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| **From:** | Mike Armstrong <maarm66@comcast.net> |
| **Sent on:** | Tuesday, September 27, 2022 11:00:42 PM |
| **To:** | Rosenberg, Dave (Council Member) <Dave.Rosenberg@nashville.gov>; Hausser, Gloria (Council Member) <Gloria.Hausser@nashville.gov>; Planning Commissioners <Planning.Commissioners@nashville.gov> |
| **Subject:** | Re: Q&A on the Coley Davis Road Proposal |
| **Attachments:** | Coley Davis.jpg (47.3 KB), Shell Station at Coley Davis.jpg (1.87 MB) |
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Councilman Rosenberg, Councilwoman Hausser, Metro Planning Dept.

Please do not approve the rezoning request for the development off of Coley Davis. While more housing may be needed in Bellevue, this location is not the right location for such a high density development.

While I do not agree with the assessment that this development will not cause a possible increase in flooding potential, I personally have nothing to back up my belief other than seeing the increased flooding along Coley Davis in the almost 30 years I have lived here.

I do believe that the data on current traffic on Coley Davis is flawed. I have seen the markers for the study on the road. Each time I have seen them, they have been placed further down Coley Davis where a true measure of traffic is not captured. If traffic was measured just off where Coley Davis comes off Hwy 70, there would be a much higher traffic count on the road than the 4,922 trips currently shown. There is a large amount of traffic that utilizes Coley Davis to access Home Depot and the Recycling Center on a daily basis. When you add in the traffic for the soccer fields on the weekends, there is a true bottleneck where Coley Davis merges down to one westbound lane prior to the soccer field and recycling entrances (see attached picture). There needs to be major improvements to Coley Davis between Hwy 70 and the Recycle Center/Park n Ride before we add another 2,748 daily vehicle trips to this road.

The comparison of traffic on Coley Davis to Sawyer Brown, Temple Rd and Old Harding Pk are not valid. Those roads have multiple entrances/exits. Coley Davis does not. And the majority of the traffic is consolidated within the first .4 miles of Coley Davis off Hwy 70.

A side issue with this section of the road is that the MTA buses will stop by the Shell station on Coley Davis to take breaks. Where they stop is actually the outside turn lane that is the lane that continues westward on Coley Davis. The causes turning vehicles to back up onto Hwy 70 (see attached picture).

Can someone please clarify if there would be a left turn lane off Coley Davis to the proposed development? The developer has stated that there is not enough room for a turn lane, but in your letter here CM Rosenberg, you state that there will be? Are you going to hold the developer to this?

As far as the benefits of the multimodal path the developer is planning: Metro's Bikeways Project page shows there is already a bike lane planned along the entire length of Coley Davis starting in 2025, not just from the proposed bridge to the Recycle center/Park N Ride center. The proposed mutlimodal path does not really serve any purpose. It does not provide access to dining and shopping along Hwy 70 since it doesn't reach Hwy 70. It would stop before the worst part of Coley Davis in regards to traffic and congestion.

The proposed rezoning to allow the Ariza development does nothing for Bellevue residents except add traffic or Bellevue businesses except add disgruntled customers due to no/slow service. As far as CM Rosenberg's comment "With traffic not required to navigate any additional local streets, there will be no material effect on traffic.", where will these possible residents shop? This kind of comment implies that there will be no benefit to local businesses. The prices estimated for the apartments are not anywhere near affordable housing, so the residents would more than likely not be adding to the labor pool for Bellevue restaurants and businesses. The only one who would benefit from the rezoning is the developer.

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Mike Armstrong
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