

21st Avenue South Planning Study – October 17, 2018 Kick-Off Meeting Responses

My main concern along the corridor is:

- *Land uses* – 12
- *Building design + materials* – 7
- *Vehicular access + parking* – 10
- *Building form + intensity* – 7
- *Transportation + circulation* – 20
- *Streetscape design* – 13
- *Signage* – 1
- *Other* – 5

Please expand on your thoughts:

- *Land uses*
 - I would like mixed use development.
 - My biggest concern is maintaining/increasing maximum green space in the corridor.
 - More restaurants.
 - Land use will drive traffic and parking issues.
 - Would love to see more mixed income housing options. This area is highly desired by unaffordable.
 - Would love to see more mixed use, but some more diversity. I think we're saturated on boutique clothiers, juice bars, and breakfast joints. Much like the need for more low-mid-income housing, lack of diversity in the type of retail and price point can kill its vitality and function for residents.
 - Needs buildings that have usage that adds to the neighborhood. Businesses that make neighborhood more walkable.
 - How the land is used. Vehicle access due to land use, more public transportation to deal with increased traffic, etc. So, basically all of the above.

- *Building design + materials*
 - Design should mimic the area's historic character.
 - Stormwater quantity/quality measures incorporated into any new development.

- *Building form + intensity*
 - Prefer building form that better defines the street with build to and massing along street.
 - Buffering, screening between new development and homes.
 - If move to greater density in area, measures need to be taken to preserve residential parking. Already struggle with people parking on blocks for businesses.
 - I would happily allow greater height in exchange for larger buffers.
 - Building height – not towering near neighborhood housing.

- The main issues will be introducing NashvilleNext “corridor” land uses, density + form based code along this corridor with small land parcels and MCSP dedications.
 - Not have development significantly impact traffic and parking within the neighborhoods adjacent.
 - Concerned about height + mass of buildings that abut residential areas. We can't have 4+ stories next to 2 story residential houses.
- Transportation + circulation
 - Walkability, bikeability and general safety for pedestrians.
 - Traffic is already maxed out on 21st and accident on 65S can back up 21st entering 440. Are there options?
 - Trying to drive from Fairfax to Magnolia.
 - Prevent congestion, avoid traffic cutting through residential areas.
 - Need a plan that balances all modes of transport – cars, buses, bikes and feet.
 - Pedestrian experience (and driver) is HOSTILE.
 - Traffic and parking issues on and through side streets.
- Streetscape design
 - Wider sidewalks with trees.
 - Sidewalks currently unsafe.
 - Streetscape should provide a buffer zone between street and sidewalk though concern about excessive new R.O.W. which could require high percentage of lots where there are fairly narrow depths.
 - Lack of a turn lane (and too short of one at Blair) and bike lanes create a lot of safety concerns with speeding vehicles and unnecessary congestion.
 - Sidewalk/street buffer on 21st.
 - Make Hillsboro Village a pedestrian zone! This obviously would require a detour of N/S bound car traffic. Public transportation might be fine in there.
 - No more parking at any time on 21st Avenue.
 - 21st corridor should be more walkable.
 - The turning from 21st Avenue S (leaving the Village) left onto Portland Avenue – possibly eliminate it?
 - Pedestrian crosswalks necessary.
 - Concerned with ADA non-compliance on sidewalks, particularly at Blair in front of the gas station. High curbs, poles in area force strollers and chairs to have to go to street.
 - Crossing 21st Avenue on foot between Blair and Woodlawn.
 - Need to consider ways to cross over 21st Avenue safely for pedestrians and bikes.
 - I am concerned about improving pedestrian access along 21st, and protecting the interior communities.
 - The main challenge seems to be volume of traffic. Today it feels like a very industrial area with a freeway running through it. Making it less ‘industrial’ with elements that make it a more pleasant areas to transit through when not in a car would be welcome. I feel the volume of traffic impacts the Village also and makes it a less pleasant place to be = compare to 12th South . . .
 - Provide connectivity across and along 21st.
 - It is important that development along 21st not cut off the neighborhoods. At least one additional signalized crosswalk between Blair and Woodlawn is crucial.
 - Love the idea of increasing pedestrian friendly improvements but challenging with some existing urban canopy near Hillsboro Village.

- Would like to see traffic data to know if there are options for design of facility. If traffic allows it, I'd like to see study of road diet to 2 through lanes, center turn and bike lanes / transit bump outs.
 - My goal is to create a more friendly and accessible street that promotes good traffic flow and pedestrian safety. The current streetscape is a nightmare for moving traffic as well as a hindrance to pedestrian safety and traffic. The terrible streetscape inhibits good development along the street.
 - Reinforce that the corridor contributes to a walkable, bikeable, safe neighborhood.
 - Streetscape to include trees, sidewalks, bike lanes, etc.
 - The current sidewalk setback is inadequate – traffic is far too close to walkers. Sidewalks need to be wider, further from the road, and separated with a grass strip.
 - We need alternatives to cars. Bikelanes + sidewalks with space to feel safe from speeding traffic.
 - Currently bikes tend to use 24th Avenue. Consider focusing bike improvements on 24th rather than 21st.
 - For bus access, at least one crosswalk is needed between Woodlawn and Blair.
- Other
 - Thank you very much for your work on this project. I will help get the word out to neighbors.
 - I just want to see long range plans instead of spotty development with no plan.
 - Protecting character of neighborhoods.
 - Again, please, please don't do anything to imperil Hillsboro Hardware! Love you, HH!
 - I am also concerned about noise.
 - Why not include residential properties in the study area? While they may be constructed as single-family, many function as multifamily or duplexes. We should broaden the area to take advantage of this opportunity to comprehensively reconsider what we want the function of the community that exists along the corridor. Focus not just on form, but function. No lost opportunity!
 - One option is to maintain current zoning. We don't have to upzone simply because of NashvilleNext. The result of this process could be keep it the same as far as zoning is concerned.
 - The neighborhoods cannot become parking lots for new development.
 - It all needs to work in conjunction with one another.
 - I'm concerned as a long time Nashvillian as to our continued (out of control) growth – it seems developer (their \$) driven – so I appreciate a place for input. Please keep buildings small!!! I'm for affordable rents for business owners! Old is soulful to me – and new businesses are often unaffordable for long-time business owners. Lastly, my preference is there be as little change as possible.
 - I am concerned about the changes that will take away the quality of life the corridor/growth/development will have on the hood. Noise, traffic, congestion or squeezing more people into a small place does not enrich life. Let's have a development space that is different from 12th Ave S, Green Hills, Charlotte. People before money is important to me. Quality will eventually enrich everyone's life as well as property values and sense of community.