

# Comments on October 11 MPC agenda items, received through October

## 11

### Item 4: 2018SP-050-001 – 6280 New Hope Road SP

**From:** Wayne Scharber [mailto:wayne.scharber2@comcast.net]  
**Sent:** Tuesday, October 09, 2018 8:39 PM  
**To:** Planning Commissioners; Rickoff, Abbie (Planning)  
**Cc:** waynesch48@gmail.com  
**Subject:** 6280 N. New Hope Rd. project on Draft Agenda for Oct. 11

RE: Case 2018SP-050-001  
6280 NEW HOPE ROAD  
Map 087, Parcel(s) 011  
Subarea 14, Donelson-Hermitage (2004)  
Council District 12 (Steve Glover)

Mr. Chairman Adkins and Planning Commission members:

I have listed four bullet points to summarize my concerns and suggestions.

1. Regarding density and lot sizes: Combine the small lots to make two or three out of each set of four. Eliminate lots 1 through 4 and place a Public Road to intersect at Landings Way. Make lots 6, 7, 8 and 9 to be enlarged to adjoin the new Public Road. This described elimination, enlargement, and combining will reduce the number of lots on this north end of the project by 10 to 16. On the south end of the project, an additional lot can be added by eliminating the entrance at the dangerous curve. So the net loss of lots would only be 9 or 15. Greater safety would be a result. All lots will not be a minimum of 5000 square feet, as proposed for south end of project, but:
  - a) This would be similar size as minimum 5000 square feet lot size in Chesney Glen S/D.
  - b) This is still less than lot sizes in Cobblestone S/D, most are 9000 to 10,000 square feet.
  - c) This is still less than lots in Farmingham S/D, New Hope Estates S/D, and New Hope Meadows S/D.
  - d) This is certainly less than the acreage estates (5 acres and greater) across the road.
2. Make the proposed Private Drive and extra parking on north end of project to be a Public Road and make the safe access to North New Hope Road at Landings Way. (Based on the design scale of project, this will require no more area than the present proposed “extra parking and the Private Drive”). As described by the Cobblestone HOA President, to access New Hope Road, residents now have to look both ways and count to five to determine if they can make the access safely. If the entrance was for this new development to be at the Landings Way intersection a signal light for access to New Hope Road would make for a safe access.
3. Open access to/from Chesney Glen S/D at both Glentree Drive and Glenboro Drive (connector streets) to the Public Road at both south end of project and the north end of project, respectively. This will provide a second outlet for Chesney Glen S/D and will provide two outlets for lot owners in this new development.

4. **Eliminate access** from Glentree Drive to North New Hope Road at the historically dangerous curve.

The above suggestions will allow the development to maintain the look as shown in the developers graphic description and will allow for the horticultural appearance to be maintained. It will also provide for improved safety by having the “stub” streets serve only four or six properties rather than eight.

I applaud and support the Commission members’ discussion and suggestion to include the development graphics presented the Public Hearing on September 23. This included discussion to restrict the proposed homes to be no more than two story and to review the size of lots and density. At the community meeting on October 6, the developer did agree to the two story condition, however, no change to lot sizes or density.

In view of the very recent neighbors/community meeting (Oct. 6, 2018) and no opportunity to see the Commission requested transportation access study, as of this date, to the proposed project, I would hope and **respectfully request that the “Public Hearing” be opened on October 11 and permit the public to be heard.**

Thank you.

Wayne K. Scharber  
6285 N. New Hope Rd.  
Hermitage, TN 37076  
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Email: [waynesch48@gmail.com](mailto:waynesch48@gmail.com)  
Date: 10.09.2018

**From:** Sallylou Cloyd [mailto:[sallylou.cloyd@gmail.com](mailto:sallylou.cloyd@gmail.com)]  
**Sent:** Wednesday, October 10, 2018 2:11 PM  
**To:** Planning Commissioners  
**Subject:** Comments on 6280 New Hope Road SP, for Planning Meeting 10/11/2018

RE: 2018SP-050-001

6280 New Hope Road SP

Map 087, Parcel(s) 011

14, Donelson-Hermitage-Old Hickory

12 (Steve Glover)

Dear METRO PLANNING COMMISSION:

My name is Sallylou Cloyd and I live at 7701 Rookwood Court, Mount Juliet. (*This is a Davidson County property in the Cobblestone Landing Subdivision.*) I am against the rezoning of this property because of concerns that the development proposed for 6280 N. New Hope Road – across from my Cobblestone Landing subdivision - will not equal the aesthetics of the surrounding neighborhoods and homes and will negatively impact our safety and current home values. Also, I have concerns that the County’s existing infrastructure - including roads, services and utilities - are not adequate to meet the needs of the number of additional homes to be placed on this small plot. It appears that the development rezoning for this property is several years ahead of the county’s ability to put in place adequate infrastructure to handle it. Below are the specific areas I am concerned about:

**Rezoning Concerns:**

- 1) Current zoning for this property allows for 2 acre home lots in this GSD area - which would have placed 5 houses on this 10 acre parcel. No other subdivision development on this two mile long road: a) has homes

“fronting” onto N. New Hope; b) has lots of this small size; or, c) has straight streets without visual rural cues. This rezoning would put more than 10 times the density (54 homes) and also approve small clustered homes that front right onto this rural road. These small lots, with closely built homes, would stick out like a row of dominoes in a hay field.

2) If this parcel is rezoned, does it open the door to any other small plot being developed for ten times the number of homes than current zoning allows - which further deteriorates the ambiance of this area? This lot is **not** a gentrifying USD Area ready for infill development. It is a rural/suburban GSD area.

#### **Builder/Developer Concerns:**

1) The Commissioners have asked that the “elevations” become part of any approved plan so as to protect the ambiance of the surrounding communities. In addition to the elevations being part of the approved plan, the Covenants, Conditions and Restrictions (CC&Rs) for this sub should be published and reviewed **before approval** so that there is a clear understanding as to the final project.

2) The Developer stated several things at the meeting – a) the homes would be no more than 2 stories; b) they would have a similar look to Cobblestone Landing, which was noted as the ‘comp basis’ used for stated values; c) the common areas would be especially pleasing because they would be under the HOA control. This development does not have the rural feel and look of our existing subs.

3) In addition to the “elevations” being made part of the approval, I would like to have specific assurances - in the approved plan and in the CC&R’s - that the homes will be 3/4-sided brick or stone and have at least 2-car attached garages. And, that well-developed plans for adequate green space vegetation – including the preservation of current trees - to provide privacy (visual screening and acoustic absorption) to existing homes be mandated. Plus, that the pocket courtyards should have exact specs so that the normal retention pond/drainage ditch and parking are not included as open space and allotted to the individual lots.

4) Also, there should be strict assurances in the CC&Rs that these will be **owner-occupied homes**, with no more than 10% rental or leased. There have been recent inquiries into the availability of land where developers are intending to build entire subs of rental homes. This should be strictly forbidden for this property. We have a large share of rental property already available at Old Hickory Boulevard and Central Pike – plus, Hermitage Flats soon to open. This plot should remain for owner-occupied-single-family homes only.

5) There appear to be very few overflow parking places for the 55 homes. Unless there is parking provided on the 54 private lots for at least 220 cars, there should be more overflow spaces.

#### **Road Safety Concerns:**

1) **Central Pike** has been promised to be widened by the government - with longer left turn lanes, improved shoulders, pedestrian crossings, and better sight lines. NOTHING has been done – the morning traffic since the new Wilson County elementary school opened on Central Pike has drastically increased. With Hermitage Flats coming online – and the rezoning already passed for the corner of S. New Hope and Central Pike, there should be no more pressure put on the roads to this area’s main access to I-40. **Another pedestrian was killed at that intersection this past weekend.**

2) **N. New Hope**, although recently resurfaced and striped, is a rural TN road – with many dips, steep curves and inadequate shoulders. Several serious accidents have occurred right at the spot that **Glentree** (the connector road) dumps to N. New Hope. Not only will the residents of the 54 homes now be on N. New Hope, but it will open the entire Chesney Glen community to N. New Hope. The developer has said they will put a curb, grass section and sidewalks on N. New Hope. That will only be on the west side of the road; the east side has NO shoulder and the road falls into a large sunken area, several feet deeper than the road bed. Travel during rain, sleet, ice or snow is very treacherous.

3) The **“Private Drive”** for the northern cluster of new homes will be cut just to the south of the Landings Way/N. New Hope intersection. This is already a dangerous intersection for cars entering and leaving Cobblestone Landing. There is a “dip” in N. New Hope which hides northbound oncoming traffic from the view at the intersection. Adding another drive – to the south of Landings Way, right at the dip, will only compound the problem of making a turn from Landings Way – no matter if turning left or right.

4) With all of the development being done in Wilson County, Central Pike and **Old Lebanon Dirt** – both narrow, two-lane rural roads - have become favorite commuter cut throughs (avoiding E & W I-40) from Wilson County to Nashville. Our current neighborhoods have no other routes/exits other than these two rural roads.

5) With the narrow roads for the homes along with the overflow parking as placed, will fire trucks, EMS and school buses be able to safely navigate (enter/exit/turn) the Private Drive and/or the Glentree intersections with N. New Hope?

6) Does the proposed “Traffic Access Study” cover all of these concerns – or just the internal road placement?

**Utility Concerns:**

- 1) Existing overhead wires and poles, which currently sit directly on the shoulder of the road, should be moved and buried - at the developer's expense - before any construction begins.
- 2) There were many instances of low water pressure in the surrounding subs. In fact, Cobblestone Landing does not have enough pressure to build the remaining 25 lots without additional pumping boosters.\* Adding 55 more homes on the same water spur may further endanger current Cobblestone Landing homes access to water and fire hydrant pressure. (\*See **NOTICE TO PROSPECTIVE OWNERS IN COBBLESTONE LANDING SUBDIVISION, INST. NO. 200802200016775, SUBDIVISION NO. 2007S-279G-14, PHASE 2A** filed with the county 8/23/2012 by the Metro Department of Water Services.)
- 3) Fire Station/EMS Station 32 is already stretched to the limit and response time has been impacted. A new station on Stewarts Ferry has been proposed, but not funded. More development beyond the already approved developments of Hermitage Flats, the expanded hospital, Beazer, Ole South, Craighead, etc. will further lengthen response and imperil current residents. <https://www.tennessean.com/story/money/homes/2016/05/25/nearly-1000-new-homes-eyed-hermitage-area/84518628/>

Please deny the rezoning of this 10 acre parcel. The rezoning of this piece does not meet the stated desire of the bridging the gap between urban and rural areas - it merely drops an urban dense development onto a nice GSD area to suit a developer and builders pocketbook.

Thank you,

***Sallylou Cloyd***

7701 Rookwood Court  
Mt. Juliet, TN 37122  
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Cell: 703-960-2361



**Item 13: 2018Z-095PR-001 – 2302 Merry Street and Merry Street  
(unnumbered)**

**Please see attachment on following page.**

October 10, 2018

Councilman Ed Kindall  
2512 Scovel Street  
Nashville, TN 37208

Subject: Merry Street Zone Change 2018Z-095PR-001

Dear Councilman Kindall:

By this letter, I wish to express my strong support for Project No. Zone Change 2018Z-095PR-001 located at 2302 and Merry Street submitted by RM Dixon Real Estate, LLC. This Project is being developed through a collaborative partnership of community stakeholders including Merry Street Church of God, Family and Children Services (FCS), Woodbine Community Organization (WCO), Metropolitan Development and Housing Agency (MDHA), Neighbors and Friends.

2018Z-095PR-001 proposes to rezone and develop as parking two blighted residential lots past the terminus of Merry Street, adjacent to our under-construction single family home at 2304 Merry and an industrial lot at 0 Merry. While I am supportive of the application of T4 NE policy to maintain residential zoning in our community, it is my opinion and others that its use in disapproving this project is not taking into consideration the site specific circumstances that offer a compelling excuse for exemption.

The identified residentially zoned site has and remains today a detriment to the immediate community by offering a secluded location for illegal dumping and vagrancy. In the last year alone, the Woodbine Community Organization in partnership with MDHA (the prior owner) has spent approx. \$6200 cleaning up the site. These efforts were part of a coordinated strategy to develop the site for single family affordable housing in compliance with local zoning and the CDBG land use restrictions that remain on the property to this day. Because the site is past the terminus of Merry Street, significant development costs would be incurred to establish access and meet fire safety and storm water requirements. Simply put it is not financially feasible to develop affordable housing on the site, due to the land use restrictions imposed by the CDBG and in compliance with current zoning, without a substantial public or private development subsidy.

Acknowledging the development challenges imposed by the uniqueness of this site, MDHA granted conditional approval (upon successful zoning change); and agreed to transfer ownership to RM Dixon Real Estate, LLC to develop the site as parking in support of the proposed project at 2322 Clifton Ave., another use allowed by the CDBG land use restriction--Economic Benefit. Without this zoning approval, 2302 Merry will remain indefinitely a vacant blemish on our community that

disrupts the existing character of our residential neighborhood and permits illegal uses that are not supported by the surrounding residential area.

Thank you for allowing me the opportunity to express my support for this project. I look forward to continuing our work to strengthen the community, and welcome all questions or concerns.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "Tony Woodham", with a long horizontal flourish extending to the right.

Tony Woodham  
Executive Director

## Item 16: 2018Z-100PR-001 – 2793 Couchville Pike and Ned Shelton Road

**From:** Anthony Harding [mailto:u8121@live.com]  
**Sent:** Wednesday, October 10, 2018 11:26 AM  
**To:** Planning Commissioners  
**Subject:** Zoning Case # 2018Z-100-PR-001 - IMPORTANT

Hello.

As you may already know, there is a Zoning request change for property on Ned Shelton road, Nashville Tn. Case # 2018Z-100PR-001 will come up for vote on Thursday, 10-11-18. **We STRONGLY OPPOSE any zoning changes made to this property that would allow major development.**

My Mother and I currently own property on Ned Shelton road and have discussed this change with area neighbors that also own property.

They and we strongly oppose any changes in zoning . **Ned Shelton road has been deemed as "Narrow, curvy and Dangerous" by the Metro traffic division.** Any vehicles greater than 8K pounds are already prohibited. It is a dangerous street to commute on and any increase in traffic will impact negatively on our area. It is also a relatively quiet and peaceful neighborhood. We purchased this property because of these values and would like to preserve these values 100%.

We all feel that the area in question should preserved as is (As Karen Johnson stated when she represented us) as much as possible. It is an area that is adjacent to Hamilton Creek park, which provides habitat for many species of wildlife. Development of this area would decline the quality of life and habitat for all species. It would also decline the quality of life for the residents of Ned Shelton road.

We STRONGLY oppose any major development to any property on Ned Shelton road.

Thank you for your consideration. Feel free to contact us for any questions or concerns you may have.

Sincerely,

Anthony and Barbara Harding  
2955 Ned Shelton road  
Nashville, TN  
37217  
615-244-5015