

**Comments on July 14, 2016 Planning Commission agenda items,  
received July 13-14**

**Items 1a/b, West Nashville Community Plan Amendment/Sky  
Nashville SP**

**(Letter from CM Ed Kindall follows)**



## METROPOLITAN COUNCIL

Member of Council

### Edward Kindall

Metro Council 21st District  
2512 Scovel Street • Nashville, TN 37208  
Telephone 615-321-2343

July 12, 2016

Chairman Greg Adkins and Members  
Metropolitan Planning Commission  
700 Second Avenue South  
Sonny West Conference Center  
Nashville, Tennessee 37210

**Re: Proposal Nos. 2016CP-007-001 and 2016SP-004-001**

Dear Chairman Adkins and Members:

I will be unable to attend the Planning Commission meeting in person and ask for your support of Proposal Nos. 2016CP-007-001 and 2016SP-004-001.

Proposal No. 2016CP-007-001 amends the West Nashville Community Plan, zoned one and two family residential, and applies a Special Policy to support 7 stories and limited to a maximum of 4 stories from the remainder of the T4 Neighborhood Evolving Policy Area for 25 properties located along 35<sup>th</sup> Avenue North, Trevor Street, Delaware Avenue, and 33rd Avenue North.

Proposal No. 2016SP-004-001 rezones from One and Two-Family Residential to Specific Plan – Mixed Residential zoned for various properties located along 33rd Avenue North, 35th Avenue North, Trevor Street, and Delaware Avenue to permit a residential development with a maximum of 141 residential units including 27 detached units and 114 stacked flats.

I have not received any opposition to these proposals and believe the West Nashville Community Plan is a good plan for District 21. I thank you in advance and appreciate your support.

Sincerely,

Ed Kindall  
21st District Councilmember

cc: Mr. Doug Sloan  
Ms. Carrie Logan  
Mr. Bob Leeman

**From:** Monette Rebecca [mailto:owlette27@gmail.com]

**Sent:** Thursday, July 14, 2016 11:52 AM

**To:** Planning Commissioners

**Cc:** Richland Creek Watershed; Sloan, Doug (Planning); Kindall, Ed (Council Member); Adams, Kelly (Planning)

**Subject:** Oppose MPC #2016CP-007-001- West Nashville Community Plan Amendment & 2016SP-004-001 - Sky Nashville

Please find our comment regarding the cases noted in the subject line of this email to present to the Metro Planning Commissioners.

Thank you.

--

**Monette Rebecca**

**Richland Creek Watershed Alliance**

**(attachment follows)**

July 14, 2016

Metro Planning Commission

[planning.commissioners@nashville.gov](mailto:planning.commissioners@nashville.gov)

Cc: [doug.sloan@nashville.gov](mailto:doug.sloan@nashville.gov), [ed.kindall@nashville.gov](mailto:ed.kindall@nashville.gov)

Re: MPC Case Numbers:

2016CP-007-001- West Nashville Community Plan Amendment

2016SP-004-001 - Sky Nashville

Dear Commissioners,

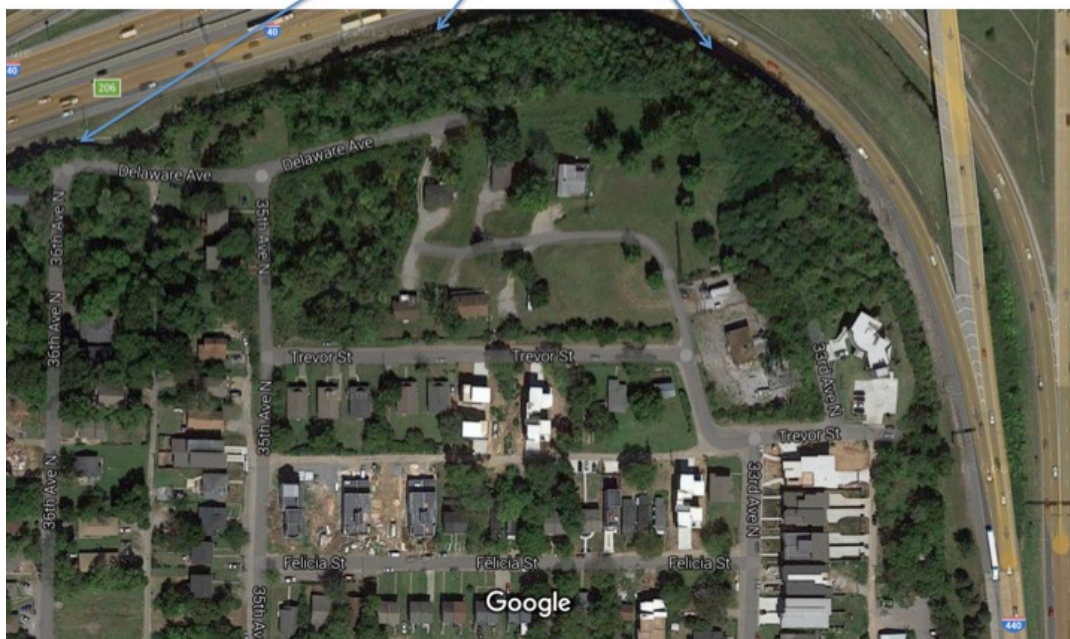
I am writing you on behalf of the Richland Creek Watershed Alliance, in opposition to the two associated cases: West Nashville Community Plan Amendment and the Sky Nashville Preliminary Specific Plan, with case numbers noted above.

I attended the May 23, 2016 community meeting held for the West Nashville Community Plan Amendment, requested for the Sky Nashville Specific Plan. This was our first introduction to the Sky Nashville SP proposal for Howard's Hill. No site plan was presented at this meeting, and to our knowledge, there has been no subsequent community meetings.

On behalf of Richland Creek at this meeting, I asked the applicant where the stormwater would drain from these properties, and shared concerns about the protection of existing steep slopes, mature trees, and impacts from blasting. The applicant responded that water drains in many directions, and no trees exist.

Below is a Google Map, showing the existing mature trees and the tributary to Richland Creek. The trees on top of hill, and those cascading down the slope prevent erosion and mitigate stormwater pollution to the Richland Creek tributary that runs at the bottom of the hill along I40 & I440.

Richland Creek Tributary







P.O. Box 92016  
Nashville, TN 37209  
(615) 525.3379  
rcwa@comcast.net  
richlandcreek.org

At this meeting the applicant presented his SP as an “iconic gateway” to Nashville, showing a photograph from I40 of the hill full of trees, and stating how much better this view would be with his iconic development.

**Many believe the rolling green hills of Nashville are the “iconic gateway” into our city.**

The trees on this particular iconic rolling hill provide several benefits to our community...

- Reduce stormwater & mitigate water pollution that protect the water quality of our streams
- Stabilize steep slopes and prevent erosion
- Cool atmospheric temperature
- Reduce and mitigate air pollution,
- And much more...

**The high-density proposed for this steep-sloped hill would obliterate the natural topography, not work with it.** We were told through the neighborhood that the applicant later stated that there would be significant blasting, and all the trees will be removed. This property seems small and ill suited for the high-density proposed. The applicant has placed several rain gardens in his graphic, but how effective can they really be with buildings built into the slopes and below the surface? How will water drain downward, filter-out pollution, or be able to flow with these impervious structures in place? This is a sensitive area, with a development proposal that needs more public review than what was provided.

**Please oppose this Community Plan Amendment and Preliminary Specific Plan as presented.** A reduction in density, to protect the natural topography, trees and community waters is requested and appropriate.

**Please request a community meeting be held before approving these proposals.** At the May meeting, we understood that there would be another meeting held for the community, before the Planning Commission meeting. Before any approvals are made, we believe that a proper community meeting needs to be held, with the latest proposal presented to the public. The meeting should include local neighbors, as well as those of the surrounding neighborhoods. The waters of this tributary drain into Richland Creek, where I40 crosses the creek, north of the West Police Precinct, in the Nations neighborhood. The Nations area was severely impacted by flooding in 2010, and they should also be included in the community meeting notification.

This project will have long-lasting impact on our community, and will encourage more of the same kind of development to occur on to other iconic green hills of Nashville. ***We can do better!***

RCWA is surprised and alarmed, how often requests are made to increase the impact to our community waters, beyond what is outlined in our new General Plan (Nashville Next), that is barely a year old.

Thank you for time, service and attention.

Respectively,

Monette Rebecca  
President & Executive Director

**From:** Angela Colter [mailto:apcolter06@gmail.com]  
**Sent:** Thursday, July 14, 2016 12:01 PM  
**To:** Planning Commissioners  
**Cc:** Etkindall@aol.com  
**Subject:** DISAPPROVE SKYNASHVILLE

Commissioners PLEASE:

DISAPPROVE: 2016CP-0007-001 West Nashville  
Community Plan Amendment to allow a 7 story  
building in our neighborhood.

DISAPPROVE: 2016SP-004-001 The Sky Nashville  
Request to rezone from R6 to SP to allow building  
with triple the density currently allowed.

I live at 3318 Trevor Street (owner) and  
have so for 13 years. I purchased this home  
because it was a peaceful, residential  
neighborhood with no traffic issues. Until recently,  
I sat on my porch and enjoyed watching the deer  
and rabbits across from me. Sadly, those days are  
gone! However, Trevor street was not...and is not  
meant to be filled with 7 story buildings and 45+  
units. Trevor is a family oriented street. I have a  
small grandchild who won't be able to play in his

own neighborhood due to all the unnecessary traffic that comes with the Sky Nashville project. There has been enough construction going on; banging noises 7 days a week until 11 o'clock at night was unbearable. My family's personal privacy has already been diminished with the 3 story homes built behind me, to the right and around the corner from me. My own plans to landscape my backyard with a beautiful privacy fence is no longer viable. Who wants their neighbors peering down from their 3rd floor lofts into their yard??? Now a 7 story building in front of me? Please preserve Nashville by stopping this rezoning and Sky Nashville project. Keep my neighborhood residential - do not triple the current density. My daughter said it best, "We need to keep our land for our children and pets". Commissioners - Please say NO! Thank you for your time and consideration.

Angela P Colter

13 year Trevor Street Resident

**From:** Stephanie Colter [mailto:scolter16@gmail.com]  
**Sent:** Thursday, July 14, 2016 8:28 AM  
**To:** Planning Commissioners  
**Cc:** Etkindall@aol.com  
**Subject:** DISAPPROVE SKYNASHVILLE

Commissioners PLEASE:

DISAPPROVE: 2016CP-0007-001 West Nashville Community Plan Amendment to allow a 7 story building in our neighborhood.

DISAPPROVE: 2016SP-004-001 The Sky Nashville Request to rezone from R6 to SP to allow building with triple the density currently allowed.

I have lived at 3318 Trevor Street for 13 years. I have enjoyed my quiet, residential neighborhood. Trevor street is not meant to be filled with 7 story buildings and 45+ units. Trevor is a family oriented street. I have a small child who won't be able to play in his own neighborhood due to all the unnecessary traffic that comes with the Sky Nashville project. There has been enough construction going on as it is. Please preserve Nashville by stopping this rezoning and Sky Nashville project. Keep my neighborhood residential. We need to keep our land for our children and pets. Thank you for your time and consideration.

Signed,

Trevor Street Resident of over 13 years

Stephanie Colter

**From:** Jerri Hilton [mailto:jerrlyn@aol.com]  
**Sent:** Thursday, July 14, 2016 1:18 AM  
**To:** Planning Commissioners  
**Cc:** Murphy, Kathleen (Council Member)  
**Subject:** Disapprove Sky Nashville 2016CP-007-001 & 2016CP-007-001

Dear Planning Commissioners,

Please disapprove:  
2016CP-007-001 West Nashville Community Plan Amendment to allow a 7 story building in our nearby neighborhood.  
and  
2016CP-007-001 The Sky Nashville request to rezone from R6 to SP to allow building with Triple the density currently allowed.

Thank you,  
Jerri Lynn Hilton  
4203 Nevada Av.

*Jerri Lynn Hilton*  
[jerrlyn@aol.com](mailto:jerrlyn@aol.com)

**From:** Gayle Vihon [mailto:gyl\_vhn@yahoo.com]  
**Sent:** Wednesday, July 13, 2016 2:15 PM  
**To:** Planning Commissioners; Councilwoman Kathleen Murphy; Etkindall@aol.com  
**Subject:** Disapprove Sky Nashville

Dear Planning Commissioners,

Based on the location and density of the proposed Sky Nashville project, I am writing to express my concerns around this project. The tripling of allowed density for the neighborhood, the amount of traffic that will be generated onto Charlotte Ave., the lack of affordable units, the lack of explanation of the final destination of water run off, and the removal of established trees are troubling questions. Therefore I respectfully request that:

2016CP-007-001 West Nashville Community Plan to allow a 7 story building and

2106SP-004-001 The Sky Nashville request to rezone form R6 to SP

both be Disapproved.

Thank you for your consideration of this matter.

Gayle Ibarra

4211 Park Ave

**From:** Robert Lewin [mailto:aidanslegacy@gmail.com]  
**Sent:** Wednesday, July 13, 2016 11:48 AM  
**To:** Planning Commissioners; etkimball@aol.com; Murphy, Kathleen (Council Member)  
**Cc:** Robert Lewin  
**Subject:** DISAPPROVE SKY NASHVILLE

Disapprove 2016CP-007-001 West Nashville Community Plan Amendment to allow a 7 STORY CONDO

Disapprove 2016SP-004-004 Sky Nashville rezone to TRIPLE the density on our hilltop

Commissioners,

Thanks for taking the time to review this.

- I live across the street from this proposed development at 3306A Trevor Street
- My neighbors and I are not adverse to development. We know this property will be developed. We request that it maintain an R6 density and in the process, take care of the sensitive hilltop area.
- Our neighborhood group, Sylvan Summit, has only existed for one month, since the end of June. It formed because so many of my neighbors were against this plan. Therefore you may only get emails as we're not as organized and prepared to attend the commission meeting on Thursday as a group like Sylvan Park.
- This plan and zone change are unnecessary and unwanted. The current R6 zoning is plenty as it allows 40 units to be built on the top of a very steep hill. This is an inappropriate location for a higher density building, even though it falls inside a T4-NE neighborhood.
- Jim May has already sent you the specific excerpts from the Nashville Next Plan that this construction would violate. Please review his presentation, as it is thorough and mostly complete.



I'm sure he will also be present tomorrow. He has a wealth of study of the documents and would be well worth getting to know.

- If possible, drive by the area before Thursday's meeting. We're only 5 minutes from downtown, and it would give you a much clearer understanding of our issues when you see the site. Charlotte south and the right on 33<sup>rd</sup>, up the hill.

So quickly, what are the problems with this development?

- The developer has said that blasting would be required to create the building pad for the parking lot on the front of Building #1. This violates the spirit of the West Nashville Community Plan to maintain sensitive area.
- 
- Even though Dale and Assoc. has procured a traffic study, adding more than 250 cars at the top of this hill will simply be a disaster. There is no other way to describe it. We do not agree that a traffic study is their "get out of jail free card" so they can ignore the incredible traffic burden on very small streets, never designed to handle this kind of traffic, whether they are improved or not. All the traffic studies in the world won't make this reality go away. If the building planned were on Charlotte, it would be possible. But 4 blocks away, up a steep hill, through a quiet residential area? It is unworkable no matter who views it.
- 
- This construction looks like GREED. They could build 15 \$2 million homes up there and make more than \$10 million in profit. There are dozens of ways to make this a VERY profitable and maintain the R6 zone and treat the sensitive area with care. This plan ignores us, ignores the nature of the topography, and the sensitivity of the site.
- 
- Even with the developer's changing their plan to attempt to fix the issue (a new route out on 35<sup>th</sup>, and two exits onto Delaware) the entire 4.8 acres is still a CUL DE SAC at the top of a hill! Please review the site plan and you'll see that if 33<sup>rd</sup> becomes a "no left turn" road onto Charlotte, (it should be, someone will eventually die or be seriously injured there) all the traffic will flow south and east across Trevor (my street) Felicia, and the alley between them to 35<sup>th</sup>. How many cars will need to leave between 7:00AM and 9:00AM? If the plan calls for 141 units, and they have said they expect 2.1 autos per unit, you do the math. What percent of 280 cars will need to turn left onto Charlotte from 35<sup>th</sup>? How many will fill the tiny Trevor and Felicia Streets? Can we allow this? How many UBER drivers will be all over our hill? It's still just silly. This is like putting regular cars into LEGOLAND. It just won't work no matter how it is designed.
- 
- The issue isn't their plan. It's lovely. We can see that. IT'S THE DENSITY!! 140 UNITS IS SIMPLY TOO MANY. Please disapprove this simply because of the density. Please disapprove this.

Thanks for all your service and care for Nashville, it's appreciated more than you know,

Rob Lewin

3306A Trevor Street

Nashville, TN 37209

**From:** lilly lewin [mailto:lillylewin@gmail.com]

**Sent:** Wednesday, July 13, 2016 11:18 AM

**To:** Planning Commissioners

**Cc:** Murphy, Kathleen (Council Member); Kindall, Ed (Council Member)

**Subject:** DO NOT APPROVE SKYNASHVILLE KEEP R6 ZONING

Good Morning Commissioners,

I am a resident of 3306A Trevor Street, directly across the street from the proposed Sky Nashville development.

I am writing to recommend your disapproval of 2016CP-007-001, the request to change the Community Plan amendment to accommodate the seven story high rise and the request by Sky Nashville developers in 2016SP-004-001 to change the current R6 zoning to an SP.

The Sky Nashville proposal is placing the most dense housing the farthest distance from the Charlotte corridor and it has no plan for affordable housing or worker housing!

As someone who just purchased my home after looking for over a year, I am greatly concerned about how much this request will change our current neighborhood for the worse. Why does the developer need to change the current R6 zoning to an SP when the current zoning already allows for 44 homes! The developer wants almost 3 times the density of the current zoning! This means 3 times as many cars and people! Yes, this is a transitioning neighborhood, but it is a neighborhood of single family homes and duplexes with some residents living here for over 50 years! This feels extreme and all about greed NOT about the people in the neighborhood!

\*\*\*\*\*Besides the extreme density, I am concerned about the following:

1. Lack of green space in the plan and the destruction of old growth trees.
2. Traffic on 33rd, 35th and on Trevor and Felicia, including problems accessing Charlotte.

There are no turn lanes onto Charlotte and no lights at 33<sup>rd</sup>, 35<sup>th</sup>, and 36<sup>th</sup>.

3. NOISE POLLUTION! Loss of trees as a sound barrier to interstate and this plan has no sound barrier plan to replace the trees!
4. Erosion of the hillside due to removal of topsoil.
5. Construction that will require blasting and may damage our homes.

6. Water drainage concerns and runoff when they remove topsoil and pave most of the green space!
7. The cul de sac of the hill that violates the working plan.

I know that something will be built across the street from us and I agree that the architecture of this development is beautiful and it is a plus to have one developer build and design the space, BUT the negative impact of the density requested is just too much and will greatly affect the quality of life on Sylvan Summit and along Charlotte!

Thank you for your consideration.

I look forward to speaking to you at the Zoning hearing on July 14<sup>th</sup>.

Lillian Sensing Lewin

3306 Trevor Street

Nashville, TN 37209

513-382-8484

[lillylewin@gmail.com](mailto:lillylewin@gmail.com)

Commissioners PLEASE

**Disapprove:** 2016CP-007-001 West Nashville Community Plan Amendment to allow a 7 story building in our neighborhood.

**Disapprove:** 2016SP-004-001 the Sky Nashville request to rezone from R6 to SP to allow building with Triple the density currently allowed.

[Lilly Lewin, curator](#)

[Thinplace : a pilgrimage of discovery and creativity](#)

[513-382-8484](#)

[lillylewin@gmail.com](mailto:lillylewin@gmail.com)

[lilly's pad](#)

**From:** ben b [mailto:benbargagliotti@gmail.com]  
**Sent:** Wednesday, July 13, 2016 10:34 AM  
**To:** etkindall@aol.com; Planning Commissioners  
**Subject:** APPROVE SKY NASHVILLE

Tomorrow, please approve the Sky Nashville Project zoning changes for my neighborhood. Please approve both 2016CP-007-001 and 2016SP-004-001. I live just one block away at 3304D Felicia Street and I look forward to the types of businesses this density of people will attract. The larger tax base will also bring better roads, public transportation, and much needed funding for local schools.

Thank you.

Ben Bargagliotti  
[benbargagliotti@gmail.com](mailto:benbargagliotti@gmail.com)  
615.545.2941

**From:** jmay06@comcast.net [mailto:jmay06@comcast.net]  
**Sent:** Tuesday, July 12, 2016 10:21 PM  
**To:** Planning Commissioners  
**Cc:** Sloan, Doug (Planning); Murphy, Kathleen (Council Member); Kindall, Ed (Council Member); lillylewin@gmail.com; jimshulman; Cooper, John (Council Member)  
**Subject:** "Sky Nashville" 2016CP-007-001 & 2016SP-004-001

Attached are my notes in support of **disapproval** of the "Sky Nashville" community plan amendment and the "Sky Nashville" SP proposal. I also attached the Department of Public Works Subdivision Street Design Standards and Specifications guide.

Please consider.

Thanks,

Jim May  
233 54th Ave N  
Nashville, TN 37209

**(2 attachments follow)**



RE: Specific Plan 2016-004-001  
Sky Nashville SP  
2016CP-007-001  
West Nashville Community Plan Amendment

I am confused by the Staff Report on this project.

Item # 1A. (Major Plan Amendment 2016-007-001)

1. “The T4 NE policy that is in place in the neighborhood was originally applied during the 2009

WestNashville Community Plan update and carried forward as part of the NashvilleNext General

Plan to support a variety of housing opportunities along a major transportation corridor in close proximity to Midtown and Downtown.” (page 6 of staff report.)

No where in the NashvilleNext CCM can I find such a suggestion. However, I do find “Buildings at the edges of the T5 Center Mixed Use Neighborhood form transitions in scale and massing where it adjoins lower-intensity Community Character policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. “ This is a case where T4 & T5 are separated by I-440 and the SP as proposed does not provide a variety of housing types along a major transportation corridor.

I also find that when speaking of variety of housing opportunities that diversity is a key element. It addresses the overall affordability of housing. (page 23 Vol III Nashville Next-West Nashville)

2. “The amendment request is for a Special Policy to support **7 stories** for the portion of the development that is closest to the interstates with 4 stories being visible from the interior of the neighborhood. T4 NE policy normally supports up to 3 stories, with up to 5 stories potentially being supportable in areas adjacent to centers and corridors.” page 6 staff report.

The specific plan I downloaded from the development tracker website has a Building “A” summary which list **8 levels** starting at an elevation of 675’.

## Building 'A' Summary:

### Level 1:

Elevation 675.00

Parking Garage: 50 Stalls  
One BR Unit Count: 1 Unit  
Two BR Unit Count: 5 Units  
Common Area: 2,209 SF

### Level 2:

Elevation 685.00

Parking Garage: 50 Stalls  
One BR Unit Count: 1 Unit  
Two BR Unit Count: 7 Units  
Common Area: 2,758 SF

### Level 3:

Elevation 695.00

Parking Garage: 44 Stalls  
One BR Unit Count: 1 Unit  
Two BR Unit Count: 7 Units  
Common Area: 2,294 SF

### Level 4:

Elevation 705.00

Club House & Fitness: 6,107 SF  
One BR Unit Count: 4 Units  
Two BR Unit Count: 3 Units  
Common Area: 3,110 SF

### Level 4A:

Elevation 715.00

Amenities: 1,928 SF  
One BR Unit Count: 3 Units  
Two BR Unit Count: 4 Units  
Common Area: 2,209 SF

### Level 5:

Elevation 725.00

Club House: 2,447 SF  
One BR Unit Count: 7 Units  
Two BR Unit Count: 9 Units  
Three BR Unit Count: 1 Unit  
Common Area: 3,218 SF

### Level 6:

Elevation 735.00

Storage: 860 SF  
One BR Unit Count: 7 Units  
Two BR Unit Count: 9 Units  
Three BR Unit Count: 3 Units  
Common Area: 2,294 SF

### Level 7:

Elevation 745.00

Storage: 562 SF  
One BR Unit Count: 4 Units  
Two BR Unit Count: 6 Units  
Three BR Unit Count: 2 Units  
Common Area: 2,508 SF

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4A appears to be as much of 0 story as are 1,2,3,4,5,6&7.  $7+1(4a)=8$ .

3. "The entire neighborhood falls within a NashvilleNext Transition and Infill area and therefore merits consideration as an opportunity for a higher density mixture of housing and taller buildings than would generally be supported under the T4 NE policy." page 6 of staff report.

That is not actually the case. The concept map from the CCM shows a definite portion of the neighborhood that is not designated as infill area but is designated as green network. Most of the neighborhood is shown to be transition area but much of the property contained in this SP is excluded from the infill category.

(see the concept map Page 10 of CCM. View at 400%.} See the green south of I-40 and west of I-440.



4. **“T4 Urban Conservation Areas** – T4 Urban Conservation areas contain areas where sensitive environmental features have already been developed in addition to areas where these features remain undisturbed. Construction of new buildings of any type in undisturbed CO areas within the T4 Urban Transect is generally inappropriate unless the site in question cannot be developed at all without some disturbance of the sensitive environmental features or is within a Tier One Center, Priority Corridor, or Transition and Infill Area as shown on the Concept Map.” CCM page 80

This site could be developed without removing a substantial portion of Howard Hill.

5. POLICY **“T4-NE Urban Neighborhood Evolving ...** Consideration of taller heights is based on the following factors:

Adequate infrastructure, such as appropriately sized water and sewer service, complete streets, and streets and sidewalks that are adequately wide to support the increased height without the building overshadowing the street or degrading the pedestrian environment;

Access to major transportation networks;

Opportunities for higher connectivity;

The ability to form transitions from adjacent higher-intensity development to the lower-scale neighborhood interior;

Ability to support and access to existing or planned transit;

Ability to support the viability of nearby consumer businesses; and,

Ability to provide affordable or workforce housing as defined in the Glossary of this document.”

It seems this SP proposal turns several of these factors upside down. The existing street and sidewalk infrastructure is horrendous. Access is on a dead end street and across from a lower density portion of the neighborhood. Both are discouraged in CCM for T4-NE. There is no opportunity for higher connectivity because it is bounded by steep slopes and interstates on the north and east sides. It is the adjacent higher-intensity development at the inner most portion of the neighborhood interior. It will probably not provide any support to existing or planned transit because it offers no work force or affordable housing.

This SP proposal does not meet T4-NE policy.

6. The use of SP zoning: From ordinance BL2005-762. Section 2c.

“SP, Specific Plan District. The SP District is intended to implement **the context**

**sensitive design and land use compatibility provisions of the General Plan for all land use policies.** The district shall be used to promote flexible design in the location, integration, and arrangement of land uses, buildings, structures, utilities, access, transit, parking and streets. A site specific plan shall establish specific limitations and requirements, including any not addressed by this title, so as to **respect the unique character and/or charm of abutting neighborhoods** and larger community in which the property is located. A specific plan (SP) district may be applied to any property, or within any overlay district established by Chapter 17.36.”

from: [http://www.nashville.gov/Portals/0/SiteContent/Planning/docs/zoning/SP\\_Fact\\_Sheet\\_10\\_18\\_06\\_for\\_applicants.pdf](http://www.nashville.gov/Portals/0/SiteContent/Planning/docs/zoning/SP_Fact_Sheet_10_18_06_for_applicants.pdf)

**“Elements that must follow the goals and objectives of the General Plan– density/intensity of development and land uses.**

All of the property associated with the SP proposal is presently zoned R6. This proposal would change the density/intensity of development and land uses. **It should not be permitted under the rubric of SP zoning. It is contrary to both the ordinance and the factsheet found on the Planning Commissions website.**

#### Item #1b (Specific Plan 2016SP-004-001)

##### 1. “Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. R6 would permit a maximum of 34 lots with eight duplex lots for a total of 42 units.

##### Proposed Zoning

Specific Plan-Mixed Residential (SP-MR) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes a mixture of housing types.

##### CRITICAL PLANNING GOALS

- Supports Infill Development
- Creates Walkable Neighborhoods
- Provides a Range of Housing Choices
- Supports a Variety of Transportation Choices”

page 9 staff review

**Here we have a desire to go from a permitted 42 units to 141 units using an SP zoning. This**

**is an increase in density/intensity of development and land uses.** (see above)

It is infill development, largely in an area listed as green network on the CCM concept map. I have no idea how this project adds to walkable neighborhoods. The elevation at the entrance off Trevor is some 120' higher than Charlotte at 35th.

The range of Housing Choices ranges from expensive to more expensive. There is not workforce or affordable housing which would perhaps have residents who would walk to Charlotte to use mass transit. I could imagine the only transportation choices this project would support would be private cars and Uber and perhaps sleds when there is a good snow. It would also probably add to an increasing supply of Airbnb units in West Nashville.

2. "Consistent with Policy?"

The request is consistent with the intent of the T4 NE policy to provide residential development in

an urban area with increased density, a mixture of housing types, and appropriate design and layout

to promote walkability; however, the plan includes buildings that exceed the maximum height supported by the policy. The policy normally supports up to three stories with the exception that up

to five stories could be appropriate if located adjacent to a center or corridor policy area. **The proposed plan calls for a maximum building height of seven stories, and the property is not adjacent**

**to a center or corridor policy area.**" page 11 staff review.

**Please note** that the property is **not adjacent** to a center or corridor policy area where more stories may be permitted.

3. "Residential building "A" is four stories and residential building "B" is seven stories." page 12 staff report

I assume this may be a typo or are there several different plans floating around?

4. "The Conservation policy recognizes steep slopes of over 25% on the site. The Conservation policy

states that where a site is **adjacent** to a Tier One Center or Priority Corridor as identified in NashvilleNext, there must be a balance between protecting environmentally sensitive features and

the function and design of the areas to accommodate growth. Charlotte Pike is identified as a Priority

Corridor by NashvilleNext."

I would note that this project **is not adjacent** to either a Tier One Center or a Priority Corridor. It is several uphill blocks from a priority corridor.

5. "Access into the site is from Trevor Street, which connects to Charlotte Pike, to the south and Delaware Avenue. The plan calls for a mixture of surface, garage and street parking. On street parking is shown along both 35th Avenue North and Trevor Street. Garage parking makes up the

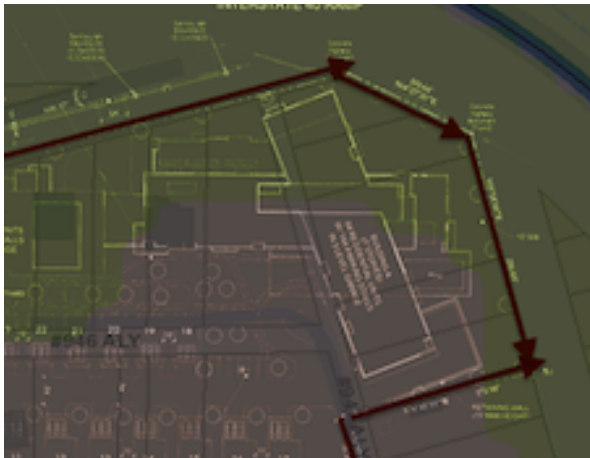
lower levels of both residential buildings and is accessed from the interstate sides. Internal sidewalks are provided throughout and along all public street frontages.” page 13 staff report

Trevor street does not connect to either Charlotte Pike or to Delaware. Trevor connects to 35th Ave N and 33rd Ave North which do connect to Charlotte Pike. 35th Ave N also dead ends into Delaware Ave. The conditions attached to approval of the plan would be discouraged under ST-251 recommendations. I will address that when we get to “conditions.”

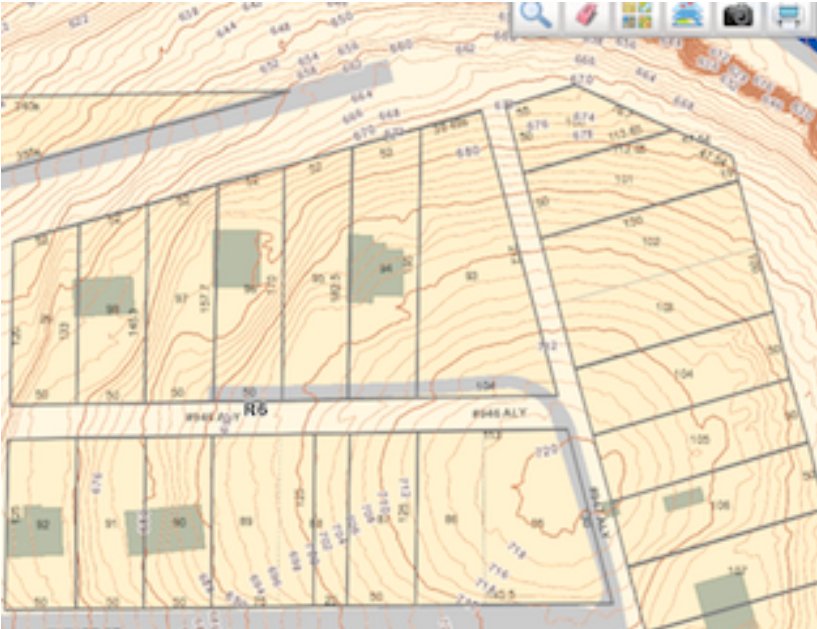
6. “While the plan will require grading, it is designed to **work more with the topography to minimize** the grading necessary for the development of the site consistent with the policy.” page 13 staff report.

If you look at the summary of building “A” attached above you will note that the elevation of Level 1 is 675’. Level one contains 50 parking stalls, 1 one bedroom unit, 5 two bedrooms units and 2,209 SF of common area. If you look at a contour map of the property you will see that the footprint for building “A” just barely touches a 675’ contour on the northeast quadrant of the property.

In order to provide the footprint for level 1 of building “A” up to **30 ft of Howard hill will have to be removed** for the entire footprint. I do not understand how that is working with topography to minimize grading. Working with topography would be using the slope rather than removing the slope. See picture marked with X below. The footprint for building “A” would require a far greater violation of a hillside.







## Access, Building Form & Character



Development should be constructed in a manner that follows existing contours as much as possible, particularly in sensitive areas such as steep slopes or unstable soils.



Access, Building Form & Character if from page 87 CCM.

## 7. "TRAFFIC & PARKING RECOMMENDATION

Approved with conditions

Developer shall install an EB left turn with 75ft of storage and transitions per AASHTO standards on Charlotte Pk. at 35th Ave. Modification to Charlotte Pk. will require TDOT approval.

Developer shall stripe 35th Ave at Charlotte with 2 exiting lanes and 1 entering lane if adequate pavement is available.

Developer shall submit pavement striping plans with construction documents"

More bicycle lanes get eaten up by left turn lanes.



Striping a left turn lane on 35th is a hollow request if it is dependent on adequate pavement being available.

8.

Maximum Uses in Existing Zoning District: R6

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	4.76	7.26 D	42 U	479	40	51

\*Based on two two-family lots.

Maximum Uses in Proposed Zoning District: SP-R

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	4.76	-	141 U	979	73	96

How is that housing density can increase 3.3 fold while traffic density only increases 2.04 fold. I do not understand the logic of this table.

I would also like to point out that the traffic study done in support of this project was based on a development of 123 units, was done in October of 2015, did not include reference to the 259 unit 2700 Charlotte Avenue development and uses traffic counts going back 10 years including a -11% from 2005. Certainly the planning commission knows there has been intense development

along the Charlotte corridor over the last 3 years and extending west at breakneck speed in the last 2 years.

9. **“AFFORDABLE AND WORKFORCE HOUSING REPORT page 14 or Staff Report 1. Will this project include any affordable or workforce housing units? I do not believe so.”**

This speaks for itself.

10. **CONDITIONS from page 15 Staff Report**

“3. 35th Avenue North shall be improved from Delaware Avenue to Charlotte Pike. It shall be designed to a ST-251 standard; however, due to existing topography constraints, modifications to the final design may be approved by the Planning Commission with a recommendation from Planning and Public Works staff. At a minimum, a five foot wide sidewalk shall be installed along both sides of 35th Avenue North from Delaware Avenue to Charlotte Pike. Plans for these improvements must be submitted with the first final site plan. Modifications to these design standards may be considered by the Planning Commission if it is determined that there is not sufficient right-of-way.”

ST-251 standard is as follows:

3.5.1. ST-251 (Narrow) Minor Local cross section

This cross section may be used if ALL of the below apply:

- net densities along the street does not exceed 9 units per acre and lots are at least 50 feet wide
- there is sufficient on-site parking to allow for three vehicles per unit single family, or 2.5 vehicles per unit multi-family
- little or no on-street parking is anticipated
- there are alternative parallel routes available
- block length is a maximum of 750 feet
- the street serves a maximum of 50 single family units or 65 multi-family units
- there is no potential for future extension
- use is residential only, no mixed use

According to submitted SP the Right of Way along 35th Ave N is 50'. This is definitely enough width for the road and sidewalks. Also the plan indicates a 225' property frontage abutting 35th Ave N. According to ST-251 standard that would permit 4 Lots. The submitted SP proposal calls for 6 residential units. The only existing parallel route available is 36th Ave N. It is in worse shape than 35th Ave N. and there is no mention in the conditions of improvements to 36th even though it is the only other access street to Delaware Ave.

“ 4. 33rd Avenue North shall be improved from Trevor Street to Charlotte Pike. It shall be designed to a ST-251 standard; however, due to existing topography constraints, modifications to the final design may be approved by the Planning Commission with a recommendation from Planning and Public Works staff. At a minimum, a five foot wide sidewalk shall be installed along both sides of 33rd Avenue North from Trevor Street to Charlotte Pike. Plans for these improvements must be submitted with the final site plan for the stacked flats portion of the SP. Modifications

to these design standards may be considered by the Planning Commission if it is determined that there is not sufficient right-of-way. “

I would assume 35th Ave N also has a 50' right of way and would accommodate the road and sidewalks.

“5. Developer shall install an eastbound left turn with 75 feet of storage and transitions per AASHTO standards on Charlotte Pike at 35th Avenue North. Modification to Charlotte Pike will require TDOT approval. If the design proposes elimination of the bike lane, the applicant shall first apply to the Planning Commission for a modification of the Major and Collector Street Plan.

By-by bike lane.

I would like to note that there were no conditions applied to Delaware Ave which has entrances to the parking garages of of both Building “A” and building “B” and an entrance to the single family portion of the development. According to the Subdivision Street Design Standards and Specifications for the Department of Public Works, Delaware Avenue on the north side of the SP would be defined as a cul-de-sac. see page 13 from PDF (attached)

#### 3.3.5. Cul-de-sac Street

A local street having only one (1) open end providing no access to another street. The closed end provides a turnaround circle for vehicles. No other street intersects between the two (2) ends, and lots or property front on both sides of the street.

A condition should be added providing a turn around at the East End of Delaware past the entrance to the parking garage's for Building “A” and Building “B”.

A condition should also be added to design Delaware and 36th Ave N to an ST-251 standard or higher with a five foot wide sidewalk on either side.

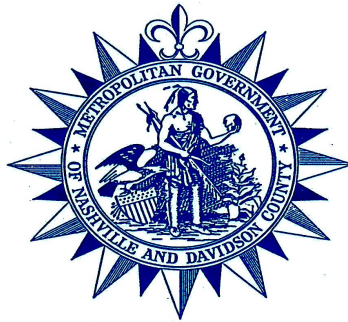
To close, the ST-251 standard is designed for densities not to exceed 9 units per acre. The planning commission seems to be asking these standard to serves densities of 29.68 units per acre. At a minimum ST252 standards should be the condition for all of the streets servicing the development.

Approving this plan amendment and SP proposal would be a mockery of the NashvilleNext CCM and Department of Public works Design Standards and Specifications for public streets.

Thanks

James May  
233 54th Ave n  
Nashville, TN 37209

# Subdivision Street Design Standards and Specifications



## Department of Public Works Engineering Division

Metropolitan Nashville and Davidson County  
Tennessee

Final Version

June 3, 2009

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## 1. PURPOSE, TITLE AND AUTHORITY

### 1.1. *General Purpose*

The purpose of these standards and regulations are to provide reasonable design and construction guidelines for the streets, roads, alleys, sidewalks, and transportation infrastructure within the jurisdictional area, promoting Complete Streets principles, economy, durability, safe, and efficient traffic movement without undue congestion.

Standards and regulations are implemented for the interest of safety, convenience, and prosperity of the community in the use of the streets roads and within the Metropolitan Area.

These rules and regulations govern the construction of both public and private roads, streets, and alleys, and shall apply to all areas within the jurisdiction of the Metropolitan Government.

Areas not included are the incorporated boundaries of Belle Meade, Berry Hill, Forest Hills, Goodlettsville, Oak Hill and Lakewood.

### 1.2. *Authority*

The authorization of these regulations is granted to the Department of Public Works by the Metro Charter, Chapter 4, Section 8.402, ordinances 78-840, 78-843, and subsequent amendments by the Metro Council. The authority has been conferred to the Metro Government by the Tennessee General Assembly by Title 13, Section 13-3-101 through Section 13-3-304 and Section 13-3-401 through Section 13-3-411, and Title 7, Section 31, of the *Tennessee Code Annotated*, as amended, and other pertinent statutes for the establishment of regulations governing the subdivision of land, and street transportation system.

### **1.3. Planning Commission Approval Required**

Construction plans for the layout of any new streets, roads, and alleys not previously platted, will require a preliminary plat of subdivision, or concept plan approval from the Metro Planning Commission prior to final construction plan approval by the Department of Public Works as required by TCA 13-3-406. The construction of new streets along rights of ways platted prior to the existence of the Metropolitan Planning Commission will be required to meet all current construction specifications and guidelines.

### **1.4. Compatibility**

If any provisions of these regulations and any other provisions of law impose overlapping or contradictory requirements, or contain any restrictions covering any of the same subject matter, that provision which is more restrictive or imposes higher standards or requirements shall govern. These regulations do not relieve the applicant from provisions of any other applicable codes, ordinances, or regulations of any agency or department. Any conflicts, errors, or omissions in the approval of any application shall not relieve the applicant from compliance with these specifications of the Department of Public Works, or any other regulatory agency with jurisdiction over the project.

### **1.5. Variances**

If the Department of Public Works concludes that extraordinary hardships or practical difficulties may result from strict compliance with these regulations, a variance from these regulations may be granted, provided that such variance shall not have the effect of nullifying the intent and purpose of these regulations. The Department shall make findings based upon the evidence presented to it in each specific case that:

- The granting of the variance shall not be detrimental to the public safety, health, or welfare or injurious to other property or improvements in the neighborhood in which the property is located.
- The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property.
- Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations were carried out.

- In approving variances, the Department of Public Works may impose such conditions as in its judgment, shall secure substantially the objectives, standards, and requirements of these regulations.

#### **1.5.1. Procedure**

A petition for any such variance shall be submitted to the Department of Public Works in writing by the developer's engineer along with the initial filing of the construction plans. The petition shall state fully the grounds for the application and all of the facts upon which the petitioner is relying, including documentation of the hardship.

### **1.6. Non-Compliance**

Any submitted construction plans deemed to be in non-compliance with the standards and regulations of the Department of Public Works will be returned for correction. Unapproved plans are not eligible for a grading permit and subsequently not eligible to begin construction. Any work commencing without the approval of the Department of Public Works will be issued a Stop Work Order, and shall be subject to additional legal action.

## **2. DEFINITIONS AND ABBREVIATIONS**

### **2.1. Purpose**

To eliminate ambiguity by providing a full definition of certain words, phrases, and abbreviations, which are used in these regulations. This section is also used to denote all applicable specifications used or referenced within this document.

### **2.2. Definitions**

Wherever used in these General Provisions or in the other Contract Documents, the following terms have the meanings indicated which are applicable to both the singular and plural thereof:

ALLEY – Title 12.04.010 Metro Code: "Alley" means a street or highway intended to provide access to the rear or side of lots or buildings in urban districts and not intended for the purpose of through vehicular traffic.

ACCESS DRIVE AISLE - A privately owned and maintained passageway generally 24 feet wide for two-way traffic, with or without shared parking along it (not individual driveways), providing ingress and egress to multi-family or commercial units.

COMPLETE STREETS - Streets designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and bus riders of all ages and abilities are able to safely move along and across a complete street. A broad coalition of advocates and transportation professionals working to enact complete streets policies across the country. [www.completestreets.org](http://www.completestreets.org)

CONTEXT SENSITIVE SOLUTIONS – A collaborative process involving all stakeholders that fits its applicable setting and respects design objectives for safety, environment, efficiency, and maintenance, while integrating community values and objectives.

CONTRACTOR – The person, firm or corporation with whom the DEVELOPER has executed an Agreement; or, the person, firm or corporation performing work to meet Metro Specifications.

CUL-DE-SAC – The appropriate terminal for a local street having only one outlet. This terminal shall allow the convenient reversal of traffic movement.

DEPARTMENT OF PUBLIC WORKS – The Metropolitan Government of Nashville and Davidson County, Department of Public Works (MPW).

DEVELOPER – The person, firm or corporation who undertakes any and all actions covered by these regulations.

DRIVEWAY – A general term denoting the path used for ingress and egress from a single residence or commercial property to a public or private right of way or roadway.

EASEMENT - The right of a person or entity to access and use, for a specific purpose, the land owned by another person or entity.

ENCROACHMENT AGREEMENT – A license agreement granted by the Metropolitan Government to a private entity for the encroachment into, onto, over, or under the public right-of-way.

ENGINEER- An engineer certified and registered by the State of Tennessee Board of Architectural and Engineering Examiners pursuant to T.C.A. Title 62, Chapter 2, licensed to practice engineering in the State of Tennessee.

GRADING PERMIT – The permit issued by the Stormwater Division of the Water Services Department of the Metropolitan Government of Nashville and Davidson County, authorizing the grading, movement, and placement of material on a specific site.

HIGHWAY- Title 12.04.120 Metro Code: "Highway" means the entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.

INSPECTOR- The authorized representation of the Metro Department of Public Works assigned to make detailed inspection of any or all portions of the work or materials therefore.

METRO – The Metropolitan Government of Nashville and Davidson County, or its designated representative.

MPW - The Metropolitan Government of Nashville and Davidson County Department of Public Works.

PEDESTRIAN EASEMENT - A right-of-way easement dedicated to the Metropolitan Government primarily for pedestrian movement. Any activity by the property owner that restricts said easement shall require an Encroachment Agreement be granted by the Metropolitan Government.

PERMIT- Written authorization from the Department of Public Works to perform the stipulated work.

PLANS - The drawings which show the character and scope of the work to be performed.

PRIVATE ROAD OR DRIVEWAY – Title 12.04.275 Metro Code: "Private road or driveway" means every way or place in private ownership and used for vehicular travel by the owner and those having express or implied permission from the owner, but not by other persons.

Note: Private roads or driveways are not dedicated to or accepted for maintenance by the Metropolitan Government.

PROJECT – The entire construction to be performed as provided in the Contract Documents.

PUBLIC STREET- Title 12.04.375 Metro Code: "Street" means the entire width between boundary lines of every way publicly maintained when any part thereof is open to the use of the public for the purposes of vehicular travel.

Note: Public streets are both dedicated to and accepted for maintenance by the Metropolitan Government of Nashville and Davidson County.

RIGHT-OF-WAY – The entire area reserved for the purpose of constructing or maintaining the roadway and its appurtenances.

ROADWAY – Title 12.04.315 Metro Code: "Roadway" means that portion of a highway improved, designed or ordinarily used for vehicular travel, exclusive of the berm or shoulder. In the event a highway includes two or more separate

roadways, the term "roadway," as used in this title, shall refer to any such roadway separately but not to all such roadways collectively.

SHOP DRAWINGS – All drawings, diagrams, illustrations, brochures, schedules and other data which are prepared by the Developer's Contractor, a subcontractor, manufacturer, supplier or distributor, and which illustrate the equipment, material, or some portion of the work.

STANDARD DETAILS – The Department of Public Works graphical specifications consisting of written, technical description of materials, equipment, construction system, standards and procedures as applied to the work.

SUBCONTRACTOR – An individual, firm or corporation having a direct contract with CONTRACTOR or with any other Subcontractor for the performance of a part of the work at the site.

SUBDIVISION - Title 17.04.060 Metro Code: "Subdivision" means any subdivision of land as provided in Section 13-3-401 et seq. and Section 13-4-301 et seq., Tennessee Code Annotated.

SUPPLIER – Any person or organization who supplies materials or equipment for the work (including that fabricated to a special design), but who does not perform labor at the site.

SURVEYOR - A land surveyor certified and registered by the State of Tennessee Board of Examiners for Land Surveyors pursuant to T.C.A. Title 62-18-105(d), licensed to practice land surveying in the State of Tennessee.

WORK – Any and all obligation, duties and responsibilities necessary to the successful completion of the Project assigned to or undertaken by the Developer's Contractor under the Contract Documents including all labor, materials, equipment and other incidentals, and the furnishings thereof.

### **2.3. Abbreviations**

The following is a list of abbreviations used within the technical specifications. The appropriate designation shall refer to the latest edition or update published by that organization.

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act of 1990
ANSI	American National Standard Institute
ASTM	American Society for Testing and Materials

MPC	Metropolitan Planning Commission
MPW	Metropolitan Department of Public Works
MUTCD	Manual on Uniform Traffic Control Devices
NGVD	National Geodetic Vertical Datum
TDOT	Tennessee Department of Transportation

### **3. STREET DESIGN STANDARDS AND SPECIFICATIONS**

#### **3.1. Purpose**

The purpose of this section is to assure that sound development will take place in Nashville and Davidson County by the establishment of minimum standards for use in the design of subdivision streets. The following requirements are minimum standards of design; the engineer is encouraged to design beyond these levels when appropriate.

#### **3.2. Applicable Specifications and Standard Drawings**

- A. All city, county, state and federal laws, ordinances or regulations relating to the work to be performed.
- B. The following specifications of The Department of Public Works shall apply, and can be found at <http://www.nashville.gov/pw/drawings/index.htm>.

**02225 Structures for Earthwork and Pipes**

**02500 Paving and Surfacing**

**02520 Cement Concrete Curb, Gutter, and Combined Curb and Gutter**

**02522 Cement Concrete Sidewalks, Driveways, and Median Pavement**

**02523 Detectable Warnings**

**02720 Storm Sewers and Drain Systems**

**330523 Guidelines for Horizontal Directional Borings**

- C. Department of Public Works Standard Drawings ST-series, available online at <http://www.nashville.gov/pw/drawings/index.htm>.
- D. Tennessee Department of Transportation, Standard Specifications for Road and Bridge Construction, latest edition.

Tennessee Department of Transportation, Standard Specifications for Road and Bridge Construction, latest edition, technical specification only, shall apply and become a part of these specifications whenever these specifications do not adequately cover the work to be done. In the event there is a conflict between these specifications and TDOT Specifications, MPW specifications shall govern, unless the construction is on a state route.



- E. AASHTO Policy on the Geometric Design of Highways and Streets, latest edition
- F. AASHTO Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT  $\leq$  400)
- G. Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD),
- H. U.S. Department of Transportation, Federal Highway Administration (FHWA)
- I. The Americans with Disabilities Act
- J. Metro Water Services, Stormwater Division
- K. The Downtown Streetscape Plan available at [www.nashville.gov/pw/drawings/index.htm](http://www.nashville.gov/pw/drawings/index.htm)
- L. Strategic Plan for Sidewalks and Bikeways available at <http://pw.nashville.gov/ims/stratplan/default.aspx>, must also be incorporated into all proposed subdivisions if they are deemed applicable by MPW. That determination will be made based on the current guidelines of the respective programs.
- M. City of Portland Oregon, Green Streets Design Details Appendix G.3 - <http://www.portlandonline.com/shared/cfm/image.cfm?id=202917>

Green Streets design details may be used when it is desirable to incorporate water quality features into the roadway design. A geotechnical study of the soil and subsurface conditions prepared by the appropriate licensed professional will be required. Public Works specifications will apply as relates to pavement, curb, sidewalk materials, and dimensions.

### **3.2.1. Approvals**

All roadway plans shall be prepared and submitted to the Department of Public Works in duplicate bearing the stamp of the Tennessee Registered Professional Engineer.

A letter of transmittal along with the construction plans for streets and roads including grading and drainage plans shall be submitted by the developer or his engineer, for approval by the Department of Public Works.

The approval on the construction plans shall be good the same time period as the preliminary plat of subdivision, or concept plan, but shall not exceed two years, unless the Department of Public Works determines that work is proceeding at a reasonable pace, and standards in effect are essentially the same as at the original time of approval.

All construction within the right-of-way shall be in compliance with the Americans with Disabilities Act (ADA) in effect at the time in which the activities are performed.

Plats of subdivision recorded prior to the existence of the Metro Planning Commission that contain unbuilt streets shall be subject to current construction standards and specifications.

Final approval and acceptance of streets and roads by the Department of Public Works will not be granted until all work has been completed in accordance with the approved plans. The final top coat of asphaltic concrete surface shall not be placed prior to the completion of 75% of the homes along the street and no later than 90% of the homes or building construction, unless directed by or specifically approved by the Department of Public Works.

### **3.3. Residential Street Classifications**

For the purpose of these specifications, residential streets and roads shall be classified as follows:

#### **3.3.1. Collector Street**

Title 17.04.060 Metro Code: "Collector street" means a street designated as such on the adopted collector street plan or otherwise classified as such by the metro traffic engineer based on traffic volumes.

#### **3.3.2. Local Street**

Title 17.04.060 Metro Code: "Local street" means a street designed to provide vehicular access to abutting property and to discourage through traffic.

Note: Also a minor street or road that carries local traffic to a collector or arterial street and generally has two or more open ends allowing ingress and egress to other streets.

#### **3.3.3. Minor Local Street**

Title 17.04.060 Metro Code: "Minor local street" means a street that is a dead end or loop street providing service to no more than fifty single family residential lots or sixty-five multi-family units.

#### **3.3.4. Loop Streets**

A local street having two (2) open ends with each end generally connecting with the same street. No other streets intersect between its two (2) ends, and lots or property front on both sides of the street.

### **3.3.5. Cul-de-sac Street**

A local street having only one (1) open end providing no access to another street. The closed end provides a turnaround circle for vehicles. No other street intersects between the two (2) ends, and lots or property front on both sides of the street.

## **3.4. Commercial Streets**

Commercial and mixed use street cross sections will be considered on a case by case basis. See Section 3.6. for design standards.

## **3.5. Street Cross Sections**

Typical street cross sections and dimensions have been selected to ensure a quality neighborhood street design for the residents, community, and all users of the streets. Selection of the appropriate cross section should be based on Complete Streets principals using a context sensitive solution that considers all likely users, demand for on-street parking, intensity of development along the street, and traffic volume.

Local residential streets must provide adequate width for emergency vehicles, school buses, and other vehicles to safely maneuver around parked cars.

In general the more on-site parking provided, via longer driveways, rear or side loading garages, larger lots, shared/guest parking, etc., the narrower the allowed cross-section. It should be noted however that excessive on-street parking on any cross section in residential areas prohibits the use of automated trash collection devices when alleys are not available, and will not be approved.

Generally one of four residential cross sections will apply for both public and private streets:

### **3.5.1. ST-251 (Narrow) Minor Local cross section**

This cross section **may** be used if **ALL** of the below apply:

- net densities along the street does not exceed 9 units per acre and lots are at least 50 feet wide
- there is sufficient on-site parking to allow for three vehicles per unit single family, or 2.5 vehicles per unit multi-family
- little or no on-street parking is anticipated
- there are alternative parallel routes available
- block length is a maximum of 750 feet
- the street serves a maximum of 50 single family units or 65 multi-family units
- there is no potential for future extension
- use is residential only, no mixed use

### **3.5.2. ST-252 (Medium) Local Street cross section**

This cross section is the **default** cross section for local residential streets.

- average ADT generally does not exceed 3500 vehicles
- intermittent on-street parking is anticipated
- may be used for light commercial or mixed use

### **3.5.3. ST-252B – (Medium) Local Street with parking both sides**

- average ADT generally does not exceed 3500 vehicles
- parking is anticipated along both sides of the street
- when on-site parking provides for less than two (2) vehicles per unit

### **3.5.4. ST-253 (Wide) Collector cross-section**

This cross section is to be used when:

- extensive parking along both sides of the street is anticipated and;
- warranted by vehicle volumes and/or street classification, or
- a center turn lane is desirable.

### **3.5.5. ST-255 Non Curb and Gutter Cross Section**

When it is found to be in the public's interest, a non-curb street design cross section may be permitted in low-density residential zoning, and the actual density of development along the subject street is less than 2 units per acre.

### 3.5.6. Non-Standard Cross Sections

The use of non-standard cross sections may be permissible in unique developments such as an Urban Design Overlay (UDO), Neo-Traditional neighborhood (TND), or when Green Streets principles are desirable (see Section 3.2, J). Non-standard cross sections are not to be used in routine subdivision designs. Complete Streets principles shall apply, with considerations given to all potential users of the streets.

Whenever non-standard cross sections are proposed, the developer and the professional engineer designing the streets must meet with the Department of Public Works to discuss the project requirements prior to the official submittal of a preliminary plat of subdivision, or concept plan application to the Metro Planning Department. When a Traffic Impact Study is required, the evaluation of non-standard cross sections shall be included with the study.

At the time of submittal of the development application to the Planning Department, an engineering analysis of the non-standard cross sections from a traffic engineer must be submitted with the plans, including but not be limited to: cross sections with scalable dimensions, projected street traffic volumes, on-street parking demand, turn movement templates, complete streets functionality, and compliance with nationally recognized street design standards. Justification must be provided for proposing non-standard streets. No variances will be allowed on paving standards.

When incomplete, inadequate, or unapproved documentation is submitted, the Department of Public Works Standard cross sections will apply.

Combining minimum dimensions on adjacent elements to reduce street width in such a way as to compromise the safety and convenience of the users will not be allowed.

Varying the street width by minimal amounts such that an excessive number of cross sections are produced will not be permitted.

In no case shall any street be less than 24 feet face of curb to face of curb. The MPW standard paving thickness along with curb and gutter details shall apply as shown on ST-252.

The Department of Public Works will make the final determination as to the appropriateness of any non-standard street cross section.

**Non- Standard Specifications:**

- Travel lanes 9-12 feet
- One-way divided street travel lanes 16 feet
- Parking lanes 7-9 feet
- Bike lanes 4-7 feet
- Sidewalks 5-18 feet
- Grass strips 4-12 feet

**3.5.7. Condominium Developments**

Where private streets for condominium developments are designed to look and function as public streets with individual driveways from the street serving each unit, the street shall be constructed to public street design standards for width, curb and gutter, sidewalk and pavement details.

When the design is a private access drive aisle with adjacent shared parking, the drive aisle shall be 24 feet in width and have a extruded mountable or post curb, the pavement details shall conform to public street standards.

**3.6. Street Design Standards**

All geometric design criteria shall conform to the AASHTO Policy on the Geometric Design of Highways and Streets, latest edition, unless otherwise stated in these specifications.

**3.6.1. General Guidelines**

- Incorporate traffic calming into the design without using external devices or abrupt geometry
- Consider pedestrians, motorists, bicyclists, on-street parking, bus, transit, and all street users
- Use the proper AASHTO design speed for the street classification
- Do not exceed maximum grades
- Choose comfortable and safe horizontal and vertical curves
- Reduce grades on the minor road at intersections
- Maintain intersection sight distance and visibility triangles on corner lots
- Separate horizontal curves and vertical curves whenever possible.
- Avoid a horizontal curve that begins or ends near the crest of a vertical curve, such that the driver does not see the change in alignment
- Avoid a horizontal curve at the bottom of a long vertical grade
- Do not make an uncomfortable vertical profile by using a series of up and down curves
- Do not use compound vertical curves or short tangent sections between vertical curves
- Do not combine minimum lane widths with minimum curb radii

### 3.6.2. Traffic Calming

Vehicular speeding poses a health and safety threat to other drivers and pedestrians. Historically, police enforcement has been the predominate method used to control speeding. Unfortunately, this approach is most effective only while an officer is present, and the benefit is short term.

The most effective form of traffic calming is to control vehicle volumes and speed through proper street layout. This can be achieved by limiting the uncontrolled length of local and collector streets. Uncontrolled length means stop condition to stop condition. This shall be the primary means of traffic calming in the design of new developments. Large developments shall show planned intersection stop control on the overall preliminary plan set. The use of traffic calming measures other than street layout will be considered on a case by case basis.

- The maximum uncontrolled length for a local street should be 800 feet
- The maximum uncontrolled length for a collector should be 1500 feet

All traffic calming methods require approval by the Department of Public Works Traffic Engineer.

### 3.6.3. Design Speed

The following minimum design speed shall be used:

- Minor Local Street                      20 MPH
- Loop Street over 1200'                30 MPH
- Local Street                                30 MPH
- Collector                                    35 MPH

### 3.6.4. Grades and Cross-Slopes

Maximum grades shall be approved by MPW as follows:

- Collector Streets shall have maximum grades of 8% residential and a maximum grade of 6% in a non-residential context.
- Local Streets shall have maximum grades of 10% residential and a maximum grade of 8% in a non-residential context.
- Minor Local Streets shall have maximum grades of 12%.
- All streets shall have a centerline crown of 4" above the front edge of the gutter as shown the standard drawings.

Steeper grades than herein specified may be permitted for a Minor Local Street and for a Residential Local Street when such is necessary to lessen environmental impacts resulting from designs to meet lesser grades, provided all other design criteria are satisfied. Documentation of the environmental impact will

be required, and must include an alternative design certified by the design professional. In no case shall any grade exceed fifteen percent (15%) for a minor local road, or twelve percent (12%) for residential Local Road. Minimum grades on all roads shall be no less than one percent (1%).

### **3.6.5. Horizontal and Vertical Curves**

All horizontal and vertical curves shall conform to the AASHTO Policy on the Geometric Design of Highways and Streets, latest edition. All curve data shall include the typical data necessary to evaluate the design speed of the curve as well as the intended design speed for the respective horizontal or vertical curve.

### **3.6.6. Low Speed Horizontal Curves**

On horizontal curves where design speeds are less than 30 mph, the tangents of the curve shall not exceed the length of the centerline radius. The centerline radius of curved segments shall not be less than 90 feet for a 20 MPH design speed. Short tangents between curves or reverse curves are generally not allowed.

### **3.6.7. Superelevation**

Generally, subdivision streets shall not be superelevated. It is however the responsibility of the design engineer to evaluate the need for superelevation and provide provisions in the design where necessary, or as required by MPW.

### **3.6.8. Sight Distance**

Sight distance along streets and at intersections shall be not less than the minimum horizontal and vertical distances as specified in the AASHTO Policy on the Geometric Design of Highways and Streets, latest edition, for the class of street and design speed under consideration.

Specified areas along intersection approach legs and across their included corners should be clear of obstructions that might block a driver's view of potentially conflicting vehicles. There are many things that can interfere with sight distance such as: curves, grades, bridges, retaining walls, trees, vegetation, cut slopes, fences, signs, building, and parked cars.

The submittal of field run profiles, photographs, and other data will be required for all new streets proposing to connect with an existing street, to determine adequate intersection sight distance and stopping sight distance, if existing contours and/or other features indicate sight distance to be near the minimum or less. In the event that sight distance is inadequate, mitigations will be required prior to the approval of the street connection.



### **3.6.9. Cul-de-sacs**

Terminal treatments shall be required on all streets and roads having only one outlet. These treatments shall be approved as follows:

- All cul-de-sacs shall be designed to accommodate emergency and service vehicles as well as passenger cars. Exceptions to the turnaround requirements may be made for short streets, up to 150 feet long, measured from the edge of pavement of the intersecting street, where emergency and service vehicles are able to back out with relative ease.
- All circular cul-de-sacs of 50 feet or greater radius on permanent dead-end streets shall have a hollow-core turnaround as per the ST-331 drawing.
- Temporary turnarounds shall have a mountable extruded curb installed if the future extension is not part of the same development.
- All cul-de-sac designs shall be approved by MPW.

### **3.6.10. Curb Return Radii**

The minimum radius for a curb or the edge of pavement at the corner of a property with residential zoning shall be 25 feet for angles of 90 degrees or less. Minimum radius of a curb shall be 75 feet for angles greater than 90 degrees.

### **3.6.11. Intersections**

All intersections shall be designed using the following criteria:

- Intersecting streets shall meet at a 90-degree angle wherever possible. Where natural or manmade obstacles prevent a standard intersection, intersecting streets may have a centerline angle of not less than 75 degrees.
- Street Jogs with centerline-to-centerline offset distance shall be a minimum of 150 feet for local streets and 300 feet for collector streets.
- The minimum radius of corner lines (radius returns) of intersecting streets must support all anticipated traffic without encroaching onto the gutter lines. Radius lengths will also determine handicap ramp placement, see standard drawings and details. Any proposed radii smaller than 25 feet will require a turning template drawing to be submitted to show functionality of the design.

- Where a street approach to an intersection is horizontally curved, there shall be a 100-foot minimum straight tangent as measured from the ultimate edge of pavement to the point of curvature. For the purposes of this requirement, the ultimate edge of pavement is that point to which the pavement will extend when the street is built to its full dimension conforming to the standards for its assigned classification.
- Residential streets must have a minimum tangent grade of 50 feet in length when tying into another street. The tangent grade shall be a maximum of 3%. Under extreme environmental conditions a maximum grade of 5% will be allowable for a minor local road.

### **3.6.12. Turn Lanes**

All turn lane additions must be accompanied by a Traffic Study outlining the warrant for the lane addition and the required storage length. The lane and associated taper must be designed by the provisions in the MUTCD and AASHTO Policy on the Geometric Design of Highways and Streets.

### **3.6.13. Roundabouts**

A roundabout is a circular intersection where the entering traffic yields the right-of-way to the circulating traffic. This type of intersection is appropriate in residential developments for its many aesthetic and safety benefits.

Conditions for roundabout installation:

- Locations where traffic signals are not warranted
- Four-way stop intersections
- Intersections with more than four legs
- Intersections with high left-turn flows
- Intersections with unusual geometry
- Intersections with changing traffic patterns
- Locations where storage capacities for signalized intersections are restricted
- Intersections that are important from an urban design or visual point of view

All design criteria shall follow the FHWA and the MUTCD guidelines for striping, signage, and geometry.

### **3.6.14. Retaining Walls**

Walls supporting the roadway are generally not recommended in residential areas. In such cases where retaining walls are necessary, they should be located a distance from the right-of-way equal to their height, and may not be placed along the right-of-way in a manner to preclude access to street frontage of the adjacently owned property. Walls must be designed by a licensed structural engineer, and conform to the TDOT Earth Retaining Structures Manual, latest edition. Detailed plans showing concrete placement and steel bar reinforcement for all cast in place structures must be included.

Independent inspection and geotechnical reports from a MPW approved inspection and testing firm must be provided on a daily basis during construction to the MPW at the owners expense.

Upon completion a "Certification" letter insuring the structure was constructed in conformance with all applicable plans and specifications, must be submitted and stamped by a licensed engineer with the testing firm who provided the inspections.

### **3.6.15. Bridges and Culverts**

Bridges and culverts shall be TDOT standard box or slab type culverts, precast structures, or cast in place design structures. Detailed plans showing concrete placement and steel bar reinforcement for all cast in place structures must be included. All structures must be designed using the current TDOT methods for structural design. Include in the submittal a copy of all design calculations and structural design notes for review.

All bridges and culverts providing storm drainage or stream crossings must be accompanied by detailed drainage calculations used to size the structure. This must be done by accepted industry standards showing existing and proposed water surface elevations for all applicable design storms. At no time can the placement of a proposed structure increase the water surface elevation on adjacent properties at any storm event causing a detrimental impact on that property. For all stream crossings, a copy of the necessary permits from TDEC must be included.

Independent inspection and geotechnical reports from a MPW approved inspection and testing firm must be provided on a weekly basis to the MPW during construction at the owners expense

Upon completion a "Certification" letter insuring the structure was constructed in conformance with all applicable plans and specifications, must be submitted and stamped by a licensed engineer with the testing firm who provided the inspections.

### **3.7. Construction Plan Requirements**

**Maximum** plan sheet size shall be 24" X 36"

Plans shall be neat in appearance and of such professional quality as these specifications indicate. These plans at a minimum shall include a cover sheet, typical section, grading, drainage, erosion control plan and plan-profile sheet, signage and pavement markings, and construction details for the proposed improvements.

#### **3.7.1. Cover Sheet**

The cover sheet shall include the following items:

- Name of the subdivision or development
- MPC Number
- Map and Parcel number
- Council District
- Any and all previous names
- Name of Developer, including physical address, contact person, phone number, and e-mail address
- Name of the engineer, including physical address, contact person, phone number, and e-mail address
- Key map drawn to scale of not less than 1" = 2000' showing all streets within a one mile radius of the subdivision.
- Engineers Seal

#### **3.7.2. Typical Cross Section Sheet**

The typical section shall include the following items:

- Typical roadway cross section of any proposed streets within the development using MPW Standard Drawings and numbers, as appropriate.
- Proposed paving detail.
- Proposed Right of Way width.

#### **3.7.3. Grading and Drainage Sheets**

The grading and drainage sheets shall include the following items:

- All requirements of the Metro Stormwater Division
- A complete plan of the proposed development at a scale no less than (one inch) = 100' (one hundred feet). This plan is to include existing and proposed contours at intervals no greater than 2' (two feet) (NGVD to be

used exclusively). Contours shall extend to the centerline of all roads bordering the site.

- Where drainage ultimately enters the groundwater via a sinkhole or drainage well, the drainage well, and the drainage area tributary to the sinkhole or drainage well shall be delineated.
- Existing building on the property.
- Existing and proposed impervious surface.
- Existing and proposed drainage structures, including inlets, catch basins,
- Junction boxes, pipes, culverts, cross drains, headwalls, and outlet facilities. This plan should show size, type, slope, invert elevation, and quantity indicated of all structures.
- Any proposed swale ditches, channel changes, or improvements, with typical section and length of change indicated.
- Any high water or flood lines, either calculated or observed in the vicinity of the proposed development, and the source of said line or elevation indicated.
- All fill areas indicated as such, with the limits and elevation indicated.
- At least one benchmark located, with the proper elevation indicate (NGVD to be used exclusively).
- Where special structures such as box culverts, bridges, retaining walls or junction boxes are proposed, detail plans showing dimensions, reinforcement, spacing, cross-sections, elevations, and other pertinent information shall be submitted. For all structures designed by an engineer, please include all structural design notes and calculation sealed by a registered engineer.
- All plans requiring engineering calculations (e.g., subsurface drainage design, structural plans) shall be signed and sealed by a registered engineer licensed in the State of Tennessee.

### **3.7.4. Plan and Profile Sheets**

The plan and profile sheets shall include the following items:

- Horizontal Scale shall be no larger than 1"=20' and no smaller than 1"=50' feet for proposed new streets. All improvements to existing streets shall be drawn at a scale of 1" = 20'. Vertical scale shall be no less than 1" = 5'.

- All existing utilities, drainage structures, pavement, shoulder, striping, and planimetric data shall be clearly shown.
- Existing topography and surface features including existing contours at a maximum interval of 2'.
- Existing drainage structures, including inlets, catch basins, junction boxes, pipes, culverts, cross drains, headwalls, and outlet facilities. This plan shall show size, type, slope, and invert elevation of all structures.
- All proposed pavement, infrastructure, curbs, guardrails, signage, etc. shall be clearly shown as proposed improvements. All proposed pavement shall be shaded to provide clarity. All proposed striping shall be thermoplastic marking and conform to all current MUTCD, MPW, and TDOT requirements with regard to location, placement, and material.
- All proposed utility relocations shall be clearly shown and labeled on both the plan and the profile sheets.
- All existing and proposed property, easement and right-of-way lines shall be shown. All private easements for lot access shall be labeled as such.
- Plan section including the street and right-of-way plotted to the proper scale with stationing shown, and matching that of the profile section as nearly as possible.
- Where conventional roadway sections are used, the stabilization required for the roadside ditches, including the linear extent and type of stabilization required.
- All horizontal control points on or pertaining to the proposed centerline, such as PC, PI, and PT; all low points and streets intersections as to station and elevation.
- The centerline shall include all horizontal curve data appropriate to determine design speed by the AASHTO guidelines.
- Roadway profiles plotted to the same scale as identified above and including the proposed centerline finish grade profile, in addition to the existing centerline profile.
- All vertical control points on or pertaining to the proposed profile such as P.V.C., P.V.I., and P.V.T.; all low points and streets intersections as to station and elevation.

- The profile shall include all vertical curve data appropriate to determine design speed by the AASHTO guidelines.
- The profile shall also include all proposed drainage structures, their location, and their elevation. All existing and proposed subsurface utility locations.

Omission of any of the hereto-mentioned requirements for detailed plans shall deem these plans as being incomplete, and shall be returned to the Developer, or his engineer, for completion before review.

### **3.7.5. Signage and Striping Plan Sheet**

A signage and striping plan is required for all new subdivision construction plans. This plan is to show all regulatory, warning, and guide signs proposed. These signs must follow the guidelines set for in the MUTCD with regard to size, height, shape, color, and reflectivity.

All sign faces shall be made of retro-reflective sign materials (example 3M™ Diamond Grade Reflective), conforming to the requirements of Manual on Uniform Traffic Control Devices, MUTCD.

Street signs to have six inch white letters on a nine inch green aluminum blade.

Private street signs shall have the addition of the word “Private” in black on yellow to one end of the sign, and otherwise to be identical to public street signs.

### **3.7.6. Signalization Plans**

Signalization plans are required to meet the standards set forth the by the Public Works Traffic Engineer. Check for guidelines prior to initiating design.

### **3.7.7. Detour / Road Closure Plan**

Detours and closures of existing streets should be avoided whenever possible. Any time a closure is necessary a detailed plan of the detours and specific closures must be submitted. This plan is to include all traffic control required on the existing streets per the MUTCD section with regard to Temporary Traffic Control. Coordination with nearby schools will be required. The developer must also obtain a permit from the MPW Utility Coordinator. It will be at the sole discretion of that office as to time restrictions, additional required traffic control, and necessity of police officers during the closures.

### **3.8. *Subsurface Exploration***

Any available data obtained concerning subsurface materials or conditions, which are based upon soundings, test borings, or test pits for use in design of the project shall be submitted and considered as part of the plans and specifications.

## **4. Construction Requirements**

### **4.1. *Purpose***

The purpose of this section is to assist in insuring that sound construction practices will take place in Nashville and Davidson County by the establishment of minimum standards for use in subdivision construction.

### **4.2. *Revision of Construction Plans***

Should prior to, or during construction, necessary changes be anticipated or required that would constitute a revision of the plans already approved by the Department of Public Works, plans shall be revised with said changes shown, and resubmitted in duplicate, along with a letter stating why such changes are believed necessary. MPW reserves the right to re-review the entire set of plans in the light of the requested changes.

Omission of any of the hereto mentioned requirements for detailed plans shall deem these plans as being incomplete, and shall be returned to the Developer, or his engineer, for completion before review.

### **4.3. *Notice of Activities***

The Engineering Division of the Metropolitan Department of Public Works shall be notified, in writing, at least three days prior to construction in order that the inspector representing MPW may be scheduled to inspect any and all proposed work.



#### **4.4. *Temporary Suspension of Work***

Metro may suspend work wholly, or in part, for such period or periods as he may deem necessary in order to protect the work, or upon failure of the Developer to carry out or perform provisions of these specifications or Metro ordinances.

If it becomes necessary to temporarily suspend work for an indefinite period, the Developer shall store the materials in such a manner that they will not obstruct or impede the use of the public right-of-way. The Developer shall take every precaution to prevent damage to the work performed, provide suitable drainage of the project, and erect temporary structures where necessary to support traffic or protect materials and equipment. All erosion control measures, both temporary and permanent must be maintained and functioning throughout the suspension. Where traffic control is required within public rights-of-way the MPW Engineering Division shall be contacted and approve the proposed plan.

#### **4.5. *Permit Required for Work in Public Right of Ways***

All work within existing public right-of-ways requires an excavation permit from the Department of Public Works prior to commencement.

#### **4.6. *Removal and Disposal of Obstructions***

Unless instructed otherwise on the approved plans, the Contractor shall remove existing structures, materials and obstructions, which interfere with the new construction and dispose of excavated materials in a manner acceptable to the MPW and the Metro Health Department.

##### **4.6.1. *Materials Found on Project***

Stone, gravel and soils found in the excavation may be used in the new construction, providing such materials meet the requirements of Section 02220 and 02225. Use of excavated materials for backfill and embankment shall be subjected to the approval of the Developers Engineer and Metro. All materials deemed suitable shall be stockpiled and may be reused in the project at a later date and different location.

#### **4.6.2. Sinkholes**

The developer or contractor must notify MPW within 24 hours of the discovery of any sinkhole. Plans must then be developed to repair the condition and be permitted through both MWS and The Tennessee Department of Environment and Conservation. All repairs under or near a roadway or building envelope must be done in the presence of a licensed Geotechnical Engineer. The engineer is to provide a written report to MPW and any other required agencies for each individual repair area outlining the nature of the sinkhole and the repair method used. This report is to include any other pertinent information as well as the seal of the engineer that prepared the report.

#### **4.7. *Clearing and Grubbing***

The area to be cleared shall be maintained within the limits shown on the approved construction plans. Care is to be taken to leave individual trees or groups of trees that are not to be disturbed standing and unharmed. All areas within roadway cross sections shall be cleared as to remove all debris and vegetation to allow for roadway construction.

From: Scott King [mailto:sking@focusfoodserv.com]  
Sent: Tuesday, July 12, 2016 6:42 PM  
To: Planning Commissioners  
Subject: Sky Nashville

To whom it may concern,

I live in Sylvan Summit on Felicia St and have been here almost 2 years now. With all of the constant construction and limited entry ways in and out of the neighborhood, I am 1000% against the Sky Nashville development. Having only 2 entry ways, 33rd and 35th, this neighborhood isn't large enough or built to support a condo building that would house more than 100 new cars. I can already envision a line straight up 33rd and 35th every morning and night trying to get in/out of the neighborhood. Also, with all of the other new apartments/construction up and down Charlotte, commute times have already doubled, this development would add to this in the most negative way possible. Please let me know if there's something that I can sign or what else is needed on my end to get heard and help put a stop to this immediately!

Thanks so much,  
Scott King

**From:** Kayla Lowery [mailto:kaylalowery@gmail.com]  
**Sent:** Tuesday, July 12, 2016 3:17 PM  
**To:** Planning Commissioners  
**Subject:** APPROVE SKYNASHVILLE

I am very excited about this project and the development of my neighborhood. I would like to request that if this gets approved that there be a red light installed at either Charlotte Ave and 33rd Street, or Charlotte Ave and 35th Street. Additionally, I would like to request that 35th street be widened near the Felicia/Trevor street alley and Trevor Street. Right now it is barely a one lane road. Thanks so much!

Commissioners please

Approve: 2016CP-007-001 West Nashville Community Plan Amendment to allow a 7 story building in our neighborhood.

Approve: 2016SP-004-001 The Sky Nashville request to rezone from R6 to SP to allow building with Triple the density currently allowed.

Kayla Lowery

3306 Felicia Street

## Item 3, Williams Mill SP

**From:** donotreply@nashville.gov [mailto:donotreply@nashville.gov]

**Sent:** Wednesday, July 13, 2016 11:02 PM

**Subject:** Planning Commission - Citizen Email

Name : Benjamin J. Anderson

Phone Number : 615-496-3401

Email Address : [bjanderson76@comcast.net](mailto:bjanderson76@comcast.net)

Dear Respected Commission Members, My name is Benjamin Anderson, and my family and I reside at 1021 Redmond Court, Nashville, TN 37211. I am writing you regarding the zoning change proposed in the potential Williams Mill development at the corner of Holt Rd and Nolensville Rd, as described in: Specific Plan 2016SP-028-001 Williams Mill SP This area is just down Holt Rd from my home (located on Redmond Court, off of Redmond Lane, off of Holt Rd.) I am OPPOSED to this rezoning (from AR2a to SP) for the following reasons: 1. The current infrastructure, including Nolensville Rd but especially Holt Rd, will NOT be able to accommodate the additional traffic this development will bring. Holt Rd is already extremely congested between Nolensville Rd and Edmondson Pike during morning and evening commute hours, and often remains highly traveled throughout the remainder of the day. For those of us who live near and travel Holt Rd daily, it is extremely difficult to imagine this road being able to handle any more regular traffic without significant modification. 2. I also protest the rezoning of this property in order that the existing character, beauty, and uniqueness of the Holt Rd area might be responsibly preserved. With its current AR2a zoning, the tremendous green space of this truly unique area of southern Nashville MUST be maintained and preserved. My neighbors along Holt Rd, Redmond Lane and Redmond Court, along with my own family, place great value upon the spacious yards and lots, scenic wooded ridges, and refreshing open spaces that make this area remarkably different from the congested, multi-family developments that have begun to completely infill the Mill Creek area just east of us across Nolensville Rd. In short, we have a responsibility to protect and preserve areas like Holt Rd, which are so beloved, admired, and treasured not just by the residents who live there, but by so many Nashville and Brentwood residents who already commute through this area. We must not allow ourselves to carelessly and hastily develop these few remaining AR2a areas within this portion of Davidson County, because once we do, such important and unique spaces are lost forever. Once again, I hope you will not allow for the rezoning of this property, and will maintain its current zoning of AR2a. Thank you most sincerely, Benjamin J. Anderson 1021 Redmond Court Nashville, TN 37211  
[bjanderson76@comcast.net](mailto:bjanderson76@comcast.net) 615-496-3401

**Items 12a/b, Joelton Community Plan Amendment/Whites Creek Pike rezoning**

**(attachment follows)**

## MEMORANDUM

To: Metro Nashville Planning Commission

From: Joshua Gulick, PLA  
Kimley-Horn and Associates, Inc.

Date: July 13<sup>th</sup>, 2016  
Joelton Community Plan Amendment and request for Rezoning

Subject: 2016CP-001-001  
2016Z-064PR-001

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Dear Planning Commission Members:

This document contains the sign in sheet and community comment cards from the public meeting held at the Paradise Ridge Community Center on July 7<sup>th</sup>, 2016 at 5:30pm regarding the rezoning of the property on the Northeast corner at the intersection of I-24 and Whites Creek Pike.

The comment cards collected reflect the following:

**For proposed rezoning**

**50**

**Against proposed rezoning**

**5**

Image of July 7<sup>th</sup> Public meeting



# SIGN IN SHEET

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800, 1500004700, 1500004600

Date: July 7th, 2016, 5:30 PM

Location: Paradise Ridge Community Center

Print Name	Address	Phone	E-Mail Address
Jennifer Mayo	2887 Morgan Rd. Joelton 37056	615-498-1554	mayosare@comcast.net
Jenny Woodard	Union Hill Rd Joelton 37050	615-417-1889	
Nancy Cates	3499 Binkley Rd Joelton 37080	615-876-0053	nanceecates@yahoo.com
NORMAN Cates	" "	"	"
Kathy Sterry	8186 Jackson Rd	8761246	sterry56@aol.com
Melinda Perricone	7349 Bidwell Rd	888-7248	mwpericone@comcast.net
Sandra Lawrence	7200 Apple View Rd.	615-299-8169	SKLawrence01@gmail.com

# SIGN IN SHEET

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800, 1500004700, 1500004600

Date: July 7th, 2016, 5:30 PM

Location: Paradise Ridge Community Center

Print Name	Address	Phone	E-Mail Address
Dollie J. Hallma	7301 Bidwell Rd	615-876-2158	
James A. Hallma	7301 Bidwell Rd	615-876-2158	
John Tucker	2994 Claylick Rd	615-876-2553	
Bill ROBERTSON	1310 ROBERTS RD COULETTSVILLE	615 838 7301	RISCOONES@gmail.com
Ronnie Bue	7934 Greenbriar Rd Joe Hart	615 889-4701	
Joe Maloney	8440 Whites Creek	615-913-2593	joseph.maloney@live.com
Betty Gray	3609 Forte Rd	615-876-0629	
Richard Gray	"	"	
Jesse & Penny	5125 Ridge Rd	615-484-6867	
Tim Garnett		615-267-1521	
GEORGE EWING	4601 WHITES CREEK PIKE	615.669.9111	GEORGE OF NASHVILLE @ GMAIL.COM



# SIGN IN SHEET

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800, 1500004700, 1500004600

Date: July 7th, 2016, 5:30 PM

Location: Paradise Ridge Community Center

Print Name	Address	Phone	E-Mail Address
Nancy Winters	2900 Morgan Rd	615-876-8564	nancywinters2002@yahoo.com
Wayne Winters	2900 Morgan Rd	"	cwinters@comcast.net
Brian Milliken	5522 Dividing Ridge Rd	615-955-3427	bmilliken271@comcast.net
Angie Milliken	5522 Dividing Ridge Rd	"	—
Brenda Brinkley	5065 Rawlings Rd	615-419-1102	
Allie Waller			alliewaller@outlook.com
Kathy A Rodgers	4060 Bernard Rd	615-876-2858	kar6of6@comcast.net
GARY MILLIKEN	3562 OLD CLARKSVILLE	615-876-0577	
CURTIS CRAWFORD			SCURTIS CRAWFORD@GMAIL.COM
Wanda Batte	7311 Bidwell Rd 37080	615-429-8152	
James Graham	7601 Bidwell Rd 37080	615-335-9905	
Sharon Felton	1310 Roberts Rd, Goodlettsville	615-859-1604	sharonfelton@yahoo.com

# SIGN IN SHEET

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800, 1500004700, 1500004600

Date: July 7th, 2016, 5:30 PM

Location: Paradise Ridge Community Center

Print Name	Address	Phone	E-Mail Address
Dennis Sterry	8186 Jackson Rd	<del>8761246</del> 4722222	Sterry.442@aol.com
Kenneth Williams	4167 Knipfer Rd.	456-0179	Kenneth.Williams@nashville.gov
Greg Claxton	Metro Planning		gregory.claxton@nashville.gov
Ben Bracy	7197 Harper Rd	615-557-5250	
John L. Lawrence	7200 Apple View Dr.	615 299-8169	John.Lawrence@9.comcast.net
Clark & Powers	3848 Old Clarksville Rd		
Dottie Arrington	108 Creasy Ct		
William Smith	3853 Old Clarksville		
Jennifer Serrano	4207 Blueberry Hill Rd	615 522 3800	Kulpiana@hotmail.com

# SIGN IN SHEET

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800, 1500004700, 1500004600

Date: July 7th, 2016, 5:30 PM

Location: Paradise Ridge Community Center

Print Name	Address	Phone	E-Mail Address
Patsy Guyton	3550 Bear Hollow Rd	615 630 8010	NA
Carol Gant	3550 Bear Hollow Rd	615 565 3167	
Ethan Dye	3583 Baxter Rd	931 306 8819	
Shaun Hurley	8196 Jackman Rd	615 533-7511	
Kim Clinard	7330 whiter pk.	615 485 278	
Cloud Jones	4507 Mt. Sharon rd.	(615) 804 2997	
Brandon Williams	2777 Union Hill Rd	615 215 5784	
MAUNACRABTREE	3636 BAXTER RD		
Kelley Lewis	8410 Sycamore Creek Rd	615-299-5461	
Phil Dier	8206 Jackman Rd.		phil@dier.us
Wayne Procter	6425 Old Hickory rd	615-876-2829	Waynep3@Comcast.net
Clot Breece	2777 Union Hill Rd	615-7667138	



# SIGN IN SHEET

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800, 1500004700, 1500004600

Date: July 7th, 2016, 5:30 PM

Location: Paradise Ridge Community Center

Print Name	Address	Phone	E-Mail Address
Carletta Porter	2651 Morgan Rd	615-496-5819	carlettaporter@gmail.com
Eddie Porter	2651 Morgan Rd	415-500-8561	fastalker32@gmail.com
Jeremy Tomlinson	4953 Eastons Creek Rd	615-299-0000	
DOWNIE ADKINS	2330 WATKINS CREEK RD	615 4855275	
Gary Richardson	7622 Bidwell Rd	615-405-2233	
Janice Lawson	2851 Morgan Rd	615 876 4586	LAWSONS ARE@COMCAST.NET
Carmen Jones	4507 Mt. Sharon Rd.	615 804 2996	Cjones2447@gmail.com
Rachel Lawrence	427 Kalamind Lane	615 319 6384	
Justin Fortner	305 View Ridge Dr	615 260 0960	
Marina Herwin	4177 Bedwell Rd 37080	615 876 2121	
Swyne Ellis	3848 Old Clarksville Pike 37080	813-833-5907	plantprincess2005@yahoo.com
James & Pat Dugger	7173 Bidwell Rd	615-876-0781	

# SIGN IN SHEET

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800, 1500004700, 1500004600

Date: July 7th, 2016, 5:30 PM

Location: Paradise Ridge Community Center

Print Name	Address	Phone	E-Mail Address
Debbie Knipfer	7747 Greenbrier Rd	615 876 4195	dsKnipfer@comcast.net
Judy Holton	3400 Binkley Rd	615 887-0771	judy.holton@comcast.net
Mark A. Williams	3045 Nicole Rd Clarksville TN	931-305-1125	markandpat.w@cdeightband.net
Jaime Hyde	4473 Mt. Sharon Rd, Greenbrier	615-319-6240	jaimezhyde@yahoo.com
Joanie C Gary Young	2705 Greenbrier Rd	876-0998	—
GEORGIA HANIE	7184 Bidwell Rd.	876-0801	N/A
Danny R Brooks	7613 GERALD DR	615-319-0530	DBROOKS191@COMCAST.NET
Brenda Eppstross	8671 Cooperstown Rd	615 876-2370	—
Jim Barnes	3094 Union Hill Rd. S	615 953-7286	james.barnes@icta-us.com
CHRIS TOMLINSON	4964 Eatons Creek Rd	615-584-0189	Cwt2257@gmail.com
Eddie Labuzz	4848 Eatons Creek Rd	615-876-1886	
Melissa Tomlinson	4964 Eatons Creek Rd	615-584-0189	Melissatmlnson@gmail.com



# SIGN IN SHEET

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800, 1500004700, 1500004600

Date: July 7th, 2016, 5:30 PM

Location: Paradise Ridge Community Center

Print Name	Address	Phone	E-Mail Address
Christa Elliott	102 Fawn Ct. Portland TN	615-838-7879	chrise176@gmail.com
Connie Staggs	3400 Binkley Rd Joelton	615 578-5537	Connie@ConnieStaggs.com
Doug Anderson	3211 Union Hill Rd. Joelton	615 876-9495	dougvalfan1@comcast.net
BJ Anderson	3211 Union Hill Rd Joelton	615 876-9495	bj9495@comcast.net
Patricia Williams Patricia Williams	3045 Nicole Rd. Clarksville	931-305-9108	markandpat.w@cdeightband.net
Pamela Kenny Anderson	4477 Mt Sharon Rd Greenhit	615-922- 9954	N/A
Kim Lemy	1015 Brookview Ct Goodlettsville	615-476- 9525	klm1707@comcast.net
Shirley Spurgeon	8285 Whites Creek Rd Joelton	615 876-0812	No e-mail
Ronnie Smith	106 Rolling Mill Rd 3753 Old Clarksville Pike	615-405-0197	ronald.smith@nashville.gov
Ronald Wall	1209 Whites Creek PK	615-876-8478	rewall@comcast.net
Lana Barrett	7211 Appleview Dr. Sville	615-876-7585	mike.lana.barrett@bellsouth.net
Whitney Dye	3503 Baxter Road Joelton TN	578-8373696	whitney.green0@gmail.com

# SIGN IN SHEET

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800, 1500004700, 1500004600

Date: July 7th, 2016, 5:30 PM

Location: Paradise Ridge Community Center

Print Name	Address	Phone	E-Mail Address
George Chapman	3524 Binkley Rd <sup>Joetta</sup> TN	615 326 1526	chapmancarolyn0218@gmail.com
Carolyn Chapman	3524 Binkley Road Joetta TN	615 268 9583	chapmancarolyn0218@gmail.com
Joseph Knipfer	125 Foxrun	615 430 4491	josephk1@comcast.net
Caitlin White	1248 OCP Joetta TN	615 734 6268	bluecraider615@gmail.com
Zachary White	1248 Old Clarksville Pk Joetta	615 418 5690	bluecraider615@gmail.com
Tabby Waller	5843 OCP JOETTA, TN	615-428-4458	tabby.waller@gmail.com
Ricky Knipfer	7747 Glencbrier Rd	615-566-2348	rknipfer@sm.lawrence.com
Cheryl Gore	2204 Shallowford Dr.	219-241-9656	cheryl.gore@yahoo.com
WB HAYNIC	7186 Bidwell Rd	615-876-0801	
MIKE LYTLE	1900 Elm Hill Pike	615-889-8005	mike@mikelytle.com
Beverly Brooks	7613 Gerald Dr.	615-876-7314	napabev@Comcast.net
Vicki Barnes	3084 Union Hill	615-953-7236	Vicki.Barnes55@gmail.com



# SIGN IN SHEET

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800, 1500004700, 1500004600

Date: July 7th, 2016, 5:30 PM

Location: Paradise Ridge Community Center

Print Name	Address	Phone	E-Mail Address
Debbie Waller	PO Box 248 Joelton	<sup>876</sup> 615 8478	rewaller@comcast.net
Ashley Krupfer	125 Foxrun, Springfield TN	957-8759	arabell@comcast.net
Tiffany Tomlinson	4953 Eatons Creek Rd, Nash TN	615-299-0922	tiffytomlinson@gmail.com
Makenzie Elliott	102 Fawn Ct. Portland, TN	615 8477-0525	makenzieelliott25@yahoo.com
Mason Rawls	102 Fawn Ct Portland TN	615 3195756	mrawls22@hotmail.com
Bud Elliott	102 Fawn Court Portland Joelton	615 347-6775	Samuelreliott@yahoo.com
Janet Silver	7340 Whites Creek PK.	615-896-0426	NA
CARL SILVER	1141 Oakwood Rd.	615-746-2238	Carl.Silver1141@ATT.NET
Cynthia Silver	" "	"	cindy.silver@nashville.gov
Therese Williams	2777 Union Hill Rd.	615-974-4145	
Betty Darnell	8385 Piley Fd Co Ct	615 876 0677	
Patricia Williams	2777 Union Hill Rd Joelton	615 9445471	twjoelton@gmail.com



# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: George Chapman  
Address: 3524 Bunkley Road  
Joliet TN 37088

Comments:  
In approve of commercial

**Preferred Plan:**

Option A:

Option B:

We need  
commercial

**Return comment card at the close of this community meeting**

Sandra Lawrence  
7200 Apple View Rd.  
Goodlettsville TN 37072  
District 1

For Commercial Zoning

For Thornton's Trail  
either option

Mason Rawls

I personally don't live in Jolton but I spend most of my time and money in Jolton. I attend church in Jolton and I feel that there will be a great option for the property.

# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: Ernie Goodman  
Address: 8285 Whites Creek Pk.  
Jackson, In. 37080

Comments:

This re zoning needs to be approved!

Preferred Plan:

Option A:



Option B:

Return comment card at the close of this community meeting



Maxenzie Elliott

While I do not have an address  
in ~~Reedwood~~ Joerton, I do have family  
here. I spend a lot of time with  
my family here, go to church here  
every Sunday, and support local  
businesses.

For that reason, I do think I  
should have a say and I AM FOR  
the rezoning of the property.

Maxenzie Elliott

# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: Betty Darnell  
Address: 8385 Riley Adcock Rd.  
Jackson, In. 37080

Comments:

This re zoning needs to be approved!

Preferred Plan:

Option A:

Option B:

**Return comment card at the close of this community meeting**

# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: Carolyn Chapman

Address: 3524 Bunkley Road  
Joelton TN 37080

Comments:

needs to be commercial

Preferred Plan:

Option A:

Option B:

We need growth in  
Joelton, and  
traffic improvement

**Return comment card at the close of this community meeting**





# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: Kenneth Williams

Address: 4167 Knipton Rd.

Comments:

Thorntons, Thorntons, Thorntons, Thorntons, Thorntons  
Thorntons I am for it.

Preferred Plan:

Option A:

Option B:

Return comment card at the close of this community meeting

# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: DONNIE ADKINS  
Address: 7330 WHITES PK  
JOELTON TN  
37080

Comments:

I AM FOR THORNTONS  
\_\_\_\_\_  
\_\_\_\_\_

Preferred Plan:

Option A:

Option B:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Return comment card at the close of this community meeting**

KIM CLINARD

WOULD LIKE TO SEE  
A THORNTONS THERE

7380 WHITES CREEK RIK  
JOELTON TN 37080

# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: Tiffany Tomlinson  
Address: 4953 Eatons Creek Rd  
Nashville, TN 37218

Comments:

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Preferred Plan:

Option A:

Option B:

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**Return comment card at the close of this community meeting**

# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: John Lawrence  
Address: 7200 Appleview Dr  
Goodlettsville, TN 37072

### Comments:

Zone Property "Commercial"  
Owner should be allowed to sell to whom he wishes  
Very attractive plan by Thornton's

### Preferred Plan:

Option A: 7. Either Plan Good  
 Option B:

**Return comment card at the close of this community meeting**

- Could the plan be finalized before the rezoning is done? Straight zoning would allow for any development.
- Could the truck parking be eliminated. With the projected traffic it is unnecessary and is a major concern of the community.
- Release the preliminary traffic study for engineering review.



7/7/16

I think the Land should be rezoned CL. It doesn't matter what goes in there. Any buyers could simply go across the street & do the same thing.

Polly Henning  
(615) 522-4260  
2951 Union Hill Rd  
Jocoton, TN 37080

We have 6  
adults registered  
to vote in our  
household.

I support Commemorative Zoning.

I support Open B.

Rachel Lawrence

While I do not have an address in Joelton,  
I come from Joelton all the time and  
spend my money here.



# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: CHRISTA ELLIOTT

Address: 102 PAWN CT

PORTLAND, TN 37148

### Comments:

This is positive growth for the community  
of Jackson. This is obviously commercial  
property - as the other 3 corners  
PLEASE APPROVE REZONING

### Preferred Plan:

Option A:

Option B:

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**Return comment card at the close of this community meeting**

Joelton

I fully support  
the rezoning to commercial.  
It is prejudicial to the  
Knipfer's not to rezone this  
property when all other  
quadrants are already CL,  
REZONE IT!

T3 CC

ARE SUBURBAN + PEDESTRIAN FRIENDLY,  
INTENDED TO BE INTENSE + MIXED USE.

INGRESS + EGRESS IS TOO TIGHT,  
TOO UNSAFE AT MARKED SPEEDS

TOO UNSAFE AT THE BEND

INTENDING IT NOT TO BE A TRUCKSTOP  
WILL NOT STOP IT SPEAKING ALL  
THE STRUCTURAL + DESIGN LANGUAGES  
OF A TRUCKSTOP. INTENDING  
IDLING, NOISE, TRASH, LIGHT POLLUTION  
ETC. TOO MUCH TRUCK TRAFFIC

I BELIEVE IT WILL NEGATIVELY IMPACT  
DEVELOPMENT OPPORTUNITIES OF THE  
ADJACENT PARCELS

I BELIEVE IT WILL INCREASE TRUCK  
TRAFFIC VIA DEVIL'S ELBOW + PASSING  
JOELTON ELEMENTARY. DETRIMENTALLY.

Comment Card July 7, 2016

Beth Lawrence  
427 Palamino Lane  
Springfield, TN 37172

Even though my physical address is not a Joelton address, a great deal of my time is spent in Joelton. My family lives in the community, my friends live in the community, and I worship in the community. I support the rezoning of the land to commercial. If a fuel center is the type of business that develops the land, I also support that. It is very inconvenient to get off of the interstate and go the opposite direction on Whites Creek Pike towards Springfield, or to have to go all the way into Joelton for gas if I am at church or coming from my parents. Currently I prefer to get gas in Springfield or Reverseate, however if there were a more convenient fuel



center I would be more apt to spend  
my money in the Opelton fuel  
center.

Either fuel center option appears okay.  
I believe that the changes to the  
road infrastructure would also be  
beneficial especially with the added  
signal light as it would help  
alleviate the constant flow of traffic  
when trying to get out of Morgan Road  
and the church parking @ Bethel  
Church of Christ.

Beth Lawrence

Jerry Woodard

I think it is a great idea  
and should pass it with no  
problems.

BASE ZONING OF RS 40 +  
EXISTING LAND USE T2 NC  
INCOMPATIBLE WITH THE SCALE,  
USE, OPERATIONS + APPEARANCE

T3 CC IS TO IMPROVE  
PEDESTRIAN + MULTI MODAL  
CONNECTIVITY, THIS DOES NOT

PROPOSED PARCEL DOES NOT ALLOW  
APPROPRIATE SET BACK

THIS SERVED A TRANSIENT  
INTERSTATE CLIENTELE, N'HOOD  
NEEDS BETTER ADDRESSED BY LOCAL  
COMMUNITY OPERATIONS LIKE THE  
HERITAGE TRAVEL CENTER

WHAT WILL HAPPEN TO THIS USE  
IN THE FUTURE + IT'S POSSIBLE  
NEGATIVE PRECEDENT TOWARDS  
HEAVIER TRUCK ORIENTED COMMERCIAL  
+ INDUSTRIAL ?

# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: Kenny Anderson  
Address: 4477 Mt. Sharon Rd.  
Greenbrier, TN 37073

Comments:

For Thornton

Preferred Plan:

Option A:

Option B:

Return comment card at the close of this community meeting



# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: Connie Staggs  
Address: 3400 Binkley Rd  
Jselton, TN

### Comments:

I am very much in  
support of rezoning  
to commercial.

### Preferred Plan:

Option A:

Option B:

The additional greenspace  
makes a great improvement.  
Thank you for listening.

**Return comment card at the close of this community meeting**

# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: Cloud JONES

Address: 4507 MT. SHARON Rd.

Greensboro Tr. 37073

### Comments:

I am a truck driver for American Paper & Twine, 8 yrs of service  
i am also "for" the rezoning of said property. This is good  
for the safety of our highways and also brings jobs to the area.  
i drive through this area twice a day and believe this is

### Preferred Plan:

Option A:

Option B:

good for everyone involved. This exit ramp has turned  
into a parking lot for our fellow drivers. Which desperately  
need a place to stop for a break, if only for 45 min.  
Thank you, in advance for picking this sight to build!

Return comment card at the close of this community meeting

*god bless  
H*

# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: Cheryl Gore (Kenny & Pam Anderson's Daughter)

Address: 2204 Shallowford Dr.  
Valparaiso, IN 46383

### Comments:

For Thornton's coming in because  
it will help guide and control  
what's already coming

### Preferred Plan:

Option A:

Option B:

Return comment card at the close of this community meeting

# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: Carmen Jones

Address: 4507 Mt. Sharon Rd.  
Cooper Creek TN 37073  
615-804-2996 - heri

### Comments:

I am an heir of Ennis property. Our  
property will be worth less if a few  
old timers are more worried about a truck or red  
light. We are bringing tax revenue for roads,

Preferred Plan:

Option A:

Option B:

(by selling commercial) Schools etc to the  
future of Joelton.  
These old timers don't see growth  
and want to punish the families  
that has contributed to Joelton community

Return comment card at the close of this community meeting

For

It

that

it

less

journal



I am for

the rezoning.

Option B

Ashley Knapp

~~For Reasoning~~

For Reasoning

I am for the rezoning

Brandon Williams



I am for the rezoning

Ben Bracy

So kalya

So kalya

I have some thoughts -

I don't live here, but I work

on JACKMAN ROAD - I would  
love to see this happen

Carl Brooks

Mem. TN 3-10-76

Phil Dier

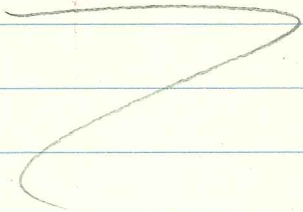
6206 Jackman Rd.

In favor of rezoning (CL)

DANNY BROOKS  
7613 GERALD DR  
615-319-0530

THANK YOU FOR YOUR TIME  
I HAVE NO PROBLEM WITH THE  
ZONING OR THE STATION

I HAVE LIVED IN FORTSON FOR 35 YRS



# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: BJ Anderson  
Address: 3211 Union Hill Rd.  
Joelton TN 37080

Comments:

This land should be zoned commercial.

Preferred Plan:

Option A:

Option B:

**Return comment card at the close of this community meeting**



# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: Jaime Anderson Hyde

Address: 4473 Mt. Shann Rd  
Greenbrier, TN 37073

Comments:

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Preferred Plan:

Option A:

Option B:

As a person who travels to & from Nashville  
on a daily basis, I refuse to cross back  
under the interstate to get gas or grocery items.  
I will drive closer to my home near Springfield

Return comment card at the close of this community meeting

to for those services. If Thriftons were to  
come to Joelton I would benefit from their  
services on a weekly basis. Thriftons will  
greatly benefit the Joelton Community and pave  
the way for future positive growth across the  
State.

# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: Judy Holton  
Address: 3400 Binkley Rd  
Joelton, TN 37080  
(615) 887-0771

Comments: This property should be rezoned commercial I  
It should not matter who is  
selling - or who is buying  
the property owned by Krippers  
is smack dab in the middle of  
commercially zoned properties and adjacent

Preferred Plan: to I-24 and Whites Creek Pike  
 Option A: the 2 busiest streets and are  
commercial by virtue of those traveling  
 Option B: in addition to locals.

Return comment card at the close of this community meeting



# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: James Hallman

Address: 7301 Bidwell Rd.

### Comments:

meeting to short. Rezoning  
should go ahead. let home owner  
decide if they want to be  
rezoned.

### Preferred Plan:

Option A:

Option B:

Return comment card at the close of this community meeting

I am for The Rezoning

Clay Breece

# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: Ethan Dye  
Address: 3503 Baxter Rd  
Joelton TN 37080

Comments:  
I am strongly in favor for the rezoning  
of the Knipfner property.

Preferred Plan:

- Option A:
- Option B:

**Return comment card at the close of this community meeting**

# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: Whitney Dye  
Address: 3503 Baxter Road  
Joelton TN 37080

Comments:

I am in favor for the re-zoning  
of the Knipter property.

Preferred Plan:

Option A:

Option B:

**Return comment card at the close of this community meeting**

# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: Patricia Williams

Address: 3045 Nicole Rd

Clarksville TN 37045

931-305-9108

### Comments:

After attending this meeting, I wouldn't  
want to live here. I wouldn't want  
a lot of these people to be my neighbors  
because they think they are better than

Preferred Plan: others!

Option A:

Option B:

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**Return comment card at the close of this community meeting**

# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: Brenda Coostree  
Address: 8671 Coopertown Rd.  
Isleton TN. 37080

Comments:

I think this land should be zoned Commercial

Preferred Plan:

Option A:

Option B:

Return comment card at the close of this community meeting

# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: Eddie Labazz  
Address: 4848 Eatons Creek Rd  
Nashville TN 37218  
District 1

Comments:

I definitely support the rezoning  
of the property

Preferred Plan:

Option A:

Option B:

Return comment card at the close of this community meeting



# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: CHRIS TAMMUNSON

Address: 4901 Eatons Creek Rd  
Nashville, TN 37218  
District 1

Comments:

I support the rezoning of  
the property to commercial.

Preferred Plan:

Option A:

Option B:

Return comment card at the close of this community meeting



NOT A PUBLIC MEETING!

NO ONE EXCEPT THORNTONS

AND PROPERTY OWNERS GOT

TO SPEAK! NO CONCERN

FOR COMMUNITY! VERY

DISAPPOINTED WASTE

OF MY + EVERYONE ELSE'S

TIME!!!

I live closer to this  
development than anyone and

I have no problem with it.

I think it is better than the  
off ramp being backlogged  
with trucks every night.

Beverly Brock  
napabev@comcast.net

Option B

# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: MARK A. WILLIAMS  
Address: 3045 Nicole Road  
Clarksville, TN 37040  
931-305-1125

### Comments:

Don't let now-owners say what  
owners can use their property  
for?

### Preferred Plan:

Option A:

Option B:

Said in CH

**Return comment card at the close of this community meeting**

# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: Carl Silver  
Address: 1141 Oakwood Rd  
Jackson TN 37080

Comments:

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Preferred Plan:

Option A:

Option B:

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**Return comment card at the close of this community meeting**

# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: Dennis Sterry & Kathy Sterry  
Address: 8186 Jackson Rd  
Joelton

Comments:

Good for community

Preferred Plan:

Option A:

Option B:

don't matter

**Return comment card at the close of this community meeting**

# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: Mrs. Gary Young  
Address: 7705 Greenbrier Rd.  
Joelton, TN 37080

### Comments:

It appears that metro would want to benefit from  
tax revenue both from commercial property and from  
the business that is now being given to the facility  
two exits up on 49 hwy. that is the same thing as this  
Preferred Plan: proposed project. Two exits up is in another county.

- Option A: Davidson could have that revenue.
- Option B:

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**Return comment card at the close of this community meeting**



# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: Cynthia Silver  
Address: 1141 Oakwood Road  
Jackson TN 37080

Comments:

Since the "C" accommodation is appropriate,  
I have no problem with the "horizon"  
provision as presented. I understand that  
this is a fueling station - NOT a truck stop.

Preferred Plan:

- Option A:
- Option B:

I think the more truck parking that is  
available will be beneficial to the business.

**Return comment card at the close of this community meeting**



# COMMENT CARD

## Community Meeting

Re-Zoning of Parcels: 1500005000, 1500004900, 1500004800,  
1500004700, 1500004600

Date: July 7, 2016  
Time: 5:30 PM  
Location: Paradise Ridge Community Center

Name: Shaun Hurley  
Address: 8196 Jackman Rd  
Jordan, 37080

Comments:

Fan for rezoning  
property to  
commercial.

Preferred Plan:

- Option A:  
 Option B:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Return comment card at the close of this community meeting**

**From:** Cheryl Gore [mailto:cheryl.gore@yahoo.com]

**Sent:** Thursday, July 14, 2016 10:23 AM

**To:** Planning Commissioners

**Subject:** Joelton Community re-zoning proposal

Dear Planning Commissioners,

I am writing in favor of approval of the re-zoning of the parcel of land on Whites Creek Pike in Joelton. It is fitting with the other 3 corners of I-24 being already zoned commercial. As far as concerns regarding conservation, the family owners of the parcel have made sure those who might be looking to purchase the property have put measures in to continue the flow of the groundwater so it will continue to benefit the community as it always has. If they were to put low income housing on it based on the T3 zoning proposed then it's always possible the groundwater would not be able to be so preserved and just solidified or re routed to build such housing. The owners and community have also worked with potential buyers to have a smaller scale location, as to fit with the community, and add more trees than are currently there.

The vast majority, approximately 98%, expressed no reservations at the community meeting last Thursday regarding the parcel being re-zoned to commercial. They agreed that it was right for that piece of land. Those opposing, other than the 2 at the meeting who did oppose re-zoning, are not opposing it being commercial but are not happy with the current potential buyer. Pretty much all expressed they would be fine if it were a Cracker Barrel or a Kroger. So I do not understand how an argument regarding increasing traffic, light, or noise is valid as they would get that with all of these businesses. And furthermore, a majority of community members also spoke to how terrible the traffic already is in that stretch of roadway and needs to be addressed. First off, the current potential buyers have done traffic surveys and all their due diligence, and have a plan to help improve the infrastructure at that location and account for the additional traffic. And second, this previous complaint and need for fixed roadway infrastructure negates the argument of that area of road needing to stay a small roadway. Springfield and Greenbrier are experiencing major growth over the past few years, which is one reason for the increase in traffic at this location, and it doesn't appear to be slowing anytime soon.

Nashville itself is growing by leaps and bounds. I heard a statistic just the other day of 80+ people are moving to the area every day. While that seems like a lot, the housing market and economy of Nashville

are booming and can't be denied. The surrounding areas are feeling the push of the growth and will have the coinciding economic benefits.

I lived in Joelton from the time I was born until after college when I married and moved to Indiana due to my husband's job. Even after my family moved from Joelton to Greenbrier, especially my mama, still felt apart of the Joelton community and has been invested in it having been raised there herself. She continues to be a very active member in Greenville United Methodist Church in Joelton being a Sunday school teacher, the church pianist, and assists with all community events they have in multiple ways. And I make sure and attend church or any functions there anytime I'm in for a visit and it still feel like home when I'm in Joelton.

Thank you for your time,

Cheryl Gore

2204 Shallowford Drive

Valparaiso, IN 46383

219-241-9656

**From:** John Lawrence [mailto:John.Lawrence@tn.gov]

**Sent:** Thursday, July 14, 2016 9:40 AM

**To:** Planning Commissioners

**Cc:** Hurt, Sharon (Council Member)

**Subject:** Panning Zone Change - July 14, 2016 Meeting

Good morning.

My wife, Sandra and I live at 7200 Appleview Rd., Goodlettsville, Tn. 37072.

We vote in District 1 at First Baptist-Joelton church.

We **are in favor** of rezoning the lots located at the corner of I-24 and Whites Creek Pike.

There are several reasons as to why we support this rezoning:

This property is no longer prime residential property. It sits in a junction of high noise and high traffic.

Very few people would be interested in obtaining this property to live on.

Hundreds of vehicles exit I 24 here daily. There is no commercial business between the interstate and Robertson County.

People travel from the interstate to Robertson County and purchase fuel and other items rather than turning across traffic and coming into Joelton. Also

5 to 6 miles from interstate in Robertson County and purchase fuel at \$.25 or more per gallon cheaper. This is fuel tax revenue that Davidson County is missing along the sales tax revenue that Davidson county loses.

At some time in the near future, Whites Creek pike is going to be widened. This will cut into the properties along hwy 431 and other property is going to be affected and will not be attractive for residential usage.

Property across road is already zoned commercial.

The area needs more new business to locate here and make area attractive for people to want to move to Joelton. Local businesses are great but larger companies have more to offer and create a competitive atmosphere. Gas prices in Joelton are some of the highest in Davidson County.

Joelton has much to offer but without commercial growth residential growth will be stymied.

We hope that you will consider these points as you decide this request for rezoning and approve this request.



**John Lawrence** Fleet Supervisor II,

Motor Vehicle Management

Davy Crockett Tower, 3rd Floor

500 James Robertson Pkwy., Nashville, TN 37243  
p. 615-532-8923

c. 615-218-1767

[john.lawrence@tn.gov](mailto:john.lawrence@tn.gov)

[tn.gov/generalservices/](http://tn.gov/generalservices/)

**From:** McCool, Donnie [mailto:dmccool@triumphgroup.com]

**Sent:** Thursday, July 14, 2016 9:10 AM

**To:** Planning Commissioners

**Cc:** Hurt, Sharon (Council Member)

**Subject:** Case# 2016CP-001-001

Concerning property 7330,7340,7350,7360, and 7368 Whites Creek Pike, property of Ralph and Dorothy Knipfer: I *support* the rezoning of the property to commercial.

Thank you for your support!

Donnie McCool

**From:** Hannah Maloney [mailto:hharvey10@hotmail.com]  
**Sent:** Thursday, July 14, 2016 7:16 AM  
**To:** Sloan, Doug (Planning); Planning Commissioners  
**Cc:** Hurt, Sharon (Council Member)  
**Subject:** Major Amendment for Joelton

Dear members of the Metro Nashville Planning Commission,

I am writing to ask that you deny the request for a zoning change for the properties on the northeast corner of Whites Creek Pk and I-24. The plan to build a truck stop/travel center at this location is not in the best interest of Joelton. Joelton currently has 3 gas stations one of which has opened and closed several times in the 10 years I have lived in here. Highway 431 is a very dangerous road at baseline; it does not need more semi truck traffic. Joelton is a rural community and I would like to see it retain its rural characteristics. While growth is inevitable, I think that having well planned growth that is thoughtful, retains the rural characteristic while also growing the economy and culture of the area is important. A truck stop/travel center does not meet this criteria. Please deny the below proposals.

Thank You,

Hannah Maloney

8440 Whites Creek Pk

Joelton TN 37080

615-708-0053

12a. 2016CP-001-001 JOELTON COMMUNITY PLAN AMENDMENT Council District 01 (Sharon W. Hurt) Staff Reviewer: Gregory Claxton A request for a Major Amendment to the Joelton Community Plan by changing from T2 Rural Neighborhood Center and T2 Rural Maintenance to T3 Suburban Neighborhood Center for properties located at 7330, 7340, 7350, 7360 and 7368 Whites Creek Pike, at the northeast corner of Whites Creek Pike and Interstate 24 (8.82 acres), requested by Kimley-Horn & Associates, applicant and owner (See also zone change case 2016Z-064PR-001). Staff Recommendation: Disapprove.

12b. 2016Z-064PR-001 Council District 01 (Sharon W. Hurt) Staff Reviewer: Jason Swaggart A request to rezone from RS40 to CL zoning for properties located at 7330, 7340, 7350, 7360 and 7368 Whites Creek Pike, at the northeast corner of Whites Creek Pike and Interstate 24 (8.82 acres), requested by Kimley-

Horn & Associates, applicant; Thorntons Inc., owner (See also Community Plan case 2016CP-001-001).  
Staff Recommendation: Disapprove.

From: Knipfer, Ricky [mailto:rknipfer@smlawrence.com]  
Sent: Thursday, July 14, 2016 7:12 AM  
To: Planning Commissioners  
Cc: Hurt, Sharon (Council Member)  
Subject: Rezoning of Whites Creek Pike property at Exit 35, I-24W

Dear Commissioners:

My name is Ricky Knipfer, and I am one of the owners of the property requesting the rezoning of our property to Commercial.

This property has as its boundaries a busy exit ramp off I-24 and a busy state highway making it prime commercial property. It is the only property at this interchange that has a residential zoning. Since the passing of our parents, it is a zoning that is no longer suitable for this land.

When I-24 was built the true rural character of Joelton was lost. Growth in this community is inevitable. It makes sense to start at the interstate with land that is truly commercial in nature by its location.

I respectfully request your support of our efforts to rezone our property to Commercial...the appropriate zoning for this property.

Ricky Knipfer  
7747 Greenbrier Rd.

**From:** Amanda Sevier [mailto:amandasevier2013@gmail.com]  
**Sent:** Thursday, July 14, 2016 7:07 AM  
**To:** Hurt, Sharon (Council Member); Planning Commissioners  
**Subject:** Support of Zoning Change

I work in the community and I am a Davidson County resident. I support the rezoning of the property located at the corner of Whites Creek Pike and I-24 W from residential to commercial.

Thank you,

Amanda Sevier



**From:** sterry56@aol.com [mailto:sterry56@aol.com]  
**Sent:** Thursday, July 14, 2016 6:43 AM  
**To:** Planning Commissioners  
**Cc:** Hurt, Sharon (Council Member)  
**Subject:** We want rezoning to take place! I-24 @ exit 35

As a voter and a citizen of the Joelton Community, I would like to voice my concern regarding the property at I-24 exit 35. I have lived in Joelton my entire life and I live off of Whites Creek Pike currently. I will be moving to property directly on Whites Creek Pike within the next 60 days.

I support the rezoning. Joelton needs this growth and Metro could certainly use the additional tax revenue.

The loudest voice against this property being rezoned is not a Davidson County Resident. He does have a business in Joelton on Whites Creek Pike, but so do many others. Ronald Waller and his wife Debbie are concerned about their own business losing customers. I say that competition is healthy. We will still continue to patronize his business as always.

I am also concerned regarding the member of the Planning Commission that was at the last meeting. Why, when the numbers supported the rezoning, would he be against it?

Please consider the rezoning favorably. Of the four corners at this exit, only one remains residential. Why?

Thank you for your consideration,

Dennis and Kathy Sterry

**From:** dsknipfer@comcast.net [mailto:dsknipfer@comcast.net]  
**Sent:** Wednesday, July 13, 2016 7:29 PM  
**To:** Planning Commissioners  
**Cc:** Hurt, Sharon (Council Member)  
**Subject:** Rezoning of Knipfer/Ennis property Whites Creek Pike @ I-24 W

Dear Metro Planning Commissioners:

I am writing in support of rezoning the properties located at Whites Creek Pike and I-24W from Residential to Commercial. This property was forever changed with the intrusion of the interstate changing our spot on the hill forever.

When I-24 was built in the early 1970s many property owners along the interstate lost something they enjoyed up to that point in time...peace and quiet.

Such was the case of my husband's family. A huge portion of their front yard was lost for the widening of Whites Creek Pike.

My husband and I own property at 3400 Binkley Road. This property is located at the eastbound exit in Joelton. We purchased another home in 2012 to move to a quieter neighborhood. Land located next to an interstate (especially at the off ramp) is not desirable for residential use.

Rezoning this property to Commercial would benefit not only residents of Joelton but our neighbors from Springfield, Coopertown, Greenbrier, Pleasant View, Clarksville and beyond. Davidson County residents as a whole would benefit from increased tax revenue, both in property taxes and in sales taxes generated by commercial use.

I respectfully urge you to approve the rezoning of this property.

Deborah Knipfer

7747 Greenbrier Rd.

**From:** Hurt, Sharon (Council Member)  
**Sent:** Wednesday, July 13, 2016 6:12 PM  
**To:** Planning Commissioners  
**Cc:** Shulman, Jim (Council Member)  
**Subject:** Planning Commission meeting 7/14/16

Hello all,

I am writing to you since I will not be able to physically appear before the Commission on tomorrow. I am traveling for a business meeting that has been on my schedule for some time and could not change it without grave penalty.

**(text addressing Items 29a/b, Gifford Commercial PUD/220 Gifford Place, deleted and moved to that section of this document)**

The second issue is the bill regarding Whites Creek Pike at I-24 (Knipfer-Ennix Property):

This issue has been most contentious. The parties on both sides have shown pure interest and participated greatly in all events held. The first meeting held I took a vote of those in attendance of who was for and who against and the vote was very close 23 for and 27 against. At the second meeting held the vote was 65 for and 23 against. It was said that many of those voting in favor were relatives who did not live in the Joelton area or the county. Therefore, I took a vote of a series of questions and deduced that there were probably 35% of those voting did not live in Joelton and rightfully could not be counted. So I announced those results and stated that I would use a formula to subtract at least 50% of those voting in favor away which left the vote to be 32.5 for and 26 against.

In the interim of both meetings, I received emails, letters and calls and reasons stating why they took their positions. The following are verbatim words and statements:

For    Against

Convenience Not against rezoning to commercial, we would prefer a restaurant.

Lower gas prices We want something other than a truck stop.

Only quadrant not zoned commercial.

We want to maintain the rural character and farmland.

The family who has died and left to

We want to keep with the Nashville Next recommendations.

the property to family and it is no longer

suited for residential.

It makes sense to make the fourth

quadrant commercial.

This is family heir and it would make

our parents proud.

I received a total of 35 names via email or phone calls and a five page petition with 43 signatures from those in favor and 11 names from those against.

I hope this information is helpful as you make your decision.

Sincerely,

Sharon W. Hurt

Councilwoman at large

Metro Nashville Davidson County

**From:** Kelley Lewis [mailto:kelley.lewis21@gmail.com]  
**Sent:** Wednesday, July 13, 2016 3:05 PM  
**To:** Planning Commissioners  
**Subject:** 2016CP-001-001 Joelton Community Plan Amendment

Members of the Metro Planning Commission,

We live in District 1 at 8410 Sycamore Creek Road, Joelton, TN 37080. **We are strongly opposed to having a Thornton's Truck Stop/Truck Travel Center (or any type of truck refueling center) built at the corner of Whites Creek Pike and I-24W in Joelton, Tennessee.**

We are hopeful that the Metro Planning Commission will consider and enforce the NashvilleNext, which is the long-term planning guide for this area since this proposed facility does not fit with the report recommendations adopted by both the citizens of Joelton and the Metro Nashville Planning Commission in 2015: "Joelton provides significant assets to Middle Tennessee. Its rural character, farmland, and environmental treasures, such as forests, streams and rivers, rolling hills, and wildlife habitat, help define the character of Middle Tennessee, sustain the diversity of places within Davidson County, add to the local food system, and clean our county's water and air." The plan goes further to state that "Joelton's rural development patterns and hilly terrains means that it also provides key natural services. It has the highest percentage of tree canopy coverage of all of Nashville's 14 community planning areas. Because of its considerable tree canopy, Joelton helps clean Nashville's air and reduce its heat island effect. Joelton's forested land also helps to soak rainwater into the ground, supporting the health of Marrowbone and Whites Creeks."

At the community meeting on May 24, 2016 at Paradise Ridge Park regarding this issue, Greg Claxton made a statement about there being a "problem with the land". Indeed, the NashvilleNext zoning plan alludes to such problems in that "steeply sloping land is normally considered suitable only for very low intensity development, particularly in Davidson County, where such slopes are also covered by unstable soils and are often composed of fragile geological formations." There is a creek on this property that could be endangered with diesel fuel run-off should this station be approved. NashvilleNext plainly states that "Joelton residents want to preserve the natural features of the community that include steep

slopes, winding streams and creeks, flood plains and family farms.”

The NashvilleNext plan goes on to say that “there are no Centers or High Capacity Transit Corridors identified in Joelton. The community includes a number of small Rural Neighborhood Centers, but these are intended primarily to provide services for Joelton residents; they are not intended as major residential or commercial hubs.” Thornton’s requests a major change to the zoning of this area of I-24 and Whites Creek Pike, which is currently at T2 Rural Neighborhood Center, to T3 Suburban

Neighborhood Center. The descriptions of both from Metro Planning/Codes are as follows:

**T2 Rural Neighborhood Center (T2 NC) – Intended preserve, enhance, and create rural neighborhood centers that fit in with rural character and provide consumer goods and services for surrounding rural communities. T2 NC areas are small-scale pedestrian friendly areas** generally located at intersections. They contain commercial, mixed use, residential, and institutional uses.

**T3 Suburban Neighborhood Center (T3 NC) – Intended to enhance and create suburban neighborhood centers that serve suburban neighborhoods generally within a 5-minute drive. They are pedestrian friendly areas, generally located at intersections of suburban streets** that contain commercial, mixed use, residential, and institutional land uses. **T3 NC areas are served with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods** and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

From the description differences, T2 service centers ‘enhance rural neighborhoods’ and fit in with ‘rural character’, as well as being “small-scale”; T3 service centers are more suitable for ‘suburban neighborhoods’ within a walkable distance and served by “well-connecting streets, sidewalks and mass transit”, of which there are none in this area. In fact, the NashvilleNext zoning plan states that “to maintain Joelton’s rural character and avoid encouraging substantial residential and commercial growth, no major transportation changes are proposed in this community. Joelton’s major and collector street pattern is established; providing additional collector streets would encourage the subdivision of large rural parcels and convert large areas into suburban patterns and densities.” This would seem to preclude the Thornton’s plan of widening Whites Creek Pike to four lanes and add a middle turn lane from its present two-lane country state road.

As both descriptions for T2 and T3 state that both centers must be “pedestrian friendly” and include

“sidewalks”, again the NashvilleNext plan precludes both as it states “similarly, the dispersed settlement pattern gives few opportunities for expanding the sidewalk and bicycle network. The lone exception is downtown Joelton, where this plan recommends completing sidewalks along Whites Creek Pike and connecting them to Joelton Elementary and Middle Schools and the Community Center Park.” Until this happens, this area will definitely not be “pedestrian-friendly”.

Since the proposed Thornton's Truck Center is directly beside the I-24 exit ramp, it would cause significant traffic issues when exiting the interstate. Kimley-Horn and Thornton's proposal is to install a traffic light which would greatly increase the amount of traffic held on the Whites Creek Pike exit ramp. Also, Thornton is projecting a flow rate of truck traffic between 210 to 250 trucks per day. This will create 24-hour a day traffic, noise, air and visual pollution in an area that is currently rural/residential. Thornton's also has plans to have at least ten semi-truck bays for drivers to park their rigs to “rest”. According to [Metro Nashville] Codes Department, “any idle time in the vehicle (that is, not getting gas, not shopping, not stretching legs) would be in violation. This is a violation reportable to Property Standards division, but would need someone (such as an employee or neighbor) to report it.

Based on all the above reasons, we urge you to deny this zoning change that would allow Thornton's to be built at this location.

Sincerely,

Kelley and Scott Lewis

**From:** Green, Frances [mailto:fgreen@lochinvar.com]  
**Sent:** Wednesday, July 13, 2016 12:42 PM  
**To:** Planning Commissioners  
**Cc:** Hurt, Sharon (Council Member)  
**Subject:** Joelton Rezoning (Whites Creek Pk)

I am in support of re-zoning the purposed land to the right of I24, Joelton/Springfield area. Mostly because of convenience. Several years ago I was involved in a car wreck at that very intersection. Someone turning Left, (towards Joelton) from the interstate, and I was coming from Joelton just under the underpass. They never saw me....and pulled out in front of me. Both cars were totaled and all involved were ok. We were extremely lucky.

Although the particulars of the accident are un-important....Had there been an option to just hop off the interstate and bare right and another right just to get gas, a quick snack or what have you..... it would be so much simpler to do that without having to "Turn Left" go to Joelton.

I realize that the other markets/stations may suffer some but almost every exit you get off of has a station on all four corners. What right is it for the argument to be "well, my business may suffer"? At least at this point if the property sells to Pilot we will know what is going there instead of later down the road it goes Commercial and then it is open for a lot of different varieties of stores to go there because there is no school or church within proximity to prevent such stuff.

Either way....Exit 35 has two Exits and two Entries to I24...all 4 corners should be zoned commercial.

*Frances Green*

*Quality Auditor*

*In-Process Inspection*



300 Maddox Simpson Pkwy | Lebanon, TN 37090

P: 615.889.8900 X: 2193 | [www.Lochinvar.com](http://www.Lochinvar.com)



I support Rezoning the  
Property at I-24 and  
White's Creek Pike

David Petenzi  
3031 Huffman Rd  
Goodlettsville TN



From: Sandra [mailto:sklawrence01@gmail.com]  
Sent: Wednesday, July 13, 2016 9:06 AM  
To: Planning Commissioners  
Cc: Hurt, Sharon (Council Member)  
Subject: Yes for re zoning Section to commercial on Whites Creek Pike

To whom it may concern:

I am sending this email to establish support for re zoning the one non-commercial quadrant beside Interstate 24 at Whites Creek Pike to become commercial.

Thank you for your work on this matter and all matters upgrading our county.

Respectfully,  
Sandra Lawrence  
District 1  
Davidson County

**From:** ROBERT\_M\_PASS@homedepot.com [mailto:ROBERT\_M\_PASS@homedepot.com]  
**Sent:** Wednesday, July 13, 2016 7:20 AM  
**To:** Planning Commissioners  
**Cc:** Hurt, Sharon (Council Member)  
**Subject:** Rezoning on White's Creek Pike

Dear Metro Nashville Planning Commissioners:

I am writing to express my **support for** the rezoning of the property located at the corner of Whites Creek Pike and I-24 in Joelton--the ONLY quadrant of the interchange that is not zoned commercial. I imagine that this property has minimal residential value, however could benefit the public greatly if acquired by Thornton's.

As a citizen of Coopertown and someone who uses White's Creek Pike daily, the benefits of having a fuel station at this intersection are great;

1. It will **greatly** benefit residents living north of the interstate, both from **safety** and **time** perspectives. Residents would no longer have to cross over 3 lanes of

traffic to get gas or other goods before backtracking to get home.

2. It will provide jobs to the community.
3. It would provide healthy competition to help **lower the gas prices in** Joelton which are historically high compared to stations at Exits 40 and 31 and just up the street in Springfield. I understand that the greatest opponent of this measure is one of the owners of a nearby fuel station. Please don't let his selfish agenda become a distraction to the greater need of the community.
4. It will help **generate more tax dollars** to the city, both in property taxes and sales taxes. Not only will there be income from Joelton residents, but also those traveling from Coopertown, Springfield, and Greenbrier areas.

Thank you so much for your time and consideration in this matter!

**Mike Pass**

*-Resident of Coopertown*

**From:** Pass, Amanda [mailto:Amanda.Pass@mnps.org]

**Sent:** Tuesday, July 12, 2016 11:43 PM

**To:** Planning Commissioners

**Cc:** Hurt, Sharon (Council Member)

**Subject:** Rezoning of Whites Creek Pike/I-24 Properties--YES for COMMERCIAL!

July 12, 2016

Dear Metro Nashville Planning Commissioners:

I am writing to express my **STRONG SUPPORT** for the rezoning of the properties located at the corner of Whites Creek Pike and I-24 in Joelton--the ONLY quadrant of the interchange that is not zoned commercial. At the time the property was purchased (many decades ago), the interstate did not exist, thus residential zoning was appropriate. However, with the addition of the interstate and widening of Whites Creek Pike, **this property has lost its residential value**. I can't imagine anyone wanting to buy or build a house with the interstate right outside their door--I certainly would not!

As a teacher in the Joelton community, I see the **many benefits that this rezoning could bring to Joelton and ultimately the greater-Nashville area.**

1. It will **hugely** benefit residents living north of the interstate, both from **safety** and **time** perspectives. Residents would no longer have to cross over 3 lanes of traffic to get gas or other services before backtracking to get home.
2. It will provide **jobs for local residents**. Our school has a high free-reduced lunch rate, and I can think of many families who would benefit from the job opportunities this rezoning could bring.
3. It would provide healthy competition to help **lower the gas prices** in Joelton which historically have been astronomical compared to stations at Exits 40 and 31 and just up the street in Springfield.
4. It will help **generate more tax dollars** to the city, both in property taxes and sales taxes. Not only will there be income from Joelton residents, but also those traveling from Coopertown, Springfield, and Greenbrier areas.

I realize that anytime there is change, there will always be resistance from a few. However, if those few really looked deep and thought about the real benefits that could come from this rezoning, I think they might not be so opposed.

Thanks for your time and help in this matter. **I anxiously look forward to the property being rezoned and the benefits that come from it!**

Amanda Pass

**From:** Julie Smith

**Sent:** Tuesday, July 12, 2016

**To:** Planning Commissioners

**Subject:** Zoning change

Distinguished members,

This is in reference to the zoning change request from the Knipfer/Ennis estates located at 7330,7340,7350,7360 and 7368 Whites Creek Pike located at the northeast corner of Whites Creek Pike and I24W off ramp Exit 35. I support this zoning change and respectfully request approval by the Commission. I support the change based off these factors:

- 1) Other 3 corners of this exchange already zoned CL
- 2) This property has lost all residential appeal due to its location, the highway and the easement created by the interchange.
- 3) This will allow for additional services and convenience for the community and it's future growth as Davidson County continues to grow out toward the County lines.
- 4) Additional revenue for Davidson County via commercial vs residential property tax, sales and fuel taxes generated by new business (majority of traffic exits right and goes on to Robertson County for these purchases) and new sales on fuel to commercial trucks as there are no fuel centers on this end of Davidson County.

I personally was unaware of NashvilleNext being community active until it was brought up at these meetings. I have property in Dist 1, Dist 3 and Dist 11 which I receive property tax statements, I do not recall receiving a mailing about a NashvilleNext meeting involving my districts. I do thank those who were aware and attended such meetings and for their input, but I do not believe that this number (18,500 over three years) would reflect the majority of property owners in Davidson County. After learning of NashvilleNext and viewing I feel this guideline is dynamic in nature and requires adjusting with demographics.

Respectively Submitted,

Julie Smith.

**From:** vkbarnes [mailto:vkbarnes@bellsouth.net]  
**Sent:** Tuesday, July 12, 2016 3:52 PM  
**To:** Claxton, Gregory (Planning)  
**Cc:** Planning Commissioners  
**Subject:** zoning changes Whites Creek Pike, Joelton

Dear Mr. Claxton and Planning Commissioners,

I am sending this email to confirm that I support the proposed zoning change from residential to commercial for the property at the intersection of 1-24 and Whites Creek Pike in Joelton. As a neighbor and fellow property owner I cannot see any detrimental effects of this proposed zoning change and actually have identified many positive effects that could result from this change.

My contact information is below and I would welcome any questions or discussion about my decision.

Regards,

Vicki Barnes

3084 Union Hill Road

Joelton, TN 37080

[vkarnes@bellsouth.net](mailto:vkarnes@bellsouth.net)

## **Items 13a/b, East Nashville Community Plan Amendment/Cayce Place-Kirkpatrick Park SP**

From: Adam Yockey [mailto:yockeyadam@gmail.com]  
Sent: Thursday, July 14, 2016 8:08 AM  
To: Planning Commissioners  
Cc: Withers, Brett (Council Member)  
Subject: Today's Agenda items 13A and 13B

Planning Commissioners,

My name is Adam Yockey, and my wife Heather and I have lived at 1520 Shelby Ave for over five years and for the last 4 years I have served on the board of Shelby Hills Neighborhood Association.

I am writing to ask that you approve Item 13A: 2016CP-005-002: East Nashville Community Plan Amendment and Agenda Item 13B: 2016SP-054-001: Cayce Place - Kirkpatrick Park SP. I believe the Envision Cayce plan is tremendously important for the Cayce community members and will also benefit the surrounding neighborhoods including Shelby Hills.

Not only will Envision Cayce provide much better housing for the current residents, it will also bring much needed workforce housing opportunities to our neighborhood as well. And the concept of a mixed-income community is a bold step that I hope other communities around the country will follow.

MDHA has been hosting public meetings and forums for several years regarding this project and has gone above and beyond in seeking input from Cayce residents and surrounding neighbors. They have presented at several of our Shelby Hills meetings and have kept our neighborhood informed as these plans have developed. Council Member Withers (and former Council Member Westerholm) has also regularly updated us on the progress of the plan as it has moved through various stages.

The SP for Kirkpatrick Park means that Cayce residents will not be displaced and moved far from the services that they now have access to: the public health center, the Martha O'Bryan Center, the elementary schools their students attend, public transit which many rely on, and other amenities. It also

means a much better park space will be developed for the entire neighborhood to enjoy. In addition this will bring a library center, a new public health facility, another school to serve the growing neighborhood, a police substation, and other amenities which not only benefit residents of Envision Cayce, but also benefit Shelby Hills, Historic Edgefield, and East End.

This plan is vital for our neighborhoods and our city.

Adam Yockey  
1520 Shelby Ave

**From:** Withers, Brett (Council Member)  
**Sent:** Wednesday, July 13, 2016 10:39 PM  
**To:** Planning Commissioners  
**Cc:** Adam Yockey; Swaggart, Jason (Planning); Wood, Cindy (Planning)  
**Subject:** Constituent letter in opposition to Agenda Items 13a/b

Planning Commissioners:

Attached is a letter from a resident of South 9th Street pertaining to Items 13a/b. Please add this letter to the record of public comments.

Brett A. Withers  
Metro Council, District 6  
615.427.5946 | [FaceBook.com](#) / Brett A. Withers | [twitter.com/](#)@brettawithers

Sent via iPhone

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From: Charlie Weingartner <[charlie.weingartner@gmail.com](mailto:charlie.weingartner@gmail.com)>  
Sent: Wednesday, July 13, 2016 9:43 PM  
Subject: Envision Cayce & Kirkpatrick Park  
To: Withers, Brett (Council Member) <[brett.withers@nashville.gov](mailto:brett.withers@nashville.gov)>

Mr Withers,



My name is Charles Weingartner. My fiancée and I, Ashley Settle, purchased our home at 511 S 9th Street in April of 2015.

Ashley works in the Managed Care division of Community Health Systems in Franklin, and I am a General Manager of a Martins BBQ Joint. We love our community and are excited about its growth. My job requires that I work 75 hours a week; unfortunately, this has kept me from being able to attend the recent number of community meetings.

I am particularly excited to see Cayce Homes be revitalized. I have employees who live in the housing units, and continuously work with them to improve their lives. I'm excited to see that the city of Nashville is lending out a vastly overdue hand to help as well.

However, as a young professional, and someone who hopes to start a family soon, I'm devastated to hear about the rezoning of Kirkpatrick Park.

I sympathize and understand the difficulty of revitalizing the homes without uprooting and transplanting the current residents, but I do not feel that removing an asset to other parts of the community is responsible, considerate, and best for everyone.

Kirkpatrick Park is not only utilized by the residents of Cayce Homes, but of the entire Shelby Hills neighborhood. Within my close neighbors there are two infants, a toddler, and another couple pregnant with their first child. Ashley and I plan to start having children soon after we are married. Removing this park from our neighborhood will stifle our ability to utilize the space for our growing families. The location of Kirkpatrick Park and our anticipated family were some main factors in the decision to purchase our home.

I am aware of the full plans to re-establish green space throughout Envision Cayce, but it's inclusion into a neighborhood that will undoubtedly be more dangerous for children does not provide any consolation for the current residents of Shelby Hills.

There are many parts of the proposal that I love: different housing densities, the new community center, library, etc. But I can't help but share my disappointment to hear of the displacement of Kirkpatrick Park.

From my understanding, the new green space in Envision Cayce will be stretched down a long corridor through the center of the Homes. The design would be as equally lovely and efficient if the park was left where it is, and the large, single-family units lined the corridor. These units would be the anchor of Envision Cayce, bring a neighborhood feel throughout the revitalization, and not segregate the differing home densities from one another. I've looked deep into this matter and I'm certain that this layout would be the best to fruition for Envision Cayce, Shelby Hills, and Nashville.

I'm aware my email is probably far too little, far too late -- but this is a decision that will undoubtedly affect thousands of lives. I urge you to keep Kirkpatrick Park in its current location and to not scorn the families of Shelby Hills.

If you have any further questions, feel free to contact me at any time.

Charles Weingartner

615-975-1243

**From:** Carol Norton [mailto:c.norton@comcast.net]

**Sent:** Wednesday, July 13, 2016 3:33 PM

**To:** Planning Commissioners

**Cc:** 'Brett Withers'

**Subject:** 13a: 2016CP-005-002 (community plan change from Open Space to Urban Neighborhood Evolving), and 13b: 2016SP-054 (the Specific Plan design).

Attached is my letter to approve.

Thank you, Carol Norton

801 Boscobel St/

July 13, 2016

To: Members of the Planning Commission

From: Carol Norton

RE: Agenda Items

13a: 2016CP-005-002 (community plan change from Open Space to Urban Neighborhood Evolving),

13b: 2016SP-054 (the Specific Plan design).

I urge you to approve both these measures to move the Envision Cayce project forward. There have been extensive public meetings to work out details to best meet the needs of all concerned, residents of Cayce Homes being the paramount benefactors of this makeover.

Having lived two blocks from Cayce since 1977, I can tell you this plan is long overdue. As a neighbor who participated in at least two (maybe 3) public meetings, I can assure you there was generous participation from many neighbors, for Envision Cayce, both residents and others. This is a location that affects many of us, often blocks away.

There was a strong recommendation in the R/UDAT plan of 1998, for exactly this type re-vamp. After a couple failed attempts, it looks like it will finally happen! True, there may be temporary gaps—for example, the Kirkpatrick Park will get a total changeover, but neighbors have access to both Marth O'Bryan and East Park for programs and activities. Many already use those two facilities. However, the

new larger, centrally located park will benefit more neighbors. Kirkpatrick Park is little used by residents on S 6<sup>th</sup>, for example. As the plan evolves, other issues that may (or may not) arise –such as traffic as it accesses Shelby Street, can be dealt with

Envision Cayce does the most, for the most. Everything about this plan is a positive—for the residents, for new neighbors, for the city.

All interested and affected parties are in favor. Let's at last move forward!

Carol Norton, Chair

Rediscover East!

Public Spaces and Transportation

[c.norton@comcast.net](mailto:c.norton@comcast.net)

615-504-3837

From: Carol Williams [mailto:wachtel@bellsouth.net]  
Sent: Tuesday, July 12, 2016 10:18 PM  
To: Planning Commissioners  
Cc: Withers, Brett (Council Member)  
Subject: 2016CP-005-002/ Envision Cayce

To the Planning Commission:

I support the Envision Cayce Plan . This plan has been totally vetted in open meetings over four years with Cayce residents and community stakeholders. Adjacent neighborhoods were notified of all meetings through the media.

Envision Cayce is our best hope to uplift this island of poverty built decades ago less than a mile from downtown. Like all development, views disappear, green space temporarily changes, trees are

destroyed, and property values change( up or down). The trade off is a life changer for approximately 2000 residents living in poverty with 1200 being children.

Having lived four blocks from Cayce Place for 40 years, I see this as one of the most progressive positive plans in Nashville. If we as a community can make this come to fruition, national attention will surround the effort.

Please support the Envision Cayce Plan. If you have not seen the plan, please consider taking the time to do so. You will be amazed at the possibilities.

Peace,

Carol Williams  
800 Russell Street  
37206

## **Item 24, Richland Realty Company West Lawn Subdivision Replat of Part of Lot 353**

**From:** Monette Rebecca [mailto:owlette27@gmail.com]

**Sent:** Thursday, July 14, 2016 11:36 AM

**To:** Planning Commissioners

**Cc:** Richland Creek Watershed; Sloan, Doug (Planning); Murphy, Kathleen (Council Member)

**Subject:** Opposition to MPC CASE #2016S-126-001

Please find the attached comment regarding the case noted in Subject Line of this email.

Thank you.

--

**Monette Rebecca**

**Richland Creek Watershed Alliance**

**(attachment follows)**



P.O. Box 92016  
Nashville, TN 37209  
(615) 525.3379  
rcwa@comcast.net  
richlandcreek.org

July 14, 2016

Metro Planning Commission

[planning.commissioners@nashville.gov](mailto:planning.commissioners@nashville.gov)

Cc: [doug.sloan@nashville.gov](mailto:doug.sloan@nashville.gov), [kathleen.murphy@nashville.gov](mailto:kathleen.murphy@nashville.gov)

Re: MPC Case #2016S-126-001

Item 24, Richland Realty Co. Westlawn Subdivision Replat of Part of Lot 353

Dear Commissioners,

I am writing on behalf of the Richland Creek Watershed Alliance, in opposition to the replat of 4022 and 4024 Westlawn Drive, from two to three parcels to build a third home. These properties are located adjacent to Murphy Branch, a tributary to Richland Creek that runs along the rear boundary.

The current zoning (RS7.5) provides an opportunity to preserve the existing large trees and better protect the stream buffer of this tributary, essential for protecting community waters. We have documented that this branch supports turtles, and fish spawning; and have seen ducks use the stream during their breeding season. Placing a third home would likely eliminate the existing mature trees and encroach the stream buffer, which will result in more stormwater pollution and erosion to a tributary already federally listed as "impaired." This is a case, where we can safely say, enough harm has already occurred.

We are also concerned about the lack of communication provided to nearby neighbors about the proposal, and understand that no signage was provided on the property about this July 14 MPC public meeting.

RCWA is surprised and alarmed how often requests are made to increase the impact to our community waters, beyond what is outlined in our new General Plan (Nashville Next), that is barely a year old.

Thank you for time, service and attention.

Respectively,

Monette Rebecca  
President & Executive Director

## **Items 29a/b, Gifford Commercial PUD/220 Gifford Place**

**From:** Hurt, Sharon (Council Member)  
**Sent:** Wednesday, July 13, 2016 6:12 PM  
**To:** Planning Commissioners  
**Cc:** Shulman, Jim (Council Member)  
**Subject:** Planning Commission meeting 7/14/16

Hello all,

I am writing to you since I will not be able to physically appear before the Commission on tomorrow. I am traveling for a business meeting that has been on my schedule for some time and could not change it without grave penalty.

I believe there are three issues pending before District 1, two that is associated with the Gifford Place and I have not had a call, letter, email or any type of communication about this bill, except one constituent who wanted to know the details of the bill. After I explained the details, I heard nothing again. It is my conclusion that she nor anyone else has a problem with this bill.

**(additional text addressing Items 12a/b, Joelton Community Plan Amendment/Whites Creek Pike rezoning, deleted and moved to that section of this document)**