

## Commission votes to advance 'Streets' rezoning

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### Public speaks out on Synergy plan

By JESSICA PACE

The Brentwood City Commission unanimously passed on first reading an ordinance to rezone 17 acres of property that if developed as planned would transform the former Murray Ohio and current Tennessee Baptist Convention center into a mixed use development known as The Streets of Brentwood.

About 50 citizens attended Monday night's meeting that also included a public hearing regarding the rezoning of a part of Synergy Business Park.

The meeting began with the public hearing on the rezoning of a 1.45-acre lot behind the historic Mooreland Mansion at the intersection of Centerview and Executive Center drives. Should the land partial be rezoned to the C-4 Town Center district designation, the mansion's kitchen and "dogtrot" would be removed in order to construct an 84,000-square-foot Hilton Garden Inn attached to the back of the mansion.

Among those who voiced concerns at the hearing was Andy Maloney, whose family owned the Mooreland Mansion for 20 years.

Maloney said that his family supported the project, but noted he would like to "see if the kitchen can be moved, possibly to one of the little parks along Executive Center Drive," because the kitchen is a historic and original part of the house. He also proposed using the removed kitchen for a coffeehouse or for educational purposes.

Cindi Parmenter of the new Williamson County Chamber of Commerce told the commission that the chamber "is very supportive of the progress in Town Center, with all due respect to the historical value. I'm sure the developers will do a great job of preserving that."

After the hearing, citizens were invited to comment and ask questions regarding any item on the agenda. Primary concerns involved the impact on schools and the traffic situation that would result from both of the proposed rezonings and subsequent development.

Brentwood resident Grady Thurman, who lives on Williamson Circle behind proposed Streets of Brentwood, said that the Commission should consider that development's staging.

“This particular development backs up to a residential area. The original Town Center (district borders) did not,” Thurman said. He said he would attend the next meeting with specific proposals regarding traffic flow, noting that during his daily commute to work, it takes him 10-20 minutes to get from Old Hickory Boulevard past Maryland Farms on Franklin Road.

During the commissioners' reports, commissioner Regina Smithson said, “I think it’s really important that we get the word out on the (Streets of Brentwood) project. It’s huge. All of Brentwood will be affected. We all have an interest in this, so it’s important that everyone gives their opinion.”

### **Streets of Brentwood discussion**

Despite the city's support and development of infrastructure in the older commercial area that was originally included in the C-4 Town Center overlay district, an area bordered to the south by Church Street, east by I-65, north by Old Hickory Boulevard and west by East Park Drive, City Manager Mike Walker told the commission Monday, he didn't think redevelopment would ever fully occur there.

“It’s our opinion that probably the only realistic place this city will ever have of having a Town Center in the commercial area is this site,” Walker said.

The development is a \$200-million-dollar investment that would consist of 413,000 square feet designated for office use, 140,000 square feet for retail/restaurant, 304,000 square feet for residential, 69,000 square feet for a hotel and 42,500 square feet for a theater.

Most parking would be beneath or to the rear of the buildings. Development spokesperson Michael Hindman said a five-level parking garage would be constructed.

When Commissioner Anne Dunn asked if there would be security cameras in the garage, Hindman said “there will be security personnel on the site, cameras on the site and good lighting.”

Hindman said he plans to meet Thursday with Williamson County Director of Schools Mike Looney to discuss the project.

According to Hindman, a little over 80 percent of the area will be impervious to storm water after development and that runoff will be collected through underground detention systems. All storm water, not just the detained portion, would meet water quality requirements, Hindman said.

Bob Murphy of RPM Transportation Consultants was present to answer questions about traffic concerns. He discussed restriping the approach to streets surrounding the development.

“With the road and lane improvements and the traffic that’s proposed to be generated by this project, we can maintain existing levels of service at each of the intersections, or achieve level of service C, which is very good. There’s one exception. The exception is the 1 p.m. peak hour at the intersection of Maryland Way and East Park Drive. That intersection will drop to level of

service D. The level of service is wait time, a measure that traffic engineers use to determine how well or poorly an intersection operates,” Murphy said.

Hindman said that if construction began next summer, the project could be completed between the end of 2014 and mid 2015.