SMYRNA MUNICIPAL PLANNING COMMISSION

June 5, 2025 Smyrna Town Hall
5:00 p.m. meeting

AGENDA

1. Call to Order

2. Prayer
   Pledge of Allegiance

3. Citizens' Comments:

   "The Town's Public Comment Period shall be reserved for those citizens that have signed up to address a Board or Committee, at least twenty-four (24) hours in advance of the meeting, pursuant to the Town's Public Comment Policy. Speakers are limited to three (3) minutes. Additional comments may be submitted in writing".

4. Approval of Minutes of the May 1, 2025 meeting

5. Old Business:

   a. Annexation, Zoning, and Plan of Service Request:

      1. 452 Properties, LLC - **Requesting deferral**
         Bill France Road & I-840
         Annexation & PUD Zoning Request

   b. Preliminary Plats:

      1. Estates at Williamsport - **Staff recommends consideration of postponing this item until after the Estates at Williamsport sketch plat**
         Williamsport Drive
         Owner / Developer: RMG Development

   c. Site Plans:

      1. Smyrna Soccer Complex
         Enon Springs Road, East
         Owner / Developer: SSCP, LLC

6. New Business:

a. Rezoning Request:

1. Dogwood Villas / Stewarts Creek Cottages
Morton Lane/420 Multrees Place
PRD Amendment

b. Sketch Plat:

1. Estates at Williamsport
Williamsport Drive
Owner / Developer: RMG Development

c. Final Plats:

1. Gambill Lane PUD
NE Corner of Gambill Lane & Enon Springs Rd. W
Owner / Developer: Hollingshead Land, LLC

2. Gwynne Farms, Phase 4, Section 1
Robert Gwynne Drive
Owner / Developer: Millrose Properties Tennessee, LLC

3. Hidden Hills, Section VI, Phase II-A
Summerline Road
Owner / Developer: Nir Homes, Inc.

4. Hidden Hills, Section VI, Phase II-B
Shetland Drive
Owner / Developer: Nir Homes, Inc.

5. Mayfield Townhomes
Mayfield Drive
Owner / Developer: Somerset, LLC

d. Site Plans:

1. 12415 Old Nashville Highway
12415 Old Nashville Highway
Owner / Developer: Nir Homes, Inc.

2. Cedar Stone Park, Phase 2
3639 Morton Lane
Owner / Developer: Town of Smyrna Parks & Recreation Department

3. Fifth Third Bank
Lee Victory Parkway
Owner / Developer: Kroger Limited Partnership

4. On-Call Physician Suite Addition to Pets R Us Vet Clinic
1850 Almaville Road
Owner / Developer: Pets R Us Vet

5. Twice the Ice House
CSX Railroad south of 50 N. Lowry Street
Owner / Developer: CSX Railroad / Alan Moltz

7. Mandatory Referral:

a. Stewart's Creek Sewer Main Easement Acquisition

8. Smyrna Mobility Plan

9. June Bond Review Report

10. Staff comments and/or other business

11. Adjournment

SMYRNA MUNICIPAL PLANNING COMMISSION

MEETING MINUTES MAY 1, 2025

The regular meeting of the Smyrna Municipal Planning Commission was called to order at 5:00 p.m. on Thursday, May 1, 2025 by Chairman Tim Morrell. The meeting was held in the Council Chambers at Smyrna Town Hall, 315 South Lowry Street, Smyrna, Tennessee. The invocation was given by Vice-Mayor Marc Adkins and the Pledge of Allegiance was led by Ken Hill.

The following Planning Commission members/staff were present/absent:

Present:	Steve Sullivan, Councilman; Marc Adkins, Vice-Mayor; Matthew Carver; Salena Scott; Ken Hill; Tim Morrell; Charles Scurr, PhD
Staff Present:	Dave Santucci, Town Manager; Todd Spearman, Assistant Town Manager; Jeff Peach, Town Attorney; Kevin Rigsby, Town Planner; Mitchell Wensman, Planner; Kathryn Smith, Office Coordinator; Charles King, Engineer; Mark Parker , Assistant Director of Utilities; Kristi Worrell, Building Official

1. Call to Order

2. Prayer
   Pledge of Allegiance

3. Citizens' Comments:

   "The Town's Public Comment Period shall be reserved for those citizens that have signed up to address a Board or Committee, at least twenty-four (24) hours in advance of the meeting, pursuant to the Town's Public Comment Policy. Speakers are limited to three (3) minutes. Additional comments may be submitted in writing".

4. Approval of Minutes of the April 3, 2025 meeting
   Approval of Minutes of the April 24, 2025 Quarterly meeting

   Motion by Matthew Carver, seconded by Salena Scott to approve the Minutes of the April 3, 2025 meeting, and the April 24, 2025 quarterly meeting.

   Vote: 7 - 0 Passed - Unanimously

5. Public Hearing:

a. Plan of Services for 452 Properties, LLC

No one spoke at the public hearing.

b. Plan of Services for Weekley Homes, LLC

No one spoke at the public hearing.

6. Old Business:

a. Annexation, Zoning, and Plan of Service Request:

1. Joe Haddix
Bill France Road & Interstate 840
Annexation & I-2, C-2, & R-3 Zoning Request

An Annexation & I-2, C-2, and R-3 Zoning were submitted for Bill France Road & I-840. This property can be further referenced by Rutherford County Tax Map: 11, Parcels: 5.00, 6.00, and 9.01, is comprised of 818.3 acres, and is is zoned RM. Proposed Zoning: I-2, C-2, & R-3. The surrounding zoning is RM in Rutherford County. The Land Use Plan for the area is the 840 Gateway character area along 840, which would support hospitality, restaurant, retail, high density residential, and industrial/warehousing uses. The eastern portion of the requested area is Mixed Industrial, which would support industrial and warehousing uses. The Major Thoroughfare Plan designates Bill France Road as a Principal Arterial. The Plan also shows a future Minor Arterial connecting Bill France Road to Hickory Grove Road and eventually to Jefferson Pike. Development of these properties would require dedication of right-of-way and construction of this improvement. The following staff comments were made:

1. Sewer will not exist until the Fall Creek trunk line is in place. This will be approximately 2 years at a minimum.
2. This would require either a noncontiguous annexation or the annexation of several miles of existing County and State road right-of-way. The amount of right-of-way required to be annexed to create continuity would be 1 mile of W. Jefferson Pike and .9 mile of Bill France Road, which are State roads, and 4.2 miles of Mona Road, .8 mile of Allen Barrett Road, and 2.2 miles of Powell's Chapel Road, which are County roads. All distances are approximate. A noncontiguous annexation would require an interlocal agreement between the Town of Smyrna and Rutherford County with regards to emergency response and road maintenance for the area between the existing Town limits and the newly annexed area.
3. Staff is concerned that a portion of the requested area may not be located within Rutherford County. In discussions with Rutherford County staff, there is not a reliable map of the County boundary in this area. Staff is aware of efforts to better define this boundary.
4. The off-site improvements required to serve the annexed and rezoned areas have been determined by CUD and were approved for CUD to participate in for cost sharing. The developer(s) must enter and execute a legal contract with CUD for required cost sharing for water infrastructure improvements. Once off-site improvements are completed according to CUD, each property owner/developer should submit a separate water service availability request to CUDengineering@cudrc.com for individual analysis to determine feasibility. Water availability to all annexed and rezoned areas is dependent on ALL conditions of said contract and required water infrastructure improvements being strictly adhered to.
5. Once available, submit full set of plans directly to CUDengineering@cudrc.com for further

review and comment.
6. Staff recommends denial of this request agenda item 7.a. 1 replaces this request.

Motion by Charles Scurr, PhD, seconded by Councilman Steve Sullivan to recommend denial to the Town Council the Annexation & I-2, C-2, and R-3 Zoning request for Rutherford County Tax Map: 11, Parcels: 5.00, 6.00, and 9.01.

Vote: 7 - 0 Passed - Unanimously

b. Preliminary Plats:

1. Estates at Williamsport
Williamsport Drive
Owner / Developer: RMG Development

A Preliminary Plat was submitted for Estates at Williamsport located on Williamsport Drive. This property can be further referenced by Rutherford County Tax Map: 28, Parcel: 103.01, is comprised of 43.03 acres, is zoned R-3, and consists of 73 lots. The following staff comments were made:

1. A Development Agreement will be required prior to any construction activity beginning with this section per Smyrna Municipal Code Title 14, Chapter 7.
2. A NPDES permit will be required for land disturbance activities greater than one acre. The Town of Smyrna must have a copy of the NOC (Notice of Coverage) prior to issuance of any grading or building permits.
3. No roads shown on the Major Thoroughfare Plan are affected by this request.
4. A grading permit fee of $4,688.00 will be required.
5. Signs will require a separate permit.
6. A Stormwater Control Measure Long Term Maintenance Agreement designed to the specifications of the Long Term Maintenance Plan must be completed, recorded, and referenced on the final plat.
7. The required minimum fire flow is 1,000 GPM @ 20 PSI. Any homes over 3,600 sq. ft. would have an increased fire flow requirement. Adequate fire flow at this location may be an issue due to the topography. The engineer will be required to provide fire flow calculations to staff.
8. No burn permits will be issued for this site.
9. Any retaining walls greater than 4’ will require a building permit from the Codes Dept.
10. Show Williamsport Drive on the southern side of this property extending into the site to connect to Bonifay Drive where Spearing Court is shown. The existing portion of Williamsport Drive on the southern side of this development will be required to be renamed and every house along it will be required to change the address.
11. Submit road names & E911 approval for those road names.
12. Show and label all easements with measurements.
13. Do not show existing structures without a mass grading permit.
14. Add a fire hydrant at the end of Road “A”.
15. Locate the fire hydrant outside of the sidewalk at Lots 4 & 49.
16. Add the water and sewer line sizes.
17. Since the Finished Floor Elevation of this project is below the rim elevation of the next upstream sewer manhole, the sewer exiting the first floor of this building must pass through a backwater valve in compliance with section 714 of the International Plumbing Code (2018 ed.). Note that plumbing from the upper stories may NOT pass through this backwater valve. Note backwater valves on the drawings.

Motion by Vice-Mayor Marc Adkins, seconded by Matthew Carver to defer the Preliminary Plat for Estates at Williamsport to the June Planning Commission meeting.

Vote: 7 - 0 Passed - Unanimously

7. New Business:

a. Annexation, Zoning, and Plan of Service Request:

1. 452 Properties, LLC
Bill France Road & I-840
Annexation & PUD Zoning Request

An Annexation & PUD Zoning request was submitted for Bill France Road & I-840. This property can be further referenced by Rutherford County Tax Map: 11, Parcels: 5.00 and part of 6.00, is comprised of 819.45 acres, and is zoned RM. The surrounding zoning is RM in Rutherford County. The Land Use Plan for the area is the 840 Gateway character area along 840, which would support hospitality, restaurant, retail, high density residential, and industrial/warehousing uses. The eastern portion of the requested area is Mixed Industrial, which would support industrial and warehousing uses. The Major Thoroughfare Plan designates Bill France Road as a principal arterial. The Plan also shows a future minor arterial connecting Bill France Road to Hickory Grove Road and eventually to Jefferson Pike. Development of these properties would require dedication of right-of-way and construction of this improvement. The following staff comments were made:

1. The requested PUD is essentially 34.3 acres zoned C-2 and the remaining zoned I-2, with the request that the height limit in the I-2 areas be 60' in lieu of the 50' limit as stated in the Zoning Ordinance. The maximum square footage allowed in the C-2 area is 350,000, and the maximum square footage in the I-2 area is 8,500,000. No pole signs would be allowed.
2. The required minimum fire flow is 2,000 GPM @ 20 PSI with a sprinkler reduction.
3. This would require either a noncontiguous annexation or the annexation of several miles of existing County and State road right-of-way. The amount of right-of-way required to be annexed to create continuity would be 1 mile of W. Jefferson Pike and .9 mile of Bill France Road, which are State roads, and 4.2 miles of Mona Road, .8 mile of Allen Barrett Road, and 2.2 miles of Powell's Chapel Road, which are County roads. All distances are approximate. A noncontiguous annexation would require an interlocal agreement between the Town of Smyrna and Rutherford County with regards to emergency response and road maintenance for the area between the existing Town limits and the newly annexed area. Annexation of existing roads would require the Town to begin maintenance of those roads, as well as provide emergency services including traffic accident response and traffic control, upon the effective date of annexation.
4. Staff is concerned that a portion of the requested area may not be located within Rutherford County. In discussions with Rutherford County staff, there is not a reliable map of the County boundary in this area. Staff is aware of efforts to better define this boundary. Staff is concerned that the assessed line is being used as a part of the annexation request based on opinions of several land surveyors that the "county line based on agreed assessment jurisdiction" allows for the Town to annex and serve the area. The Town of Smyrna cannot annex an area outside of the established Urban Growth Boundary, which in this area is the boundary line between Rutherford and Wilson Counties.
5. Sewer will not exist until the Fall Creek trunk line is in place. This will be approximately 2 years at a minimum. The Town of Smyrna will not provide sewer service to any property outside of Rutherford County boundaries. At this time, there is not an agreement on how sewer will be extended to the area and by whom.
6. If the annexation is approved as requested, parts of the area would exceed the 5 mile drive radius from Fire Station 4. This could jeopardize the Town's ISO rating unless an additional

station is built, equipped, and staffed, which would be a significant cost.
7. Show proposed utility extensions and stormwater facilities.
8. Sidewalks will be required per the Zoning Ordinance of the Town without any exemptions as requested as a part of the PUD.
9. The off-site improvements required to serve the annexed and rezoned areas have been determined by CUD and were approved for CUD to participate in for cost sharing. The developer(s) must enter and execute a legal contract with CUD for required cost sharing for water infrastructure improvements. Once off-site improvements are completed according to CUD, each property owner/developer should submit a separate water service availability request to CUDengineering@cudrc.com for individual analysis to determine feasibility. Water availability to all annexed and rezoned areas is dependent on ALL conditions of said contract and required water infrastructure improvements being strictly adhered to.
10. Once available, submit full set of plans directly to CUDengineering@cudrc.com for further review and comment.

At this time, Chairman Tim Morrell acknowledged Assistant Utilities Director Mark Parker to speak regarding this request.

At this time, Chairman Tim Morrell acknowledged Paul Reinke with Hillwood to speak regarding this request.

At this time, Chairman Tim Morrell acknowledged Town Manager Dave Santucci to speak regarding this request.

Motion by Vice-Mayor Marc Adkins, seconded by Councilman Steve Sullivan to recommend deferral the Annexation & PUD Zoning for Rutherford County Tax Map: 11, Parcels: 5.00 and part of 6.00 due to staff comments.

Vote: 7 - 0 Passed - Unanimously

2. Weekley Homes, LLC
6304 Lee Road
Annexation & R-1 Zoning

An Annexation & R-1 Zoning request was submitted for 6304 Lee Road. This property can be further referenced by Rutherford County Tax Map: 51, Parcel: 8.11, is comprised of 6.04 acres, and is zoned RM. The surrounding zoning is RM in Rutherford County and PRD (Hidden Springs, Buckingham Hills and Olive Branch Estates) in Smyrna. The Land Use Plan for the area would support Medium Density Single Family Residential development. The Major Thoroughfare Plan designates Lee Road as a collector.

Motion by Councilman Steve Sullivan, seconded by Matthew Carver to recommend approval to the Town Council the Annexation & R-1 Zoning request for 6304 Lee Road.

Vote: 6 - 0 Passed

Other: Vice-Mayor Marc Adkins (ABSTAIN)

b. Rezoning Requests:

1. Eric Olsen
   570 Rock Springs Road
   Owner / Developer: Harts Branch, LLC / Carole Turner Grogan

   An R-3 to PRD Request was submitted for 570 Rock Springs Road. This property can be further referenced by Rutherford County Tax Map: 28E, Group: A, Parcel: 19.00, is zoned R-3, and is comprised of 1.28 acres. The surrounding zoning is R-3, R-4, and PRD (Harts Branch Village). The Land Use Plan would support Mixed Residential development in this area. The Major Thoroughfare Plan designates Rock Springs Road as a collector. Development of this property would require adequate right-of-way dedication for this street. The requested PRD is to add this parcel to the Harts Branch Village PRD with 13 additional townhomes. All requirements of the existing approved PRD would apply. The existing PRD would allow for 169 townhomes on 22.19 acres for a density of 7.62 units per acre. The approved site plan is for 167 townhomes on 22.19 acres, for a density of 7.53 units per acre. The 13 additional townhomes on 1.28 acres would be a density of 10.16 units per acre and would raise the overall unit total to 180 units on 23.47 acres for a density of 7.67 units per acre. The following staff comment was made:

   1. Provide auto-turn for hammerhead evaluation.

   At this time, Chairman Tim Morrell acknowledged applicant Eric Olsen to speak regarding this request.

   Motion by Matthew Carver, seconded by Ken Hill to recommend approval to the Town Council the R-4 to PRD Zoning request for 570 Rock Springs Road with the above listed staff comment.

   Vote: 5 - 2 Passed

   NAY: Councilman Steve Sullivan
   Salena Scott

c. Final Plats:

1. Resubdivision of Lot 137A, Sagefield Subdivision, Sec. 5-D
   139 Neal Avenue
   Owner / Developer: Proverbs Build Homes, LLC

   A Final Plat was submitted for Resubdivision of Lot 137A, Sagefield Subdivision, Sec. 5-D located at 139 Neal Avenue. This property can be further referenced by Rutherford County Tax Map: 50J, Group: E, Parcel: 15.00, is zoned R-3,is comprised of0.88 acres, and consists of 3 lots. The following staff comments were made:

   1. A Development Agreement will be required prior to any construction activity beginning with this section per Smyrna Municipal Code Title 14, Chapter 7.
   2. A NPDES permit will be required for land disturbance activities greater than one acre. The Town of Smyrna must have a copy of the NOC (Notice of Coverage) prior to issuance of any grading or building permits.
   3. A grading permit fee will be required.
   4. Signs will require a separate permit and must be within setbacks where applicable.
   5. A Stormwater Control Measure Long Term Maintenance Agreement designed to the specifications of the Long Term Maintenance Plan must be completed, recorded, and referenced on the final plat.
   6. No roads shown on the Major Thoroughfare Plan are affected by this request.
   7. The required minimum fire flow is 1,000 GPM @ 20 PSI for a house under 3,600 sq. ft. total under roof. The fire flow will increase above that square footage.

8. Add signatures of the owners and CUD prior to recording.
9. Provide verification of the existing easement to access the existing 18" sewer line.
10. Show the distance to the nearest fire hydrant along Neal Avenue and label the fire hydrant location. Add one additional if necessary.

Motion by Vice-Mayor Marc Adkins, seconded by Salena Scott to approve the Final Plat for Resubdivision of Lot 137A, Sagefield Subdivision, Sec. 5-D with the above listed staff comments.

Vote: 7 - 0 Passed - Unanimously

2. Pottsview Subdivision
6016 Eugene Drive
Owner / Developer: Forestar (USA) Real Estate Group, Inc.

A Final Plat was submitted for Pottsview Subdivision located at 6016 Eugene Drive. This property can be further referenced by Rutherford County Tax Map: 32, Parcel: 5.07, is zoned R-1, and consists of 39 lots. The following staff comments were made:

1. Signs will require a separate permit and must be within setbacks where applicable.
2. A Stormwater Control Measure Long Term Maintenance Agreement designed to the specifications of the Long Term Maintenance Plan must be completed, recorded, and referenced on the final plat.
3. No roads shown on the Major Thoroughfare Plan are affected by this request.
4. Any retaining over 4 feet tall requires engineered design and building permits.
5. The required minimum fireflow is 1,000 GPM at 20 PSI for any home smaller than 3,600 square feet under roof. No homes over 3,600 square feet allowed. The current fireflow is approximately 800 GPM at 20 PSI. All homes will be required to be sprinkled and be less than 3,600 square feet total under roof including unfinished areas with the current fire flow.
6. Add the signature of the owner prior to submittal for recording.

Motion by Councilman Steve Sullivan, seconded by Salena Scott to approve the Final Plat for Pottsview Subdivision with the above listed staff comments.

Vote: 7 - 0 Passed - Unanimously

3. Sullivan Subdivision, Lot 1
114 Hart Street
Owner / Developer: Jerry Winsor & Charlene Odle-Winsor

A Final Plat for Sullivan Subdivision, Lot 1 was submitted for 114 Hart Street. This property can be further referenced by Rutherford County Tax Map: 34A, Group: A, Parcel: 5.07, is zoned R-1, is comprised of 1.0 acre, and consist of 1 lot. The following staff comments were made:

1. A Development Agreement will be required prior to any construction activity beginning with this section per Smyrna Municipal Code Title 14, Chapter 7.
2. A grading permit fee will be required.
3. Signs will require a separate permit and must be within setbacks where applicable.
4. A Stormwater Control Measure Long Term Maintenance Agreement designed to the specifications of the Long Term Maintenance Plan must be completed, recorded, and referenced on the final plat.
5. No roads shown on the Major Thoroughfare Plan are affected by this request.
6. The required minimum fire flow is 1,000 GPM @ 20 PSI for a house under 3,600 sq. ft. total under roof. The fire flow will increase above that square footage.

7. Extend a water main from Belaire Drive to the southwest corner of this property with a fire hydrant at the end of the public main.
8. Add signatures of the owners and surveyor prior to submittal for recording.

Motion by Vice-Mayor Marc Adkins, seconded by Salena Scott to approve the Final Plat for Sullivan Subdivision, Lot 1 with the above listed staff comments.

Vote: 6 - 0 Passed

Other: Councilman Steve Sullivan (ABSTAIN)

d. Site Plans:

1. Kroger Fuel Center
Lee Victory Pkwy & Bulldog Drive
Owner / Developer: SEK Smyrna, LLC

Location: Lee Victory Pkwy. & Bulldog Drive	**Applicant**: Goodwyn Mills Cawood, LLC
Tax Map/Part of Parcel: 34/45.00	**Property Owner(s)**: NIR Homes Inc
Zoning: C-2	**Use Classification**: Fuel Station

Proposal

A. Location Analysis
Kroger fuel center is shown on Lot 2 within the Bulldog Drive commercial subdivision. The fuel center shows 14 fuel pumps with a 225 square foot kiosk building. Access to the site would be provided via private road to serve the commercial subdivision. The lot would have frontage on Lee Victory Parkway, but not direct access.



Development Standards

	Required	Proposed
Square Footage of Vehicular Use Area	N/A	27,318 SF

Square Footage of Open Space/Landscaping	2,732 SF	3,133 SF
Total Parking	3 Spaces	23 Spaces
Handicapped Parking Space(s)	1 Space	1 Space

B. Landscaping
Landscape plan shows shrubbery along Lee Victory Parkway and the drive aisle to access Kroger. Trees are shown lining Lee Victory Parkway with shrubbery along the paved area circulating the site.

C. Design Review
Architectural elevations show the building to be finished with a mixture of brick and fascia. Pillars within the canopy are shown to be brick. Material percentages for each wall face of the building submitted will need to be revised to meet Design Review.

Standard Comments:

1. A Development Agreement will be required prior to any construction activity beginning with this section per Smyrna Municipal Code Title 14, Chapter 7.
2. A NPDES permit will be required for land disturbance activities greater than one acre. The Town of Smyrna must have a copy of the NOC (Notice of Coverage) prior to issuance of any grading or building permits.
3. Signs will require a separate permit and must be within setbacks where applicable.
4. The Major Thoroughfare Plan designates Lee Victory Parkway as a Principal Arterial and Bulldog Drive as a collector. Adequate right-of-way exists for these streets.
5. The required minimum fire flow is 1,500 GPM at 20 PSI.
6. A Stormwater Control Measure Long Term Maintenance Agreement designed to the specifications of the Long Term Maintenance Plan must be completed, recorded, and submitted to the Stormwater Department.
7. The fuel center will require a separate grading permit.

Staff Comments:

1. Revise the building material percentages to include glass, which counts towards the minimum required primary materials for any facade visible from a public roadway. Any facade visible from the public roadway must be at least 75% primary materials.
2. Show the proposed water meter and backflow assembly inset for the fuel center. Backflow must be reduced pressure.

Staff Recommendation: Staff recommends approval with the above listed comments.

Motion by Councilman Steve Sullivan, seconded by Matthew Carver to approve the Site Plan for Kroger Fuel Center with the above listed staff comments.

Vote: 7 - 0 Passed - Unanimously

2. Smyrna Soccer Complex
Enon Springs Road, East
Owner / Developer: SSCP, LLC

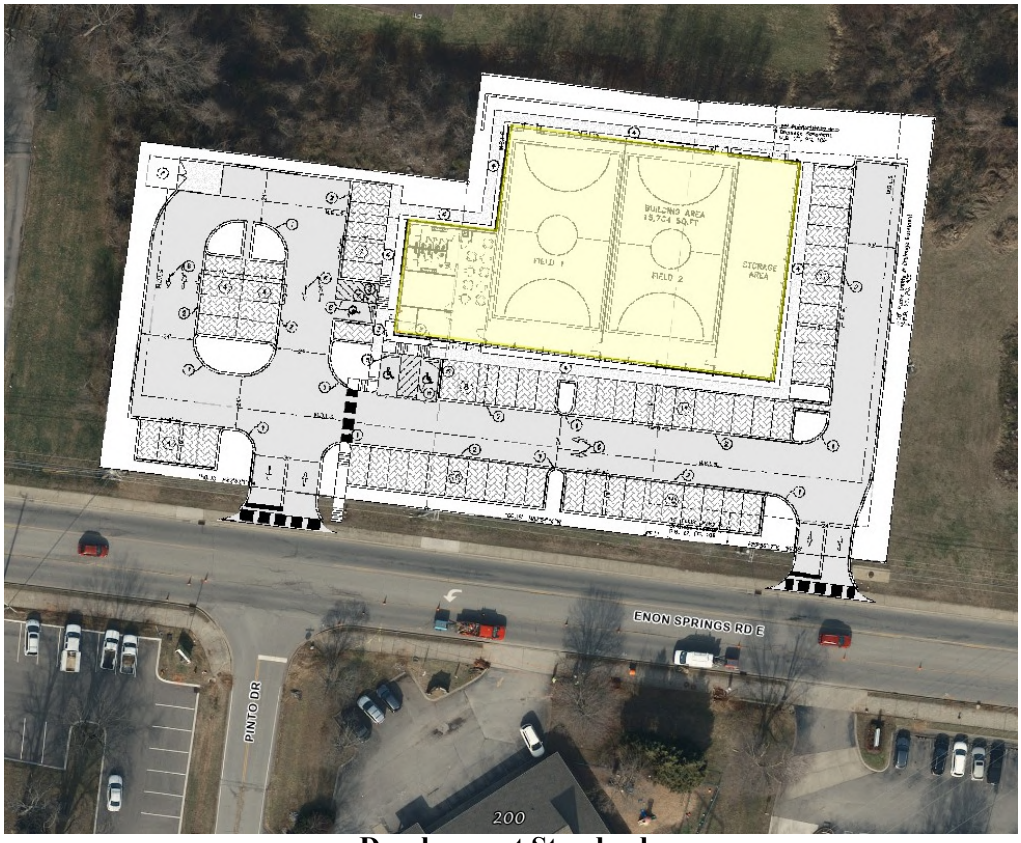
Location: Enon Springs Rd E.	**Applicant**: Smyrna Soccer Field LLC
Tax Map/Group/Parcels: 27P/D/4.06 5.00, 7.00	**Property Owner(s)**: Smyrna Soccer Fields, LLC

Zoning: C-2	**Use Classification**: Commercial Sporting Facility

Proposal

A. Location Analysis

Smyrna Soccer Complex is an 15,704 square foot indoor soccer facility on Enon Springs Road, East, across from Pinto Drive. Inside the building would be two soccer fields, concessions, waiting room and a storage area. Proposed access to the site shows two ingress/egress locations on Enon Springs Road, East with one point of access located across from Pinto Drive. The proposed location is situated on three parcels, these parcels will need to be combined prior to issuance of a building permit.



Development Standards

	Required	Proposed
Square Footage of Vehicular Use Area	N/A	28,262 SF
Square Footage of Open Space/Landscaping	2,826 SF	5,000 SF
Total Parking	1 Space/Staff + Others as Determined by the Planning Commission	69 Spaces
Handicapped Parking Space(s)	3 Spaces	3 Spaces

B. Landscaping

Landscape plan shows red maples and a variety of shrubbery for streetscaping along Enon Springs Road East. Trees are planted within landscaped islands and shrubbery planted around the base of the building.

C. Design Review

Architectural elevations show the building to be finished on all four sides with a mix of brick,

glass/glazing and fiber cement board. All four elevations are to have over 75% of the primary materials, meeting Design Review Manual requirements.

Standard Comments:

1. A Development Agreement will be required prior to any construction activity beginning with this section per Smyrna Municipal Code Title 14, Chapter 7.
2. A NPDES permit will be required for land disturbance activities greater than one acre. The Town of Smyrna must have a copy of the NOC (Notice of Coverage) prior to issuance of any grading or building permits.
3. Signs will require a separate permit and must be within setbacks where applicable.
4. The Major Thoroughfare Plan designates Enon Springs Road, East as a minor arterial. Development of this property may require adequate right-of-way dedication for this street.
5. The required minimum fire flow is 1,000 GPM at 20 PSI.
6. A Stormwater Control Measure Long Term Maintenance Agreement designed to the specifications of the Long Term Maintenance Plan must be completed, recorded, and submitted to the Stormwater Department.

Staff Comments:

1. Retaining walls over 4' in height require a building permit.
2. A final plat combining all parcels together is required to be submitted and recorded prior to issuance of building permits.
3. Provide line sizes for domestic and fire water lines.
4. Staff is concerned that adequate parking is not provided for this project. There could be as many as 16 players on the fields at any time, with additional parking needed for employees, coaches, and referees. During a time of transition between scheduled games, parking areas for surrounding businesses and properties may become used for people visiting this property. A suggestion may be to eliminate the large storage area and shrink the building. This would most likely eliminate the need for the fire lane and would allow for additional parking on the east side of the building.

Staff Recommendation: Staff recommends deferral due to the need for further discussion regarding business operations to ascertain adequate on-site parking.

At this time, Chairman Tim Morrell acknowledged Chris Maguire with Huddleston-Steele Engineering, Inc. to speak regarding this request.

At this time, Chairman Tim Morrell acknowledged Mina Naguib with BTG Contractors to speak regarding this request.

Motion by Vice-Mayor Marc Adkins, seconded by Councilman Steve Sullivan to defer the Site Plan for Smyrna Soccer Complex to the June Planning Commission meeting.

Vote: 7 - 0 Passed - Unanimously

3. Woodmont Amenity Center
Blue Diamond Drive
Owner / Developer: Meritage Homes of Tennessee, Inc.

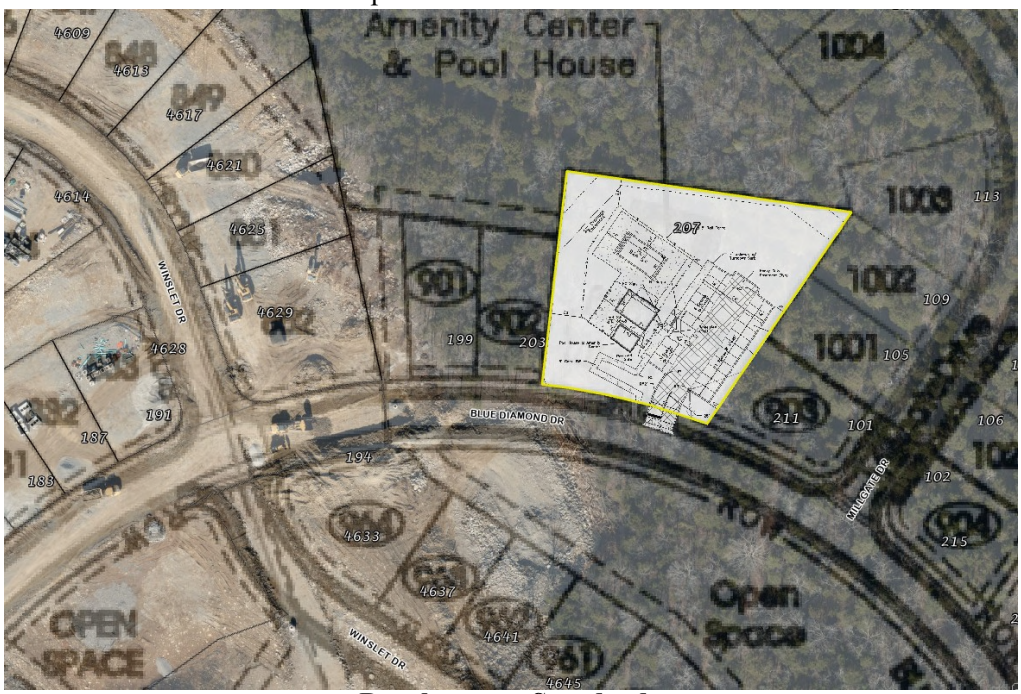
Location: 207 Blue Diamond Drive	**Applicant**: SEC, Inc
Tax Map/Parcel: 32/15.00	**Property Owner(s)**: Meritage Homes of TN Inc

Zoning: PRD	**Use Classification**: Amenity Center

Proposal

A. Location Analysis

The Woodmont subdivision is proposing to develop an amenity center in Phase 9. Two structures are proposed to be constructed, which includes a pool house and amenity building in addition to a pool. Access to the site is shown to be provided off of Blue Diamond Drive.



Development Standards

	Required	Proposed
Square Footage of Vehicular Use Area	N/A	6,942 SF
Square Footage of Open Space/Landscaping	694 SF	3,482 SF
Total Parking	N/A	21 Spaces
Handicapped Parking Space(s)	1 Space	1 Space

B. Landscaping

Landscape plan shows streetscaping along Blue Diamond Drive with a mixture of oak trees and a variety of shrubbery. Additional trees are shown within the site around the parking lot area and vegetation is shown lining the amenity space.

C. Design Review

Architectural elevations show the building to be finished with a mixture of fiber cement board siding and brick. The proposed elevations are consistent with homes developed in the subdivision.

Standard Comments:

1. A Development Agreement will be required prior to any construction activity beginning with this section per Smyrna Municipal Code Title 14, Chapter 7.
2. Signs will require a separate permit and must be within setbacks where applicable.
3. The Major Thoroughfare Plan designates Blue Diamond Drive as a collector. Adequate right-of-way exists for this street.
4. The required minimum fire flow is 1,000 GPM at 20 PSI.

Staff Comments:

1. A final plat will be required to be recorded prior to issuance of a building permit.
2. Addressing for Phase 9 will be changing to accommodate for the amenity center.

Staff Recommendation: Staff recommends approval with the above listed comments.

Motion by Councilman Steve Sullivan, seconded by Salena Scott to approve the Site Plan for Woodmont Amenity Center with the above listed staff comments.

Vote: 7 - 0 Passed - Unanimously

8. May Bond Review Report

Motion by Vice-Mayor Marc Adkins, seconded by Councilman Steve Sullivan to approve the May Bond Review report with staff recommendations.

Vote: 7 - 0 Passed - Unanimously

9. Staff comments and/or other business

At this time, Kevin Rigsby reminded the Planning Commission that the Mobility Plan would be on the June agenda.

10. Adjournment

Respectfully submitted:

_____
Kevin Rigsby
Secretary

Certified by:

_____
Tim Morrell
Chairman

Planning Commission
Town of Smyrna
Agenda Summary

Agenda Item Number 5. a. 1.
Department: Planning & Zoning
Date: June 5, 2025

Subject:

452 Properties, LLC - **Requesting deferral**
Bill France Road & I-840
Annexation & PUD Zoning Request

Summary:

452 Properties, LLC - Annexation & PUD Zoning
Location: Bill France Road & I-840
Tax Map: 11 Parcels: 5.00 and part of 6.00 Acres: 818.3
Current Zoning: RM Proposed Zoning: PUD

1. The surrounding zoning is RM in Rutherford County.
2. The Land Use Plan for the area is the 840 Gateway character area along 840, which would support hospitality, restaurant, retail, high density residential, and industrial/warehousing uses. The eastern portion of the requested area is Mixed Industrial, which would support industrial and warehousing uses.
3. The Major Thoroughfare Plan designates Bill France Road as a principal arterial. The Plan also shows a future minor arterial connecting Bill France Road to Hickory Grove Road and eventually to Jefferson Pike. Development of these properties would require dedication of right-of-way and construction of this improvement.
4. The requested PUD is essentially 34.3 acres zoned C-2 and the remaining zoned I-2, with the request that the height limit in the I-2 areas be 60' in lieu of the 50' limit as stated in the Zoning Ordinance. The maximum square footage allowed in the C-2 area is 350,000, and the maximum square footage in the I-2 area is 8,500,000. No pole signs would be allowed.
5. The required minimum fire flow is 2,000 GPM @ 20 PSI with a sprinkler reduction.
6. This would require either a noncontiguous annexation or the annexation of several miles of existing County and State road right-of-way. The amount of right-of-way required to be annexed to create continuity would be 1 mile of W. Jefferson Pike and .9 mile of Bill France Road, which are State roads, and 4.2 miles of Mona Road, .8 mile of Allen Barrett Road, and 2.2 miles of Powell's Chapel Road, which are County roads. All distances are approximate. A noncontiguous annexation would require an interlocal agreement between the Town of Smyrna and Rutherford County with regards to emergency response and road maintenance for the area between the existing Town limits and the newly annexed area. Annexation of existing roads would require the Town to begin maintenance of those roads, as well as provide emergency services including traffic accident response and traffic control, upon the effective date of annexation.
7. Staff is concerned that a portion of the requested area may not be located within

Rutherford County. In discussions with Rutherford County staff, there is not a reliable map of the County boundary in this area. Staff is aware of efforts to better define this boundary. Staff is concerned that the assessed line is being used as a part of the annexation request based on opinions of several land surveyors that the "county line based on agreed assessment jurisdiction" allows for the Town to annex and serve the area. The Town of Smyrna cannot annex an area outside of the established Urban Growth Boundary, which in this area is the boundary line between Rutherford and Wilson Counties.

8. Sewer will not exist until the Fall Creek trunk line is in place. This will be approximately 2 years at a minimum. The Town of Smyrna will not provide sewer service to any property outside of Rutherford County boundaries. At this time, there is not an agreement on how sewer will be extended to the area and by whom.
9. If the annexation is approved as requested, parts of the area would exceed the 5 mile drive radius from Fire Station 4. This could jeopardize the Town's ISO rating unless an additional station is built, equipped, and staffed, which would be a significant cost.
10. Show proposed utility extensions and stormwater facilities.
11. The PUD request references that the signs within the development would follow the Town's Zoning Ordinance. Signs are regulated by the Sign Ordinance, so the request should be amended to reflect this.
12. The landscape buffers as proposed for the area of the PUD proposed to allow I-2 uses would be required to be Type D, not Type C, in any location where the development abuts property zoned for residential uses.
13. Sidewalks will be required per the Zoning Ordinance of the Town without any exemptions as requested as a part of the PUD.
14. The off-site improvements required to serve the annexed and rezoned areas have been determined by CUD and were approved for CUD to participate in for cost sharing. The developer(s) must enter and execute a legal contract with CUD for required cost sharing for water infrastructure improvements. Once off-site improvements are completed according to CUD, each property owner/developer should submit a separate water service availability request to CUDengineering@cudrc.com for individual analysis to determine feasibility. Water availability to all annexed and rezoned areas is dependent on ALL conditions of said contract and required water infrastructure improvements being strictly adhered to.
15. Once available, submit full set of plans directly to CUDengineering@cudrc.com for further review and comment.

Attachments

Application
Application
Location Map 1
Location Map 2
Location Map 3
Location Map 4

Town of Smyrna

Annexation Request Application

APPLICANT INFORMATION:		
Name/Company: 452 Properties LLC		
Street Address: 1730 S Federal Hwy PMB377		
City: Delray Beach	State: FL	ZIP: 33483
Email: don@321woodland.com	Phone: 423-663-2323	
CONTRACTOR/DEVELOPER INFORMATION: CHECK BOX IF SAME AS APPLICANT ☐		
Name/Company: Hillwood Investment Properties		
Street Address: 6410 Poplar Avenue, Suite 385		
City: Memphis	State: TN	ZIP: 38119
Email: paul.reinke@hillwood.com	Phone: 901-461-9034	
PROPERTY INFORMATION		
Street Address/Intersecting Streets: Bill France & Coulter Ct, Mona Rd, Marty Robbins Dr, Powells Chapel Rd		
Tax Map: 11	Group:	Parcel: 5.00 & 6.00
Requested Lot Area (Square feet/Acres): +/-819.45 acres		
Existing Zoning: Med. Density Residential	Requested Smyrna Zoning: P.U.D.	
*Current Property Owner (See Note Below): 452 Properties LLC		
APPLICANT AUTHORIZATION		
Applicant Signature: [signature] President		Date: 4/3/2025
OFFICE USE ONLY		
Staff Initials:	Review Fee:	Date:

- ***If the applicant is not the current property owner, authorization must be provided by the current property owner for the request of annexation as mandated by State law.***
- Applications are to be submitted no later than 12:00 PM noon on the initial deadline date unless otherwise noted.
- All meetings are held at Smyrna Town Hall - 315 South Lowry Street - at 5:00 PM in the Town Council Chambers.
- All supporting documents must be submitted at the time of application.

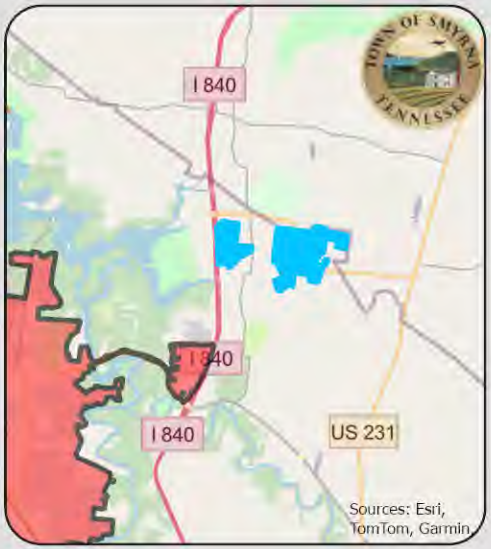
Town of Smyrna

Rezoning Request Application

APPLICANT INFORMATION:		
Name/Company: 452 Properties LLC		
Street Address: 1730 S Federal Hwy PMB377		
City: Delray Beach	State: FL	ZIP: 33483
Email: don@321woodland.com	Phone: 423-663-2323	
CONTRACTOR/DEVELOPER INFORMATION: CHECK BOX IF SAME AS APPLICANT		
Name/Company: Hillwood Investment Properties		
Street Address: 6410 Poplar Avenue, Suite 385		
City: Memphis	State: TN	ZIP: 38119
Email: paul.reinke@hillwood.com	Phone: 901-461-9034	
PROPERTY INFORMATION		
Street Address/Intersecting Streets: Bill France & Coulter Ct, Mona Rd, Marty Robbins Dr, Powells Chapel Rd		
Tax Map: 11	Group:	Parcel: 5.00 & 6.00
Requested Lot Area (Square feet/Acres): +/-819.45 acres		
Existing Zoning: Med. Density Residential	**Requested Zoning:** P.U.D.	
*Current Property Owner (See Note Below): 452 Properties LLC		
APPLICANT AUTHORIZATION		
Applicant Signature: President		Date: 4/3/2025
OFFICE USE ONLY		
Staff Initials:	Review Fee:	Date:

- ***If the applicant is not the current property owner, authorization must be provided by the current property owner for the request of rezoning as mandated by State law.***
- Applications are to be submitted no later than 12:00 PM noon on the initial deadline date unless otherwise noted.
- All meetings are held at Smyrna Town Hall - 315 South Lowry Street - at 5:00 PM in the Town Council Chambers.
- All supporting documents must be submitted at the time of application.



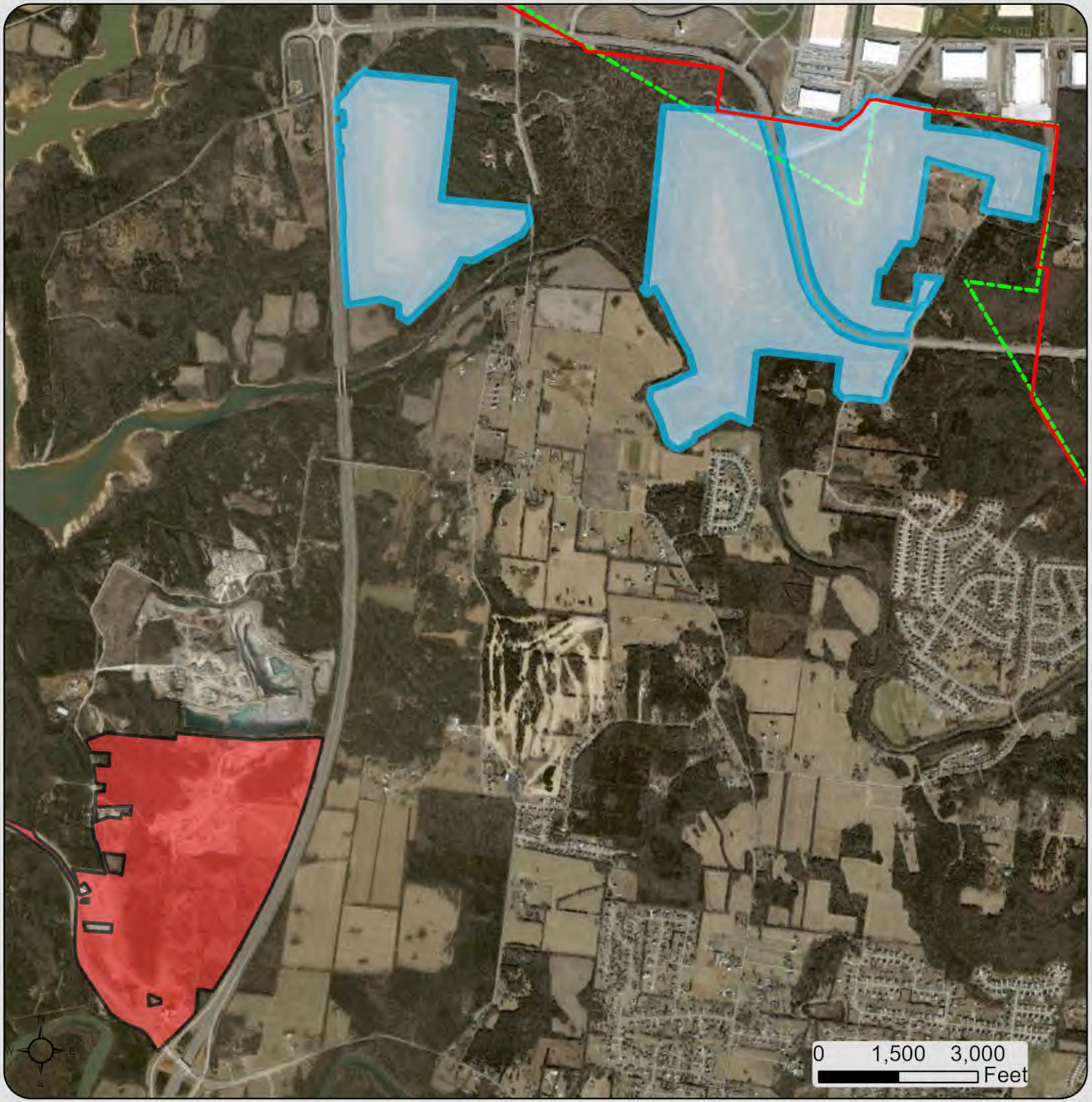


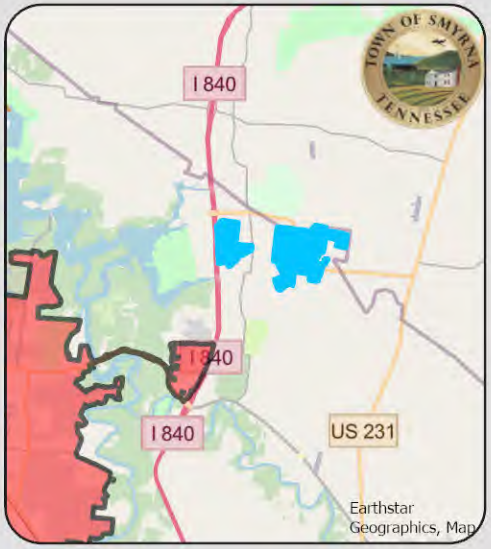
- Parcels
- Requested Parcels
- Tract 1
- Tract 2
- Tract 3
- Tract 4
- Wilson County Line
- Actual County Border
- Smyrna City Limits

452 Properties LLC

Annexation & PUD Rezoning

Tax Map: 11
Parcels: 5.00, 6.00
Acres: 819.45



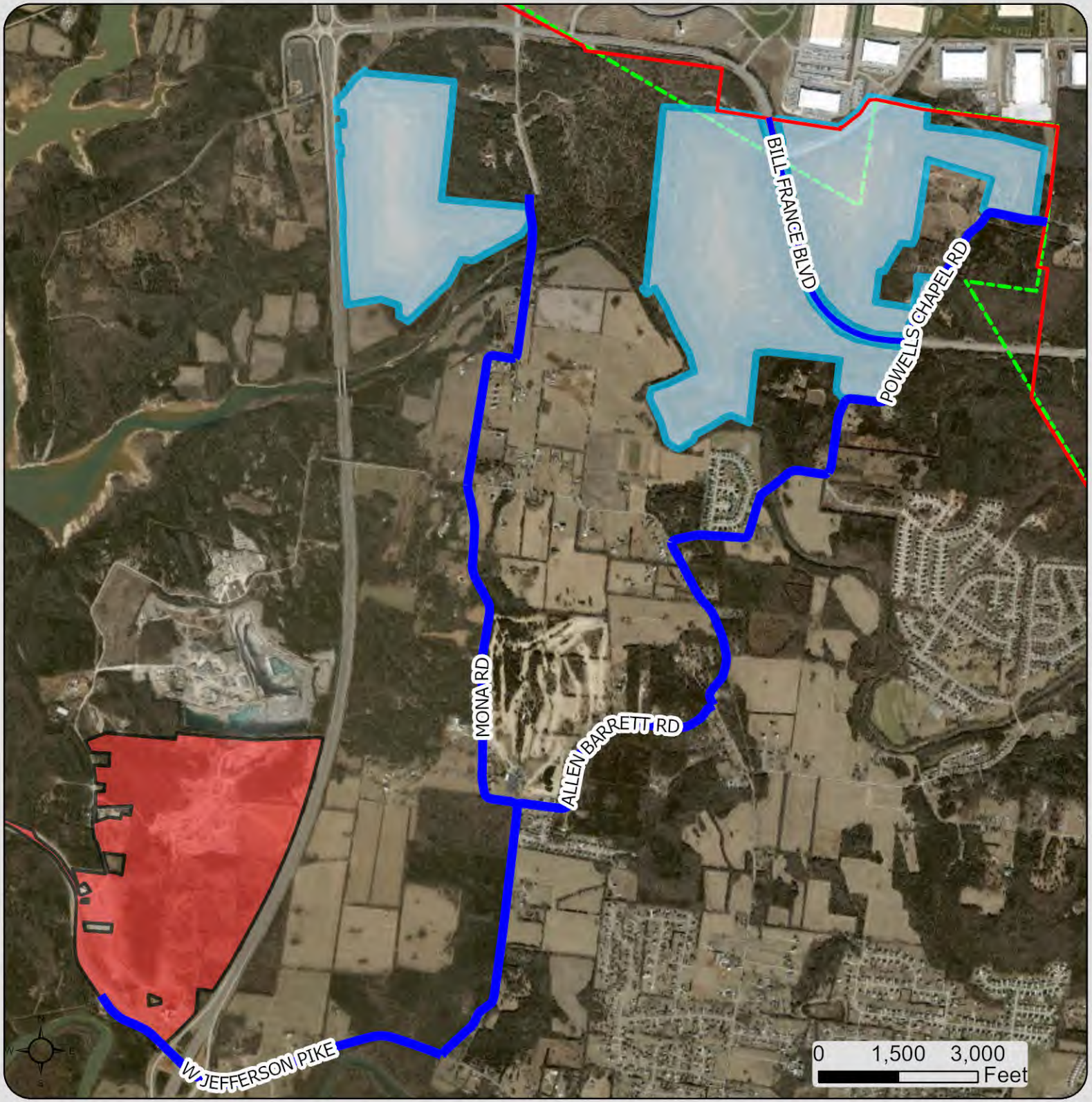


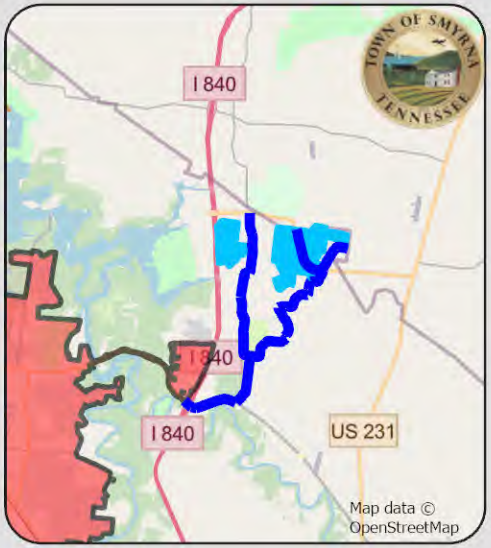
Requested Parcels
Wilson County Line
Actual County Border
Smyrna City Limits

452 Properties LLC

Annexation & PUD
Rezoning

Tax Map: 11
Parcels: 5.00, 6.00
Acres: 819.45



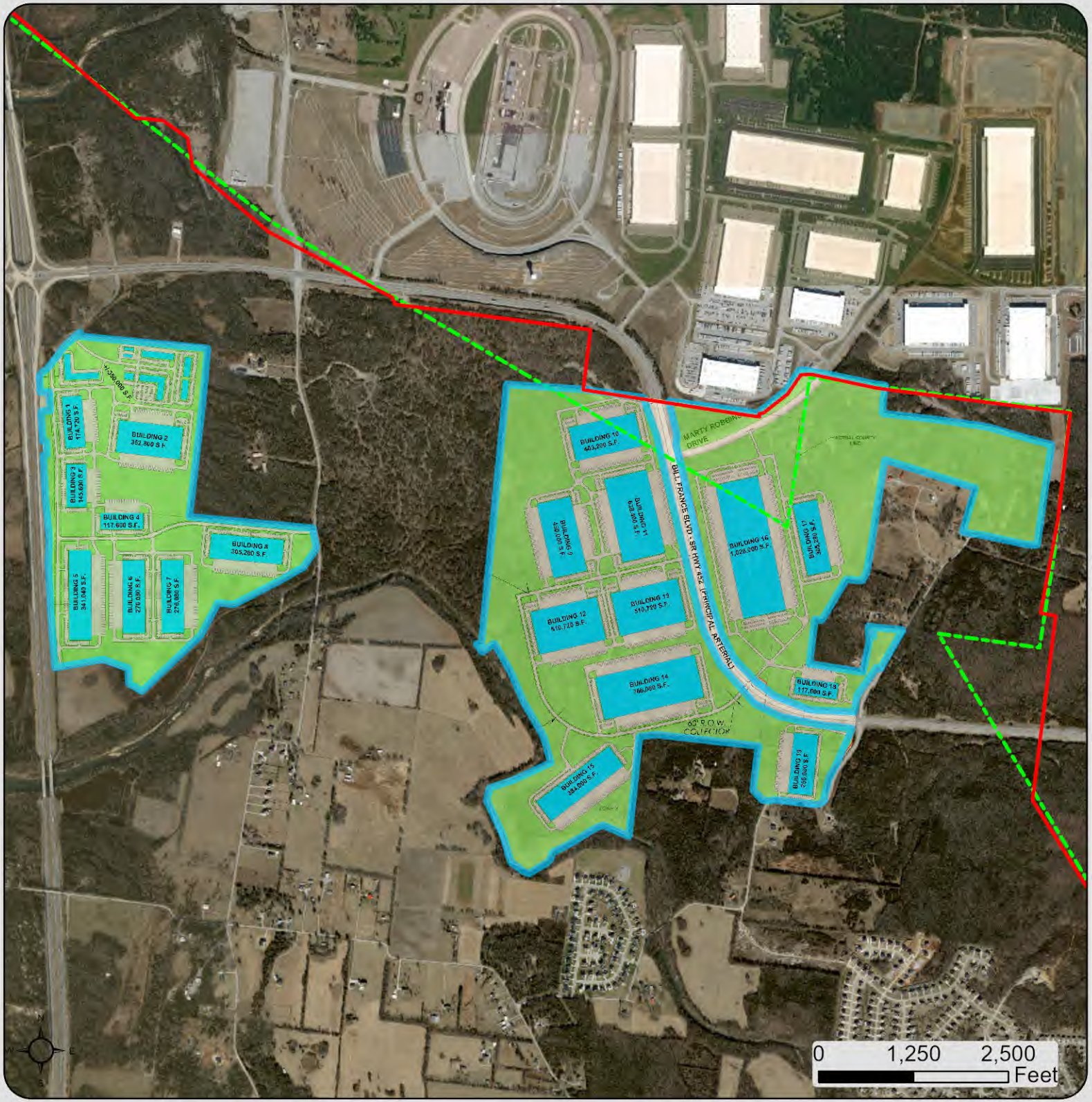


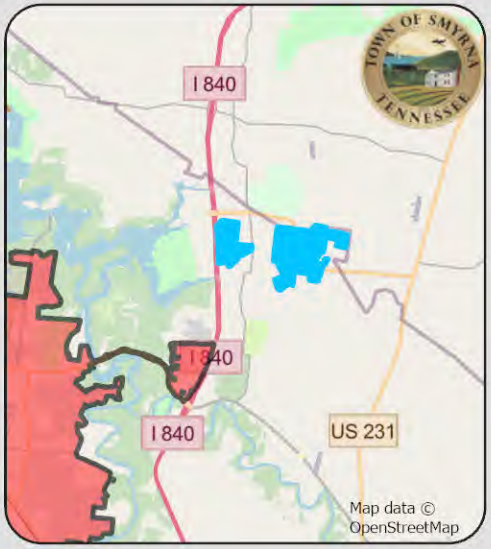
- Requested Parcels
- Wilson County Line
- Actual County Border
- Smyrna City Limits
- Streets to be Annexed

452 Properties LLC

Annexation & PUD Rezoning

Tax Map: 11
Parcels: 5.00, 6.00
Acres: 819.45





- Requested Parcels
- Wilson County Line
- Actual County Border
- Smyrna City Limits

452 Properties LLC

Annexation & PUD Rezoning

Tax Map: 11
Parcels: 5.00, 6.00
Acres: 819.45

Doug/Dave - below are our notes from the neighborhood meeting we hosted on Wednesday 5/7. We hosted the meeting at the Nashville Superspeedway from 6-7pm, and there were around 30 residents in attendance.

Traffic

- Citizens in attendance commented on existing traffic on SR-452 & Powells Chapel/Fall Creek from nearby industrial developments surrounding the Nashville Superspeedway citing instances of unsafe driving.
- Citizens commented that Powells Chapel Road/Fall Creek is not suitable for truck traffic, it is narrow, and has already received damage from construction traffic related to the MTE pad construction. Requests that no construction traffic be allowed on Powells Chapel Road from the development.
- Citizens requested no drive access to Powells Chapel for the Rollins Industrial development, and that all access be provided directly to SR 452 – Bill France Road.
- Citizens commented on the existing IH840/SR452 interchange, and the need to have the signals activated for a safer interchange.

Lighting

- Citizens requested that the lighting standards, heights, foot candles at property boundary, etc. match what was approved in the Wilson County zoning.

Blasting

- Citizens expressed concern about blasting activities.

Drainage

- Citizens questioned if sink holes will be filled or kept open for drainage.
- A citizen commented that flooding occurs on their property on the south side of Bill France & Powells Chapel.

Utilities

- Citizens questioned how sites would be served by water and sewer, and if there would be a financial burden (increased taxes) to cover the extension of the utilities to the citizens.

Annexation

- Some citizens were confused that their property was included in our Smyrna annexation request.

Paul Reinke
Senior Development Director

6410 Poplar Avenue, Suite 385
Memphis, TN 38119
Direct 901 701 5898 | Mobile 901 461 9034
www.hillwood.com

HILLWOOD
A PEROT COMPANY

RESOLUTION

A RESOLUTION ADOPTING A PLAN OF SERVICE FOR THE ANNEXATION OF CERTAIN AREAS BY THE TOWN OF SMYRNA, TENNESSEE.

WHEREAS, TCA 6-51-102 (a) (2) as amended May 19, 1998, requires that a Plan of Service be adopted by the governing body of a municipality for areas where an annexation ordinance was not final on November 25, 1997.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN OF SMYRNA, TENNESSEE, AS FOLLOWS:

SECTION 1. Pursuant to the provisions of Section 6-51-102, Tennessee Code Annotated, there is hereby adopted, for the area bounded as described below, the following plan of service:

452 Properties, LLC
Bill France Road/Mona Road/Allen Barrett Road/Powells Chapel Road

Tax Map 11, Parcel 5.00, owned and requested by 452 Properties, LLC. Bordered on the west by the right of way of I-840; on the south by the U.S. Army Corps of Engineers; on the east by the existing right-of-way of Mona Road, Parcel 4.03, owned by Nashville Speedway USA, Inc., Parcels 4.01 and 4.02, owned by CP Logistics Lebanon VI, LLC, and Parcel 4.00, owned by Fernando Martinez Mixteca; and on the north by Parcel 2.00, owned by Glendon Jay Barrett, and the right-of-way of Coulter Court. Area annexed contains approximately 226.33 acres.

Tax Map 11, part of Parcel 6.00, owned and requested by 452 Properties, LLC. Bordered on the west by Parcel 17.00, owned by Loran T. Roden Bypass Trust, and Parcel 17.02, owned by James Richard and Sharon Bradley; on the south and east by the right-of-way of Powells Chapel Road, Parcels 16.01 and 16.02, owned by Ryan Hollingshead, Parcel 6.01, owned by Rollins Res Marital Trust, Parcel 7.02, owned by Charles V. and Teresa Phelan, Parcel 7.03, owned by Gail Tune, Parcel 7.05, owned by Connie Jackson, Parcel 7.06, owned by Kevin and Jessica Berta, Parcel 7.07, owned by the Houston and Brenda Garvin Living Trust, Parcel 7.09, owned by Cynthia Dianne Sanchez, Parcel 7.10, owned by Little D. and Cassandra L. Jones, Parcel 7.11, owned by Christopher H. Garvin, Parcel 9.00, owned by Charles C. and Irene M. Stinnett, Parcel 10.03, owned by John Curtis Furlow, and Tax Map 21B, Group B, Parcel 9.01, owned by Consolidated Utility District of Rutherford County. Area requested to be annexed contains approximately 591.97 acres.

The annexation includes the annexation of the existing rights-of-way of the following public roads:

SR 266/W. Jefferson Pike: approximately 5,200 linear feet from the existing Town limits to the intersection with Mona Road;

Mona Road: approximately 22,300 linear feet from the intersection with SR 266/W. Jefferson Pike northward;

Allen Barrett Road: approximately 4,200 linear feet from the intersection with Mona Road to the intersection with Powells Chapel Road;

Powells Chapel Road: approximately 11,700 linear feet from the intersection with Allen Barrett Road northward;

SR 452/Bill France Road: approximately 4,800 linear feet from the intersection with Powells Chapel Road westward to the intersection with Marty Robbins Drive.

A. Water

Water services will be provided by the Consolidated Utility District.

B. Wastewater

Wastewater services will be provided by the Town of Smyrna upon extension of the wastewater mains by the property owner.

C. Streets

1. Emergency maintenance of streets (repair of hazardous chuck holes, measures necessary for traffic flow, etc.) will begin on the effective date of annexation.

2. Routine maintenance, on the same basis as in the present Town limits, will begin in the annexed areas when funds from the State gasoline tax based on the annexed population are received.

3. Reconstruction and resurfacing of streets, installation of storm drainage facilities, construction of curbs and gutters, and other such major improvements, as the need therefore is determined by the governing body, will be accomplished under current policies of the town.

D. Planning and Zoning

The planning and zoning jurisdiction of the Town of Smyrna will extend to the annexed area on the effective date of annexation. Town planning will thereafter encompass the annexed areas.

E. Street Lighting

Street lights will be installed in substantially developed areas within approximately 18 months after the effective date of the annexation, under the standards currently prevailing in the existing Town limits.

F. Recreation

Residents of the annexed areas may use all existing libraries and parks, etc., on and after the effective date of annexation.

G. Street Name Signs

Street name signs where needed will be installed within approximately 18 months after the effective date of annexation.

H. Fire Protection

Fire protection by the present personnel and equipment of the Smyrna Fire Department will be provided on and after the effective date of annexation. Additional personnel and equipment will be provided, if needed, to maintain current standards.

I. Police Protection

Police patrol and response to calls by the Smyrna Police Department will be provided on and after the effective date of the annexation. Police services will be provided with existing personnel and additional personnel will be provided, if needed, to maintain current standards.

J. Traffic Control

Traffic signals, traffic signs, street markings and other traffic control devices will be installed as the need is established by appropriate study and traffic standards.

K. Refuse Collection

Refuse collection and disposal services shall continue to be provided by private contracts with individual residents.

L. Inspection Services

Any inspection services now provided by the Town of Smyrna will begin in the annexed area on the effective date of the annexation.

Section 2. This Resolution shall be effective from and after its adoption.

ADOPTED THIS ____TH DAY OF JUNE, 2025

TOWN OF SMYRNA, TENNESSEE

_____
Mary Esther Reed, Mayor

ATTEST:

_____
Amber Hobbs, Town Clerk

Planning Commission
Town of Smyrna
Agenda Summary

Agenda Item Number 5. b. 1.
Department: Planning & Zoning
Date: June 5, 2025

Subject:

Estates at Williamsport - **Staff recommends consideration of postponing this item until after the Estates at Williamsport sketch plat**
Williamsport Drive
Owner / Developer: RMG Development

Summary:

Preliminary Plat: Estates at Williamsport
Location: Williamsport Drive
Tax Map: 28 Parcel: 103.01 Acres: 43.03
Zone: R-3 Lots: 73

1. A Development Agreement will be required prior to any construction activity beginning with this section per Smyrna Municipal Code Title 14, Chapter 7.
2. A NPDES permit will be required for land disturbance activities greater than one acre. The Town of Smyrna must have a copy of the NOC (Notice of Coverage) prior to issuance of any grading or building permits.
3. No roads shown on the Major Thoroughfare Plan are affected by this request.
4. A grading permit fee of $4,688.00 will be required.
5. Signs will require a separate permit.
6. A Stormwater Control Measure Long Term Maintenance Agreement designed to the specifications of the Long Term Maintenance Plan must be completed, recorded, and referenced on the final plat.
7. The required minimum fire flow is 1,000 GPM @ 20 PSI. Any homes over 3,600 sq. ft. would have an increased fire flow requirement. Adequate fire flow at this location may be an issue due to the topography. The engineer will be required to provide fire flow calculations to staff.
8. No burn permits will be issued for this site.
9. Any retaining walls greater than 4’ will require a building permit from the Codes Dept.
10. Show Williamsport Drive on the southern side of this property extending into the site to connect to Bonifay Drive where Spearing Court is shown. The existing portion of Williamsport Drive on the southern side of this development will be required to be renamed and every house along it will be required to change the address. Staff has reviewed the proposed plans and believe there are changes to the plans that could be considered that lower the amount of cut and fill required which would allow for the connection to Williamsport Drive to occur.
11. Submit road names & E911 approval for those road names.
12. Since the Finished Floor Elevation of this project is below the rim elevation of the

next upstream sewer manhole, the sewer exiting the first floor of this building must pass through a backwater valve in compliance with section 714 of the International Plumbing Code (2018 ed.). Note that plumbing from the upper stories may NOT pass through this backwater valve. Note backwater valves on the drawings.

13. Provide water main profiles.
14. Remove the blanket 20’ PUDE in all front yards as well as the blanket 10’ PUDE in all side and rear yards. Easements should only be shown where publicly maintained infrastructure is to be located. Drainage easements should only encompass stormpipe and ditches.
15. Lot 52 does not meet the minimum lot size requirements of R-3.
16. Construction plans are under review.

Planning Commission
Soccer Complex
6-5-2025

Smyrna Soccer Complex

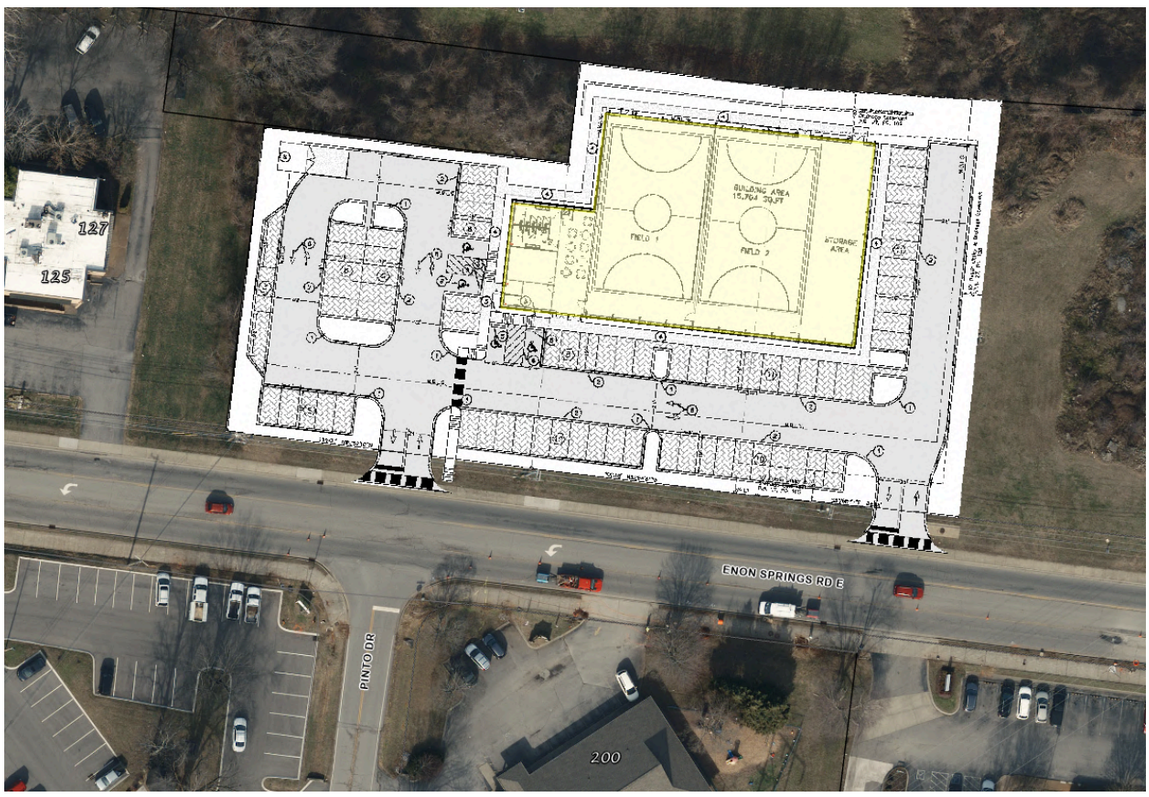
Site Plan

Location: Enon Springs Rd E.	Applicant: Smyrna Soccer Field LLC
Tax Map/Group/Parcels: 27P/D/4.06 5.00, 7.00	Property Owner(s): Smyrna Soccer Fields, LLC
Zoning: C-2	Use Classification: Commercial Sporting Facility

Proposal

A. Location Analysis

Smyrna Soccer Complex is an 15,704 square foot indoor soccer facility on Enon Springs Road, East, across from Pinto Drive. Inside the building would be two soccer fields, concessions, waiting room and a storage area. Proposed access to the site shows two ingress/egress locations on Enon Springs Road, East with one point of access located across from Pinto Drive. The proposed location is situated on three parcels, these parcels will need to be combined prior to issuance of a building permit.



Development Standards

	Required	Proposed
Square Footage of Vehicular Use Area	N/A	28,262 SF
Square Footage of Open Space/Landscaping	2,826 SF	5,000 SF
Total Parking	1 Space/Staff + Others as Determined by the Planning Commission	76 Spaces
Handicapped Parking Space(s)	4 Spaces	4 Spaces

B. Landscaping

Landscape plan shows red maples and a variety of shrubbery for streetscaping along Enon Springs Road East. Trees are planted within landscaped islands and shrubbery planted around the base of the building.

C. Design Review

Architectural elevations show the building to be finished on all four sides with a mix of brick,

glass/glazing and fiber cement board. All four elevations are to have over 75% of the primary materials, meeting Design Review Manual requirements.

Standard Comments:

1. A Development Agreement will be required prior to any construction activity beginning with this section per Smyrna Municipal Code Title 14, Chapter 7.
2. A NPDES permit will be required for land disturbance activities greater than one acre. The Town of Smyrna must have a copy of the NOC (Notice of Coverage) prior to issuance of any grading or building permits.
3. Signs will require a separate permit and must be within setbacks where applicable.
4. The Major Thoroughfare Plan designates Enon Springs Road, East as a minor arterial. Development of this property may require adequate right-of-way dedication for this street.
5. The required minimum fire flow is 1,500 GPM at 20 PSI with a sprinkler system.
6. A Stormwater Control Measure Long Term Maintenance Agreement designed to the specifications of the Long Term Maintenance Plan must be completed, recorded, and submitted to the Stormwater Department.

Staff Comments:

1. A final plat combining all parcels together is required to be submitted and recorded prior to issuance of building permits.
2. Provide line sizes for domestic and fire water lines.
3. Staff is concerned that adequate parking is not provided for this project. There could be as many as 16 players on the fields at any time, with additional parking needed for employees, coaches, and referees. During a time of transition between scheduled games, parking areas for surrounding businesses and properties may become used for people visiting this property. A suggestion may be to eliminate the large storage area and shrink the building.

Staff Recommendation: Staff recommends approval with the above listed comments.

Planning Commission
Town of Smyrna
Agenda Summary

Agenda Item Number 6. a. 1.
Department: Planning & Zoning
Date: June 5, 2025

Subject:

Dogwood Villas / Stewarts Creek Cottages
Morton Lane/420 Multrees Place
PRD Amendment

Summary:

Dogwood Villas - PRD Amendment
Location: Morton Lane/420 Multrees Place
Tax Map: 54E Group: D Parcel: 61.00 Acres: .48/19.47

1. The surrounding zoning is R-3 and PRD (Cedar Hills) in Town and RM in Rutherford County.
2. The Land Use Plan would support Medium Density Residential development in this area.
3. No roads shown on the Major Thoroughfare Plan are affected by this request.
4. The existing approved PRD is for 76 villas constructed as 38 zero lot line buildings, along with one single family residence on its' own lot, for a total of 77 residences on 19.47 acres. The house preexisted the development. This project is required to comply with the Housing for Older Persons Act.
5. The proposed PRD amendment would add an additional single family dwelling, with the proposal to divide the existing lot into two lots and build one additional house on the new lot increasing the PRD to 78 residences on 19.47 acres.
6. The proposed new home is required to have its own separate sewer service.
7. The required minimum fire flow is 1,000 GPM @ 20 PSI. Any homes over 3,600 sq. ft. would have an increased fire flow requirement.
8. Once available, submit full set of plans directly to CUDengineering@cudrc.com for further review and comment.

Attachments

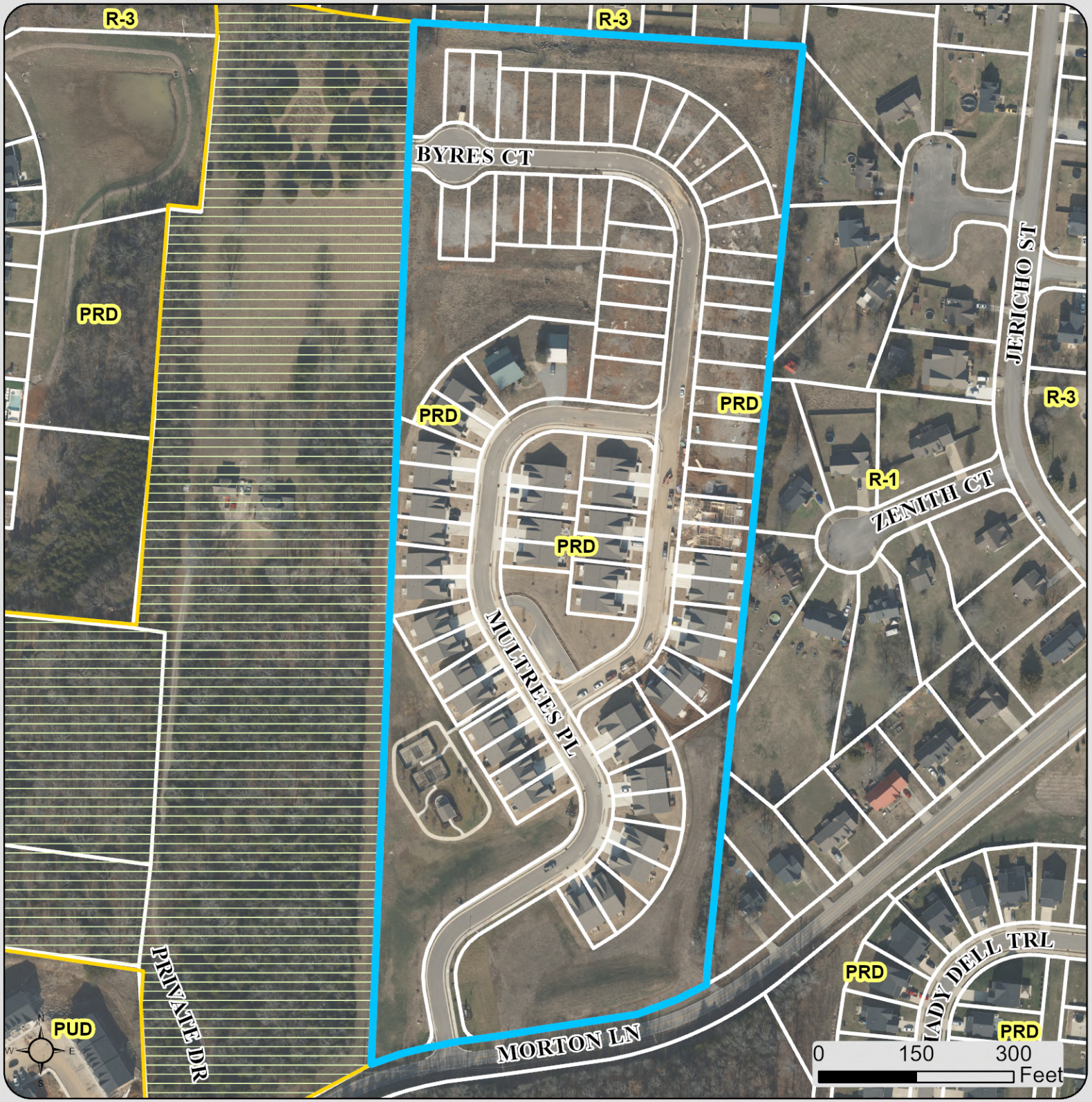
Application
Location Map 1
Location Map 2

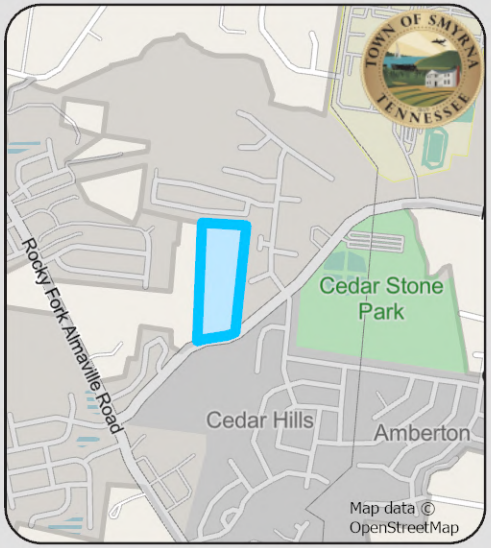
Town of Smyrna

Rezoning Request Application

APPLICANT INFORMATION:		
Name/Company: Land Solutions Company, LLC		
Street Address: 2925 Berry Hill Drive		
City: Nashville	State: TN	ZIP: 37204
Email: jennifer@landsolutionsco.net	Phone: (615) 712-1509	
CONTRACTOR/DEVELOPER INFORMATION: CHECK BOX IF SAME AS APPLICANT		
Name/Company: SC2 Properties, LLC		
Street Address: 8286 Rocky Fork Almaville Road		
City: Smyrna	State: TN	ZIP: 37167
Email: sbcollins500@gmail.com	Phone: (859) 492-8222	
PROPERTY INFORMATION		
Street Address/Intersecting Streets: 420 Multrees Place		
Tax Map: 54E	Group: D	Parcel: 61
Requested Lot Area (Square feet/Acres): 19.47		
Existing Zoning: PRD	**Requested Zoning:** PRD	
*Current Property Owner (See Note Below): SC2 Properties, LLC		
APPLICANT AUTHORIZATION		
Applicant Signature: Sharon Collins		Date: 5/7/2025
OFFICE USE ONLY		
Staff Initials:	Review Fee:	Date:

- ***If the applicant is not the current property owner, authorization must be provided by the current property owner for the request of rezoning as mandated by State law.***
- Applications are to be submitted no later than 12:00 PM noon on the initial deadline date unless otherwise noted.
- All meetings are held at Smyrna Town Hall - 315 South Lowry Street - at 5:00 PM in the Town Council Chambers.
- All supporting documents must be submitted at the time of application.



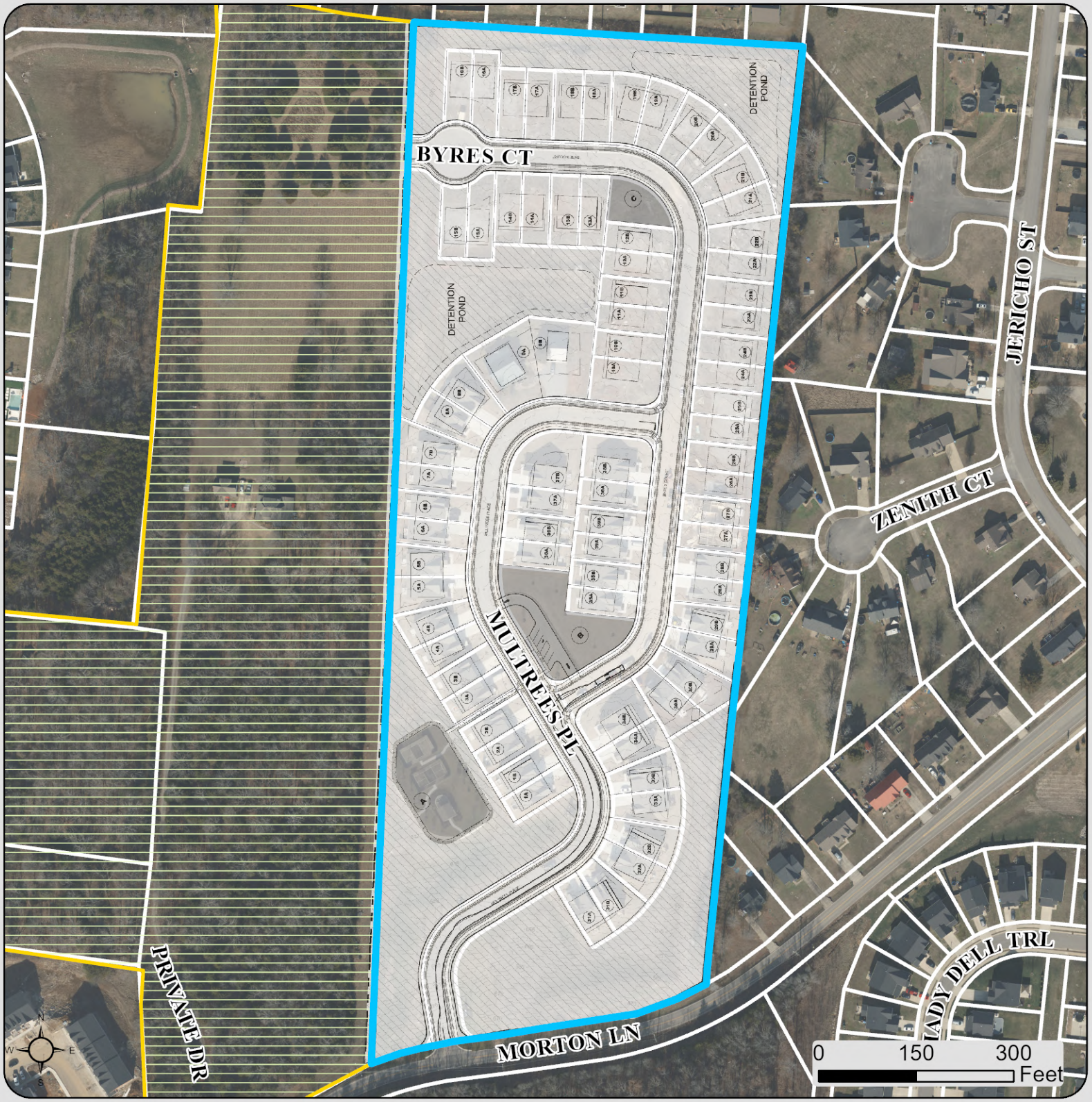


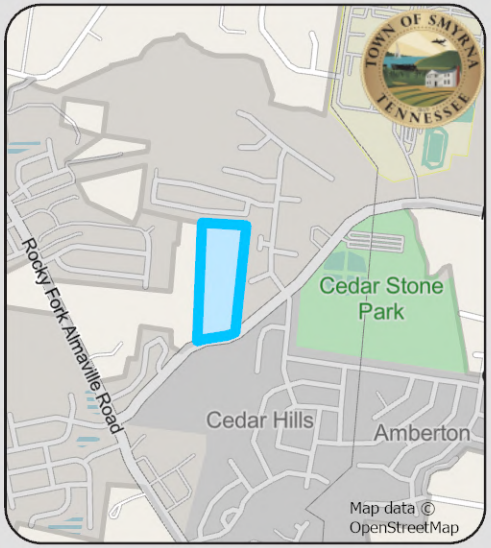
Rutherford County
Parcels
Requested Area

Jennifer Speich

PRD Amendment

Tax Map: 54E
Group: D
Parcel: 61.00
Acres: 19.47





Rutherford County
Parcels
Requested Area

Jennifer Speich

PRD Amendment

Tax Map: 54E
Group: D
Parcel: 61.00
Acres: 19.47

Planning Commission
Town of Smyrna
Agenda Summary

Agenda Item Number 6. b. 1.
Department: Planning & Zoning
Date: June 5, 2025

Subject:

Estates at Williamsport
Williamsport Drive
Owner / Developer: RMG Development

Summary:

Sketch Plat: Estates at Williamsport
Location: Williamsport Drive
Tax Map: 28 Parcel: 103.01 Acres: 43.03
Zone: R-3 Lots: 73

1. A Development Agreement will be required prior to any construction activity beginning with this section per Smyrna Municipal Code Title 14, Chapter 7.
2. A NPDES permit will be required for land disturbance activities greater than one acre. The Town of Smyrna must have a copy of the NOC (Notice of Coverage) prior to issuance of any grading or building permits.
3. No roads shown on the Major Thoroughfare Plan are affected by this request.
4. A grading permit fee will be required.
5. Signs will require a separate permit.
6. The required minimum fire flow is 1,000 GPM @ 20 PSI. Any homes over 3,600 sq. ft. would have an increased fire flow requirement. Adequate fire flow at this location may be an issue due to the topography. The engineer will be required to provide fire flow calculations to staff.
7. Every lot will be required to have its own dedicated 1”service line. Most likely, all homes within the development will be required to be sprinkled.
8. No burn permits will be issued for this site.
9. Most if not all of these lots would be critical lots and would be required to be labeled as such on any future preliminary plat submittals.
10. Cross lot sewer line easements will be required to be a minimum of 30 feet wide.
11. Show Williamsport Drive on the southern side of this property extending into the site to connect to Bonifay Drive where Spearing Court is shown. The existing portion of Williamsport Drive on the southern side of this development will be required to be renamed and every house along it will be required to change the address. Staff has reviewed the proposed plans and believe there are changes to the plans that could be considered that lower the amount of cut and fill required which would allow for the connection to Williamsport Drive to occur.
12. This is a request to amend the December 2024 approval of the sketch plat for this development. A cul-de-sac has been removed from the end of Williamsport Drive on the west side of the project, and three lots which were previously shown

accessing that cul-de-sac have been moved to the cul-de-sac which would be accessed off of High Ridge Drive. In addition, the developer has requested to remove the condition that Williamsport Drive be extended into the project on the southern side of the property.

Planning Commission
Town of Smyrna
Agenda Summary

Agenda Item Number 6. c. 1.
Department: Planning & Zoning
Date: June 5, 2025

Subject:

Gambill Lane PUD
NE Corner of Gambill Lane & Enon Springs Rd. W
Owner / Developer: Hollingshead Land, LLC

Summary:

Final Plat: Gambill Lane PUD
Location: NE Corner of Gambill Lane & Enon Springs Rd. W

Tax Map: 33	Parcel: 91.00	Acres: 5.25
Zone: C-2/PRD	Lots: 2	Units: 36

1. Signs will require a separate permit and must be within setbacks where applicable.
2. The Major Thoroughfare Plan designates Enon Springs Road, West as a minor arterial and Gambill Lane as a collector. Adequate right-of-way exists for Enon Springs Road, West, and adequate right-of-way for Gambill Lane is shown to be dedicated with this plat.
3. Reference the existing long term maintenance agreement in the plan notes. Fill in book and page for note 10.
4. The required minimum fire flow is 1,000 GPM at 20PSI. The required fire flow will increase for any house larger than 3600 square feet.
5. No burn permits at this location.
6. Add signatures of the owner and surveyor prior to submittal for recording.
7. Label the right-of-way dedication for Gambill Lane along the Lot 1 frontage.

Planning Commission
Town of Smyrna
Agenda Summary

Agenda Item Number 6. c. 2.
Department: Planning & Zoning
Date: June 5, 2025

Subject:

Gwynne Farms, Phase 4, Section 1
Robert Gwynne Drive
Owner / Developer: Millrose Properties Tennessee, LLC

Summary:

Final Plat: Gwynne Farms, Phase 4, Section 1
Location: Robert Gwynne Drive
Tax Map: 51 Parcel: 5.01 Acres: 13.30
Zone: PRD Lots: 66

1. Signs will require a separate permit and must be within setbacks where applicable.
2. No roads shown on the Major Thoroughfare Plan are affected by this request.
3. The required minimum fire flow is 1,000 GPM at 20 PSI. The required fire flow will increase for any house larger than 3600 square feet.
4. Add signatures of the owner prior to submittal for recording.
5. Add signature of the land surveyor.
6. Show the offsite manhole the force main is to connect to. The forcemain shown in Phase 3, Section 2 is not shown on the construction plans or recorded final plat for this phase. This will need to be revised and re-recorded to reflect this.
7. Please provide additional easement dimensions on Lot 291.
8. The drainage easement that is shown as 30’ wide on Lots 297, 298, and 352-370 is partially shown in Common Area #2. How much of the 30’ is on the aforementioned lots? Also, is this meant to be a public easement? Provide label and dimensions as needed.
9. Move the fire hydrant from 302 to 299.
10. No burning will be allowed within 300’ of the Texas eastern line.
11. A temporary turnaround is not required if the dead end road is not over 150’.
12. Show sewer termination on Happy Elk Trail.
13. Shrink the drainage easement behind 274-279 to only encompass the ditch.
14. Show an additional 5’ side setback on lots with drainage easements.
15. Please remove drainage easement from common area #3.
16. Show temporary blow offs at Misty Leaf Drive, Holt Harris Way, and Golden Deer Drive.
17. This final plat does not match the approved PRD, preliminary plat, or construction plans. The final plat cannot be approved unless it matches the approved PRD and preliminary plat. Either revise the final plat to match the previously approved documents or submit a PRD amendment and resubmit the preliminary plat and grading/construction plans for Phase 4 revised to match the submitted final plat.

Staff recommends denial or deferral of this final plat until the previously approved documents have been resubmitted for approval by the Planning Commission.

Planning Commission
Town of Smyrna
Agenda Summary

Agenda Item Number 6. c. 3.
Department: Planning & Zoning
Date: June 5, 2025

Subject:

Hidden Hills, Section VI, Phase II-A
Summerline Road
Owner / Developer: Nir Homes, Inc.

Summary:

Final Plat: Hidden Hills, Section VI, Phase II-A
Location: Summerline Road
Tax Map: 33 Parcel: 10.00 Acres: 11.66
Zone: R-3 Lots: 25

1. Signs will require a separate permit and must be within setbacks where applicable.
2. No roads shown on the Major Thoroughfare Plan are affected by this request.
3. Add signatures of the owner and surveyor prior to submittal for recording.
4. Reference the existing long term maintenance agreement in the plan notes.
5. The required minimum fire flow is 1,000 GPM at 20PSI. The required fire flow will increase for any house larger than 3600 square feet.

Planning Commission
Town of Smyrna
Agenda Summary

Agenda Item Number 6. c. 4.
Department: Planning & Zoning
Date: June 5, 2025

Subject:

Hidden Hills, Section VI, Phase II-B
Shetland Drive
Owner / Developer: Nir Homes, Inc.

Summary:

Final Plat: Hidden Hills, Section VI, Phase II-B
Location: Shetland Drive
Tax Map: 33 Parcel: 10.00 Acres: 10.76
Zone: R-3 Lots: 24

1. Signs will require a separate permit and must be within setbacks where applicable.
2. No roads shown on the Major Thoroughfare Plan are affected by this request.
3. Add signatures of the owner and surveyor prior to submittal for recording.
4. Reference the existing long term maintenance agreement in the plan notes.
5. The required minimum fire flow is 1,000 GPM at 20PSI. The required fire flow will increase for any house larger than 3600 square feet.
6. Show an additional 5’ side setback on lots with drainage easements.

Planning Commission
Town of Smyrna
Agenda Summary

Agenda Item Number 6. c. 5.
Department: Planning & Zoning
Date: June 5, 2025

Subject:

Mayfield Townhomes
Mayfield Drive
Owner / Developer: Somerset, LLC

Summary:

Final Plat: Mayfield Townhomes
Location: Mayfield Drive
Tax Map: 27P Group: D Parcel: 4.02 Acres: 3.96
Zone: R-6 Lots: 1 Units: 29

1. Signs will require a separate permit and must be within setbacks where applicable.
2. The Major Thoroughfare Plan designates Mayfield Drive as a collector. Adequate right-of-way exists for this street.
3. Add signatures of the owner and surveyor prior to submittal for recording.
4. Reference the existing long term maintenance agreement in the plan notes.
5. The required minimum fire flow is 1,000 GPM at 20PSI. The required fire flow will increase for any house larger than 3600 square feet.

Planning Commission
12415 ONH
6-5-2025

12415 Old Nashville Highway

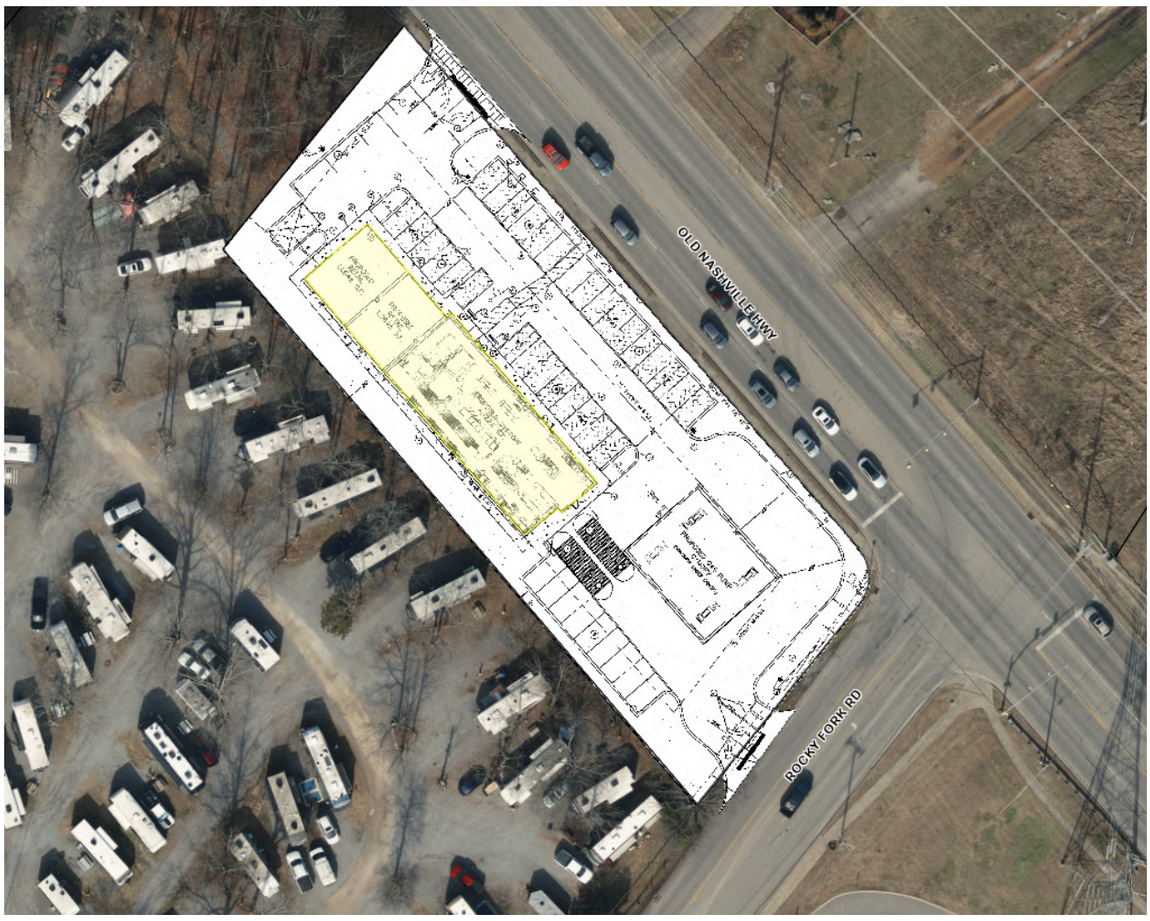
Site Plan

Location: 12415 Old Nashville Hwy.	Applicant: Huddleston Steele Eng.
Tax Map/Parcel: 33/30.00	Property Owner(s): BLP Investments, LLC
Zoning: C-2	Use Classification: Convenience Commercial

Proposal

A. Location Analysis

A vacant parcel on the western corner of Old Nashville Highway and Rocky Fork Road is proposed for development of a retail and convenience store with a fuel station. The two retail suites are 1,064 square feet each and the convenience store is 4,122 square feet with 8 fuel pumps. Access to the site is shown via two access points, one on Old Nashville Highway and one on Rocky Fork Road. The access points are situated at the maximum possible distance from the intersection. This property is located within the Enon Springs Overlay and will be required to meet those requirements.



Development Standards

	Required	Proposed
Square Footage of Vehicular Use Area	N/A	0.57 Ac
Square Footage of Open Space/Landscaping	2,518 SF	7,709 SF
Total Parking	52 Spaces	49 Spaces
Handicapped Parking Space(s)	2 Spaces	2 Spaces

B. Landscaping

Landscape plan shows maple trees lining the perimeter of the property. Along both Old Nashville Highway and Rocky Fork Road, shrubbery is shown between the street trees. The landscaping plan will need to be revised to meet the Enon Springs Overlay requirements.

C. Design Review
Architectural elevations show the building to be finished with a mixture of two different colors of brick, glass/glazing and metal. Percentages have not been provided at this time for the wall faces, nor the entire building. Architectural elevations will need to be revised to meet the Enon Springs Overlay.

Standard Comments:

1. A Development Agreement will be required prior to any construction activity beginning with this section per Smyrna Municipal Code Title 14, Chapter 7.
2. A NPDES permit will be required for land disturbance activities greater than one acre. The Town of Smyrna must have a copy of the NOC (Notice of Coverage) prior to issuance of any grading or building permits.
3. A grading permit fee will be required.
4. Signs will require a separate permit and must be within setbacks where applicable.
5. The Major Thoroughfare Plan designates Old Nashville Highway as a minor arterial and Rocky Fork Road as a collector. Adequate right-of-way exists for Old Nashville Highway. Additional right-of-way is required to be dedicated for Rocky Fork Road.
6. A Stormwater Control Measure Long Term Maintenance Agreement designed to the specifications of the Long Term Maintenance Plan must be completed, recorded, and submitted to the Stormwater Department.

Staff Comments:

1. Submit architectural elevations compliant with the ESO, including the proposed canopy.
2. How is the existing well to be used for irrigation to be accessed since it is in the middle of the vehicular use area? Is it to be capped?
3. The canopy doesn't meet the minimum setback as shown. The setback should be measured from the new right-of-way line, not the existing line.
4. As a pollution hot spot, stormwater cannot be infiltrated and must be treated for oil and gas.
5. how the line size and backflow preventer for the water service. This service line crossing under Rocky Fork Road shall be jack and bore with no road cut allowed.
6. Provide plan and profile of sewer service line.
7. The landscaping plan must meet ESO requirements.
8. No more than 15 parking spaces are allowed in a row without a landscape island.
9. Show right-of-way dedication 30' from the centerline of the roadway along Rocky Fork Road, not right-of-way dedication easement.
10. The existing sidewalk on Old Nashville Highway must be brought up to ADA standards. Any existing driveway ramps not proposed to be used must be removed and replaced with a sidewalk.
11. Staff is concerned about adequate parking being provided. 41 spaces are required for the convenience store with 11 additional required for the retail, for a total of 52 spaces. 52 spaces are shown counting the 8 at the pump islands, but at least 2 will have to be eliminated to add landscaping islands. In addition, the parallel spaces at the entrance off of Old Nashville Highway are unsafe as shown. At minimum the space closest to the entrance should be removed.
12. Is one dumpster adequate for 3 businesses?
13. Show the required loading space.
14. Show a sidewalk along Rocky Fork Road.
15. Curb cuts cannot exceed 30' per ESO requirements.
16. Show construction type. The required minimum fire flow is 2,250 GPM at 20 PSI until construction type is determined.
17. The auto turn will not work as submitted. The fire truck cannot drive over curbs. Please contact James Lawrence with the Town of Smyrna Fire Department.
18. A significant amount of stormwater is not being captured. Where is it going?
19. What is the height of the canopy?

Staff Recommendation: Staff recommends deferral or denial due to the list of outstanding comments.

Planning Commission
Cedar Stone Park, Ph 2
6-5-2025

Cedar Stone Park, Phase 2

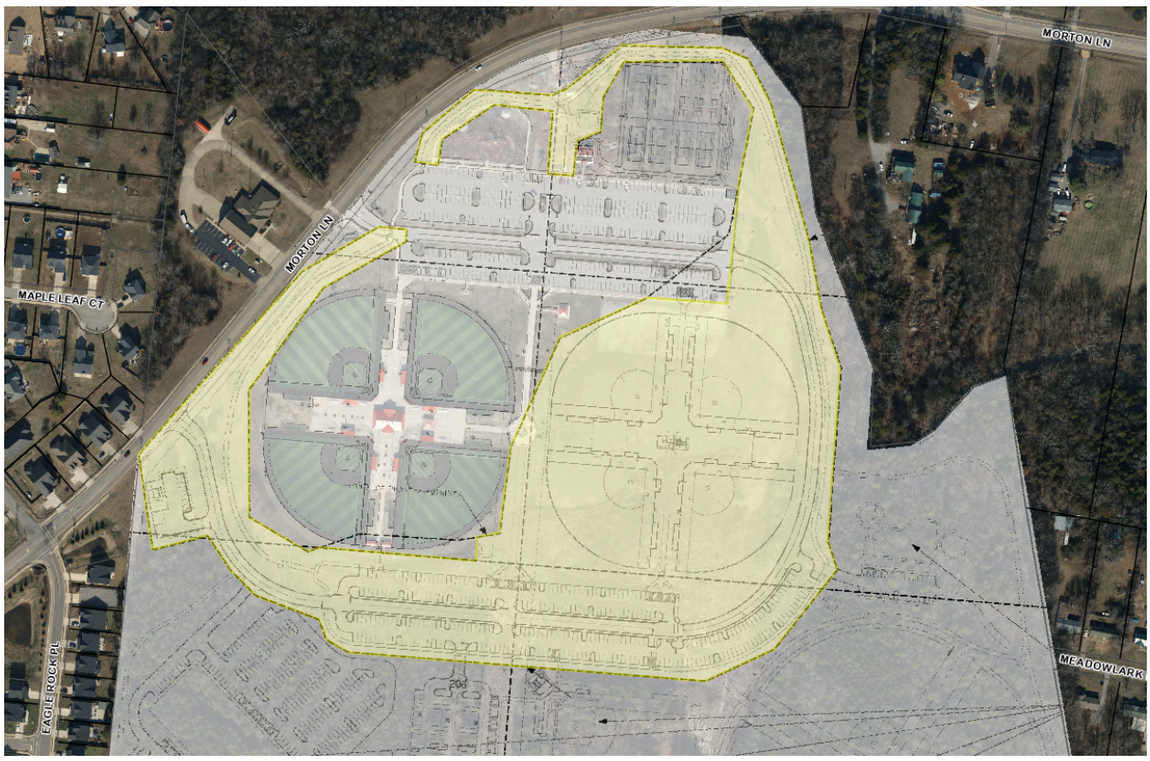
Site Plan

Location: 3639 Morton Lane	Applicant: Town of Smyrna Parks & Rec.
Tax Map/Parcel: 55/1.07	Property Owner(s): Town of Smyrna
Zoning: R-1	Use Classification: Recreational Services

Proposal

A. Location Analysis

Phase 2 of Cedar Stone Park on Morton Lane consists of the addition of four new ballfields and parking with a walking path. A maintenance building would also be constructed as part of this phase. A new entrance off of Morton Lane is proposed to access the maintenance building and the new parking area. Additional phases of the park are proposed for future development south of Phase 2.



Development Standards

	Required	**Proposed**
Square Footage of Vehicular Use Area	N/A	5.03 Ac
Square Footage of Open Space/Landscaping	21,911 SF	- SF
Total Parking	10 Spaces/Acre of Land for Recreation + 1 Space/4 Spectators Seats	339 Existing Spaces 310 Proposed Spaces 649 Total Spaces
Handicapped Parking Space(s)	13 Spaces	28 Spaces

B. Landscaping

Landscape plan has not been submitted by the applicant.

C. Design Review

Architectural elevations show the buildings to be finished with two different CMU blocks with a varying finish aesthetic and color. The proposed buildings would match the existing structure on site.

Planning Commission
Cedar Stone Park, Ph 2
6-5-2025
Standard Comments:

1. A NPDES permit will be required for land disturbance activities greater than one acre. The Town of Smyrna must have a copy of the NOC (Notice of Coverage) prior to issuance of any grading or building permits.
2. No roads shown on the Major Thoroughfare Plan are affected by this request.
3. The required minimum fire flow is 1,000 GPM at 20 PSI.

Staff Comments:

1. Redo the HD as it is out of date.
2. Submit a landscaping plan for the new parking lots and provide a site data table for the landscaping provided.
3. Add a fire hydrant within 400' of each building.
4. Provide a sewer main profile page. Show joint restraint pipe for jack and bore sewer. Show sewer cleanouts every 75'.
5. Submit detailed utility plan sheets with match lines for ease of viewing.
6. Please reference CUD Will Serve Letter for Cedar Stone Park issued 5/8/2018 for detailed information regarding water line connections and existing flow available to site. Verify the flow requirements are still accurate and if additional fire demands are needed, submit a water service availability request to CUDengineering@cudrc.com.
7. If irrigation demands are needed, submit irrigation plan and calculations and submit a meter application to CUDengineering@cudrc.com.
8. Once available, submit full set of plans directly to CUDengineering@cudrc.com for further review and comment.

Staff Recommendation: Staff recommends approval with the above listed comments.

Planning Commission
Fifth Third Bank
6-5-2025

Fifth Third Bank

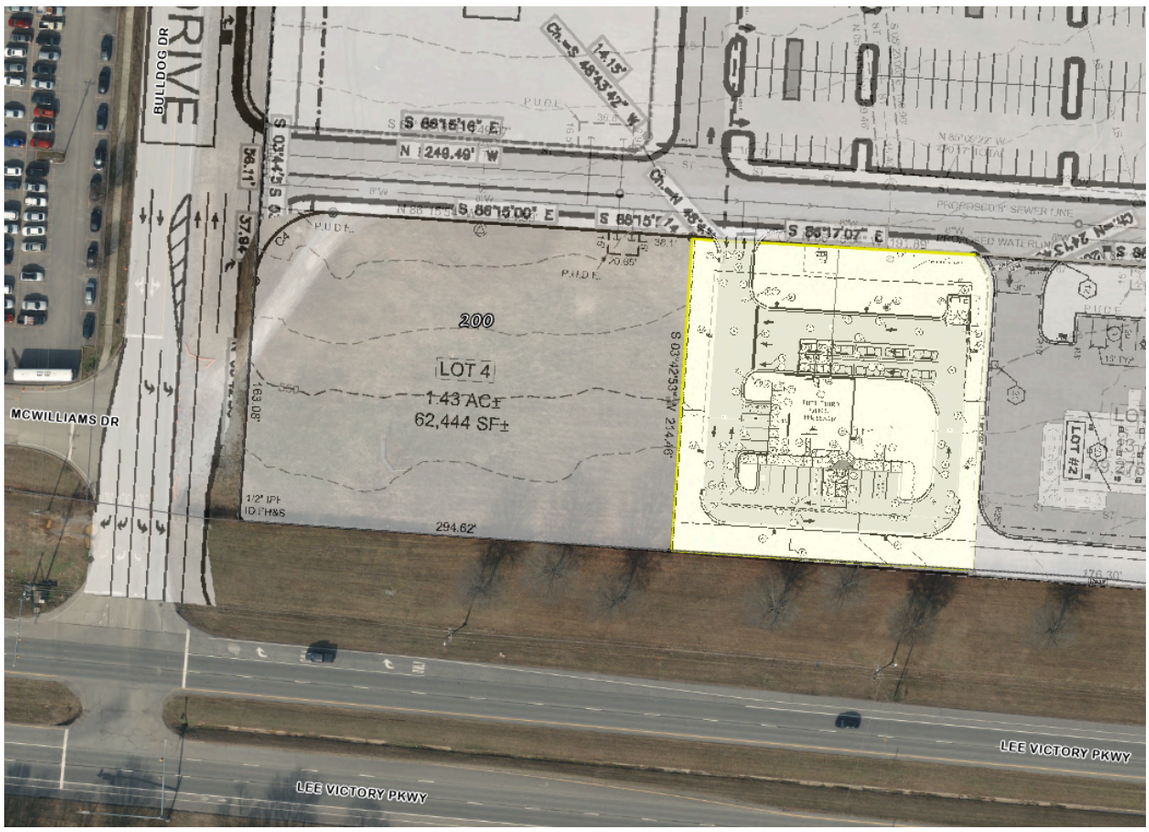
Site Plan

Location: Enon Springs Rd E.	Applicant: BDG Architects, LLP
Tax Map/Part of Parcel: 34/45.00	Property Owner(s): NIR Homes, Inc
Zoning: C-2	Use Classification: Financial Services

Proposal

A. Location Analysis

Fifth Third Bank is proposing to develop on Lot 3 within the Bulldog Drive Subdivision off of Bulldog Drive. The plat has not been recorded, at this time, and will have to be recorded prior to issuance of a building permit. The proposed building would be 2,089 square feet with two drive-thru lanes. Access to this parcel would be provided via an access easement through Lot 1, the site proposed for the Kroger development.



Development Standards

	Required	Proposed
Square Footage of Vehicular Use Area	N/A	16,879 SF
Square Footage of Open Space/Landscaping	1,688 SF	20,574 SF
Total Parking	1 Space/200 SF + 1 Space/Employee: 14 Spaces Required	14 Spaces
Handicapped Parking Space(s)	1 Space	1 Space

B. Landscaping

Landscape plan shows maple and oak trees along the north, east and west property lines with shrubbery planted between the trees. Additional vegetation is shown around the base of the building and in landscaped islands throughout the site.

C. Design Review

Architectural elevations show the building to be finished with a mixture of ACM, brick, EIFS and glass/glazing. The south and west elevations do not meet Design Review requirements of at least 75% primary materials and will need to be revised.

Standard Comments:

1. A Development Agreement will be required prior to any construction activity beginning with this section per Smyrna Municipal Code Title 14, Chapter 7.
2. A NPDES permit will be required for land disturbance activities greater than one acre. The Town of Smyrna must have a copy of the NOC (Notice of Coverage) prior to issuance of any grading or building permits.
3. A grading permit fee will be required.
4. Signs will require a separate permit and must be within setbacks where applicable.
5. The Major Thoroughfare Plan designates Lee Victory Parkway as a principal arterial. Adequate right-of-way exists for this street.
6. The required minimum fire flow is 1,500 GPM at 20 PSI.
7. A Stormwater Control Measure Long Term Maintenance Agreement designed to the specifications of the Long Term Maintenance Plan must be completed, recorded, and submitted to the Stormwater Department.

Staff Comments:

1. The final plat is required to be recorded prior to issuance of a building permit.
2. The access road and utilities shown on the site as existing do not exist. No building permit can be issued until these are built to serve this lot.
3. Streetscaping along Lee Victory Parkway must be revised to meet Design Review.
4. Grass area may not count towards the overall provided square footage of landscaping. Please revise.
5. Provide material percentages for the entire building. Some of the percentages shown for each wall face do not meet Design Review requirements. Please revise.
6. The sign as shown along Lee Victory Parkway does not meet the required 10’ minimum setback line from the right-of-way.
7. The fire truck turn around does not work as submitted. Please contact James Lawrence with the Town of Smyrna Fire Department.

Staff Recommendation: Staff recommends approval with the above listed comments.

Planning Commission
Pets R Us Addition
6-5-2025

Pets R Us Addition

Site Plan

Location: 1850 Almaville Road	Applicant: ViViD1 Builders, LLC
Tax Map/Group/Parcel: 50N/A/13.00	Property Owner(s): KRW Holdings, LLC
Zoning: C-2	Use Classification: Veterinary Services

Proposal

A. Location Analysis

Pets R Us Vet, located at 1850 Almaville Road, is proposing an 832 square foot expansion of the existing 2,991 square foot building. The proposed expansion would serve as an on call physician suite for a doctor's 24 hour emergency service rest area.



B. Landscaping

No additional vehicular use area is proposed as part of this development, thus no additional landscaping will be required at this time.

C. Design Review

Architectural elevations show the addition to be finished with CMU block. The existing building has a textured block finish. As presented, the elevations do not meet Design Review, however, for previously approved projects which include an addition, it has been customary to approve the project with the condition that the materials match the existing building.

Standard Comments:

1. A Development Agreement will be required prior to any construction activity beginning with this section per Smyrna Municipal Code Title 14, Chapter 7.
2. Signs will require a separate permit and must be within setbacks where applicable.
3. The required minimum fire flow is 1,500 GPM at 20 PSI.

Staff Comments:

1. A fire hydrant is required within 400' of the building on the same side of Almaville Road.
2. Staff would recommend finishing the addition to match the existing building rather than a smooth faced CMU block.
3. Submit a completed meter application and plumbing plans to CUDengineering@cudrc.com for review, tap fee calculations, and meter sizing.

4. A backflow is required for this site. The existing backflow is not up to date and the water service will be subject to disconnection if an updated backflow test is not submitted to CUD within 30 days. Applicant should contact Randy Harrell at CUD with any questions. 615-225-3326.

Staff Recommendation: Staff recommends approval with the above listed comments.

Planning Commission
Twice the Ice
6-5-2025

Twice the Ice

Site Plan

Location: N. Lowry Street	Applicant: AM&M Repair and Sales
Tax Map/Parcel: 1/2.00	Property Owner(s): CSX Transportation Inc
Zoning: N/A	Use Classification: Ice Machine

Proposal

A. Location Analysis

Twice the Ice is proposing to locate a 216 square foot ice vending machine on CSX right-of-way with frontage on North Lowry Street located across from Jackson Street and Monroe Street. The applicant has obtained an easement from CSX for the placement of the ice machine and parking. There is an existing curb cut on North Lowry Street in the location the applicant has shown for proposed access to the site. This site is located within the Lowry Street Overlay and will have to meet those requirements.



Development Standards

	Required	Proposed
Square Footage of Vehicular Use Area	N/A	5,478 SF
Square Footage of Open Space/Landscaping	274 SF	2,000 SF
Total Parking	2 Spaces	4 Spaces
Handicapped Parking Space(s)	1 Space	1 Space

B. Landscaping

Landscape plan shows a mixture of red maples and boxwood shrubs planted on site. There's a 5' wide landscape buffer shown on the south and western property lines. Additional shrubbery is shown at the base of the ice machine and lining North Lowry Street. As shown, the landscape plan is not consistent with Lowry Street Overlay requirements.

C. Design Review

Architectural elevations show the building to be finished with a mixture of two different colors of brick and aluminum. As shown, the finished building elevations do not meet the Lowry Street Overlay requirements.

Standard Comments:

1. A Development Agreement will be required prior to any construction activity beginning with this section per Smyrna Municipal Code Title 14, Chapter 7.
2. A grading permit fee will be required.
3. Signs will require a separate permit and may not be located within any easements.
4. The Major Thoroughfare Plan designates N. Lowry Street as a principal arterial. Adequate right-of-way exists for this street.
5. A Stormwater Control Measure Long Term Maintenance Agreement designed to the specifications of the Long Term Maintenance Plan must be completed, recorded, and submitted to the Stormwater Department.
6. The required minimum fire flow is 1,500 GPM at 20 PSI.

Staff Comments:

1. Show the proposed sewer service with sewer cleanouts as needed. Sewer service is required.
2. TDOT approval may be required for new access to Lowry Street.
3. This property lies within the Lowry Street Overlay District. This proposal does not meet LSO requirements for architectural character. These can be found in Section 5.058 of the Smyrna Municipal Zoning Ordinance. The materials appear to meet LSO requirements, but other issues such as the transparency requirement are not met. The applicant has requested a waiver from the transparency requirement of the LSO.
4. Landscaping is required for the vehicular use area consistent with the LSO requirements. The submitted landscaping plan does not meet LSO requirements.
5. With the addition of asphalt and a building, this project will likely have to detain and treat stormwater runoff.
6. Show the material percentages for each wall as well as the entire building.
7. Access for customers to the ice machine cannot occur within the hatched area for the handicapped parking space.

Staff Recommendation: Staff recommends deferral or denial due to the requirements of the Lowry Street Overlay not being met.

Memorandum

To: Smyrna Municipal Planning Commission

From: Kevin Rigsby, Town Planner

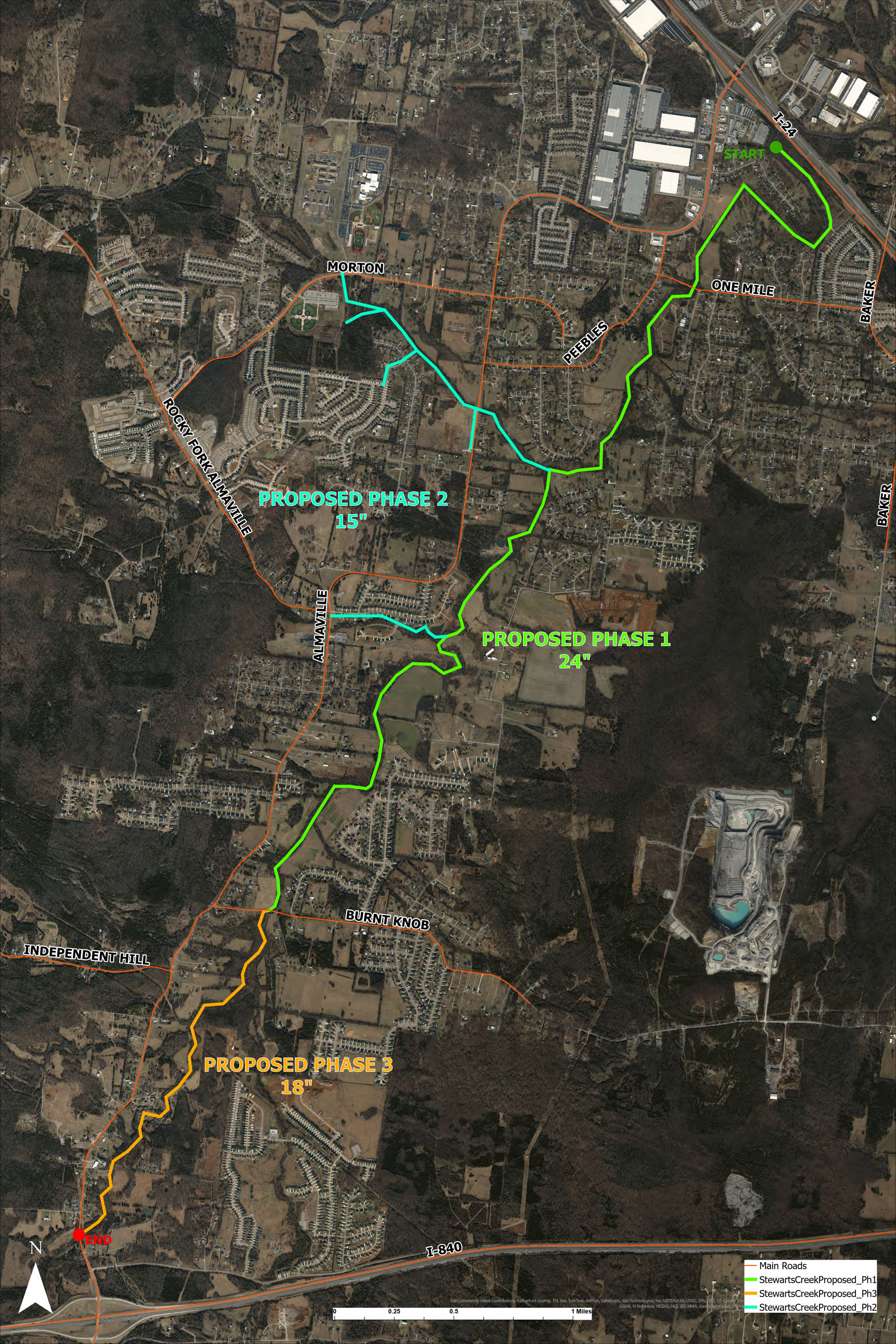
CC: Town Council/Staff

Date: 05/30/25

RE: Stewart Creek Sewer Easement Acquisition

The Town of Smyrna is preparing to obtain easements for the extension of sanitary sewer into the Stewart Creek drainage basin. This would extend public sewer to serve the Almaville Road area extending to the I-840 interchange. A developer will be contributing to the construction of this sewer extension, but the Town will be acquiring the easements. Attached is a map showing the proposed locations of the easements to be acquired as a part of this project.

The Planning Commission is required to review the obtaining of these easements and find whether or not it is in keeping with the adopted comprehensive plan of the Town and make a recommendation to the Town Council. Staff recommends approval.


I-24
START
MORTON
ONE MILE
BAKER
PEEBLES
ROCKY FORK ALMAVILLE
PROPOSED PHASE 2
15"
ALMAVILLE
PROPOSED PHASE 1
24"
BAKER
INDEPENDENT HILL
BURNT KNOB
PROPOSED PHASE 3
18"
END
I-840
N
0
0.25
0.5
1 Miles
Main Roads
StewartsCreekProposed_Ph1
StewartsCreekProposed_Ph3
StewartsCreekProposed_Ph2

Memorandum

To: Smyrna Municipal Planning Commission

From: Kevin Rigsby, Town Planner

CC: Mayor and Town Council/Staff

Date: 05/30/25

RE: Mobility Plan

The most recent Town of Smyrna Major Thoroughfare and Bicycle and Pedestrian Plan was adopted in 2017. Approximately 1 year ago, the Town began a process of updating this plan. We had several opportunities for public input as well as meetings with smaller groups of stakeholders. In addition, two separate joint meetings were held to receive Planning Commission and Town Council input. Since then, staff has worked with Kimley-Horn, the consultant hired for the project, to finalize the plan. Attached is the final draft of the plan revised to include input from the April 24 joint meeting.

The Mobility Plan is a document that provides the Town's vision for transportation improvements. Projects have been prioritized based on existing traffic congestion, safety needs, ease of implementation and maintenance, multimodal options, public input, and economy/freight movements. It will help to guide transportation improvement decisions as the Town continues to grow. In addition, it dictates needed right-of-ways for existing and future roads that will allow the Planning Commission to require dedication of right-of-way and construction of improvements as development occurs. It is not intended to be a rigid document that can never be changed or varied, but rather is a plan that provides a rudder for steering the ship.

Staff recommends approval of the 2025 Smyrna Mobility Plan.



Smyrna Mobility Plan

An Update to the Major Thoroughfare Plan and Bicycle and Pedestrian Plan













May 2025

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1 Introduction

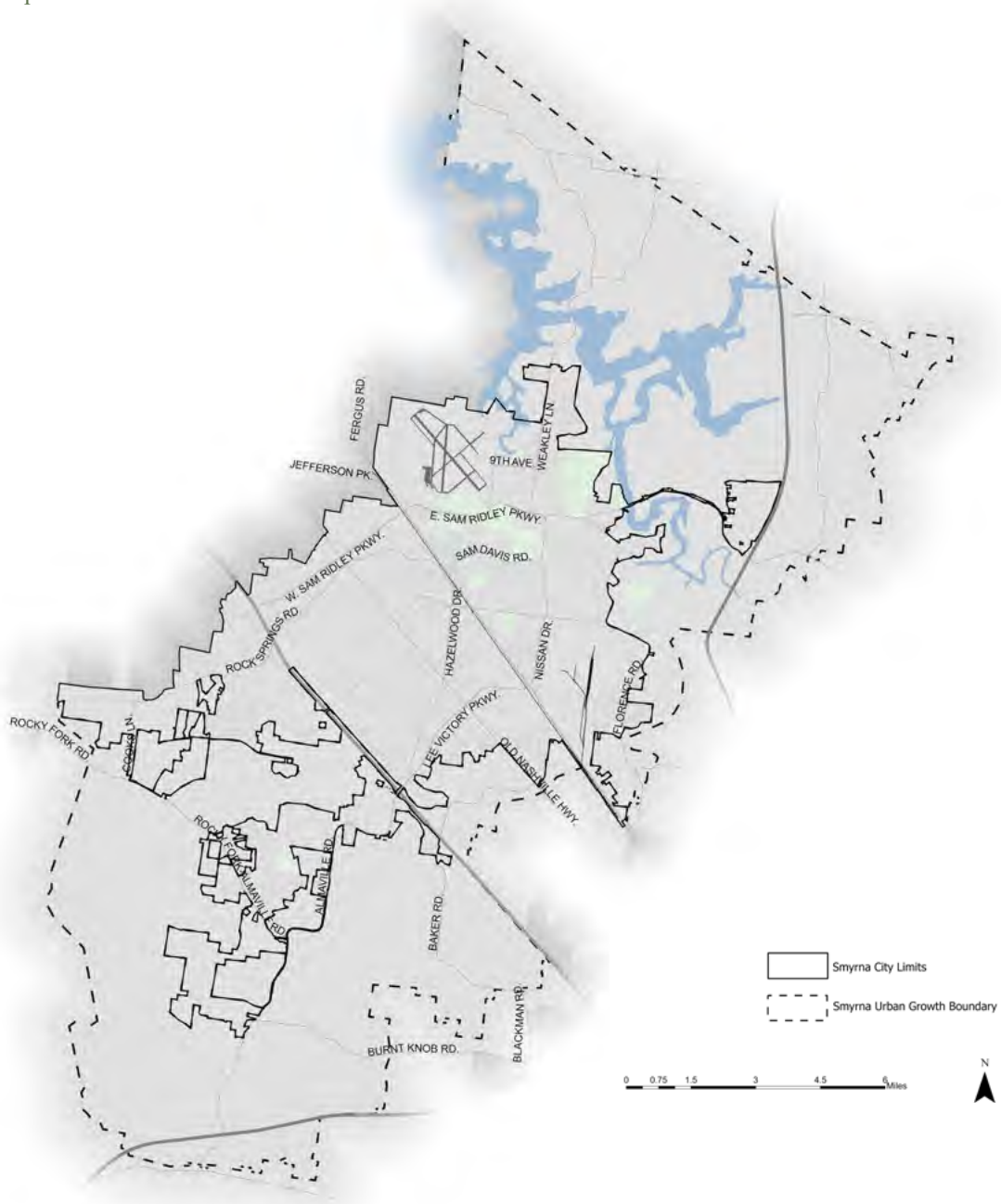


As one of the fastest-growing communities in Middle Tennessee, Smyrna faces increasing demands on its transportation network. Rapid population and economic growth have led to rising traffic congestion, evolving travel patterns, and heightened infrastructure needs. The Mobility Plan serves as a strategic framework to guide the development of a safe, efficient, and well-connected transportation system within the Town and its Urban Growth Boundary (UGB).

The Mobility Plan serves as a strategic guide to ensure a safe, efficient, and well-connected system of roadways, bikeways, and walkways.

The purpose of this plan is to provide a strategic guide for the Town of Smyrna that supports continued growth while preserving mobility and quality of life. Updated approximately every 10 years, the plan addresses the current state and future needs of the Town's transportation system, including roadways, bikeways, and walkways. It identifies infrastructure priorities, supports coordinated development efforts, and creates new opportunities for enhancing connectivity and accessibility. By aligning infrastructure priorities with projected development patterns and community needs, the Mobility Plan ensures that Smyrna can proactively meet future transportation demands while fostering accessible mobility options for all residents and businesses.

Figure 1. Study Area Map



2 Baseline Conditions



Growth Trends

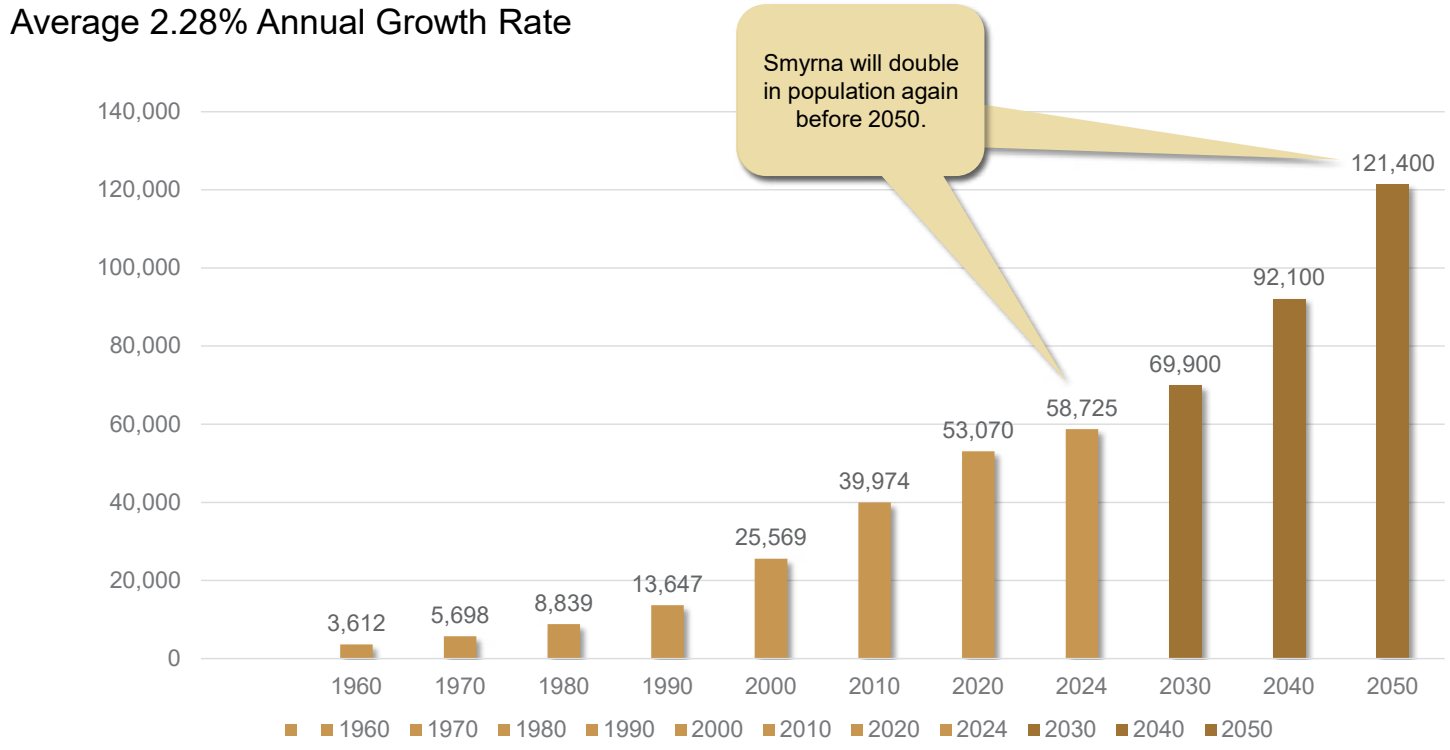
Smyrna's population is booming, with growth shifting westward making infrastructure planning crucial for the future.

Smyrna has experienced rapid population growth, doubling in size between 2000 and 2020, and projections indicate that the population will double again by 2050. In the past 10 years alone, the Town has approved permits for approximately 3,350 new single-family homes and 2,770 apartment/townhomes. Historically, the population center has been concentrated between I-24 and Lowry Street, where much of the town's early development occurred. However, the majority of vacant and developable land as well as sanitary sewer infrastructure is located west of I-24, concentrating future growth in this area.

Key growth hotspots are anticipated around Rocky Fork Road and Rock Springs Road, where new residential developments are continuing to emerge. Areas around the 840/Jefferson Pike interchange and Couchville Pike are expected to see increased non-residential growth in the future. This ongoing expansion will place increased pressure on infrastructure, requiring careful planning to ensure adequate transportation capacity, multimodal accessibility, and land use coordination to support future demand.

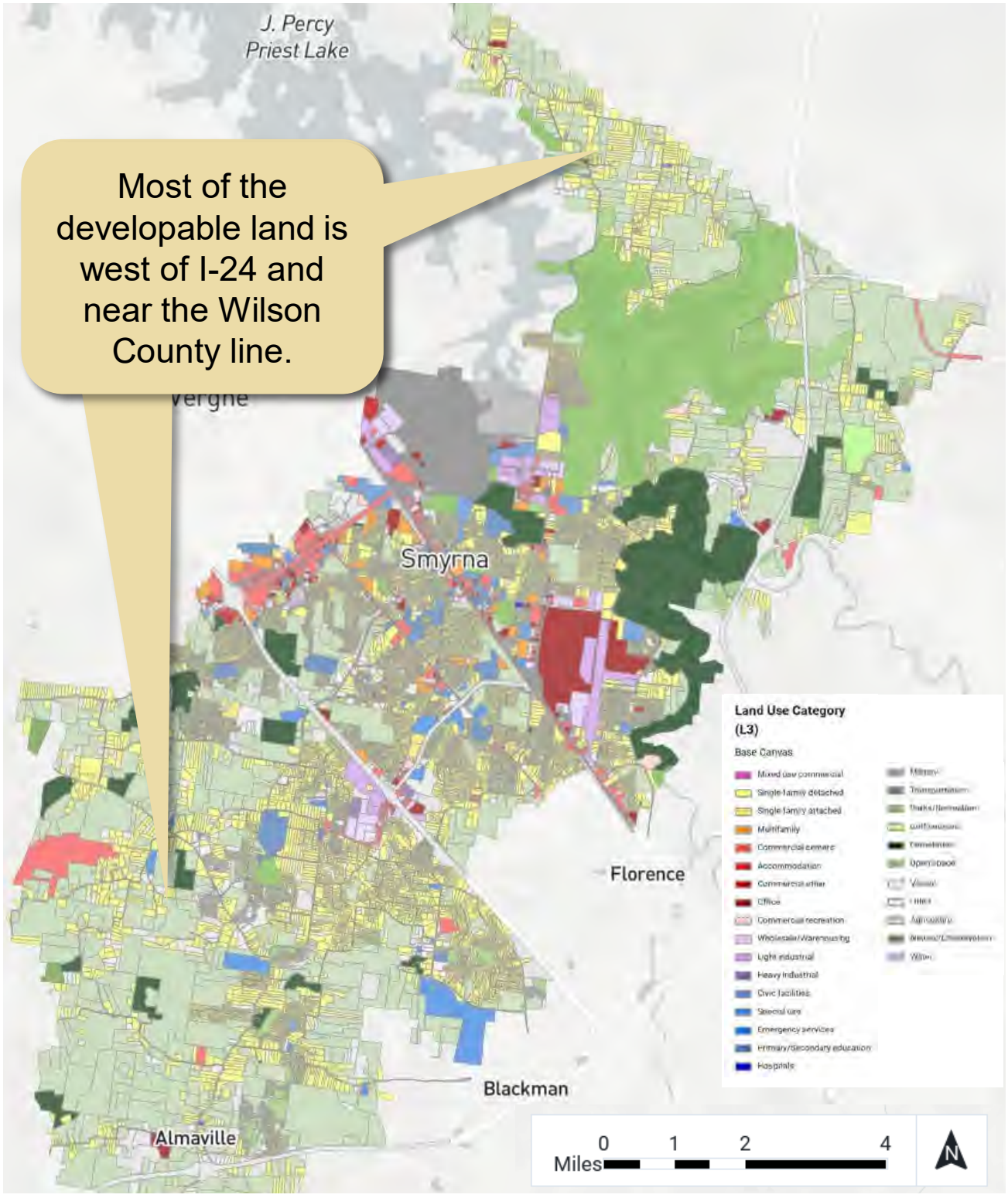
Smyrna's population is increasingly diverse, with 44% identifying as a racial or ethnic minority. The largest minority groups include African American and Hispanic populations, which continue to grow alongside the town's overall population increase. Smyrna is also experiencing a demographic shift toward younger families, reflecting an influx of new residents, while a significant number of middle-aged and retired lifetime residents remain in the community.

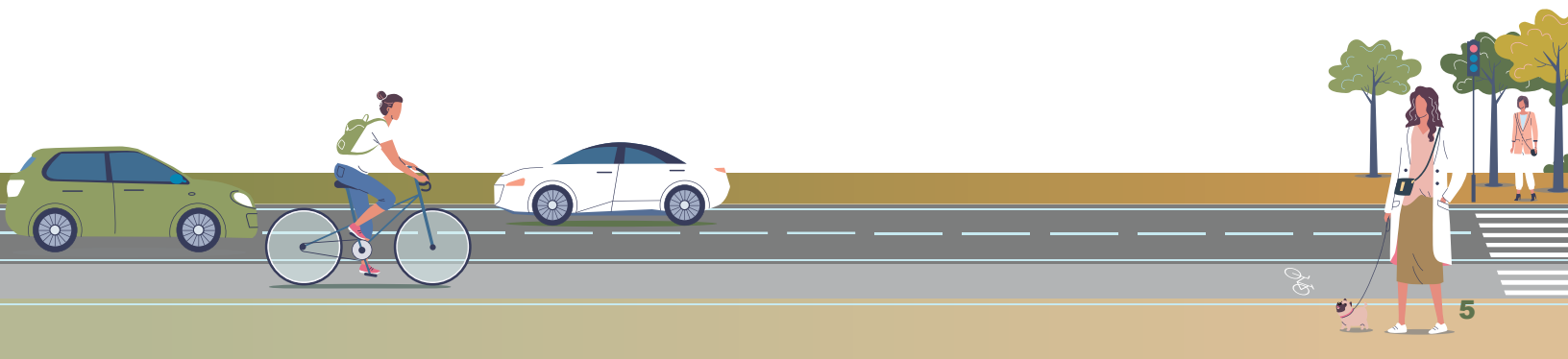
Figure 2. Population Projections



Source: UTK Tennessee State Population Center, World Population Review, https://data.census.gov

Figure 3. Existing Land Use





Demographics

In terms of socioeconomic conditions, certain areas within Smyrna face higher levels of economic disadvantage and transportation barriers. Notably, the Weakley Lane and Sam Davis Road corridors have been identified as disadvantaged communities under federal standards, highlighting the need for equitable transportation investment and improved multimodal options in these areas to support both mobility and economic opportunity.

Smyrna's population is shifting, with increasing racial and ethnic diversity, younger families moving in, and a need for equitable transportation investments in disadvantaged areas.

Travel demand in Smyrna is highest in several key areas, particularly along Sam Ridley Parkway, Almaville Road from I-840 into the Town, areas surrounding the airport, and the Nissan assembly plant, which serve as major economic and employment hubs. The I-24 corridor dominates regional travel patterns, with many residents using the corridor to commute regionally for work, reinforcing the Town's role within the greater Nashville region.

Figure 4. Race in Smyrna

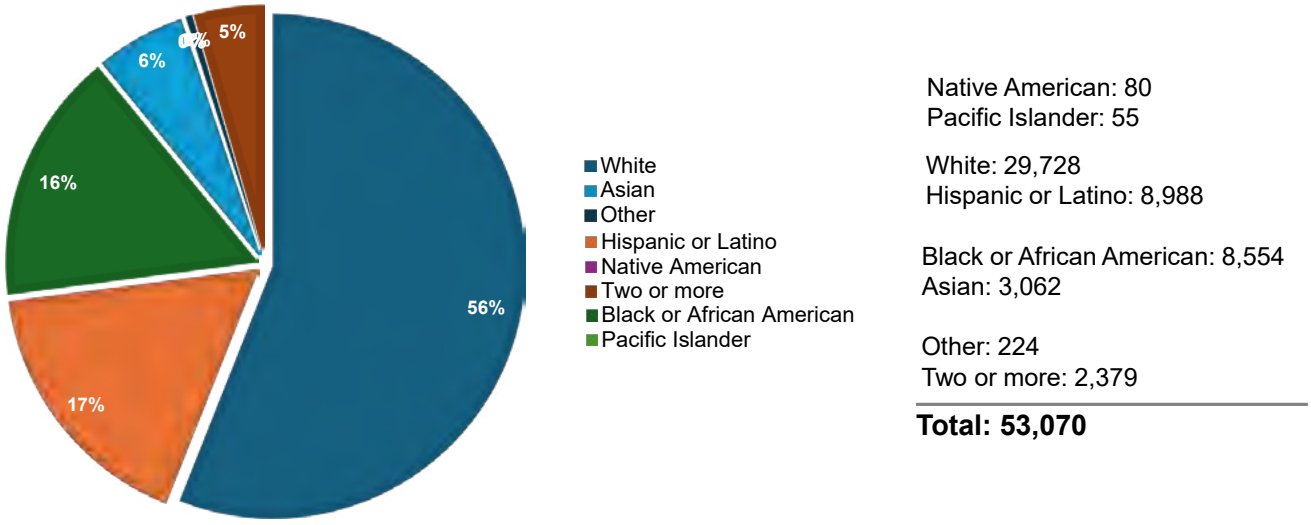


Figure 5. Age-sex Pyramid

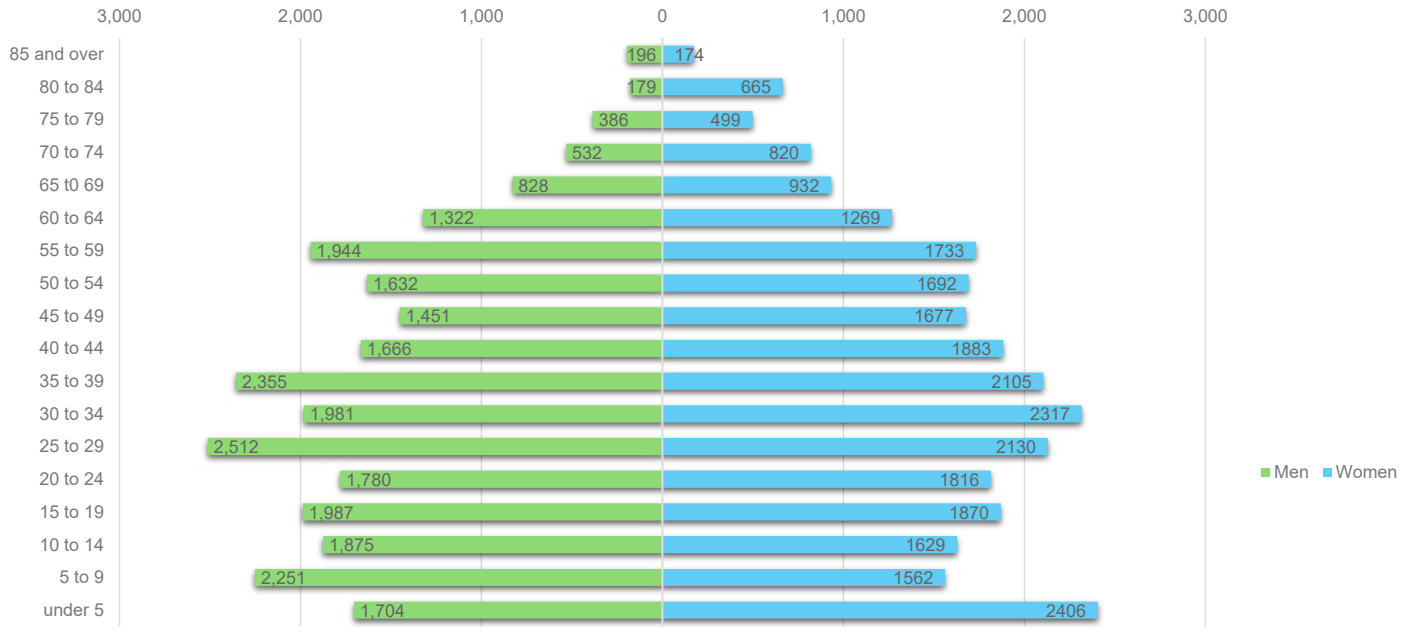
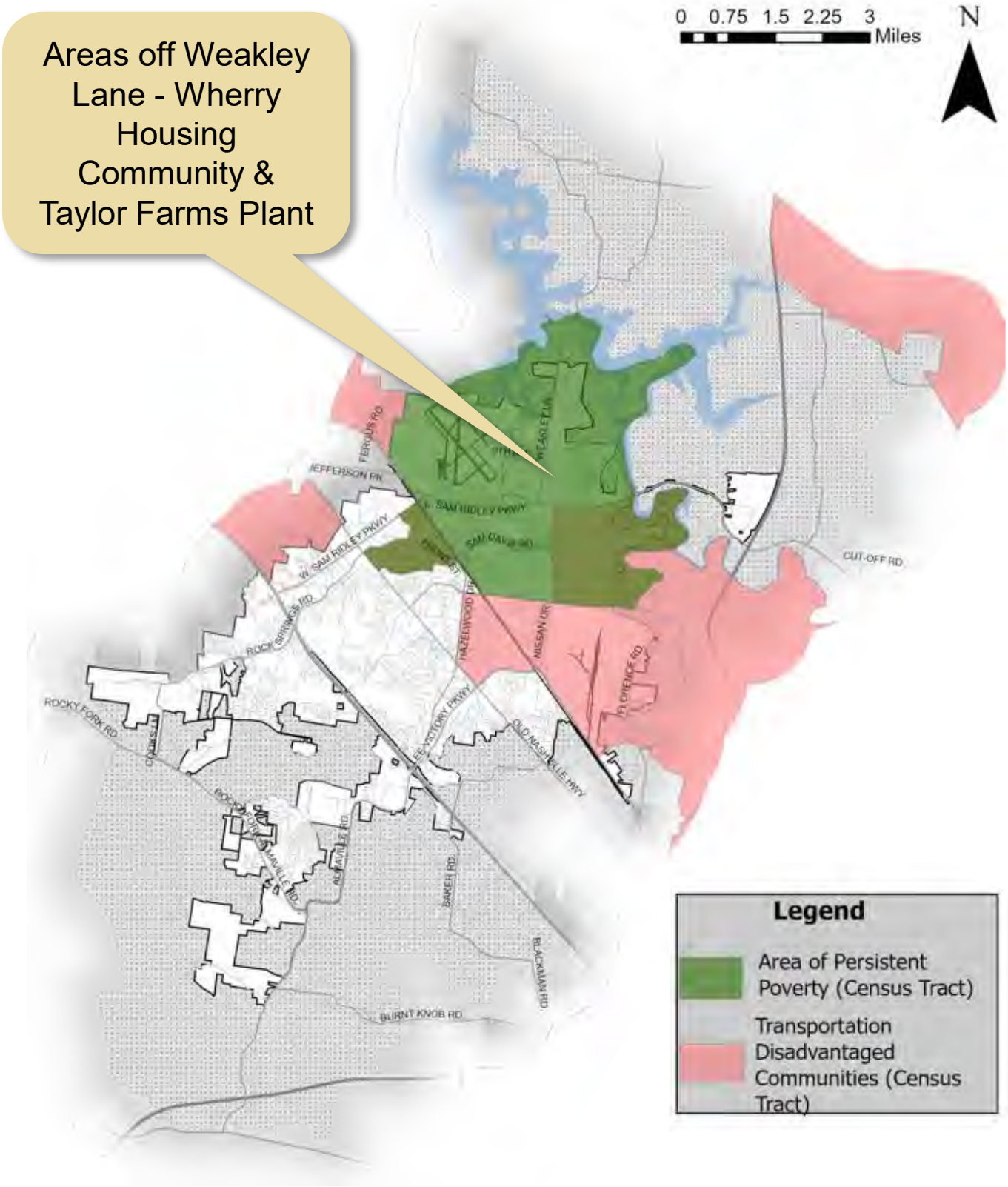


Figure 6. Disadvantaged Communities



Travel Patterns

Travel demand in Smyrna is highest in several key areas, particularly along Sam Ridley Parkway, Almaville Road from I-840 into the Town, areas surrounding the airport, and the Nissan assembly plant, which serve as major economic and employment hubs. The I-24 corridor dominates regional travel patterns, with many residents using the corridor to commute regionally for work, reinforcing the Town's role within the greater Nashville region.

Smyrna's travel demand is driven by major job hubs, with more workers commuting in than out, increasing pressure on regional roads.

A notable trend is that Smyrna imports more workers than it exports, meaning a significant number of people travel into the Town for employment, particularly at large industrial and commercial sites such as Nissan. However, very few Smyrna residents work within the Town itself, indicating a high level of outbound commuting, primarily toward Nashville, Murfreesboro, and Williamson County. This reliance on regional travel increases demand on the interstates and major arterials and underscores the need for enhanced local job opportunities and transportation system improvements to support daily commuting patterns.

Figure 7. Daily Vehicle Miles Traveled

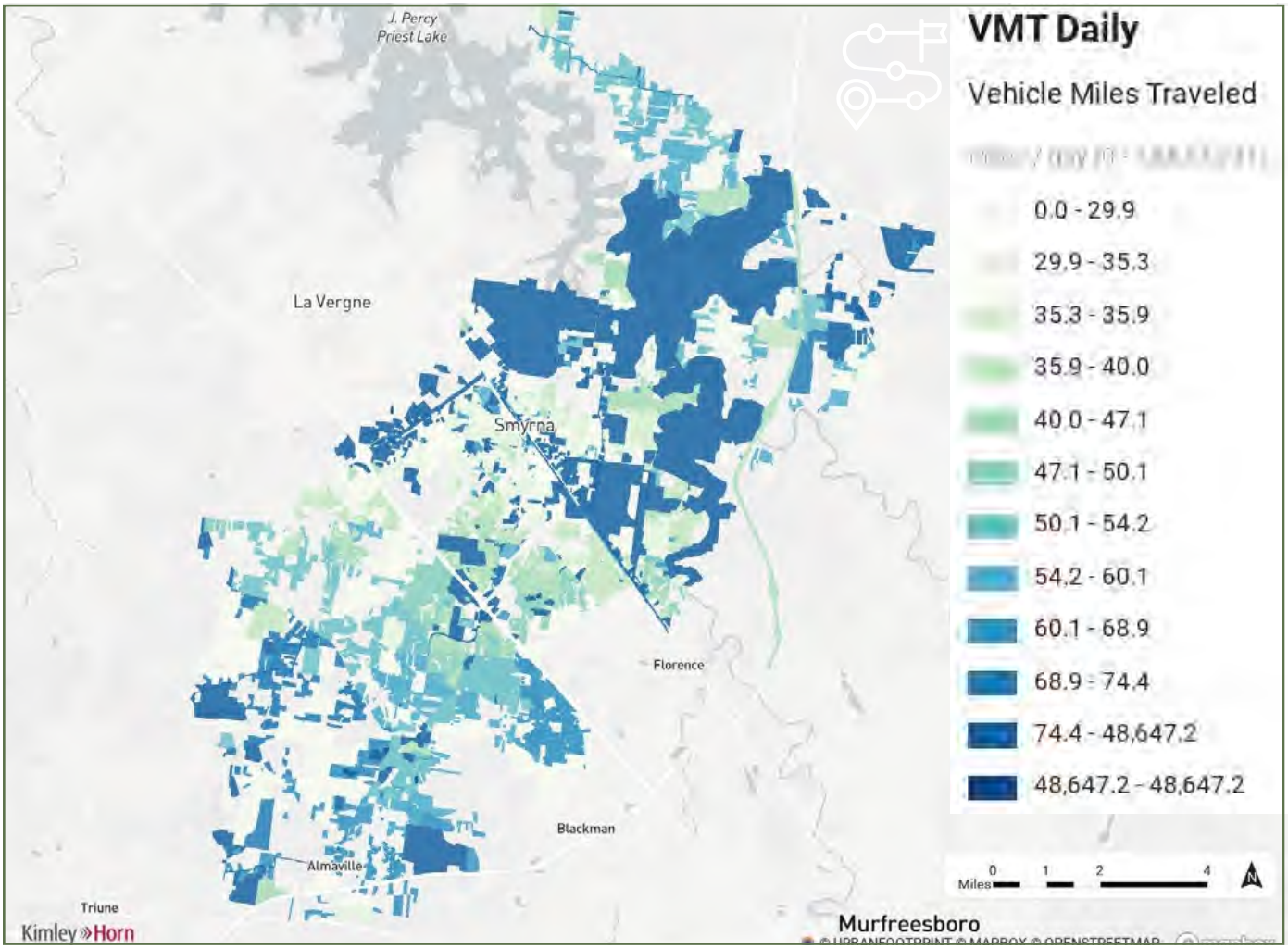


Figure 8. Commuter Workflows

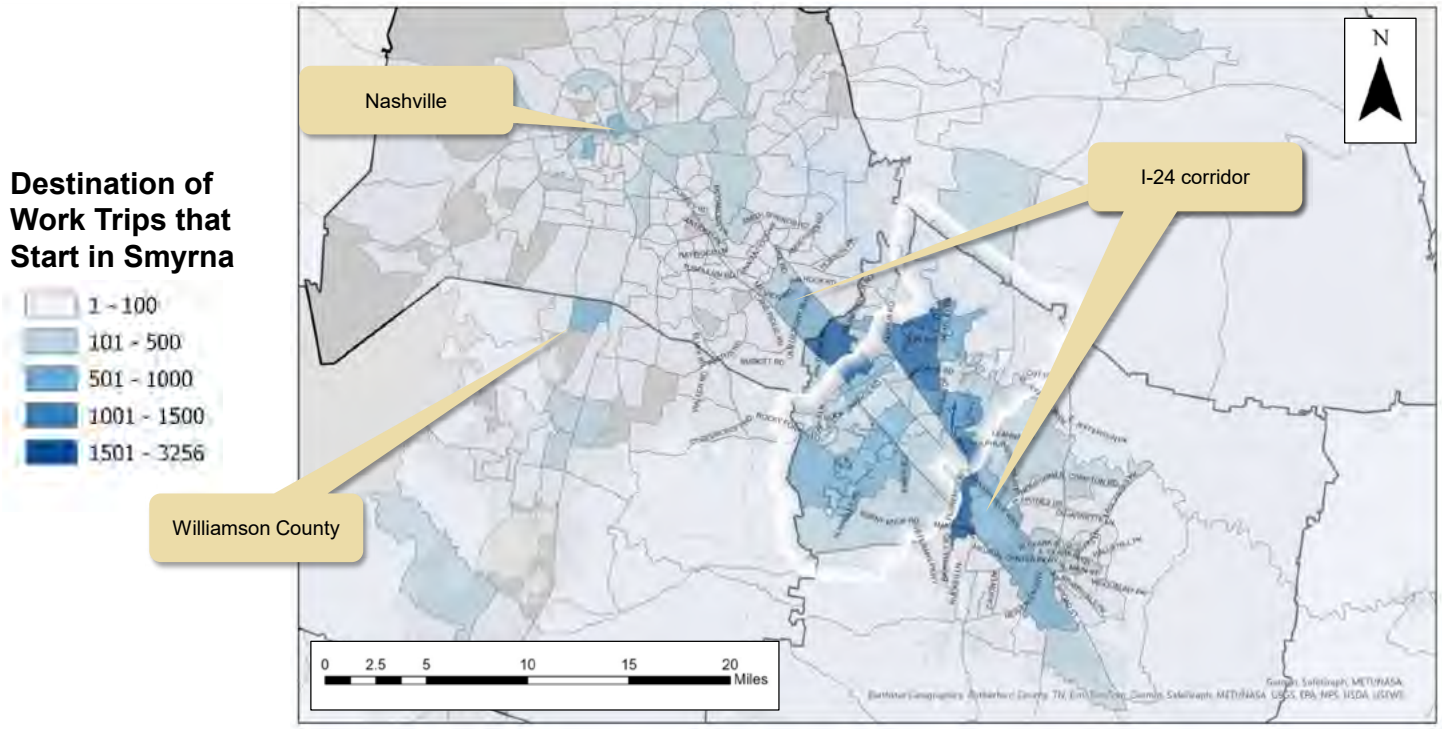
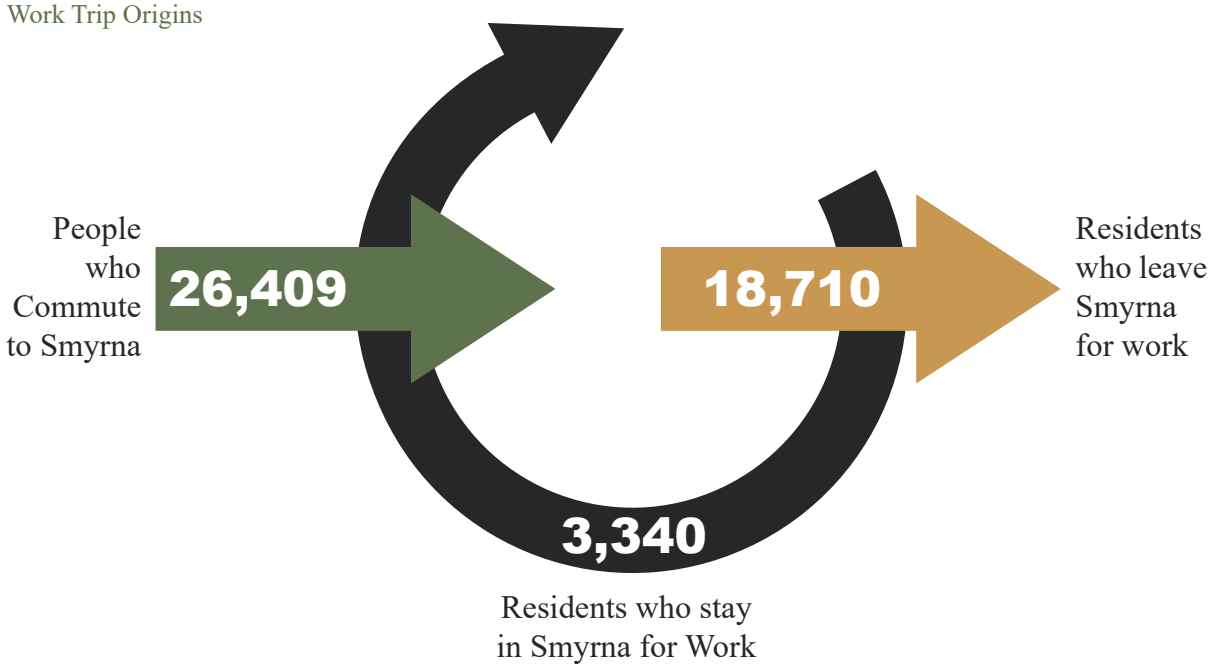
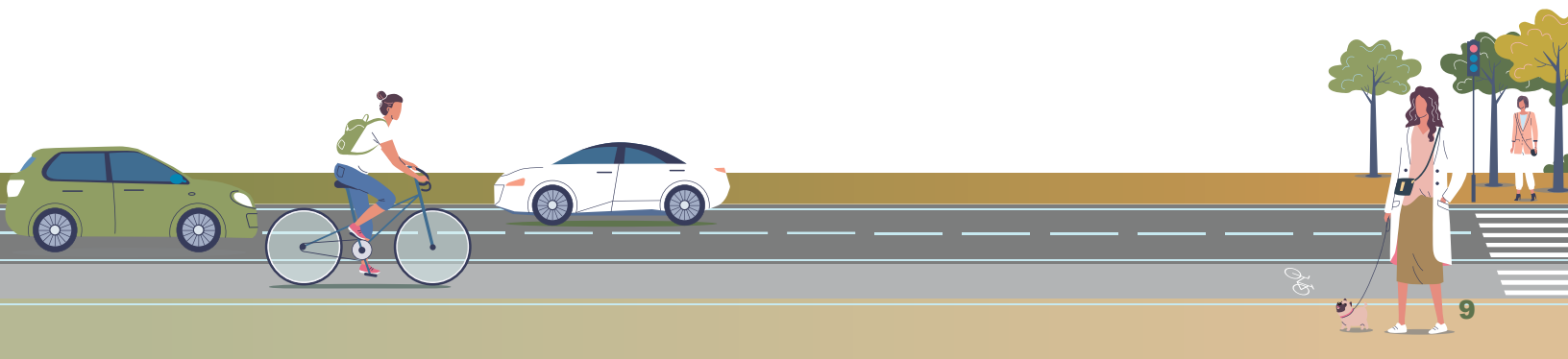


Figure 9. Work Trip Origins





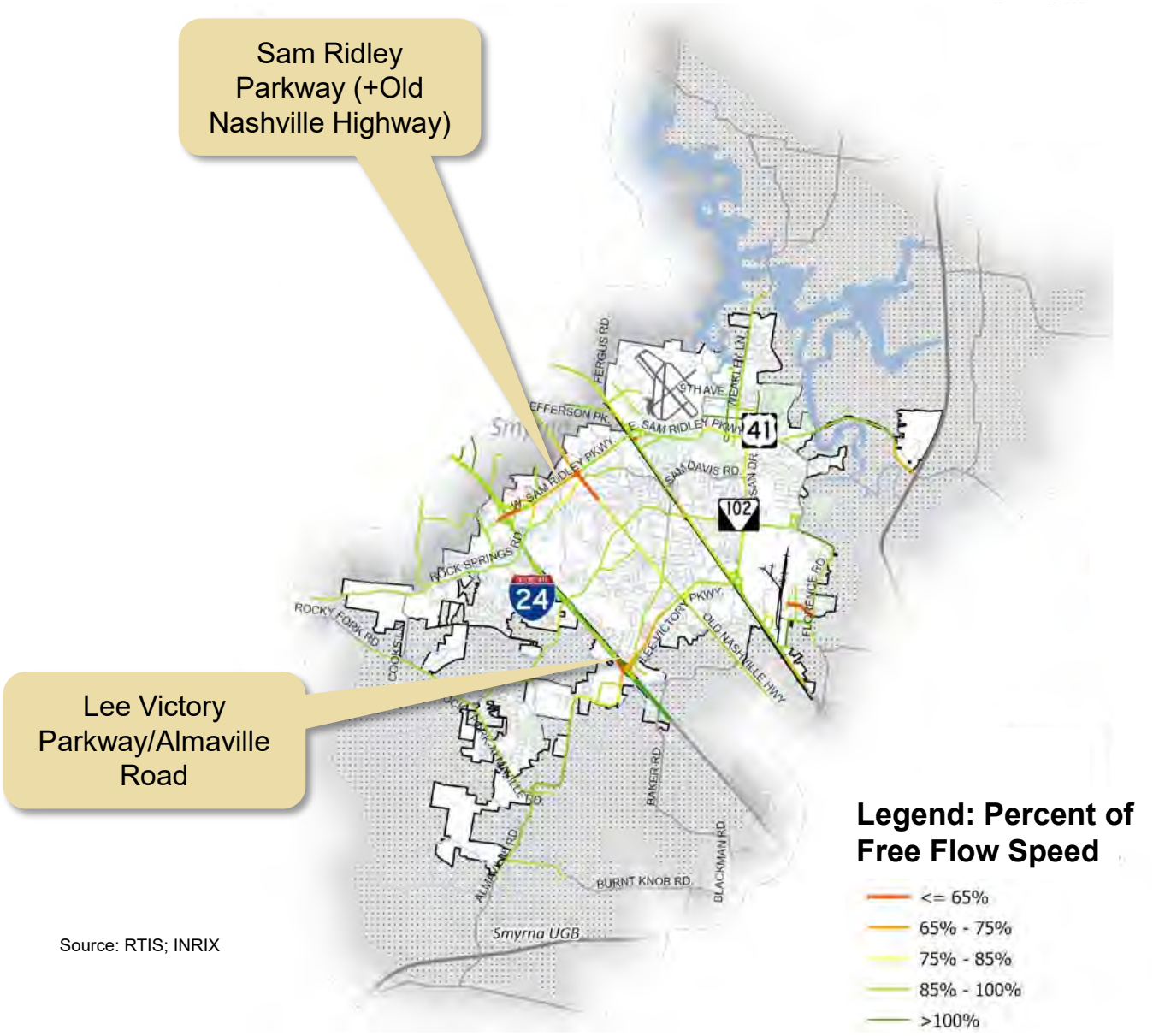
Street Network

Smyrna's roads are increasingly congested, with major corridors nearing capacity—requiring capacity improvements.

Smyrna's road network faces significant congestion, with several key hotspots experiencing heavy delays. Sam Ridley Parkway is the most congested corridor, particularly at major intersections, followed by Old Nashville Highway, especially at its intersection with Sam Ridley Parkway. Almaville Road/Lee Victory Parkway at I-24 also serves as a major bottleneck due to high commuter and freight traffic volumes. Additional congestion points include Weakley Lane and Sulphur Springs Road, both of which experience heavy travel demand.

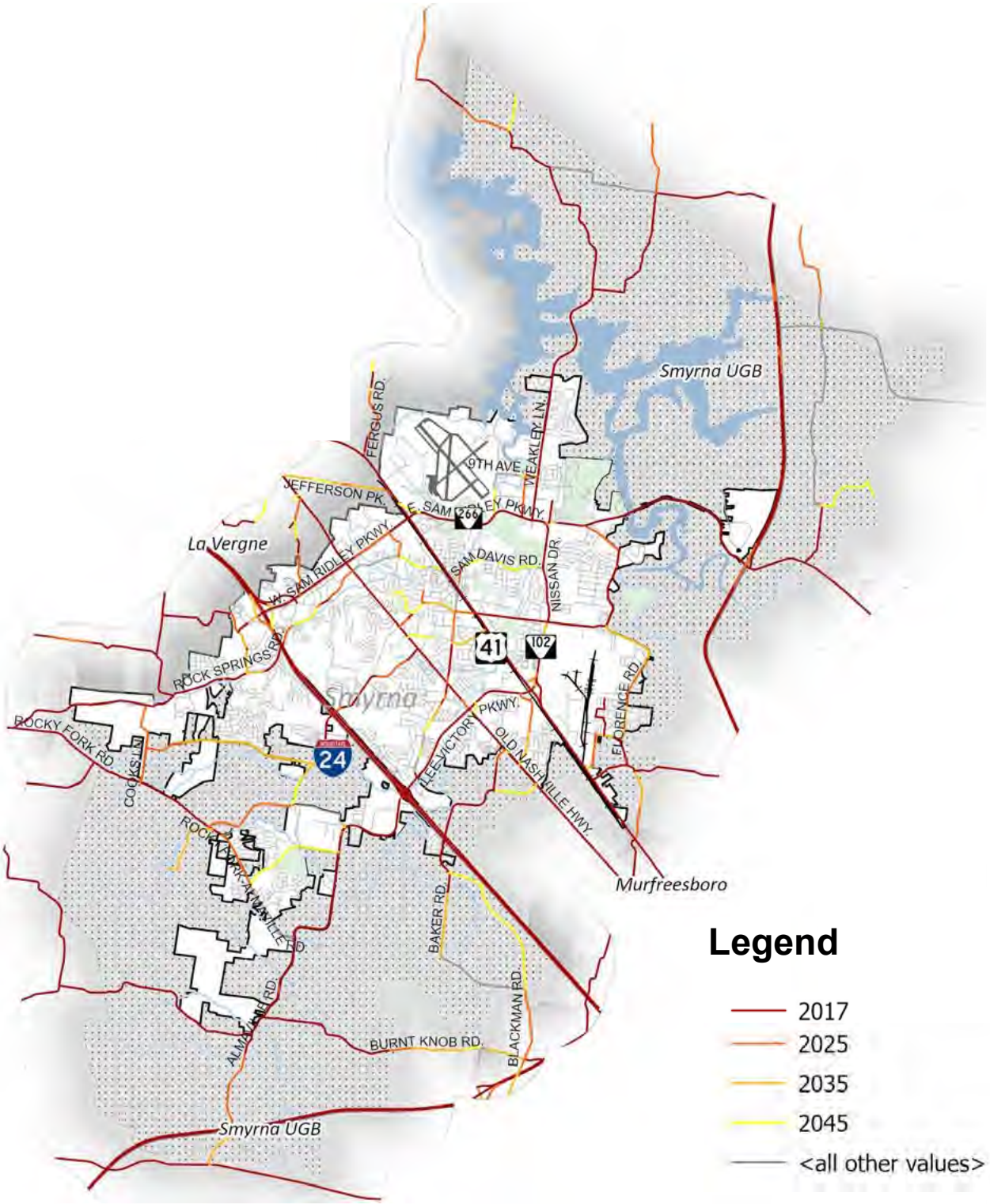
Looking ahead, most of Smyrna's thoroughfares are projected to be congested by 2045, with traffic volumes expected to exceed roadway capacity. The volume-to-capacity (v/c) ratio analysis indicates that many major roads will operate at or beyond their design limits, leading to slower travel speeds and longer delays. While some planned and programmed roadway improvements aim to alleviate congestion, the rapid pace of growth may outstrip these mitigation efforts, necessitating further strategic planning and investment in infrastructure upgrades.

Figure 10. Existing Congestion and Delay

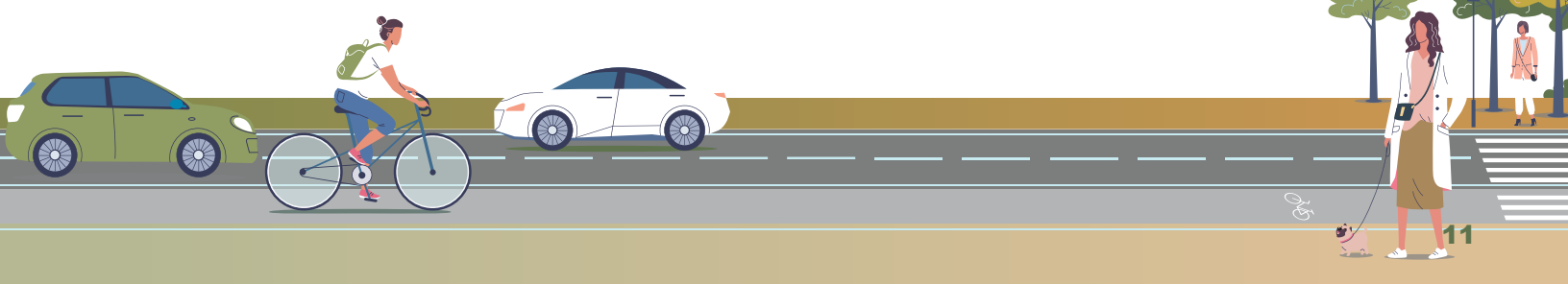


Source: RTIS; INRIX

Figure 11. Projected Roadway Congestion



Source: GNRC



Multimodal Mobility

Smyrna's limited disconnected sidewalks but accessible recreation opportunities highlight the need for improved pedestrian and bike infrastructure.

Smyrna's multimodal transportation network, which includes dedicated facilities for walking and cycling, is limited. Although some neighborhoods have sidewalks, these networks are often disconnected and do not provide direct access to commercial centers or key thoroughfares. Neighborhood streets tend to have lower levels of traffic stress, making them more suitable for walking and cycling, but they lack connections to essential destinations like schools or recreational opportunities. In contrast, major thoroughfares present high-stress environments for pedestrians and cyclists due to wide cross sections with multiple lanes, high vehicle speeds, and limited safe crossings. Smyrna's land development regulations require new development to build sidewalks if they are located within 2,000 feet of a public facility, and the Town intends to include facilities for pedestrians and cyclists within road construction when feasible.

Walkability varies across the city, with 53% of residents living within walking distance of a park, 38% within walking distance of retail stores, and 22% within walking distance of a school. However, large portions of Smyrna remain auto-dependent, and the absence of dedicated multimodal infrastructure presents challenges for expanding pedestrian and bicycle accessibility to these destinations. Addressing these gaps will require better sidewalk connectivity, improved crossings at major thoroughfares, and the integration of pedestrian infrastructure into future roadway connections.

Figure 12. Existing Bicycle and Pedestrian Infrastructure

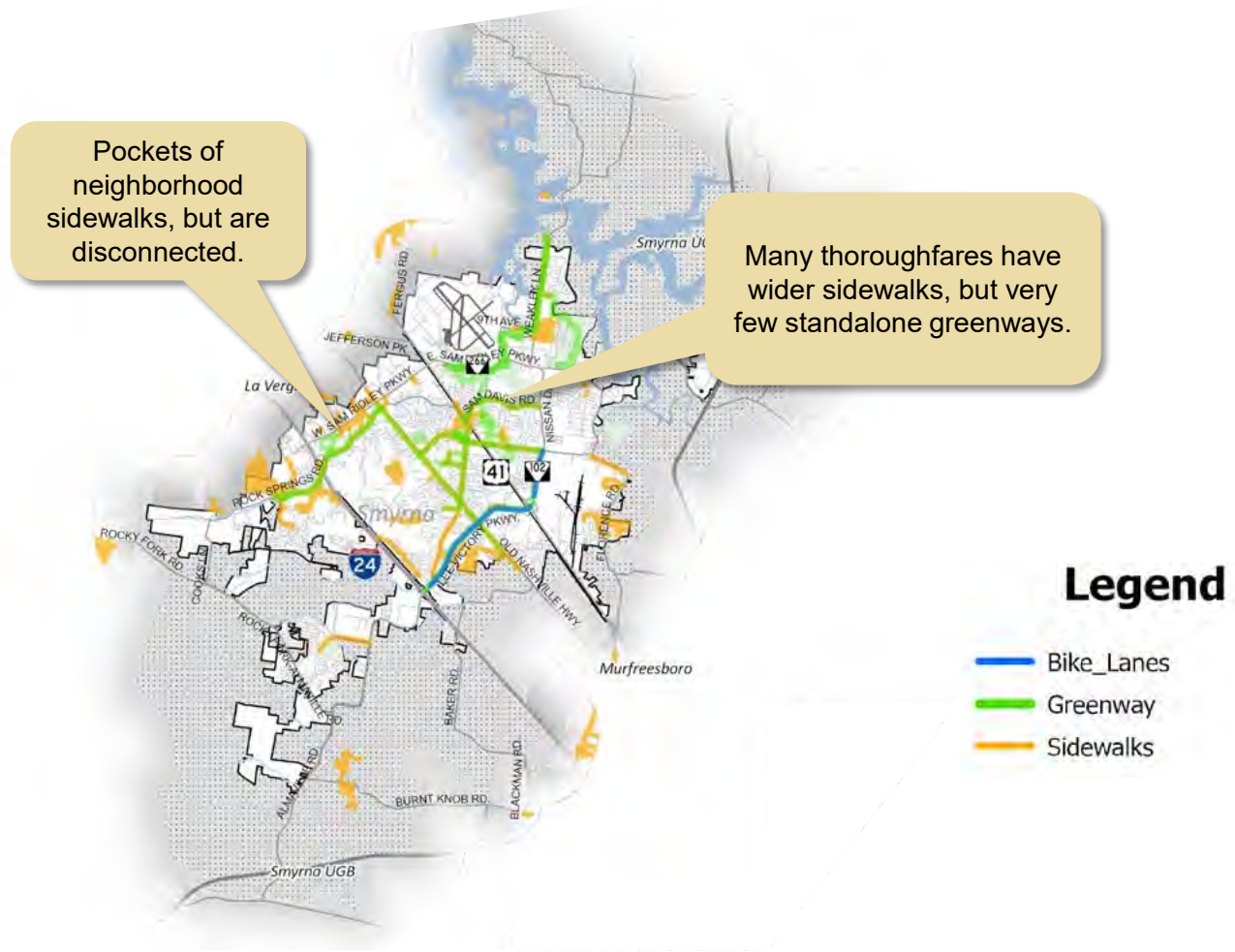
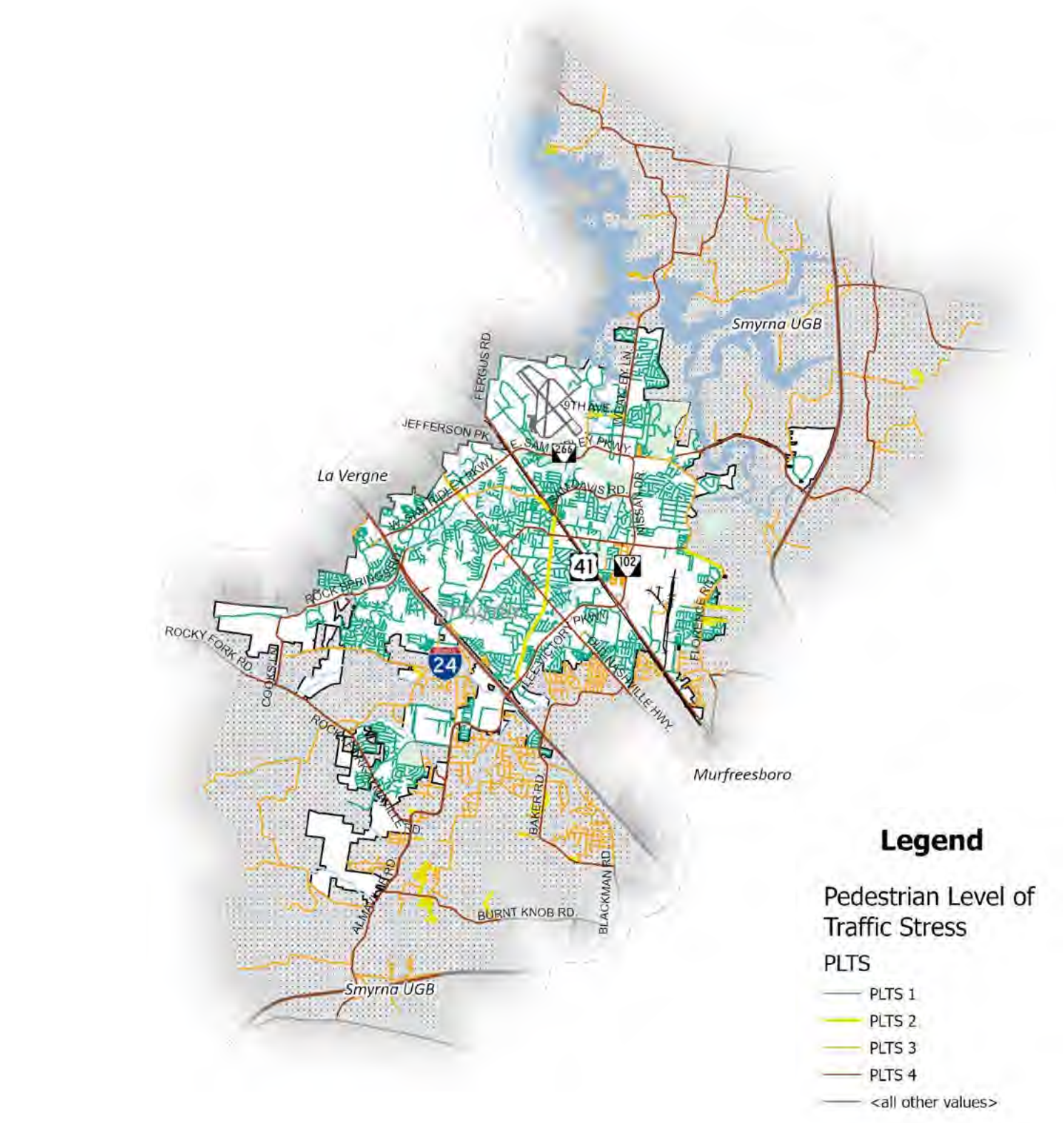


Figure 13. Level of Traffic Stress



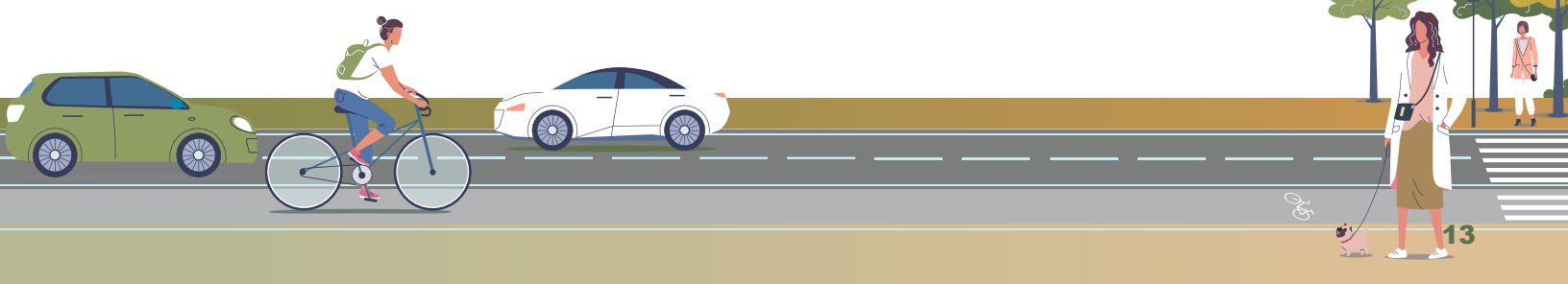
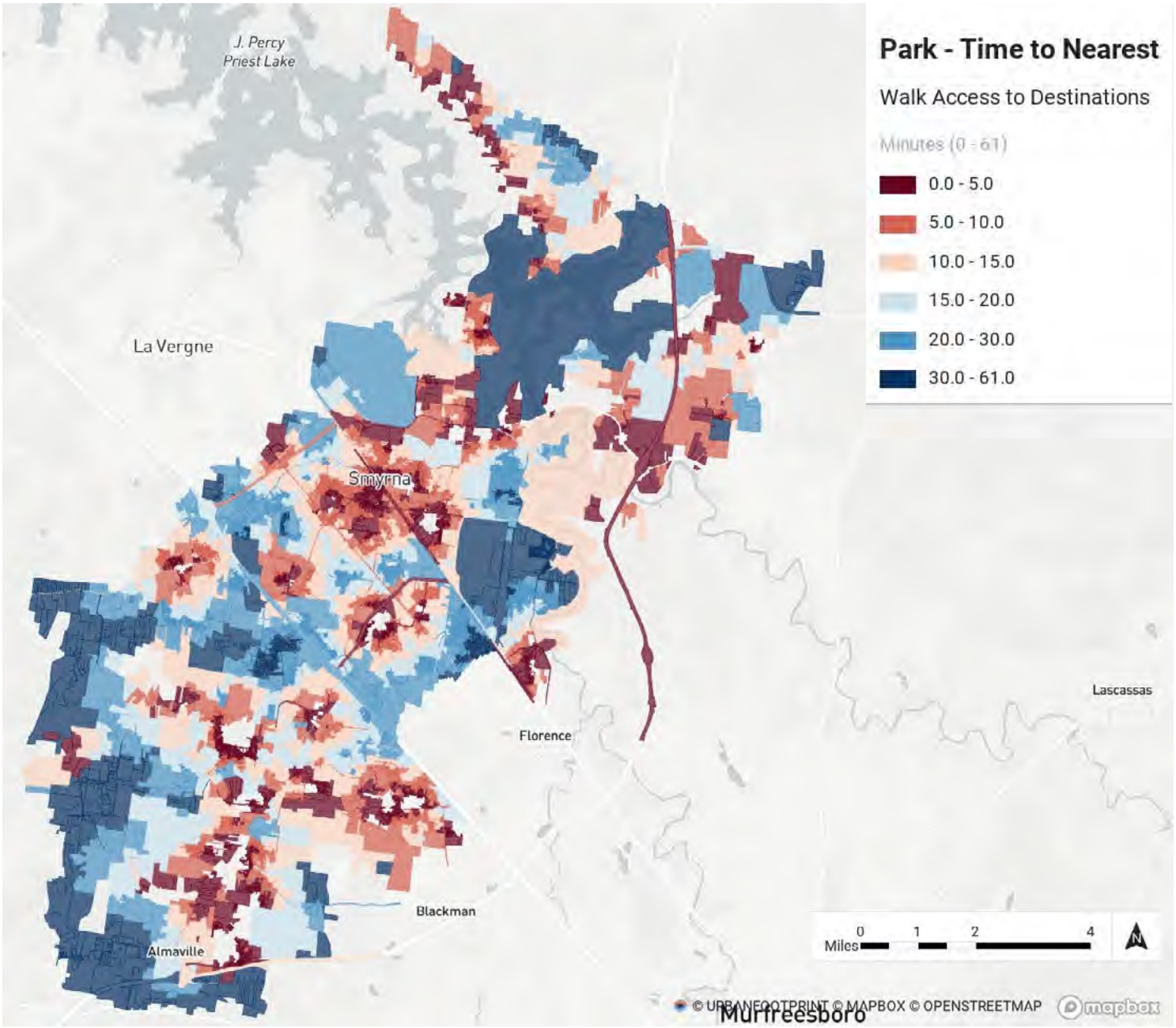
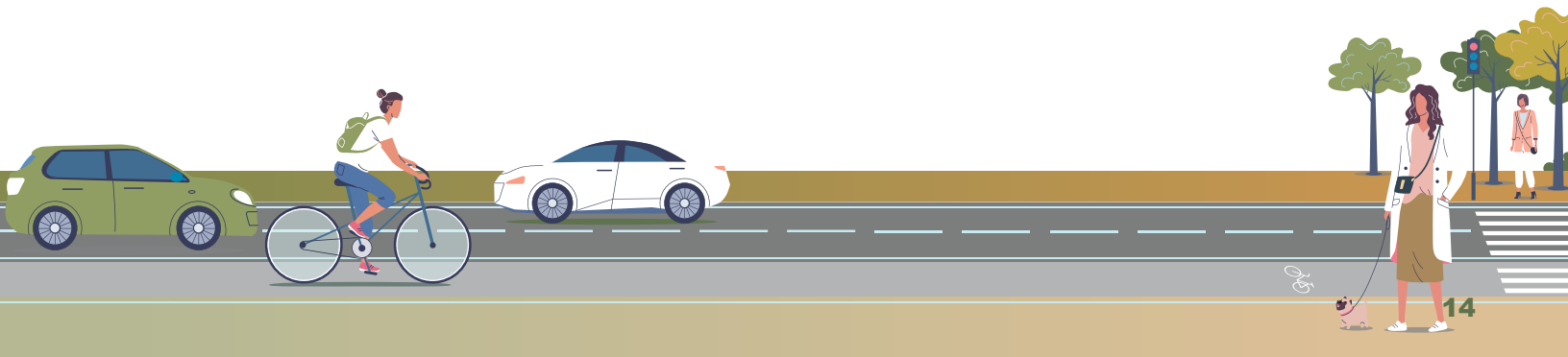


Figure 14. Walk Time to the Nearest Park





Safety

With nearly 6,000 crashes in five years, Smyrna is prioritizing safety improvements to protect all road users.

Safety remains a critical concern, with several high-crash locations identified across Smyrna. Sam Ridley Parkway, Weakley Lane, Almaville Road/Lee Victory Parkway, and Lowry Street experience the highest rates of vehicle collisions. Between 2019 and 2022, a total of 5,875 crashes occurred, resulting in 127 serious injuries and 29 fatalities. Bicycle and pedestrian crashes are relatively low in number, with 32 total incidents, including six serious injuries and three fatalities. However, this may be attributed to lower levels of pedestrian and cycling activity rather than the presence of safe multimodal infrastructure. The lack of sidewalks and dedicated bike facilities contributes to ongoing safety risks for these vulnerable roadway users. As Smyrna continues to grow, improving roadway safety will require a combination of infrastructure enhancements, enforcement measures, and multimodal safety initiatives to reduce collisions and create a safer transportation environment for all users.

Smyrna is in the process of developing a Safety Action Plan (SAP) for the Town funded through the Federal Highway Administration's Safe Streets and For All (SS4A) Grant Program. The SAP will identify projects and strategies that address Smyrna's most critical transportation safety needs. The recommendations of this Mobility Plan have been closely coordinated with the Safety Action Plan.

Figure 15. Crash Locations

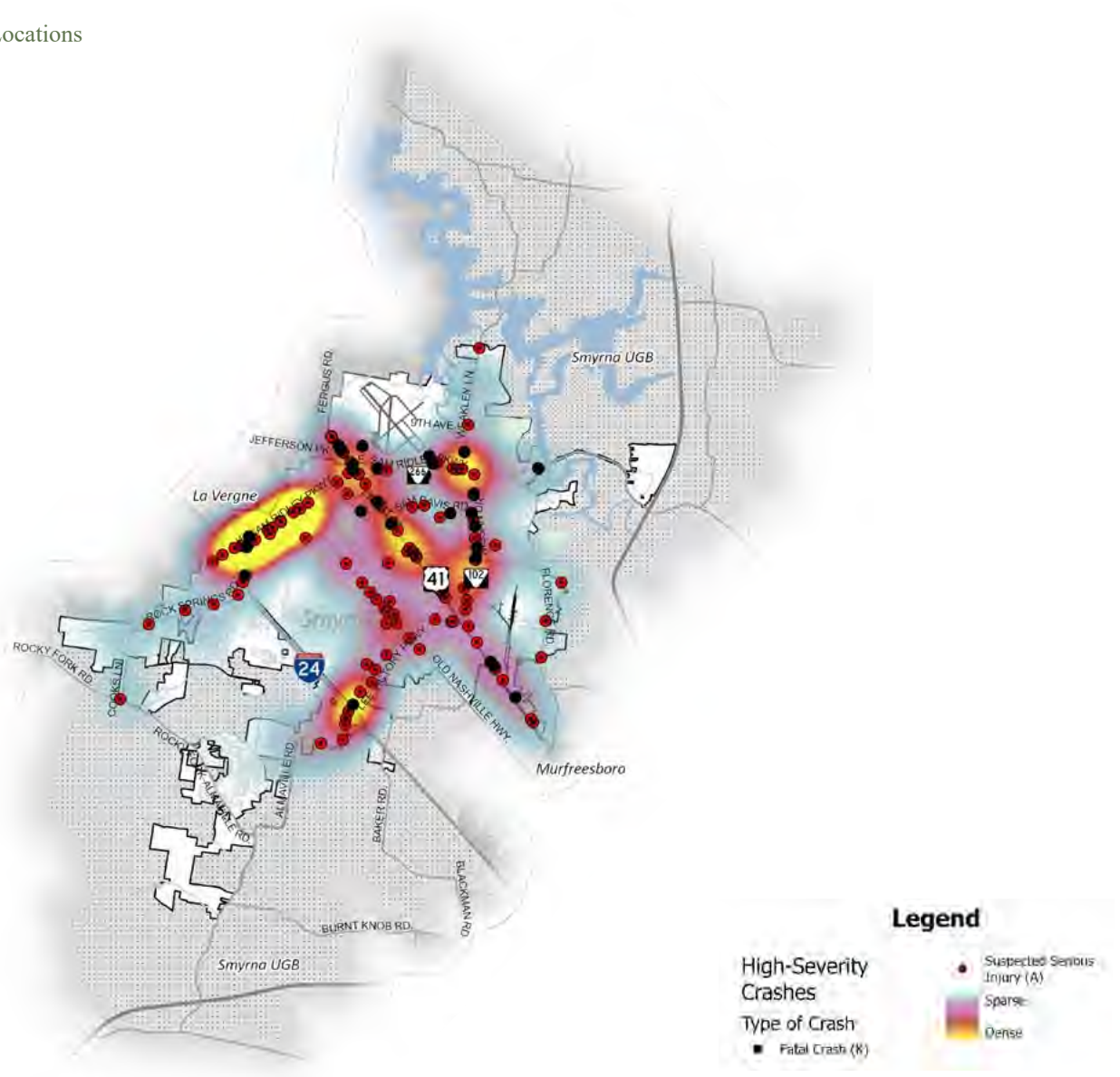
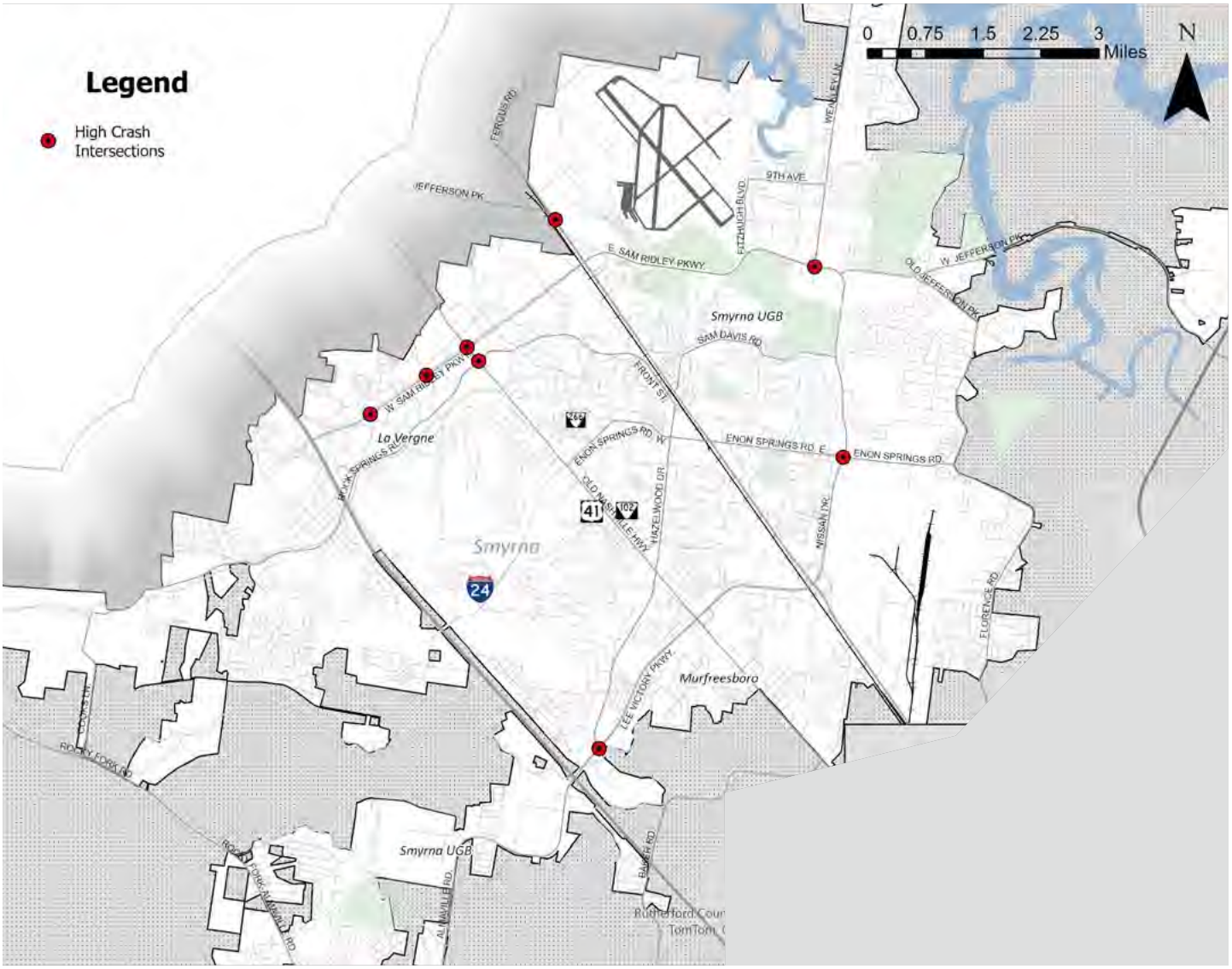
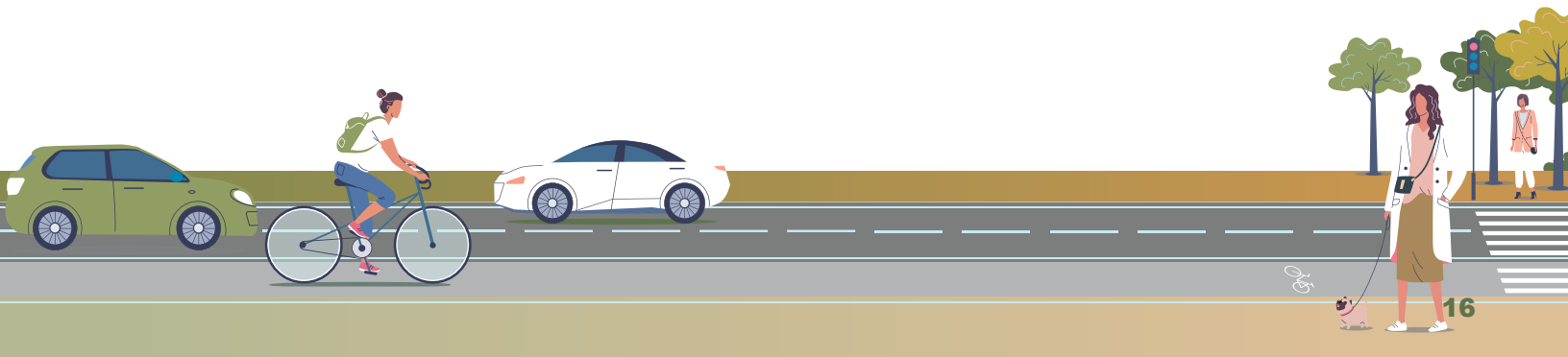


Table 16. High-Crash Intersections





Freight and Goods Movement

Freight drives Smyrna's economy, but rising truck traffic demands infrastructure upgrades to balance growth and mobility.

Freight transportation plays a vital role in Smyrna's economy, with several major freight activity clusters driving commercial and industrial growth. Key locations include the Smyrna/Rutherford County Airport, the Nissan plant, and retail and distribution centers along Sam Ridley Parkway and Almaville Road at I-24. Major freight corridors serving these industries include I-24, I-840, Sam Ridley Parkway, Jefferson Pike, Lee Victory Parkway, and Nissan Drive, all of which facilitate the movement of goods within and beyond the region. The presence of large industrial employers, such as Nissan (over 6,000 employees), Vi-Jon Inc. (1,100 employees), and Federal-Mogul (600 employees), further emphasizes the importance of an efficient freight network. However, increasing freight activity also contributes to traffic congestion, roadway wear, and potential safety concerns, necessitating infrastructure upgrades, designated freight routes, and traffic management strategies to support continued economic growth while minimizing impacts of freight transportation.

Figure 17. Freight Dependent Employment

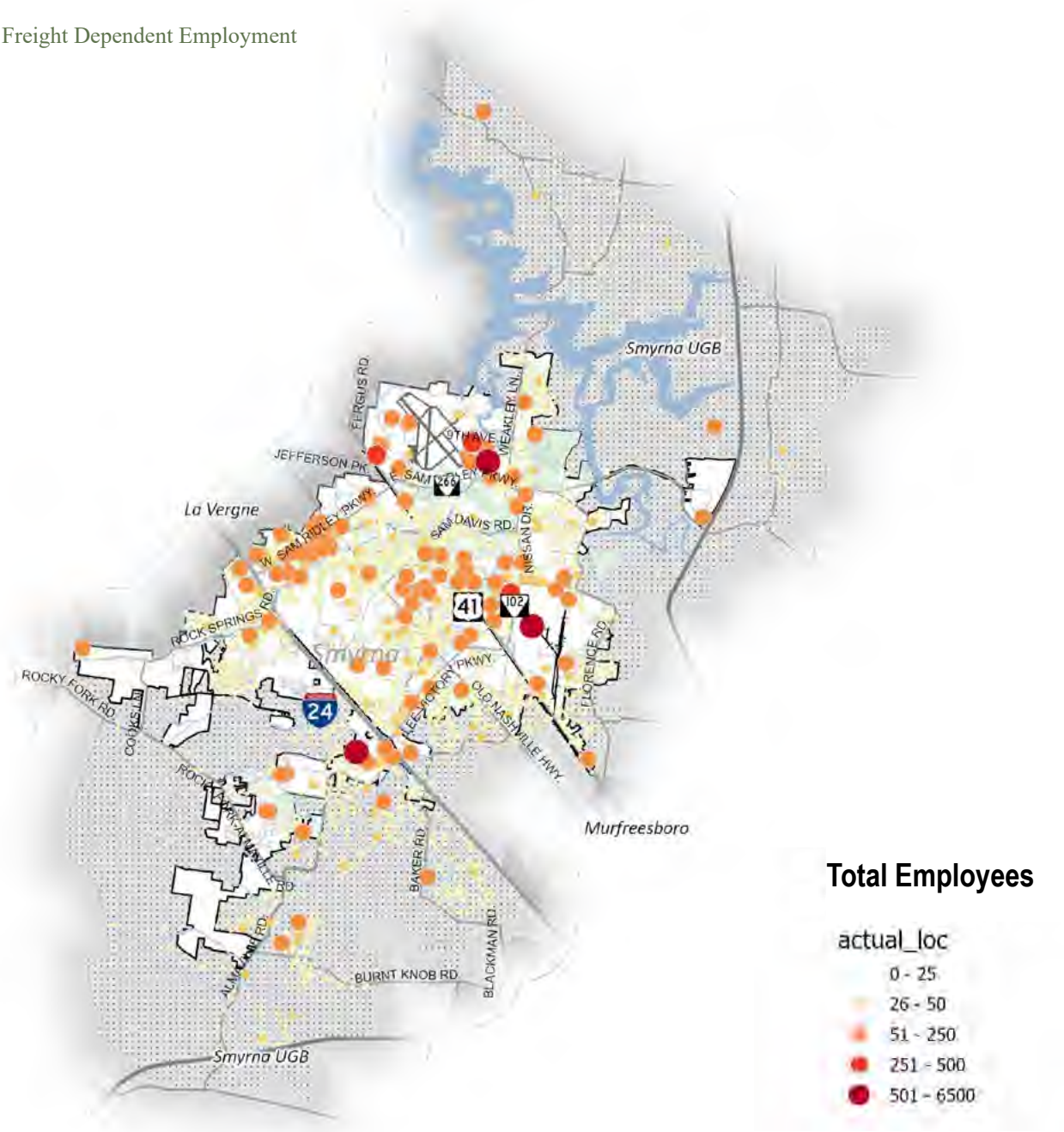
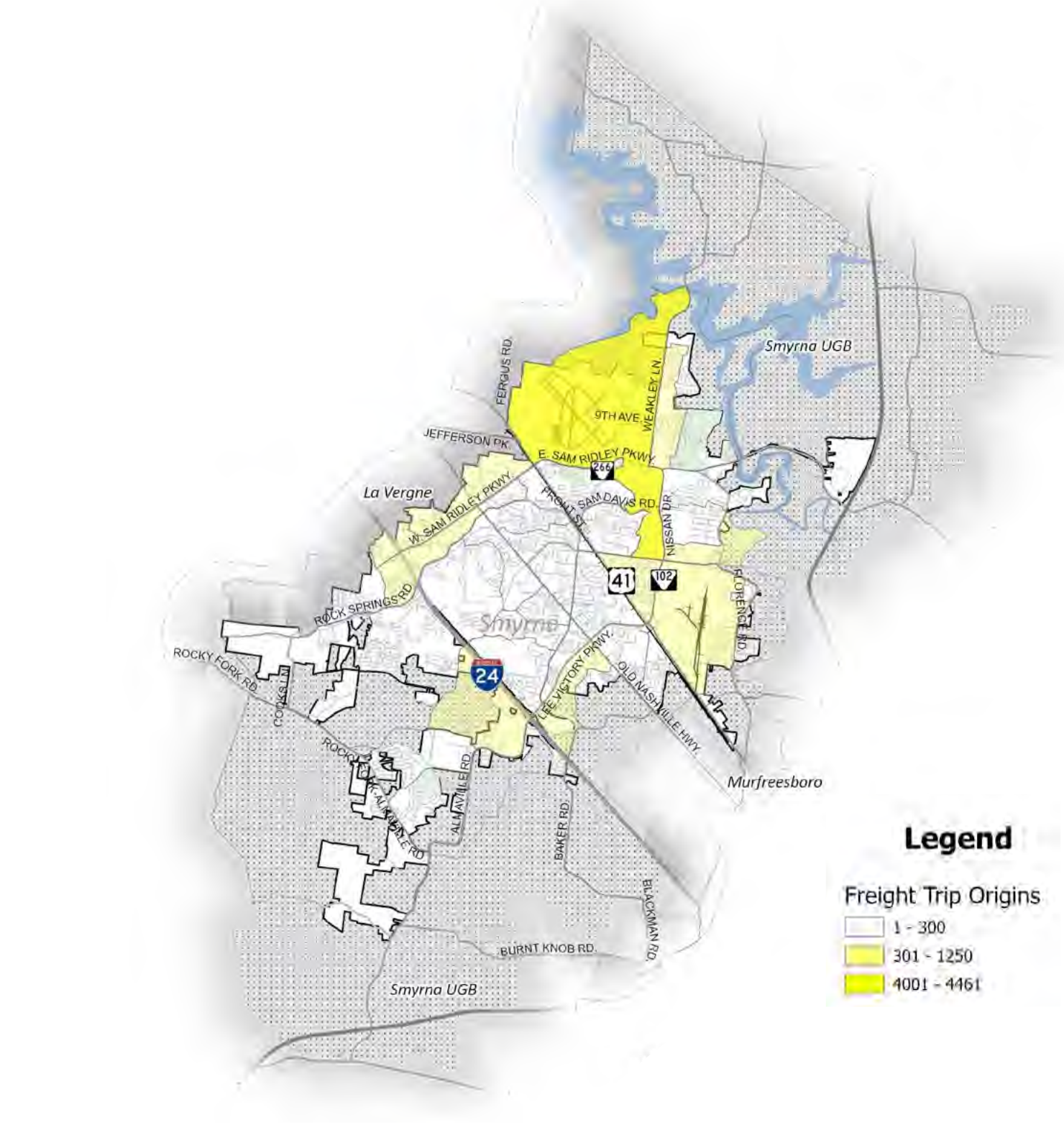
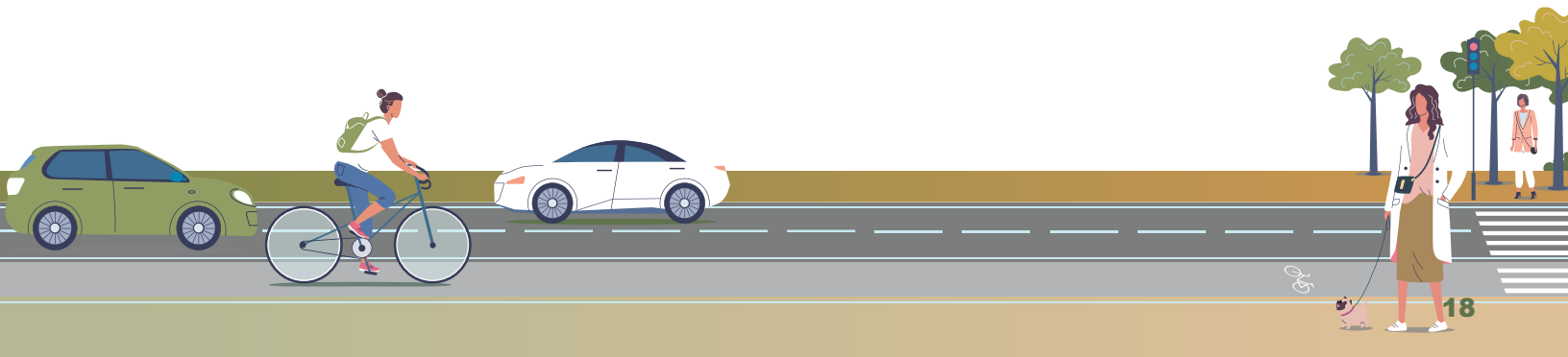


Figure 18. Freight Trip Origins





3 Existing Plan Review



To complement the technical analysis, a comprehensive review of previous planning efforts impacting Smyrna was conducted. This review focused on transportation, land use, and infrastructure plans that include policy directions and proposed improvements to accommodate growth and enhance mobility. The review includes the following local and regional plans:



Smyrna Major Thoroughfare, Bicycle, and Pedestrian Plan (2016)

Evaluates future roadway and active transportation infrastructure needs.

Smyrna Comprehensive Plan (2021)

Guides the town's long-term growth, land use, and economic development for the next 20 years.

Smyrna Safety Action Plan (2025)

Identifies critical roadway safety improvements using public engagement and data-driven analysis.

Smyrna Systemwide Parks Master Plan (2021)

Assesses park conditions and proposes new park sites and greenway extensions.

Rocky Fork Road to McEwen Drive Corridor (2023)

Evaluates a new potential corridor between Smyrna and Franklin.

City of Murfreesboro Greenways, Blueways, and Bikeways Master Plan (2023)

Outlines current and future trail connectivity between Murfreesboro and Smyrna.

Greater Nashville Regional Council (GNRC) Transportation Plans

Includes the Transportation Improvement Plan (TIP) and Regional Transportation Plan (RTP), covering major transportation projects that are federally funded and have significant impact.

TDOT 10-Year Transportation Modernization Act (2023)

TDOT's current priority project list for the state to achieve goals related to safety, congestion, economic growth, preservation, and livability and sustainability.

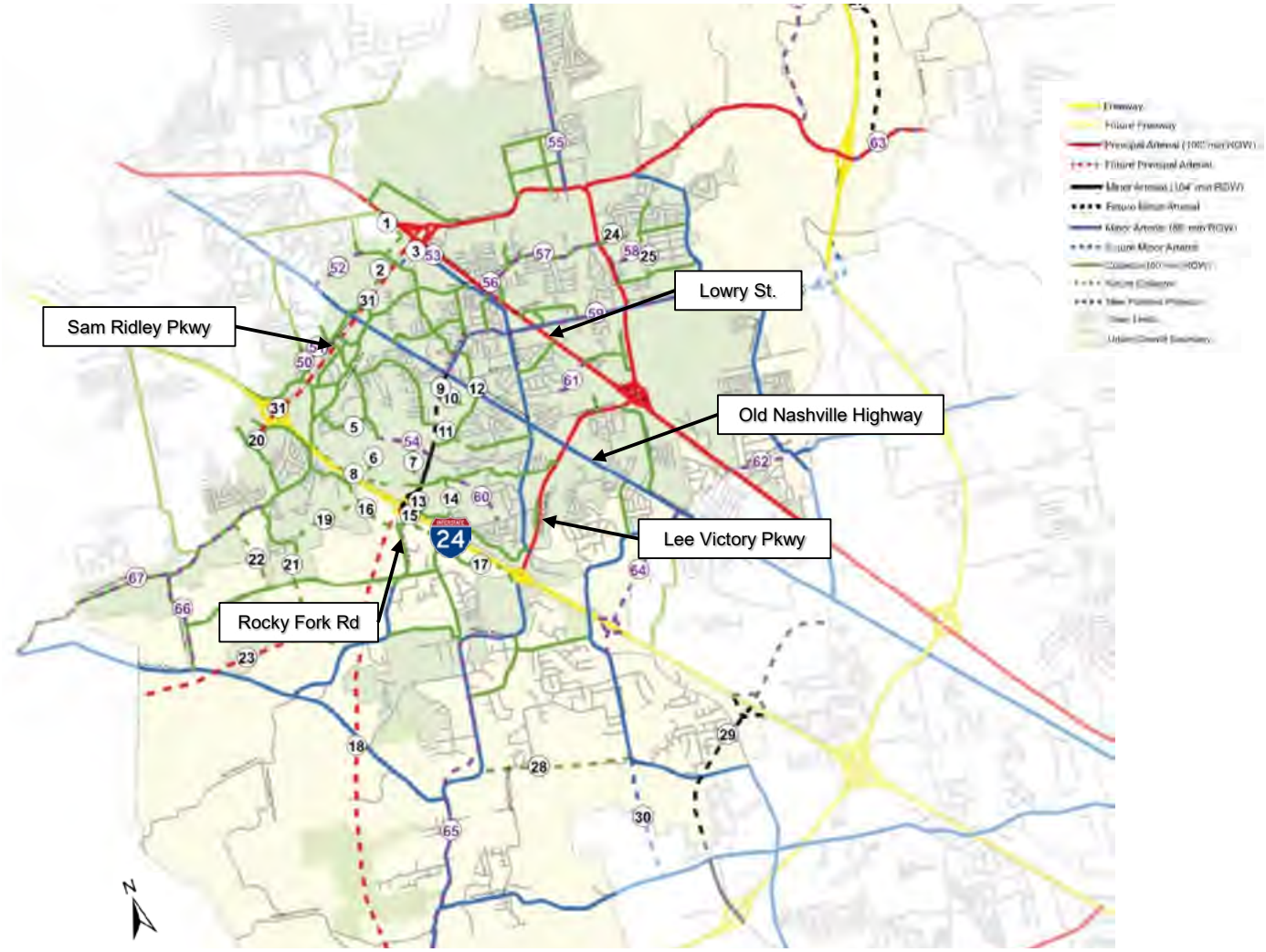
I-24 Choice Lanes Study

Examines toll-based express lanes for congestion management along I-24.

Previous Major Thoroughfare, Bicycle and Pedestrian Plan

The previous Major Thoroughfare and Bicycle and Pedestrian Plan evaluates transportation long-term needs within Smyrna's Town limits and UGB. It identifies key corridors such as Sam Ridley Parkway, Lee Victory Parkway, Rocky Fork Road, Lowry Street, and Old Nashville Highway for roadway and multimodal improvements. The plan emphasizes bicycle and pedestrian infrastructure to enhance mobility and safety, and proposed projects include new sidewalks, bike lanes, and shared-use paths to create a more connected network.

Figure 19. Thoroughfare, Bicycle and Pedestrian Plan



Comprehensive Plan

The Comprehensive Plan provides a 20-year vision for growth and development, considering population trends, land use, and infrastructure within the Town limits and UGB. With 85% of residents commuting out of town and a 3.3% historic annual growth rate, the Comprehensive Plan includes a future land use map that directs desired growth in both jobs and population.

Safety Action Plan

This initiative aims to enhance roadway safety through public engagement, data-driven analysis, and infrastructure improvements. Funded by the Safe Streets for All (SS4A) program, the plan identifies high-risk areas and a High Injury Network where safety solutions should be prioritized. The plan proposes targeted solutions including intersection upgrades, pedestrian safety enhancements, and traffic calming measures.

Parks Master Plan

This plan assesses Smyrna's parks and recreation facilities while identifying new park locations. Proposed sites include Northeast Smyrna, Rocky Fork, Baker Road, and the East Depot District. The plan prioritizes greenway extensions to connect existing parks like Gregory Mill Park, Sharp Springs Park, and Lee Victory Recreation Park with improvements such as repaved trails, nature trails, and new walking paths to support outdoor recreation.

Rocky Fork Road to McEwen Drive Corridor Study

This study evaluates a potential new roadway corridor connecting Smyrna and Franklin. The alignment would follow Rocky Fork Road, York Road, Clovercroft Road, and East McEwen Drive to Wilson Pike. The corridor would enhance east-west connectivity and provide an alternative to I-24 and I-65. Implementation of this project would require coordination between multiple municipalities including Smyrna.

Figure 20. Rocky Fork Road to McEwen Drive Corridor Preferred Alignment



Murfreesboro Greenway, Blueways and Bikeways Master Plan

Murfreesboro's updated Greenways, Blueways, and Bikeways Plan focuses on trail connectivity and non-motorized infrastructure. Just outside of Smyrna's UGB, the West Fork Stones River Trail is planned to expand connections between Murfreesboro and Smyrna, linking parks and neighborhoods. Future trails will improve recreational and transportation options for pedestrians and cyclists, aligning with broader mobility goals in the region.

GNRC Regional Transportation Plan and Transportation Improvement Program

The Nashville Area MPO TIP and RTP outline major transportation improvements for Smyrna and the surrounding region across both short- and long-term horizons. Within the Smyrna area, there are multiple infrastructure projects funded in the current TIP such as the Jefferson Pike widening, I-24 ramp upgrades at Exits 66 and 70, and various pedestrian and ADA-compliant infrastructure upgrades. In addition, the RTP includes other major federally-funded transportation projects in the Town for long-term implementation.

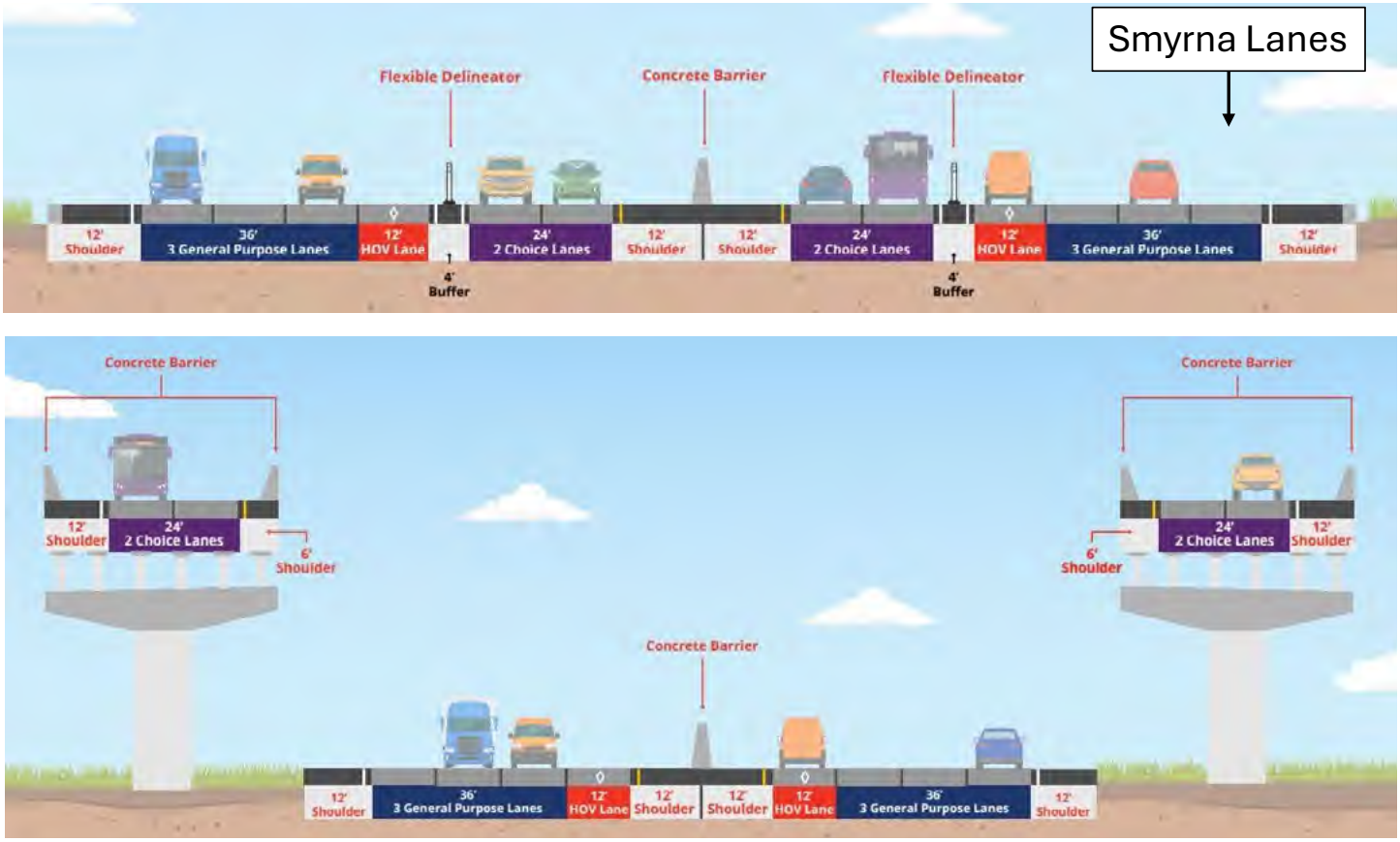
TDOT 10-year Transporation Modernization Act

This state-led initiative allocates $750 million to accelerate transportation infrastructure projects. It focuses on maximizing federal funding and public-private partnerships (P3s) to streamline project delivery and improve regional mobility. Key priorities in the Smyrna area include highway expansions and I-24 corridor improvements.

TDOT I-24 Choice Lanes

This proposal introduces managed toll lanes to reduce congestion along I-24 from Nashville to Murfreesboro. The project includes two additional tolled lanes in each direction, with variable pricing based on traffic demand. TDOT is conducting traffic and revenue studies to assess feasibility. Potential access points in Smyrna include Sam Ridley Parkway, Rocky Fork Road, and Almaville Road.

Figure 21. I-24 Choice Lanes Typical Section Illustration



4 PLAN DEVELOPMENT



The recommended list of Mobility Plan projects was developed through a combination of technical analysis, review of relevant planning efforts, and input from residents and Town staff. This data-driven and engagement-informed approach ensures that future infrastructure investments align with community needs and anticipated growth.

Project Development

The 2017 Major Thoroughfare Plan (MTP) served as the foundation for identifying potential transportation projects within the Town and UGB. This list was cross-referenced with recently completed or ongoing capital projects undertaken by the Town (e.g., Cooks Lane improvements) and TDOT (e.g., Jefferson Pike widening). An initial assessment of need and feasibility, informed by technical analysis, further refined the project list. Input from Town representatives emphasized the importance of sidewalk and pedestrian connectivity, particularly near schools, high-crash areas, and key corridors such as Enon Springs Road, Jefferson Pike, and Nissan Drive. Roadway projects that improve capacity and safety on critical corridors, as well as new roadway connections in high-growth areas, were also identified as potential projects. The result was a list of 99 projects categorized into the following groups:



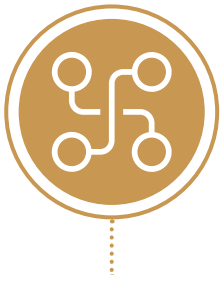
Roadway Capacity

Adding through lanes or a center turn lane to an existing roadway



Operational and Safety

Adding turn lanes at intersections, new traffic signals, adding shoulders



New Connections

Adding new roadways to facilitate growth and connectivity as development occurs



Sidewalks, Multiuse Paths, Bike Lanes and Greenways

Adding on-street facilities to existing roadway alignments or off-road facilities to increase capacity and connectivity of the transportation and recreational multimodal system

Project Evaluation

The 99 transportation projects were evaluated using relevant criteria to prioritize those with the highest community benefit. Projects that are easier and quicker to implement and less costly to maintain are given preference, as are those that enhance multimodal options by providing or improving walking and biking facilities. Safety is a major consideration, with priority given to initiatives that address risks for motorists, cyclists, and pedestrians. Efforts to reduce current and anticipated congestion are also prioritized, along with projects that support economic activity by improving access to freight routes and employment centers. Lastly, community input plays a critical role, with projects that address publicly identified needs receiving heightened consideration.

To capture the importance of each of these key factors, the Mobility Plan uses a weighted evaluation system to prioritize transportation projects based on six key criteria. Each project is scored out of a total of 100 possible points. The highest weight is assigned to both Safety and Congestion Reduction, each worth up to 25 points, reflecting the Town's focus on improving traffic flow and reducing crash risks. Implementation and Maintenance, Multimodal Options (like pedestrian and bike access), and Public Input are each allocated up to 15 points, emphasizing quick execution, accessibility, and community support. Finally, Economy and Freight, valued at 5 points, ensures that projects supporting economic activity and freight movement are also considered. These weights were developed based on public comments received in the engagement efforts and then refined through engagement with the Town's Council and Planning Commission.

Project Ranking

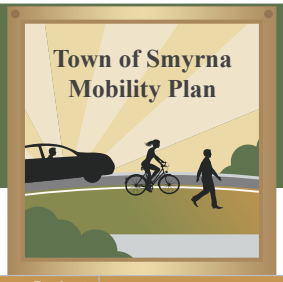
This scoring framework allows the Town to prioritize transportation investments in a clear, consistent, and transparent manner. Projects that best meet the Town's planning goals and community needs can be advanced more quickly through design, funding, and implementation processes. The prioritized list is separated into roadway and multimodal categories, with detailed project scores available in the Appendix.

Table 1. Project Prioritization Scoring System

Safety	25 points	Elevates projects that address known safety issues for drivers, pedestrians, and bicyclists
Congestion Reduction	25 points	Elevates projects that alleviate current and anticipated traffic congestion
Implementation and Maintenance	15 points	Elevates projects that are easier to implement and require lower long-term maintenance costs
Multimodal Options	15 points	Elevates projects that incorporate bike and pedestrian facilities, especially those filling existing gaps
Publicly Identified Need	15 points	Elevates projects that address a need identified through community feedback and other engagement processes
Economy and Freight	5 points	Elevates projects that enhance access to freight routes and employment centers



Table 2. Ranked Roadway Project List



Roadway Projects

*Project has been approved, is in design or is under construction

Roadway Project Ranking	Name	Roadway Project Type	Description
1	Almaville Rd Widening and Pedestrian Improvements	Capacity	Construct continuous center turn lane to mitigate future congestion; construct pathway/sidewalk from Midway Ln to SR 840
2	Lee Road Improvements and Sidewalks	Capacity	Widen existing road to 3 lanes with sidewalks. Phase I will be approximately 1.33 miles at the current development near Montgomery Way. In Survey and Design Phase.
3	Weakley Lane Improvements and Sidewalks	Operational	Add turn lanes and widen shoulders for vehicle and truck traffic. Add sidewalk connections to existing greenway. Functional design phase complete from Swan Drive to Town Limits. Phase 1 from Swan Drive to 8th Ave in design phase. from Sam Ridley Pkwy to Laurel Hill Dr
4	Operational improvements at Jefferson Pike and Nissan/SRP Intersection (Right Turn)	Operational	Right turn lane from Nissan Pike onto Jefferson Pike. Scheduled for Spring 2025 construction.
5	Operational improvements at Jefferson Pike and Nissan/SRP Intersection (Left Turn)	Operational	Add additional left turn lane from SRP onto Jefferson Pike; Under 3-year schdeuld of TDOT Grant Funding: Design, ROW. Project inititation information has been entered into TDOT portal; TDOT setting up project PIN and schedule.
6	Sam Ridley Parkway Widening	Capacity	From Old Nashville Highway to Lowry Street
7	Rock Springs Rd Widening and Pedestrian Improvements	Capacity	Construct continuous center turn lane to mitigate future congestion; construct sidewalk from Montgomery Way to Rocky Fork Rd
8	Operational improvements at Rocky Fork Rd and Cooks Lane	Operational	Construction of turn lanes and other operational/safety improvements
9	Operational improvements at Lee Rd and Rocky Fork Rd	Operational	Roundabout and realignment of intersection approaches
10	Seminary Road / Almaville Road / Poplar Wood Road Intersection Improvements	Operational	Conduct study to evaluate existing signal operations, options for fiber connectivity, and need for retiming.
11	Rocky Fork Almaville Road Improvements and Sidewalks	Capacity	Widen existing road to 3 lanes with sidewalks. Phase 1 Derby Run to Morton Lane in ROW Acquisition; additional phases will follow as development expands.
12	Enon Springs Rd Operational and Pedestrian Improvements	Operational	Bring existing sidewalks up to ADA standards; Road resurfacing from Florence to Ridley. Bid out January 2025; construction complete Summer 2025 from Old Nashville Hwy to Florence Rd
13	Rock Springs Road Improvements	Operational	Add shoulders to this section of road, from Mable Farms to Cooks Lane. Survey and Design Phase to start this Spring.
14	Operational improvements at Sam Ridley Pkwy and Old Nashville Hwy Operational Improvements	Operational	Add additional turn lanes and through lanes; reduce traffic congestion. Design is complete and waiting on TDOT NTP; estimated 18 months to completion from NTP.
15	Operational improvements at I-24 and Almaville Rd interchange (MM 70)	Operational	
16	Cooks Lane Improvements and Sidewalks	Capacity	Widen existing road to 3 lanes with sidewalks. Project will be in several phases as development projects are finalized. In Survey and Design Phase.
17	Industrial Boulevard Operational Improvements	Operational	Conduct study to evaluate existing traffic signal operations, peak hour queueing, and access management strategies along Industrial Boulevard from Sam Ridley Parkway to Team Boulevard West.
18	Operational improvements at Almaville Rd and Rocky Fork Almaville Rd	Operational	Construction of turn lanes and other operational/safety improvements
19	Sam Davis Rd Widening and Pedestrian Improvements	Capacity	Construct continuous center turn lane to mitigate future congestion; construct sidewalks on south side of roadway from Sam Hager St to Nissan Dr; explore connection from Sam Davis Road to Monroe Street.
20	Operational improvements at Murfreesboro Rd and Jefferson Pk	Operational	Potential signalization
21	Operational improvements at I-24 and Sam Ridley Pkwy interchange (MM 66)	Operational	
22	Operational improvements at SR-1 and SR-266 interchange	Operational	
23	Operational improvements at Rock Springs Rd and Old Nashville Hwy	Operational	Add additional turn lanes and through lanes at the intersection. Survey and Functional Design Phase started in October 2024.
24	Almaville Road Improvements and Sidewalks	Operational	Add turn lanes and sidewalks. Survey and Functional Design Underway; from Old Nashville Hwy to Lee Victory Pkwy. from Old Nashville Hwy to Lee Victory Pkwy
25	Operational improvements at Lowry St and Sam Ridley Pkwy EB Off-Ramp	Operational	Potential signalization
26	Operational improvements at Lowry St and Sam Ridley Pkwy WB Off-Ramp	Operational	Potential signalization
27	Rocky Fork to McEwen Corridor Improvements	Capacity	Improve existing Rocky Fork Rd with additional capacity, operational improvements, and pedestrian improvements from Cooks Ln to I-24/Enon Springs Overpass

Table 2. Ranked Roadway Project List, continued

28	Operational improvements at Jefferson Pike	Operational	Potential signalization at Old Jefferson Pike
29	Greentree Drive Extension	Operational	Construct 2-lane roadway with sidewalk to connect existing Greentree Drive termini
30	Wildwood Drive	New Connection	Construct new 2/3 lane roadway with sidewalks to connect Rocky Fork Road to residential areas and school campus from Spring Hill Dr to Enon Springs Road, West at Wildwood Dr
31	Percival Street Extension	New Connection	Construct new 2-lane roadway with sidewalk to provide access to undeveloped residential lands from Bonifay Drive to Gambill Ln Extension
32	Highwood Blvd Extension with Pedestrian Improvements	New Connection	Construct new two-lane roadway to preserve access to Sam Ridley by providing frontage access; construct sidewalk connection from Current terminus to Blair Rd
33	Fitzhugh Blvd	Operational	Construct turn lanes and modify intersection traffic control as needed with future growth due to Air NG relocating to Airport. Relocation to Smyrna is still TBD; if the decision is yes, a full Traffic Impact Study will need to be conducted from Sam Ridley Pkwy to End of Street
34	Operational improvements at Sam Ridley Pkwy and G St	Operational	Construction of turn lanes and other operational/safety improvements
35	Jefferson Pk Widening	Capacity	Widen to 5 lanes to mitigate future congestion from SR-840 to UGB Limit
36	Motlow College Blvd-Lee Victory Park Connection	New Connection	Construct new roadway connection with sidewalk to connect existing and future development, Lee Victory Park, and YMCA from N Lowry St to Mason Tucker Dr
37	Bridge improvements and repairs at Rock Springs Road/I-24 Overpass	Operational	
38	Orchard Valley Dr. Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Nissan Dr. to Benefield Dr.
39	Richmond Dr Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Sam Davis Rd to Lake Farm Rd
40	New Road Connection 1	New Connection	Construct 2-lane roadway with sidewalk to improve connectivity in residential areas from Lee Rd to Rock Springs Rd
41	Operational improvements at Cherry Ln and I-840	Operational	Potential new overpass with future Cherry Ln extension
42	Dale Drive Extension	New Connection	Construct 2-lane roadway with sidewalk to connect Lee Road and Rock Springs Road
43	Sam Davis Rd Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Nissan Dr. to Richmond Dr.
44	Clayton Dr Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Current terminus to Gambill Ln
45	Operational improvements at Sulphur Springs Rd and I-840 interchange	Operational	
46	Seven Oaks Blvd Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Current terminus to Rocky Fork Rd
47	Gambill Lane Extension	New Connection	Construct new 2-lane roadway parallel to I-24 to provide access to undeveloped residential lands and connect Rocky Fork Rd and Rock Spring Rd from Rocky Fork Rd to Big Son Ln
48	Ken Pilkerton Dr Extension	New Connection	Construct 2-lane roadway with sidewalk and CSX railroad crossing to address congestion from Enon Springs Rd from S. Lowry to Old Nashville Hwy
49	Blue Diamond Dr Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Winslet Dr to Greentree Dr
50	Country Village Dr Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Current terminus to St. Francis Ave
51	Olive Branch Road Extension	New Connection	Construct 2-lane roadway with sidewalk to connect existing Olive Branch Road to Rocky Fork Road
52	Enon Springs Interchange at SR 840	New Connection	Construct new 5-lane roadway and a new interchange to connect Nissan directly to SR 840 from Florence Rd to SR 840
53	New Road Connection 3	New Connection	Construct 2-lane roadway to provide access to undeveloped areas in UGB from W Jefferson Pk to Bill France Rd
54	Hammersmith Dr. Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Current terminus to Gambill Ln.
55	Ace Avenue Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Rocky Fork Rd to Enon Springs Road, West
56	Moorhill Ave Extension 1	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Cardigan Dr to Moorhill Ave terminus
57	Rocky Fork Rd & I-24 Interchange	New Connection	Construct new interchange at the current I-24 overpass, to provide additional access to future growth areas from Interchange influence area
58	New Road Connection 4	New Connection	Construct 2-lane roadway to provide access to undeveloped areas in UGB from Almaville Rd to Baker Rd
59	Baker Rd Realignment and Interchange	Operational	Extend Baker on new alignment to interchange with I-24 to mitigate future congestion and provide additional access for southeast study area from Blackman Rd to Old Nashville Hwy
60	I-24 Frontage Road	New Connection	Construct new frontage road that runs parallel to I-24 to provide local connectivity from Sam Ridley Pkwy to Enon Springs Rd



Figure 22. Ranked Roadway Project List Map

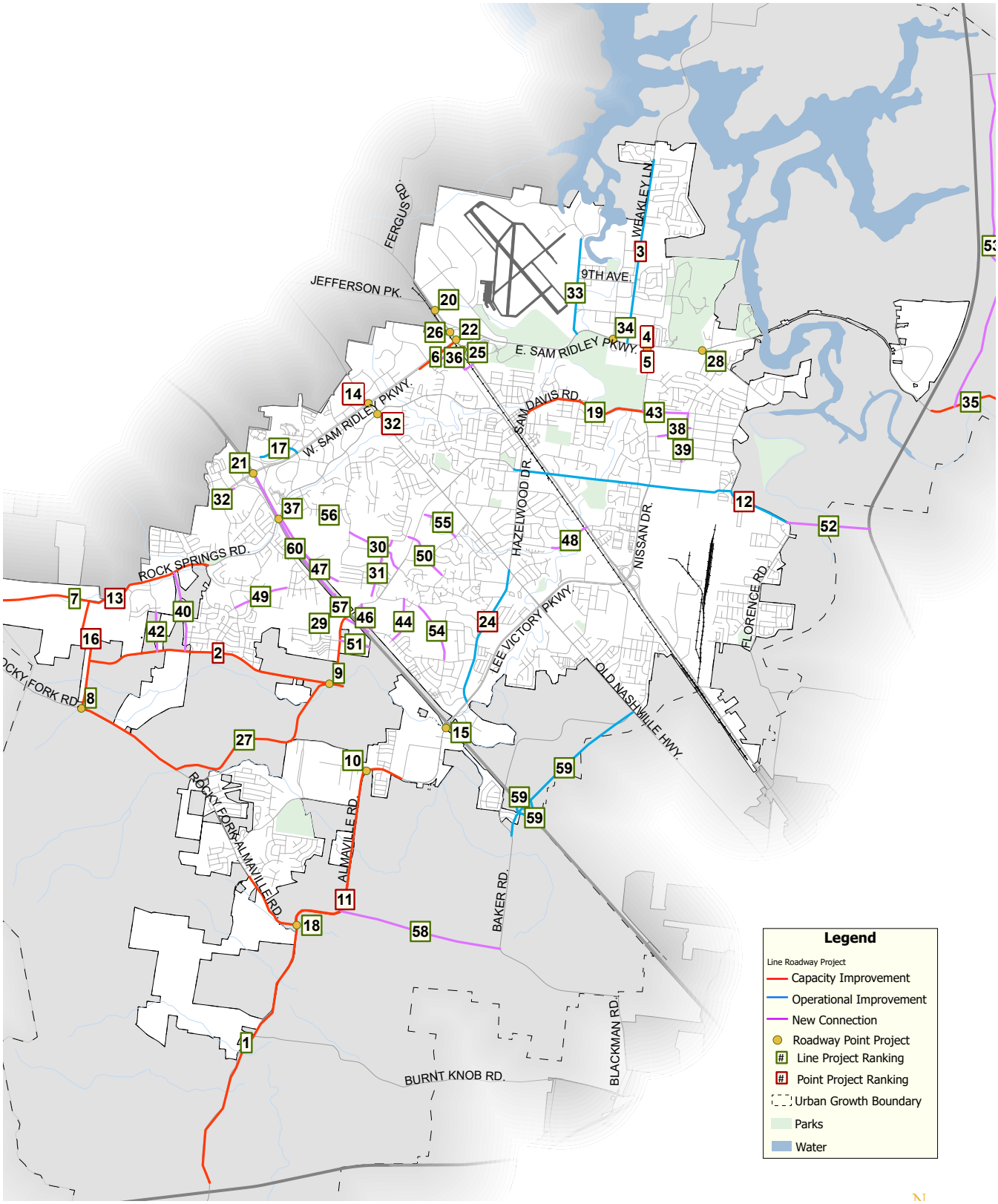
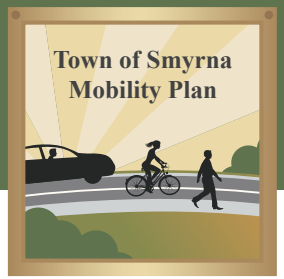


Table 3. Ranked Multimodal Project List



Multimodal Projects

*Project has been approved, is in design or is under construction

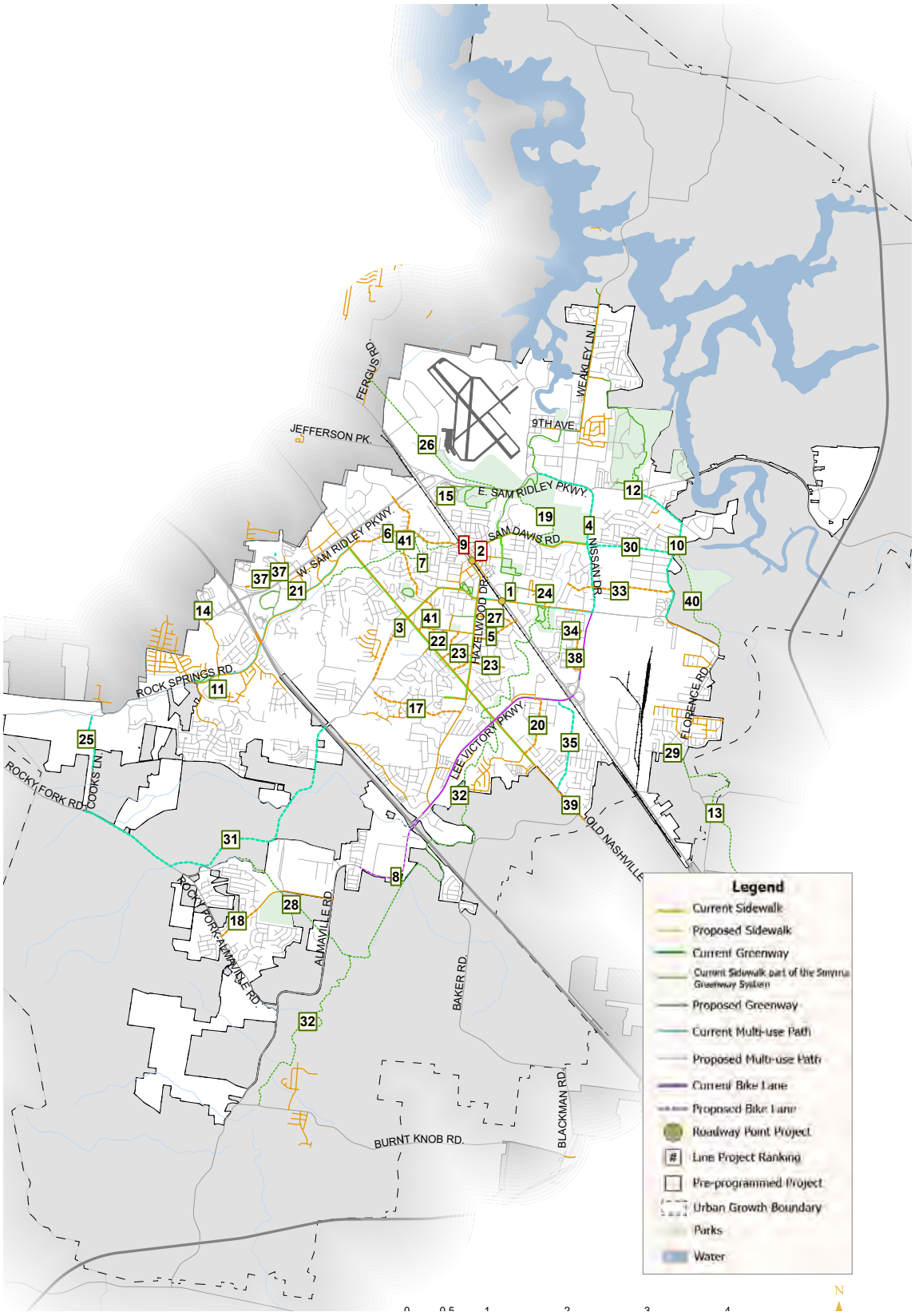
Roadway Project Ranking	Name	Roadway Project Type	Description
1	Pedestrian Crossing at Lowry and Enon Springs Rd	Sidewalk	Construct pedestrian crossing over railroad to S. Lowry St
2	**Washington Street Sidewalks**	**Sidewalk**	**CSX has completed construction on new pedestrian gates; bid out January 2024; construction complete 2025**
3	Enon Springs Sidewalk Extension	Sidewalk	Construct sidewalk to connect existing and future development to Rocky Fork School Campus from Old Nashville Hwy to Rocky Fork Rd
4	Nissan Dr MUP	Pathway	Construct sidewalk from Sam Ridley Pkwy (Existing Green- way) to Enon Springs Rd E
5	McNickle Drive	Sidewalk	Construct sidewalk to connect existing neighborhoods to Smyrna Primary and Middle Schools from S. Lowry St to Hazelwood Dr
6	Rock Springs Rd Sidewalk	Sidewalk	Construct sidewalk to connect neighborhoods to Sam Ridley commercial development, proposed greenway, and Downtown Smyrna from Division St / Front St to Needham Dr
7	Rock Springs Creek Greenway	Greenway	Construct greenway from Monroe St to Spring Hill Dr
8	Almaville Rd Bike Lane	Bike Lane	Construct protected bike lane to connect residential development to existing facility on Lee Victory Parkway from Existing Bike Lane to Neal Ave
9	**Lowry Street Phase II**	**Sidewalk**	**In Design Phase, Jackson Street to Harts Branch Bridge; upgrade existing sidewalks to ADA standards and add additional street lighting. from Jackson Street to Harts Branch Bridge**
10	Florence Rd MUP	Pathway	Construct sidewalk from Jefferson Pk to Enon Springs Rd E
11	Rock Springs Middle Greenway	Greenway	Construct greenway to connect Rock Springs Park to Middle School from Rock Springs Rd to Henricks Hill Dr
12	Jefferson Greenway Connection	Greenway	Construct greenway to connect existing Sharp Springs greenway and neighborhoods south of Jefferson Pk from Existing Sharp Springs greenway to Jefferson Pk/Old Jefferson Pk
13	Nice Mill Greenway	Greenway	Construct greenway to complete connection from Florence Rd to Nice Mill Recreation Area from Florence Rd to Sulphur Springs Rd; potential connection to Murfreesboro Stones River Greenway System.
14	Blair Rd Sidewalk	Sidewalk	Construct sidewalk to connect future development to Blair Rd existing sidewalk and Rock Springs Middle School from Portico Pl to Sam Ridley Blvd W
15	Nolan Dr Sidewalk	Sidewalk	Construct sidewalk to connect N Lowry St, the Event Center, and Lee Victory Park from N Lowry St to existing Nolan Dr greenway
16	Todd Lane Sidewalk	Sidewalk	Construct sidewalk to complete connection between Old Nashville Hwy and Hazelwood Dr from Existing Todd Lane sidewalks/David Youree Elementary to Old Nashville Hwy
17	Sidewalk on Wildwood Dr	Sidewalk	Construct sidewalk to connect neighborhoods to existing sidewalks on Alamville Rd from Almaville Rd to existing sidewalk south of Enon Springs Rd
18	Morton Rd Sidewalk	Sidewalk	Construct sidewalk to connect new development to park from Rocky Fork Almaville Rd to Jericho St

Table 3. Ranked Multimodal Project List

19	Smyrna Elementary Greenway	Greenway	Construct greenway from Sam Ridley Pkwy to Sam Davis Rd
20	Smyrna High - Old Nashville Pk Connection	Sidewalk	Construct sidewalk to connect Smyrna High School, neighborhoods, Pioneer Park, and Old Nashville Hwy from Bulldog Dr to Old Nashville Hwy
21	Cedar Grove Rd Sidewalk	Sidewalk	Construct sidewalk to address short sidewalk gap from West side of Waterford in Smyrna Driveway to eastside of Waterford in Smyrna Driveway
22	Delacey Ln Sidewalk	Sidewalk	Construct sidewalk from Thurman Francis Arts Academy Driveway to Old Nashville Hwy
23	Sidewalk for South of School	Sidewalk	Construct sidewalks on south end of Smyrna Middle School Complex from Along Hutchinson Dr, Hankins Dr, Bailey Collins Dr
24	Mayfield Dr Sidewalk	Sidewalk	Construct sidewalk on Mayfield Drive from Mayfield Circle to Enon Springs Road to connect Rotary Springs Park and Gregory Mill Park
25	Cooks Ln MUP	Pathway	Construct sidewalk from Rock Springs Rd to Lee Rd
26	Threet Greenway	Greenway	Construct greenway from Sam Ridley Pkwy to Fergus Rd
27	Belaire Drive	Sidewalk	Construct sidewalk to connect existing neighborhoods to Smyrna Primary and Middle Schools from Hazelwood Dr to McNickle Dr
28	Rocky Fork Creek Greenway	Greenway	Construct greenway to connect Stewarts Creek school complex to neighborhoods from Proposed Rocky Fork Rd extension to proposed South Stewart Creek Greenway
29	South Nissan Greenway	Greenway	Construct greenway from Florence Rd to Nevada Ave
30	Sam Davis Connection MUP	Pathway	Construct sidewalk from Nissan Dr to Florence Rd
31	Rocky Fork to McEwen MUP	Pathway	MUP parallel to the Rocky Fork to McEwen corridor improvements from Cooks Ln to I-24/Enon Springs Overpass
32	South Stewart Creek Greenway	Greenway	Construct greenway from Enon Springs Rd E to Burnt Knob
33	Lake Farm Rd Sidewalk	Sidewalk	Construct sidewalk from Brookhaven Trail to Florence Rd
34	Mill Springs Greenway	Greenway	Construct greenway to connect neighborhoods and Wal-Mart/Nissan from Providence Pl to Southside Dr and Proposed greenway to Sgt Asbury Hawn Way
35	Chicken Pk MUP	Pathway	Construct sidewalk from Lee Victory Pkwy to Old Nashville Hwy
36	Stoneridge Farms-Cedar Grove Elementary Sidewalk	Pathway	Construct pathway to connect existing multifamily to Cedar Grove Elementary from Stoneridge Farms recreation path to Cedar Grove access road
37	Industrial Blvd/ Chaney Rd/Team Blvd Sidewalk	Sidewalk	Construct sidewalk to connect neighborhoods to commercial development from Team Blvd (west) to Existing sidewalks on Chaney Rd
38	Sgt Asbury Hawn Way Sidewalk	Sidewalk	Construct sidewalk to provide north-south connection between future and existing development from Nissan Drive to Wal-Mart access driveway/ proposed greenway connection
39	Old Nashville Sidewalk	Sidewalk	Construct sidewalk from Chicken Pk to Corner Dr
40	Nice Mill Greenway	Greenway	Construct greenway to complete connection from Florence Rd to Nice Mill Recreation Area from Florence Rd to Sulphur Springs Rd
41	Mason Tucker Dr Sidewalk	Sidewalk	Construct sidewalk to connect multiple neighborhoods, a park, the YMCA, and a proposed greenway from Genie Ln Extension to Todd Ln



Figure 23. Ranked Multimodal Project List Map



In addition to projects with a specific location, there are a number of broader transportation needs in the Town. Stemming from public input as well as engagement with the Town Council and Planning Commission, the following planning and study efforts were identified:

» **Neighborhood Traffic Calming**
During public meetings, residents discussed concerns about drivers speeding through residential areas, specifically on roadways that serve as collectors for various residential developments. By implementing policies or physical measures like speed cushions and traffic circles, such a program could help create safer, more livable streets for residents of all ages and could also encourage walking and biking in the Town.

» **Downtown Master Plan**
Smyrna's Town center is located along Lowry Street (US 41/SR 1) and bifurcated by the 4-lane arterial. There are a number of projects, mostly multimodal in nature, recommended for the Downtown area as part of the Mobility Plan. However, there is continued interest in new development opportunities, an identified need for additional parking, and the desire for more programming of Town events along Lowry and Front Streets and in the Central Depot District more broadly. An update to the Town's Downtown Master Plan could serve as a consolidated effort to address these needs.

» **Lowry Street Speed Study**
Both residents and elected officials identified the speed limit on Lowry Street as a barrier to creating a sense of place in the Downtown area. Currently, Lowry Street has a posted speed limit of 45-mph, but this high speed focuses on vehicular throughput, which can detract from other goals for the Downtown area such as walkability, cohesion across the state highway, and safety. Therefore, a technical study of vehicular speeds and potential for reduction in the posted speed limit should be undertaken either in tandem with or independent from a Downtown Master Plan update.



5 Public and Stakeholder Engagement



It is essential that Smyrna residents and key stakeholders have an active participatory role in the development of the plan. The Mobility Plan engaged the public and stakeholders in a number of ways, including special events, online tools, social media, interviews and traditional workshops.

Outreach Events

Smyrna has a number of popular special events throughout the year that draw thousands of residents and visitors. The project team participated in two events: the Top Gun Fun Run on September 20th, 2024 and Halloween in the Park on October 26th.

At both events, the project team set up a table with displays raising awareness of the project and information on how to participate. Project team members were present at the table to answer questions and provide more information. The team also provided residents flyers and other material with links to online surveys. Hundreds of Smyrna residents were engaged at both events.



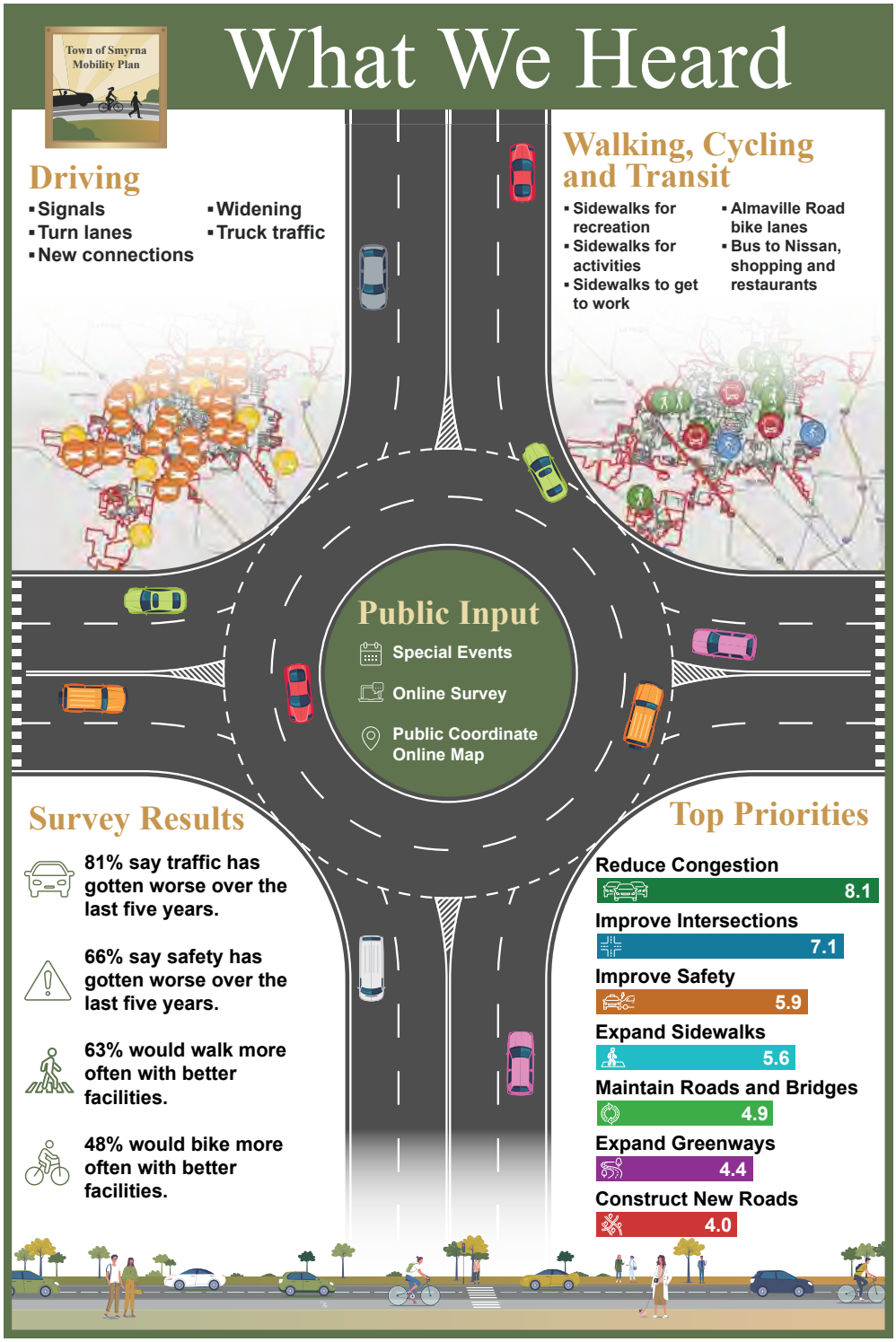
Online Engagement

Participants could participate online in two ways. An online survey gave participants the opportunity to provide their opinions on the quality of mobility in Smyrna and priorities for transportation improvements. An online map application, Public Coordinate, gave participants the ability to provide location-specific input on roads, walking, cycling and transit. Residents were able to open the map and drop a pin at a specific location, then write a description of the problems they experience there. These online tools provided the project team with valuable insight on the public perspective to help align the plan with what they public views as what is most needed.

The public's top priorities identified through the online engagement are:

- Congestion reduction
- Intersection improvements
- Safety
- Sidewalk expansion

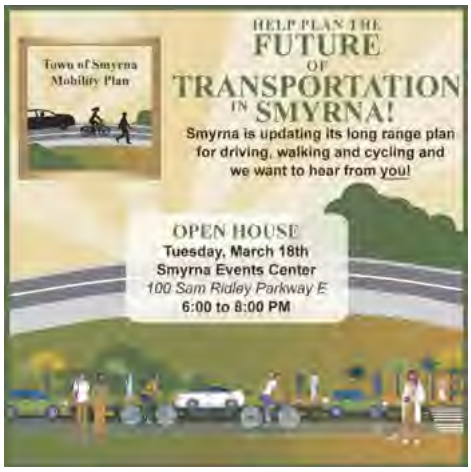
A full summary of online engagement is found in the appendix.



Social Media

Multiple posts on the Town of Smyrna's (@townofsmyrna) social media pages raised awareness of the online engagement opportunities, the project team's presence at the special events, and to attend the public workshop. The posts were shared by Town staff, Town Council, Parks Advisory Board, and other elected officials to amplify the exposure.





Stakeholder Engagement

In addition to general public outreach, members of the project team held stakeholder group interviews on September 25th, 2024. Two groups were interviewed, one consisting of Town staff and the other key partners in transportation planning and implementation.

The Town staff stakeholder group included staff from Planning, Police, Engineering, Parks and Rutherford County Schools. Participants were engaged on how they currently use the Major Thoroughfare Plan, growth hotspots, problem areas, priorities and opportunities.

The partner stakeholder group included representatives from Rutherford County Planning and Engineering, City of Murfreesboro Planning and Engineering and the Greater Nashville Regional Council (as well as Town staff). Participants were engaged on how they currently coordinate across jurisdictions, how projects and decision making will impact adjacent jurisdictions and ways to coordinate in the future.

Public Workshop

On March 18th, the Town hosted a public workshop at the Smyrna Events Center. The purpose of the workshop was to present the draft Mobility Plan recommendations and answer questions from residents.





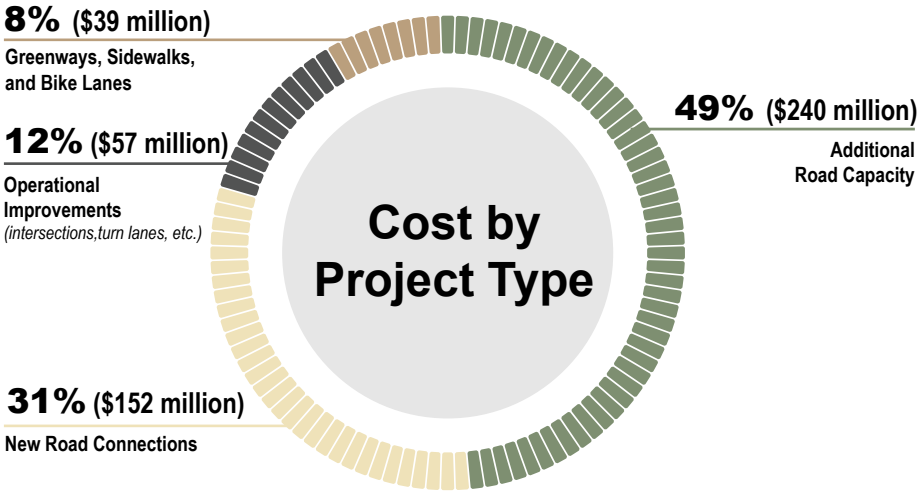
6 Implementation



Implementing the 99 Mobility Plan projects will require substantial resources. To support this effort, planning-level cost estimates were developed, and potential funding sources were identified, including local, state, and federal programs.

Cost Estimates

Cost estimates are important to understand the amount of resources required to implement the project recommendations. Cost estimates prepared for the Mobility Plan result in approximately $488 million in total project needs. Approximately half of that cost ($240 million) is attributed capacity improvements on existing roads, while just under a third ($152 million) is for new roadway connections. About 20 percent of the cost is attributed to operational improvements, such as turn lanes, shoulders and intersections ($57 million) and greenways/pathways, sidewalks and bicycle lanes ($39 million). Detail on individual project cost estimates is found in the Appendix.



Potential Funding Sources

The total cost of the recommended projects is approximately $488 million. With an average of $10.6 million spent annually on capital projects from local sources—including general fund revenues, impact fees, and state aid—external funding will be essential. Mobility Plan projects can be implemented through a variety of mechanisms, and Smyrna typically funds projects using the aforementioned local revenue sources combined with other grants. The following table outlines other major federal and state funding programs applicable to this plan, including eligible applicants, project types, typical match requirements, and example projects.

Table 3. Eligible Federal and State Funding Sources

Funding Source	Administering Agency	Eligible Applicants	Eligible Project Types	Eligibility Requirements	Federal/State/ Local Match Requirements	Funding Type	Example Mobility Plan Project
Active Transportation Infrastructure Investment Program (ATIIP)	U.S. Department of Transportation (USDOT)	States, MPOs, local governments	• Bicycle & pedestrian networks • Safe routes to transit • Complete streets improvements • Multimodal projects	Must demonstrate commitment to active transportation networks.	80% federal / 20% state or local	Competitive	Rock Springs Rd Sidewalk
Bridge Investment Program (BIP)	Federal Highway Administration (FHWA)	State, local, and tribal governments	• Bridge replacement • Rehabilitation • Preservation & resilience upgrades	Applicants must own or maintain the bridge; must demonstrate cost-effectiveness and need.	50-80% federal (depending on project type) / 20-50% local	Competitive	Bridge improvements and repairs at Rock Springs
Carbon Reduction Program (CRP)	Federal Highway Administration (FHWA)	States, MPOs, local governments	• Public transit enhancements • EV charging stations • Traffic flow optimization • Active transportation projects	Projects must reduce transportation emissions; must be consistent with State carbon reduction strategy.	80% federal / 20% state or local	Formula	Enon Springs Sidewalk Extension
Community Change Grant	U.S. Department of Transportation (USDOT)	Local, regional, and tribal governments, nonprofits	• Active transportation projects • Safe routes to school • Community engagement programs • Public space improvements	Applicants must serve disadvantaged communities or promote equity and environmental justice.	80% federal / 20% local	Competitive	Nissan Drive MUP
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Federal Highway Administration (FHWA)	States, MPOs, local governments	• Public transit improvements • Traffic flow improvements • Ridesharing • Bicycle and pedestrian projects	Projects must demonstrate emission reduction benefits and be located in or benefit a non-attainment or maintenance area for air quality standards.	80% federal / 20% local	Formula	Florence Rd MUP
FRA Railroad Crossing Elimination Grant Program	Federal Railroad Administration (FRA)	State and local governments, railroads, MPOs	• Grade separation projects • Crossing closures and safety upgrades • Signal improvements • Pedestrian safety enhancements	Projects must eliminate at-grade crossings or improve crossing safety; railroads may be co-applicants.	80% federal / 20% state or local	Competitive	Pedestrian Crossing at Lowry and Enon Springs Rd
Highway Safety Improvement Program (HSIP)	Federal Highway Administration (FHWA)	States, MPOs, local governments	• Intersection improvements • Guardrails & rumble strips • Roadway safety audits • Pedestrian crossings & signals	Projects must address documented safety issues and be part of a Strategic Highway Safety Plan.	90% federal / 10% state or local (some safety projects can receive 100% federal funding)	Formula	Almaville Rd Widening and Pedestrian Improvements

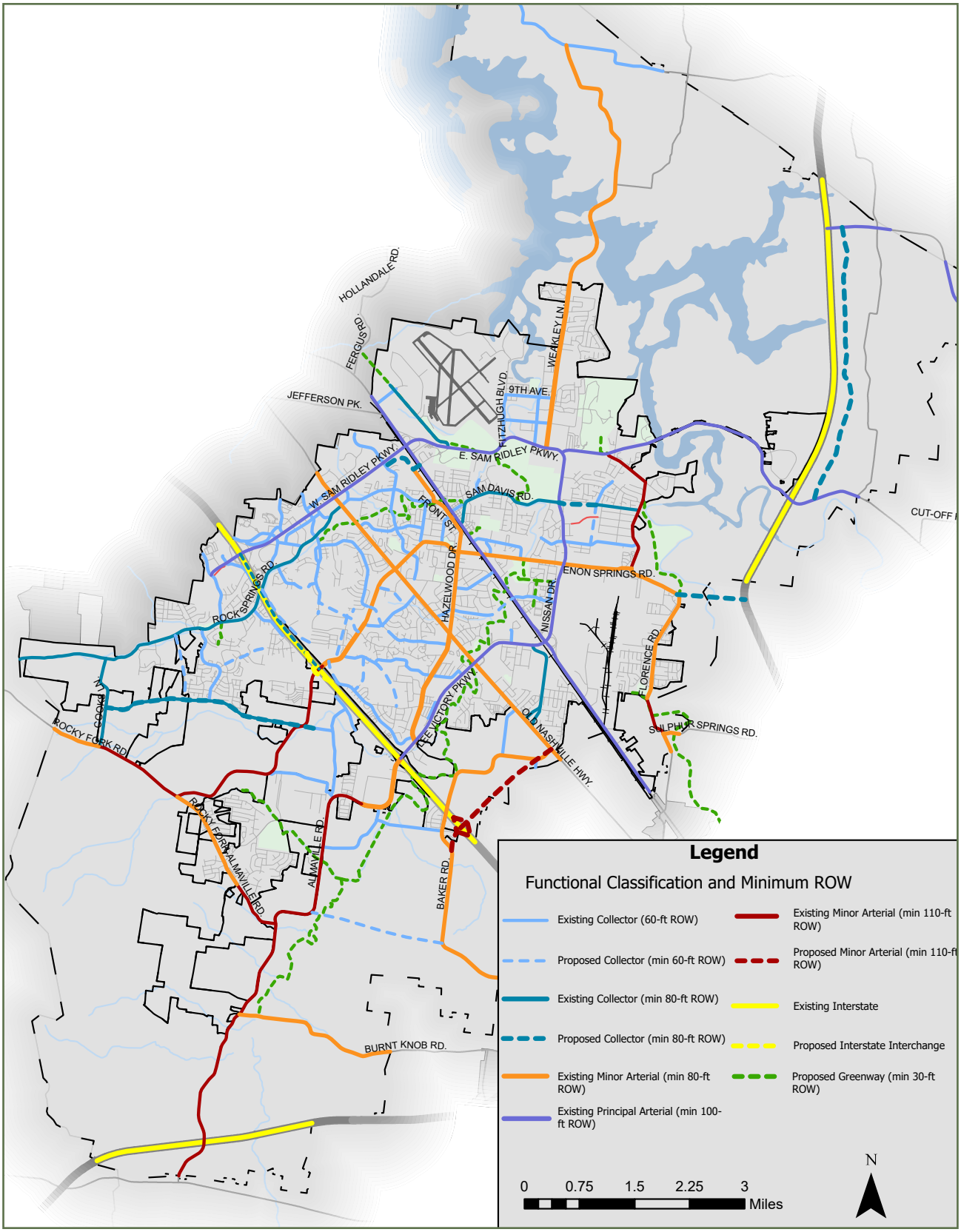
Table 3. Eligible Federal and State Funding Sources continued

Funding Source	Administering Agency	Eligible Applicants	Eligible Project Types	Eligibility Requirements	Federal/State/ Local Match Requirements	Funding Type	Example Mobility Plan Project
Local Parks & Recreation Fund (LPRF)	Tennessee Department of Environment and Conservation (TDEC)	Local governments	• Park and greenway development • Playground and recreational facility improvements • Open space acquisition • Trail construction	Applicants must show recreational or conservation value	50% state / 50% local	Competitive	Nice Mill Greenway
National Highway Performance Program (NHPP)	Federal Highway Administration (FHWA)	States, MPOs	• Highway & bridge rehabilitation • Pavement & infrastructure maintenance • ITS deployment • Safety improvements	Projects must be on the National Highway System and support performance goals.	80% federal / 20% state or local	Formula	Operational improvements at Lowry St and Sam Ridley Pkwy Off-Ramps
Safe Streets and Roads for All (SS4A)	U.S. Department of Transportation (USDOT)	Local, regional, and tribal governments	• Complete streets planning • Vision Zero strategies • Roadway safety improvements • Pedestrian & cyclist safety projects	Projects must be part of a local safety action plan.	80% federal / 20% local	Competitive	Weakley Lane Improvements and Sidewalks
Surface Transportation Block Grant (STBG)	Federal Highway Administration (FHWA)	States, MPOs, local governments	• Highway & bridge projects • Transit capital projects • Bicycle & pedestrian facilities • Safety improvements • Transportation planning	Projects must meet federal eligibility and be included in the Statewide Transportation Improvement Program.	80% federal / 20% state or local (some safety projects eligible for 100% federal funding)	Formula	Rocky Fork Almaville Road Improvements and Sidewalks
TDOT Multimodal Access Grants	Tennessee Department of Transportation (TDOT)	Cities, counties, MPOs	• Sidewalks and crosswalks • Bicycle lanes • Transit stop improvements • ADA accessibility enhancements	Sidewalks	95% state / 5% local	Competitive	Nissan Dr MUP
TDOT Traffic Signal Modernization Program (TSMP)	Tennessee Department of Transportation (TDOT)	Local governments	• Traffic signal timing improvements • Intelligent transportation system (ITS) upgrades • Adaptive signal control technology • Signal equipment replacements	Projects must improve traffic signal operations and include local match.	80% state / 20% local	Competitive	Operational improvements at Jefferson Pike and Old
Transportation Alternatives Program (TAP)	Federal Highway Administration (FHWA)	Local governments, MPOs, state agencies	• Bicycle and pedestrian projects • Safe routes to school • Recreational trail projects • Historic transportation facility preservation	Jefferson Pike	80% federal / 20% state or local	Formula	Smyrna High - Old Nashville Pk Connection

Right-of-Way Preservation

Smyrna is a fast growing community, and the Town must ensure that adequate rights-of-way (ROW) are preserved as new developments are proposed. The map below identifies minimum ROW widths for existing and proposed roads and greenways consistent with the intended design (travel lanes, medians, turn lanes, sidewalks and sidepaths.

Figure 24. Right-of-way



Priorities

Given limited formula funding and increasing construction costs, the Mobility Plan highlights priority projects for near-term funding pursuits. These projects were selected based on the prioritization process, funding eligibilities, and project scale:

Almaville Road Widening from I-840 to Midway Lane

This project widens Almaville Road with a center turn lane, sidewalk, and multiuse path to reduce congestion, improve safety, and provide multimodal access between I-840 and I-24.

Enon Springs Sidewalk Extension from Old Nashville Highway to Rocky Fork Road

A new sidewalk will connect neighborhoods to Rocky Fork Middle School, improving walkability and safe access to schools.

Pedestrian Crossing at Enon Springs Road & Lowry Street

A pedestrian crossing over the railroad and Lowry Street will safely connect neighborhoods on both sides of this key corridor.

Nissan Drive Multiuse Path from Lee Victory Park to Enon Springs Road

This multiuse path connects parks, neighborhoods, and the Nissan plant, enhancing bike and pedestrian mobility throughout the Town.

Rock Springs Road Widening & Pedestrian Improvements from Montgomery Way to Rocky Fork Road

The project adds a center turn lane, sidewalks, and a multiuse path to ease congestion and improve safety and access for pedestrians and cyclists.

Rocky Fork to McEwen Corridor Improvements

Widening Rocky Fork Road to four lanes with multimodal features will create a new east-west regional corridor linking Rutherford and Williamson Counties.

Sam Ridley Parkway Widening from Old Nashville Hwy to Lowry Street

Widening this major arterial with added lanes, sidewalks, and a multiuse path will improve capacity, reduce congestion, and enhance safety for all users.

For each of these priority projects, more detailed information and visual representation of their benefits are provided in the Appendix. With support from the Town Council and Planning Commission, these priority projects will serve as the foundation for future grant applications and coordination with TDOT and the MPO.

Appendix

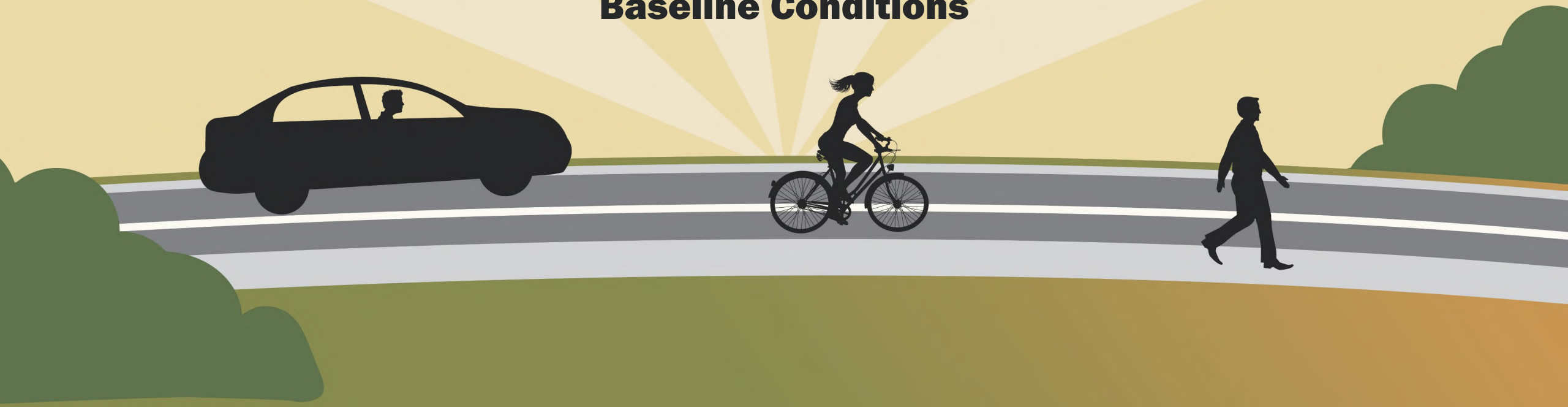


Baseline Conditions

A

Smyrna Major Thoroughfare Plan Update

Baseline Conditions



Draft: October 7th, 2024

Contents

I. Introduction and Background

II. Growth Trends

III. Demographics

IV. Travel Patterns

V. Street Network

VI. Multimodal Mobility

VII. Safety

VIII. Freight and Goods Movement

IX. Summary and Conclusions

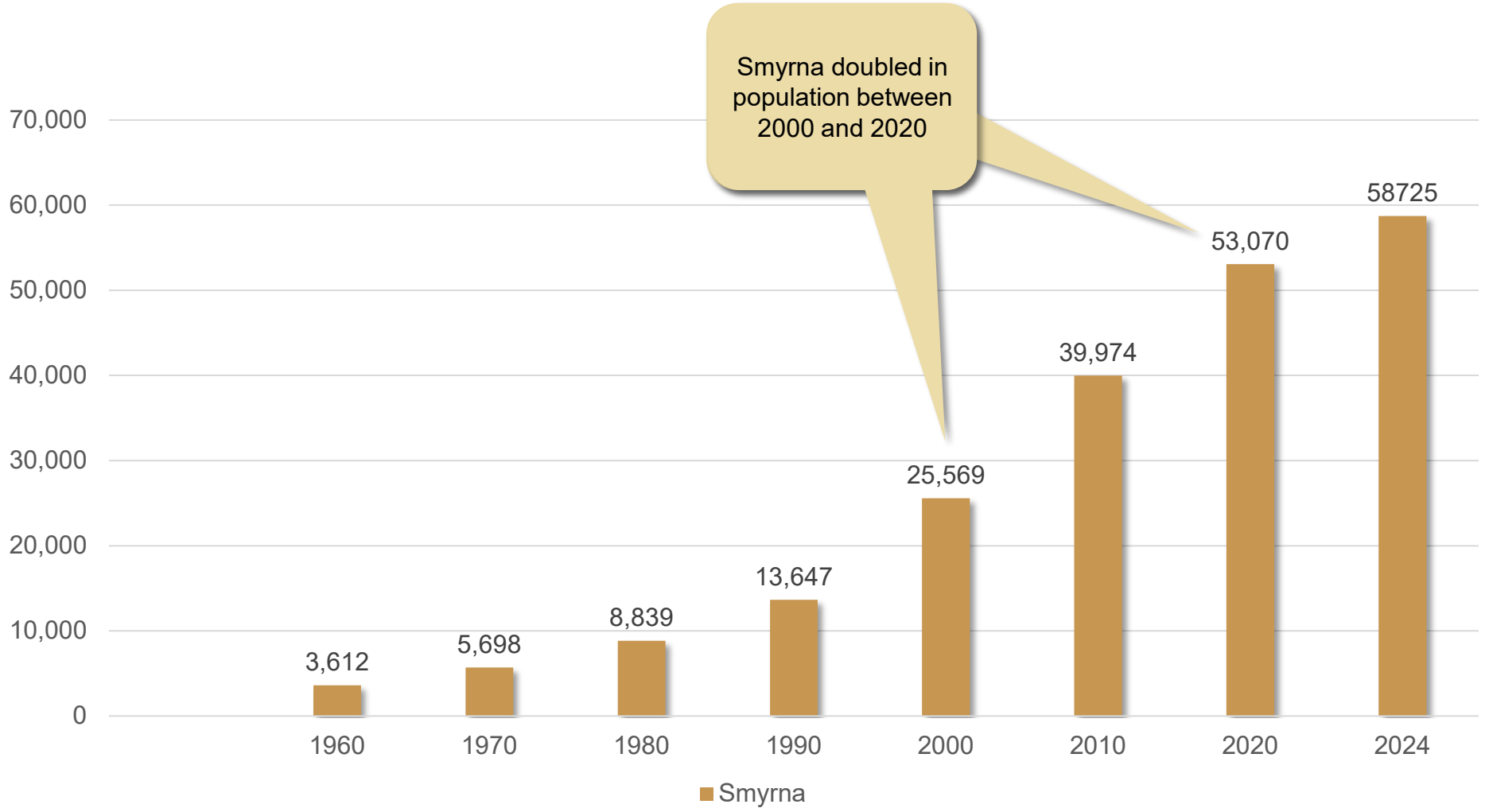
Growth Trends

- Population Density
- Expected Growth

Key Takeaways

- Smyrna doubled in population from 2000 to 2020
- Projected to double again by 2050
- Historic population center between I-24 and Lowry Street
- Most of vacant/developable land is west of I-24
- Growth hotspots
  - Rocky Fork
  - Rock Springs
  - I-840/Suphur Springs
  - Couchville Pike

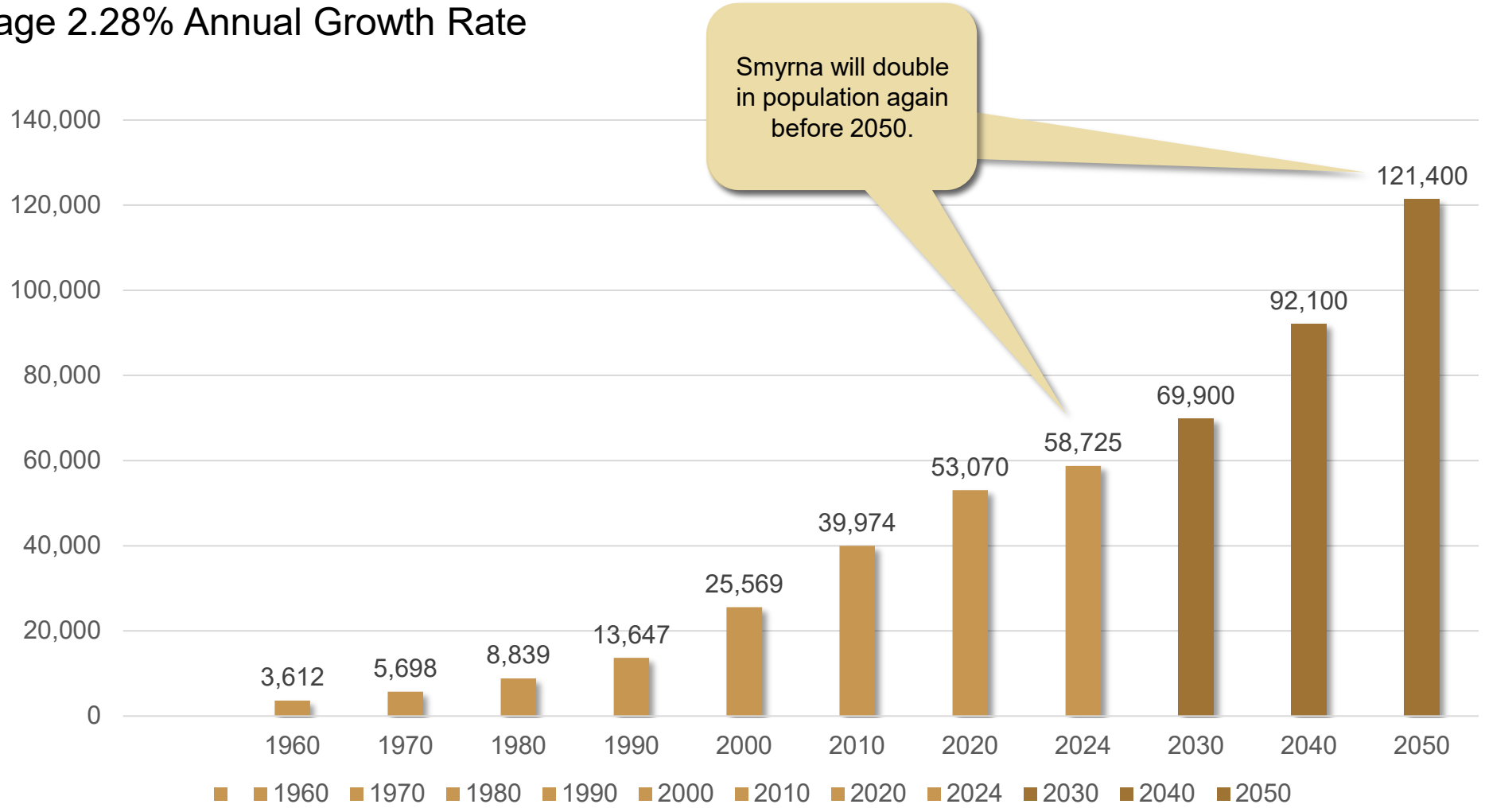
Historic Population Growth



Source: UTK Tennessee State Population Center, World Population Review, https://data.census.gov

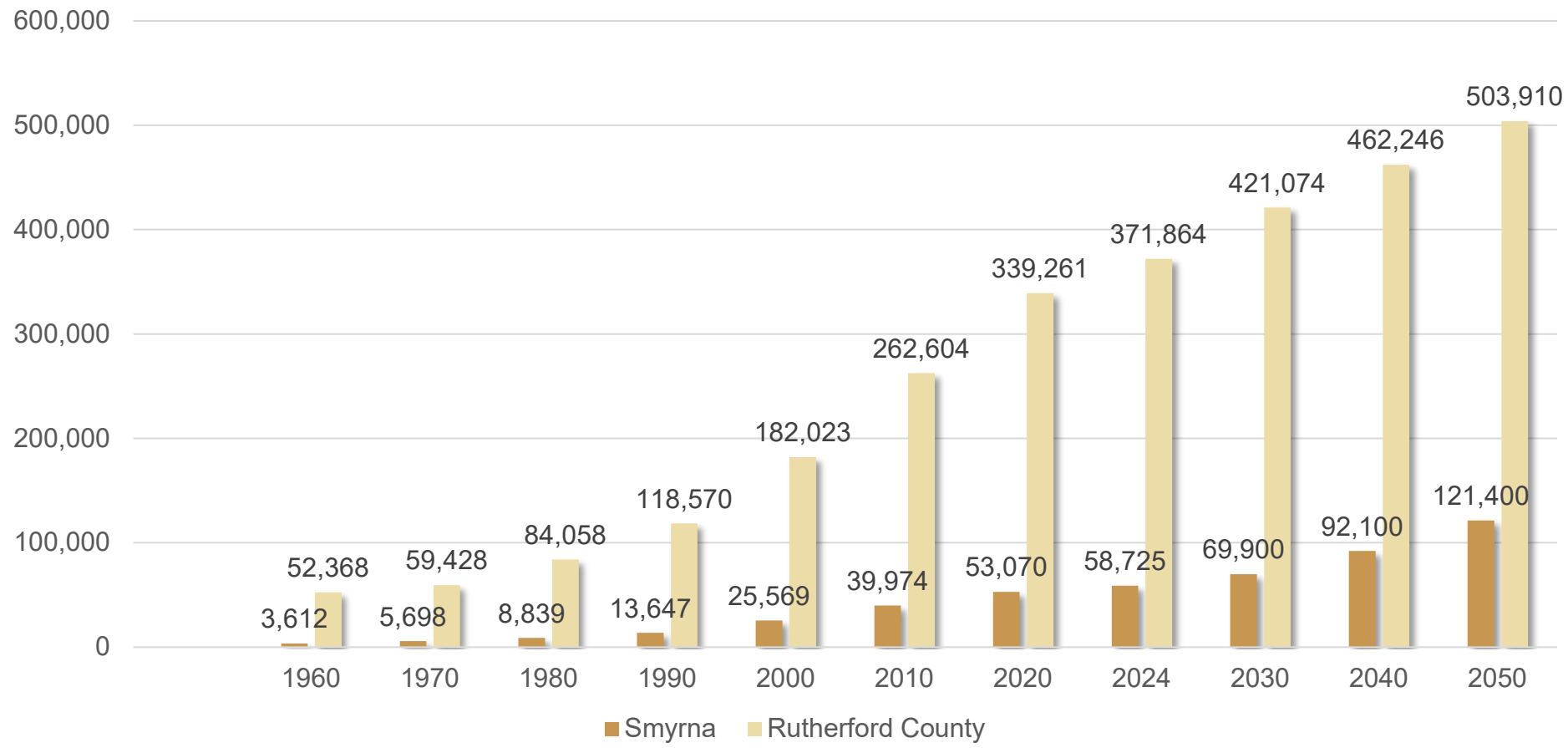
Population Projection

Average 2.28% Annual Growth Rate



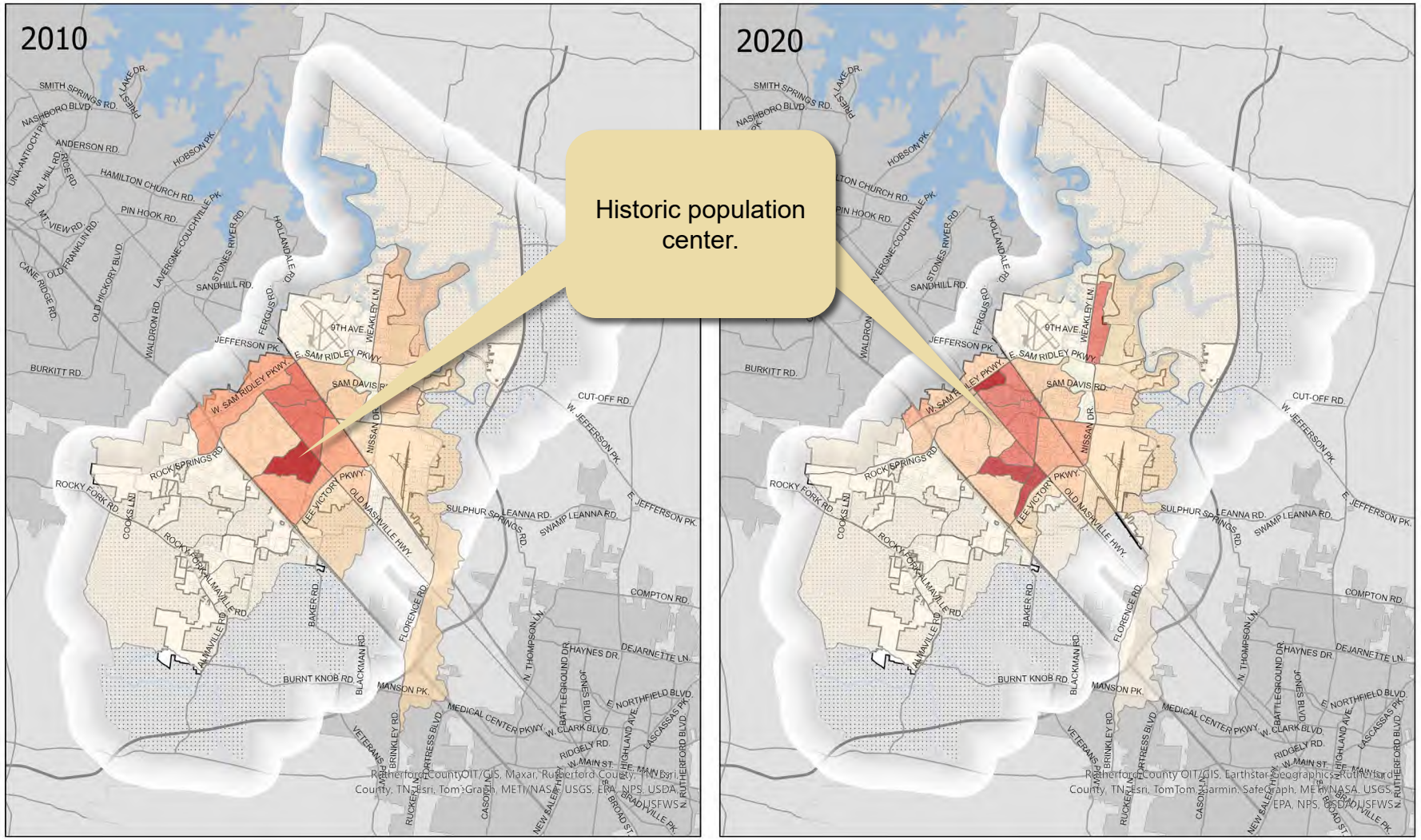
Source: UTK Tennessee State Population Center, World Population Review, https://data.census.gov

Comparison to Rutherford County

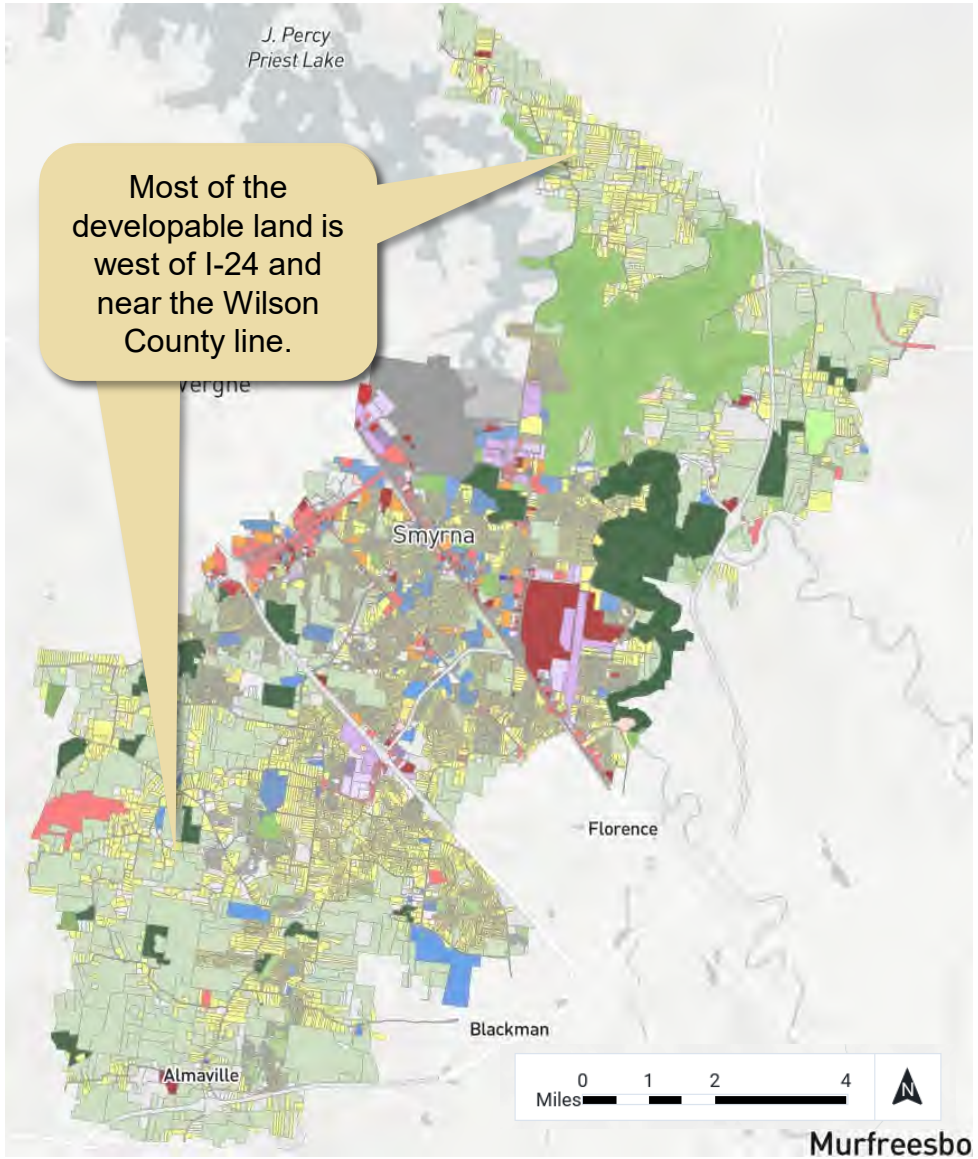


Source: UTK Tennessee State Population Center, World Population Review, https://data.census.gov

Population Density



Existing Land Use



Land Use Category (L3)

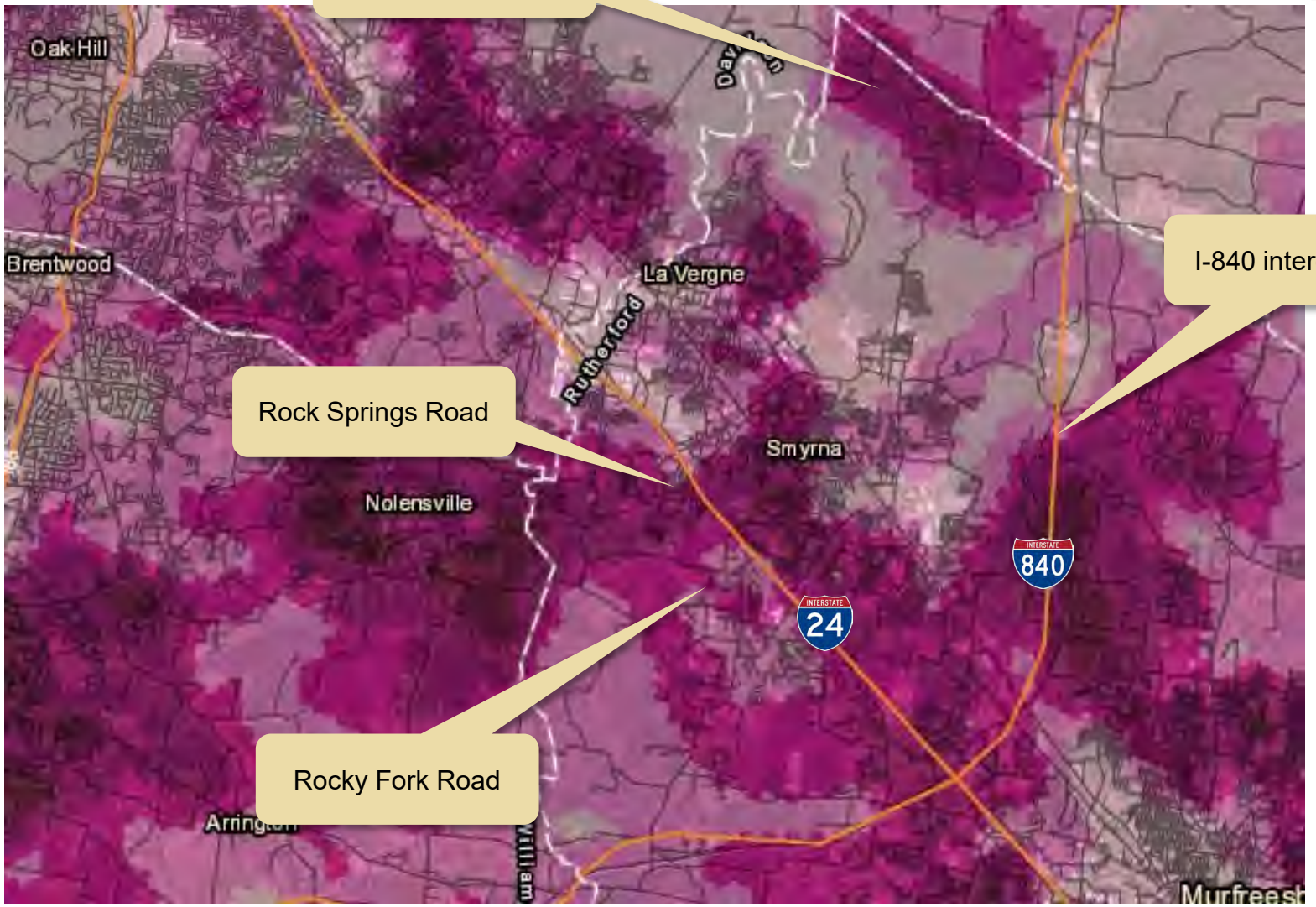
Base Canvas

- Mixed use commercial
- Single-family detached
- Single-family attached
- Multifamily
- Commercial centers
- Accommodation
- Commercial other
- Office
- Commercial recreation
- Wholesale/Warehousing
- Light industrial
- Heavy industrial
- Civic facilities
- Special use
- Emergency services
- Primary/Secondary education
- Hospitals
- Military
- Transportation
- Parks/Recreation
- Golf courses
- Cemeteries
- Open space
- Vacant
- Other
- Agriculture
- Natural/Conservation
- Water

Expected Growth

GNRC
Expected Growth
(2015-2040)





Source: GNRC

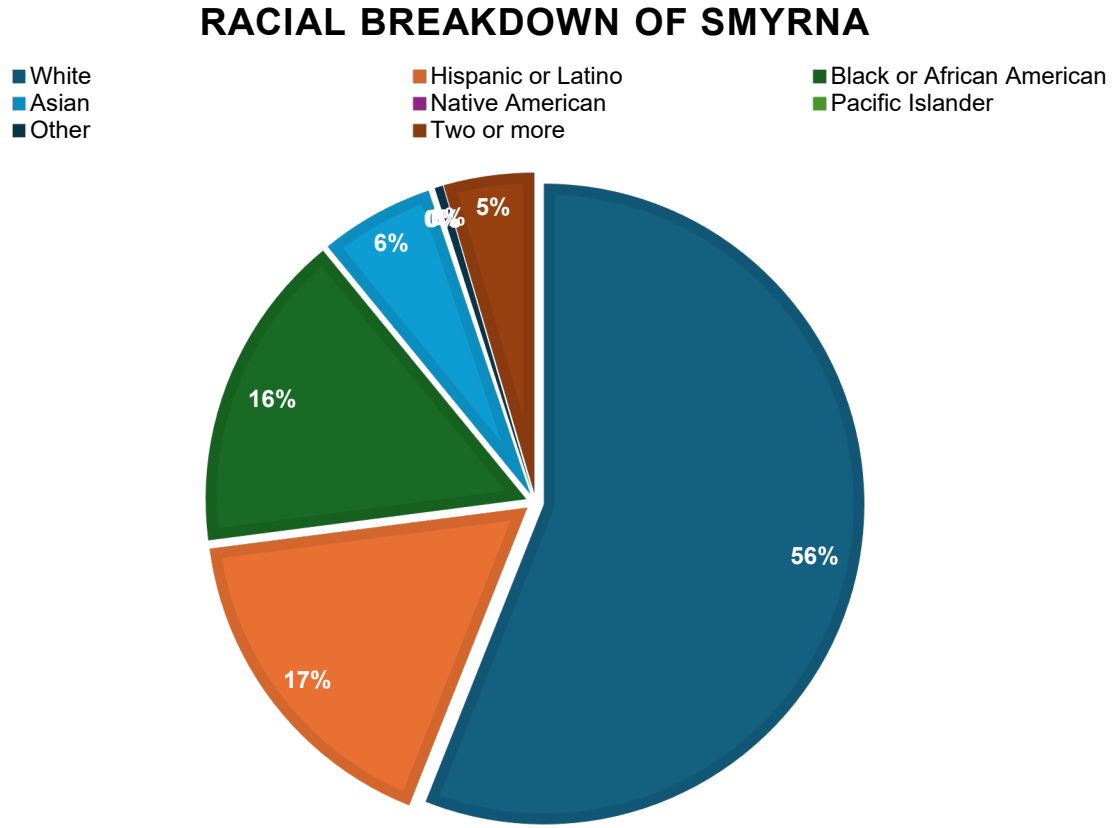
Demographics

- Age and race
- Areas of persistent poverty and disadvantaged communities
- Auto ownership**

Key Takeaways

- Significant minority population (44%)
  - African American
  - Hispanic
- Trending younger: families
- Significant middle aged/retired lifetime residents
- Disadvantaged communities
  - Weakley Lane
  - Sam Davis Road

Race and Ethnicity



White: 29,728
Hispanic or Latino: 8,988

Black or African American: 8,554
Asian: 3,062

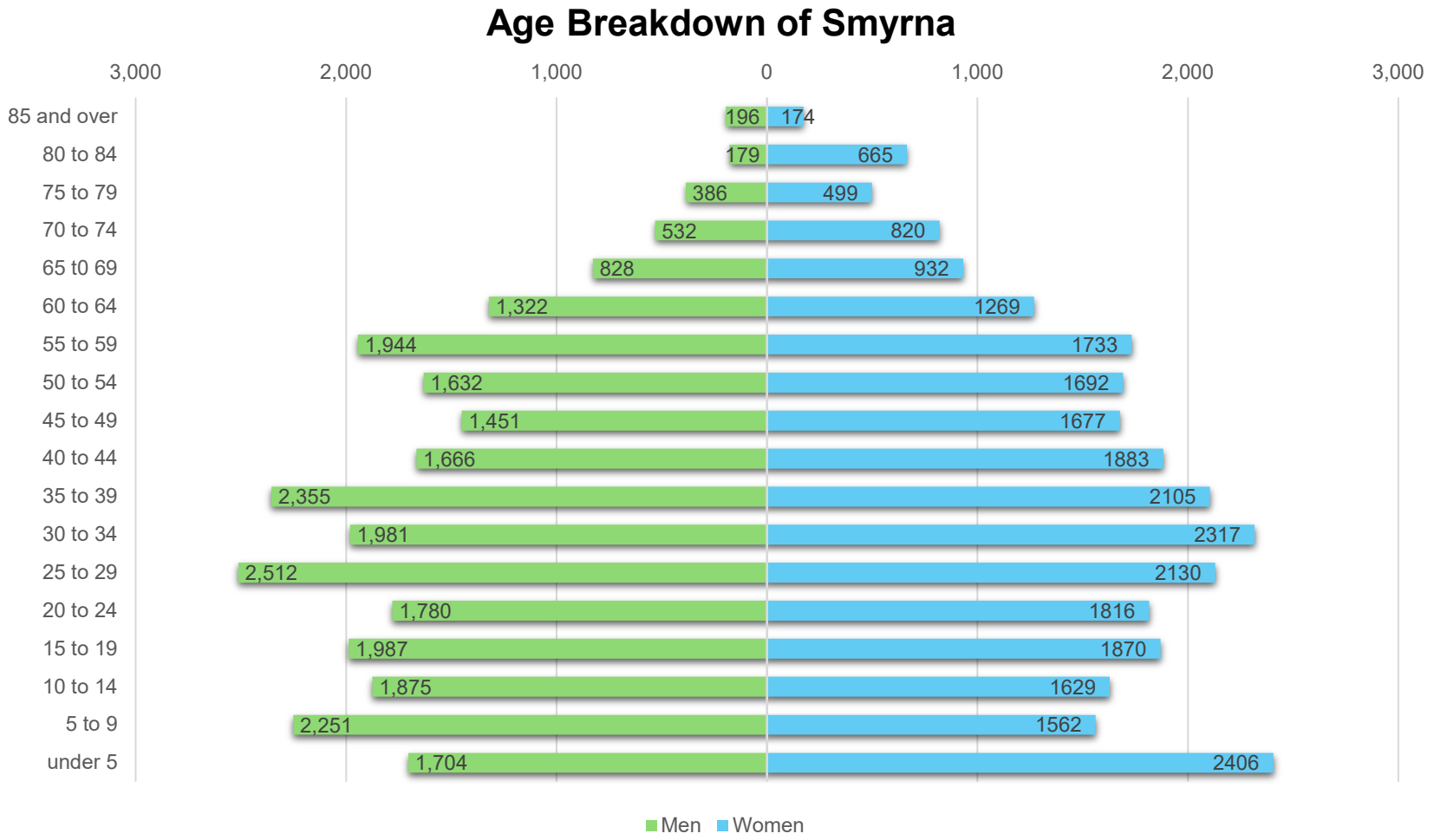
Native American: 80
Pacific Islander: 55

Other: 224
Two or more: 2,379

Total: 53070

Source: https://data.census.gov

Age

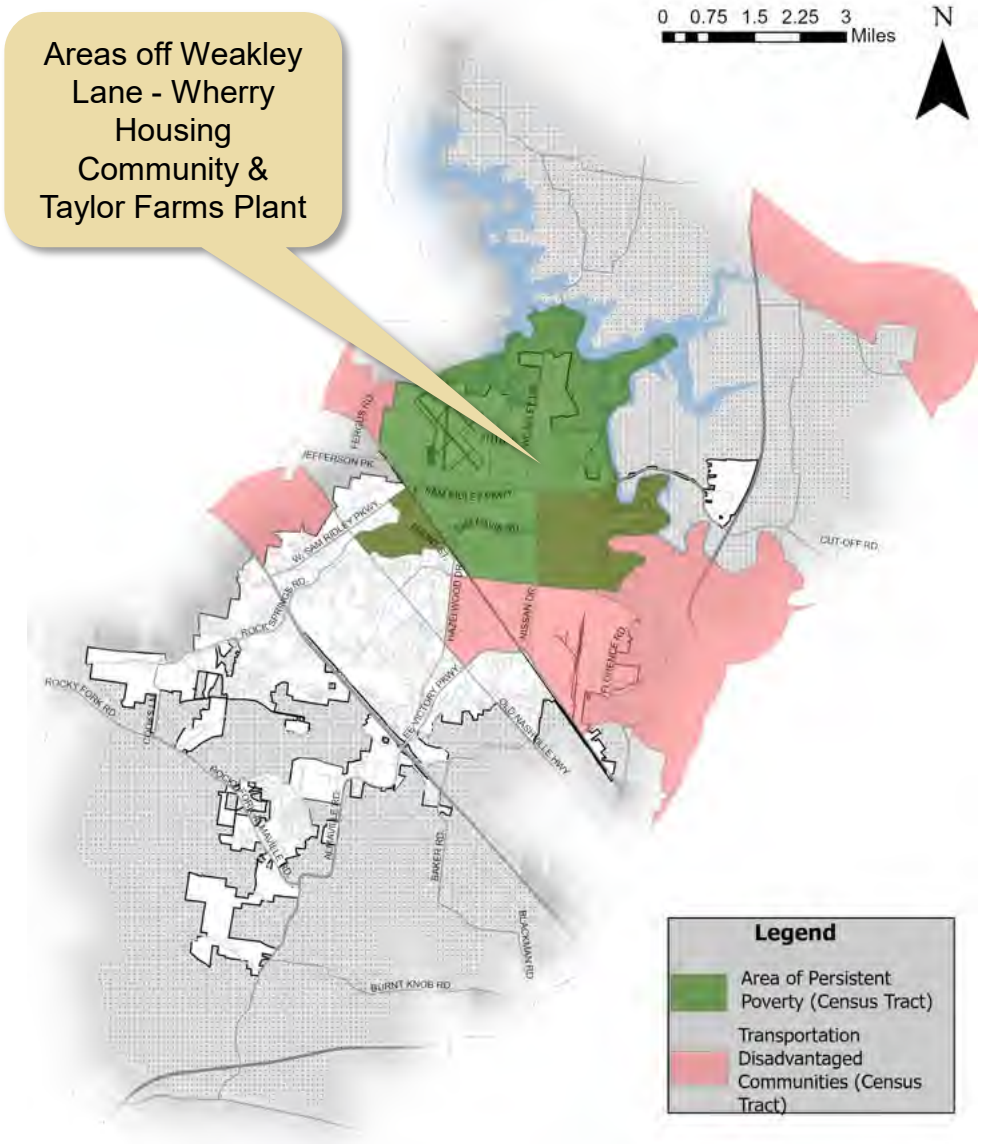


Source: https://data.census.gov

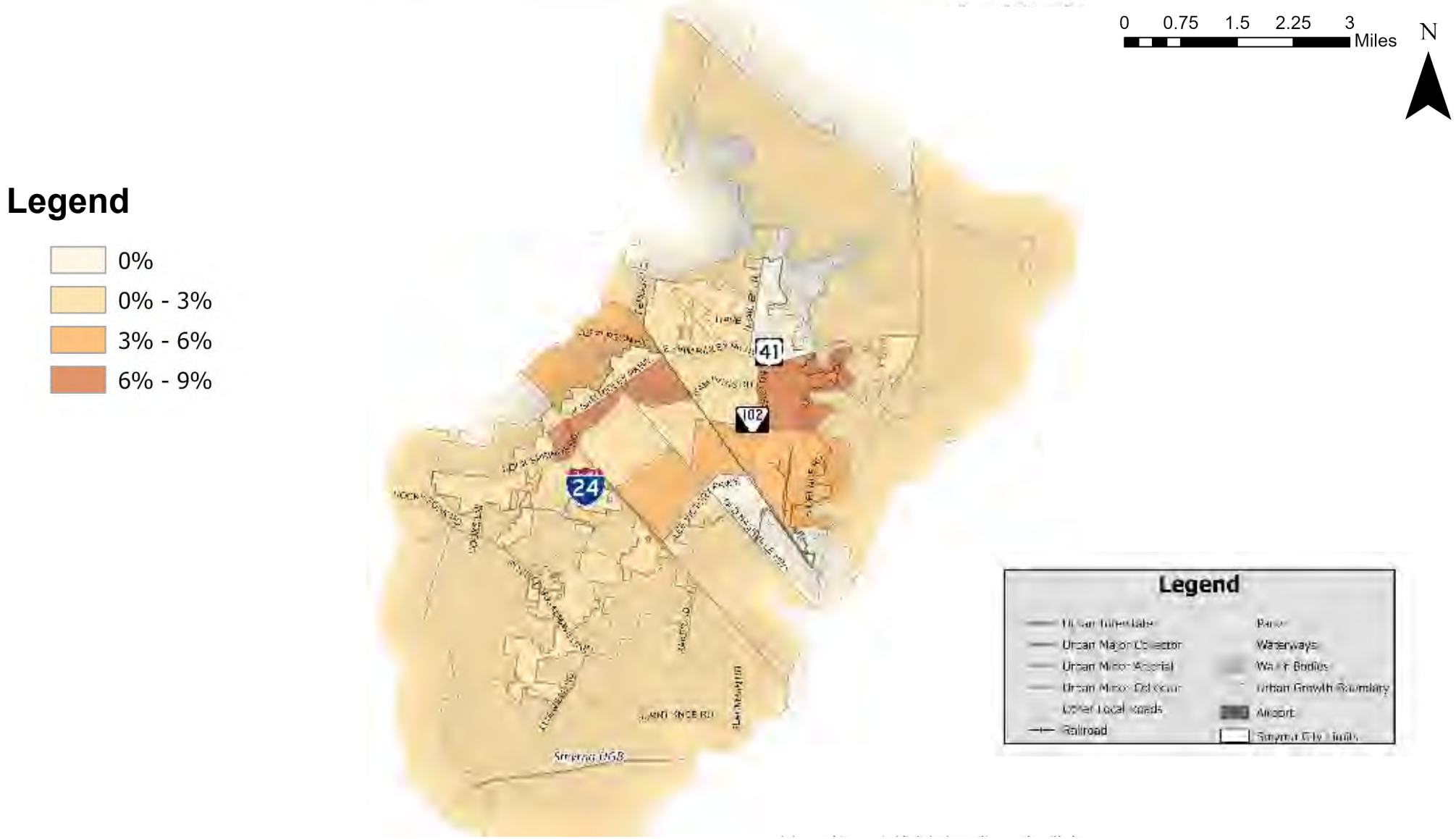
Areas of Persistent Poverty & Disadvantaged Communities

USDOT standards to help identify areas of need for transportation investment:

- *Area of Persistent Poverty*: a census tract with a poverty rate of at least 20% measured over the recent 5-year period.
- *Disadvantaged Community*: census tracts that have been marginalized by economic and infrastructure underinvestment. Determined by White House Office of Management and Budget.



Households with No Vehicle



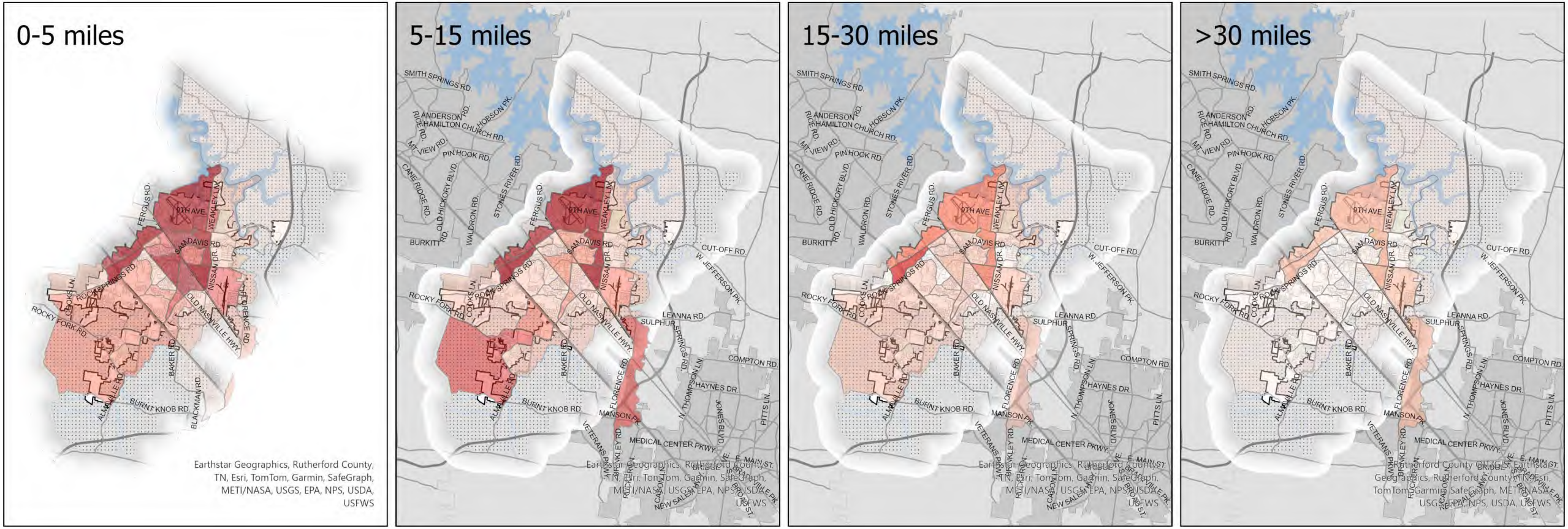
Travel Patterns

- Trip Length
- Commuter Inflows/Outflows
- Employment

Key Takeaways

- Travel demand is greatest
  - Sam Ridley
  - Almaville Road to I-840
  - Airport
  - Nissan plant
- Regionally focused travel
  - I-24 corridor dominates travel patterns
  - Smyrna imports more workers than they export
  - Very few residents work in Smyrna

Trip Distance from Origin

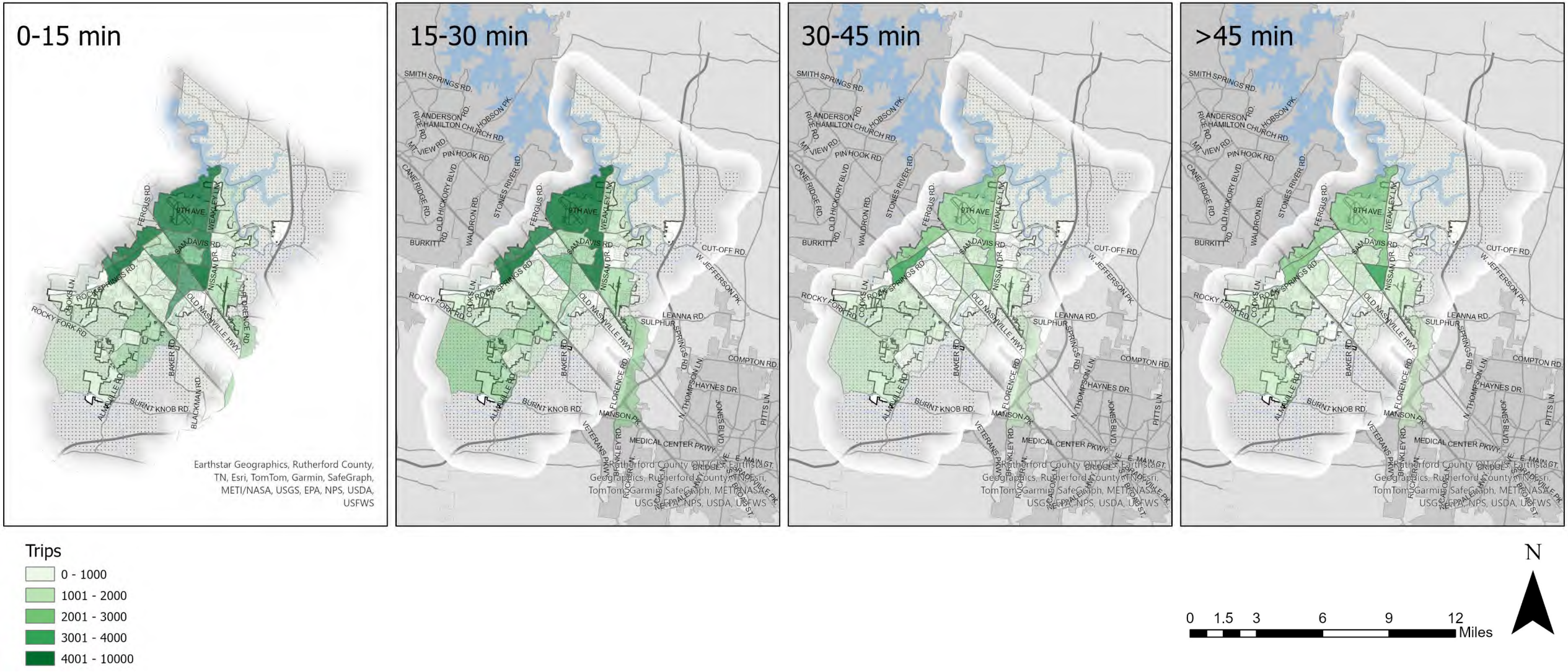


1 - 500
501 - 2000
2001 - 3000
3001 - 5000
5001 - 10000

0 1.5 3 6 9 12
Miles

N

Trip Time



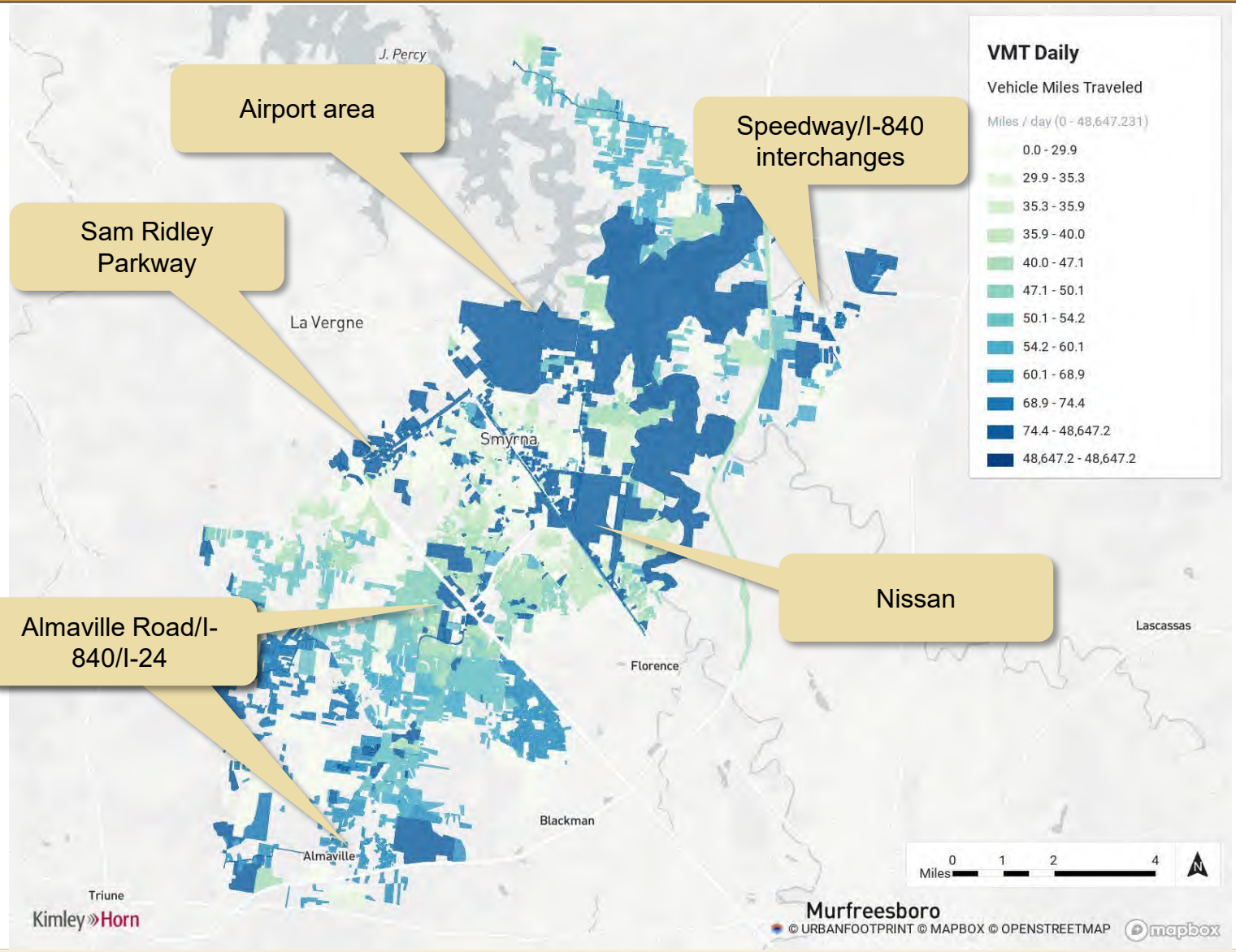
Trips

- 0 - 1000
- 1001 - 2000
- 2001 - 3000
- 3001 - 4000
- 4001 - 10000

N

0 1.5 3 6 9 12 Miles

Vehicle Miles Traveled

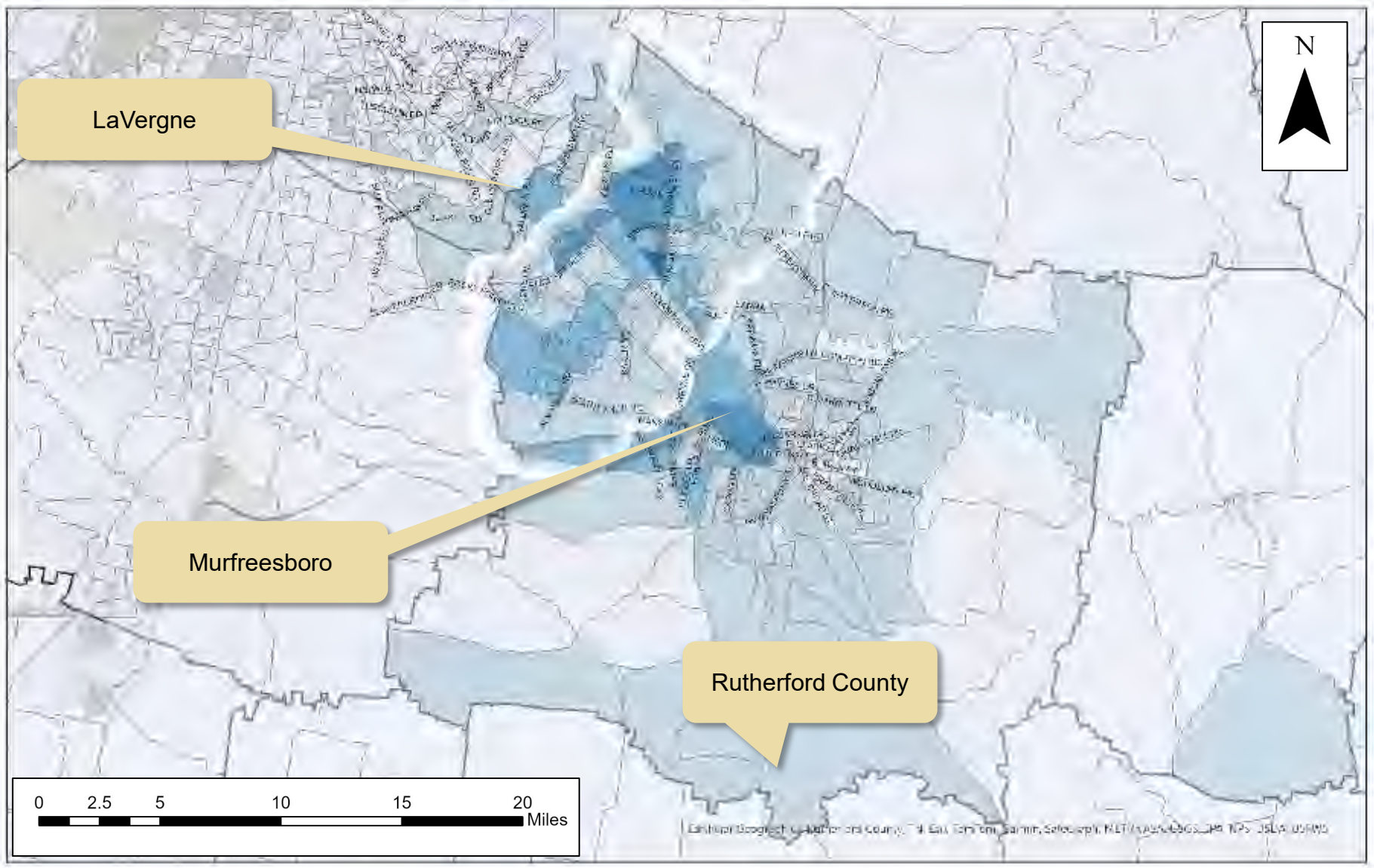


Source: UrbanFootprint

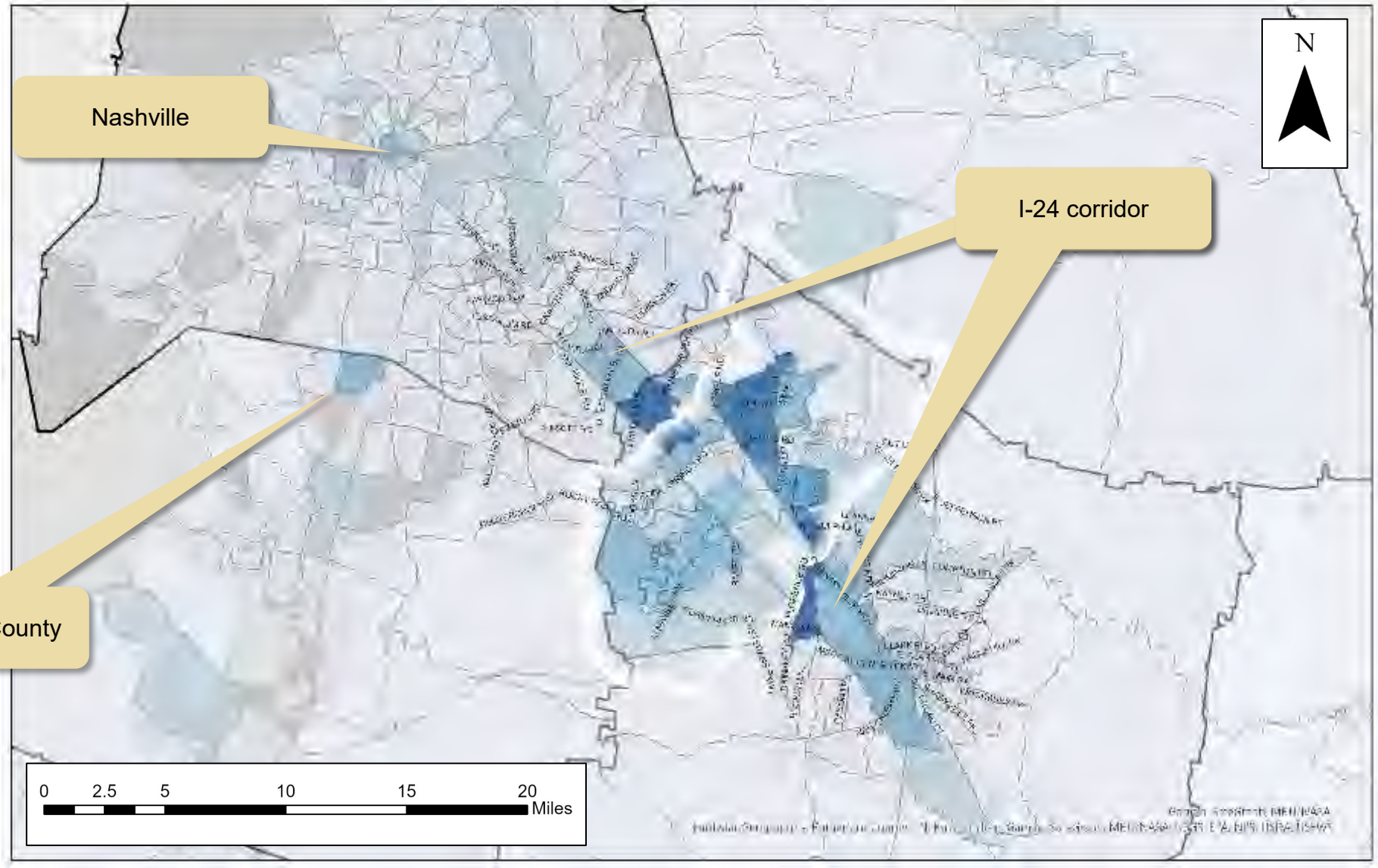
Work Trip Origins

Origin of Work Trips that End in Smyrna

- 1 - 50
- 51 - 225
- 226 - 500
- 501 - 775
- 776 - 1109



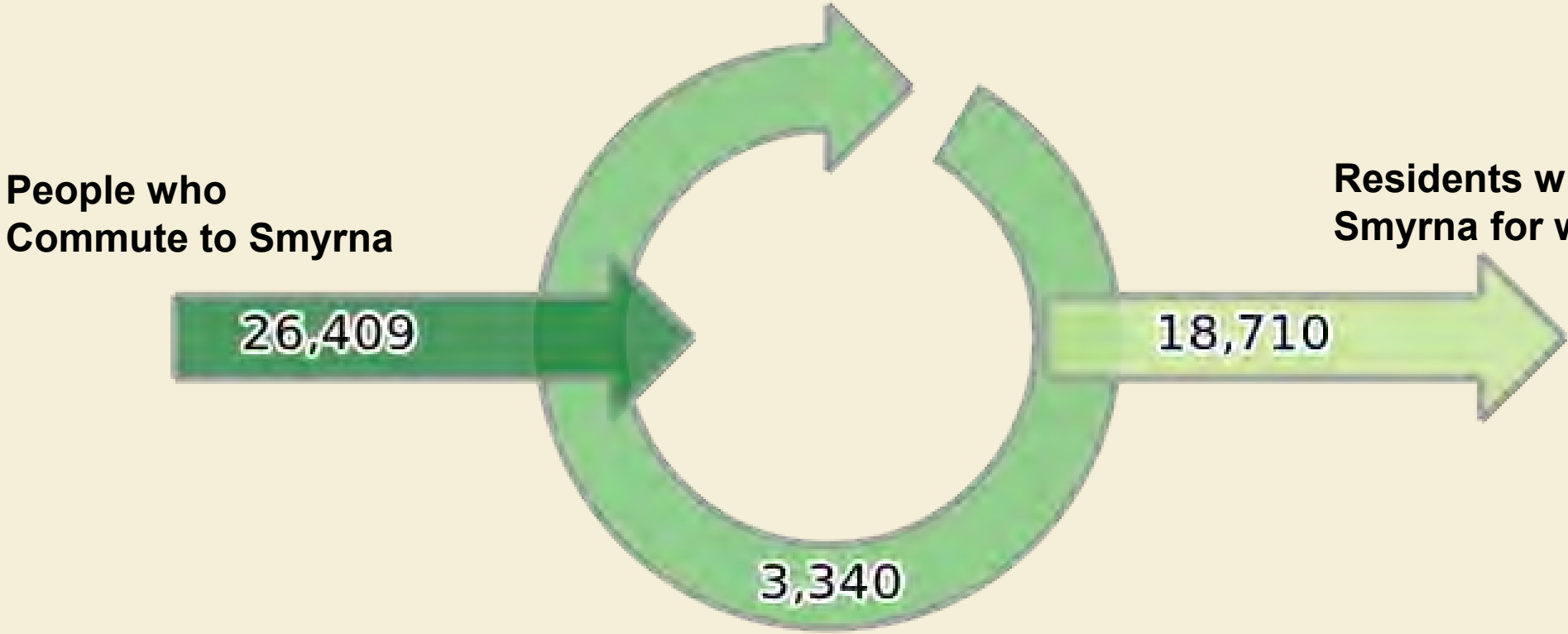
Work Trip Destinations



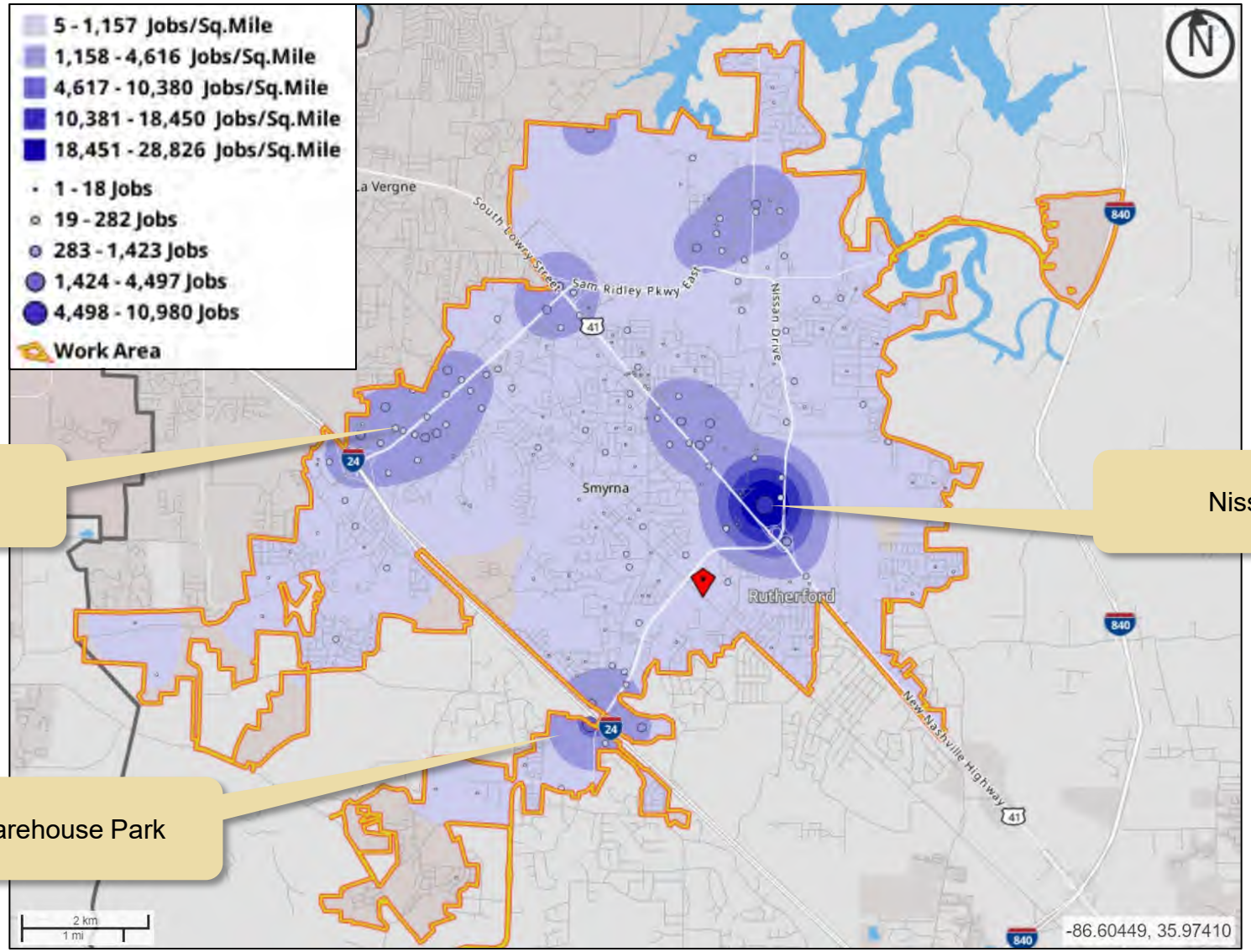
Destination of Work Trips that Start in Smyrna

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 1500
- 1501 - 3256

Census on the Map



Census on the Map



Retail Strip

Nissan

Warehouse Park

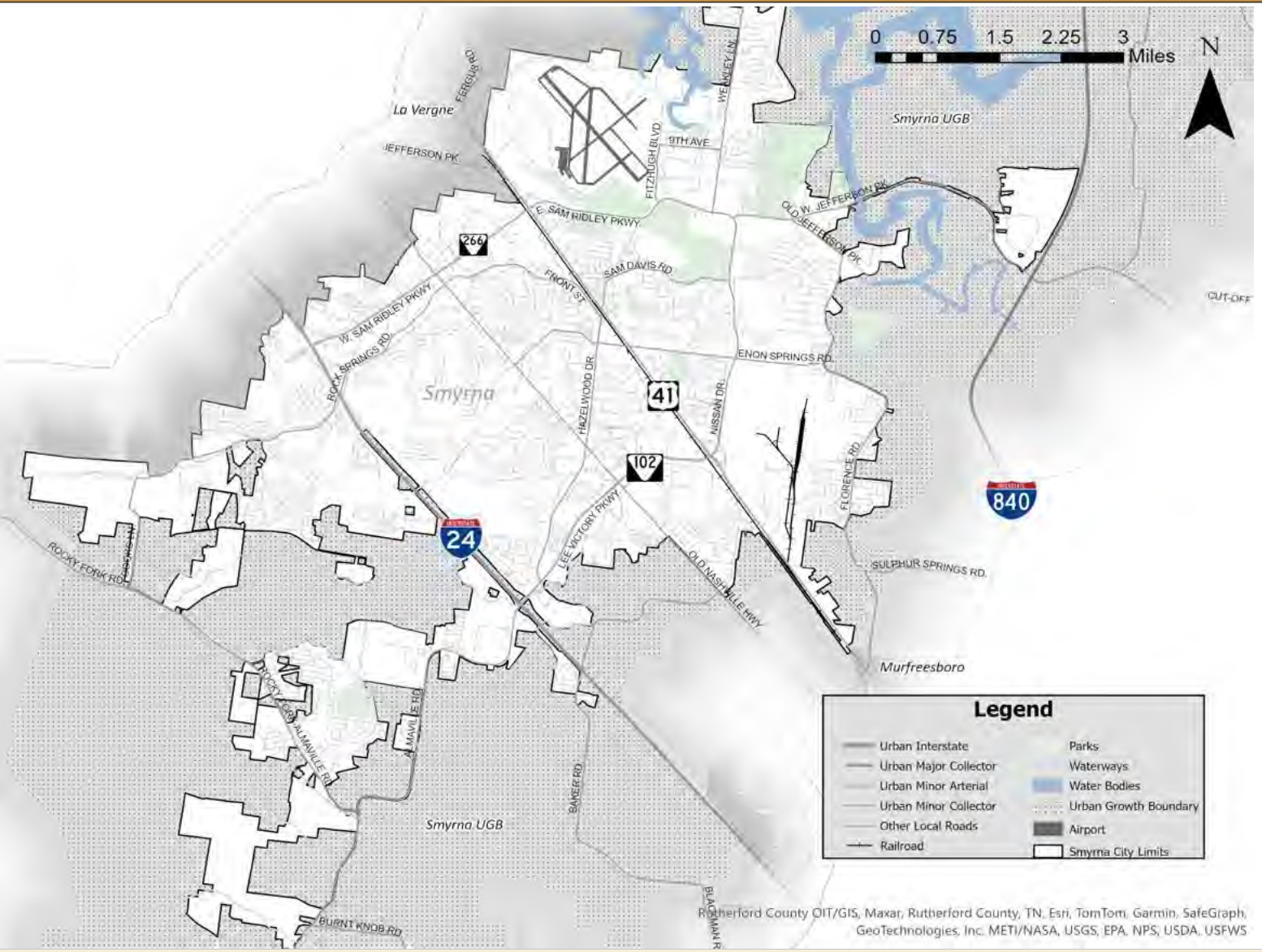
Street Network

- Existing network
- Existing volumes and volume to capacity ratio
- Planned and programmed improvements
- Congestion

Key Takeaways

- Existing congestion hotspots
  - Sam Ridley (worst)
  - Old Nashville Highway (especially at Sam Ridley)
  - Almaville Road/Lee Victory at I-24
  - Weakley Lane
  - Sulphur Springs Road
- Most of Smyrna's thoroughfares are projected to be congested by 2045

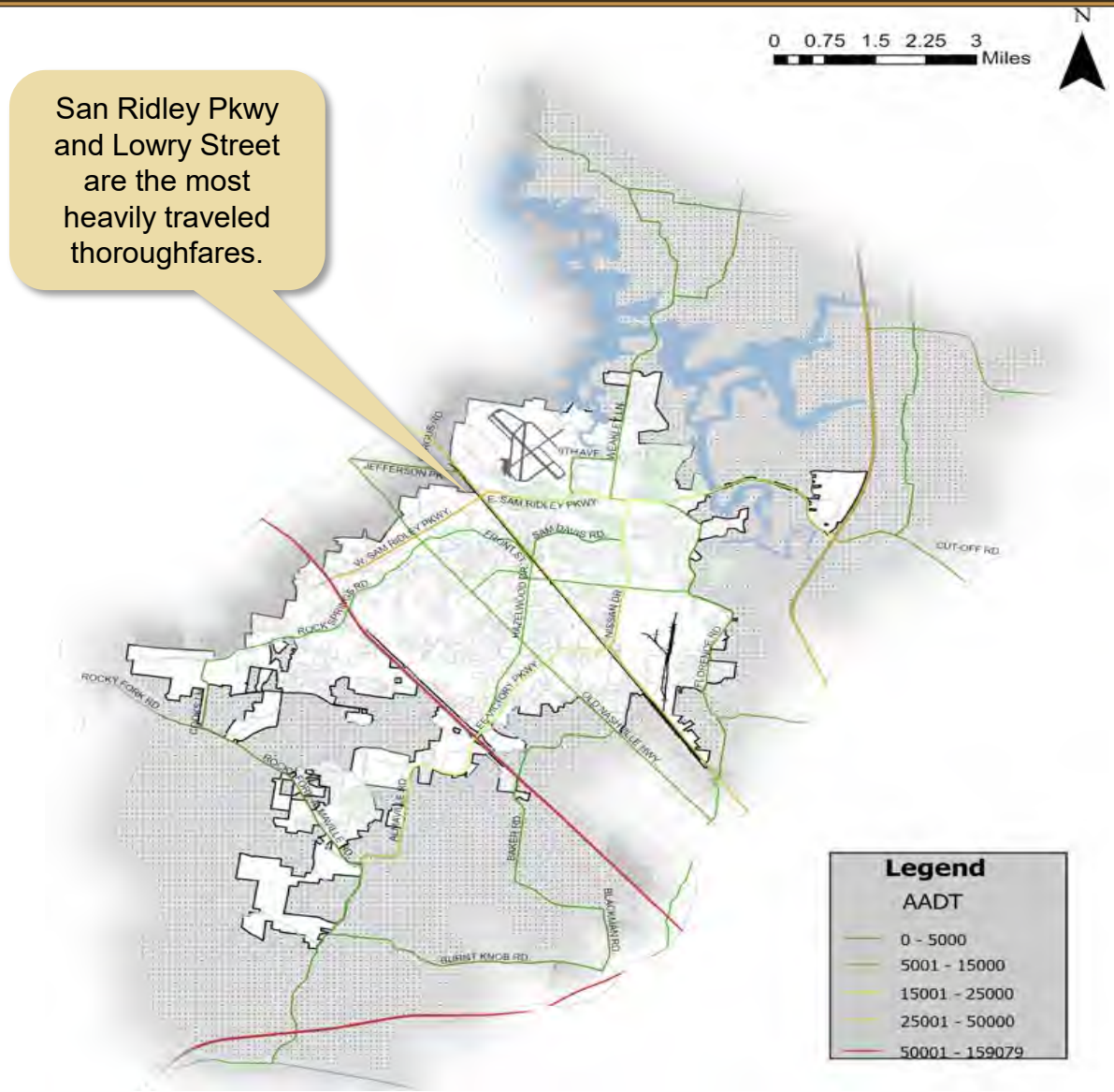
Existing Road Network





Existing Volumes

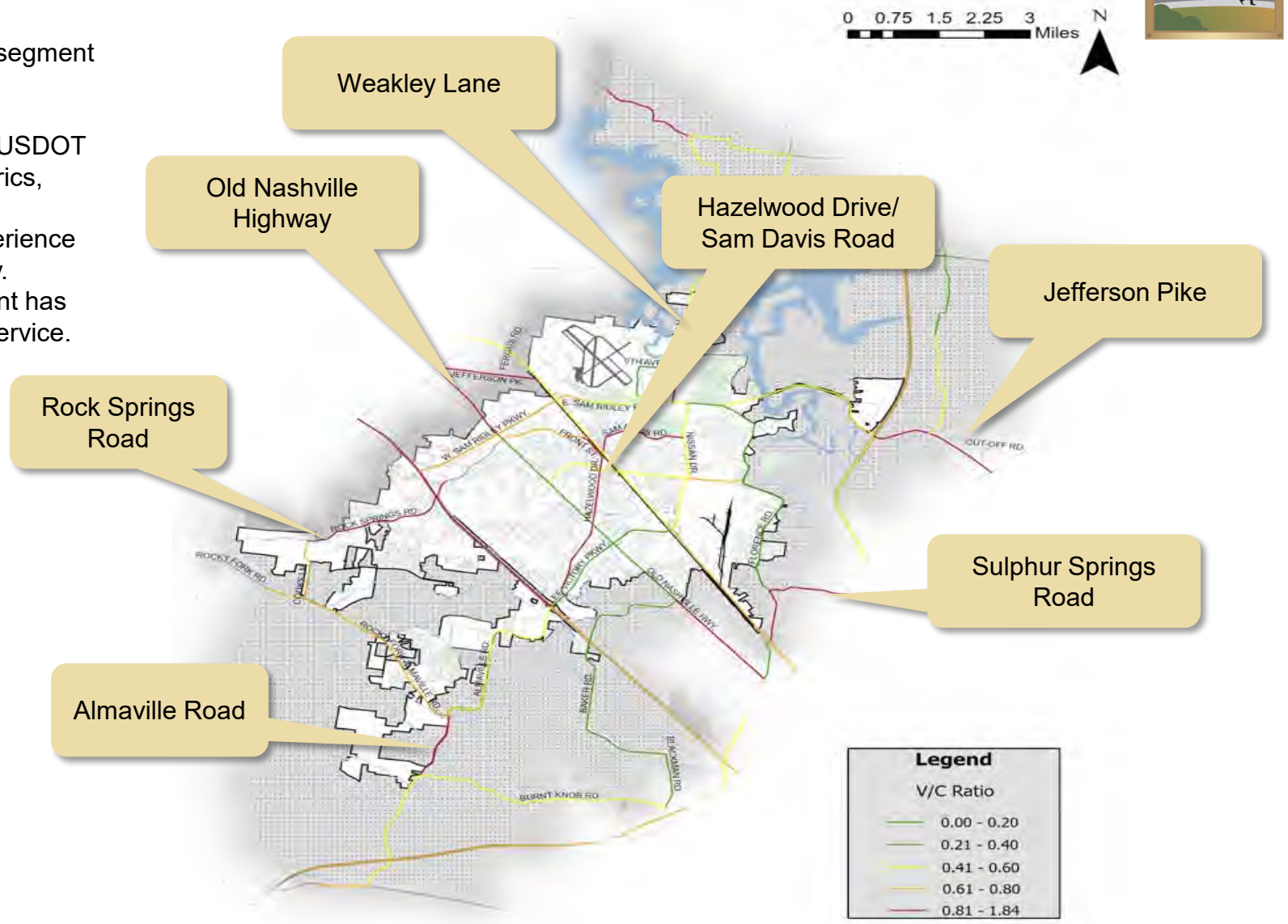
- Existing volumes for major Smyrna roads, measured in Average Annual Daily Traffic (AADT) from TDOT (2023)



Source: TDOT ETRIMS

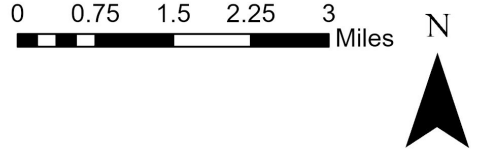
Volume to Capacity Ratio

- Volume to capacity (or V/C) is a measure of how well a segment of roadway can handle the amount of traffic it receives.
- Existing volumes / capacity of roadway
- Capacity for a roadway segment is determined through USDOT FHWA standards based on road classifications, geometrics, vehicle types, speed, and terrain.
- V/C at or greater than 0.85 shows that vehicle may experience significant delays as the traffic nears full design capacity.
- V/C greater than 1 shows that traffic on the road segment has exceeded design capacity, thus a “F” or failing level of service.



Source: TDOT ETRIMS

Congestion AM



Legend: Percent of Fee Flow Speed

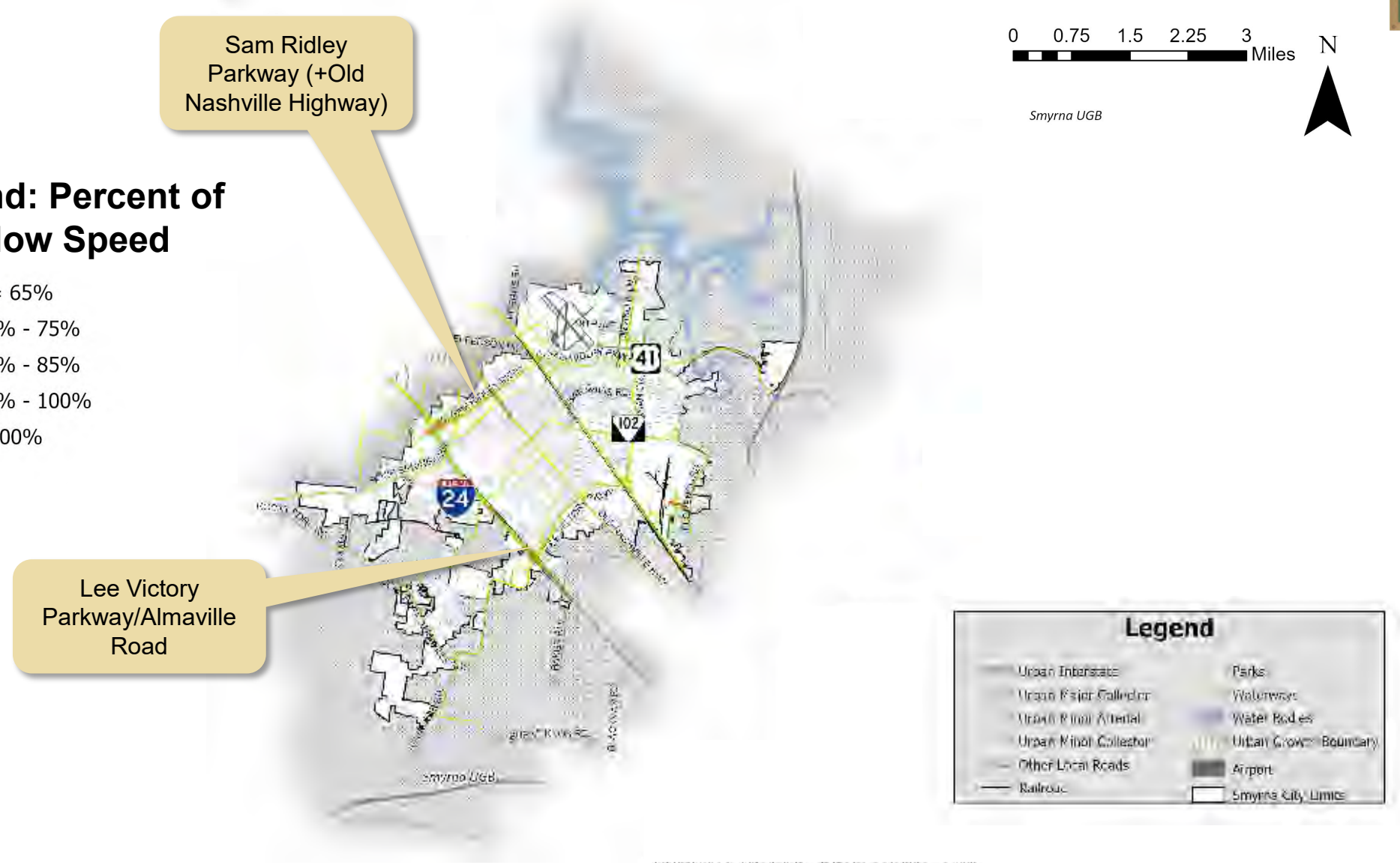
- <= 65%
- 65% - 75%
- 75% - 85%
- 85% - 100%
- >100%





Source: RTIS; INRIX

Congestion PM



Source: RTIS; INRIX

Projected Congestion



- 219.8 total miles studied
- 161.1 miles already congested
  - 73.3%
- 28.6 more miles congested by year 2025
  - 86.3%

Source: GNRC

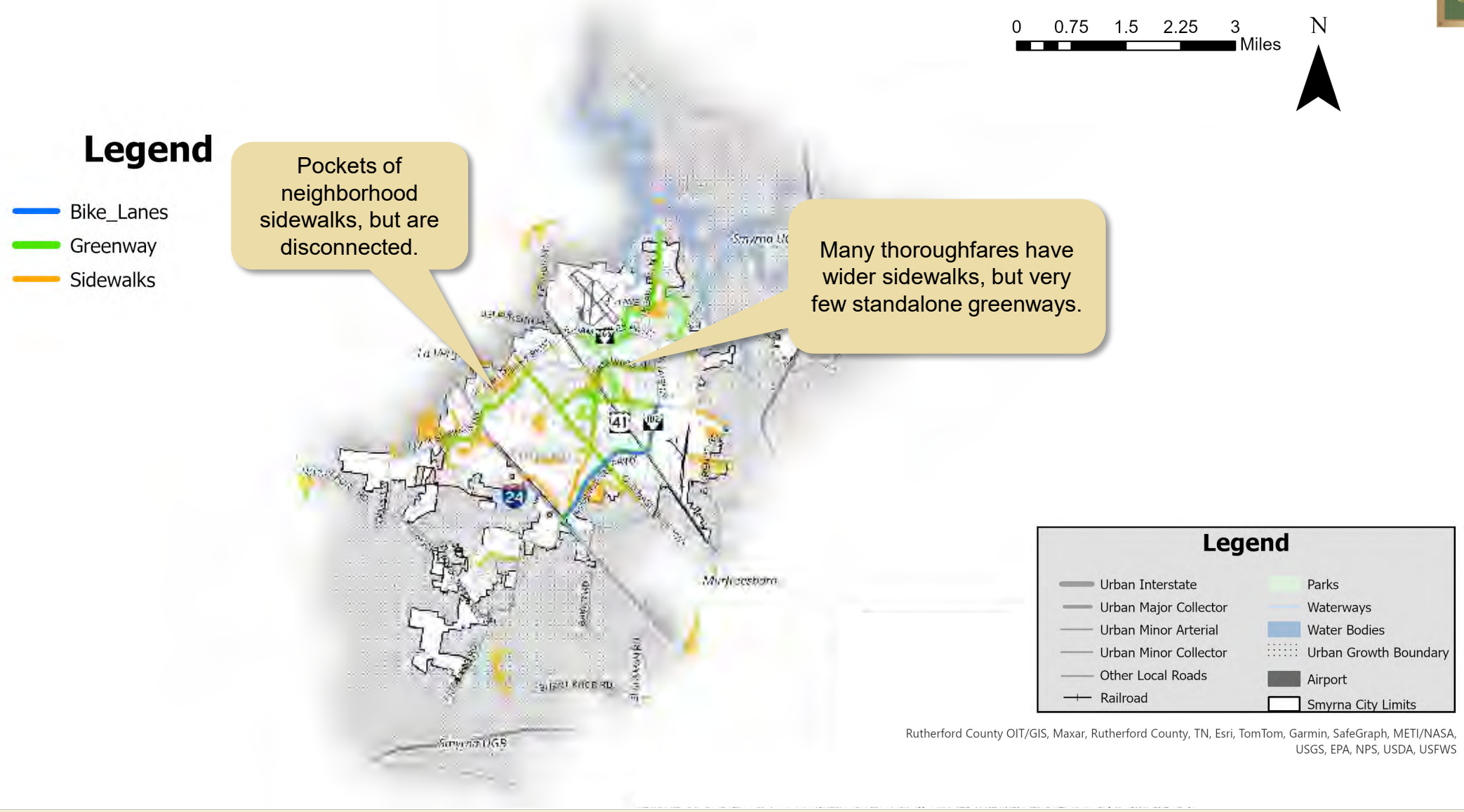
Multimodal Mobility

- Existing Infrastructure
- Level of Traffic Stress
- Walk Times

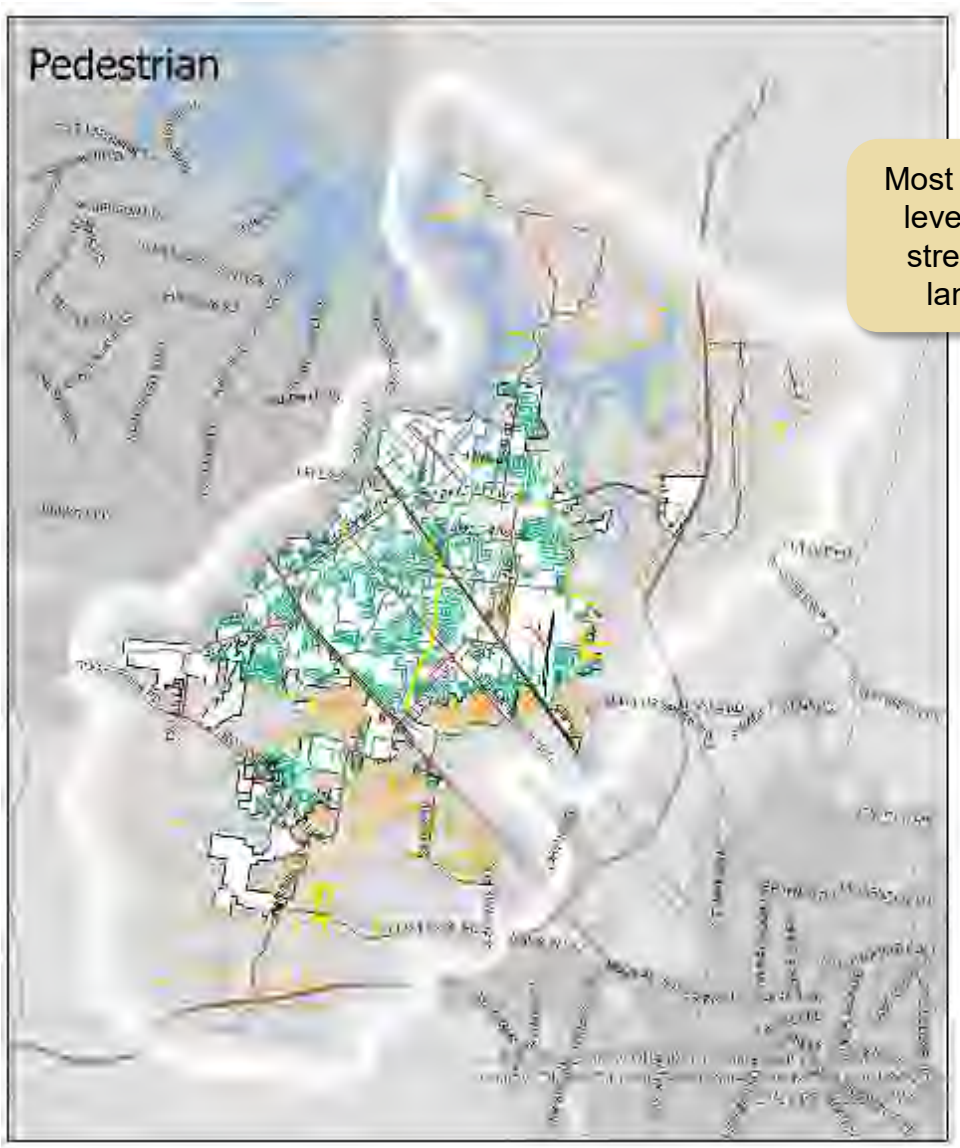
Key Takeaways

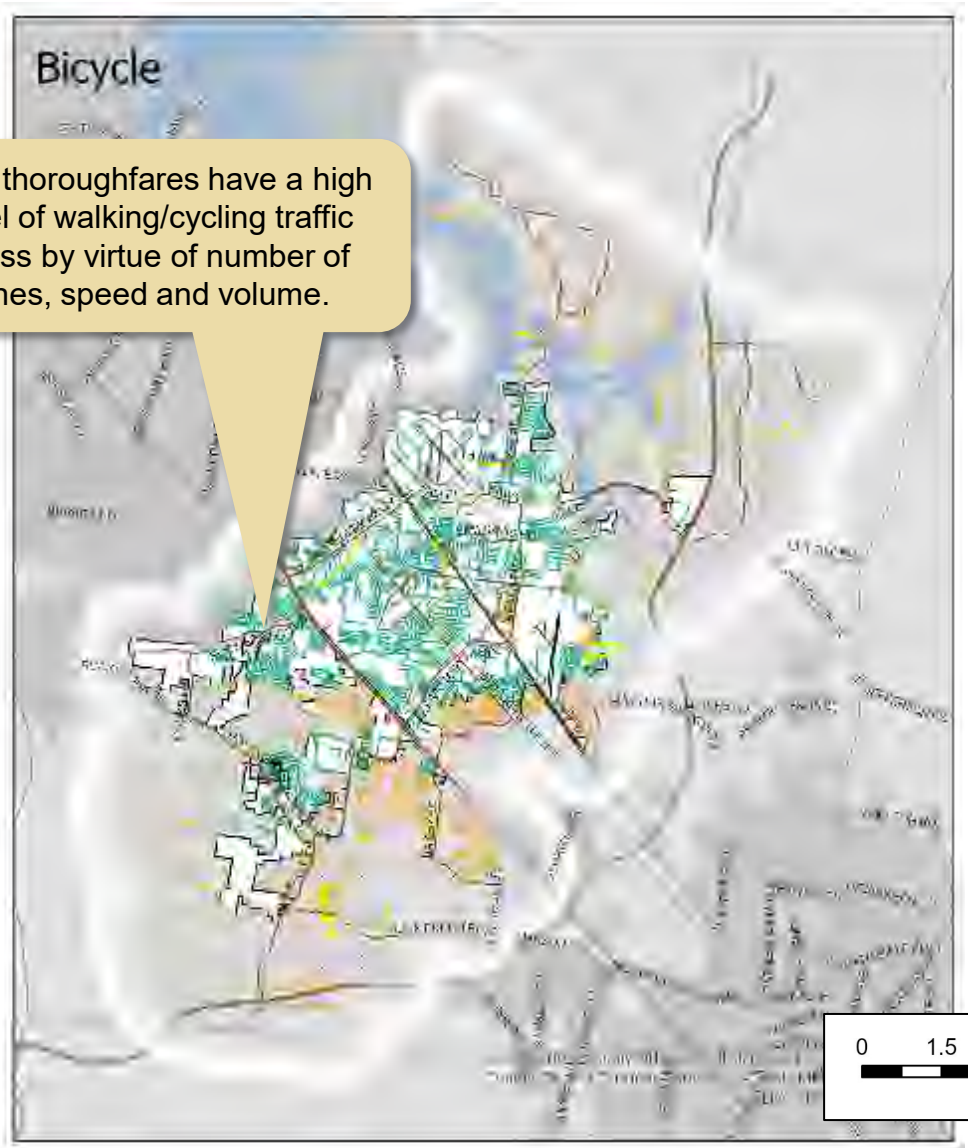
- Limited multimodal infrastructure
- Sidewalk network is disconnected
  - Many subdivisions have sidewalks, but connecting thoroughfares do not
- Neighborhood streets are low stress
  - But lack connectivity (throughfares are high stress)
- Historic population is within walking distance to schools

Existing Infrastructure



Level of Traffic Stress





Most thoroughfares have a high level of walking/cycling traffic stress by virtue of number of lanes, speed and volume.

N

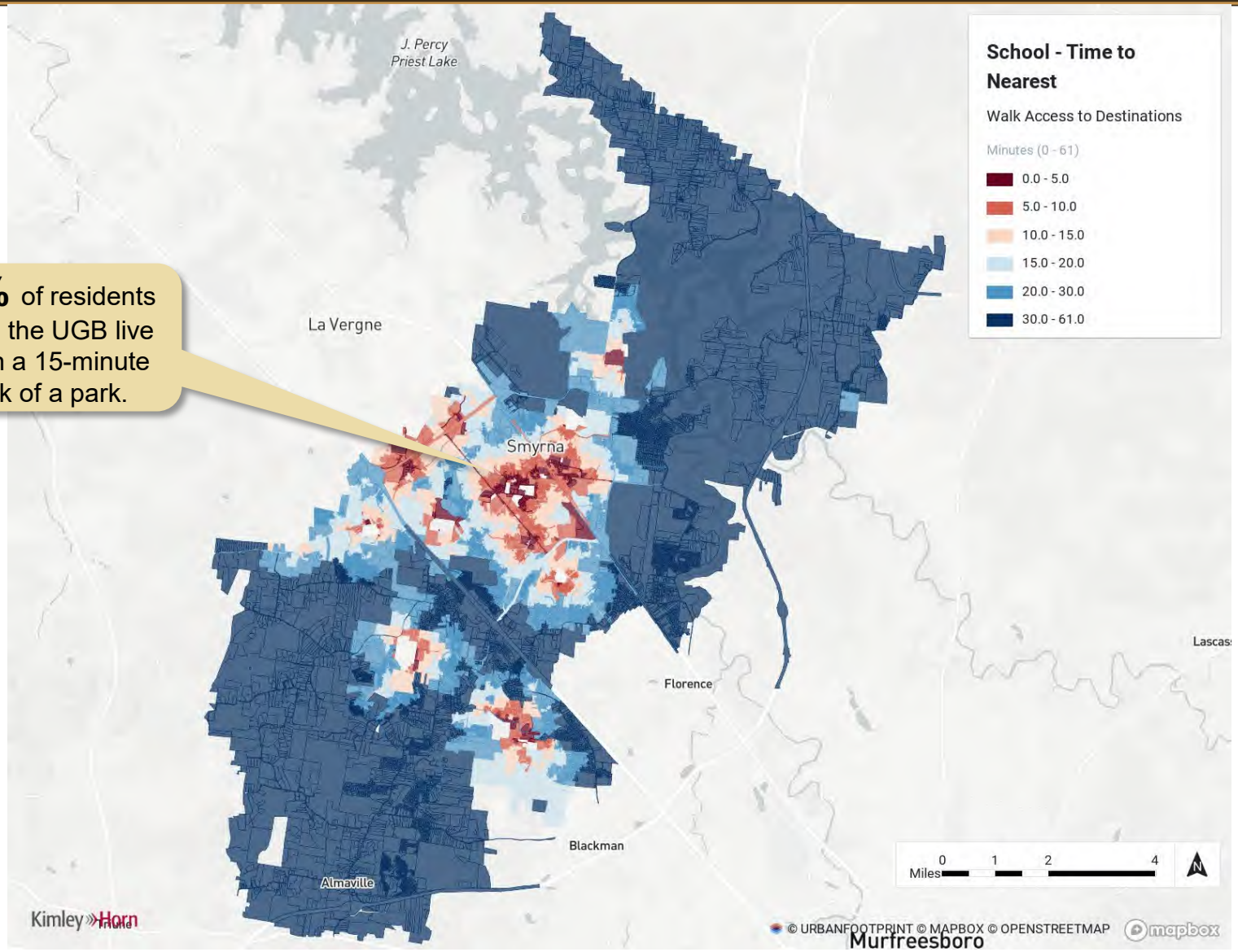
Level of Traffic Stress

- PLTS 1
- PLTS 2
- PLTS 3
- PLTS 4
- <all other values>

0 1.5 3 6 9 12 Miles

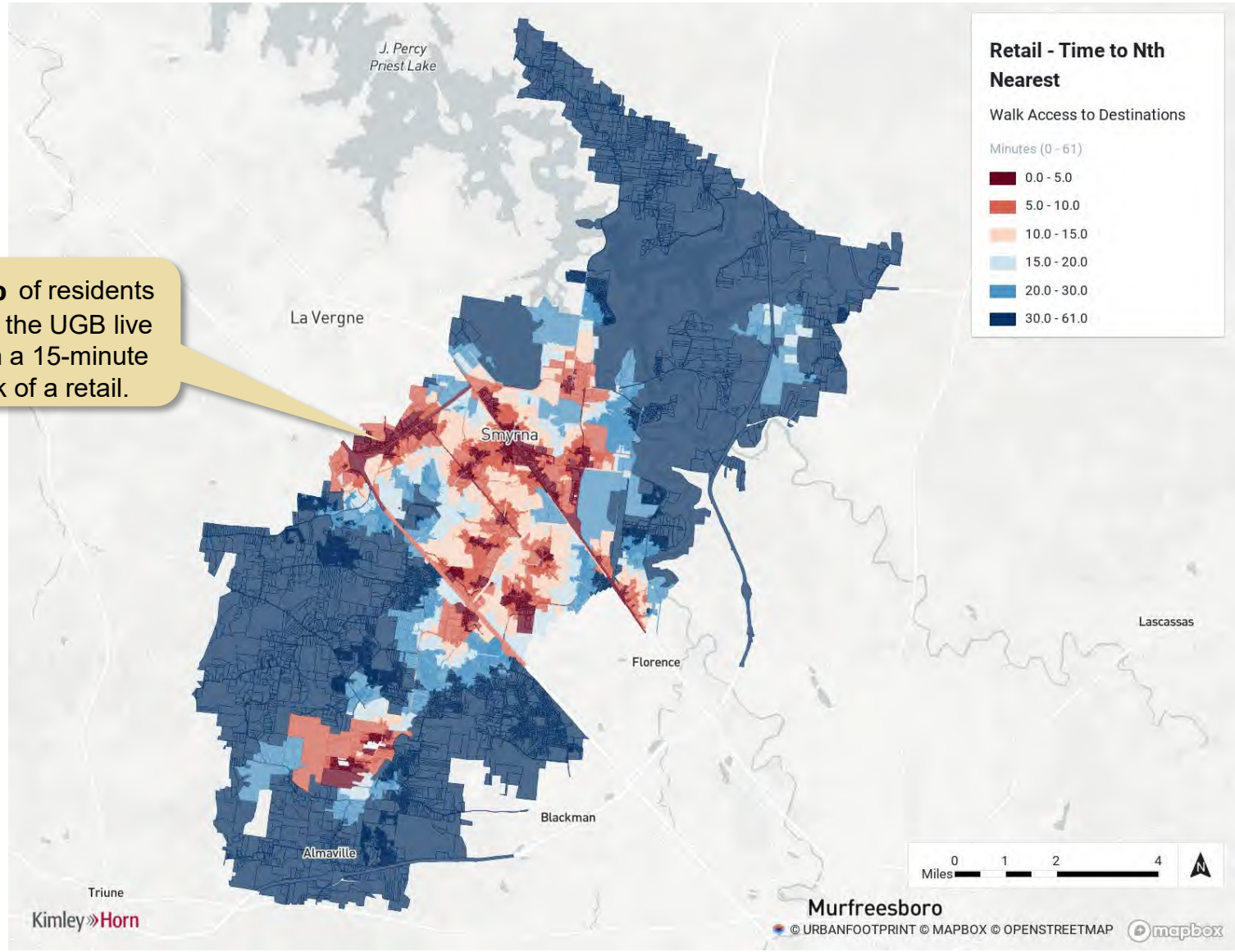
Walk Time to Nearest School

22% of residents within the UGB live within a 15-minute walk of a park.



Source: UrbanFootprint

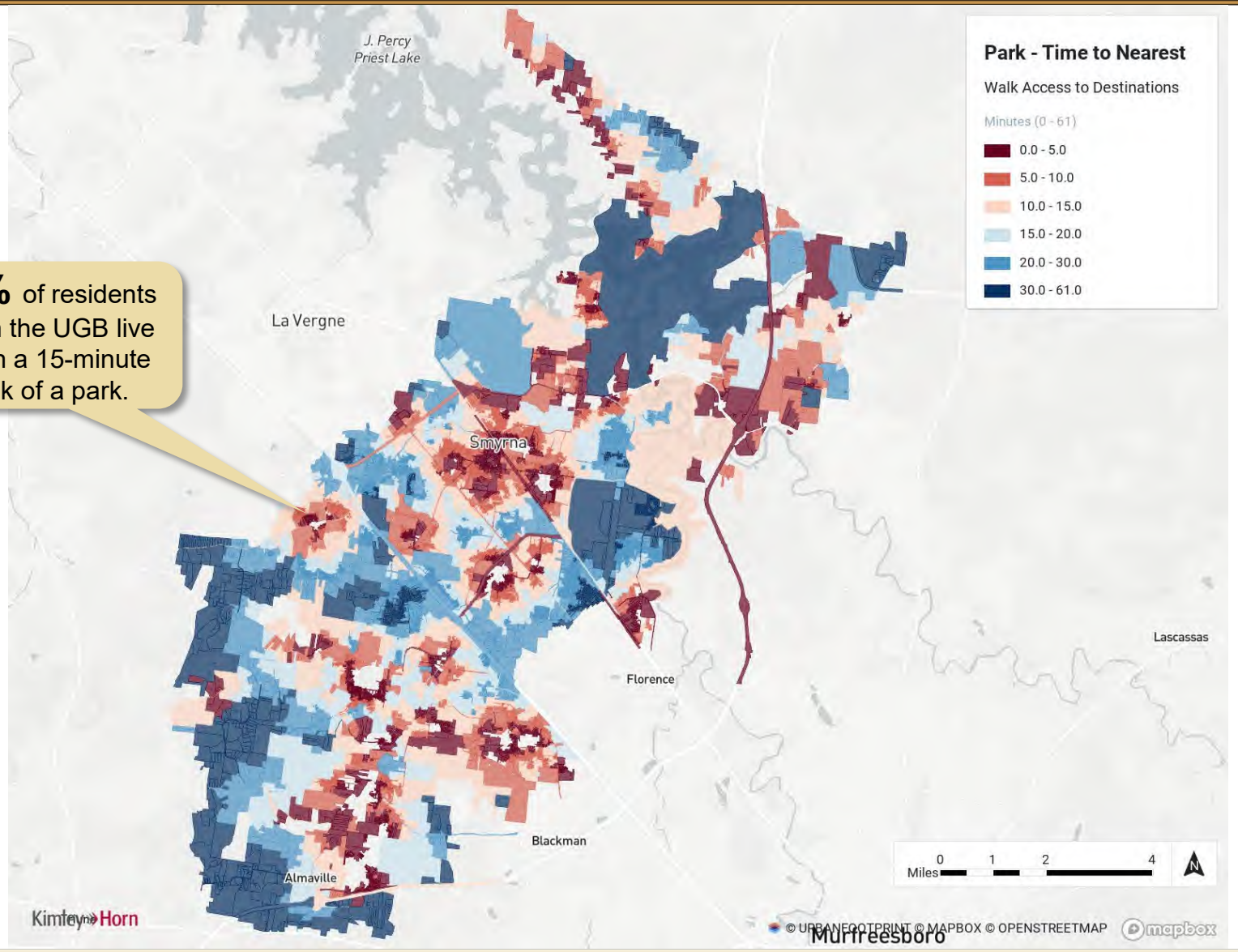
Walk Time to Nearest Retail Store



38% of residents within the UGB live within a 15-minute walk of a retail.

Source: UrbanFootprint

Walk Time to Nearest Park



53% of residents within the UGB live within a 15-minute walk of a park.

Source: UrbanFootprint

Safety

- Vehicle Crashes
- High Crash intersections
- Bicycle and Pedestrian Crashes

Key Takeaways

- Crash hotspots
  - Sam Ridley – multiple locations
  - Weakley Lane
  - Almaville Road/Lee Victory Pkwy
  - Lowry Street
- Relatively low crash rate for bicycles/pedestrians
  - Probably a function of less walking and cycling

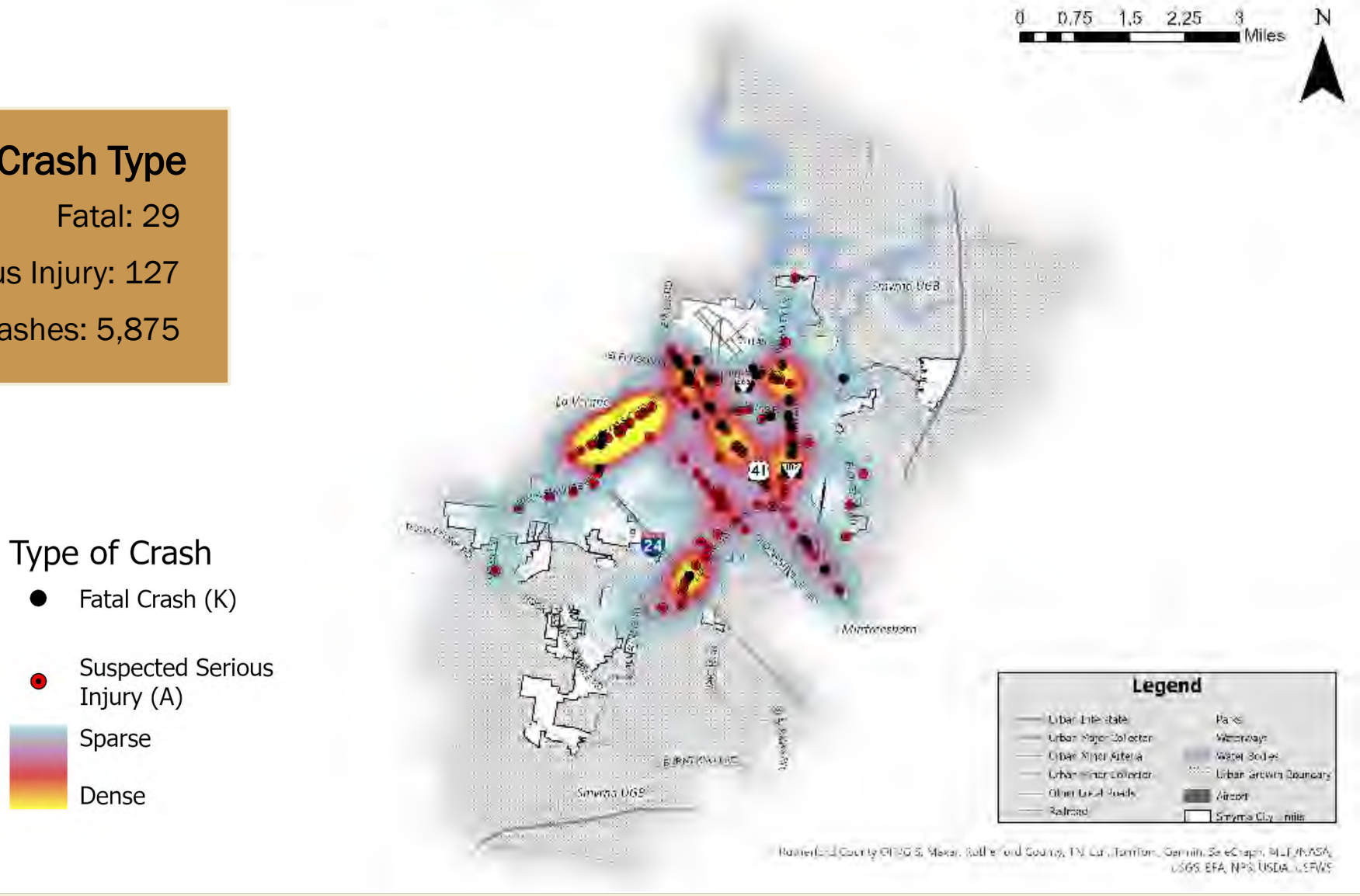
Vehicle Crashes (2019-22)

Crash Type

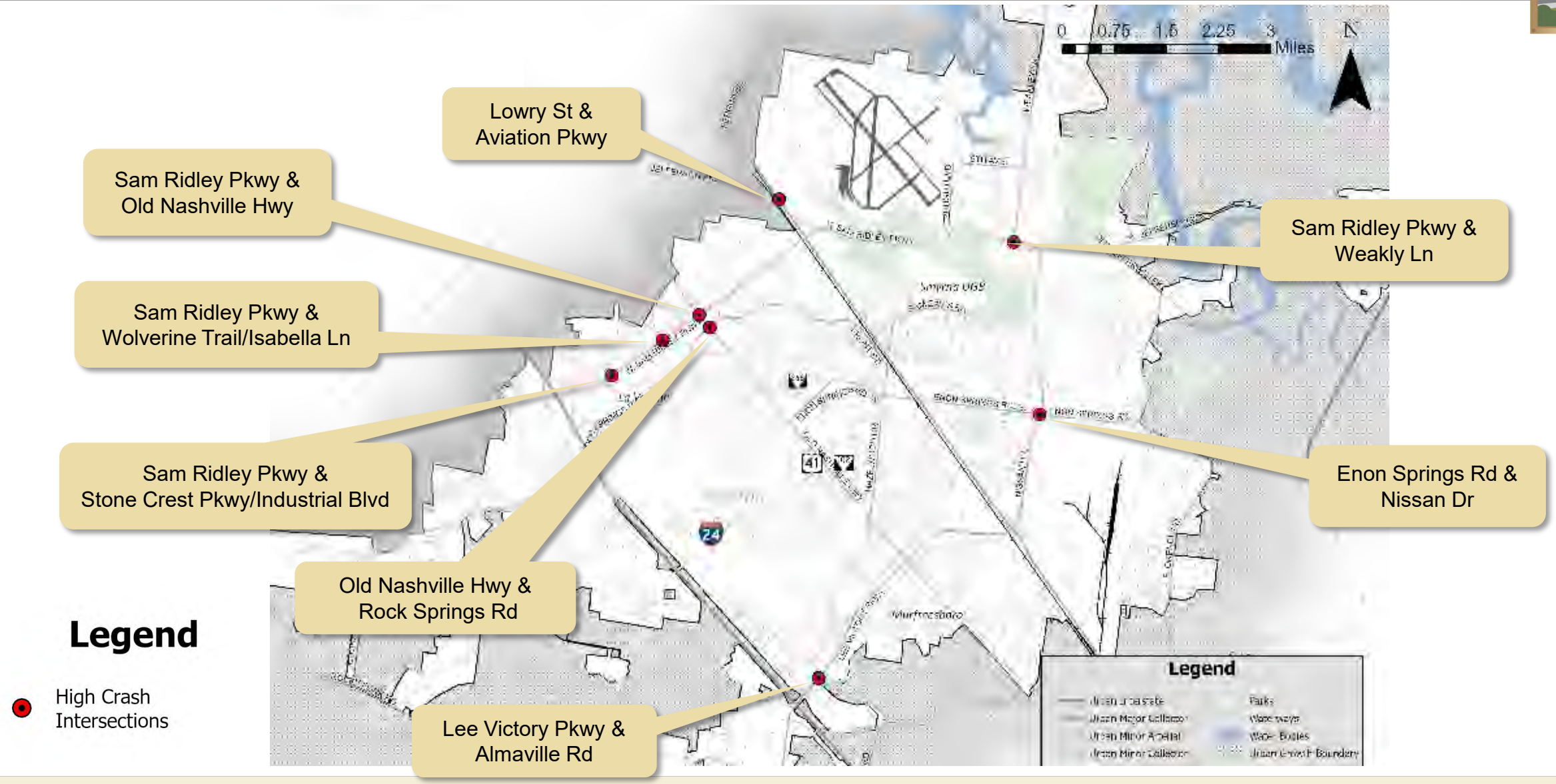
Fatal: 29

Serious Injury: 127

Total Crashes: 5,875



High Crash Intersections



Bicycle and Pedestrian Crashes



Crash Type

Fatal: 3

Serious Injury: 6

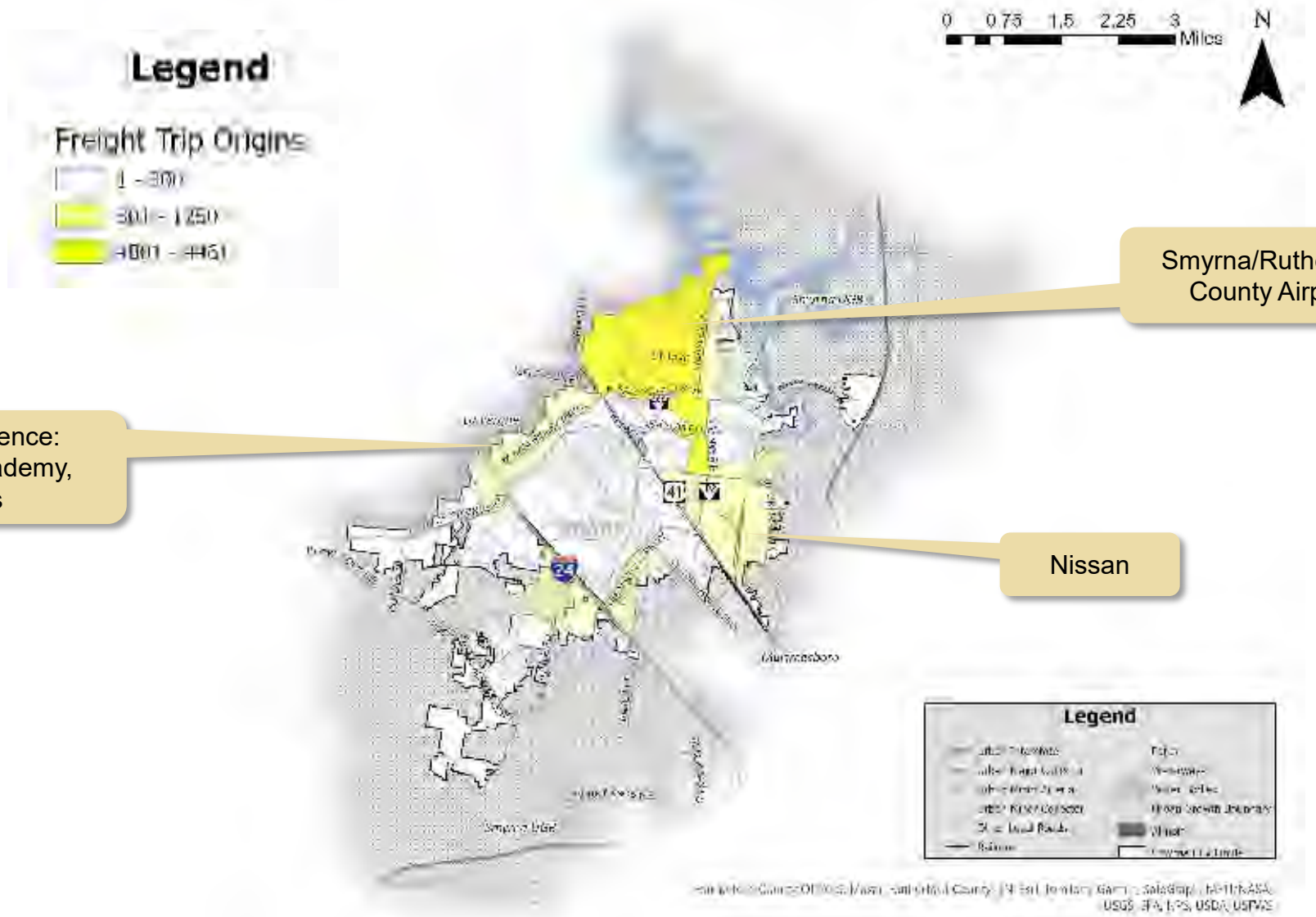
Total Crashes: 32

Freight and Goods Movement

- Trip Origins
- Freight Dependent Employment
- Freight Network

Key Takeaways

- Freight/commercial truck clusters
  - Airport area
  - Sam Ridley Parkway
  - Nissan
  - Almaville at I-840
  - Lee Victory Parkway
- Major freight corridors
  - I-24
  - I-840
  - Sam Ridley
  - Jefferson Pike
  - Lee Victory
  - Nissan Drive

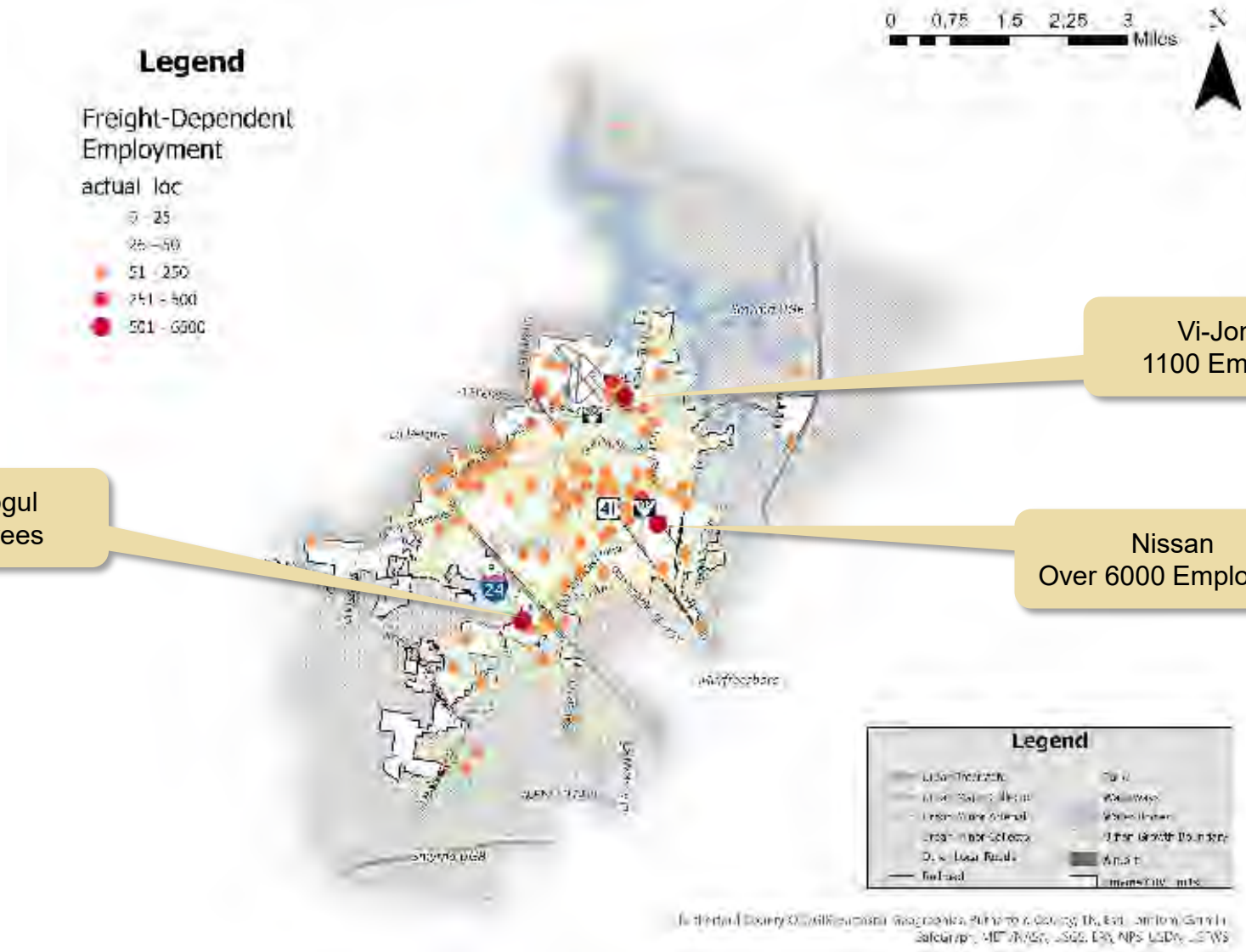


Smyrna/Rutherford County Airport

Large Retail Presence: Target, Lowes, Academy, Kroger, Ross

Nissan

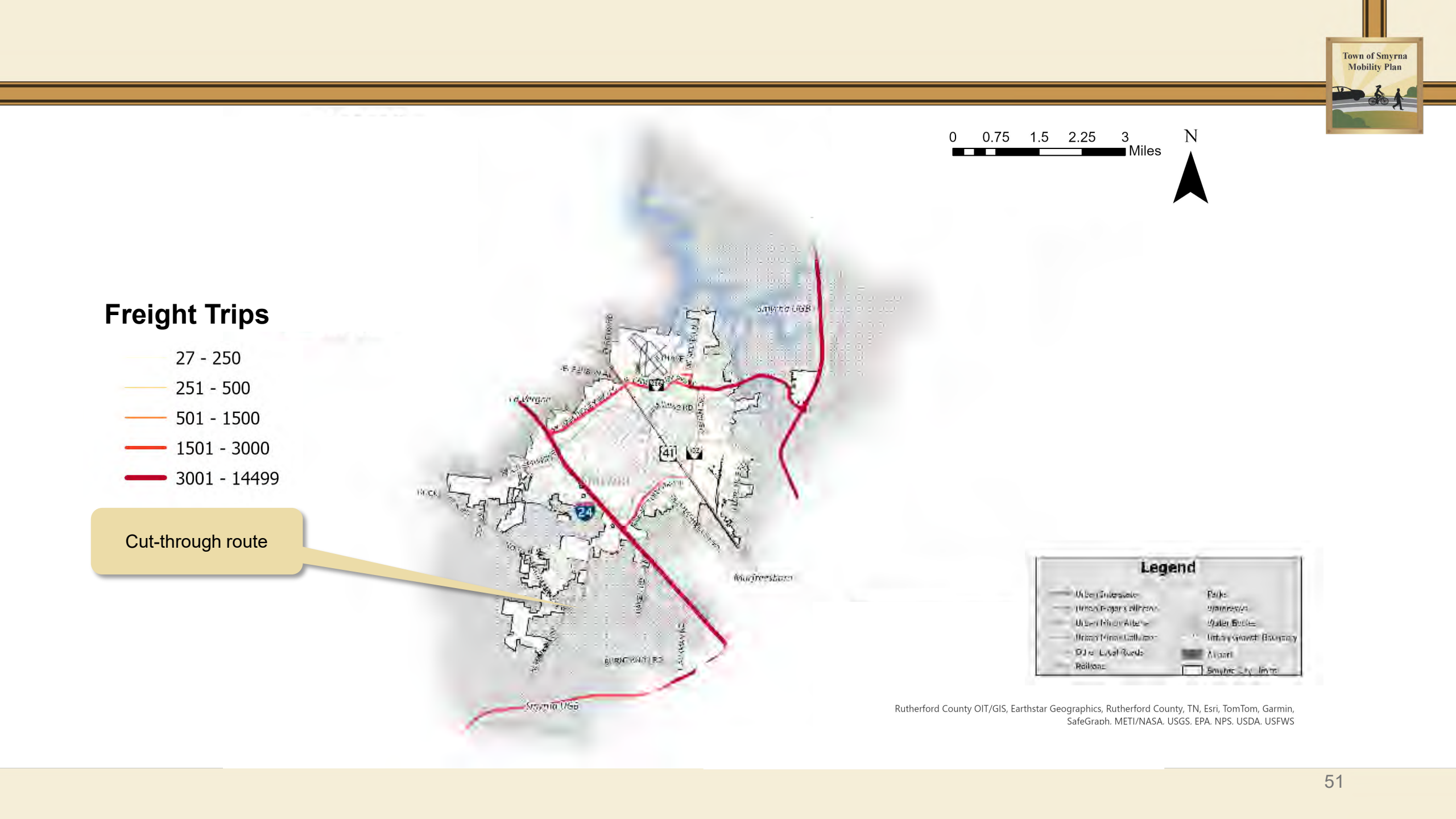
Source: Replica



Vi-Jon Inc.
1100 Employees

Federal-Mogul
600 Employees

Nissan
Over 6000 Employees


0 0.75 1.5 2.25 3
Miles
N
Freight Trips
27 - 250
251 - 500
501 - 1500
1501 - 3000
3001 - 14499
Cut-through route
Legend
Rutherford County OIT/GIS, Earthstar Geographics, Rutherford County, TN, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA, USFWS

Plan Review

B

Smyrna Major Thoroughfare Plan Update

Plans Review



Draft: September 9th, 2024

Plans Reviewed

Smyrna Comprehensive Plan

Major Thoroughfare, Bicycle, and Pedestrian Plan (2016)

City of Murfreesboro: Greenways, Blueways, and Bikeways Master Plan

Smyrna Safety Action Plan

Smyrna Systemwide Parks Master Plan

Greater Nashville Regional Council (GNRC)

- Transportation Improvement Plan (TIP)
- Regional Transportation Plan (RTP)

Rocky Fork Road to McEwen Drive Corridor

10-Year Transportation Modernization Act

I-24 Choice Lanes

Smyrna Comprehensive Plan

(2021)

The purpose is to position Smyrna for growth, development, and redevelopment for the next 20 yrs.



Smyrna Comprehensive Plan

- **Growth**
  - Estimated current growth rate is 3.3%
  - Population 53,070 (2020 census)
- **Commuting**
  - 85% of Smyrna residents commute out of town.
  - 10-11% of Smyrna jobs are held by residents.



Smyrna Comprehensive Plan

- Downtown Master Plan

Depot District

Creates a boulevard parallel to Lowry St centering around Washington St.

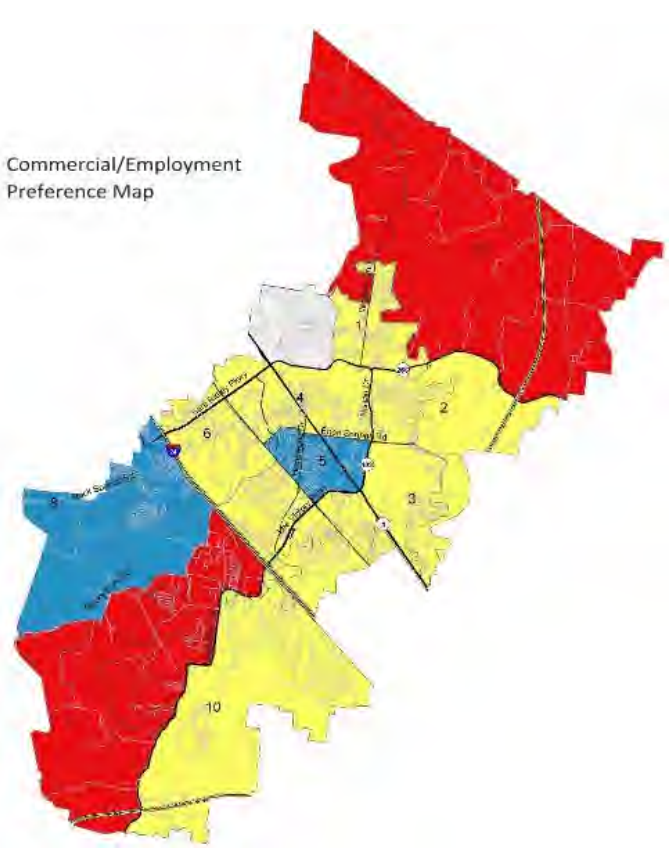
Sidewalks to be put in to connect boulevard to parks and greenways.

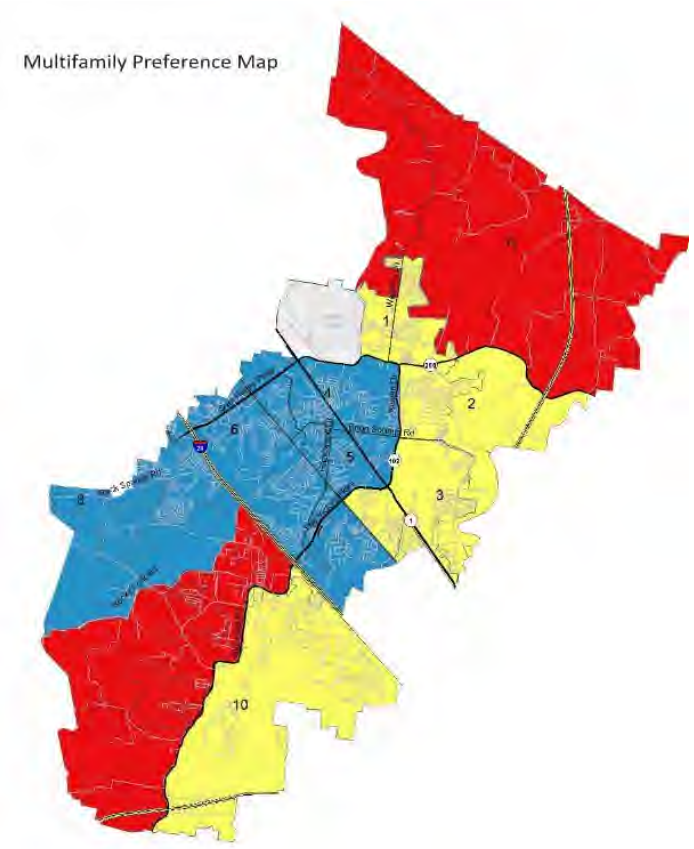


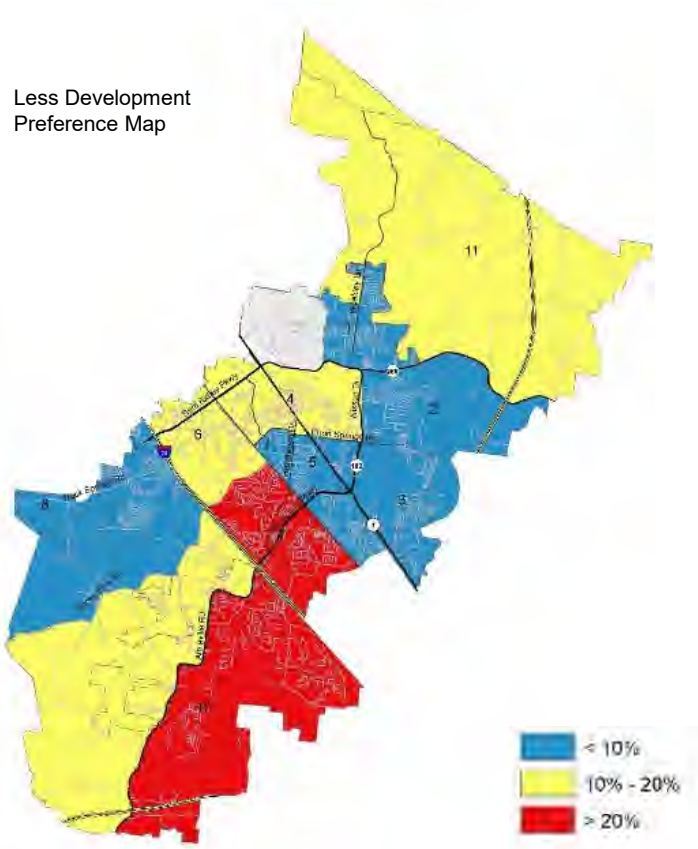


Smyrna Comprehensive Plan

Town Survey for future use preferences.







Smyrna Comprehensive Plan

Smyrna Future Land Use Map

Legend

Future Land Use

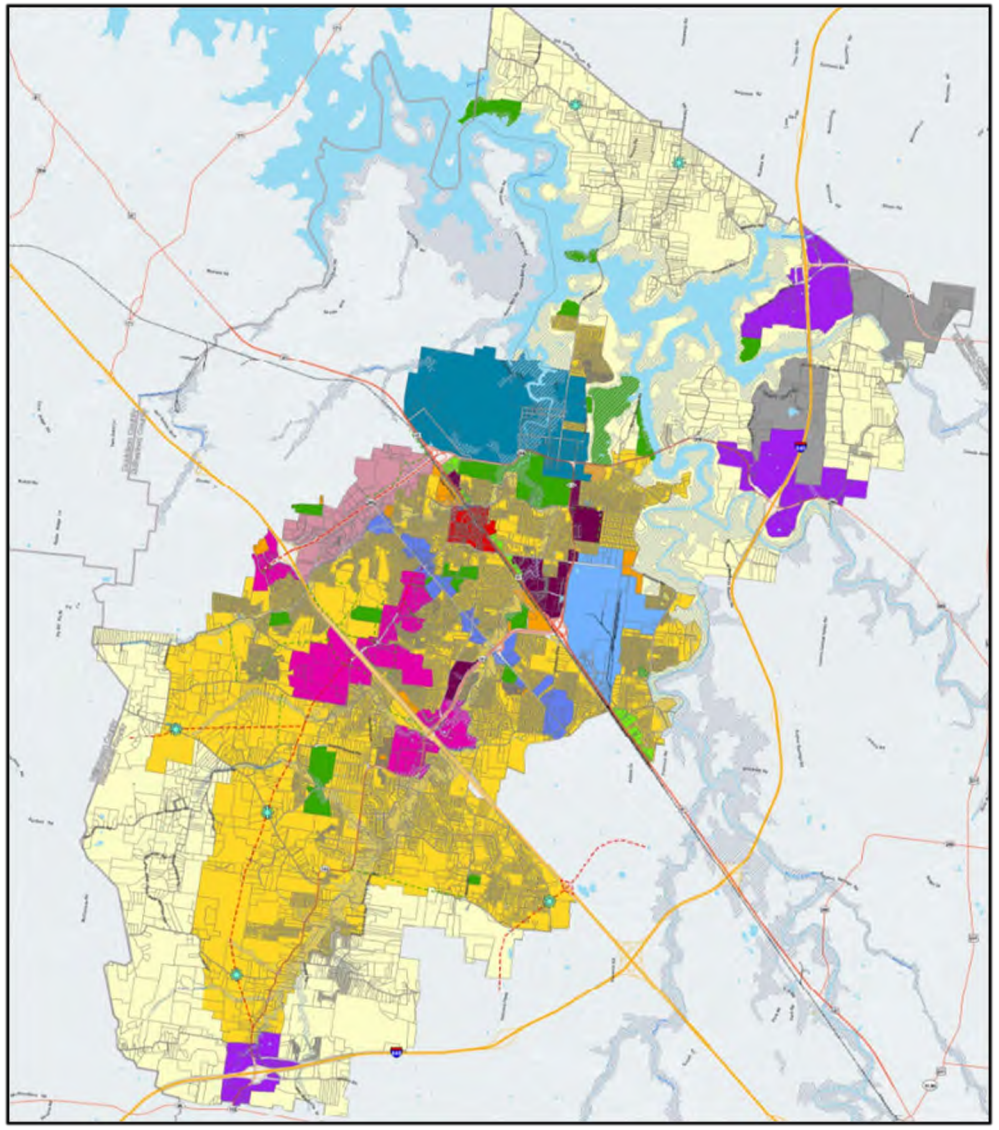
- 24 Gateways
- 840 Gateways
- Airport Innovation
- Civic
- Depot District
- Low Density Single-Family Residential
- Medium Density Single-Family Residential
- Mixed Industrial
- Mixed Residential
- Mixed-Use Center
- Mixed-Use Corridor
- Nissan District
- Old Nashville Corridor
- Sam Ridley Corridor
- Neighborhood Commercial Nodes

Major Thoroughfare Plan

- Future Arterial
- Future Collector

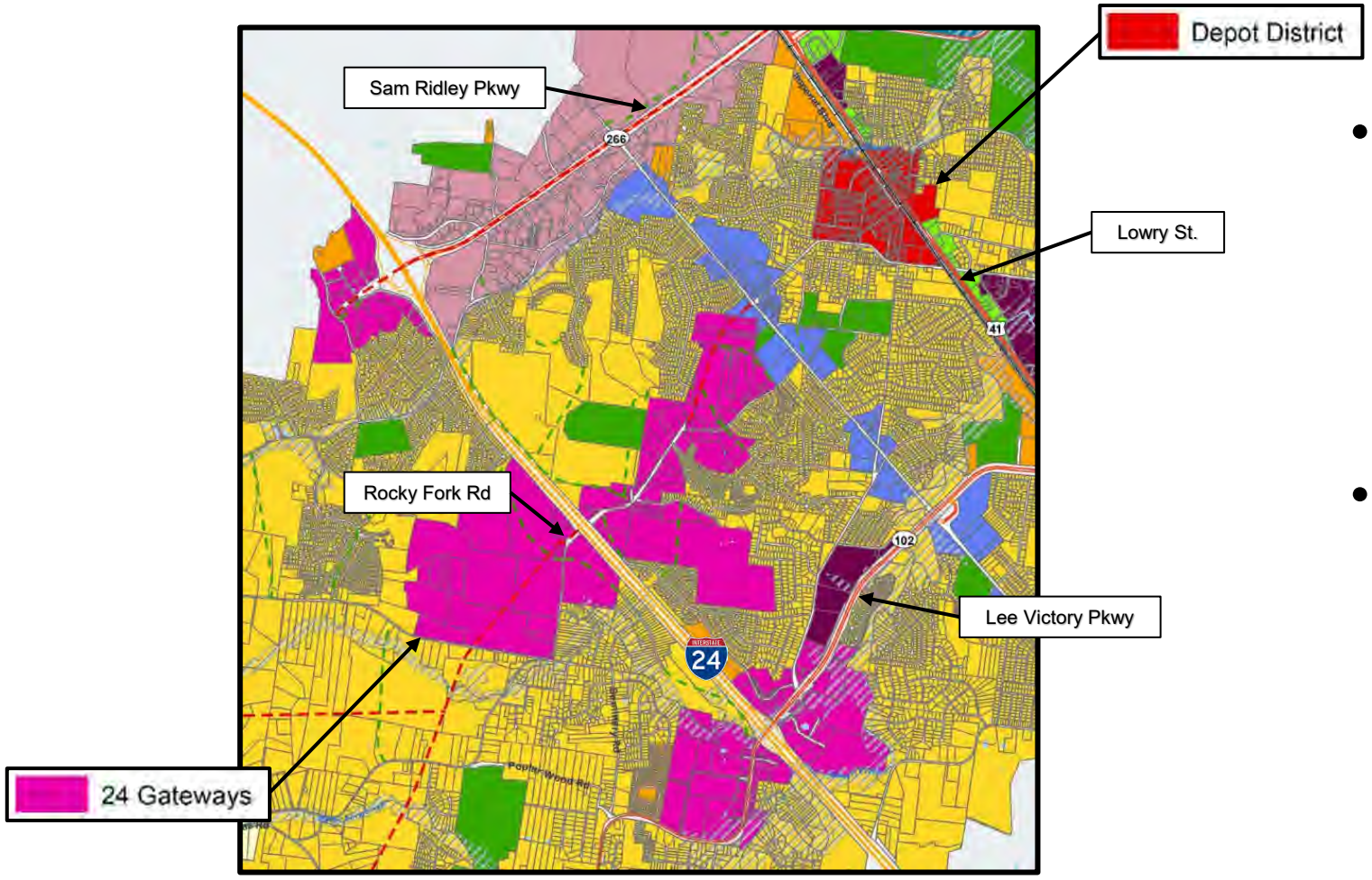
Flood Hazard

- 100 Year Floodplain



Smyrna Comprehensive Plan

Smyrna Future Land Use Map



- 24 Gateways
  - High Growth
  - Economic Center
  - High Density Residential, Commercial, Professional
- Depot District
  - Town Center
  - Development is Encouraged
  - Central Business, Neighborhood Service, Planned residential, Planned Commercial



Major Thoroughfare, Bicycle, and Pedestrian Plan

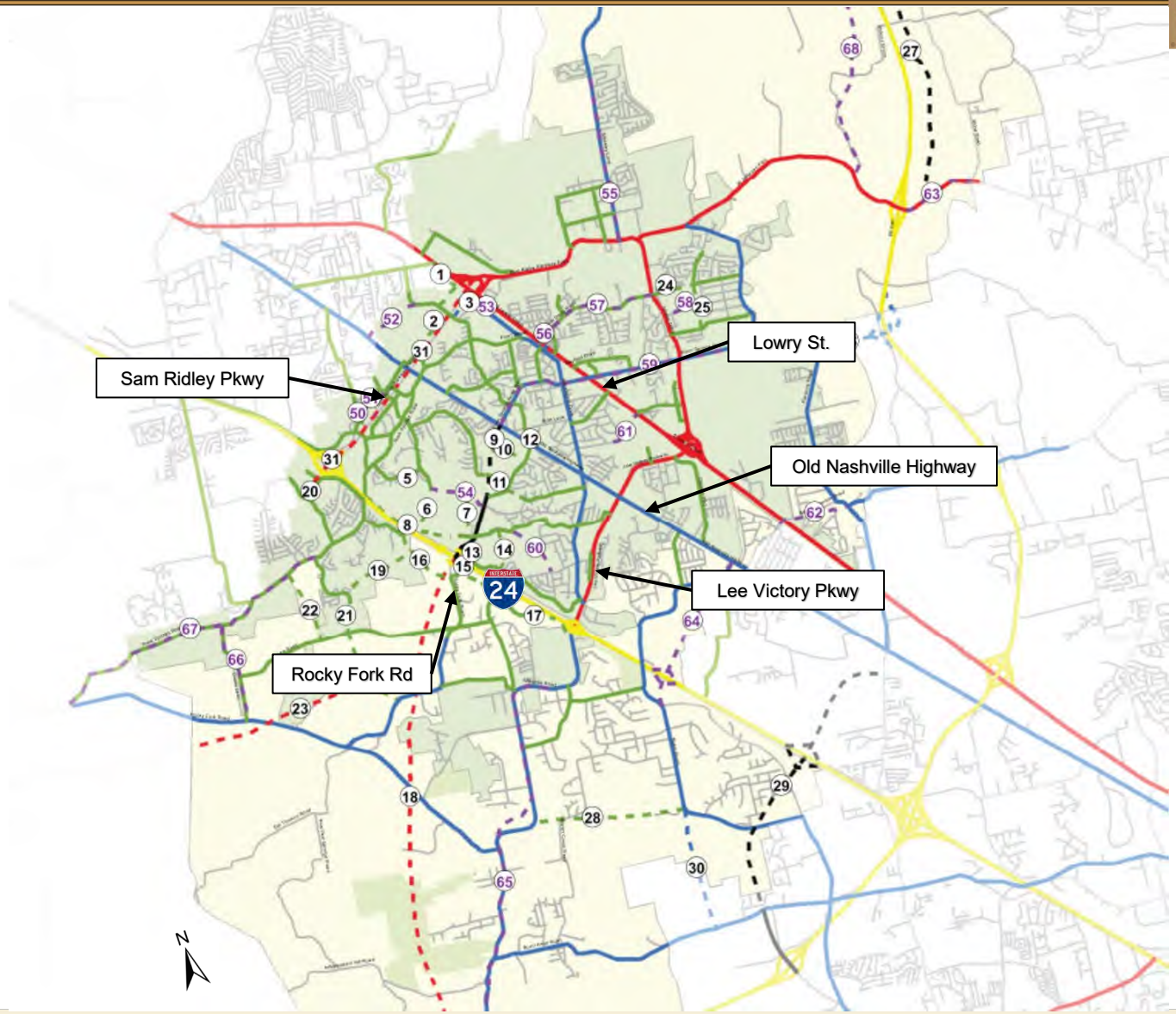
(2016)

Identifying future transportation needs of the town.

Study area includes town limits and the urban growth boundary of the town .

Major Thoroughfare, Bicycle, and Pedestrian Plan (2016)

- Freeway
- Future Freeway
- Principal Arterial (100' min ROW)
- Future Principal Arterial
- Minor Arterial (104' min ROW)
- Future Minor Arterial
- Minor Arterial (80' min ROW)
- Future Minor Arterial
- Collector (60' min ROW)
- Future Collector
- New Planned Projects
- Town Limits
- Urban Growth Boundary

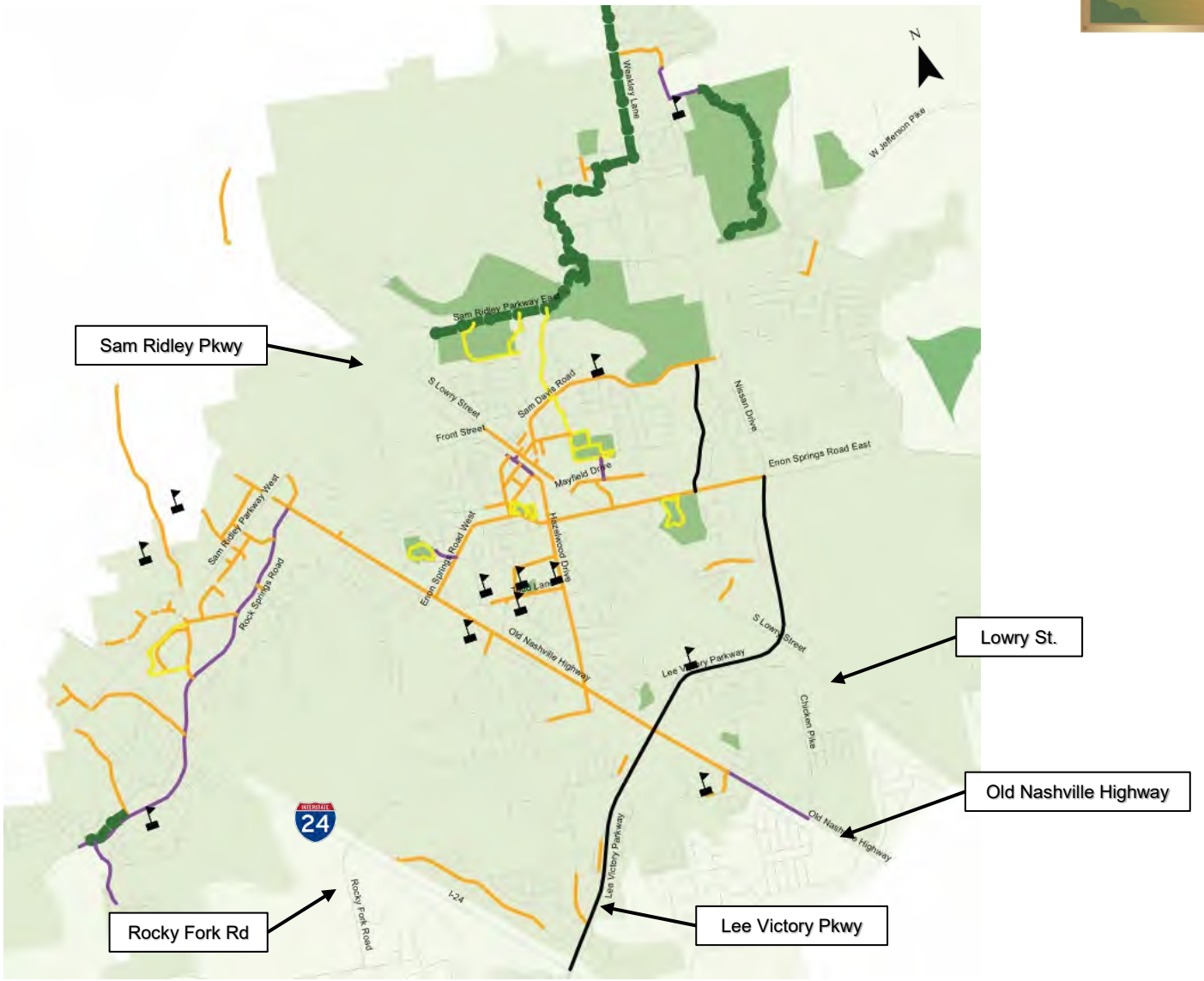


Major Thoroughfare, Bicycle, and Pedestrian Plan (2016)

Existing Non-Motorized Facilities

Legend

- Existing Greenway
- Existing Bike Lane
- Existing Sidewalk
- Existing Sidewalk/Bikeway
- Existing Trail
- Smyrna Schools
- Smyrna Parks
- Smyrna Town Limits
- Urban Growth Area

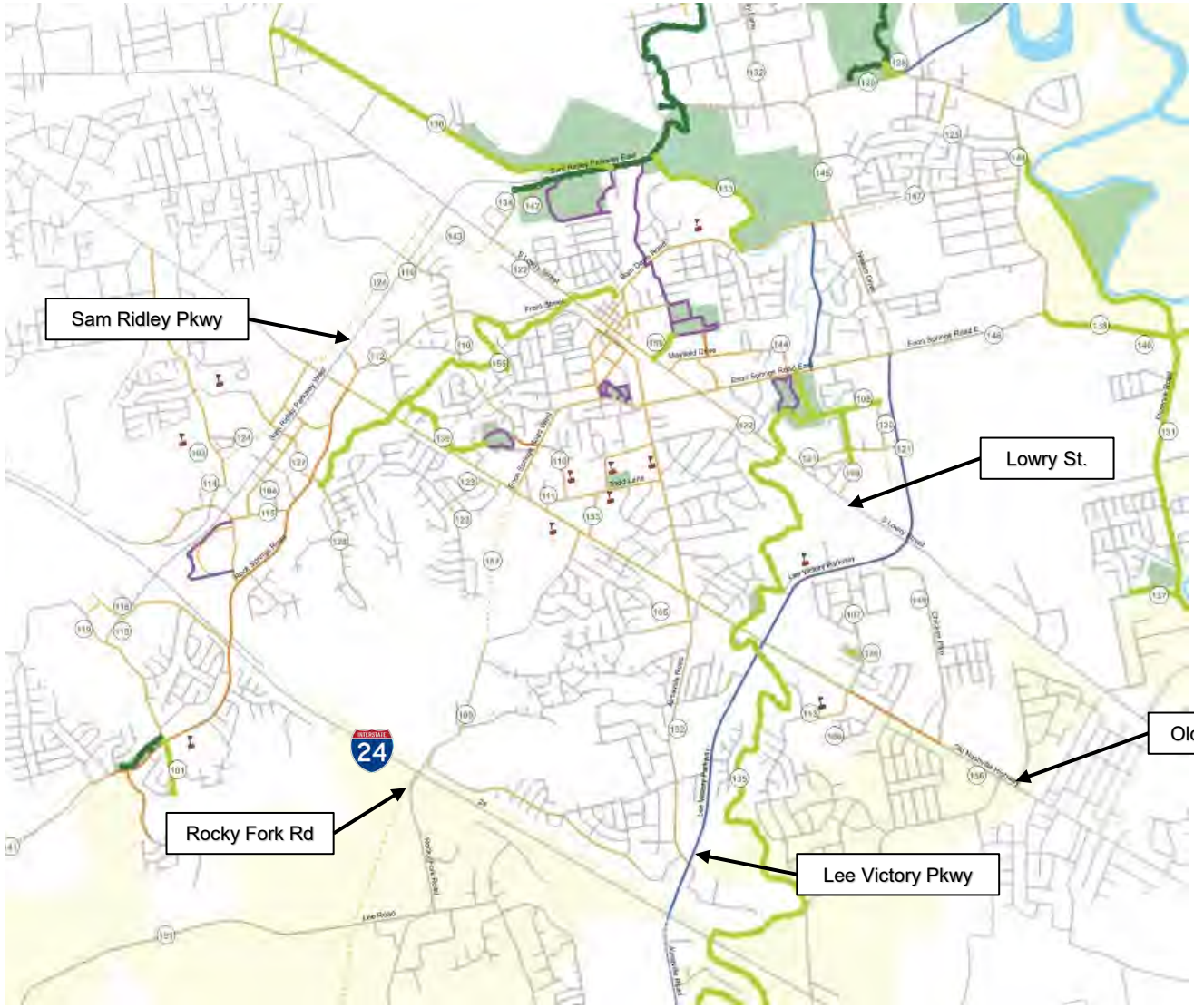


Major Thoroughfare, Bicycle, and Pedestrian Plan (2016)

Proposed Non-Motorized Facilities

Legend

- Existing Bike Lane
- Existing Greenway
- Existing Sidewalk (5')
- Existing Sidewalk (8')
- Existing Trail
- Proposed Bike Lane
- Proposed Greenway
- Proposed Sidewalk
- Schools
- Water Body
- Parks
- Urban Growth Area



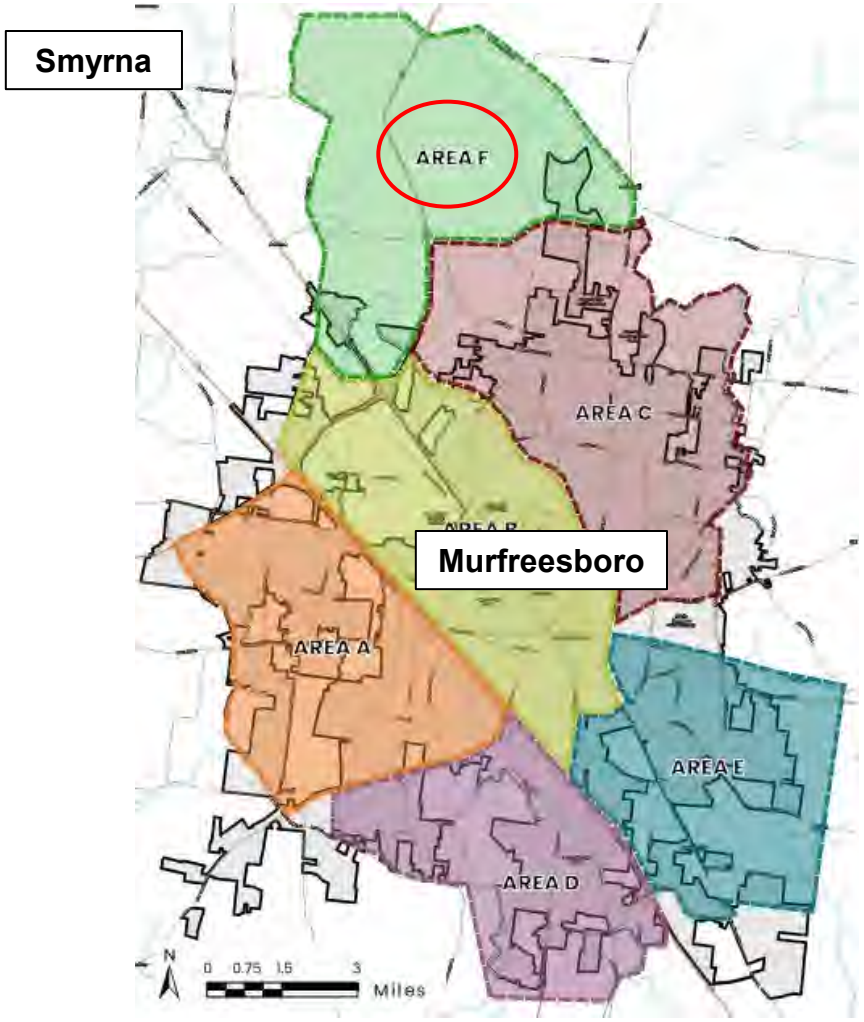
City of Murfreesboro: Greenways, Blueways, and Bikeways Master Plan

(2023)

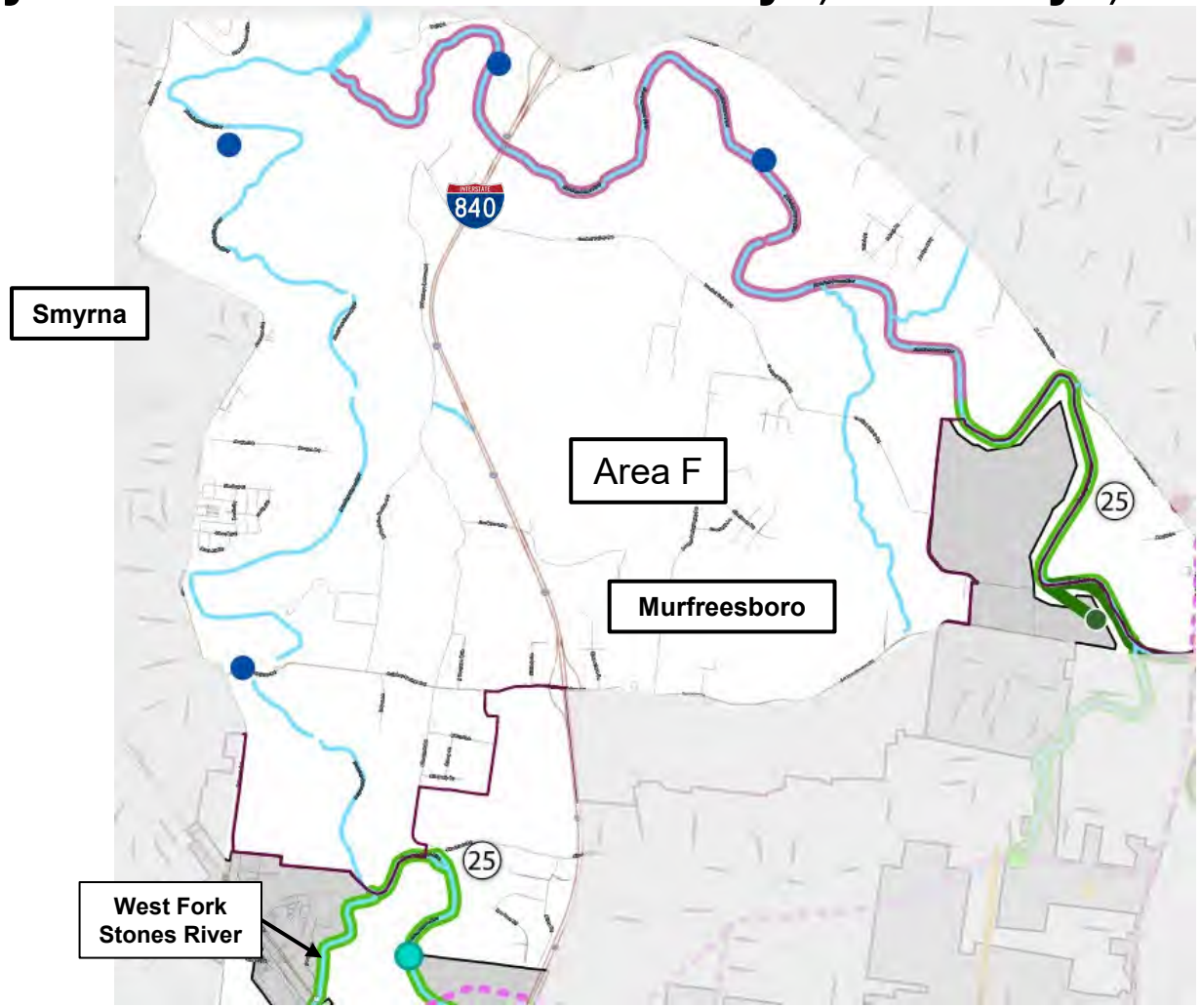
Extensive overview of current infrastructure, current projects, and future initiatives.



City of Murfreesboro: Greenways, Blueways, and Bikeways Master Plan



City of Murfreesboro: Greenways, Blueways, and Bikeways Master Plan





Smyrna Safety Action Plan

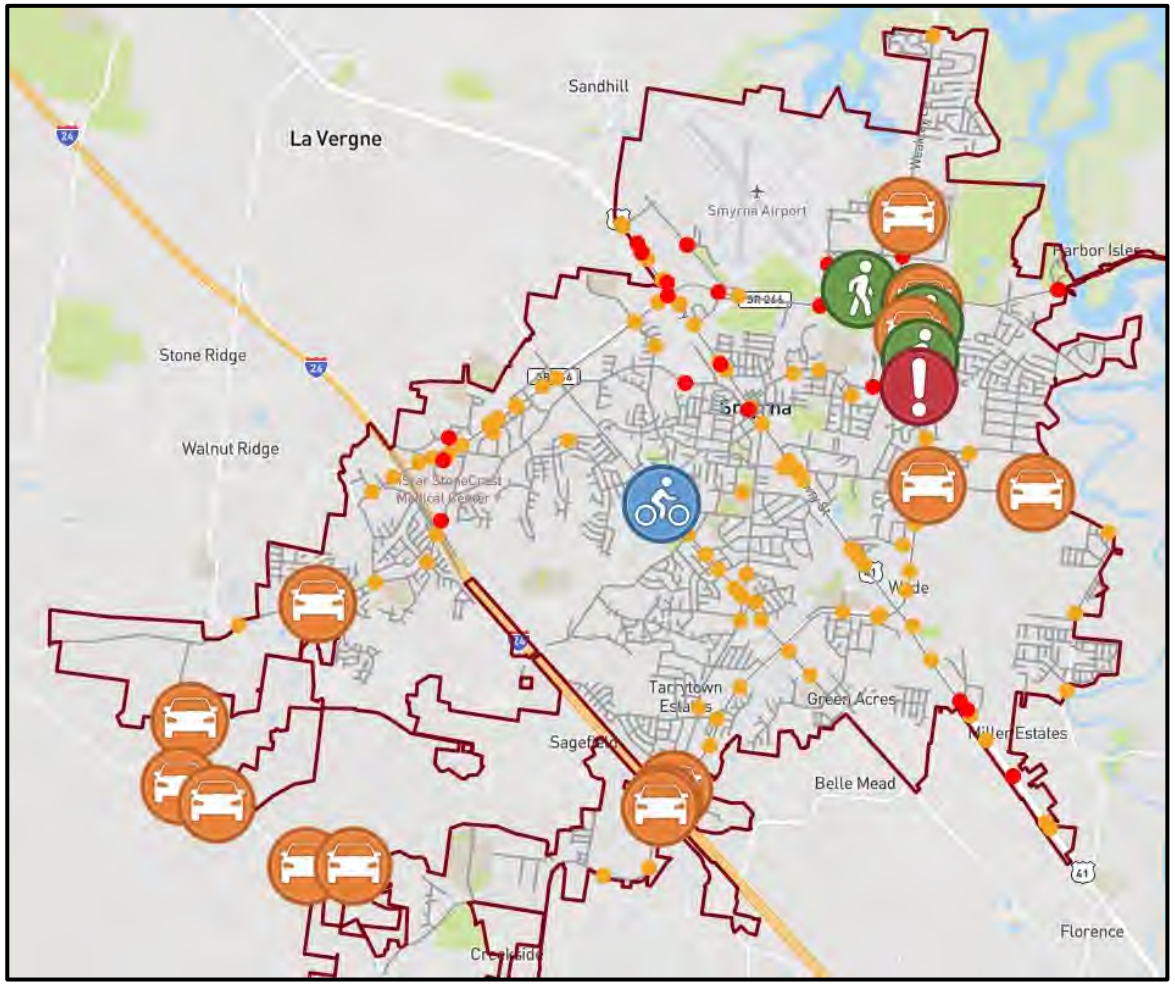
(2024)

Improve Smyrna roadway safety.

Uses public engagement and data analysis to identify projects.



Smyrna Safety Action Plan



- Identifies safety improvements and policies.
- Funded by Safe Streets for All (SS4A)
- Target completion date is Spring 2025

Crash: Fatality

Crash: Serious Injury

Smyrna Boundary

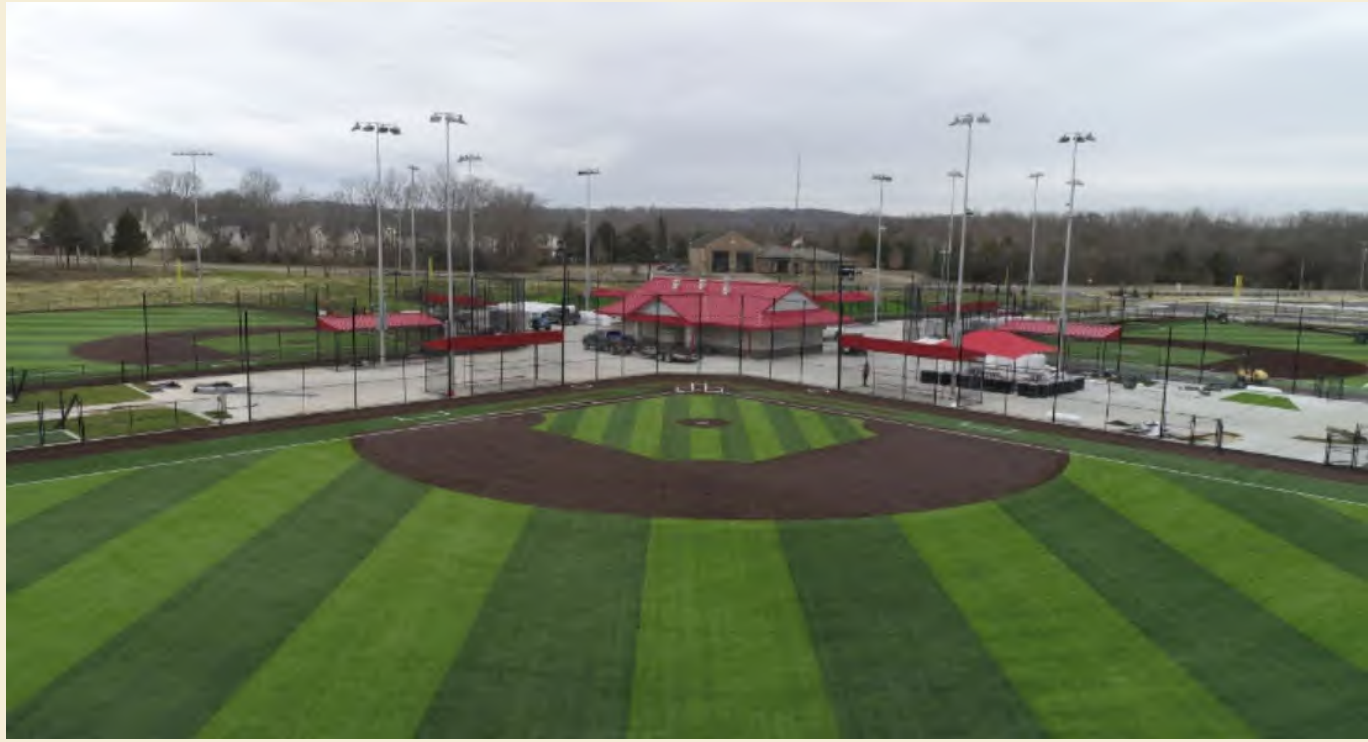
Roads

Smyrna Systemwide Parks Master Plan

(2021)

Provide inventory and analysis of existing conditions of Smyrna's Parks.

Implementations goals for Smyrna's Parks systems.



Smyrna Systemwide Parks Master Plan

- **Potential New Park Sites**
  - Northeast Smyrna
  - Rocky Fork
  - Interstate 840
  - Baker Road
  - Lee Property
  - East Depot District
  - Enon Springs Practice Field Area



Smyrna Systemwide Parks Master Plan – Proposed Goals

- Gregory Mill Park
  - Repave Walking Trail
  - Add Greenway to Lowry St and Smyrna High School
  - Add Nature Trail
- Greenway System
  - Sharp Springs Park to Westfork Park
  - Extend greenway based on Greenway Master Plan
- Lee Victory Recreation Park
  - Nature Trail Addition
- Paul Johns Neighborhood Park
  - Pave Trail
- Pioneer Park
  - Add walking trail
- Rotary Soccer Park
  - Pave trail



Smyrna Systemwide Parks Master Plan

– Greenways

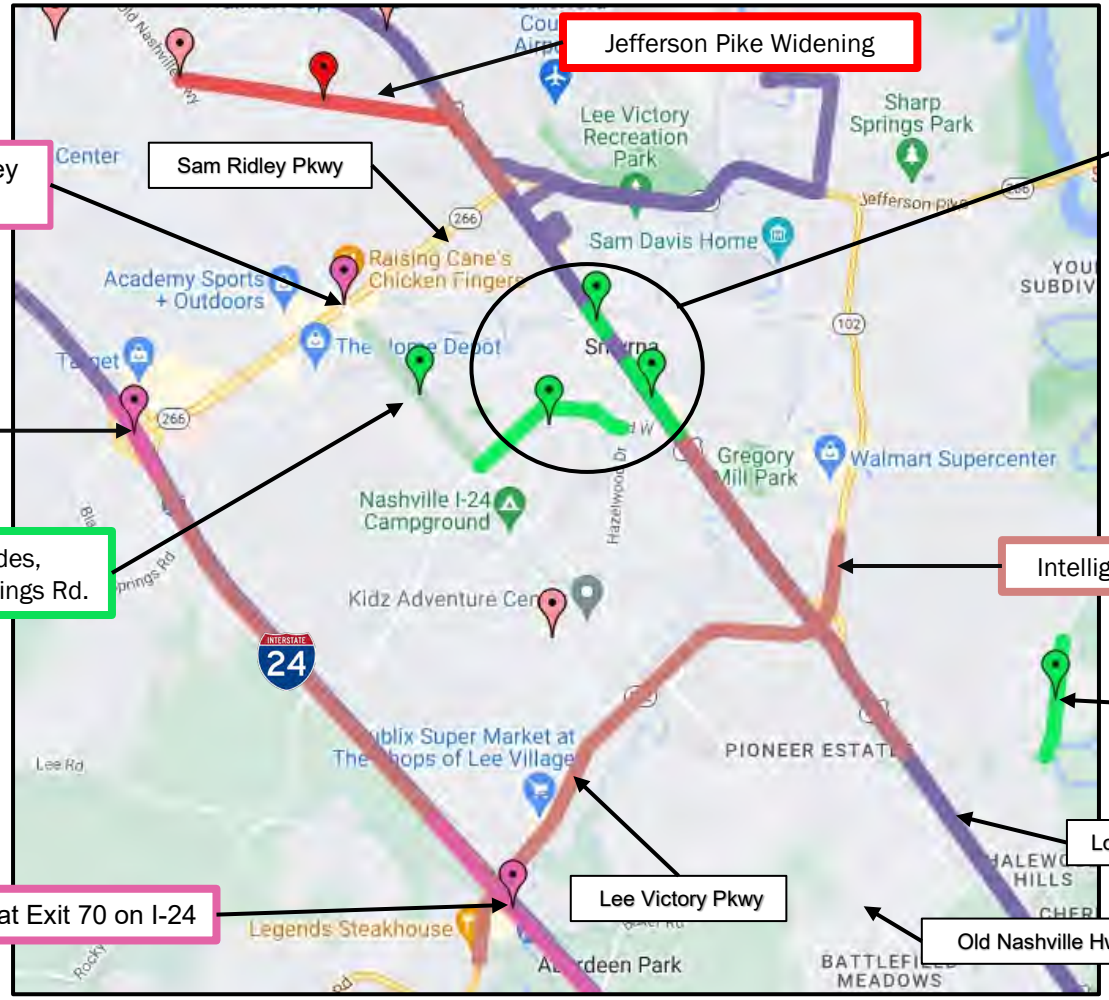


Greater Nashville Regional Council (GNRC)
Transportation Improvement Plan (TIP)
Regional Transportation Plan (RTP)

The GNRC assists 13 middle Tennessee counties in developing plans.

Funds to improve transportation throughout a seven-county planning area that includes Nashville and the surrounding counties of Maury, Robertson, Sumner, Rutherford, Williamson, and Wilson.

The Greater Nashville Regional Council (GNRC) Transportation Improvement Plan



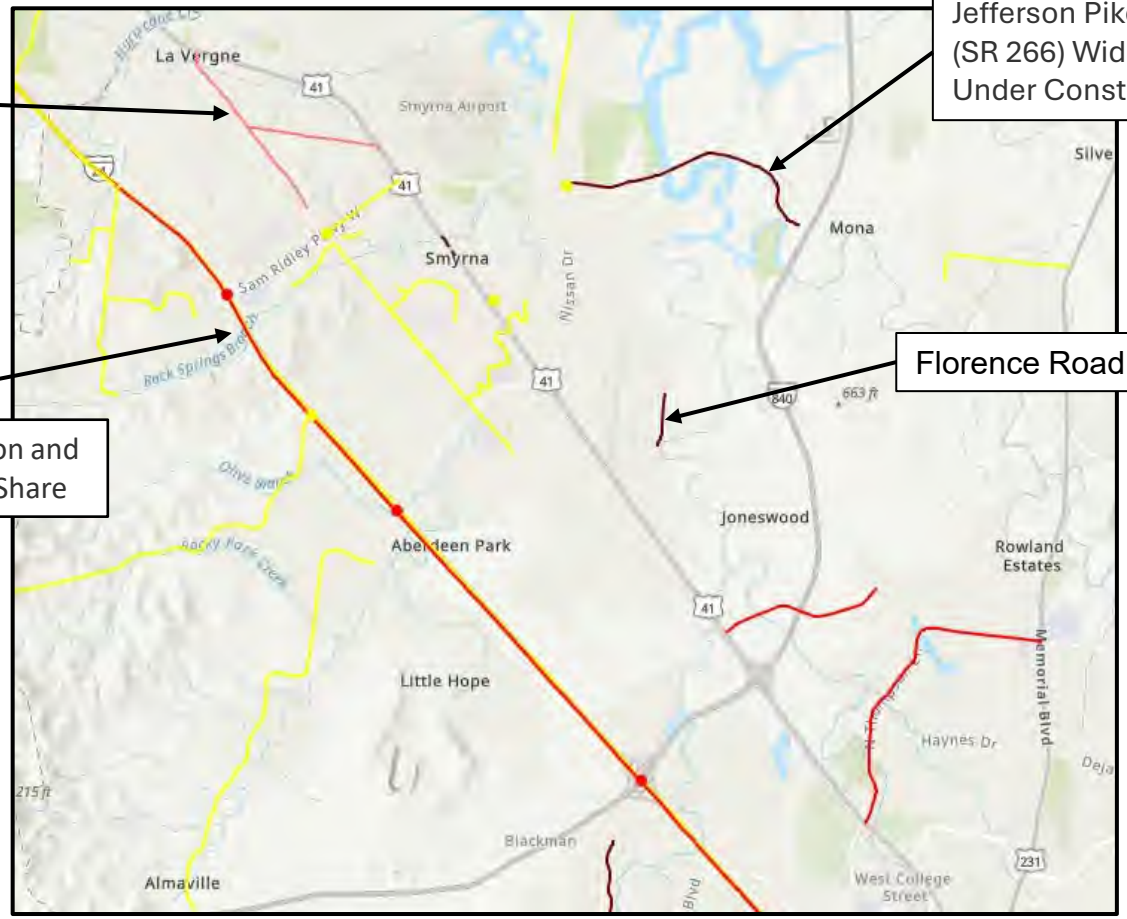
The Greater Nashville Regional Council (GNRC) Regional Transportation Plan

Old Nashville Highway & Jefferson Pike Multimodal Improvements

Southeast Corridor (I-24) Modernization and Transit/Multimodal Upgrades-FHWA Share

Jefferson Pike (SR 266) Widening Under Construction

Florence Road Sidewalks



Corridor Projects (2045)

- 2025
- 2035
- 2045
- Unfunded Need

Spot Area Projects (2045)

- 2025
- 2035
- 2045
- Unfunded Need

Rocky Fork Road to McEwen Drive Corridor

(2023)

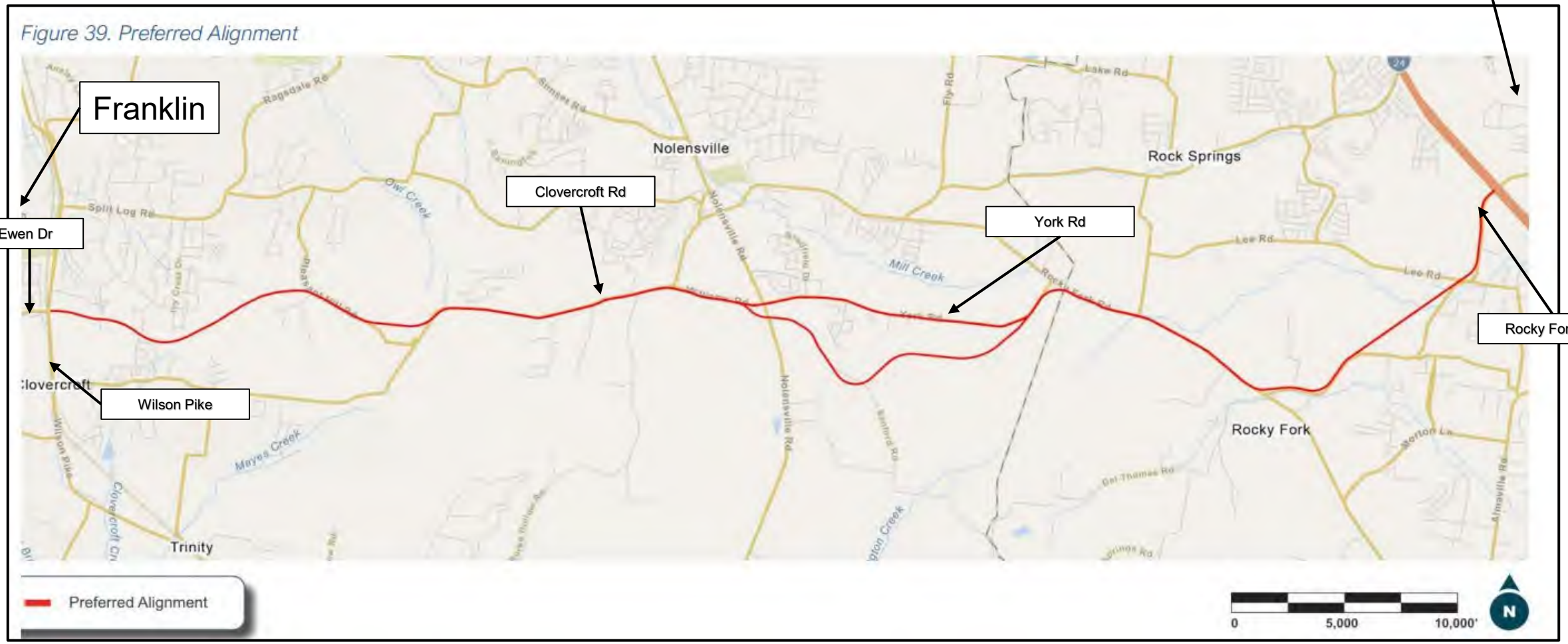
Planning of potential corridor alignment that would connect Smyrna and Franklin.



Rocky Fork Road to McEwen Drive Corridor



Rocky Fork Road to McEwen Drive Corridor



10-Year Transportation Modernization Act

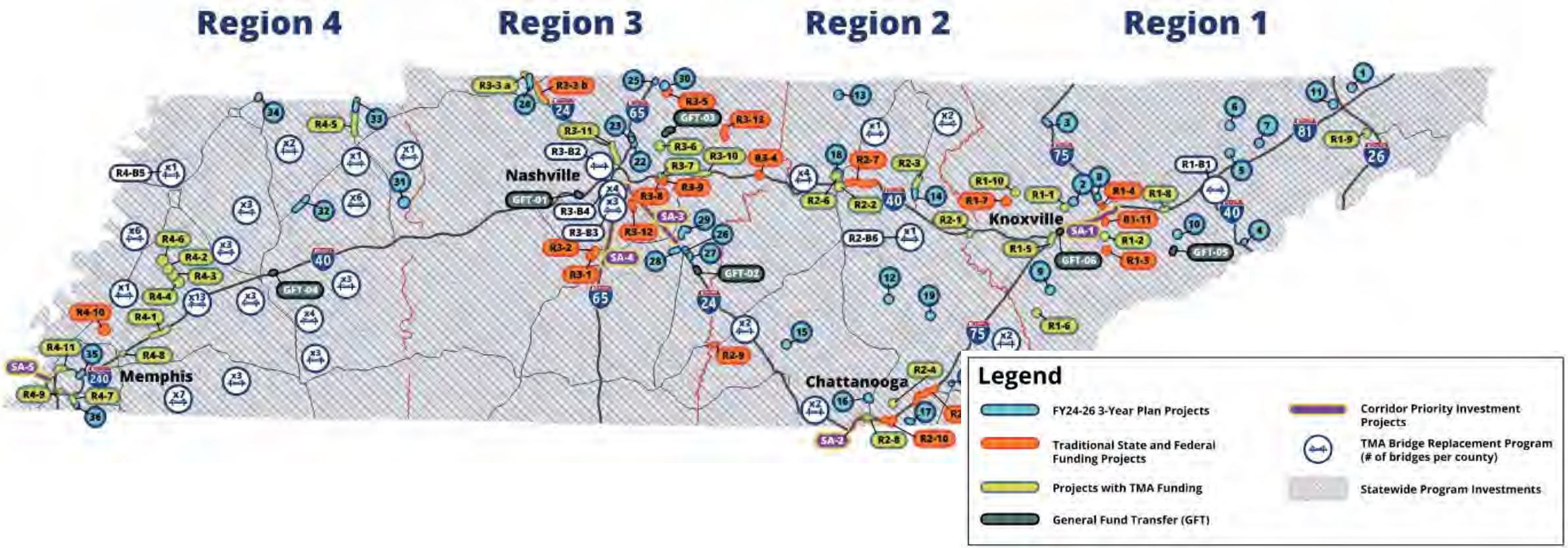
(2023)

$750 million in funds distributed to each TDOT region.

Main goal is to use federal funds efficiently to get transportation projects moving.
Allows Public-Private Partnerships



The Transportation Modernization Act (TMA) 10 Year



The Transportation Modernization Act (TMA) 10 Year

- I-24 Corridor Priority Investment
  - Choice Lanes

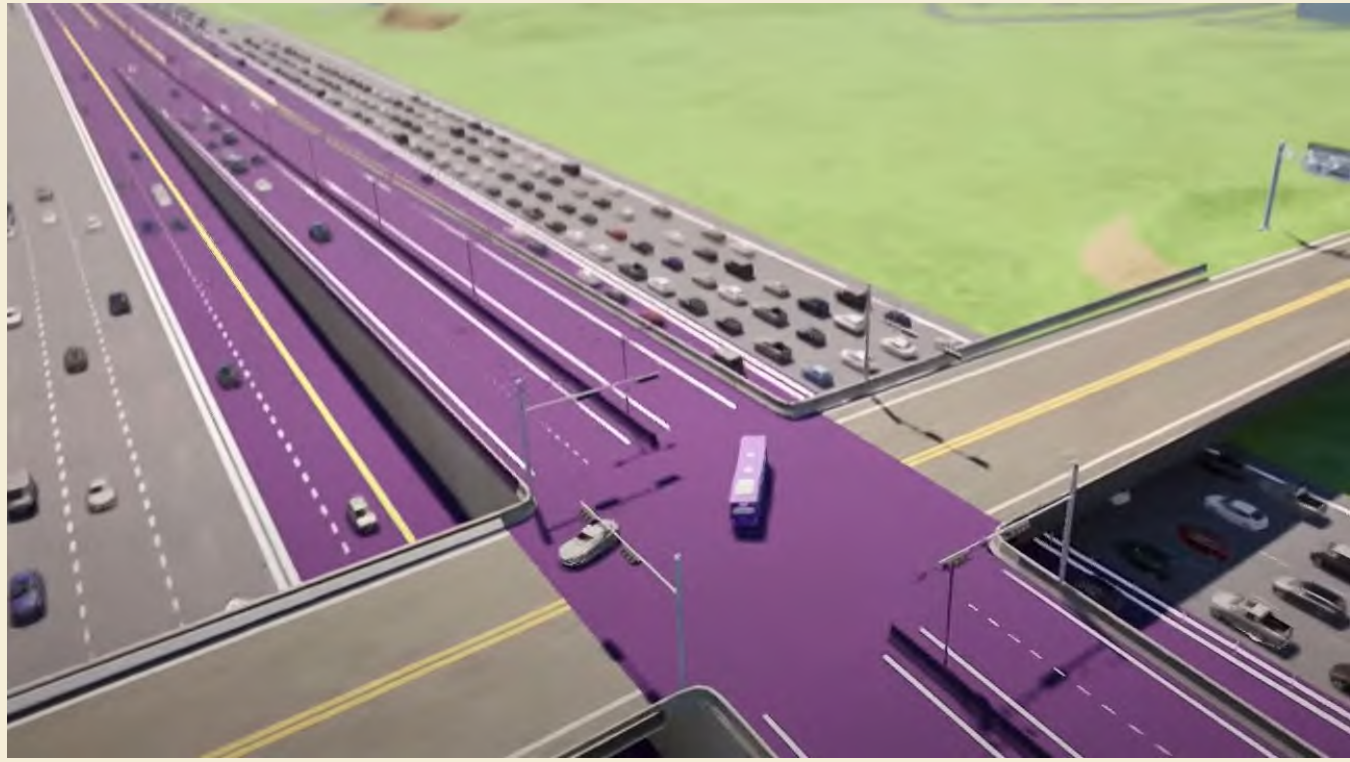
CHOICE LANES
Tennessee



I-24 Choice Lanes

Improve travel time reliability and connectivity along the region on I-24 from downtown Nashville to Murfreesboro.

Currently undergoing studies.

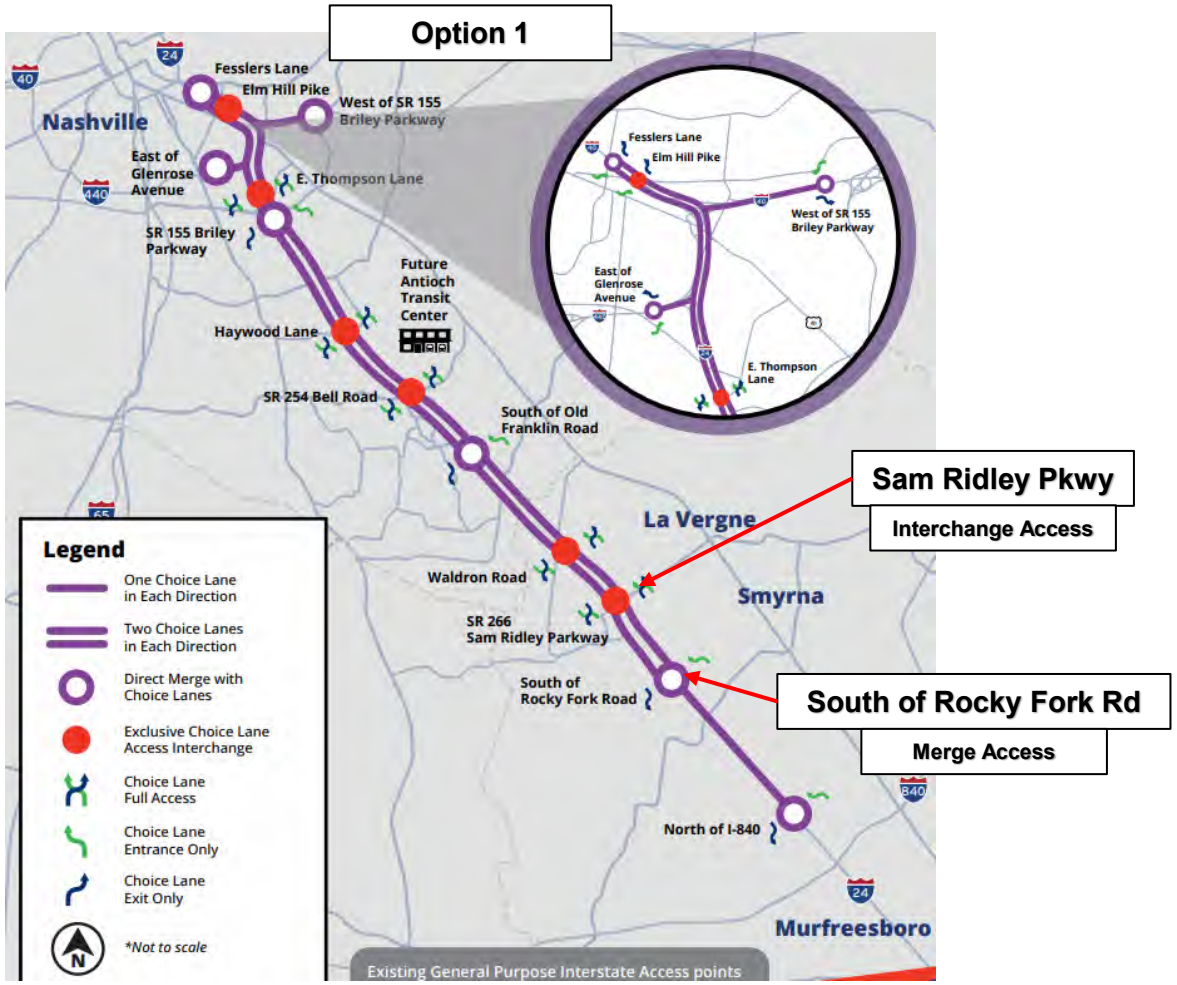


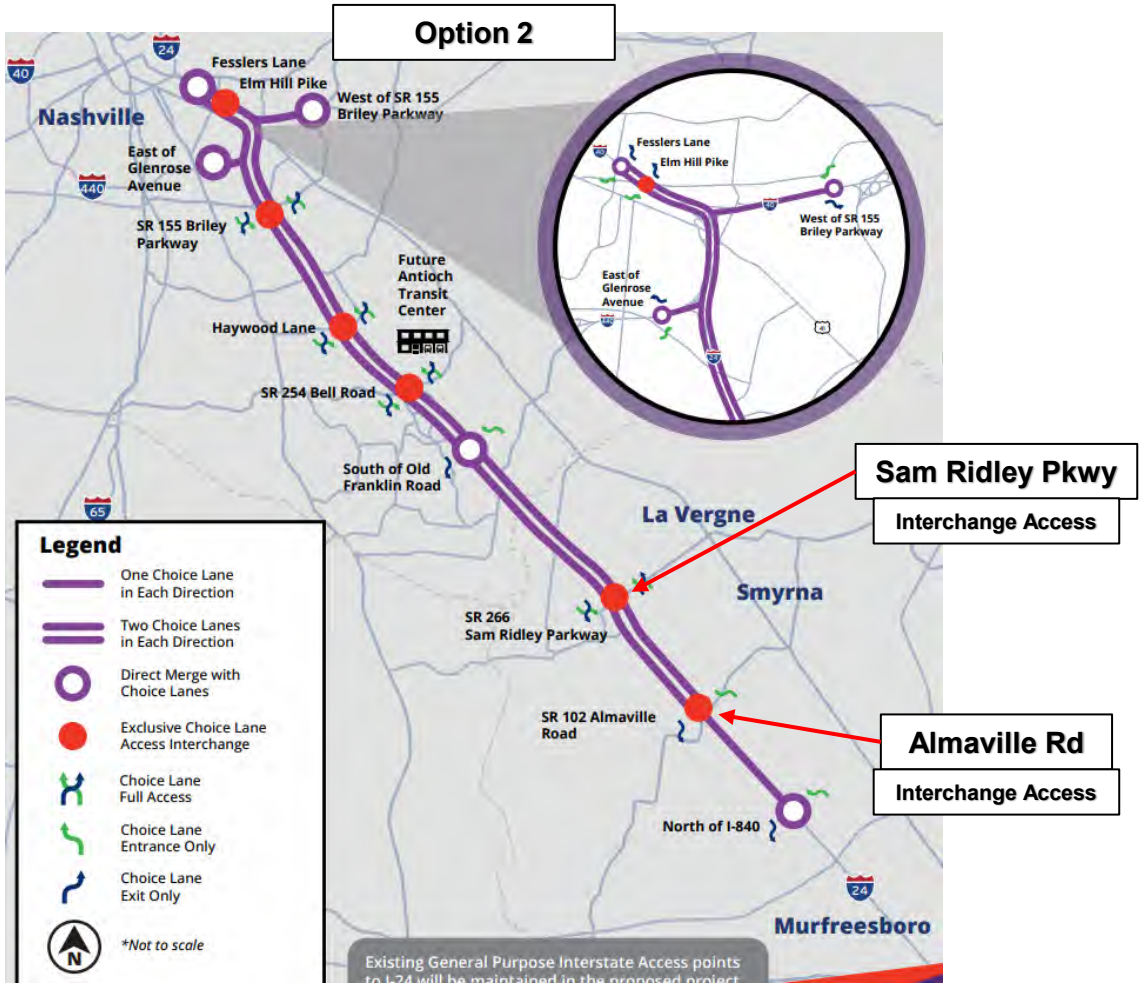
I-24 Choice Lanes

- TDOT has commissioned traffic and revenue studies
- Two additional toll lanes for each direction.
- Drivers will pay every time they use the lanes.
- Price will correlate to how heavy the traffic is.

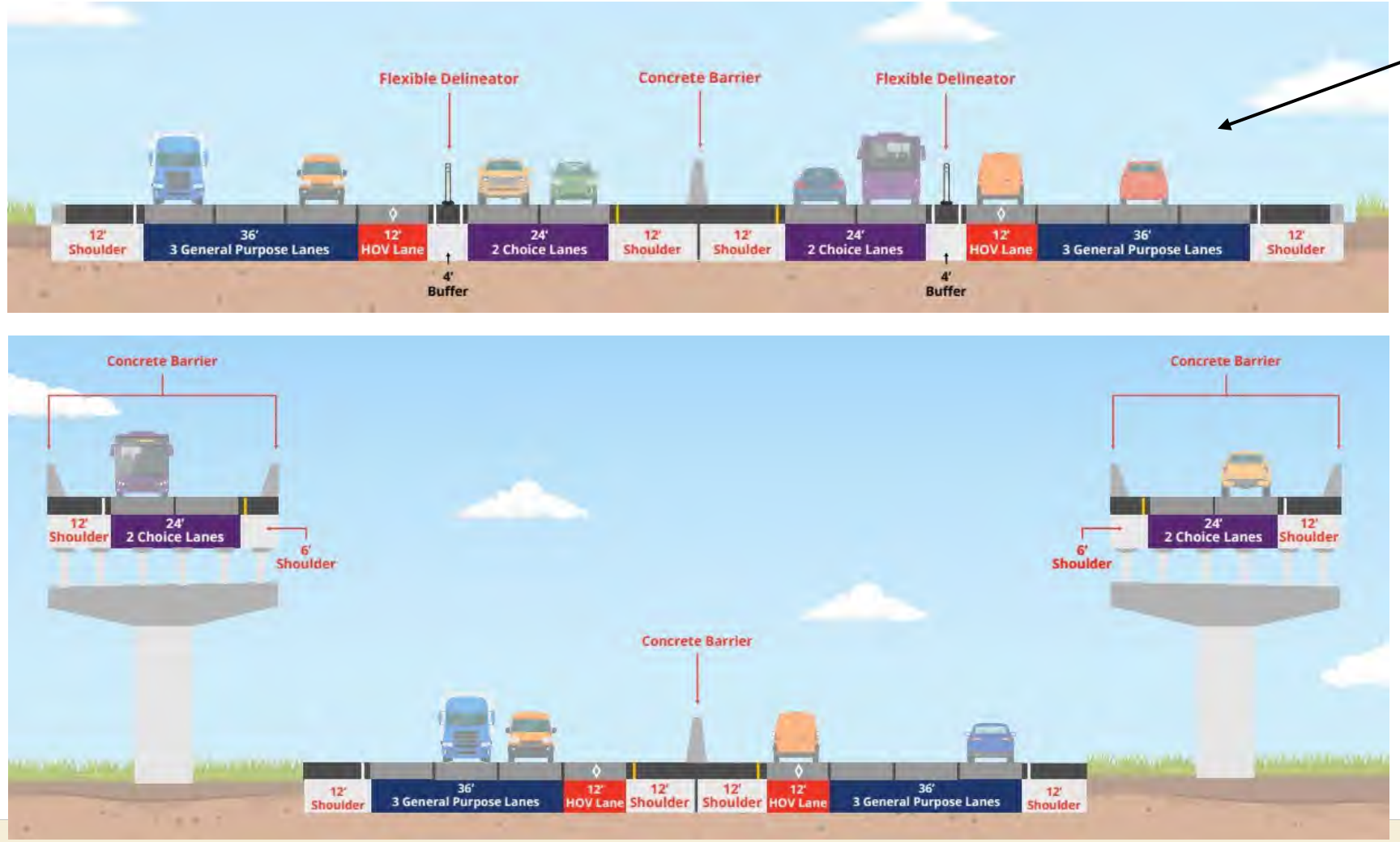


I-24 Choice Lanes





I-24 Choice Lanes



Project Evaluation Results

C

Project Criteria and Weights

Goal	Total Points	Methodology/Purpose	Type	Details	Point Allocation
Implementation and Maintenance	**15**	This criteria prioritizes projects that minimize future maintenance needs. The smaller the footprint of the project, the more points it receives.	Select One Option	Intersection, Minor Reconstruction, Operations/ITS, Multimodal	10
				Center Turn Lane Only	8
				Additional Through Lanes	6
				New Road Extension	4
		This criteria prioritizes projects that can be more quickly implemented.	Select One Option	Low-Cost/Limited ROW Acquisition or Development-Driven Project with Needed ROW Preservation	5
Multimodal Options	**15**	This criteria prioritizes any project where multimodal facilities are included, with more priority given to accommodations that fill an existing gap.	Select One Option	New or improved facility that fills an existing gap	10
				New or improved facility that does not fill an existing gap	5
		This criteria prioritizes projects with multimodal features on uncomfortable facilities.	Yes/No	Bike improvement on roadway facility with BLTS 3 or 4	2
				Pedestrian improvement on roadway facility with PLTS 3 or 4	3
Safety	**25**	This criteria prioritizes projects that improve facilities with known safety issues for drivers, pedestrians, and bicyclists.	Yes/No	Location is identified on the Safety Action Plan's High Injury Network (HIN)	10
			Numeric Ranking	Severity Index = (10*# Fatal Crashes + 5*# Injury Crashes + # PDO Crashes)/Total # Crashes	15
Congestion Reduction	**25**	This criteria prioritizes projects located on routes with existing and future congestion issues.	Numeric Ranking and Yes/No	Deterioration in v/c ratio between 2022 and 2050E+C	10
				Congestion segment based on 2050 E+C model run (v/c ratio >0.85)	10
				Existing Daily Volume	5
Economy and Freight	**5**	This criteria prioritizes projects that improve access to freight facilities and employment centers.	Numeric Ranking and Yes/No	Enhances direct connection to major freight facilities	2
				Employment density within 1 mile of project	3
Publically Identified Need	**15**	This criteria prioritizes projects that address a need identified through the engagement process	Yes/No	Project location identified in public outreach efforts including online surveys or public coordinate maps for Mobility Plan and/or Safety Action Plan	15

Ranked Project List_Multimodal

Rank (Road)	ID	Name	PrimaryTyp	Description	Implementation and Maintenance (15 points)	Multimodal Options (15 points)	Safety (25 points)	Congestion Reduction (25 points)	Economy and Freight (5 points)	Public Input (15 points)	Total
1	Line - 7	Almaville Rd Widening and Pedestrian Improvements	Capacity	Construct continuous center turn lane to mitigate future congestion; construct pathway/sidewalk from Midway Ln to SR 840	8.0	8.0	15.0	22.0	3.5	15.0	71.5
2	Line - 4	Lee Road Improvements and Sidewalks	Capacity	Widen existing road to 3 lanes with sidewalks. Phase I will be approximately 1.33 miles at the current development near Montgomery Way. In Survey and Design Phase.	9.0	8.0	25.0	11.0	1.5	15.0	69.5
3	Line - 47	Weakley Lane Improvements and Sidewalks	Operational	Add turn lanes and widen shoulders for vehicle and truck traffic. Add sidewalk connections to existing greenway. Functional design phase complete from Swan Drive to Town Limits. Phase 1 from Swan Drive to 8th Ave in design phase. from Sam Ridley Pkwy to Laurel Hill Dr	15.0	13.0	10.0	13.0	3.5	15.0	69.5
6	Line - 9	Sam Ridley Parkway Widening	Capacity	from Old Nashville Highway to Lowry Street	4.0	-	25.0	15.0	3.5	15.0	62.5
7	Line - 8	Rock Springs Rd Widening and Pedestrian Improvements	Capacity	Construct continuous center turn lane to mitigate future congestion; construct sidewalk from Montgomery Way to Rocky Fork Rd	8.0	10.0	10.0	17.0	1.5	15.0	61.5
11	Line - 3	Rocky Fork Almaville Road Improvements and Sidewalks	Capacity	Widen existing road to 3 lanes with sidewalks. Phase 1 Derby Run to Morton Lane in ROW Acquisition; additional phases will follow as development expands.	9.0	8.0	15.0	11.0	1.5	15.0	59.5
12	Line - 48	Enon Springs Rd Operational and Pedestrian Improvements	Operational	Bring existing sidewalks up to ADA standards; Road resurfacing from Florence to Ridley. Bid out January 2025; construction complete Summer 2025 from Old Nashville Hwy to Florence Rd	15.0	13.0	10.0	3.0	2.0	15.0	58
13	Line - 46	Rock Springs Road Improvements	Operational	Add shoulders to this section of road, from Marble Farms to Cooks Lane. Survey and Design Phase to start this Spring.	15.0	-	7.5	18.0	1.5	15.0	57
16	Line - 2	Cooks Lane Improvements and Sidewalks	Capacity	Widen existing road to 3 lanes with sidewalks. Project will be in several phases as development projects are finalized. In Survey and Design Phase.	9.0	8.0	7.5	11.0	1.5	15.0	52
17	Line-53	Industrial Boulevard Operational Improvements	Operational	Conduct study to evaluate existing traffic signal operations, peak hour queueing, and access management strategies along Industrial Boulevard from Sam Ridley Parkway to Team Boulevard West.	15.0	-	17.5	2.0	2.0	15.0	51.5
19	Line - 5	Sam Davis Rd Widening and Pedestrian Improvements	Capacity	Construct continuous center turn lane to mitigate future congestion; construct sidewalks on south side of roadway from Sam Hager St to Nissan Dr	8.0	13.0	17.5	11.0	-	-	49.5
24	Line - 45	Almaville Road Improvements and Sidewalks	Operational	Add turn lanes and sidewalks. Survey and Functional Design Underway; from Old Nashville Hwy to Lee Victory Pkwy. from Old Nashville Hwy to Lee Victory Pkwy	15.0	5.0	10.0	12.0	-	-	42
27	Line - 50	Rocky Fork to McEwen Corridor Improvements	Capacity	Improve existing Rocky Fork Rd with additional capacity, operational improvements, and pedestrian improvements from Cooks Ln to I-24/Enon Springs Overpass	4.0	8.0	-	11.0	1.5	15.0	39.5
29	Line - 81	Greentree Drive Extension	New Connection	Construct 2-lane roadway with sidewalk to connect existing Greentree Drive termini	9.0	10.0	15.0	-	1.5	-	35.5
30	Line - 26	Wildwood Drive	New Connection	Construct new 2/3 lane roadway with sidewalks to connect Rocky Fork Road to residential areas and school campus from Spring Hill Dr to Enon Springs Road, West at Wildwood Dr	6.0	10.0	15.0	-	1.5	-	32.5
31	Line - 28	Percival Street Extension	New Connection	Construct new 2-lane roadway with sidewalk to provide access to undeveloped residential lands from Bonifay Drive to Gambill Ln Extension	6.0	10.0	15.0	-	1.5	-	32.5
32	Line - 31	Highwood Blvd Extension with Pedestrian Improvements	New Connection	Construct new two-lane roadway to preserve access to Sam Ridley by providing frontage access; construct sidewalk connection from Current terminus to Blair Rd	4.0	10.0	15.0	-	3.0	-	32
33	Line - 52	Fitzhugh Blvd	Operational	Construct turn lanes and modify intersection traffic control as needed with future growth due to Air NG relocating to Airport. Relocation to Smyrna is still TBD; if the decision is yes, a full Traffic Impact Study will need to be conducted from Sam Ridley Pkwy to End of Street	15.0	-	7.5	6.0	3.5	-	32
35	Line - 6	Jefferson Pk Widening	Capacity	Widen to 5 lanes to mitigate future congestion from SR-840 to UGB Limit	4.0	-	-	23.0	3.5	-	30.5
36	Line - 27	Motlow College Blvd-Lee Victory Park Connection	New Connection	Construct new roadway connection with sidewalk to connect existing and future development, Lee Victory Park, and YMCA from N Lowry St to Mason Tucker Dr	4.0	10.0	15.0	-	1.5	-	30.5
38	Line - 23	Orchard Valley Dr. Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Nissan Dr. to Benefield Dr.	6.0	5.0	15.0	-	1.5	-	27.5
39	Line - 36	Richmond Dr Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Sam Davis Rd to Lake Farm Rd	4.0	5.0	15.0	-	3.5	-	27.5
40	Line - 34	New Road Connection 1	New Connection	Construct 2-lane roadway with sidewalk to improve connectivity in residential areas from Lee Rd to Rock Springs Rd	6.0	5.0	15.0	-	1.5	-	27.5
42	Line - 80	Dale Drive Extension	New Connection	Construct 2-lane roadway with sidewalk to connect Lee Road and Rock Springs Road	4.0	5.0	15.0	-	1.5	-	25.5
43	Line - 35	Sam Davis Rd Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Nissan Dr. to Richmond Dr.	4.0	5.0	15.0	-	1.5	-	25.5
44	Line - 32	Clayton Dr Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Current terminus to Gambill Ln	4.0	10.0	7.5	-	1.5	-	23
46	Line - 29	Seven Oaks Blvd Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Current terminus to Rocky Fork Rd	4.0	5.0	7.5	-	1.5	-	18
47	Line - 30	Gambill Lane Extension	New Connection	Construct new 2-lane roadway parallel to I-24 to provide access to undeveloped residential lands and connect Rocky Fork Rd and Rock Spring Rd from Rocky Fork Rd to Big Son Ln	4.0	13.0	-	-	-	-	17
48	Line - 25	Ken Pilkerton Dr Extension	New Connection	Construct 2-lane roadway with sidewalk and CSX railroad crossing to address congestion from Enon Springs Rd from S. Lowry to Old Nashville Hwy	4.0	5.0	7.5	-	-	-	16.5
49	Line - 40	Blue Diamond Dr Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Winslet Dr to Greentree Dr	4.0	10.0	-	-	1.5	-	15.5
50	Line - 43	Country Village Dr Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Current terminus to St. Francis Ave	4.0	10.0	-	-	1.5	-	15.5
51	Line - 82	Olive Branch Road Extension	New Connection	Construct 2-lane roadway with sidewalk to connect existing Olive Branch Rad to Rocky Fork Road	9.0	5.0	-	-	1.5	-	15.5
52	Line - 37	Enon Springs Interchange at SR 840	New Connection	Construct new 5-lane roadway and a new interchange to connect Nissan directly to SR 840 from Florence Rd to SR 840	4.0	-	7.5	-	3.5	-	15
53	Line - 38	New Road Connection 3	New Connection	Construct 2-lane roadway to provide access to undeveloped areas in UGB from W Jefferson Pk to Bill France Rd	4.0	-	7.5	-	1.5	-	13
54	Line - 24	Hammersmith Dr. Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Current terminus to Gambill Ln.	4.0	5.0	-	-	1.5	-	10.5
55	Line - 42	Ace Avenue Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Rocky Fork Rd to Enon Springs Road, West	4.0	5.0	-	-	1.5	-	10.5
56	Line - 41	Moorhill Ave Extension 1	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Cardigan Dr to Moorhill Ave terminus	4.0	5.0	-	-	-	-	9

57	Line - 33	Rocky Fork Rd & I-24 Interchange	New Connection	Construct new interchange at the current I-24 overpass, to provide additional access to future growth areas from Interchange influence area	4.0	-	-	-	1.5	-	**5.5**
58	Line - 39	New Road Connection 4	New Connection	Construct 2-lane roadway to provide access to undeveloped areas in UGB from Almaville Rd to Baker Rd	4.0	-	-	-	1.5	-	**5.5**
59	Line - 49	Baker Rd Realignment and Interchange	Operational	Extend Baker on new alignment to interchange with I-24 to mitigate future congestion and provide additional access for southeast study area from Blackman Rd to Old Nashville Hwy	4.0	-	-	-	1.5	-	**5.5**
60	Line - 44	I-24 Frontage Road	New Connection	Construct new frontage road that runs parallel to I-24 to provide local connectivity from Sam Ridley Pkwy to Enon Springs Rd	4.0	-	-	-	-	-	**4**

Ranked Project List_Roadway

Rank (MM)	ID	Name	PrimaryTyp	Description	Implementation and Maintenance (15 points)	Multimodal Options (15 points)	Safety (25 points)	Congestion Reduction (25 points)	Economy and Freight (5 points)	Public Input (15 points)	Total
1	Point - 19	Pedestrian Crossing at Lowry and Enon Springs Rd	Sidewalk	Construct pedestrian crossing over railroad to S. Lowry St	10.0	13.0	25.0	-	3.0	15.0	66
2	Point - 20	Washington Street Sidewalks	Sidewalk	CSX has completed construction on new pedestrian gates; bid out January 2024; construction complete 2025	15.0	10.0	17.5	-	3.0	15.0	60.5
3	Line - 73	Enon Springs Sidewalk Extension	Sidewalk	Construct sidewalk to connect existing and future development to Rocky Fork School Campus from Old Nashville Hwy to Rocky Fork Rd	15.0	13.0	10.0	-	1.5	15.0	54.5
4	Line - 53	Nissan Dr MUP	Pathway	Construct sidewalk from Sam Ridley Pkwy (Existing Greenway) to Enon Springs Rd E	15.0	13.0	10.0	-	-	15.0	53
5	Line - 79	McNickle Drive	Sidewalk	Construct sidewalk to connect existing neighborhoods to Smyrna Primary and Middle Schools from S. Lowry St to Hazelwood Dr	15.0	10.0	7.5	-	-	15.0	47.5
6	Line - 67	Rock Springs Rd Sidewalk	Sidewalk	Construct sidewalk to connect neighborhoods to Sam Ridley commercial development, proposed greenway, and Downtown Smyrna from Division St / Front St to Needham Dr	15.0	13.0	-	-	-	15.0	43
7	Line - 20	Rock Springs Creek Greenway	Greenway	Construct greenway from Monroe St to Spring Hill Dr	10.0	10.0	7.5	-	-	15.0	42.5
8	Line - 1	Almaville Rd Bike Lane	Bike Lane	Construct protected bike lane to connect residential development to existing facility on Lee Victory Parkway from Existing Bike Lane to Neal Ave	10.0	2.0	25.0	-	1.5	-	38.5
9	Line - 60	Lowry Street Phase II	Sidewalk	In Design Phase, Jackson Street to Harts Branch Bridge; upgrade existing sidewalks to ADA standards and add additional street lighting. from Jackson Street to Harts Branch Bridge	15.0	13.0	7.5	-	3.0	-	38.5
10	Line - 55	Florence Rd MUP	Pathway	Construct sidewalk from Jefferson Pk to Enon Springs Rd E	15.0	13.0	7.5	-	-	-	35.5
11	Line - 11	Rock Springs Middle Greenway	Greenway	Construct greenway to connect Rock Springs Park to Middle School from Rock Springs Rd to Henricks Hill Dr	15.0	10.0	7.5	-	1.5	-	34
12	Line - 15	Jefferson Greenway Connection	Greenway	Construct greenway to connect existing Sharp Springs greenway and neighborhoods south of Jefferson Pk from Existing Sharp Springs greenway to Jefferson Pk/Old Jefferson Pk	15.0	10.0	7.5	-	1.5	-	34
13	Line - 17	Nice Mill Greenway	Greenway	Construct greenway to complete connection from Florence Rd to Nice Mill Recreation Area from Florence Rd to Sulphur Springs Rd	15.0	10.0	7.5	-	1.5	-	34
14	Line - 61	Blair Rd Sidewalk	Sidewalk	Construct sidewalk to connect future development to Blair Rd existing sidewalk and Rock Springs Middle School from Portico Pl to Sam Ridley Blvd W	15.0	10.0	7.5	-	1.5	-	34
15	Line - 63	Nolan Dr Sidewalk	Sidewalk	Construct sidewalk to connect N Lowry St, the Event Center, and Lee Victory Park from N Lowry St to existing Nolan Dr greenway	15.0	10.0	7.5	-	1.5	-	34
16	Line - 66	Todd Lane Sidewalk	Sidewalk	Construct sidewalk to complete connection between Old Nashville Hwy and Hazelwood Dr from Existing Todd Lane sidewalks/David Youree Elementary to Old Nashville Hwy	15.0	10.0	7.5	-	1.5	-	34
17	Line - 75	Sidewalk on Wildwood Dr	Sidewalk	Construct sidewalk to connect neighborhoods to existing sidewalks on Alamville Rd from Almaville Rd to existing sidewalk south of Enon Springs Rd	15.0	10.0	7.5	-	1.5	-	34
18	Line - 77	Morton Rd Sidewalk	Sidewalk	Construct sidewalk to connect new development to park from Rocky Fork Almaville Rd to Jericho St	15.0	10.0	7.5	-	1.5	-	34
19	Line - 18	Smyrna Elementary Greenway	Greenway	Construct greenway from Sam Ridley Pkwy to Sam Davis Rd	15.0	10.0	7.5	-	-	-	32.5
20	Line - 64	Smyrna High - Old Nashville Pk Connection	Sidewalk	Construct sidewalk to connect Smyrna High School, neighborhoods, Pioneer Park, and Old Nashville Hwy from Bulldog Dr to Old Nashville Hwy	15.0	10.0	7.5	-	-	-	32.5
21	Line - 69	Cedar Grove Rd Sidewalk	Sidewalk	Construct sidewalk to address short sidewalk gap from West side of Waterford in Smyrna Driveway to eastside of Waterford in Smyrna Driveway	15.0	10.0	7.5	-	-	-	32.5
22	Line - 71	Delacey Ln Sidewalk	Sidewalk	Construct sidewalk from Thurman Francis Arts Academy Driveway to Old Nashville Hwy	15.0	10.0	7.5	-	-	-	32.5
23	Line - 74	Sidewalk for South of School	Sidewalk	Construct sidewalks on south end of Smyrna Middle School Complex from Along Hutchinson Dr, Hankins Dr, Bailey Collins Dr	15.0	10.0	7.5	-	-	-	32.5
24	Line - 10	Mayfield Dr Sidewalk	Sidewalk	Construct sidewalk on Mayfield Drive from Mayfield Circle to Enon Springs Road to connection Rotary Park and Gregory Mills Park.	15.0	10.0	7.5	-	-	-	32.5
25	Line - 57	Cooks Ln MUP	Pathway	Construct sidewalk from Rock Springs Rd to Lee Rd	15.0	8.0	7.5	-	1.5	-	32
26	Line - 16	Threet Greenway	Greenway	Construct greenway from Sam Ridley Pkwy to Fergus Rd	10.0	10.0	7.5	-	3.0	-	30.5
27	Line - 78	Belaire Drive	Sidewalk	Construct sidewalk to connect existing neighborhoods to Smyrna Primary and Middle Schools from Hazelwood Dr to McNickle Dr	15.0	5.0	7.5	-	3.0	-	30.5
28	Line - 12	Rocky Fork Creek Greenway	Greenway	Construct greenway to connect Stewarts Creek school complex to neighborhoods from Proposed Rocky Fork Rd extension to proposed South Stewart Creek Greenway	15.0	5.0	7.5	-	1.5	-	29
29	Line - 14	South Nissan Greenway	Greenway	Construct greenway from Florence Rd to Nevada Ave	15.0	5.0	7.5	-	1.5	-	29
30	Line - 54	Sam Davis Connection MUP	Pathway	Construct sidewalk from Nissan Dr to Florence Rd	15.0	5.0	7.5	-	1.5	-	29
31	Line - 59	Rocky Fork to McEwen MUP	Pathway	MUP parallel to the Rocky Fork to McEwen corridor improvements from Cooks Ln to I-24/Enon Springs Overpass	10.0	10.0	7.5	-	1.5	-	29
32	Line - 13	South Stewart Creek Greenway	Greenway	Construct greenway from Enon Springs Rd E to Burnt Knob	10.0	10.0	7.5	-	-	-	27.5
33	Line - 76	Lake Farm Rd Sidewalk	Sidewalk	Construct sidewalk from Brookhaven Trail to Florence Rd	15.0	5.0	7.5	-	-	-	27.5
34	Line - 19	Mill Springs Greenway	Greenway	Construct greenway to connect neighborhoods and Wal-Mart/Nissan from Providence Pl to Southside Dr and Proposed greenway to Sgt Asbury Hawn Way	15.0	10.0	-	-	-	-	25
35	Line - 56	Chicken Pk MUP	Pathway	Construct sidewalk from Lee Victory Pkwy to Old Nashville Hwy	15.0	10.0	-	-	-	-	25
36	Line - 58	Stoneridge Farms-Cedar Grove Elementary Sidewalk	Pathway	Construct pathway to connect existing multifamily to Cedar Grove Elementary from Stoneridge Farms recreation path to Cedar Grove access road	15.0	10.0	-	-	-	-	25
37	Line - 68	Industrial Blvd/ Chaney Rd/Team Blvd Sidewalk	Sidewalk	Construct sidewalk to connect neighborhoods to commercial development from Team Blvd (west) to Existing sidewalks on Chaney Rd	15.0	10.0	-	-	-	-	25
38	Line - 62	Sgt Asbury Hawn Way Sidewalk	Sidewalk	Construct sidewalk to provide north-south connection between future and existing development from Nissan Drive to Wal-Mart access driveway/ proposed greenway connection	15.0	10.0	-	-	-	-	25
39	Line - 72	Old Nashville Sidewalk	Sidewalk	Construct sidewalk from Chicken Pk to Corner Dr	15.0	8.0	-	-	1.5	-	24.5
40	Line - 21	Nice Mill Greenway	Greenway	Construct greenway to complete connection from Florence Rd to Nice Mill Recreation Area from Florence Rd to Sulphur Springs Rd	15.0	5.0	-	-	1.5	-	21.5
41	Line - 65	Mason Tucker Dr Sidewalk	Sidewalk	Construct sidewalk to connect multiple neighborhoods, a park, the YMCA, and a proposed greenway from Genie Ln Extension to Todd Ln	10.0	10.0	-	-	-	-	20

Public Outreach Summary

D

Smyrna Major Thoroughfare Plan Update

Public Outreach Summary



February 7th, 2024

Public input

- Special events
  - Top Gun Run
  - Halloween in the Park
- Social media
- Project page
- Online survey
- Public coordinate online map



Online survey

- 63 total responses



Key findings



81% say traffic has gotten worse over the last five years.



66% say safety has gotten worse over the last five years.

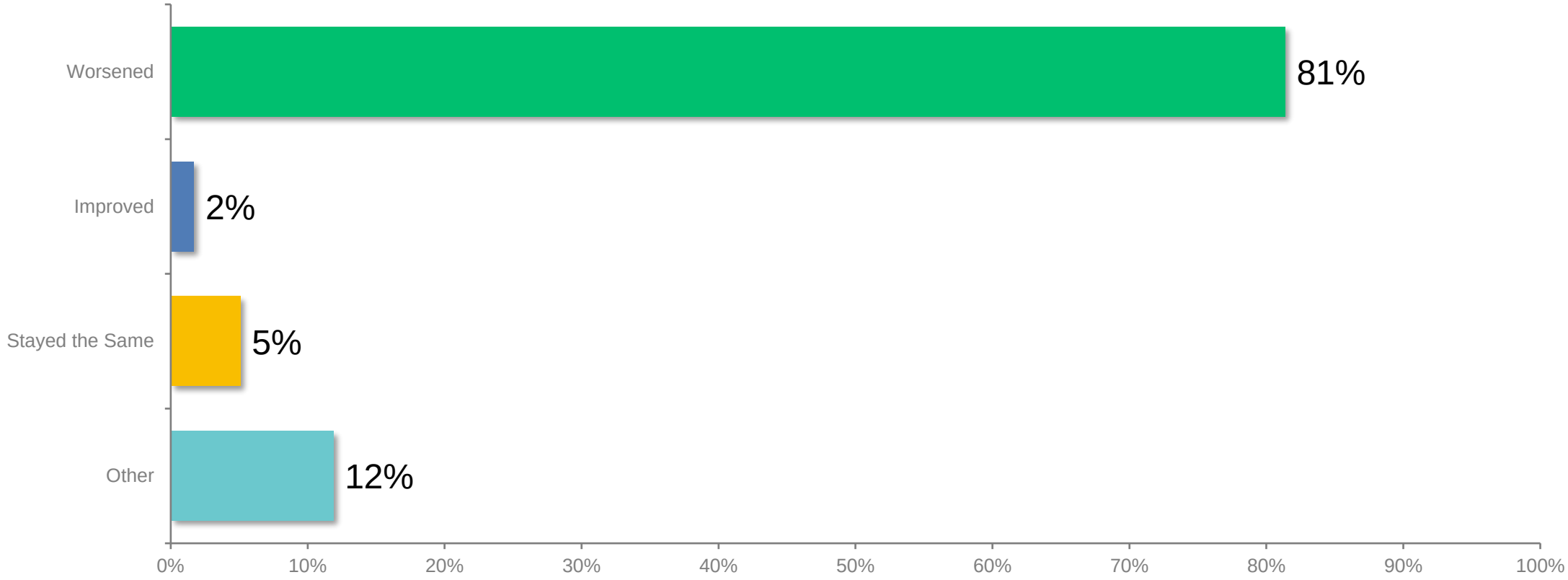


63% would walk more often with better facilities.



48% would bike more often with better facilities.

Over the last five years, traffic congestion in Smyrna has…



If you said “worse,” why?

- Development outpacing infrastructure
- Traffic signals and crashes
- Sam Ridley Parkway
- Other roads:
  - Nissan Blvd, Lowry Street, Rock Springs Road, and Old Nashville Highway.

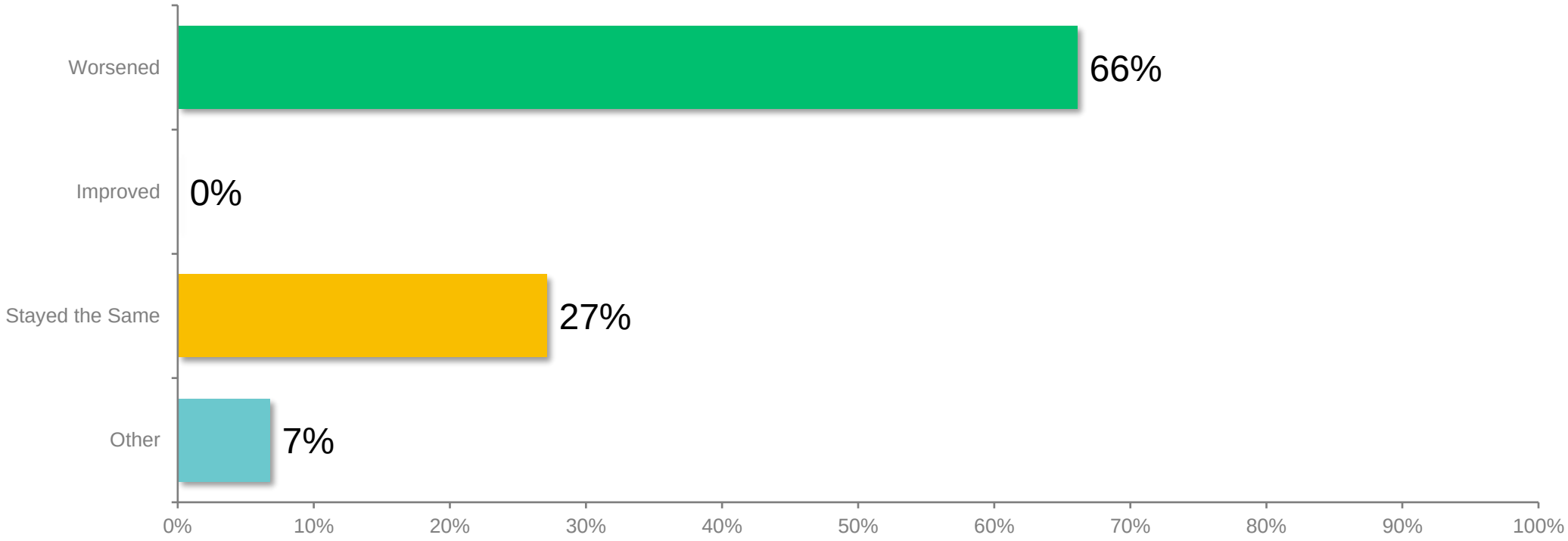
What specific roadway improvements would you like to be made in Smyrna?

Traffic
- Widen Rock Springs, Old Nashville, and Rocky Fork
- Enhance roundabouts
- New connections to I-24

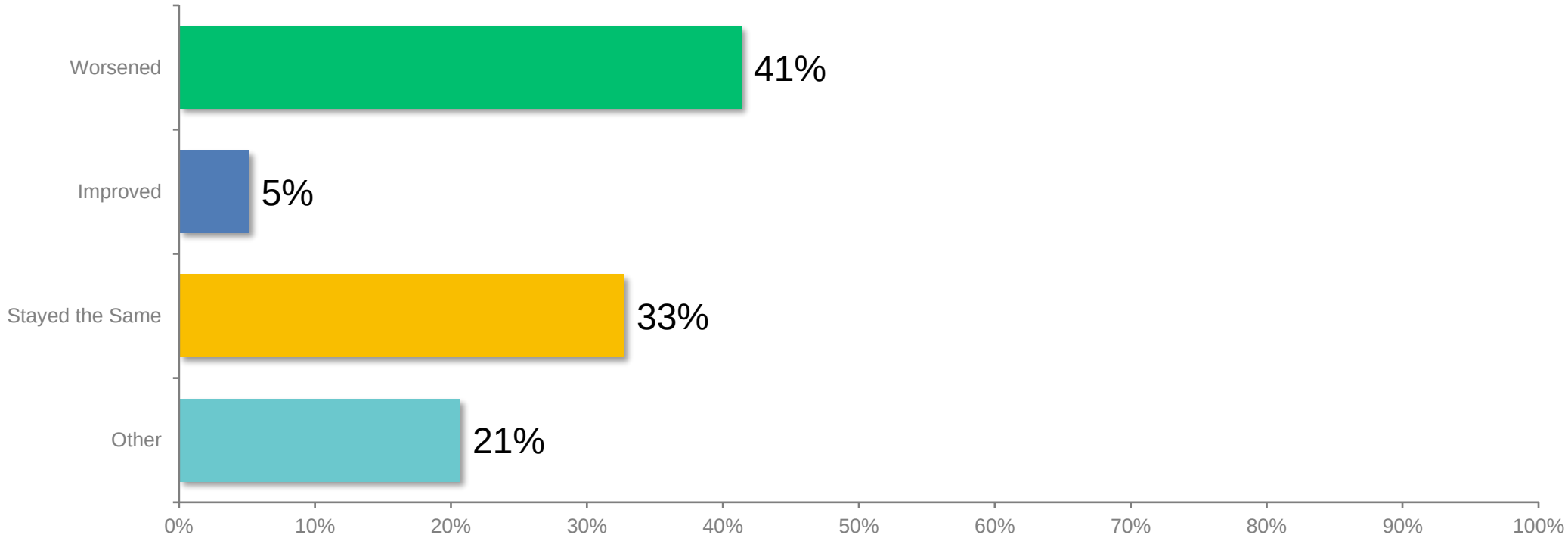
Enforcement
- Traffic calming
- Increase police monitoring
- Enforce traffic laws

Intersections
- Improve timing and synchronization
- Install more roundabouts
- Longer turn lanes for right-turn lanes
- Address problem intersections; Sam Ridley with I-24, and Old Nashville with Rock Springs
- Fix potholes

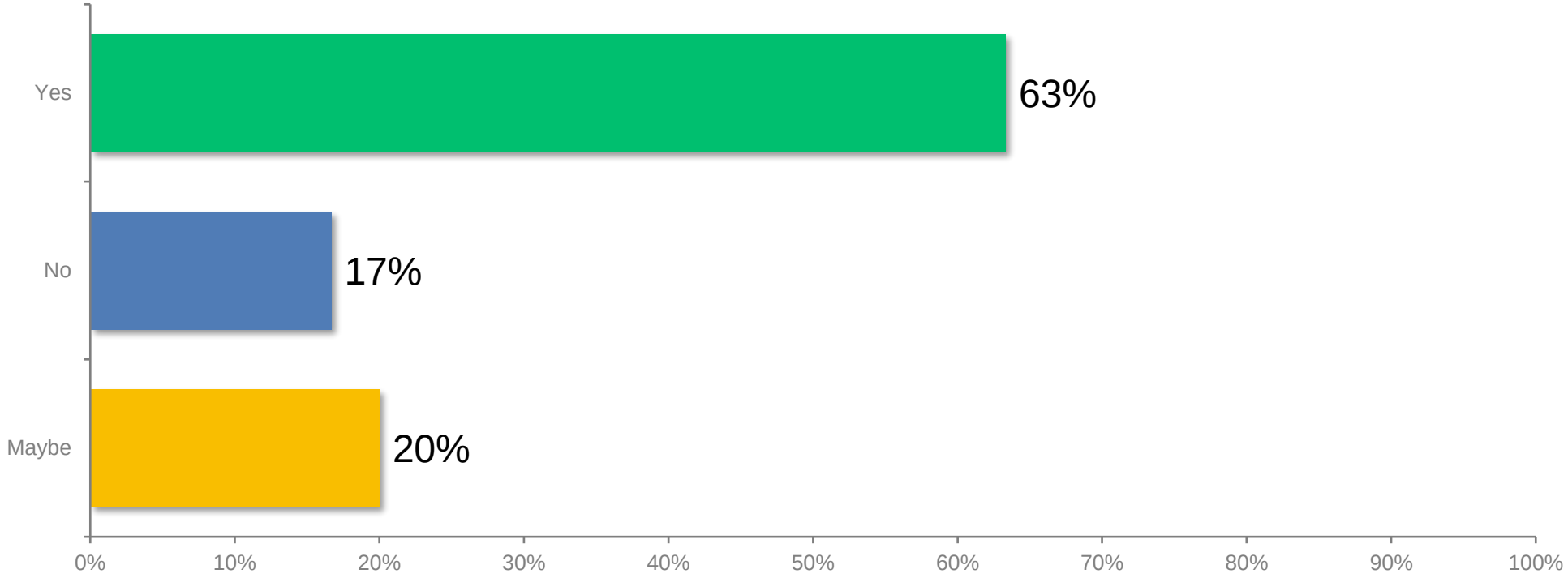
Over the last five years, safety (related to driving, walking, and cycling) in Smyrna has…



Over the last five years, the walking and cycling experience in Smyrna has…



If walking facilities (sidewalks, trails, greenways) were improved, would you walk more often?



What specific pedestrian improvements would you recommend within Smyrna?

Sidewalk Connectivity:

- Connecting neighborhoods to parks, activities
- Comfort on major roadways:
  - Sam Ridley, Almaville, and Weakley Lane
- Complete sidewalk gaps

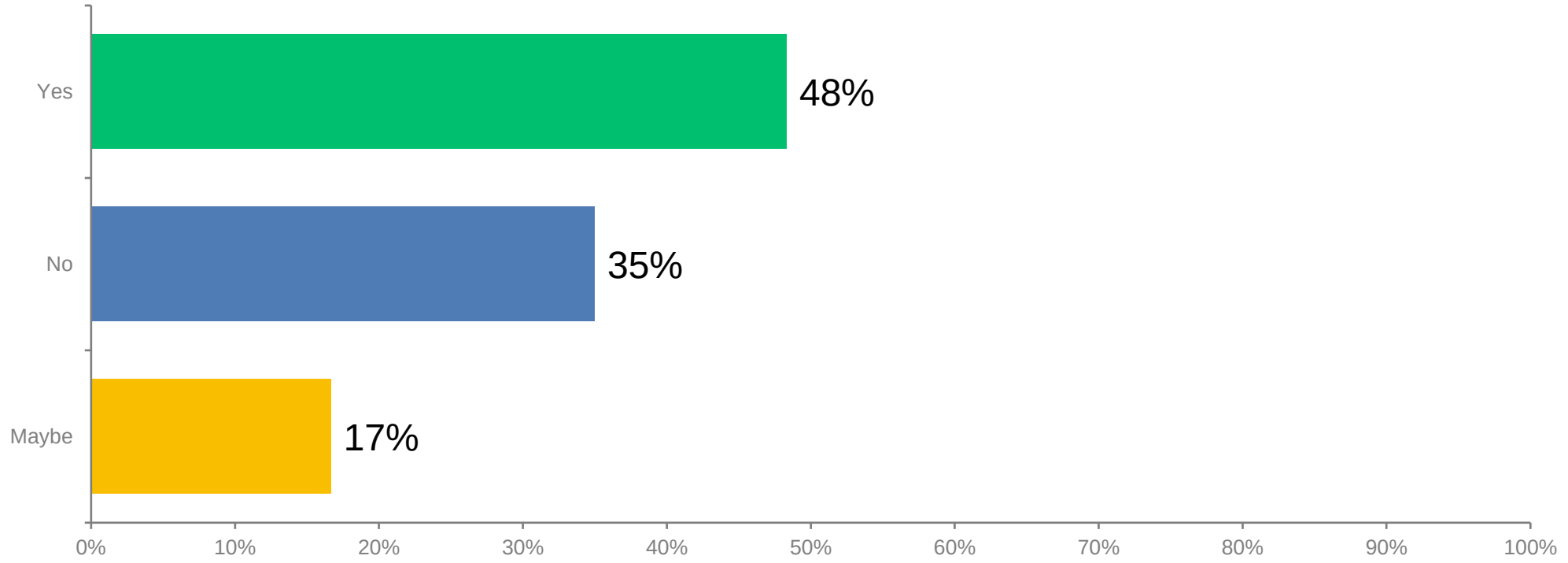
Safety Enhancements:

- Crosswalk maintenance
- Lighting
- Walkability around commercial developments
- Grass buffers between sidewalks and busy roads

Pedestrian-Friendly Initiatives:

- Narrower roads
- Roundabouts designed with pedestrians in mind

If biking facilities were improved, would you bike more often?



What specific bicycle improvements would you recommend within Smyrna?

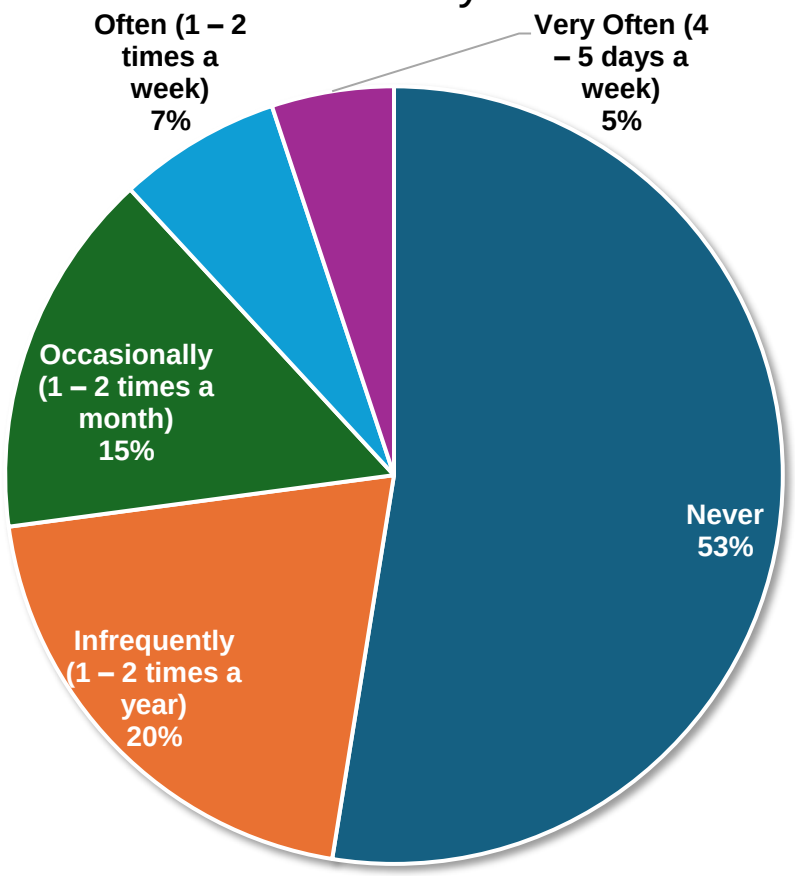
Safety

- Bike lanes are too close to driving lanes
- Off road facilities are preferred
- Signage
- Markings

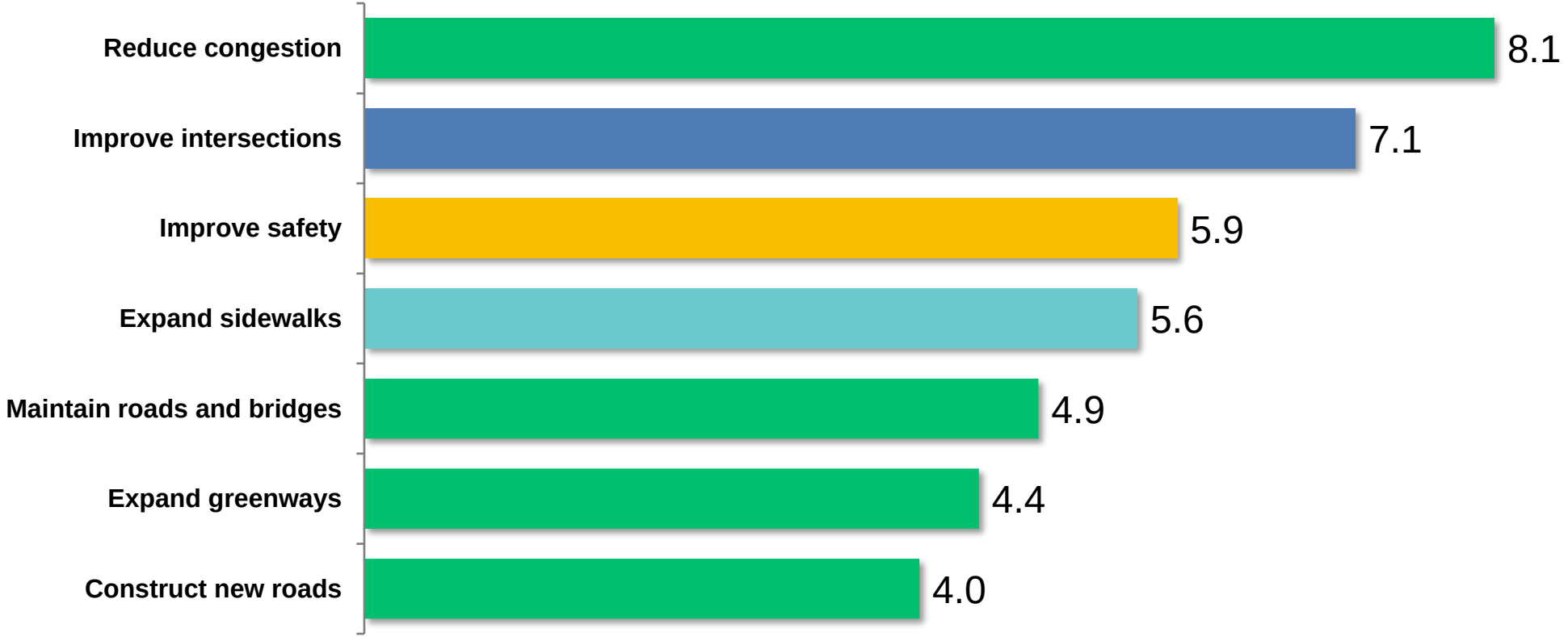
Connectivity

- Neighborhoods
- Major employers
- Greenways

How often do you ride your bike around Smyrna?

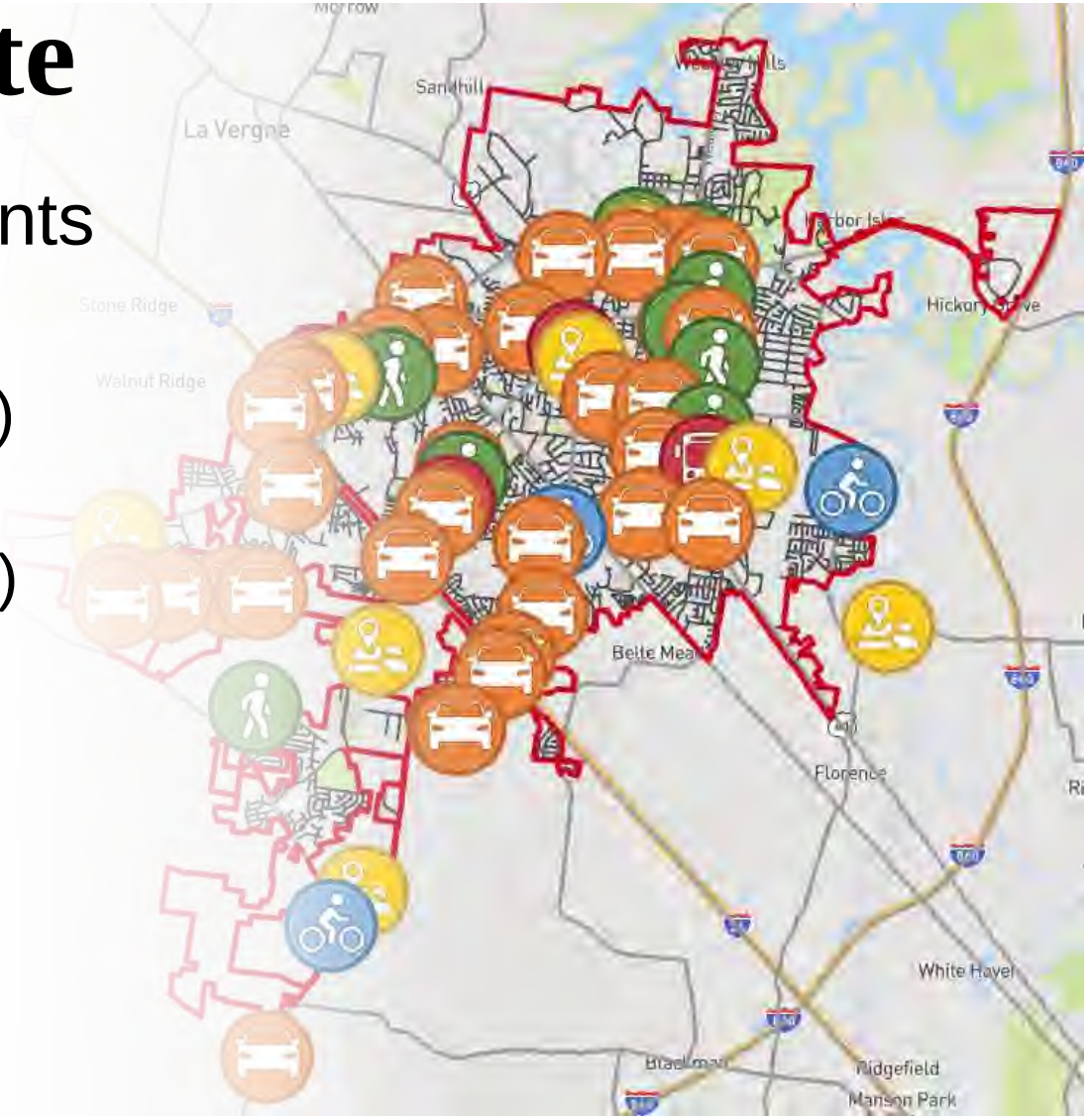


Top priorities



Public Coordinate

- Online mapping/comments
- 27 total comments
  - Roadway (18 comments)
  - Transit (4 comments)
  - Pedestrian (3 comments)
  - Bicycle (1 comment)



Themes

- Intersections and traffic flow
- Road conditions and maintenance
- Pedestrian safety
- Bus stops

Comments and themes

- Nissan shift traffic
- Stop sign visibility at Ken Pilkerton Drive
- Add signage to indicate Enon Springs Road is a one way on Percheron Place
- Connect St. Francis Avenue to Enon Springs Road
- Sam Ridley Parkway and Almaville Road comments on safety and congestion
- Enhancing pedestrian friendliness with sidewalks, streetlights, and shaded areas on popular jogging routes

Cost Estimate Detail

E

Smyrna Mobility Plan
Multimodal Project Cost Estimates

Project ID	Project Ranking	Project Name	Functional Classification	Description	Estimated Length Roadway (ft)	Subtotal	Erosion Control	S&PM	Clearing & Grubbing	Construction lines & Staking	Contingency	Mobilization	Total Construction Cost	Design Fee	CEI Fee	Total Project Cost
							LS	LS	LS	LS	LS	LS		LS	LS	
						$	5.00%	5.00%	5.00%	1.50%	40.00%	10.00%	$	10.00%	10.00%	$
Point 1	1	Pedestrian Crossing at Lowry and Enon Springs Rd	Sidewalk	6' Sidewalk	250	126300	6500	6429	6429	2300	60100	21100	231428	23200	23200	277828
Point 2	2	Washington Street Sidewalks	Sidewalk	CSX has completed construction on new pedestrian gates; bid out January 2024; construction complete 2025	*Construction complete Spring 2025*											
73	3	Enon Springs Sidewalk Extension	Sidewalk	6' Sidewalk	4800	288000	15900	15840	15840	5500	148000	51800	569680	57000	57000	683680
53	4	Nissan Dr MUP	Pathway	6' Path	11800	568500	34400	34325	34325	11900	320600	112300	1234350	123500	123500	1481350
79	5	McNickle Drive	Sidewalk	6' Sidewalk	3300	213000	11700	11641	11641	4100	108800	38100	418782.1	41900	41900	502582.1
67	6	Rock Springs Rd Sidewalk	Sidewalk	6' Sidewalk	6900	414000	22800	22770	22770	7900	212700	74500	818840	81900	81900	982640
20	7	Rock Springs Creek Greenway	Greenway	12'	15000	867200	52400	0	52360	17300	467800	163800	1800860	180100	180100	2161060
1	8	Almaville Rd Bike Lane	Bike Lane	7 (5' lane, 2' buffer)	6650	2085700	109700	109605	109605	37900	1023600	358300	3940810	394100	394100	4729010
60	9	Lowry Street Phase II	Sidewalk	In Design Phase, Jackson Street to Harts Branch Bridge; upgrade existing sidewalks to ADA standards and add additional street lighting. from Jackson Street to Harts Branch Bridge	1000	270000	14200	14101	14101	4900	131800	46200	507303	50800	50800	608903
55	10	Florence Rd MUP	Pathway	6' Path	10100	292000	17700	17630	17630	6100	164700	57700	634060	63500	63500	761060
11	11	Rock Springs Middle Greenway	Greenway	12'	2000	115700	7000	0	6985	2400	62500	21900	240485	24100	24100	288685
15	12	Jefferson Greenway Connection	Greenway	12'	500	29000	1800	0	1750	600	15700	5500	60350	6100	6100	72550
17	13	Nice Mill Greenway	Greenway	12'	5200	300700	18200	0	18155	6000	162200	56800	624455	62500	62500	749455
61	14	Blair Rd Sidewalk	Sidewalk	6' Sidewalk	1200	72000	4000	3960	3960	1400	37100	13000	142620	14300	14300	171220
63	15	Nolan Dr Sidewalk	Sidewalk	6' Sidewalk	1800	108000	6000	5940	5940	2100	55600	19500	213880	21400	21400	256680
66	16	Todd Lane Sidewalk	Sidewalk	6' Sidewalk	2000	120000	6600	6600	6600	2300	61700	21600	237400	23800	23800	285000
70	17	~~Waldron Rd Sidewalk~~	~~Sidewalk~~	~~6' Sidewalk~~	~~500~~	~~30000~~	~~1700~~	~~1650~~	~~1650~~	~~600~~	~~15500~~	~~5500~~	~~59600~~	~~6000~~	~~6000~~	~~71600~~
75	18	Sidewalk on Wildwood Dr	Sidewalk	6' Sidewalk	6200	372000	20500	20460	20460	7100	191100	66900	735720	73600	73600	882920
77	19	Morton Rd Sidewalk	Sidewalk	6' Sidewalk	3000	180000	9900	9900	9900	3500	92500	32400	356100	35700	35700	427500
18	20	Smyrna Elementary Greenway	Greenway	12'	5100	294900	17900	0	17805	5900	159100	55700	612505	61300	61300	735105
64	21	Smyrna High - Old Nashville Pk Connection	Sidewalk	6' Sidewalk	4400	264000	14600	14520	14520	5100	135700	47500	522340	52300	52300	626940
69	22	Cedar Grove Rd Sidewalk	Sidewalk	6' Sidewalk	100	21000	1100	1081	1081	400	10200	3600	39062.1	4000	4000	47062.1
71	23	Delacey Ln Sidewalk	Sidewalk	6' Sidewalk	1300	78000	4300	4290	4290	1500	40100	14100	154380	15500	15500	185380
74	24	Sidewalk for South of School	Sidewalk	6' Sidewalk	7400	444000	24500	24420	24420	8500	228100	79900	878240	87900	87900	1054040
57	25	Cooks Ln MUP	Pathway	6' Path	3800	109900	6700	6635	6635	2300	62000	21700	238670	23900	23900	286470
16	26	Threet Greenway	Greenway	12'	13000	751600	45400	0	45380	15000	405400	141900	1560680	156100	156100	1872880
78	27	Belaire Drive	Sidewalk	6' Sidewalk	2500	150000	8300	8250	8250	2900	77100	27000	296800	29700	29700	356200
12	28	Rocky Fork Creek Greenway	Greenway	12'	8200	474100	28700	0	28625	9500	255800	89600	984725	98500	98500	1181725
14	29	South Nissan Greenway	Greenway	12'	1500	86800	5300	0	5240	1800	46900	16500	180540	18100	18100	216740
54	30	Sam Davis Connection MUP	Pathway	6' Path	5800	167700	10200	10125	10125	3500	94600	33200	364250	36500	36500	437250
59	31	Rocky Fork to McEwen MUP	Pathway	6' Path	23200	670600	40500	40490	40490	14000	378200	132400	1455880	145600	145600	1747080
13	32	South Stewart Creek Greenway	Greenway	12'	58080	3357500	202800	0	202723	66900	1810800	633800	6971483	697200	697200	8365883
76	33	Lake Farm Rd Sidewalk	Sidewalk	6' Sidewalk	7300	438000	24100	24090	24090	8400	225000	78800	866280	86700	86700	1039680
10	34	Mayfield Drive Sidewalk	Sidewalk	6' Sidewalk	550	31800	2000	0	1920	700	17300	6100	66420	6700	6700	79820
19	35	Mill Springs Greenway	Greenway	12'	3200	185000	11200	0	11170	3700	99800	35000	384270	38500	38500	461270
56	36	Chicken Pk MUP	Pathway	6' Path	6600	190800	11600	11520	11520	4000	107700	37700	414440	41500	41500	497440
58	37	Stoneridge Farms-Cedar Grove Elementary Sidewalk	Pathway	Construct pathway to connect existing multifamily to Cedar Grove Elementary from Stoneridge Farms recreation path to Cedar Grove access road.	250	15000	900	825	825	300	7800	2800	29950	3000	3000	35950
68	38	Industrial Blvd/ Chaney Rd/Team Blvd Sidewalk	Sidewalk	6' Sidewalk	1600	96000	5300	5280	5280	1900	49400	17300	190060	19100	19100	228260
62	39	Sgt Asbury Hawn Way Sidewalk	Sidewalk	6' Sidewalk	3000	180000	9900	9900	9900	3500	92500	32400	356100	35700	35700	427500
72	40	Old Nashville Sidewalk	Sidewalk	6' Sidewalk	2700	162000	9000	8910	8910	3100	83300	29200	320620	32100	32100	384820
21	41	Nice Mill Greenway	Greenway	12'	8500	491400	29700	0	29670	9800	265100	92800	1020470	102100	102100	1224670
65	42	Mason Tucker Dr Sidewalk	Sidewalk	6' Sidewalk	9300	789000	42300	42271	42271	14600	394800	138200	1519843	152000	152000	1823843

Smyrna Mobility Plan
Roadway Project Cost Estimates

Project ID	Project Ranking	Project Name	Functional Classification	Description	Estimated Length Roadway (ft)	Subtotal	Erosion Control	S&PM	Clearing & Grubbing	Construction lines & Staking	Contingency	Mobilization	Total Construction Cost	Design Fee	CEI Fee	Total Project Cost
							LS	LS	LS	LS	LS	LS		LS	LS	
						$	5.00%	5.00%	5.00%	1.50%	40.00%	10.00%	$	10.00%	10.00%	$
7	1	Almaville Rd Widening and Pedestrian Improvements	Capacity	44 (11' lanes, 12' center turn lane, 6' sidewalk, 2' sidewalk buffer, 2' curb & gutter)	32000	29085500	1579200	1579199	1579199	544900	14746600	5161400	56774476	5677500	5677500	68129476
4	2	Lee Road Improvements and Sidewalks	Capacity	44 (11' lanes, 12' center turn lane, 6' sidewalk, 2' sidewalk buffer, 2' curb & gutter)	14800	8221500	418600	418564	418564	144500	3908600	1368100	15048192	1504900	1504900	18057992
47	3	Weakley Lane Improvements and Sidewalks	Operational	Add turn lanes and widen shoulders for vehicle and truck traffic. Add sidewalk connections to existing greenway. Functional design phase complete from Swan Drive to Town Limits. Phase 1 from Swan Drive to 8th Ave in design phase. Sidewalk from Sam Ridley to 9th at greenway. TWLTL from Swan to UGB. Assume symmetrical widening, 2' shoulders, no C&G	9000	1926800	113700	113620	113620	39300	1061100	371400	4085140	408600	408600	4902340
9	6	Sam Ridley Parkway Widening	Capacity	from Old Nashville Highway to Lowry Street Add 11' lane to each side, 6' sidewalk, 10' multiuse path, 2' grass strip, get rid of shoulder, add 2' curb and gutter, narrow median if necessary	5800	5328100	286200	286126	286126	98800	2672000	935200	10286955	1028700	1028700	12344355
8	7	Rock Springs Rd Widening and Pedestrian Improvements	Capacity	44 (11' lanes, 12' center turn lane, 6' sidewalk, 2' sidewalk buffer, 2' curb & gutter) (improvements may be under construction starting at razzle dr	19000	18428100	995900	995842	995842	343600	9299300	3254800	35802106	3580300	3580300	42962706
3	10	Rocky Fork Almaville Road Improvements and Sidewalks	Capacity	Widen existing road to 3 lanes with sidewalks. Phase 1 Derby Run to Morton Lane in ROW Acquisition; additional phases will follow as development expands. (assumed 7' notch and widen each side, 6' sidewalk, 2' C&G to match proposed developments)	4200	2265600	115400	115380	115380	39900	1077500	377200	4148360	414900	414900	4978160
48	11	Enon Springs Rd Operational and Pedestrian Improvements	Operational	Bring existing sidewalks up to ADA standards; Road resurfacing from Florence to Ridley. Bid out January 2025; construction complete Summer 2025 from Old Nashville Hwy to Florence Rd	*Project Complete*											
46	12	Rock Springs Road Improvements	Operational	Add shoulders to this section of road, from Mable Farms to Cooks Lane. Survey and Design Phase to start this Spring. Added TWLTL symmetrical widening, 6' sidewalk, 2' C&G. Assumed Cooks Ln to Razzle Dr	2500	1939500	101800	101752	101752	35200	950300	332600	3658433	365900	365900	4390233
2	15	Cooks Lane Improvements and Sidewalks	Capacity	44 (11' lanes, 12' center turn lane, 6' sidewalk, 2' sidewalk buffer, 2' curb & gutter)	7000	3832600	195200	195151	195151	67400	1822400	637900	7016222	701700	701700	8419622
5	17	Sam Davis Rd Widening and Pedestrian Improvements	Capacity	52 (11' lanes, 12' center turn lane, 6' sidewalk (both sides), 2' sidewalk buffer (both sides), 2' curb & gutter)	7300	7594800	410700	410660	410660	141700	3834800	1342200	14763920	1476400	1476400	17716720
Point 9	19	Sam Ridley Interchange Signal	Signal	2 Signals, ramp re-alignment		1926200	98900	98846	98846	34200	923100	323100	3553894	355400	355400	4264694
45	22	Almaville Road Improvements and Sidewalks	Operational	Add turn lanes and sidewalks. Survey and Functional Design Underway; from Old Nashville Hwy to Lee Victory Pkwy. Assumed adding 12' Center turn lane throughout, 2' C&G, 6' sidewalk each side	8500	6172200	325700	325610	325610	112400	3040700	1064300	11706520	1170700	1170700	14047920
50	25	Rocky Fork to McEwen Corridor Improvements	Capacity	Cooks Ln/County line to I-24. Grass median seperated 4 - 11' lanes, 2' C&G, 6' sidewalk either side	23200	26155800	1336100	1336013	1336013	461000	12475800	4366600	48031767	4803200	4803200	57638167
Point 7	26	Jefferson Pike Signal	Signal	1 Signal addition		450000	22600	22501	22501	7800	210200	73600	809203	81000	81000	971203
51	27	Seminary Road / Almaville Road Intersection Improvements	Operational	Conduct study to evaluate existing traffic signal operations, options for fiber connectivity, and need for retiming.	14300	4404600	226000	225994	225994	78000	2110400	738700	8124968	812500	812500	9749968
26	28	New Roadway Connection 6	New Connection	42 (11' lanes, 12' center turn lane, 6' sidewalk, 2' sidewalk buffer, 2' curb & gutter)	3800	3414200	185600	185530	185530	64100	1732600	606400	6670360	667100	667100	8004560
28	29	Percival Street Extension	New Connection	32' (11' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	1500	829800	45700	45690	45690	15800	426700	149400	1642780	164300	164300	1971380
31	30	Highwood Blvd Extension with Pedestrian Improvements	New Connection	32' (11' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	1200	663800	36600	36550	36550	12700	341400	119500	1314300	131500	131500	1577300
52	31	Fitzhugh Blvd	Operational	Construct turn lanes and modify intersection traffic control as needed with future growth due to Air NG relocating to Airport. Relocation to Smyrna is still TBD; if the decision is yes, a full Traffic Impact Study will need to be conducted from Sam Ridley Pkwy to End of Street. Assumed 250' full widening per turn lane and sidewalk connectivity	1750	105000	5800	5775	5775	2000	54000	18900	207750	20800	20800	249350
6	33	Jefferson Pk Widening	Capacity	Widen to 5 lanes to mitigate future congestion from SR-840 to UGB Limit	3700	3962000	219600	219560	219560	75800	2050300	717700	7893720	789400	789400	9472520
27	34	Motlow College Blvd-Lee Victory Park Connection	New Connection	28' (11' lanes, 6' sidewalk)	3100	1799400	98100	98031	98031	33900	915500	320500	3524663	352500	352500	4229663
23	36	Orchard Valley Dr. Extension	New Connection	32' (11' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	2100	1161700	64000	63965	63965	22100	597400	209100	2299830	230000	230000	2759830
36	37	Richmond Dr Extension	New Connection	32' (11' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	3000	1659500	91400	91375	91375	31600	853300	298700	3285250	328600	328600	3942450
34	38	New Road Connection 1	New Connection	32' (11' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	4750	2843500	155600	155555	155555	53700	1452700	508500	5592710	559300	559300	6711310
35	40	Sam Davis Rd Extension	New Connection	32' (11' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	2400	1327600	73100	73100	73100	25300	682700	239000	2628300	262900	262900	3154100
32	41	Clayton Dr Extension	New Connection	32' (11' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	2700	1493600	82300	82240	82240	28400	768000	268800	2956780	295700	295700	3548180
22	42	Industrial Blvd Operational Improvements	Operational	Conduct study to evaluate existing traffic signal operations, peak hour queueing, and access management strategies		0	0	0	0	0	0	0	0	0	0	0
29	44	Seven Oaks Blvd Extension	New Connection	28' (11' lanes, 6' sidewalk)	2100	1117300	61400	61325	61325	21200	572700	200500	2204950	220500	220500	2645950
30	45	Gambill Lane Extension	New Connection	26' (11' lanes, 2' shoulders (both sides))	5200	1427800	85000	84910	84910	29300	793000	277600	3052920	305300	305300	3663520
25	46	Ken Pilkerton Dr Extension	New Connection	32' (11' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	2600	2128300	114000	113995	113995	39400	1064600	372600	4098490	409900	409900	4918290
40	47	Shadow Creek Dr Extension	New Connection	32' (11' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	3300	1825500	100600	100515	100515	34700	938700	328600	3613930	361400	361400	4336730
43	48	Country Village Dr Extension	New Connection	32' (11' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	3100	2164800	117000	116921	116921	40400	1091900	382200	4203743	420400	420400	5044543
37	49	Enon Springs Interchange at SR 840	New Connection	Construct new 5-lane roadway and a new interchange to connect Nissan directly to SR 840 from Florence Rd to SR 840	5000	16266500	851900	851821	851821	293900	7954400	2784100	30624344	3062500	3062500	36749344
38	50	New Road Connection 3	New Connection	26' (11' lanes, 2' shoulders (both sides))	20500	8068700	457600	457536	457536	157900	4272600	1495400	16449274	1645000	1645000	19739274
24	51	Hammersmith Dr. Extension	New Connection	32' (11' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	3600	1991400	109700	109650	109650	37900	1024000	358400	3942300	394300	394300	4730900
42	52	Hunters Chase Dr Extension	New Connection	32' (11' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	2400	1353500	74500	74405	74405	25700	694900	243300	2675302	267600	267600	3210502
41	53	Moorhill Ave Extension 1	New Connection	(13' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	1500	893100	49500	49455	49455	17100	461900	161700	1778210	177900	177900	2134010
33	54	Rocky Fork Rd & I-24 Interchange	New Connection	Diamond Interchange, 4 ramps		3426100	177600	177546	177546	61300	1658000	580300	6383194	638400	638400	7659994
39	55	New Road Connection 4	New Connection	26' (11' lanes, 2' shoulders (both sides))	10000	2952300	173700	173692	173692	60000	1622000	567700	6244614	624500	624500	7493614

49	56	Baker Rd Realignment and Interchange	Operational		10500	7965100	432600	432516	432516	149300	4038900	1413700	15549834	1555000	1555000	18659834
44	57	I-24 Frontage Road	New Connection	26' (11' lanes, 2' shoulders (both sides))	10000	5491400	326600	326570	326570	112700	3049600	1067400	11740840	1174100	1174100	14089040

Project Sheets

F

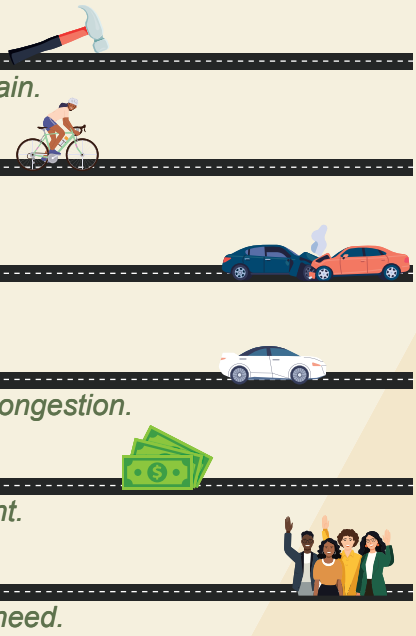
Almaville Road from SR 840 to Midway Lane

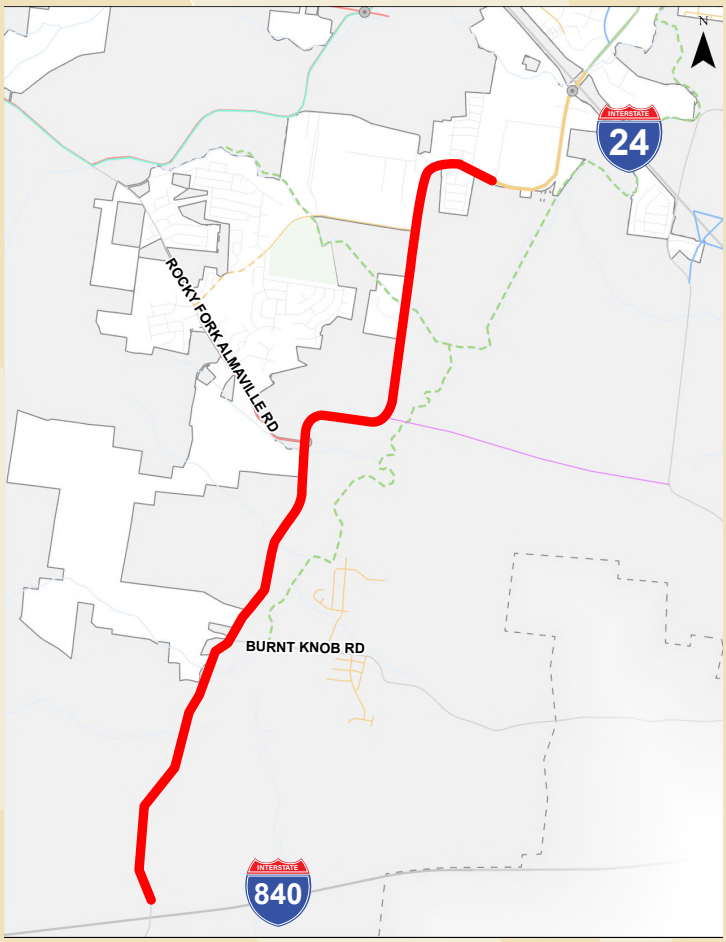
Description: This project will widen Almaville Road to include a center turn lane with a sidewalk and multiuse path.

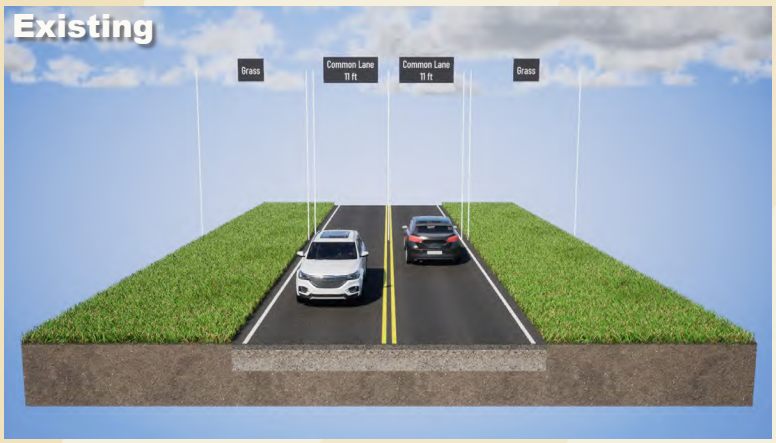
Why it's needed: Almaville Road is one of Smyrna's most congested corridors. It's a critical link between I-840 and I-24. The bicycle and pedestrian improvements will serve the many neighborhoods that use this road.

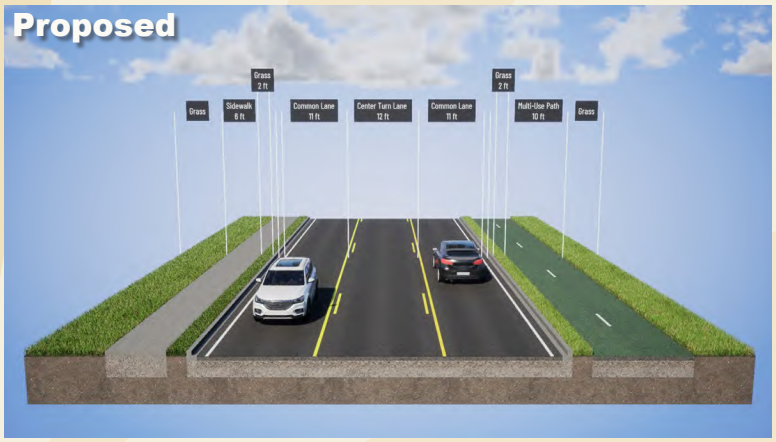
Cost: $68 million

Project Scoring:











Enon Springs Sidewalk Extension

Description: Construct sidewalk to connect existing and future development to Rocky Fork Middle School from Old Nashville Highway to Rocky Fork Road.

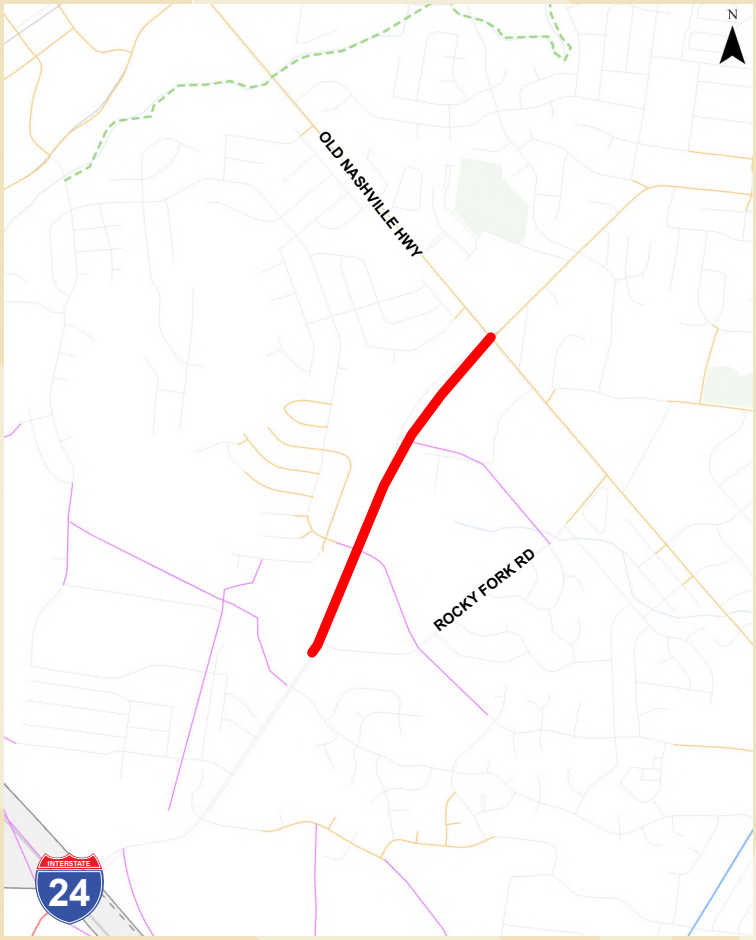
Why it's needed: Many neighborhoods along Enon Springs Road have sidewalks but have no connectivity outside of the neighborhood. This project make walking possible to the middle school as well connect to the existing sidewalk west of Old Nashville Highway.

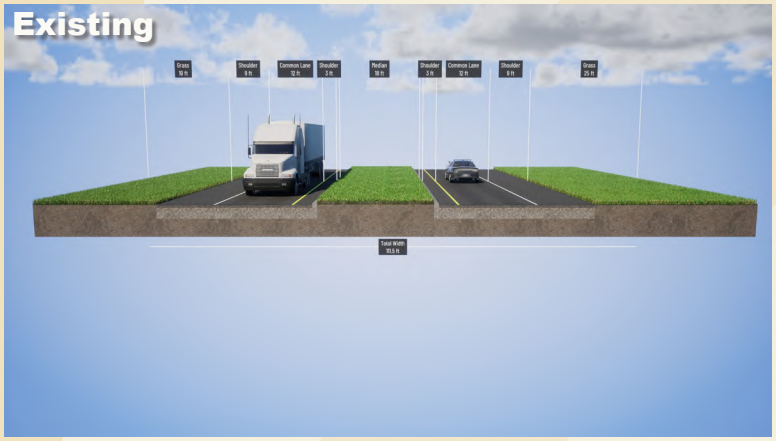
Cost: $685,000

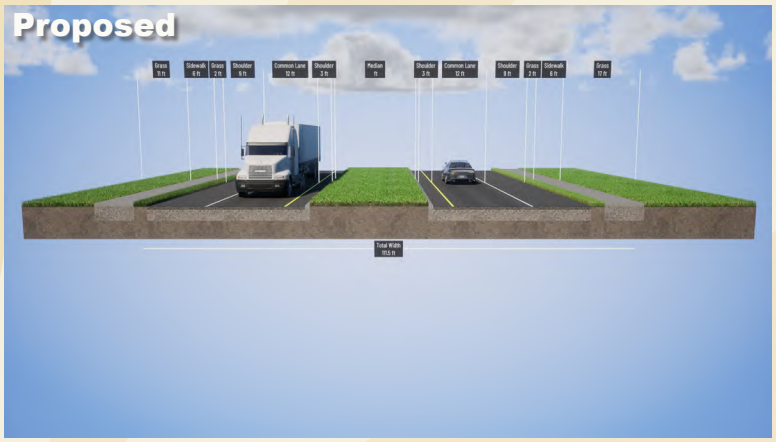
Project Scoring:

- *Is easy to implement and maintain.*
- *Provides multimodal options.*
- *Addresses safety concerns.*
- *Addresses existing and future congestion.*
- *Supports economic development.*
- *Addresses a publicly identified need.*

Low **High**









Pedestrian Crossing at Enon Springs Road and Lowry Street

Description: Construct sidewalks and pedestrian crossing from the existing sidewalk west of the railroad to the existing sidewalk east of Lowry Street.

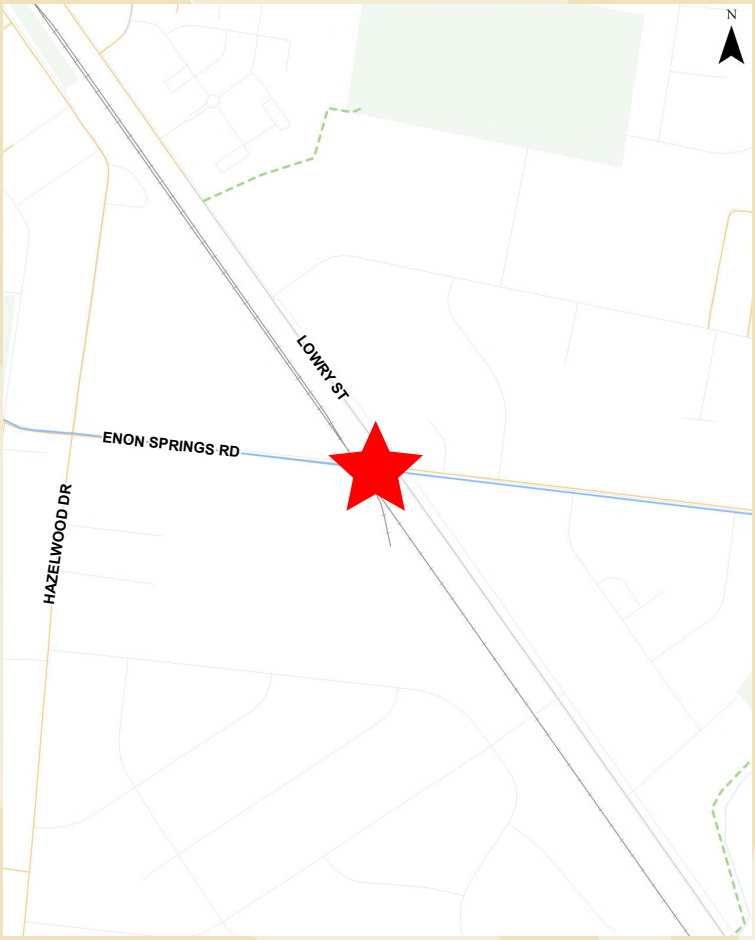
Why it's needed: This project provides a critical pedestrian link connecting existing neighborhoods west of Lowry Street to destinations east of Lowry Street. It traverses two major obstacles: the railroad crossing and Lowry Street.

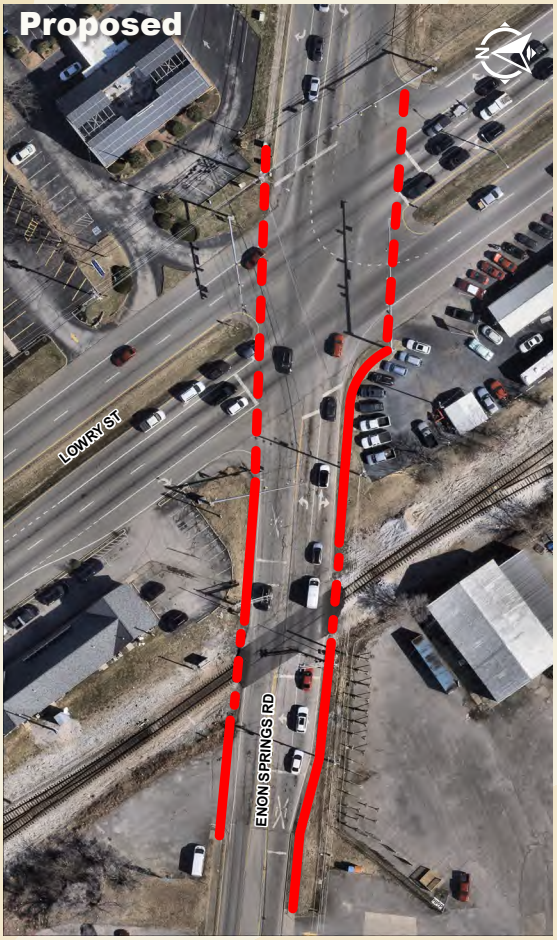
Cost: $277,000

Project Scoring:

- *Is easy to implement and maintain.*
- *Provides multimodal options.*
- *Addresses safety concerns.*
- *Addresses existing and future congestion.*
- *Supports economic development.*
- *Addresses a publicly identified need.*

Low **High**







Nissan Drive Multiuse Path

Description: Construct a 10’ multiuse path from the existing greenway near Lee Victory Park to Enon Springs Road.

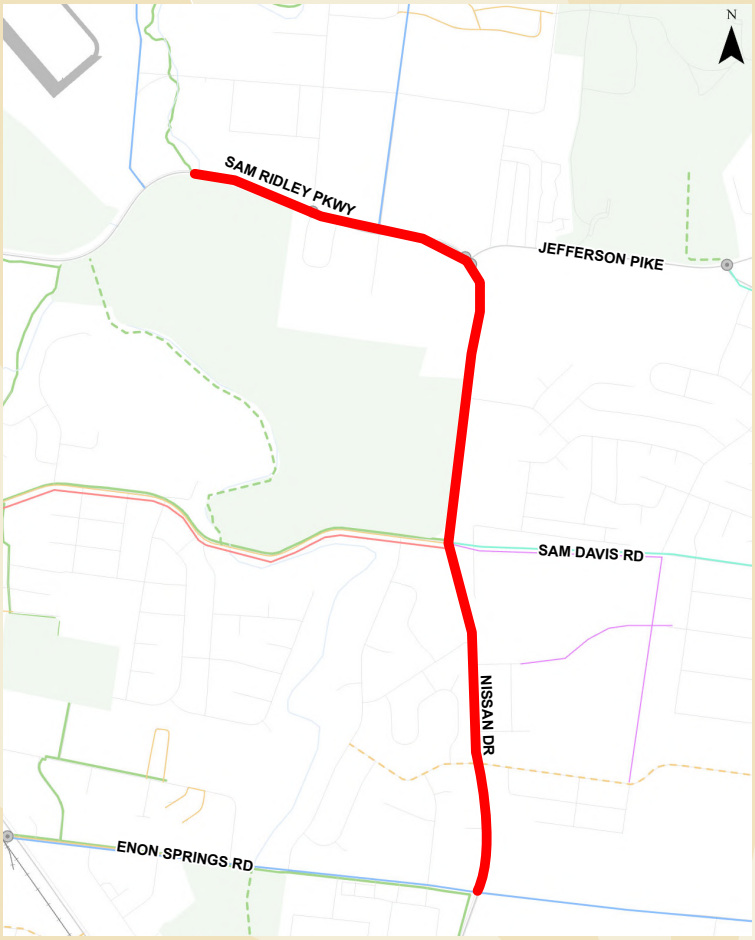
Why it’s needed: This project is an important link in the bicycle pedestrian network linking Lee Victory Park, many neighborhoods, retail and restaurants at Enon Springs Road and the Nissan Assembly Plant.

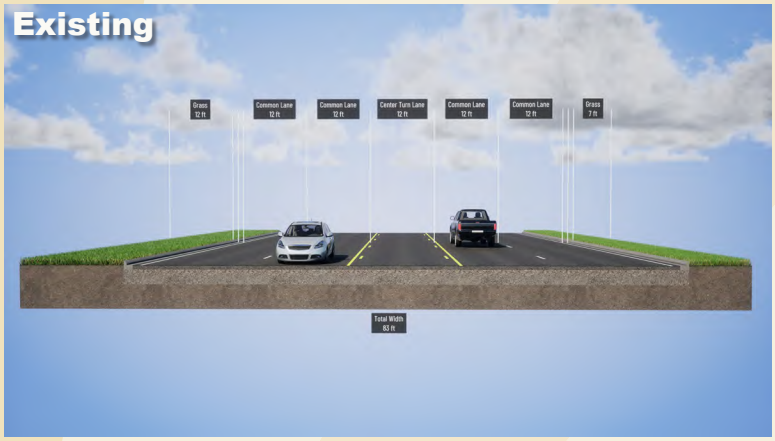
Cost: $1,480,000

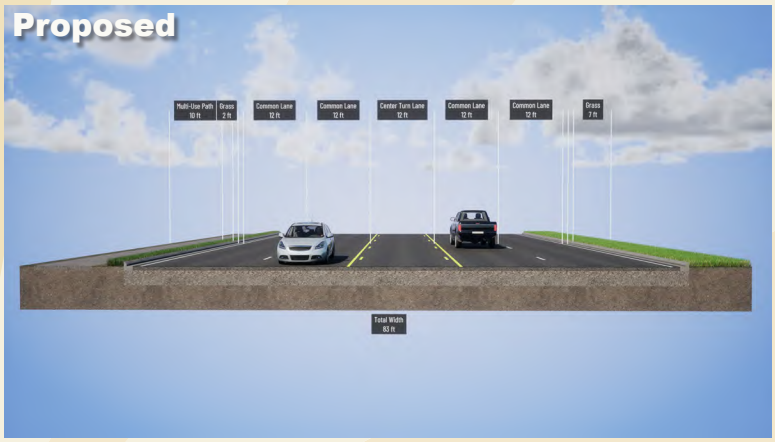
Project Scoring:

- *Is easy to implement and maintain.*
- *Provides multimodal options.*
- *Addresses safety concerns.*
- *Addresses existing and future congestion.*
- *Supports economic development.*
- *Addresses a publicly identified need.*

Low **High**









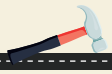
Rock Springs Road Widening and Pedestrian Improvements

Description: Widen to include a continuous center turn lane, sidewalks and multiuse path from Montgomery Way to Rocky Fork Road.

Why it's needed: : Rock Springs is a heavily travelled road. The addition of a center turn lane will reduce congestion and improve safety by removing left turning vehicles from the travel lanes. The sidewalk and multiuse path will provide safe walking and cycling options for existing and future neighborhoods.

Cost: $43 million

Project Scoring:



Is easy to implement and maintain.



Provides multimodal options.



Addresses safety concerns.



Addresses existing and future congestion.



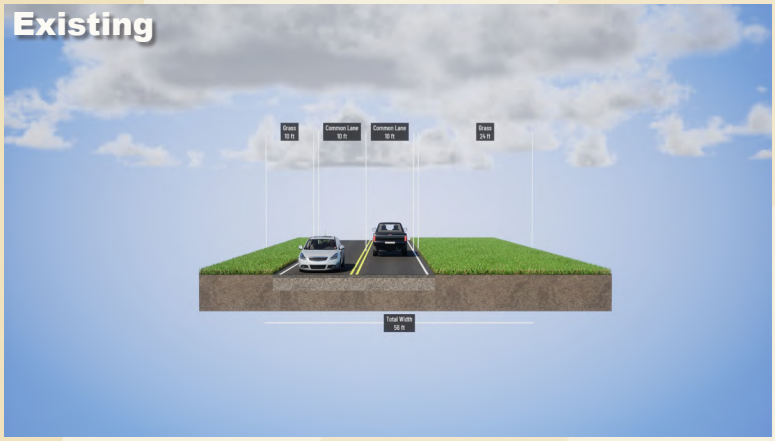
Supports economic development.

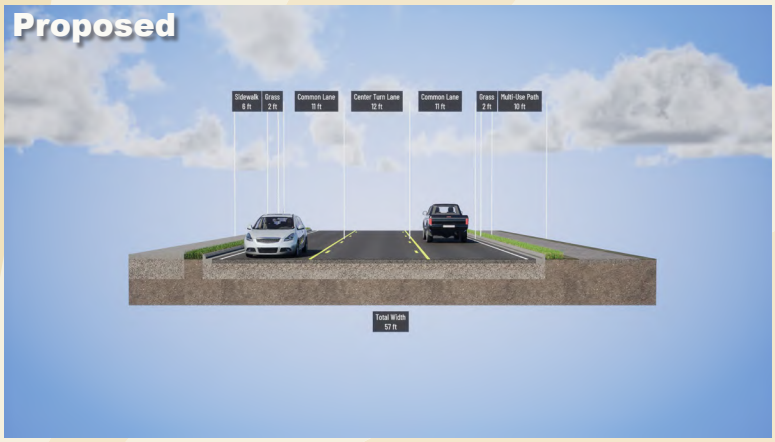


Addresses a publicly identified need.

Low **High**









Rocky Ford Road to McEwen Drive Corridor

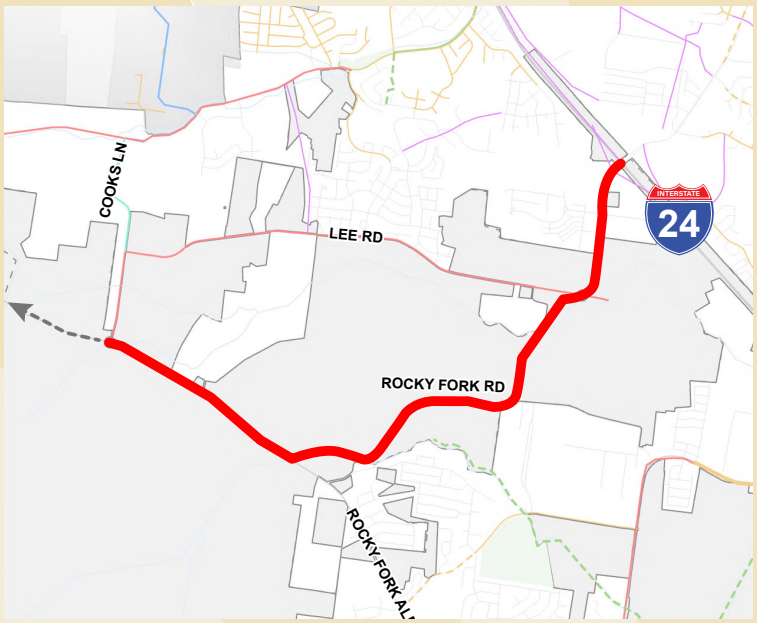
Description: Widen Rocky Fork Road to a four-lane road with a raised median and turn lanes, sidewalk and multiuse path from the Rutherford County line to the proposed I-24 interchange. The project is part of a larger corridor that extends west to McEwen Drive in Franklin.

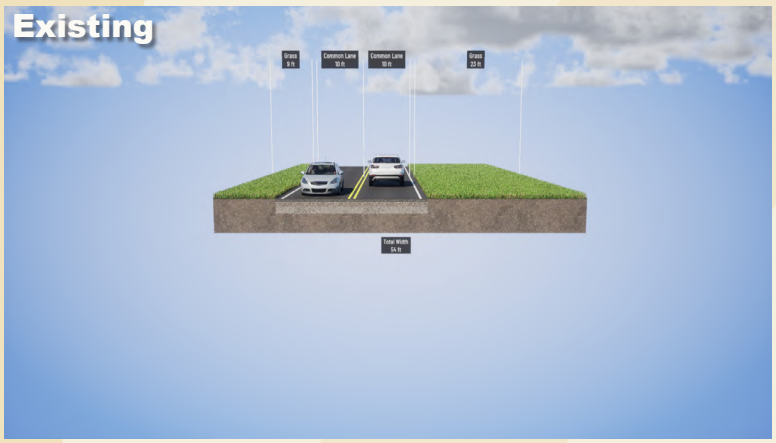
Why it's needed: This project is part of a larger partnership with Rutherford County, Williamson County, Nolensville, Franklin and Brentwood to create a new east-west corridor connecting Rutherford and Williamson Counties.

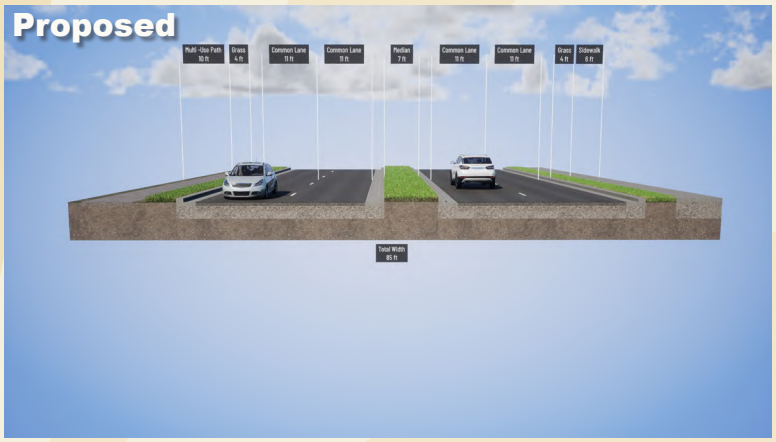
Cost: $57 million

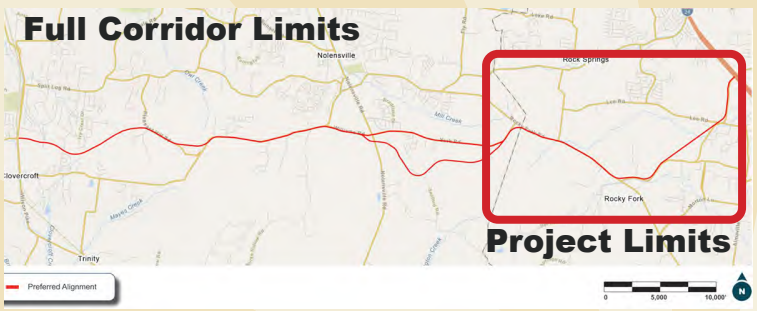
Project Scoring:













Town of Smyrna Mobility Plan

Sam Ridley Parkway Widening

Description: Widen Sam Ridley Parkway from Old Nashville Highway to Lowry Street to include an additional travel lane in each direction, sidewalk and multiuse path.

Why it's needed: The project will address safety and congestion of one of the busiest roads and intersections in Smyrna.

Cost: $12 million

Project Scoring:



Is easy to implement and maintain.



Provides multimodal options.



Addresses safety concerns.



Addresses existing and future congestion.



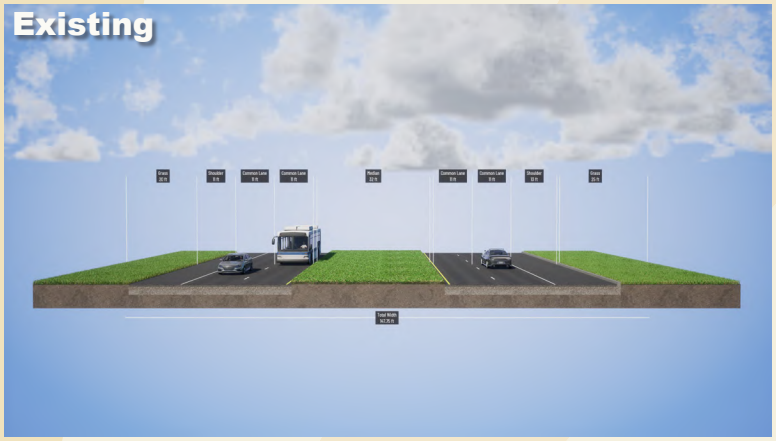
Supports economic development.

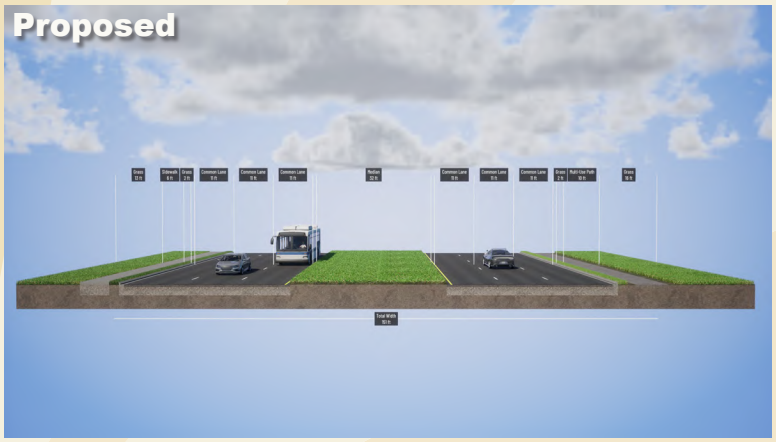


Addresses a publicly identified need.

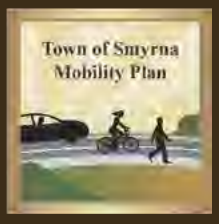
Low **High**











Smyrna Mobility Plan

An Update to the Major Thoroughfare Plan and Bicycle and Pedestrian Plan

May 2025

PREPARED BY

Kimley»Horn

BURCH TRANSPORTATION

DATE RECEIVED	DEVELOPMENT / DEVELOPER	EXP. DATE	SURETY COMPANY	AMOUNT
6/16/2023	Short's Crossing, Phase 2 / Michael's Homes, LLC	6/16/2025	First Bank	$44,900

Bond is for: Roads, Water, Sewer, Stormwater

Development is 28% built out. (7 out of 25 lots built)

Public Works Department Comments:

1. Place final topping and striping.
2. Sidewalks not complete.
3. Some areas of detention pond are eroding and need to be put on grade per plan.
4. Remove silt fabric from catch basins before final inspection.
5. Some areas of curb and gutter are damaged and need to be repaired or replaced.
6. Some manholes and water valve boxes need to be adjusted.
7. All sidewalks and crosswalks must be ADA compliant.
8. All signage must meet MUTCD specifications.
9. All P.U.D.E. and drainage ditches need to be put on grade per plan.
10. Still an active construction site.
11. De-muck and stabilize the floor/ slopes of the pond.
12. Ensure all bare soil is stabilized to 70% uniform vegetative coverage.
13. All headwalls with water flowing out of them need a riprap apron underlain with geotextile fabric.
14. Ensure all swales are free of erosion and stabilized.

Utilities Department Comments:

1. Fire hydrant on Lot 6 needs valve uncovered.

DEVELOPER JIMMY PITTS WITH MICHAEL'S HOMES' COMMENTS:

We are looking at a Fall 2026 or Spring 2027 completion date.

RECOMMENDATION:

Extend six months.

DATE RECEIVED	DEVELOPMENT / DEVELOPER	EXP. DATE	SURETY COMPANY	AMOUNT
6/21/2023	Stewart's Glen / Ashton Nashville Residential, LLC	6/21/2025	Escrow	$64,000

Bond is for: Roads, Sewer, Stormwater

Development is 69.5% built out. (41 out of 59 lots built)

Public Works Department Comments:

1. Place final topping and striping.
2. Sidewalks not complete.
3. Some areas of detention pond are eroding and need to be put on grade per plan.
4. Remove silt fabric from catch basins before final inspection.
5. Some areas of curb and gutter are damaged and need to be repaired or replaced.
6. Some manholes and water valve boxes need to be adjusted.
7. All sidewalks and crosswalks must be ADA compliant.
8. All signage must meet MUTCD specification.
9. All P.U.D.E. and drainage ditches need to be put on grade per plan.
10. Still an active construction site.
11. Topsoil and stabilize all bare soils to 70% uniform vegetative coverage.

12. All headwalls with water flowing out of them will need a riprap apron underlain with geotextile fabric.
13. Ensure all swales are free of erosion, top soiled, and stabilized.
14. Correct erosion on the floor of the pond and stabilize.

Utilities Department Comments:

1. No issues at this time.

DEVELOPER MICHAEL STROBEL WITH ASHTON WOODS' COMMENTS:

We are probably 1 year away from finishing up and paving the streets.

RECOMMENDATION:

Extend six months.

DATE RECEIVED	DEVELOPMENT / DEVELOPER	EXP. DATE	SURETY COMPANY	AMOUNT
9/2/2022	Amberton Subdivision, Section 4 / Century Communities	6/26/2025	Escrow	$10,000

Bond is for: Roads, Sewer, Stormwater

Development is 100% built out. (41 out of 41 lots built)

Public Works Department Comments:

1. Some areas of detention pond are eroding and need to be put on grade per plan.
2. All P.U.D.E. and drainage ditches need to be put on grade per plan.

Utilities Department Comments:

1. Manhole B60-319A at the end of Hydrangea Court has mastic seal in the trough. This needs to be cleaned out.

DEVELOPER TREY WOODRUFF WITH CENTURY COMMUNITIES' COMMENTS:

We will get this done. Thanks for letting us know.

RECOMMENDATION:

End of the maintenance period. Release if all items are completed by 6/26. Otherwise, extend 3 months.