line
Utility Easement
Drainage Easement
Sanitary Sewer Easement
Water Line Easement
Gas Line Easement
Telephone Line Easement
Cable TV Line Easement
Electric Line Easement
Fiber Optic Line Easement
Storm Sewer Line
Sanitary Sewer Line
Water Line
Gas Line
Telephone Line
Cable TV Line
Electric Line
Fiber Optic Line



LOCATION MAP

N.T.S.