

Comments on June 22, 2017 Planning Commission agenda items , received June 21-22

Item 2, Sky Nashville SP

From: Stephanie Colter [mailto:scolter16@gmail.com]

Sent: Thursday, June 22, 2017 9:26 AM

To: Planning Commissioners

Cc: Etkindall@aol.com; Kindall, Ed (Council Member); Murphy, Kathleen (Council Member)

Subject: 2016SP-004-001 Keep R6 zoning Vote no SP for sky Nashville

Commissioners PLEASE:

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

I am a Nashville native who has 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 100+ units. Trevor is a family oriented street. I have a small child who is not even able play in his own neighborhood due to all the unnecessary traffic that comes with the Sky Nashville project. Safety will be compromised to accommodate someone's greed. There has been enough construction going on as it is disrupting my community all day and night. Crime has tripled on Trevor St. Cars and homes are being broken into on a weekly basis. We NEVER had any of these issues before the SKY Nashville project and the other gentrification projects. Not only have many of the original residents been displaced, but my mother has been constantly harassed regarding selling her property. Because she will NOT sell, her property value has been tripled to try to force her out through the huge increase in her property taxes. THIS IS UTTERLY RIDICULOUS!! Please STOP!! 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,

Nashville native/Trevor Street Resident of over 13 years

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

Sent: Thursday, June 22, 2017 6:46 AM

To: Planning Commissioners

Cc: Sloan, Doug (Planning); Kindall, Ed (Council Member); Murphy, Kathleen (Council Member)

Subject: PLEASE READ, oppose Sky Nashville, 2016SP-004-001.

Dear Planning Commissioners,

Please find our comment attached, regarding the Sky Nashville proposal.

Unfortunately, we will not be able to attend today's hearing. RCWA is opposed to the rezoning of Sylvan Summit, tripling its density, and hope the conservation policy is preserved.

Thank you.

Monette Rebecca

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[Monette Rebecca](#)

President & Executive Director

Richland Creek Watershed Alliance

P.O. Box 92016

Nashville, TN 37209

615 (525-3379)

richlandcreek.org

(attachment follows)

June 22, 2017

Metro Planning Commission
planning.commissioners@nashville.gov
Cc: doug.sloan@nashville.gov, ed.kindall@nashville.gov, Kathleen.murphy@nashville.gov

Re: Sky Nashville - 2016SP-004-001

Dear Commissioners,

I am writing you on behalf of the Richland Creek Watershed Alliance (RCWA), in opposition to the Sky Nashville Preliminary Specific Plan (2016SP-004-001).

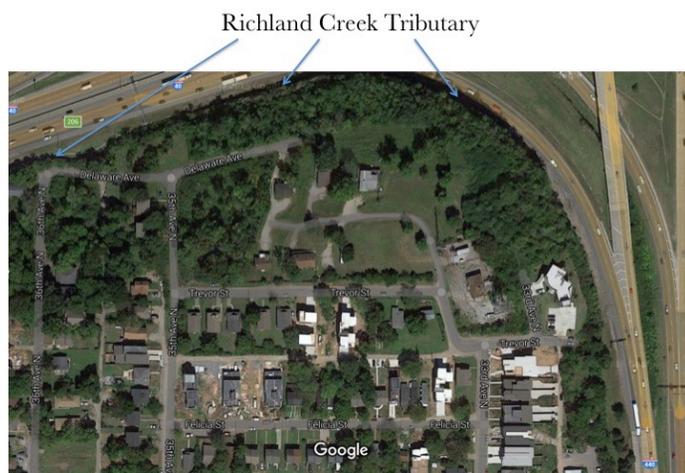
RCWA commented during last year's Planning Commission meeting regarding the initial proposal for Sylvan Summit (Sky Nashville). More of the hillside below this proposed development site has been developed since last year. We've heard from several neighbors in the area experiencing increased stormwater runoff issues that you will likely also hear from.

The Google Map below shows existing trees, vegetation and a Richland Creek tributary at risk, if this development proceeds as planned. Trees currently on top of the hill and those cascading down slopes prevent erosion, preserve groundwater flow, and mitigate stormwater pollution to adjacent downhill properties. The stream along I-40 & I-440 runs around Sylvan Summit hill to its final destination, Richland Creek.

Several neighbors have contacted us about increased stormwater runoff issues they are experiencing and are worried about potential destabilization of the hill and future cost and risk to their property if this plan proceeds. The proposal to double the road width on 35th Avenue North from 13 to 26-feet wide is also a concern, as that will result in losing much of the existing front yards, which are currently mitigating some stormwater run off, and replacing them with impervious surfaces.

The high-density proposed for this steep-sloped land would change the natural topography, and eliminate its natural function and benefit.

This property seems small and ill suited for such a high-density proposal. At this preliminary juncture, we do not know how efficient or effective proposed stormwater mitigation plans will be, or how run off will impact adjacent areas. Will water drain downward and filter-out pollutants as it does now? What will happen during a hard rain, when such a high-density of impervious structures both below and above the surface are built? Chances are good that



the underground construction proposed would encounter groundwater flow that will then need to be surfaced and managed. A bio-detention area is proposed to be built, and which would need to mitigate stormwater and meet all Metro Stormwater Management requirements (first inch of rain capture). But the current groundwater flow capability will dictate the rate of groundwater passage downward through the formation, along with capability for filtering out pollutants.

Property’s surface and groundwaters...

Driving along I-40 and exiting onto I-440 around Sylvan Summit, we took several photos of the groundwater falling from Sylvan Summit. We counted seven different visible occurrences of water coming from the aquifer, at various elevations. The dark areas on the rock formation are groundwater flow in the photos.



Along Delaware Avenue, the northern boundary of the property there is a first-order stream that Sylvan Summit’s waters support and drain to. Without the bedrock formation’s integrity preserved, groundwaters supporting this first order stream will be changed forever, altering the quantity and quality of water into this small stream and to those downstream (Richland

Creek). When our groundwater is surfaced, pollutants and trash are collected and carried into streams.

Photo right, looking north, shows some groundwater that was recently surfaced due to construction nearby, and is now flowing as dirty and warmer waters into Sylvan Summit’s first-order stream below.



Preserving the groundwater, and attributes of its formation with balanced growth provides naturally, several benefits to our community, its waters, and property owners...

- Reducing stormwater runoff, filtering of pollutants naturally, protection of community waters
- Stabilizing steep slopes, and minimizing erosion
- Preserving trees as a noise buffer, for beauty, bird song, shade and more...

Please reject the Sky Nashville proposal

Building with the current base zoning (R6) for Sylvan Summit would provide an increase in density for Charlotte Avenue (43 homes) that would better protect our community waters, sensitive areas and property investments.

Approval for such a high-density project on conservation policy land encourages more development to be proposed on our green rolling hills. These hills are most often aquifers—geological formations evolved over time that have provided base flow to first-order streams in our ecosystems, like Richland Creek. When they are altered, or eliminated, flows to the streams change, including their characteristics (temperature and quality) that can eliminate important environmental cues that dictate aquatic life’s behavior and life cycles. We don’t want warmer, dirtier waters sent to our streams. We want the cooler and cleaner groundwater flow to continue, as it has for ages here.

We can and need to do better!

Because of the sensitive characteristics of Sylvan Summit, and the conservation policy that exists on parts of this property, and others, which the summit’s waters drain to, we need to be wise. Increasing the collective negative impact to our community waters is not necessary for a community to grow. We hope you agree—our streams can survive urban growth, with balanced decision-making and working together to make our shared vision a reality.

Thank you for time, service and attention.

Respectively,

Monette Rebecca
President & Executive Director

From: bryan fondrie [mailto:bfondrie@gmail.com]
Sent: Wednesday, June 21, 2017 5:10 PM
To: Planning Commissioners; etkindall@aol.com; Kindall, Ed (Council Member); Murphy, Kathleen (Council Member)
Cc: Blayke Bearman
Subject: DISAPPROVE SKYNASHVILLE 2016SP-004- 001

Hello Commissioners,

My girlfriend (Blayke Bearman) and I (Bryan Fondrie) live at 3308 Trevor St, Unit A, Nashville TN 37209 directly across from the proposed Sky Nashville Project Case 2016SP-004-001. As residents in Sylvan Summit over the last 12 months we have seen continuous development in the area, very akin to the rest of Nashville. It is exciting to learn more about plans for development and growth in the area, however, we have STRONG RESERVATIONS about the size and scope of the most recently proposed SkyNashville project and as home owners we are VERY OPPOSED to the request to change the zoning from R6 to an SP.

The existing neighborhood has limited space and infrastructure to support an addition of such size. Existing roads are already limited in supporting the current residents and on-going construction in the area. Furthermore, access to Charlotte avenue as a main thoroughfare to the rest of Nashville would be significantly impacted with the addition of another 120+ units and even more cars/residents based on current plans (estimated 2 cars/resident). We have additional concerns about preservation of the land and long-term stability based on the suggestions to add major structures (Multi-level "iconic" condos) versus residential town homes. The impact to the neighborhood as it relates to erosion, water run off, noise, traffic, blasting, and instability on a steeply sloped landscape leaves us and our neighbors with significant concerns should zoning be changed with limited restrictions. Growth is a part of Nashville and certainly the Sylvan Park/Summit/Heights area, but there are far better areas with capacity for something of this size than on the back of a hill that leads down to our already constrained interstate. Please carefully consider the impact of adding something that would certainly double if not triple the number of occupants of the neighborhood in a space that is only a fraction of the Sylvan Summit footprint.

We appreciate your consideration and look forward to continued discussions around bettering our community. I (Bryan) plan to join my neighbors in opposition of this project at tomorrow's meeting and look forward to your support.

Sincerely,

Bryan Fondrie and Blayke Bearman

Owner/Resident 3308 Trevor St, Unit A, Nashville TN 37209

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Bryan Fondrie

262-352-1354

From: Jennifer Buck Wallace [mailto:jenniferbuckwallace@gmail.com]

Sent: Wednesday, June 21, 2017 1:30 PM

To: Planning Commissioners

Subject: Opposition to Sky Nashville (#2016SP-004-001)

Hello -

My name is Jennifer Wallace and my husband Billy, our nearly 3 year old son Buck and I just moved to 413B 36 Ave N. Nashville, TN 37209.

I am writing you to express my opposition to SP zoning to allow the SkyNashville project to over develop the top of the hill in Sylvan Summit. Case number: (#2016SP-004-001)

My husband and I aren't even finished unpacking our boxes from our recent move from Germantown / Salemtown to our new home here in Sylvan Summit. We picked this home b/c we want to live in a unique neighborhood, close to downtown and public transportation, where we can raise our son in a community that feels like a neighborhood (but still urban). There is great incentive for developers to continue building these unique, modern zero lot line 500K+ homes and I am sure that will continue without this zoning change. In our opinion, continued, existing R6 zoning allows for a family, kid friendly neighborhood to continue to develop.

The challenges SP zoning and 123 units on that tiny parcel of land at the top of the hill bring just isn't worth it and it is not at all fair to change policy to benefit developers over the people who have bought in and invested to re-develop this area into a neighborhood.

Here are a couple of my specific concerns regarding the development zoning change:

1) Traffic: There is no way you can drive the steep streets of 33rd, 34th, 35th, 36th and 37th and think that it is good to add 250 cars to these roads during rush hour. It is already difficult to get out of the community. There are no roads that access Charlotte via traffic lights. These roads also are not wide enough for that added traffic and they all need side walks -- there just isn't room for it all. I would love for my child to be able to one day ride a bike or go for walks with us in our community. Adding 250 cars to the mix in such a compact space makes that much more dangerous.

2) Rain water runoff: Already, when it rains, water pours down 36th in front of our home. Removal of trees and the addition of that volume of roof water runoff is sure to cause more water to pour down the hills --we obviously do not have the infrastructure beneath this community to absorb that volume of water.

3) Community: When we stumbled onto our new home in Sylvan Summit we talked about how the area was confined by the interstates and Charlotte Ave and uniformity of the modern houses that were being built was going to create an amazing neighborhood that would be completely built up with single family homes in just a couple of years. It could be a place where our son could grow up b/c more families would see what we saw and move here, and maybe be encouraged to go to school in the community and we could work with others to make sure that those schools were invested in. This may be the thing that Nashville struggles with more than anything. Adding more apartments to Sylvan Summit (none of which are allocated for/rent controlled for working families) instead of continuing with R6 zoning insures that less families, not more move here. I want hipsters to have a place to live as well, I have nothing against anyone who lives in an apartment or people making money building apartments, but in an area where we have existing communities where families can live, work, go to school and play near the city, we should encourage that type of development as well.

Because of these reasons I hope you will vote NO to SP zoning.

Thank you for your consideration,

Jennifer, Billy & Buck Wallace

--

Jennifer Buck Wallace

e: jenniferbuckwallace@gmail.com

c: 615-294-2991

"Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it's the only thing that ever has." Margaret Mead

(All messages should be treated as confidential. Any re-posting of content without the author or authors consent is prohibited.)

Item 5, Donelson Station SP

Sent: Thursday, June 22, 2017 10:16 AM

To: Planning Commissioners; Adams, Kelly (Planning); Owensby, Craig (Planning); Shepard, Shawn (Planning)

Cc: Syracuse, Jeff (Council Member); Hayes, Roseanne (Council Office)

Subject: Item # 5- Case # 2017SP-033-001

Planning Commissioners,

This correspondence is on behalf of Councilmember Jeff Syracuse, who cannot be in attendance at tonight's Planning Commission meeting due to other obligations.

Please accept this as a letter of support regarding Item # 5, a request to rezone property at 119, 121, 125 and 135 Donelson Pike from CL and RS10 to an SP-MU zoning.

This plan has been significantly revised from its initial inception, and Planning Staff has spent lots of time making certain the plan meets the policy, provides appropriate transitions to surrounding neighborhoods, and also serves as a catalyst for future transit oriented development in the Downtown Donelson area.

The latest inception, with park space, is a fantastic enhancement to the community, and I sincerely appreciate staff's hard work to make sure this tracks to today's agenda so that this may track to an August public hearing before the Metro Council.

I urge you to please adopt staff's recommendation of approval with conditions. As always, thank you for your time and service to the City of Nashville.

Councilmember Jeff Syracuse

District 1

Brandon

Brandon Burnette, Planning/Codes/Zoning Liaison

Vice Mayor/Metro Council Office

One Public Square, Suite 204

Nashville, TN 37201

Office: 615.880.3361

Fax: 615.862.6784

Cell: 615.708.6428

From: Comcast [mailto:siejakowski@comcast.net]

Sent: Thursday, June 22, 2017 11:10 AM

To: Owensby, Craig (Planning)

Subject: Donelson Station

Craig,

If you would not mind passing this along to the council or the person assigned to the Donelson Station agenda this evening I would greatly appreciate it.

We are traveling the remainder of the summer as well as several other neighbors who will not be able to be in attendance. Several are in opposition of this proposed project however it's been postponed so many times it's very difficult to get the majority together in the summer to keep meeting the postponements.

You've been very helpful and that is much appreciated. I figured we should at least pass along what we had worked on to present to the council prior to all the postponements, at least to have some info in front of them as our council member will not be in attendance nor is he going to forward our concerns.

Thank you

(2 attachments follow)

Donelson Station – Traffic Study Review and Research – Impact on Bluefield Avenue.

Introduction to Bluefield Avenue

Bluefield Avenue is a primary street in the Historic Bluefields District. It runs between two state routes – Donelson Pike and Lebanon Pike and it is used daily as cut thru between these two state routes in particular during peak traffic times to save time and to avoid the congested Donelson Pike and Lebanon Pike Intersection. School children, walkers, bikers and runners use Bluefield Avenue for the same reasons that automobiles do – as a cut thru between Donelson Pike & Lebanon Pike.

Residents also use Bluefield Avenue for exercising, walking pets, walking to local schools and local shops. Bluefield Avenue has no sidewalks and has a narrow shoulder on each side of the road in which pedestrians use. Bluefield Avenue is a dangerous street for pedestrians and even for children when under adult supervision. Cars can travel up to speeds of 40 plus mile an hour along this street with the posted speed being 30 miles per hour and travel within feet of pedestrians. The safest way to currently walk thru Bluefield Avenue is on the uneven easement and ditch on the side of the roads.

Analysis Summary:

Total Trip Generation Donelson Station (Figures from traffic study – March 30, 2017 – Updated May2)

Apartments – 208 Units – 300 Parking Spaces

Apartments Daily Automobile Trips – 1,385 – Exit/Entrance – (Document ES1)

Commercial – 9,500 sf – Parking Spaces (unknown) – modified from Retail to Commercial after public presentation – Retail sf was listed at 2700 sf

Commercial Daily Automobile Trips – 1208 – Exit/Entrance (Document ES1)

Bluefield Avenue Traffic Impact from Traffic Study

Existing Peak Hour Volumes – 510 cars enter and exit Bluefield Avenue VIA Donelson Pike (Figure 3)

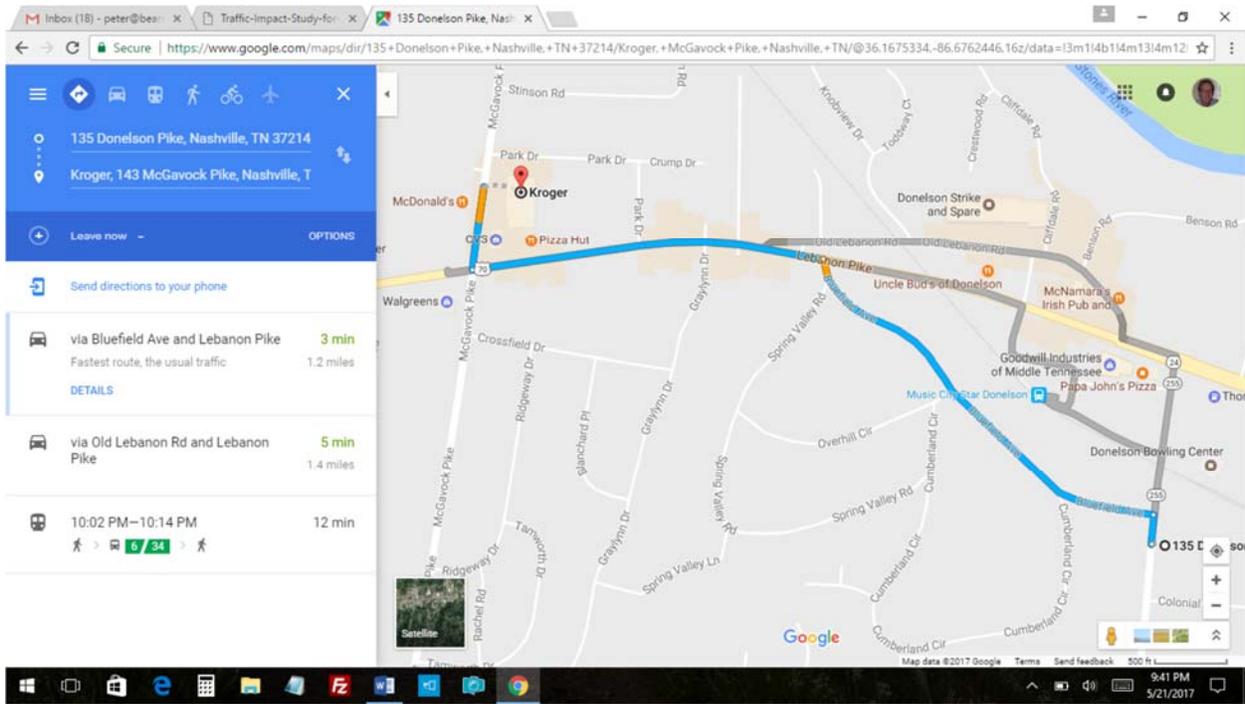
2020 Peak Hour Volumes – 526 cars estimated to enter & exit Bluefield Ave VIA Donelson Pike (Figure 4)

Traffic Study 2020 - 16 more cars will travel in peak hours along Bluefield Avenue by the year 2020 according to study stating that Donelson Station (Residential and Commercial) and will have no significant traffic impact on Bluefield Avenue.

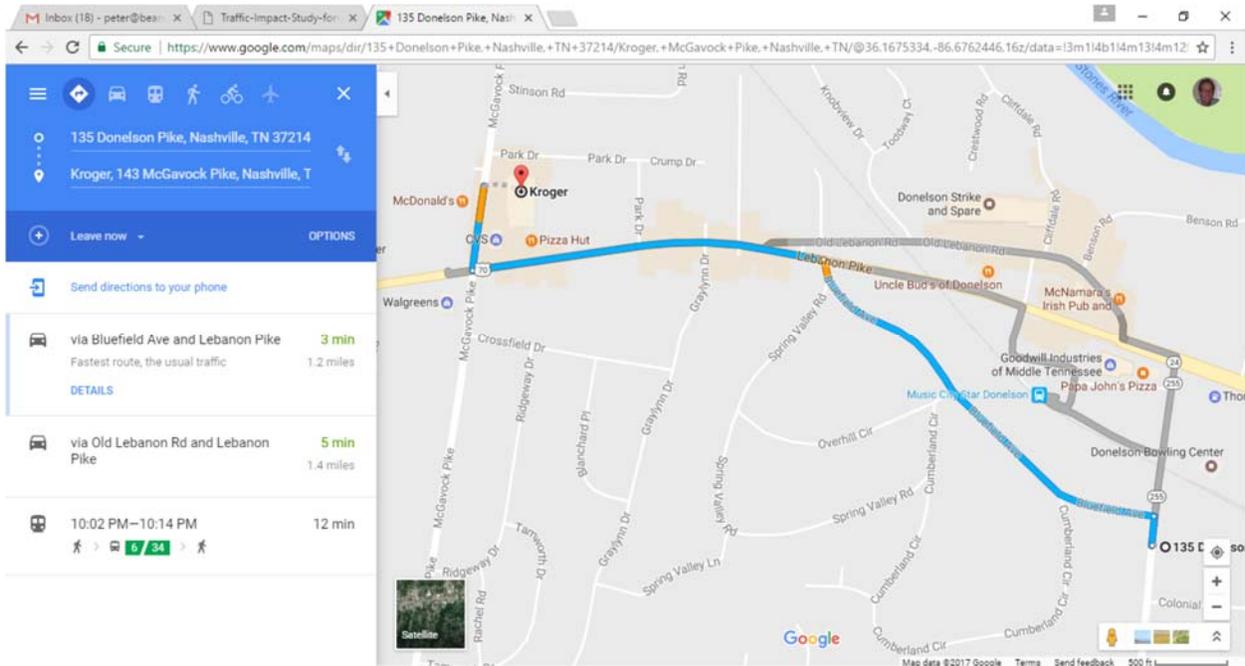
Our Study Conclusion – Up to 2500 trips a day could use Bluefield Avenue going to and from work, school, grocery store or library as a Resident of Donelson Station and/or as a customer travelling to and from proposed Commercial Business. Google Recommends Bluefield Avenue as the best route (Versus Lebanon Pike – Donelson Pike Intersection) in all of our sample routes to and from Donelson Station. We have provided Google Map samples of some of the most common trips you would expect a Donelson Station resident would take on a daily basis. This would add to an already dangerous street as well as the intersection the obvious dangers and challenges currently encountered at Bluefield Avenue & Lebanon Pike.

Request: We request a much more in-depth traffic analysis be performed on traffic impact on Bluefield Avenue not only considering the increase travel that Donelson Station will bring to Bluefield Avenue but also the advent of future infill and density development that likely to come on the East side of Donelson Pike in this area.

Google Maps – Donelson Station to Grocery Store (Kroger)



Google Maps – Donelson Station to McGavock High School



Google Maps – Donelson Station to Downtown Nashville

from 135 Donelson Pike, Nashville, TN 37214
Back 2nd Ave N, Nashville, TN

18 - 35 min (10.1 miles)
via TN-155 S and I-40 W

135 Donelson Pike
Nashville, TN 37214

- Get on TN-155 S/Briley Pkwy from Bluefield Ave and Lebanon Pike
5 min (1.8 mi)
- Continue on TN-155 S/Briley Pkwy. Take I-40 W and I-24 W to James Robertson Pkwy. Take exit 48 from I-24 W
8 min (7.2 mi)
- Continue on James Robertson Pkwy. Drive to 2nd Ave N
3 min (1.2 mi)

2nd Ave N
Nashville, TN

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Map data ©2017 Google

9:54 PM
5/21/2017

Google Maps – Donelson Station to Donelson Library

135 Donelson Pike, Nashville, TN 37214
Nashville Public Library Donelson Branch

Depart at 7:25 AM Mon, May 22

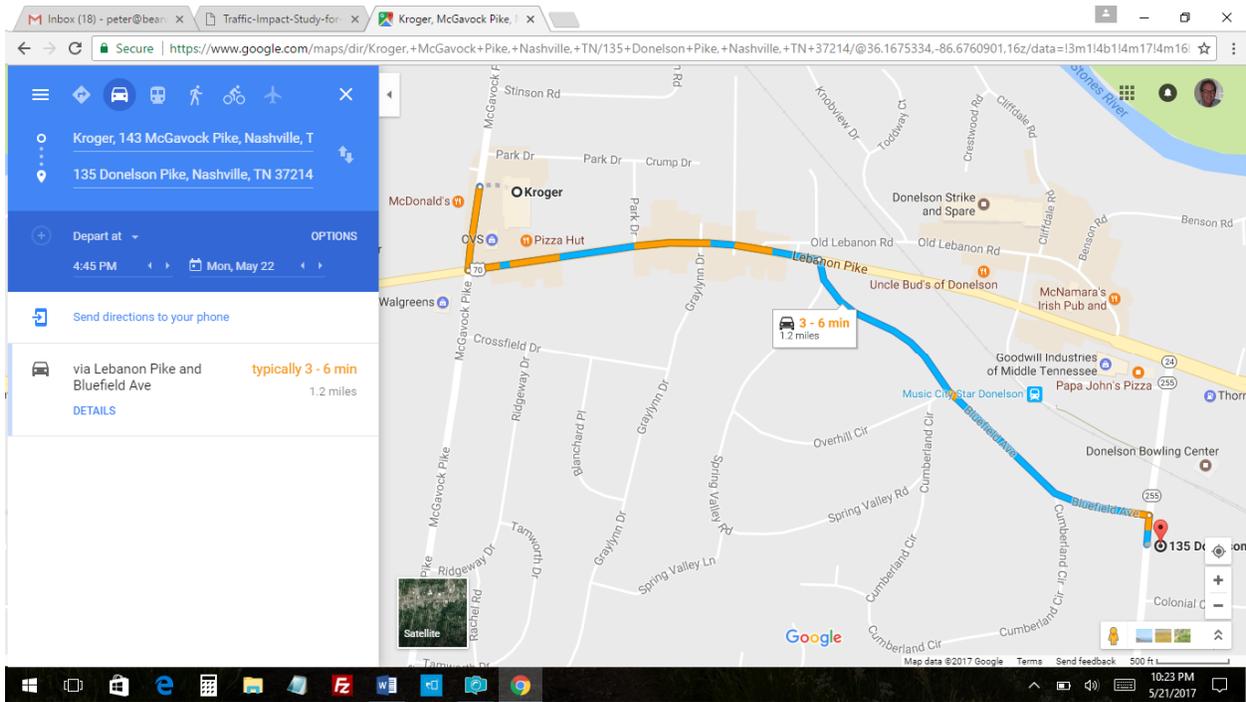
Send directions to your phone

- via Bluefield Ave and Lebanon Pike **typically 3 - 6 min** 1.3 miles
- via Old Lebanon Rd and Lebanon Pike **typically 5 - 8 min** 1.5 miles
- 7:31 AM (Monday)–7:43 AM **12 min**

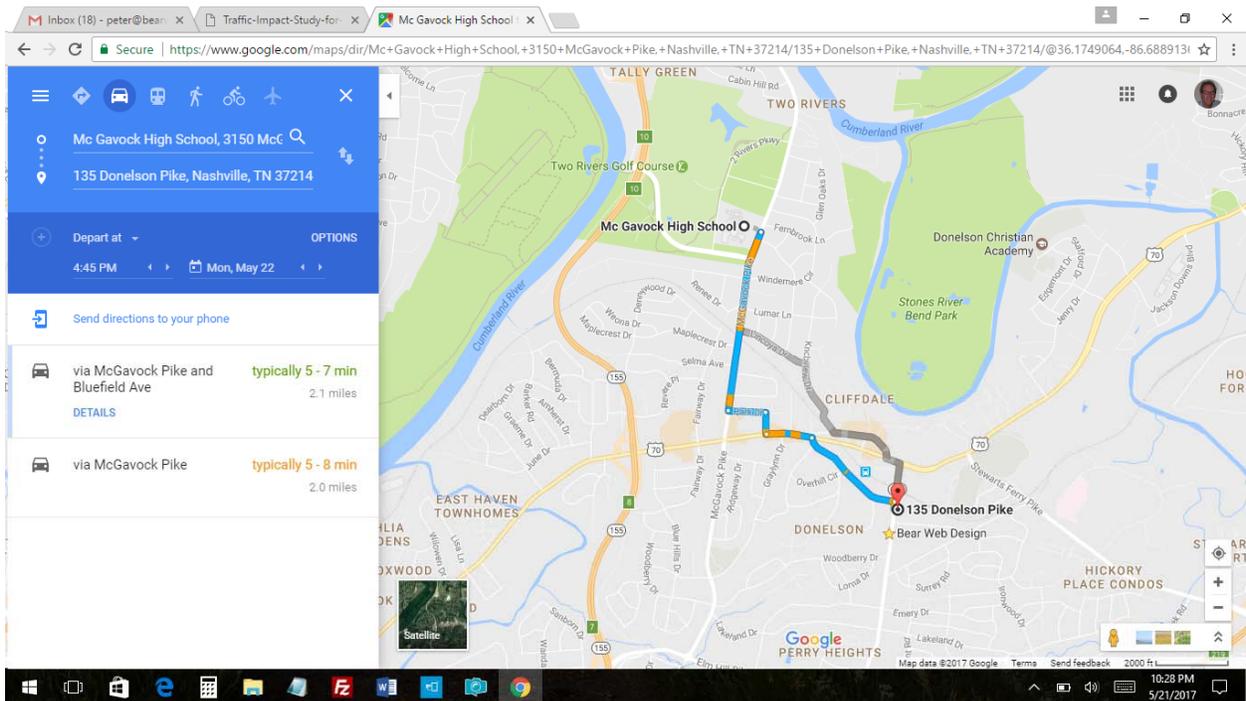
Map data ©2017 Google

10:09 PM
5/21/2017

Google Maps - Kroger Grocery Store to Donelson Station



Google Maps – McGavock High School to Donelson Station



Google Maps – Downtown to Donelson Station

2nd Ave N, Nashville, TN
135 Donelson Pike, Nashville, TN 37214

Depart at 4:45 PM, Mon, May 22

Send directions to your phone

- via Lebanon Pike: typically 20 - 40 min, Arrive around 5:25 PM, 8.0 miles
- via I-24 E and I-40 E: typically 20 - 45 min, Arrive around 5:30 PM, 10.1 miles
- via I-24 E: typically 18 - 45 min, Arrive around 5:30 PM, 9.3 miles

Map data ©2017 Google

Google Maps – Donelson Library to Donelson Station

Nashville Public Library Donelson Branch
135 Donelson Pike, Nashville, TN 37214

Depart at 4:45 PM, Mon, May 22

Send directions to your phone

- via Lebanon Pike and Bluefield Ave: typically 3 - 6 min, 1.3 miles

Map data ©2017 Google

Intersection of Bluefield Avenue & Donelson Pike

Introduction

The Intersection of Bluefield Avenue and Donelson Pike is a critical area to review in terms of the development of Donelson Station and the first key pedestrian area of Downtown Donelson not only in terms of traffic flow but also the first key area where we expect consistent pedestrian flow heading to and from Donelson Train Station. The Intersection has lot of cars turning left onto Bluefield Avenue during morning peak hours and then turning right (on red) from Bluefield Avenue onto Donelson Pike during afternoon peak hour. The afternoon right on red traffic exemplifies the inherent challenges (and dangers) pedestrians will face when crossing Donelson Pike to get to Donelson Station. Due to the old fashion hanging lights at this intersection you will quite often see cars run red lights along Donelson Pike while Bluefield Avenue has a green light (they can be easily missed).

Jiffy Lube Entrance - Exit

Additional to the current configuration of this intersection is the positioning of Jiffy Lube. Jiffy Lube's entrance and exit is not lined up with the Intersection (it is approximately 20 feet north of the intersection) and this creates a current traffic hazard for any car that attempts to enter the intersection turning left out of Jiffy Lube. As will be see from attached photos, a driver entering Donelson Pike from Jiffy Lube cannot currently see the traffic lights. This is a hazard to this intersection. Last week a Jiffy Lube worker informed me they had up to 100 cars a day that go thru their facility (7 days a week).

Traffic Impact Study for Donelson Station – March 30, 2017 – Updated May 2, 2017 – by RAGAN-SMITH ASSOCIATES, INC.

Conclusions and Recommendations from Traffic Impact Study

Donelson Pike at Bluefield Avenue

- No intersection control changes or additional laneage are recommended at the intersection of Donelson Pike at Bluefield Avenue as part of Donelson Station to provide vehicular traffic operations that meet Metro Nashville – Davidson County's policy goal for level of service.
- Crosswalk markings across the south approach of Donelson Pike and across Bluefield Avenue should be installed to meet current Metro Public Works standards.
- Pedestrian signal heads and push buttons should be installed by developers at this intersection for each installed crosswalk.

Our Conclusion and Recommendation

Review photos of Jiffy Lube for clear pictures of current configuration problems that seem to be completely ignored by conclusions and recommendations. Providing transit users with the quickest and safest route to cross Donelson Pike should be of the highest importance to the Donelson Station Developer that indicates that between 50-100 people will use transit (The Music City Star)

Asking pedestrians to cross Donelson Pike – across the “south approach” while watching and negotiation automobiles turning right on red from Bluefield Avenue (as these vehicles have done for years without transit pedestrians) is dangerous. Additional left turning vehicles from Jiffy lube create is a completely

blind situation for both pedestrians and drivers. (The north side of Donelson Pike crosswalk would provide a much safer and quicker option to pedestrians in particular as transit pedestrian traffic grows. Additional pedestrian improvements that should be considered to encourage pedestrian transit use.

Lighting must be added on the pedestrian transit walking route from the intersection of Bluefield Avenue and Donelson Pike to Donelson Railway Station. Currently ABSOLUTELY no pedestrian light exists on the Donelson Pike or the pathway to Donelson. It is not currently safe to walk along this path in the dark.



Additionally, there are no current lights along the sidewalk that leads from the train station path to the intersection of Bluefield Avenue and Donelson Pike.



Request: We request a much more in-depth study of the intersection of Bluefield Avenue and Donelson Pike as well as Jiffy Lube’s current entrance and exit configuration. This should also include a transit pedestrian study including crosswalks standards of rapid transit pedestrian crossings (are they different from Metro’s current pedestrian crossing standards) as well as lighting and safe walking zones. This should also address what actual impact that Donelson Station adding 2500 entry and exit automobile trips daily will have on this intersection with its current configuration and traffic challenges.

Jiffy Lube property that connects directly to Bluefield Avenue (and Intersection)



Jiffy Lube exit and entrance on Donelson Pike – note the arrows indicating cars should pull into the intersection (and potentially across to Bluefield Avenue) – left arrow is from left bay.



Jiffy Lube entrance and exit with no traffic light view (and it would not be possible to see a proposed South crosswalk from this location for any vehicle exiting Jiffy Lube from this left lane (up to 100 cars a day)



Jiffy Lube entrance and exit with no traffic light view (including pedestrian view) from my vehicle when exiting Jiffy Lube (arrow suggesting left turn into intersection - up to 100 cars a day) – and bad configuration blocks best location for transit rider's crosswalk.



From: Diana English [mailto:d.english@hndllc.com]

Sent: Wednesday, June 21, 2017 3:44 PM

To: Planning Commissioners

Subject: Donelson Station

Please approve:

2017SP-033-001

DONELSON STATION SP

Council District 15 (Jeff Syracuse)

Staff Reviewer: Shawn Shepard

A request to rezone from CL and RS10 to SP-MU zoning on property located at 119, 121, 125 and 135 Donelson Pike, east of the terminus of Bluefield Avenue (6.39 acres), to permit 208 multi-family units and commercial space, requested by Ragan-Smith and Associates, applicant; Harold Deal, Donelson-Hermitage Chamber of Commerce, Pratap and Bharati Kakkad and Rondol and Mary Oakley, owners.

Diana English

Regional Manager



2224 Hamlet Hill Drive

Phone: 615-953-1401 Fax: 615-953-1410

Email: d.english@hndllc.com

Item 14, Traffic Impact Studies

From: Burnette, Brandon (Council Office)

Sent: Thursday, June 22, 2017 10:40 AM

To: Planning Commissioners; Owensby, Craig (Planning); Briggs, Michael (Planning); Adams, Kelly (Planning)

Cc: Weiner, Sheri (Council Member); Hayes, Roseanne (Council Office)

Subject: Item # 14 - Case # 2017Z-014TX-001

Planning Commissioners,

This correspondence is on behalf of Councilmember Sheri Weiner, who cannot be in attendance at tonight's Planning Commission meeting due to other obligations.

Please accept this as a letter of support regarding Item # 14, a request to amend Title 17 pertaining to Traffic Impact Studies.

I sincerely appreciate the hard work and effort staff has spent in developing a comprehensive rewrite to Chapter 17.120.140 of the Metro Code to update the process for Traffic Impact Studies.

This item has been studied and vetted for over a year now, and I would respectfully ask that you honor staff's recommendation and approve this request.

Thank you for your time and consideration, and thank you for your service to the City of Nashville.

Sincerely,

Councilmember Sheri Weiner

District 22

Brandon

Brandon Burnette, Planning/Codes/Zoning Liaison

Vice Mayor/Metro Council Office

One Public Square, Suite 204

Nashville, TN 37201

Office: 615.880.3361

Fax: 615.862.6784

Cell: 615.708.6428

Item 17, 3920 Stewarts Lane SP

From: Burnette, Brandon (Council Office)

Sent: Thursday, June 22, 2017 10:09 AM

To: Planning Commissioners; Rickoff, Abbie (Planning); Owensby, Craig (Planning); Adams, Kelly (Planning)

Cc: Leonardo, Nick (Council Member); Hayes, Roseanne (Council Office)

Subject: Item # 17- Case # 2017SP-059-001

Planning Commissioners,

This correspondence is on behalf of Councilmember Leonardo, who cannot be in attendance at tonight's Planning Commission meeting due to other obligations.

Please accept this as a letter of support regarding Item # 17, a request to rezone property at 3920 Stewarts Lane from AR2a to an SP.

As a brief history regarding this proposed zone change, please note that this application was originally filed as a base zone change to IWD during a different Councilmember's tenure. The application sat dormant for some time, due to notices and public hearing signs not being returned and posted by the applicant as required by the Code. During the time period during which the IWD application sat dormant, Councilmember Leonardo was elected to represent District 1.

When the application to rezone to IWD was reactivated, the District Councilmember decided that a base zone change was not completely appropriate due to sensitive environmental features present on the site, as well as the wide range of uses permitted by IWD. As the applicant expressed a desire in permitting only one use, the Councilmember asked Council Office staff to prepare a regulatory SP limiting uses and also providing some protections for the floodplain and Conservation land use policy present on the site. That regulatory SP is the item on today's agenda.

This proposal has been presented to the community at several community meetings, including one last Thursday. No concerns have been expressed over the proposed SP.

As such, I ask that staff's recommendation to approve a second substitute ordinance be followed. Thank you for your time and consideration and your service to the City of Nashville.

Councilmember Nick Leonardo

District 1

Brandon

Brandon Burnette, Planning/Codes/Zoning Liaison

Vice Mayor/Metro Council Office

One Public Square, Suite 204

Nashville, TN 37201

Office: 615.880.3361

Fax: 615.862.6784

Cell: 615.708.6428

Item 18, Bellevue Center PUD Revision

From: Burnette, Brandon (Council Office)

Sent: Thursday, June 22, 2017 11:23 AM

To: Planning Commissioners; Owensby, Craig (Planning); Adams, Kelly (Planning); Shepard, Shawn (Planning)

Cc: Hayes, Roseanne (Council Office); Weiner, Sheri (Council Member)

Subject: FW: Item # 18 - Case # 94-71P-008 - Bellevue Center PUD revision

Planning Commissioners,

This correspondence is on behalf of Councilmember Sheri Weiner, who cannot be in attendance at tonight's Planning Commission meeting due to other obligations.

Please accept this as a letter of support regarding Item # 18, a request to revise the Bellevue Center PUD to permit an assisted care living facility, independent living facility, a hotel, and a recreation center.

This revision will allow for the continued redevelopment of the Bellevue Center. I greatly appreciate staff's hard work reviewing this PUD revision and ask that you follow staff's recommendation and approve this request with conditions.

Thank you for your time and consideration, and thank you for your service to the City of Nashville.

Sincerely,

Councilmember Sheri Weiner

District 22

Brandon

Brandon Burnette, Planning/Codes/Zoning Liaison

Vice Mayor/Metro Council Office

One Public Square, Suite 204

Nashville, TN 37201

Office: 615.880.3361

Fax: 615.862.6784

Cell: 615.708.6428