

ThinkTulahoma2040 Plan Feedback

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Question 1 has 3 answers (Open Text)

“Cover Page”

Unknown contact said:

"1. About that title. While this was intended as a replacement plan for the July 2011 version with a twenty-year horizon like most formal long-range planning documents, time seems to have slipped by and we are now looking at an eighteen-year version, and that is assuming any version will be published. I would recommend rebranding this thing as the 2022 Tullahoma Comprehensive Plan and let it go at that.

2. The Plan was conceived as a web-based document to be viewed by desktop computer or Ipad or similar. Whether an actual paper variant was to be included is not clear, but by not doing so effectively eliminates thirty percent (6,000) of potential Tullahoma readers, or those who do not own computers according to the U.S. Census Quickfacts, April 2020. Further, all maps in this rendition are unreadable, making it literally impossible to make out detail, particularly the city maps without a computer and high magnification. Paper editions would need to include 11 x 14 foldouts to be useable. A computer fix of the mapping would employ use of larger scale maps and that would take a rebuild of the entire Plan.

"

Unknown contact said:

"ra"

Unknown contact said:

"Looks great"

Question 2 has 2 answers (Open Text)

“Acknowledgments Page”

Unknown contact said:

"DO NOT have"

Unknown contact said:

"3. When reviewing a document, I first assess how well it is written, first grammatically, then contextually, and then assess content, completeness, and relevance of subject matter. There are a multitude of things that go into measuring a professional document and this draft does not measure up to any standard of professionalism. There is consistent misuse or overuse of notations (quotation marks, ampersands in place of 'and,' missing series (Oxford) commas, periods, use of etc). There are 231 ampersands (I counted) in the 111 pages and addenda. As suggested by probizwriters.com, "The ampersand usage rules are simple. First Rule: Generally, don't use the ampersand in regular text, headings or titles as a replacement for and. Just don't—except as noted in the second rule. Second Rule: Limit ampersand use to these few situations: Proper nouns like company names, e.g., "Crown & Co." [It is noted that in the latter example there are instances where usage is protected by U.S. Trademark Law.] Bottom line to all this, there is a dearth of evidence that any editing of the draft took place.

4. Asking readers to review the Plan brings up another issue. Computer viewing, particularly in Portable Document Format (PDF), limits the viewer's manipulative ability, making it difficult to assess the document and to read without making copious written notes. There are so many alternatives out there I'm surprised someone settled on PDFs as a deliverable format.

"

Question 3 has 4 answers (Open Text)

“Table of Contents”

Unknown contact said:

"DO NOT have"

Unknown contact said:

"5. A Plan always includes a Public Participation Process (PPP) document [SAFETEA-LU 2005], one which consists of all feedback from the public and interested parties. It would have descriptions of PPP events, such as meetings, presentations, stakeholder interactions of all kinds, and design charrettes.

Apparently, the \$200,000 price tag for the bridge we bought did not include such an item!

6. This is picky, I know, but someone should advise the consultants that it is the Jack Daniel Distillery, not Jack Daniel's. There is broad use of the possessive, I admit, but really? In a so-called formal document draft, they should know better.

7. This is my take on the Plan as a whole. What began as a rebuild of the 2011 Comprehensive Plan morphed into a kind of long-range plan, but with a limited transportation component. If there had been a more solid transportation base to the Plan that would necessarily have included computer modeling of the city's network and possibly, with some additional effort, the entire Micropolitan Statistical Area (MSA), it would have become a Tullahoma Long-Range Plan. Generally speaking, I am disappointed in the mobility part of the Plan. It is inadequate, insufficient, really basic stuff, and most of which is right out of TDOT's guidebooks.

"

Unknown contact said:

"asdfasdf"

Unknown contact said:

"correct your the spelling"

Question 4 has 4 answers (Open Text)

“Executive Summary page i”

Unknown contact said:

- 1) Project Intent: RFP calls the comprehensive plan a “development” plan. Where is the environment, ecology, person-focus?
- 2) This is not a comprehensive plan, it is a business growth plan, so rename it as such.
- 3) RFP assumes business as usual: calls for growth and development in all areas mentioned .
- 4) Online public opinion survey, taken by over 1K citizens, was a pre-ordained vis-à-vis subject matter. Citizen participation in the development of the survey questions was non-existent.

”

Unknown contact said:

”I would include Huntsville also as "strategically located"”

Unknown contact said:

”The opening images show introduces the format of the report well showing readers the in-depth nature of the report presented with well-balanced details, and using the image of the community group working together helps you trust the real people had input. ”

Unknown contact said:

”Number 10 brings up the issue of revenue, and I find that information missing from the draft. In other government settings, a discussion of an existing or proposed budget, typical revenue streams, and projected revenue streams are normally a part of such a document, but not here. That information, and the ability to quickly cost future projects should be a part of a Plan.

12. P. iv – I believe this is the first mention of Climate Change as a progressive talking point, but I expected it. Someone on Walker’s staff, or perhaps in the Tullahoma planning office, is a wokie mole, inserting the best of that climate mess into the draft Plan. This is also the first mention of the American Planning Association (APA), quoting from their 2020 magazine and preaching end of the world inevitability. I recognize that it is entirely possible, when the next glaciation reaches down below present day Lexington, Kentucky in 11,500 years or so, there may not be a living soul present to witness it, thanks to the Putins of the world. The APA is a Chicago-based for-profit company that puts out a decent magazine, but is a woefully woke originator of progressive drivel. They specialize in selling American Institute of Certified Planning (AICP) certifications to marginally-educated undergraduates for ridiculous sums and who in turn petal their certifications to Middle American small cities for sometimes as much as \$200,000 to tell you things you already know. If John Jones, AICP, wants to put together a little Comprehensive Plan for you for some exorbitant sum, run the other way. But I digress.

”

Question 5 has 5 answers (Open Text)

“Executive Summary page ii”

Unknown contact said:

- 1) Natural Resources: Discourage the disturbance of floodplains is listed. Disturbances of floodplains should be a zoning violation.
 - 2) Natural Resources: Continue to pursue clean-up efforts for streams: little or no clean-up has been done, especially in Rock Creek (I personally have waded that area and picked up trash). Clean up efforts should be mandated and on a scheduled completion timeframe.
 - 3) Natural Resources: Require street trees in the City's subdivision regs: assume this would only apply to new subdivisions IF BOMA approves zoning changes (individual homes do not seem to be included): it does not include existing subdivisions or individual homes.
 - 4) Natural Resources: Consider adopting a tree preservation ordinance. Consider? It'll never happen, but it should be mandatory.
 - 5) Public Space and Recreation: Is the P&R strategic plan being developed by Dave Anderson included in this comp plan?
 - 6) Public Space and Recreation: use eminent domain to ensure the proposal for a new Rock Creek Park between roughly Grundy Street and Wilson Avenue. This is the first I have heard of this: when was this proposed, and by whom: did not hear this at any of the planning meetings
- "

Unknown contact said:

"The concept of Rock Creek Park is the best idea I've heard in a long time. I've often thought that would be great if it were connected by use. "

Unknown contact said:

"Under Mobility, Complete Streets is a singular concept, not one of many, and typically capitalized. "

Unknown contact said:

"Rock Creek Park would be excellent and a great space for improvements!

Also need to focus on Short Springs

Move dog park or create a new one that is more accessible and not tucked on the outskirts that you have to drive to get too."

Unknown contact said:

"Should 'Impervious surfaces' be changed to 'Pervious surfaces'?

Do we really want to state 'Require street trees'? Might consider changing this to 'Require planting strips' or similar. Encouraging trees in the public right-of-way might not be the correct approach in the subdivision regulations without considerable guidelines as most tree types planted in certain zones of the ROW would be a negative."

Question 6 has 4 answers (Open Text)

“Executive Summary page iii”

Unknown contact said:

- 1) Scenarios for Grundy St. Site: is there a plan to ensure that some of the apartments in either scenario are reserved for low-income citizens? You do understand that the “spectacular views of the new park” will be blindingly unbearable in the early and late afternoons as it looks out directly West.
- 2) Downtown: Prove that “Downtown Tullahoma is strongly linked to the image and economic health of the entire community”. I’m sure that downtown businesses would say so, but is that true? Don’t need assumptions here.....
- 3) How and who is paying for all this “revitalization”?
- 4) Where is the rendering of the Farmer’s Market going to be? No street identification is noted.
- 5) Is there a specific note in the plan to address getting people to the “revitalized” downtown without having to drive to it?
- 6) What specific parts of the plan will ensure that businesses locating to the “revitalized” downtown will be resilient and able to withstand another economic downturn for whatever reason?
- 7) Will there be a covered area of downtown revitalization with will encourage both walking and biking, as well as outdoor dining capabilities, especially if there have to be a need for further social distancing in the future?
- 8) Housing: you make assumptions based on “market analysis and other research”, but does that also include the “greening” of all public housing? Why does the “market analysis and other research” automatically conclude that there will be growth and development: it is highly likely that growth will be stagnant and development will be very slow, unless you assume that perpetual growth and an ever increasing level of consumption will be possible in a finite materials/resources world.
- 9) Why is it “recommended that regional and national residential developers be recruited through a range of approaches and incentives”? For what purpose? To expand the tax base? Get better housing? Grow the city? What reason?

"

Unknown contact said:

"The proposed landscaping improvements look nice, but in the past when this was done, nobody took care of the landscaping "

Unknown contact said:

"I appreciate and agree that Downtown has been properly identified as a key driver for the plan. Starting with a healthy downtown, then filling it with well-planned housing a traffic design are vital priorities for long-term growth. "

Unknown contact said:

"Before larger efforts are underway to follow recommendations for Community Design and Downtown renovation, I would recommend making sure historic preservation efforts and overlay activities are completed, or reach some stage of completion. "

Question 7 has 4 answers (Open Text)

“Executive Summary page iv”

Unknown contact said:

"Tourism Destination bullet - Misspelled whiskey"

Unknown contact said:

"Economic development needs to promote "clean" industries. "

Unknown contact said:

"I appreciate that the plan accounts for a balanced future, keeping climate change in mind. The objectives encompass all the areas of importance the community raised up and supported in public meetings and that I've heard as needs from the business community over time.

I also appreciate the strategy of convening the committee over time, having flexibility, and making updates. A rigid future isn't good, growth and change together are needed not knowing what the exact future holds. "

Unknown contact said:

"Implementation is one of the weak points of this Plan. As the City lacks a process or function within city government that would insure continued growth and development according to any one plan beyond the life of the current administration, and this Plan clearly does not promote any one process, I recommend the following: Modify the Municipal Code and or Charter as needed, granting additional tasking to the Planning Commission, to produce, based on this Plan and subject to BMA approval, a Project Priorities document, establishing in numerical order improvements to the city and the projected cost and be subject to estimates based on known or estimated percentages of annual increase over the life of the Plan. This will necessitate coordination between the Planning Commission, BMA, and the City Administration to insure cost projections are as accurate as possible. The document need not be an elaborate effort, but with sufficient detail of projects in numerical order that subsequent administrations can work from it, modify it, or re-order priorities as needed or desired. The point is, the priorities would survive changes in the administration and stand a better chance of being realized."

Question 8 has 2 answers (Open Text)

“Page 1”

Unknown contact said:

"Again, I would include Huntsville in the "strategically located" list. "

Unknown contact said:

"1. It's great to see arts and diversity represented in the opening paragraph.
2. The overview represents the healthy vibrant community we are while sharing key facts about issues we seek to improve upon. "

Question 9 has 1 answers (Open Text)

“Page 2”

Unknown contact said:

"Well explained several times with listed reasons that make sense and can be understood easily. "

Question 10 has 2 answers (Open Text)

“Page 3”

Unknown contact said:

"Last paragraph - need actual date instead of Xxxxxxxx"

Unknown contact said:

"The quotes that are used are strong and show the plan was developed with a great deal of community input. The detail listed on the other side back up the quotes, building credibility for the plan created as a result of all the effort. "

Question 11 has 1 answers (Open Text)

“Page 4”

Unknown contact said:

"The Nashville and Chattanooga Railroad existed in 1851 without the benefit of an ampersand. "

Question 12 has 1 answers (Open Text)

“Page 5”

Unknown contact said:

"Good information condensed into simple to read passages. Interesting thought, that they may have viewed that map in the center as "aspirational" - if it were, I wonder what their vision was. "

Question 13 has 1 answers (Open Text)

“Page 6”

Unknown contact said:

Question 14 has 0 answers (Open Text)

“Page 7”

No responses yet

Question 15 has 2 answers (Open Text)

“Page 8 ”

Unknown contact said:

"Important facts noting that decision should be made on the facts of the identity of the land and efforts should be made to conserve our natural areas. "

Unknown contact said:

"Couldn't help but notice the alternative spelling of 'various' under Water Bodies. "

Question 16 has 0 answers (Open Text)

“Page 9”

No responses yet

Question 17 has 2 answers (Open Text)

“Page 10 ”

Unknown contact said:

"I strongly agree with the concept of preserving natural features, including preserving forested areas for the multiple reasons you outline here. I appreciated your inclusion of the public comment to "Quit destroying woodland areas to build housing." (page iv) I note a large, forested area on the Tree Canopy map east of Tara Estates and Macon Manor and north of Lincoln (parcel #124.009.00) that you have designated on the Place Types map as "Traditional Neighborhood New." Based on your considerations for forest preservation and floodplain avoidance (a tributary of Bobo Creek runs through this property—pg. 43), the development of this property should not be designated as one place type but split into "Suburban Neighborhood" adjacent to Tara Estates and Macon Manor and your "New" designation east of the forest/wetland that would be accessed from Lincoln. "

Unknown contact said:

" Lyle Russell and the Tree Board was forwarded a document entitled 'Beekeepers Preferred Tree List,' which I prepared for the Duck River Beekeepers Association, of which I am a member. In that I mentioned the draft plan underway in Tullahoma and indicated specific tree species that I thought would be appropriate for use as street trees. Phillip Walker of Walker Collaborative had indicated that they would not be recommending specific species in the Plan. The species I recommended for use were Linden, Cherry (Yoshino), or Crepe (Crape) Myrtle. I suggested to Lyle the Tree Board could, if they wanted to be proactive, propose something to the BMA for approval. "

Question 18 has 0 answers (Open Text)

“Page 11”

No responses yet

Question 19 has 1 answers (Open Text)

“Page 12”

Unknown contact said:

"The map on this page does not extend the minor arterial designation of Hogan/Country Club beyond the junction with King's Lane. It should be extended to incorporate Short Springs Road to at least Carter Blake Road and probably further to Rutledge Falls Road. The minor arterial should be Hogan/Country Club/Short Springs from N. Jackson to as far as Rutledge Falls, according to a 2018 TDOT functional. "

Question 20 has 1 answers (Open Text)

“Page 13”

Unknown contact said:

"I haven't seen a reference to the Anderson Street TAP Project in the Plan. Is it included at all? Additionally, on this page is an argument being made to avoid N. Jackson Street mitigation efforts. Much is made of how Cedar Lane, Anderson, West Side, and others offer alternatives to avoid the Jackson traffic, but this doesn't really address the pass-through commuting traffic or the tractor trailers, nor does it answer the peak hour congestion, higher than posted speeds, and the always dangerous continuous left-hand turn lane that runs 5.7 miles from Parham Road south of town to Lowe's on N. Jackson. I fully expect that decades from now, if I were to live that long, I would find Jackson Street exactly in its current configuration, only now extending to the outskirts of Shelbyville in the north and Winchester to the south, one long contiguous strip mall.

At the charrette, I was part of Table 4 (p. 38). Part of our discussions were debating a future bypass that would divert from US 41A north of Tullahoma, skirt to the west of town, intersect with SR-55 (Wilson), continue south and connect with West Carroll to continue east on SR-55 over the CSX overpass and further east to I-24 at Manchester. An alternative would be a further swing south over a newer overpass, merging with SR-55 near the Coffee County Industrial Park, OR diverting just past the Jackson Street/E. Carroll overpass to Wattendorf Highway directly to I-24. (The Wattendorf alternative would need some work between city, county, and federal agencies to allow non-government truck traffic, but it's a possible solution to direct I-24 access.) Apparently, all this was too threatening to business leaders and was probably jettisoned out of hand as too reasonable an approach. But the whole point of the exercise, after all, was to put forward ideas and possible solutions over the (at that time) twenty-year horizon of the Plan.

"

Question 21 has 0 answers (Open Text)

“Page 14”

No responses yet

Question 22 has 3 answers (Open Text)

“Page 15”

Unknown contact said:

"While providing pathways for bicyclists and pedestrians should be an important consideration especially in Tullahoma's urban core and to connect park and recreation facilities, the cost to maintain sidewalks and bike paths is not negligible and provides added insurance exposure to the City. The wet and cold climate in Tullahoma results in numerous lifted/potholed pavement/concrete areas that are hazardous to pedestrians and bicyclists. Our small neighborhood recently spent several thousand dollars from our homeowner's association funds to repair sidewalks; unfortunately, these repairs will need to be done again soon due to continued trip hazards. The construction of sidewalks and bike paths needs to be considered on a development-by-development basis with input from the community."

Unknown contact said:

"Table 4 also a proposed greenway connecting the Motlow campus out Old Shelbyville Highway, a greenway plan to include the entrance to the airport, and improvements to the Short Springs Natural Area and the minor arterial getting there. Country Club/Short Springs is shown as an existing and signed bike path, but use is not recommended until this roadway is improved with shoulders and other amenities expected of minor arterial roadways. Those improvements should take in Hogan/Country Club/Short Springs/Rutledge Falls. As for sidewalks, there should be sidewalks on both sides of streets and roads within one mile of schools.

19. There is nothing in the Plan addressing at-grade rail crossings. After scanning the Plan all the way through, there is no mention regarding repair, redesign, leveling approaches, or a new under/overpass midway between E. Carroll and the N. Washington underpass. Remember, this was not necessarily a response to safety considerations, but an effort to make east/west travel in the city easier for citizens and lessen the barrier aspect of the railroads. On p. 16, the N. Washington/Cedar Lane/Jackson Street intersection is easily the most dangerous in the city, particularly as the east/west lanes through the intersection are offset significantly and contribute to the potential for accidents. This is made even more evident and dangerous as lane and directional markers are obscured by wear. High on my personal list of dangerous intersections are Cedar Lane/Wilson, Wilson/Jackson Street, Ovoca/King's Lane, King's lane/Country Club, Jackson/E. Carroll, and Anderson/E. Carroll.

Note: the Wilson/Jackson intersection is difficult for tractor-trailers to navigate, particularly from east to west. It would also be nearly impossible to redesign due to the proximity of the cemetery and very old gravesites close to the street, an almost certain Section 4(f) or 106 issue.

"

Unknown contact said:

"missing existing sidewalks from map"

Question 23 has 0 answers (Open Text)

“Page 16”

Question 24 has 0 answers (Open Text)

“Page 17”

No responses yet

Question 25 has 1 answers (Open Text)

“Page 18”

Unknown contact said:

"Table 4 discussed the possibility of a new city library to replace the old Lannom facility on N. Collins with a new structure, either downtown or east of Jackson on N. Washington, S. Polk, or Anderson. "

Question 26 has 1 answers (Open Text)

“Page 19”

Unknown contact said:

"Short Springs State Natural Area is, as you noted, a “much loved treasure for Tullahoma’s citizens.” Besides providing walking trails, it is designated as a State Natural Area due to the presence of rare wildflowers. The City strongly advertises this area, yet a lack of parking limits visitors. In fact, a cursory inspection of vehicle tags indicates that many who use the trails are from Nashville and beyond. Note that on Page 82, you mention public support not only for parking, but for restrooms. I strongly urge the stakeholders to work together to come up with a long-term plan for Short Springs. These would include the City, the State Parks, Friends of Short Springs, TUA, and others."

Question 27 has 0 answers (Open Text)

“Page20”

No responses yet

Question 28 has 0 answers (Open Text)

“Page 21”

No responses yet

Question 29 has 1 answers (Open Text)

“Page 22”

Unknown contact said:

"Under Major Employers, do correct T&E Connectivity to just TE Connectivity. (There's that ampersand again.) In addition, spell out Arnold Engineering Development Complex (AEDC), Vanderbilt Harton Hospital, JSP International, Sonoco Products, Micro Craft Inc. (it is not one word), Coca Cola Bottling Works of Tullahoma, Wisco Envelope Corp., Cubic Transportation, Schmiede Corp., and Tennessee Apparel Corp. "

Question 30 has 1 answers (Open Text)

“Page 23”

Unknown contact said:

"Under Recent Pandemic Impacts, change the last sentence to read in part, 'Since that time, employment has returned to pre-pandemic rates.' The original is unnecessarily awkward."

Question 31 has 0 answers (Open Text)

“Page 24”

No responses yet

Question 32 has 1 answers (Open Text)

“Page 25”

Unknown contact said:

"The analysis of the Housing Market highlights the need for a variety of housing options. Your analysis that some existing single-family homes are in poor condition with adjacent vacant lots is on target and should be considered for other development. However, based on discussions with local realtors, one group that I don't think you have addressed is the large number of people who are relocating from the Nashville region to exit the ongoing urbanization with a desire for living in a rural, small-town setting such as Tullahoma. Zoning for areas that meet the need of high-end homes on large lots needs to be maintained. "

Question 33 has 1 answers (Open Text)

“Page26”

Unknown contact said:

"As you see on this page, many of the motels, hotels, and other establishments are listed using ampersands in the names that may not actually be accurate. Typically a name such as Proctor & Gamble (P&G) is protected by trademark laws. You cannot casually include an ampersand unless that entity is entitled to do so by law. Here in this instance, I will not be checking each of these entries to see if they use ampersands officially. It is recommended that whoever the whiz is that wrote this garbage should check official websites, verify usage, and do some overdue editing."

Question 34 has 2 answers (Open Text)

“Page 27”

Unknown contact said:

"Typo: left column, last line “but it does not offer many...” There is no subject in this phrase."

Unknown contact said:

"I mentioned the Anderson Street TAP earlier. I notice it's not mentioned here, so either the TAP application was denied or it was not included for other reasons. Winston Brooks should know the answer to this, and if the TAP failed, then the desired improvements in this sector should be included on this page or following under Plans and Studies."

Question 35 has 0 answers (Open Text)

“Page 28”

No responses yet

Question 36 has 2 answers (Open Text)

“Page 29”

Unknown contact said:

"One of the bullet points related to "Subdivision Regulations" that were adopted in 2018 referenced "Alleys." You note that there is no provision for alleys for narrow-lot subdivisions, which can result in "garagescape." I agree that "garagescape" is not pleasing, however, in a rural community, zero-lot-line development should not be encouraged. Alleyways can be corridors for crime, parking issues, trash, and general ugliness."

Unknown contact said:

"The proposed Big Springs local historic district would take in Oakwood Cemetery at Wilson/Jackson Street. Established in 1875, this property would likely qualify for the National Register and given its vulnerable location at a heavily trafficked intersection, should be dealt with quickly as I anticipate future interest in modifying the intersection to accommodate heavy trucks turning west on SR-55.

Sidewalks: the regulations need to be modified to require sidewalks on both sides of the street within one (1) mile of schools.

Street Trees: The Tree Board should be tasked with recommending to the BMA candidate tree species for city streets and green spaces. I recommend Linden, Cherry (Yoshino), and/or Crepe Myrtle.

"

Question 37 has 1 answers (Open Text)

“Page 30”

Unknown contact said:

"Winston Brooks, you might consider adding to the left-hand listing TDOT's Local Programs <https://www.tn.gov/tdot/program-development-and-administration-home/local-programs.html> This is an alternative contracting method that worked for other states and might be another arrow in the Tullahoma quiver. You may already be familiar with it, in which case please disregard. I authored the Alabama version of the program a number of years ago and it was – and still is - effective for those who choose to use it."

Question 38 has 0 answers (Open Text)

“Page 31”

No responses yet

Question 39 has 1 answers (Open Text)

“Page 32”

Unknown contact said:

"As mentioned earlier (item 10, P. iv), the Planning Commission's portfolio needs adjusting to allow prioritizing of projects from the Plan as one method of ensuring continuation beyond the current administration."

Question 40 has 0 answers (Open Text)

“Page 33”

No responses yet

Question 41 has 1 answers (Open Text)

“Page 34”

Unknown contact said:

"I question your analysis of the population growth of Tullahoma by 2.9 times, with housing units increasing from 8,823 to 23,399. The boom-and-bust economic climate that no doubt will determine growth, will certainly be a factor. Also, the residents of Tullahoma are here because they value living in a rural small town. Such growth would greatly reduce the appeal to those who might move in and may induce others to move out to less populated areas. Your addition of C3 zoning is based on the proposition that Tullahoma will see such large growth. While the value of C3 zoning is reasonable in the downtown urban core, it should not be used as a general designation to replace C-1 and C-2 zoning without strong input and support from residents."

Question 42 has 2 answers (Open Text)

“Page 35”

Unknown contact said:

"The inclusion of "climate-friendly" planning principles such as preservation of the existing tree canopy and wetlands reflects the general conservation desires of preserving the small, rural community of Tullahoma. However, the establishment of ordinances and regulations on community members, local businesses and municipal authorities will require increased administrative and maintenance costs and growth of a bureaucracy that a town the size of Tullahoma does not need. While mixed-use compact development might be appropriate for Tullahoma's downtown core, it should not be the over-arching guide to implement throughout the community. Expanding bike and walking paths should be focused to connect schools, parks, and commercial districts near busy roadways but not required in neighborhoods where streets function well for all users. Installation of charging stations for electric-powered vehicles should only be considered in limited areas and in a manner where the costs are paid by users, not paid by taxpayers or forced onto business owners. Requirements and regulations for street trees for subdivisions and in parking lots should be limited. Generally, Tullahoma receives enough rainfall for trees in green parkland areas to thrive. However, the success of such plantings in paved areas like parking lots and along roadways would require installation of irrigation piping leading to increased water use and charges for the city, businesses, and community members. Increased runoff in adjacent paved areas would lead to degradation of pavement and increased stormwater runoff. Roots of such trees would soon break up pavement and walkways/bike paths requiring costly resurfacing to minimize hazards. Maintenance of "bio swales" through the four seasons would require full-time landscaping crews, which would again increase costs to the community and taxpayers. "

Unknown contact said:

"This Climate Change section has no business being included in a planning document. It is political in nature, adheres to popular progressive talking points, promotes and advertises views and policies held by a private company, and serves to further both the questionable science they support and to advertise membership in the company. This is, in short, propaganda, plain and simple. It needs to go, and again, this is my opinion. There are items included here that would have been implemented in any case, without a single mention of Climate Change or APA. "

Question 43 has 1 answers (Open Text)

“Page 36”

Unknown contact said:

"In the left-hand column, there's a comment having to do with burying overhead lines. This is a pet peeve of mine, the insistence of towns and cities cleaning up after storms and then building power, transmission lines, and street lights right back in the same way, thus guaranteeing future cleanups. Recent installations of masthead streetlights in Tullahoma is a step in the right direction, but more attention needs to be paid to this. I understand this is an expensive best practice, but it actually saves money over time. "

Question 44 has 0 answers (Open Text)

“Page 37”

No responses yet

Question 45 has 1 answers (Open Text)

“Page 38”

Unknown contact said:

"Again, I was in the Table 4 group as shown on this page. Of the bullets in the left-hand column, the bottom three points are the most important.

- Jackson Street – convert from a miles-long, multi-lane barrier to a safe structure for all users.
- Recommend the use of medians, street trees, and additional landscaping to transform approaches on US 41A (Jackson) from north and south, SR-55 from Manchester, and SR-55 (Wilson) from Lynchburg. Plantings of Linden or cherry trees in median spaces would be an attractive addition to entry points.
- Several ideas were put forward regarding the airport, one of the city's most valuable assets. In addition to a business park or light industrial development space, there is the potential as venue space for additional air show, aircraft sales, and organizational reunion events. As a group, we had posed the idea of developing a green space, park-like, boulevard setting at the airport entrance, beginning from Cedar Lane. The design was not firm in anyone's mind, except that the opening up would allow for event parking for air shows and the like.

"

Question 46 has 2 answers (Open Text)

“Page 39”

Unknown contact said:

"Planning principles to guide future development and revitalization in Tullahoma are critical to maintain a vibrant community. Preservation of open space, woodlands and environmentally sensitive areas are very important to maintaining the rural nature of Tullahoma. The development and revitalization of the downtown and historic areas should be a prime focus for this planning process. However, efforts should be made to minimize establishing mandatory ordinances and regulations on community members, local businesses and municipal authorities which will require increased administrative and maintenance costs and growth of a bureaucracy resulting in higher taxes, which will make the community unaffordable."

Unknown contact said:

"See Pg. 43 and Pg. 55 COMMENTS."

Question 47 has 2 answers (Open Text)

“Page 40”

Unknown contact said:

"Minimizing traffic congestion is certainly optimal, however I have strong reservations about techniques used for "calming of motor vehicles." Through experience living in an urban area, most of these strategies such as traffic circles, speed bumps, and "road diets" result in more traffic jams, confused motorists, and stray bicyclists that endanger themselves and motorists. "

Unknown contact said:

"The unattributed quote by a "Tulahoma citizen" is a little too pat to be believed, a little more of the 'woke' nonsense creeping through. So in addition to the marginally-realized planning services by the Walker Collaborative, we are beneficiaries of endless progressive babble on climate change and "global warming." Even if the Chicken Little proponents were correct, there is exactly zero chance of ever actually witnessing a catastrophic climate outcome. The closest we have to seeing a possible end-of-life event is a nuclear exchange between ourselves and the Chinese. Remove the gratuitous global warming warning, please."

Question 48 has 2 answers (Open Text)

“Page 41”

Unknown contact said:

"1) How is "Tulahoma's cherished Downtown...feared"?"
2) Determination of land use, place type determinants, and key place type categories are all determined based on business as usual: what the pro-profit, powers-in-place have allowed in the past and hope, with some modifications, to be put into place in the future – all for their own aggrandizement.
3) The area's "context" is not defined.
4) Is "public" defined differently from "stakeholder"?"
5) You talk about "Best Practices" for Tulahoma Planning, but is this defined?
6) You talk about sustainability, but what definition are you using? Sustain the status quo/business as usual? Sustain a way of life that is life-centered and not human-center, like business as usual?"

Unknown contact said:

"Of all the great planners through the centuries since Hippodamus, and someone quotes a former president of APA. Really? Replace this quote, please, with someone of substance. In number 8, change to read in part, "...planning, including Smart Growth approaches in pursuit...""

Question 49 has 1 answers (Open Text)

“Page 42”

Unknown contact said:

"1) Define "nodal" vs. "linear". The city planner may know, but the public is paying for this and they should know.

2) What are "new traditional neighborhoods"? Yet to be developed? Ripe for development? To be encouraged for development?

"

Question 50 has 5 answers (Open Text)

“Page 43”

Unknown contact said:

"Place Types: Define acronyms SRL, TNN"

Unknown contact said:

"The Place Types Map seems to be a reasonable general plan with SRL and TNN Place Types on the periphery of Tullahoma, as well as your note about flexibility. I strongly agree with the concept of preserving natural features, including preserving forested areas for the multiple reasons you stress throughout the plan. I note that several of these SRL and TNN Place Types are in areas of woodland and wetland, which should be avoided. One such parcel of special concern is the large orange "Traditional Neighborhood New" (parcel #124.009.00) east of Tara Estates and Macon Manor and north of Lincoln. Based on your considerations for forest preservation (see the Tree Canopy map on page 10) and floodplain avoidance (a tributary of Bobo Creek runs through this property), the development of this property should not be designated as one place type but split into "Suburban Neighborhood" adjacent to Tara Estates and Macon Manor and your Urban TNN designation east of the forest/wetland that would be accessed from Lincoln."

Unknown contact said:

"I greet you as a long-time resident of Tullahoma, blessed to have been born here, and even more blessed to married a neighbor girl who was also born here, and then even more blessed to have raised children in this loving town, children now taking the world by storm. It is with this background that I write to all parties addressed.

I have been trying to review the very comprehensive Tullahoma2040 plans, and it appears to be quite amount of detail to ponder.

Of special note on the plan, on page 43 of 111, I was alarmed to see an area adjacent to my neighborhood designated as "Traditional Neighborhood - NEW". These seem to be carefully selected, word-smith attempts to make dense housing sound like something we already have. Merging "traditional neighborhood" with " - new" seems to be a trick to hide the non-desirable aspects of dense housing, making it sound new, when in fact it is not new. Per the plan, the term "TRADITIONAL NEIGHBORHOODS - NEW", described as "...areas ... yet-to-be developed, relatively high-density, and primarily residential.

They are located around the commercial and mixed-use Urban Place Types". I for one find this terminology very concerning.

As a resident of Macon Manor sub-division, I am most concerned about the plat of land (parcel number '124 009.00') adjoining Macon Manor, Tara Estates, Blantonwood and Colonial Acres sub-division.

This 166 acres, recently purchased by a developer from New York, HENRY & BETH PASZKO, is most concerning as all adjoining neighborhoods are Low-Density residential. I have no doubt that when housing is built on this land, based on current sell rates, those houses will be filled with people fleeing high-tax / high-crime areas, desperate to come to Tullahoma to escape the mess in their "home" states.

My concerns over putting medium to high-density residential housing directly adjoining our low-density neighborhoods could and will do any/all of the following:

"

Unknown contact said:

"PROPOSED PLACE TYPE MAP. COMMENT- One area to be rezoned per this place type map is a currently zoned Agricultural area which on Pg 98 is described as "on the eastern edge of town just north of East Lincoln Street, and it abuts Bobo Creek on its northeast corner". This area described on page 98, and which is more specifically listed as parcel number 124.009.00 as recorded with Coffee County, also abuts the R-1 zoned housing neighborhoods of Tara Estates, Macon Manor, Blanton Wood and Colonial Acres. The proposed rezoning of this area is for Traditional Neighborhood- New (TNN) which on page 55 is described as "relatively high density, and primarily residential." On page 39 under Planning Principals, subsection 4. "Create a range of housing opportunities and affordable choices for Tullahoma's residents", it states "... Higher-density housing should be located where infrastructure can support it and where nearby areas can provide needed amenities, including shopping, dining and recreation." This parcel number 124.009.00 as recorded with Coffee County, does not lend itself to these high-density criteria. First off, the traffic infrastructure on Country Club Drive and particularly within the community of Tara Estates cannot support the amount of traffic which will exist with such a high-density area. Next, having high density housing with the possibility of commercial operations next to all the above noted R-1 Suburban Residential-Low (density) neighborhoods (as described on the Pg. 43 place type map), is not conducive to the quiet and peaceful existence of all said neighborhoods. The local elementary and middle schools will be severely impacted by such high-density. COMMENT is continued on Page 55."

Unknown contact said:

"I was alarmed to see an area adjacent to my neighborhood designated as "Traditional Neighborhood - NEW". These seem to be carefully selected, word-smith attempts to make dense housing sound like something we already have. Merging "traditional neighborhood" with " - new" seems to be a trick to hide the non-desirable aspects of dense housing, making it sound new, when in fact it is not new. Per the plan, the term "TRADITIONAL NEIGHBORHOODS - NEW", described as "...areas ... yet-to-be developed, relatively high-density, and primarily residential. They are located around the commercial and mixed-use Urban Place Types". I for one find this terminology very concerning.

As a resident of Macon Manor sub-division, I am most concerned about the plat of land (parcel number '124 009.00') adjoining Macon Manor, Tara Estates, Blantonwood and Colonial Acres sub-division. This 166 acres, recently purchased by a developer from New York, HENRY & BETH PASZKO, is most concerning as all adjoining neighborhoods are Low-Density residential. I have no doubt that when housing is built on this land, based on current sell rates, those houses will be filled with people fleeing high-tax / high-crime areas, desperate to come to Tullahoma to escape the mess in their "home" states.

My concerns over putting medium to high-density residential housing directly adjoining our low-density neighborhoods could and will do any/all of the following:

- introduce a huge population to a small area
- will severely impact our city streets
- school will be overwhelmed
- will eliminate our quiet neighborhoods
- could introduce crime
- will eventually reduce our property values

Density of housing - Current low density housing, where houses reside on ½ to 1 acre lots, provides enough distance between houses where neighbors can interact, yet provide enough privacy to satisfy all parties. Introducing denser housing, including condominiums, Zero-Lot-line, ¼acre lots, duplexes,etc."

Question 51 has 3 answers (Open Text)

“Page 44”

Unknown contact said:

"1) Using "fill material so that new buildings are elevated above the floodplain" indicates that these areas could be developed with this trick/mindset, but it also does not consider the implications of changing flood plain activities once elevations are changed: this could be detrimental to places downstream (either literally or metaphorically). This does not promote leaving natural areas in natural states (states before humans intentionally or unintentionally modified the areas) or re-wilding.

2) And why don't natural areas have their own zoning? Why do they have to exist with a zoning overlay of a different type of land use? Sure natural areas should be protected from ANY human involvement other than what has already been done and cannot be reversed.

3) Rock Creek should be brought back to as much as natural area as possible before human intervention, intentional or not, caused massive build-up of sediments and subsequent invasive overgrowth

"

Unknown contact said:

"Given your focus on preserving woodlands, wetlands, and open space, along with concerns about stormwater runoff I was disturbed to see your note under "Density & Form" stating "land owners can always raise the elevation with fill material so that new buildings are elevated above the floodplain." "

Unknown contact said:

"introduce a huge population to a small area will severely impact our city streets school will be overwhelmed will eliminate our quiet neighborhoods could introduce crime will eventually reduce our property values Density of housing – Current low density housing, where houses reside on ½ to 1 acre lots, provides enough distance between houses where neighbors can interact, yet provide enough privacy to satisfy all parties. Introducing denser housing, including condominiums, Zero-Lot-line, ¼ acre lots, duplexes or other medium to high-density housing will create "city" style populations, while Tullahoma has always been a "town" style population. I for one vote to continue the current style of Tullahoma living.

Streets – The Northern quadrant of Tullahoma, where I suggest a large percentage of Tullahoma's residential property taxes are paid, has always had somewhat limited streets, but we've made them work.

Plat 124 009.00 will most likely use the Tara Estates right-of-way, as I doubt most residents will traverse using either Lemans St or East Grundy St, thus putting more cars onto Country Club/Short Springs Road.

Short Springs Rd, being 19 feet wide, carries an amazing amount of traffic every day, especially in the mornings and evenings. To introduce 500-1000 new housing units to this area would require 3 to 4 lane roads, stop lights, and possibly even a bypass to carry all of the looming traffic. The intersection of Country Club & King's Lane is already a mess, and I suggest the city address the streets issue long before housing is introduced.

"

Question 52 has 2 answers (Open Text)

“Page 45”

Unknown contact said:

"Place Types: Use pictures from Tullahoma"

Unknown contact said:

"Schools – Introducing 500 to 1000 housing units to this area would expectedly introduce 500 to 4000 persons. If 20% of that population is considered ‘school age’, this could easily introduce between 100 to 800 additional children to our already overwhelmed schools. Based on 2022-2023 estimates, East Lincoln only has 41 slots available, Robert E Lee has 0 slots available, East Middle has 60 slots, and Tullahoma High has 70 total slots. As someone involved in the schools, we cannot just add 100-800 children to existing classrooms, thus Tullahoma should be prepared to add 1 to 2 elementary schools, a middle school, and expand the high school. I will remind everyone that Tullahoma City Schools have been a beacon to the entire state, with average ACT scores at 21.8 for 2021; we just seek to keep it as such for years to come"

Question 53 has 3 answers (Open Text)

“Page 46”

Unknown contact said:

"1) There are no rural areas within Tullahoma city limits; they are located within the Urban Growth Boundary (UGB) of the city. Significant is the nomenclature of this UGB: growth again takes front stage, where in actuality, negative growth and resilience should be governing factors. Besides, Tullahoma can have no jurisdiction over this area, and receives no taxes other than sales taxes, so why bother with this category. 2) The city has no zoning authority over the UGB areas, and thus cannot control is urban sprawl.

"

Unknown contact said:

"Rural Area place type describes a permitted minimum lot size of 3 acres. Coffee County Zoning allows for a minimum of 0.8 ac per lot in the RS-1 (UGB) zone. It would seem that the 3 ac minimum would deter a property owner to request annexation in the City of Tullahoma. Property owners that are fairly close to the existing city limits line that are considering developing or selling to a developer for purposes of a residential development would evaluate these requirements and decide to stay in the County. "

Unknown contact said:

"Quiet Neighborhoods – the addition of dense housing to our area will introduce far more parcels, arguments, cars, music, air conditioners, lawn mowers, leaf blowers, construction, and the other ‘normal’ sounds which come from humans existing. Low Density housing has spoiled us, and we'd like to keep it that way."

Question 54 has 3 answers (Open Text)

“Page 47”

Unknown contact said:

"1) Quote by Wendell Berry: in a human-center plan, "care of the earth" will not be a priority. He calls for renewal of the earth, but what he does not adequately state in this quote is what he means by "our only legitimate hope". What that means is this: unless humans start to view and act as if the earth were the top priority in all decisions, there is little hope that humanity will survive: if you are not collapse aware by now, you have your head in the sand and can truly be called an ostrich."

Unknown contact said:

"Place Types: Use pictures from Tullahoma"

Unknown contact said:

"Potential for Crime – Introducing high-density housing, especially rental units, can introduce persons to an area where they have no intentions of paying rent, and are desperate for cash. This type of social experimentation is fine, just somewhere else. As I read the local newspaper's crime section, there's a common motif about where the most crimes occur. With a certain population comes criminal activities. I apologize for sounding uncompassionate, but it's just an opinion I openly state and will defend."
"

Question 55 has 3 answers (Open Text)

“Page 48”

Unknown contact said:

"1) A major focus of transportation planning should be to provide walking and bicycle corridors (not necessarily bike lanes, etc.) to promote less use of automobiles and a healthier population."

Unknown contact said:

"Consider reducing the number of place types in 'Suburban' to less than 6. It seems like a lot- especially the 4 'Neighborhood' types. "

Unknown contact said:

"Reduced Existing Property Values - Placing medium to high density housing to existing neighborhoods will in the final stages reduce the desirability of existing homes due to all of the items pointed out thus far, with perceived encroachment, school overcrowding, roadway traffic, increased crime, and just an overall feeling of being in a large city instead of a town. I ask that the board reviewing the Tullahoma2040 plans consider the inputs I, and others, will provide. We love Tullahoma and do not take certain types of change lightly. Some may laugh at this attitude, but it's the 'town' attitude so desperately sought by those seeking to move here."

Question 56 has 1 answers (Open Text)

“Page 49”

Unknown contact said:

"Place Types: Use pictures from Tullahoma
"

Question 57 has 2 answers (Open Text)

“Page 50”

Unknown contact said:

"Related to the section on “Suburban Neighborhoods-Low” I strongly object to concept of neighborhoods with “strong multi-modal connectivity.” Neighborhoods with such connectivity become a confusing maze, streams of flow-through traffic, loss of security and sense of neighborhood. The “new” TNN Urban Place Type may seem a logical concept presented by professional planners with beautiful sketches but living in such a community does not reflect the ideals of living in a small, rural community such as Tullahoma. I recently experienced such a place type in Orlando; it was dense, with multiple types of housing units, narrow streets that lacked parking for businesses, and although generously landscaped, felt sterile. "

Unknown contact said:

"List minimum lot size permitted for the place types on Corridor and Office. On Suburban Neighborhood Low, the 20,000 sf lot size is too large. Most surrounding cities are migrating to small lot sizes, 12000 sf, in their R-1 zone, as most people don't want large lots, even in the suburb. It is difficult for the developer to make a development be profitable at 0.5 ac lot sizes. "

Question 58 has 3 answers (Open Text)

“Page 51”

Unknown contact said:

"Regarding the Subhead “Suburban Neighborhoods—High” under “Density & Form,” you note that “Alleys should be encouraged (and perhaps even required) when lot widths are 50 feet or less.” In a rural community, there is no reason that narrow lot widths and zero-lot-line development should be encouraged. Alleyways are extremely problematic; they can be corridors for crime, parking issues, trash, and general ugliness. "

Unknown contact said:

"List PUD options with maximum density (lots per acre) for suburban residential place types. PUD's should be allowed in place types other than Urban Neighborhood New. "

Unknown contact said:

"There should be more areas identified for Suburban Low on the Map on pg 48. This will become the most desirable place type in an effort to make a profitable development. "

Question 59 has 2 answers (Open Text)

“Page 52”

Unknown contact said:

"I think we should develop some general, building architectural standards for commercial and multi-family buildings and better standards for residential buildings as well.

Especially the 38 mentions of trees in our town. I encourage the planting and maintenance of trees all over town. Also, we need to develop more areas for apartment buildings to be constructed, as we discussed, or planned unit development areas. We need more places for people to live.

"

Unknown contact said:

"A rezoning map entitled “Urban” highlighting a current agricultural area behind Macon Manor neighborhood to be rezoned as Traditional Neighborhood- New (TNN). TNN is described on page 55 of 111 as being “relatively high density, and primarily residential.” Many of my neighbors are extremely concerned about this proposal and respectfully request this be removed as all other neighborhoods on either side of Country Club/Short Springs are designated as Suburban Neighborhood- Low (density) as seen on the maps on pages 43 and 48 of 111."

Question 60 has 2 answers (Open Text)

“Page 53”

Unknown contact said:

"Place Types: Use pictures from Tullahoma"

Unknown contact said:

"The Ed McMahon quote is probably the only one in the entire draft of actual substance."

Question 61 has 2 answers (Open Text)

“Page 54 ”

Unknown contact said:

"1) What is the purpose(s) of “revitalizing” downtown? From the Optimal Land Use paragraph, it looks like the purposes are all related to tax revenue. If that is the true reason, say so. So, too, are the purpose(s) of the Downtown Corridors."

Unknown contact said:

"List the allowable density requirements and setbacks requirements of the Downtown Core and Corridor place types."

Question 62 has 3 answers (Open Text)

“Page 55”

Unknown contact said:

"Related to the section in Urban Areas on “Traditional Neighborhoods—New,” the development of these “relatively high-density” neighborhoods with commercial and mixed-use dwellings and facilities should only be completed along existing commercial corridors near Tullahoma’s urban center. The “new” TNN Urban Place Type may seem a logical and appealing concept presented by professional planners with beautiful sketches but living in such a community does not reflect the ideals of living in a small, rural community such as Tullahoma."

Unknown contact said:

"List recommended setbacks and minimum lot width for all place types. On Traditional Neighborhoods- New, the minimum site size should be reduced significantly, maybe 5 acres. These should be closer to the City Core area, and identify many more of these area locations. 2 of the 3 places shown on the Map on pg 52 for Traditional Neighborhood New are not close to downtown core area and these should fall under Suburban High (discuss PUD options in that place type also)."

Unknown contact said:

"Continuing COMMENT from PG. 43- Parcel 124.009.00 is shown on the place type map as being in the Urban sub-category. As the majority of this parcel borders the above noted R-1 Suburban Residential- Low (density) neighborhoods (on Pg. 43), it is clearly not Urban, but Suburban Residential-Low. A rezoning of parcel 124.009.00 to a R-1 Suburban Residential- Low (density) neighborhood to include no possibility of commercial operations is the only acceptable change for this parcel if it is not to remain Agricultural.

Another property of note is shown on the Pg. 43 place type map as Suburban Low- TNN optional. Specifically, this is Coffee County parcel number 109.039.00 located off Short Springs Road. The parcel sits between the Brookfield Estates, Blantonwood and Macon Manor neighborhoods. The TNN option for this area is also not acceptable for the same reasons as noted on this page and on Pg. 43. This parcel should remain in the Suburban Residential Low category only.

"

Question 63 has 1 answers (Open Text)

“Page 56”

Unknown contact said:

"Related to the section continued from Page 55 in Urban Areas “Traditional Neighborhoods—New,” I strongly object to the concept of a “master planned” development with densities that “could reach as high as 20 units per acre.” These “compact” developments with interconnected, narrow streets may seem a logical concept presented by professional planners with beautiful sketches but living in such a community does not reflect the ideals of living in a small, rural community such as Tullahoma. I recently experienced such a place type in Orlando; it was dense, with multiple types of housing units, narrow streets that lacked parking for businesses, and although generously landscaped, felt

Question 64 has 0 answers (Open Text)

“Page 57”

No responses yet

Question 65 has 2 answers (Open Text)

“Page 58”

Unknown contact said:

"1) Why can't all photos in this plan be of Tullahoma? "Representative" does not get it."

Unknown contact said:

"Place Types: Use pictures from Tullahoma"

Question 66 has 6 answers (Open Text)

“Page 59”

Unknown contact said:

"1) Optimal land uses for Airport area “discourages” uses that are negatively impacted by “air traffic noise”. Even with cutout in the noise pollution code for any air traffic, this, again, shows how the “plan” is centered around businesses and not citizens, who cannot do anything about “air traffic noise”.
2) “Large Civic/Institutional Areas”: if there are no “for-profit academic institutions” in Tullahoma, why is this mentioned?
"

Unknown contact said:

"Typo Tullahoma (Tullahoam)"

Unknown contact said:

"Typo: right column, 5th line from the bottom... “Tullahoam” should be “Tullahoma.”"

Unknown contact said:

"The next sizable industrial park site needs to be identified on map on pg 43 and not just along the Hwy 41A south corridor. Washington/Atlantic street corridor does not need to be a long-term industrial corridor- it needs to be identified as a commercial place type for the future. Need to break out separately the Airport and Industrial place type descriptions and differentiate the desired manufacturing types (what is the airport going to permit and not permit on industrial types).
Need setbacks identified for industrial place types."

Unknown contact said:

"Under ‘Other Special Place Types,’ legions of rail aficionados have waited decades for the Nashville-Atlanta Amtrak to suddenly appear, and have waited in vain. I won’t say it won’t happen, but I’ll settle for “extremely unlikely for it to happen,” especially on the cusp of a recession, massive and persistent inflation, long history of failed funding efforts, and the reality of a early 19th century technology that is now relegated to a declining large commodity transport niche and will likely be gone by the 22nd century. The focus of this Plan should be on the restructuring and repair of the at-grades in Tullahoma to accommodate pedestrian and bicycle traffic."

Unknown contact said:

"Under "OTHER SPECIAL PLACE TYPES" Tullahoma is misspelled. (Tullahoam)"

Question 67 has 3 answers (Open Text)

“Page 60”

Unknown contact said:

"1) Mobility: why give a complete description of "complete streets" if as the plan states "This approach may not apply to many streets in Tullahoma".....except "Westside Drive, Cedar Lane, and East Lincoln Street".
"

Unknown contact said:

"Mobility: Define acronym MPO, TDOT"

Unknown contact said:

"I should have mentioned this early-on. You do not use parenthetical notation and quotation marks simultaneously. You may use parentheses and italics, but not quotation marks within the parentheses. So we are in a discussion of Mobility and I'm disappointed in what I've seen and read. I am a Complete Streets advocate, but it was the insistent attention to theory and 'principles' as opposed to a lack of specific road, street, connector, highway recommendations, that suggested there was limited attention paid to correcting Tullahoma's real problems. Overall, I was sorely disappointed in the Mobility part of the Plan."

Question 68 has 0 answers (Open Text)

“Page 61”

No responses yet

Question 69 has 2 answers (Open Text)

“Page 62”

Unknown contact said:

"A rural parkway having a required 150' ROW width is excessive. This would be too much of a financial impact to anyone other than the municipality. The City would not be constructing such a road in the UGB. The example of SR55 doesn't match a TDOT template. For a state route, it should recommend bike lanes. "

Unknown contact said:

"It's my personal view that the Rural Parkway typical section should carry forward the median section design the entire length of Jackson, from E. Carroll to Lowe's. Other aspects of the Rural Parkway type can be adjusted as generally shown. It is important, however, that the continuous left-turn lane be eliminated."

Question 70 has 2 answers (Open Text)

“Page 63”

Unknown contact said:

- "1) Remove non-applicable Suburban Avenue type.
 - 2) Urban Avenue: examples of North & South Jackson too dangerous for parallel parking.
 - 3) This street is a state of TN road and funding will be different for any changes to it.
- "

Unknown contact said:

"Show bike lanes on the Suburban Avenue. Bike lanes should be shown on any collector and arterial type streets. "

Question 71 has 1 answers (Open Text)

“Page 64”

Unknown contact said:

"Under the notes for Local Suburban – New, change the Pedestrian and Bicycle Accommodations to strictly pedestrian for a 5 ft. wide sidewalk. No bicycles on sidewalks. Then on the Urban Avenue side, change the description to ‘...11.5 ft. wide multi-use pavement.’ "

Question 72 has 2 answers (Open Text)

“Page 65”

Unknown contact said:

- "1) Urban Street: example of West Lincoln does not include specifically called out bicycle lanes or use of sidewalks by bicycles.
 - 2) Remove non-applicable Local Urban Street – New Development
- "

Unknown contact said:

"Urban street sections should show a multimodal path with a 12' min width per TDOT new recommendations. "

Question 73 has 7 answers (Open Text)

“Page 66”

Unknown contact said:

"1) #3 under General Improvements: where is the railroad crossing for Ovoca Road and Wilson Avenue?"

"

Unknown contact said:

"I think we should at once encourage the State to at once reroute Highway 55 from its terminus at the west end of the viaduct across and along Clement Dr. to Cedar Lane and then north on Cedar Lane to Wilson Avenue and designate that as a truck route to get truck traffic off of the main part of downtown Jackson Street. This would require the widening of Cedar Lane from Tullahoma Funeral Home all the way to Wilson Avenue, eventually. Then Cedar Lane should go ahead and be widened all the way out to where it is currently a three lane now near NHC."

"

Unknown contact said:

"Mobility: Improvements General:

2. William Northern Blvd. Improvements - DO NOT eliminate Lakeway Place - William Northern Blvd. intersection. This is an historic road, providing access to The Camp Forrest air station, and to barracks, that once stood on the ground West of Cedar Lane.

Incorporate a traffic circle/round about at this location. This will improve traffic flow between Jackson and Cedar Ln. Create a green space on the North side of town, within the circle. Install picnic tables, parking, and paths. Along the paths install signage commemorating Tullahoma's contributions to: WWII, aviation and aerospace research and people of note to this history. I have made a rough sketch to illustrate a concept, which I will deliver to Planning and Codes.

3. Wilson Ave./Ovoca Railroad crossing - Not sure how an above-grade/overpass will work between Wilson Ave and Ovoca Rd. The two roads do not cross and are approximately 750 ft apart, over several businesses and homes."

Unknown contact said:

"Should this map/plan address road improvement/long-term plan for the UGB."

"

Unknown contact said:

"Re-order the General Improvements listing with changes as follows:

1. Wilson Avenue/W. Hogan Railroad Crossing – feasibility study of overpass, eliminating N. Atlantic four-way and tying into Hogan/Country Club/Short Springs minor arterial.

2. William Northern Blvd. Improvements as shown.

3. Cedar Lane Improvements – complete corridor study and implement as planned.

4. Anderson Street Improvements – If the TAP application has failed, implement Complete Streets and streetscape improvements from E. Carroll to E. Hogan as called for in the application."

"

Unknown contact said:

"With all the present and planned residential growth in North Tullahoma, there's too much traffic being routed down Ovoca and Short Springs, without any collaterals to Jackson or E Lincoln. We missed an opportunity to link Ovoca with Riley Creek when the new subdivision was started. Carter Blake and Ralph Broadrick are the only relief roads, and they are not amenable to much travel without reworking. I hope when the planned subdivisions behind Tara, and off Ovoca, are approved, we make them route traffic east and west to help alleviate future traffic flow.
-Lastly – yes, sidewalks are needed badly in many areas, but especially along Ovoca from REL to Country Club Drive, to accommodate kids walking to school along this busy, narrow, road"

Unknown contact said:

"Under the "Improvements: General" section:
Need to add N Anderson from E Lincoln St all the way to E Hogan possibly connecting to Fort St and/or Country Club Drive

For #3: With existing structures, not sure how this would be feasible financially. Maybe Ovoca to Jackson but I dont think it would easily connect to Wilson ever. If its going to stay on the list it should be put at the very bottom on priorities .
"

Question 74 has 8 answers (Open Text)

“Page 67”

Unknown contact said:

"1) In addition to shoulders, Marbury Rd needs sidewalks and bike lanes
2) Allowing freight traffic via Wattendorf Highway would be a security issue for AEDC: it will never happen.....
3) As the price of gasoline increases, especially if a federal carbon tax is implemented, commuting from Tullahoma to larger nearby cities will become unattractive.....
"

Unknown contact said:

"I think we should develop a route to get to Normandy Lake on Craighead in the Lake Hills Road area or nearby Grosch Street, or some other route to get to Normandy Lake for a boat ramp and recreation area, in the Short Springs area.
"

Unknown contact said:

"Wider streets and streets with shoulders encourage faster driving. We already have issues with driving too fast on the neighborhood streets that are proposed for shoulders. "

Unknown contact said:

"Mobility: Increased Connectivity (yellow squares) - no explanation of the numbered yellow squares, and inconsistently numbered on the map on Page 66.

Increased Connectivity to I-24: Will be very difficult to achieve and spoil the county side which can be a refuge for those wanting to slow down and smell the roses."

Unknown contact said:

"Under Improvements: General, improvement of the intersection of Kings Lane and Country Club Drive is certainly warranted. Adding a shoulder to Country Club Drive/Short Springs Road will result in increased traffic speeds, which the City is trying to limit. Any development of parcel #124.009.00, which will have access to Country Club Drive through Tara Estates will result in substantially increased traffic flow."

Unknown contact said:

"Re-order the intersections as indicated:

1. N. Jackson/Cedar Lane/N. Washington – realign east/west offset travel lanes; install crosswalks, appropriate signage, and assess relocation of power-lines.
2. See item 1, p. 38, Hogan/NW Atlantic, feasibility study of overpass, eliminating this four-way and tying in to minor arterial Hogan/Country Club/Short Springs.
3. Kings Lane/Country Club Drive – redesign of the intersection to improve turning radius all three directions, sidewalks, ramps and appropriate signage to accommodate school zone (2) pedestrian traffic.
4. Cedar Lane/Wilson Avenue – redesign to correct east/west misalignment, add mastheads, crosswalks, and signage.
5. Anderson St./Grundy Street improvements as called for in the Anderson St. TAP application.
6. William Northern Blvd./Cedar Lane – intersection improvements as called for, consistent with any additional improvements added from N. Jackson St. to Cedar Lane. This is the main access to the airport and should not be ignored during the anticipated construction cycle.

Re-order shoulder improvements as indicated:

1. Marbury
 2. E. Hogan/Country Club/Short Springs
 3. Cedar Lane – entire length if not included in corridor improvements on p. 66.
 4. Riley Creek Road
 5. East and West Lincoln Street
 6. Kings Lane, from N. Washington to Country Club
 7. Ovoca, from E. Fort to Riley Creek
- "

Unknown contact said:

"Work needs to be done on the N Jackson/Cedar intersection – namely traffic turning East onto Cedar lane, especially big trucks, cannot make the turn and this needs badly to be widened. I'm sure you know when this intersection was built there was a raised culvert left out in the turn lane and trucks continually run over this as well as the southeast curb"

Unknown contact said:

"Under "Improvements: Intersections":
Add Kings Ln and Ovoca Rd intersection

Hogan St/NW Atlantic St should be moved into the top 2.

William Northern Blvd / Cedar Ln should be near the bottom of the list.

Agree with Exit 117 work and colab with AEDC

Agree with Exit 105 and improving connectivity and operations. Ralph Broadrick Rd is another road people utilize a lot when coming from Exit 105.

"

Question 75 has 6 answers (Open Text)

“Page 68”

Unknown contact said:

"1) Again, business desires (i.e., "a bypass does not align with the community's desire to revitalize downtown and capture pass-through traffic" in order to "generate local revenue through sales tax" appears to override "As part of this planning project, residents have expressed a desire to greater mobility in and around Tullahoma". Sheesh, how blatant can you get that the citizens' wants are not what is of premier importance in the plan.

2) Show the "projected traffic volumes and levels of service (LOS) for the year 2040 on Tullahoma's major corridors" to support your supposition that there is no "need for such a large investment from a traffic engineering perspective."

3) It has been 10 years since the 2013 CTP and you want the city to implement that as our mobility plan? Come on! What about what growth has occurred since then and how does it fit that plan?

4) Tullahoma's roads have deteriorated seriously over the last 10 years, and the plan wants to emphasize standards for Cul de sacs, driveways, street widths, sidewalk minimum widths, & street trees? Seriously?"

Unknown contact said:

"How many Millions of dollars will the increased connectivity to i-24 cost? How many seconds will this save off of some ones commute? There is already a 4 lane road taking you the 12 miles (of mostly already divided highway) to the freeway. I feel like the state/county/city have way better things to invest their money in. "

Unknown contact said:

"Mobility: Design Standards:
Definitely agree that Tullahoma needs to increase street canopy and mandatory requirements for new development - both residential and commercial - is essential"

Unknown contact said:

"Related to the section on "Road Improvements & Connections," I wholeheartedly agree that a bypass is not in the best interest of the city. Related to the section on "Design Standards," I strongly oppose discouraging of use of cul de sacs. Cul de sacs in a neighborhood are safe places for children to gather and play and encourage neighborly relations. Cul de sacs increase neighborhood safety by decreasing through travel by those living outside the neighborhood. Regarding "Driveways:" your suggestion that driveways are a disruption to a sidewalk seems ludicrous, especially for a neighborhood. The function of a driveway in a neighborhood is to access a dwelling. Where streets are wide, sidewalks only increase runoff and become additional maintenance and liability issues. The wet and cold climate in Tullahoma results in numerous lifted/potholed pavement/concrete areas that are hazardous to pedestrians. Our small neighborhood recently spent several thousand dollars from our homeowner's association funds to repair sidewalks; unfortunately, these repairs will need to be done again soon due to continued trip hazards. The construction of sidewalks needs to be considered on a development-by-development basis with input from the community. Related to "Street trees," while these can enhance the aesthetics of a neighborhood, such plantings would require installation of irrigation piping leading to increased water use and charges for the city, businesses, and community members. Increased runoff in adjacent paved areas would lead to degradation of pavement and increased stormwater runoff. Roots of such trees would soon break up pavement and walkways/bike paths requiring costly resurfacing to minimize hazards."

Unknown contact said:

"Discuss driveway/access control in more detail with recommended standards/regulations."

Unknown contact said:

"I had missed any mention of a bypass in my first scan of the draft. The issue of the bypass was confined to a left-hand side section on this page with three bullet points, all reasons for not considering a bypass at some point during the next 18 years. So let me paint you a picture, one that I've seen a number of times before. The engineering argument is usually the first you'll hear, and it is sound. Levels of service and traffic volumes will be accurate and revealing. Projected cost of a bypass is the second phase argument, and that twenty percent match has been difficult to come up with for many a small burg. The third, and the most effective by far, is the 'we'll miss all that revenue going by our front door.'

The thing is, as that volume on Jackson grows, and Tyson chicken loads make life challenging for motorists and pedestrian alike, mitigation to counter the minuses will become more difficult or even impossible, and some administration in the future will have to come up with a solution. Both ends of Jackson, under development pressures, will continue to extend further north and south, and the old downtown will be just a point on an overlay. What is so aggravating, and again I've seen it over and over, is the failure to even discuss the possibility of a future escape valve for the pass-through tractor-trailers and other traffic that would not be stopping in Tullahoma for whatever reason. My approach would be to have Winston Brooks start looking at a future feasibility study of a minimum of three alternative routes from north of Tullahoma on a west line crossing SR-55, circling south and tying back into SR-55 (W. Carroll) crossing Jackson (US 41A) over the overpass, and continuing on SR-55 or diverting to Wattendorf Highway and continuing to I-24. Rather than discard the bypass, look at studying the factors involved, consider the funding options, tally the support from other departments, agencies, and local governments, and the point may come where it sudden"

Question 76 has 3 answers (Open Text)

“Page 69”

Unknown contact said:

- 1) Are all paved shoulders to be 4' width according to statement on page 70?
- 2) Has there been a separate meeting of bicycle interested citizen city-wide as input into this plan?
Did Tullahoma bicyclists/groups recommend that this “bicycle network provides a long-term vision framework for bicycling infrastructure in Tullahoma”, or is this from outside interests?
- 3) How is a proposed bicycle lane or paved shoulder from SR130 (Old Shelbyville Hwy) through airport property, terminating at Cedar Lane going help bicycle traffic for citizens? A bypass along with same route, further extended to SR55 (Lynchburg Hwy) would be very beneficial to traffic on Cedar Lane and well as getting Moore County residents faster access to North Jackson St.....
- 4) Bicycle traffic should also focus on getting citizens to food sources (including Farmer’s Market)safely and quickly.....
- 5) This map needs further investigation before approval by Tullahoma residents.

"

Unknown contact said:

"Has there been thoughts on expanding school zones for ped/bike transpiration to school. Places where this comes to mind is in the forest drive area between REL and East. and in the bel-aire/lincoln street area (for kids traveling to west). "

Unknown contact said:

"Once again, I would point out that it is foolhardy to attempt to even cross N. Jackson Street, walking or by bike. I’ve said that enough, so that’s the place to start. As for other locations, by all means, bike paths and lanes wherever they can go. Table 4 proposed bicycle and pedestrian amenities for Old Shelbyville Highway to the Motlow campus, but in viewing the map on 69, I couldn’t determine if the highway idea was included."

Question 77 has 3 answers (Open Text)

“Page 70”

Unknown contact said:

"1) Will the city commit to implementation of an approved bicycle plan, or just approve a plan as part of the comprehensive plan?"

"

Unknown contact said:

"In my experience with bike lanes, they are typically places where people put their yard waste and park their cars. Manchester and Sewanee have invested in bike lanes, and they have become parking areas. Would rather have focus on traffic calming measures to encourage safe driving which would lead to better ped/bike friendly roads. Also, road shoulders should not be considered bike infrastructure. "

Unknown contact said:

"Mobility: Bicycle & Pedestrian: Paved Shoulder (rural roadway only) 60MPH? Use pictures from Tullahoma for all examples"

Question 78 has 3 answers (Open Text)

“Page 71”

Unknown contact said:

"1) All proposed sidewalks should be listed in the plan, by priority.....
2) What citizens are going to use the greenway to connect to the Beechcraft Museum and proposed campground? Who will profit from this arrangement? Who will benefit from this arrangement? Greenways should be people-centered and not business-centered.....
3) Are people going to walk to the "envisioned Hap Arnold Library and Aviation History Museum along Industrial Boulevard"? Walk from nearby Waggoner Park to visit a museum?
4) List, by priority, all proposed greenway improvements and additions.....
5) City to commit to greenway completion regardless of funding sources and/or matching grants....."

"

Unknown contact said:

"Re-ordered Near-term sidewalk priorities include:

1. Kings Lane, from Ovoca to Country Club
2. Country Club, from E. Hogan to Lake Wood Drive
3. Cedar Lane, from William Northern to W. Lincoln
4. William Northern, from N. Jackson to the Tullahoma Airport Terminal
5. Anderson Street, from E. Carroll to E. Hogan, as called for in the TAP application

"

Unknown contact said:

"Is there a ranked list for this? Also for priority, any existing sidewalk that is proposed as a greenway should be ranked higher than any other sidewalk in the city."

“Page 72”

Unknown contact said:

- "1) Electric Vehicle Infrastructure: will benefit people that can afford electric vehicles (not including electric-powered scooters or bicycles).....this is a damned-if-you-do and damned-if-you-don't scenario since the switch to alternate powered vehicles is absolutely needed to keep CO2 emissions to as low a level as possible, but poor people will not be able to afford electric vehicles, except bicycles and/or scooters – maybe.
- 2) Again, emphasis on attraction of “residents looking to locate in the region, setting Tullahoma apart from other smaller, rural communities” and since these residents will have electric vehicles, emphasis is on people with money.....
- 3) Airport: maybe “public-use”, but in reality is for private interests: no non-flight citizens even go to the airport, use it, or benefit from it as an airport (the exception being used during the 4th of July celebrations).
- 4) Airport users are allowed to produce unlimited noise pollution, perpetrated on the other citizens, without so much as a by-your-leave.....
- 5) Some Airport users produce high levels of CO2 pollution for pleasure purposes.....that pollution is OK since they pay taxes on fuel, right?
- "

Unknown contact said:

"Related to the Tullahoma Regional Airport, plans to expand permanent infrastructure to include a permanent event venue for the “Beech Party” and a campground is exciting. Several comments were made during the public meetings about making the connection from the airport to Jackson more visible and enticing. Such a connection would encourage business development in the area. This should be a priority."

Unknown contact said:

- "Additional sites for EV charging stations in addition to those mentioned:
1. Vanderbilt-Harton Hospital (visitors and ambulances)
 2. Tullahoma Airport Terminal
 3. Municipal Building back parking lot
- "

Unknown contact said:

"Under Monitor Amtrak specifically where is says "the station should be located Downtown":

While ideal, also need to take into consideration the space needed for it. It might go in a more open space and create a new "hub" for shopping. Do we know the potential space needed for this even if its confidential at the moment?"

Question 80 has 2 answers (Open Text)

“Page 73”

Unknown contact said:

"1) Sample opinion survey responses are good, but city should have commitment to do what citizens want and not wait for administration by grant.....
"

Unknown contact said:

"Other Mobility: North Jackson Streetscape Plan - Fund and implement this plan, in stages if nothing else."
"

Question 81 has 5 answers (Open Text)

“Page 74”

Unknown contact said:

"1) First paragraph: growth, growth, growth.....that's the only thing the city cares about and is the thing that is killing civilization.....sheesh.....
2) What commitment will the city make on storm water management?
3) Natural Gas (NG) usage should be curtailed do to CO2 emissions from direct burning of NG....it will take time, but switching to all electric should be the choice....
4) City should encourage DRUC to power pumping plant at Normandy with solar PV system with battery backup. This to ensure water pumping is maintained regardless of power outages: any reliance on fossil fuels backup puts system at risk pending availability of fossil fuels as well as pricing. Increased load onto electrical system for all this growth, without upgrade to high voltage electrical distribution wiring, put water system at risk for failure
"

Unknown contact said:

"Infrastructure:

Typo LightTube - no hyphen

Rock Creek improvements/protections

Define all acronyms: TUA, FTP

I do not have page 17, the only plan I was able to get is pages 41 - 111"

Unknown contact said:

"TUA does not offer sewer service outside the city limits in the UGB. We do have studies that show how we could expand in these areas in the future if they are annexed. If they aren't annexed, they will be on septic. Water: The majority of Tullahoma drains to the Elk River Basin, not the Duck. Electricity: TUA only controls electric and fiber if overhead. City would have to deal with AT&T and Spectrum to get everything underground.
Telecommunications: TUA at this time can only serve residents fiber that are in our electric service area. We have tried to get this changed (state law) but have been unable. Assistance in getting this changed would be welcome. "

Unknown contact said:

"Related to "Electricity," I strongly agree that all electrical lines be buried for new development; the City should also encourage the burial of electrical lines throughout the city to prevent utility outages during storms."

Unknown contact said:

"Under Electricity Recommendations:

100% as long as TUA approves. Needs exception process for TUA/govt only/etc."

Question 82 has 6 answers (Open Text)

“Page 75”

Unknown contact said:

- "1) Why not explain why "The problem of localized flooding will increase as extreme weather events continue to produce more flood events".....is this taboo? Someone afraid to say "climate change"?"
- 2) First bullet: why, in 2015, did the city silently quit working with the public for drainage problems on private property? Yes, reverse this order and hire more staff....
- 3) 2nd bullet: hopium that new technologies will evolve to aid city retention/detention facilities....
- 4) 3rd bullet: city commitment?
- 5) 4th bullet: define community resiliency! Support wildlife habitat! Get a grant first.....wildlife and nature in general have no agency in the City of Tullahoma.....
- 6) 5th bullet: explain.....
- 7) 7th bullet: print and include Tullahoma's submitted stormwater plan as appendix....
- 8) 8th bullet: of course, expanding these opportunities, but heavily fine criminals who pollute.....
- "

Unknown contact said:

"Infrastructure: Stormwater Management:
Add trees and riparian protection to the discussion."

Unknown contact said:

"The "Major Flooding Risk" map is very blurry. "

Unknown contact said:

"This is too broad of a discussion on Stormwater Management. Make reference to the City's current standards and how they should be expanded. "

Unknown contact said:

"Add a street layer to the bottom map on this page to assist users in determining proximity to their homes. Source may not allow it, but staff may be able to display the same data on a different map. The second bullet on this page is important and should include voluntary installation of retention/detention-ponding on private property by some homeowners."

Unknown contact said:

""Continue and expand the City's program of drainage maintenance to include pipe cleaning, debris removal, and inlet cleaning":
in addition to enforcing current policies, not putting stuff in ditches such as leaves/brush/trash

:Consider expanding opportunities for the disposal of household hazardous materials/liquids to avoid illegal dumping":
adding facility to collect year round instead of once or twice a year?
"

Question 83 has 8 answers (Open Text)

“Page 76 ”

Unknown contact said:

- 1) Why is “Green infrastructure” an alternate instead of the primary, new approach to stormwater management?
 - 2) Why is a third fire station needed?
 - 3) Why can't the library be replaced in the current location with a multi-story facility: location seems good for everyone already.....
 - 4) What is the city museum about?
- "

Unknown contact said:

"I do believe that Tullahoma High School at its present location should be preserved and renovated and not replaced within a reasonable period of time hereafter. It is architecturally pleasing, has a large, very valuable developed campus, and is in an excellent location in the center of town and with some relatively inexpensive upgrades and renovations and proper maintenance should serve our community for a number of years hereafter.

"

Unknown contact said:

"Infrastructure:
Public Schools: do not replace Tullahoma High School, enlarge and improve.
Possibly building up instead of out?

Cultural Venues: New Library, again improve, add second (possibly third) floor"

Unknown contact said:

"I'm not convinced of the need for a new library. We already have a city museum at South Jackson - it could use some updating for sure. "

Unknown contact said:

"Related to “Infrastructure,” the concept of “bioswales” certainly seems appealing, however, with four seasons, these will quickly become overgrown and silted up in the summer and leaf-clogged ditches in fall and winter. The reality is that these bioswales will require a tremendous amount of City or community funding for continuous maintenance. Related to “Facilities—Emergency Services,” local churches serve as a network for emergency sheltering. I don't see the need for a separate Emergency Shelter run by the City at more cost."

Unknown contact said:

"Under Green Infrastructure, change in part to read, "...piping systems, and retention and detention-ponding. While this..."

Under the first group of bullets to the left and specifically the 4th bullet, change it to read, "Providing wildlife habitat."

In the next paragraph, delete this parenthetical in the sentence: (or even mandate). Mandate is not a good word choice.

The final bullet in the left group, change to read: Paving surfaces: encourage the use of permeable surfaces in parking lots. As an option, define 'permeable surfaces' and include examples.

In the right-hand side, under Public Schools, and the second bullet, it's not mentioned whether this would entail a new site location elsewhere in the city. An alternative would be to re-site the high school on property just west of the current location and with access off Wilson and Cedar Lane and seal off the original ingress/egress from/to N. Jackson except for vendor/service vehicles. This would allow continued use of athletic facilities and would be least disruptive during construction phases. This would also probably mean repurposing all or part of Big Spring Park. Since I hadn't been aware of any planning to do this prior to the draft, consider these remarks ad-hoc.

Under Cultural Venues, the first bullet should be high on people's lists. The quote on the right from the Public Opinion Survey is mine, and the need for a library is great. Simple renovation of the Lannom won't do; we need a new, modern, well-designed two-story structure with children and adult sections, improved collections, public computer access, music and audio stations, and meeting rooms. The new library should be located east of the CSX tracks somewhere in the Anderson and Polk Streets area.

"

Unknown contact said:

"INFRASTRUCTURE- "Green infrastructure should be considered as an alternative to traditional approaches. Tullahoma's development standards should encourage (or even mandate) the following: • Bioswales: used to move rain water to another location, while absorbing some of it. • Rain gardens: bioswales move water to rain gardens, where it is held and absorbed. • Wetlands restoration: restoring the natural hydrology and introducing wetlands plants. • Impervious surfaces: permeable paving surfaces in parking lots, etc."

COMMENT- Encouragement is fine, but Mandating is NOT. Tax breaks to developers or property owners to add or install such infrastructure is fine, but as the cost of many of these items may be prohibitive, mandating of an installation may be beyond the reach of a small business or private property owner. Use of the carrot approach is better than a stick approach."

Unknown contact said:

""Explore the feasibility of a third fire station" is this even needed? We already have an excellent ISO rating. I would say if anything expand the Fire Dept and give them a couple ambulances.

"Provide updates to Fire Station #1" : YES

"The City's current top goals are: 1) Renovating City Hall, including repurposing the former police department space" : Or replace?

"

Question 84 has 3 answers (Open Text)

“Page 77”

Unknown contact said:

"1) Discourage disturbance of floodplains in Tullahoma? If you don't care about natural things, sure, just destroy the existing floodplains, but if you care about wildlife and natural areas, then mandate vs. discourage....."

Unknown contact said:

"The Natural Resources description and map again emphasizes the existence of large areas of forest, wetlands, and floodplains that serve as habitat for plant and animal species. I again note that on Page 43 on your Place Types Map you have identified parcel #124.009.00 for Urban development as "Traditional Neighborhood New." This map shows large areas of this parcel as Tree Canopy and Palustrine-Forested Wetland. Based on your considerations for forest preservation, conservation of habitat, and floodplain avoidance (a tributary of Bobo Creek runs through this property), the development of this property should not be designated as one place type but split into "Suburban Neighborhood" adjacent to Tara Estates and Macon Manor and your Urban TNN designation east of the forest/wetland that would be accessed from Lincoln."

Unknown contact said:

"Discuss the current City floodplain regulations in more detail and recommended specific changes. Is the City's current regulations in compliance with FEMA, and what is the trending changes to floodplain management policies."

Question 85 has 7 answers (Open Text)

“Page 78”

Unknown contact said:

"1) First paragraph: this is a compromise to developers and is an abomination to our natural areas....
2) Boohoo to folks that get economically disadvantaged because their property could cause a flooding problem.....If the land itself had agency, then what was right for the community would be the issue instead of a way to make everyone (read: land owners and developers) happy by way of screwing the land.....but, grow, grow, grow.....
3) Administration by grant vs. doing the right thing.....ain't it lovely.....
4) The BOMA just this week (today is April 29) gutted tree regulations as a gift to developers.....the old saying that you can't have too many trees does not apply in "Tree City" Tullahoma.....
5) Yes, by all means, only "consider" adopting a tree preservation ordinance.....the above answers that question.....but, the features are correctly stated should the city politics change in favor to nature vs. business.....
"

Unknown contact said:

"I do not agree with TDR - Transfer Development Rights
After reviewing : "Growth Management Effectiveness: A Literature Review"... I do not believe this is appropriate for the City of Tullahoma. The benefits are not assured and I philosophically disagree with the City approving a "permanent" program on the land in a UGB or anywhere in the city in a 18 year plan.

Also... we should definitely pursue the clean-up of Rock Creek.... the greenway pavement is hazardous for walking as a result of constant flooding destroying/upending the asphalt, Rocket Park floods several times a year, and the creek is actually in need of getting the refuse out of the beaver dams and other fallen logs that trap plastic/trash polluting the creek."

Unknown contact said:

"Natural Resources: Continue to pursue clean-up efforts for streams - YES"

Unknown contact said:

"Trees and landscaping are great, but somebody has to take care of them. "

Unknown contact said:

"Thank you for including the community comment "Quit destroying woodland areas to build housing." Related to the section on "Trees," the recommendations to require certain numbers and sizes of street trees, conduct a detailed species-specific tree inventory, and requirement of "no net loss of environmentally valuable trees after development" seem quite heavy-handed. Such requirements will necessitate the hiring of oversight and compliance staff, increasing the need for funding and taxation. It also burdens community members to maintain new trees with newly installed irrigation, which increases their costs. "

Unknown contact said:

"Regarding TDRs – this may be an attractive tool for use in a Murfreesboro-sized urban area or larger, but I would think there is little benefit or demand for density credits in Tullahoma and would recommend not supporting any move in this direction.

I couldn't help but laugh at the sample opinion response, "More progressive with sustainable infrastructure." This was clearly a political statement having nothing to do with Natural Resources. Strike this and replace with an opinion more in keeping with the subject matter.

In a rare moment of agreement, I would endorse a regulation requiring street trees and trees on commercial properties with expanses of impermeable surfaced parking areas in new developments within the city limits and further extended to include those which will require Tullahoma city services in Coffee, Franklin, and Moore counties. Areas, for example, just west of Tullahoma on SR-55 in Moore County, which have already been clear-cut, but are clearly intended for housing development.

I've made a recommendation to the Tree Board by way of Lyle Russell and Ralph Graham of several tree species that would be suitable for street trees in Tullahoma. They include Lindens, Cherries (Yoshino), and Crepe (Crape) Myrtle.

There should be a reasonable tree preservation ordinance for the city, but it should be so designed and presented to the public as to be a service supporting tree plantings, care, and removal. A tree inventory of development properties would be useful, but not to be used in a manner to prohibit or impede land-use planning.

"

Unknown contact said:

"WATER RESOURCES- "Transfer of Development Rights (TDR): TDR is a tool that helps to compensate property owners who have their land's development potential reduced by regulations. It involves first designating on a map two distinct areas - "sending" areas and "receiving" areas. Sending areas are the lands being protected by eliminating or lessening their development potential. The receiving areas are those where increased development density is sought, such as in and near a downtown or a new mixed-use center. TDR allows land owners in the sending areas to sell density credits to developers to apply to the receiving areas to exceed the zoned density. Thus, the prohibited density in the sending areas is sent to the receiving areas as part of a development credits market.

COMMENT- This is a boondoggle just like carbon credits. An area either qualifies with proper zoning as high-density or low-density on its' own accord or it does not. The public should have the say in such qualification if this is to be a re-zoned area as it is not appropriate to do this "fantom trading."

TREES- "Require street trees as part of the City's subdivision regulations- There should be minimum spacing requirements to ensure a sufficient number of trees, and there should be minimum caliper sizes. Trees will also increase the aesthetic value."

COMMENT- Government recommendations for trees on private property must be just that for existing developments- A RECOMMENDATION, not a requirement. Possibly some tax incentives could be utilized as encouragement. Requirements for totally new residential/commercial development could be considered but should not be cost prohibitive to the property owner/developer. If trees are planted at city parkways as part of development, upkeep should be city responsibility as the city got the tree planted for FREE.

Question 86 has 4 answers (Open Text)

“Page 79”

Unknown contact said:

- 1) What “cultural resources” does Tullahoma primarily have? Historical buildings? What is cultural about that?
 - 2) Nothing wrong with preserving historic buildings, etc., but to say that is what Tullahoma is culturally? Come on.....
 - 3) There is only one business operating downtown that was operating when I was a child, so why is what we have now cultural vs. what we had then?
 - 4) A lot of this page seems to be pie in the sky dreaming.....
- "

Unknown contact said:

"CLG - define acronyms"

Unknown contact said:

"So it's time to do something with the districts consistent with language in Section 408 of the Zoning Ordinance (see p. 29). Not familiar with the ordinance language itself, I would argue the Planning Commission be tasked by the BMA to engage the Historic Preservation Society to provide overlay recommendations according to a specific timeline and if that timeline is not met, proceed with any means at hand to establish districts by overlay and develop subsequent district protective regulations. I agree with broad public dissemination and would think the Tullahoma News would cooperate in providing this service. Use of brochures could be of use if they are provided to select business owners to assist in distribution. Enlisting the Tennessee Historical Commission in designating ins and outs is one thing, but I draw the line at input into actual district delineation limits. The Planning Commission should proceed with design guidelines and have in place before downtown planning goes further."

Unknown contact said:

"ELECTRIC VEHICLE INFRASTRUCTURE- In this section it is stated- “The City should begin to expand charging capacity by installing chargers in highly-visible locations Downtown and at major City buildings.” It also states- “Under the federal Infrastructure Investment and Jobs Act, Tennessee is expected to receive \$88 million over five years for the expansion of the state’s EV charging network, as well as the opportunity to apply for grant funding (\$2.5 billion available across the U.S.) dedicated to EV charging.” COMMENT- While these funds may be useful as a startup, what is the mechanism for the EV user to pay for this going forward? Everyone currently pays for their own gasoline. Everyone should therefore pay for their own electric vehicle power, and it should not be subsidized by any governmental body. Without a stated plan in place for how the user will pay, the City of Tullahoma should not be installing chargers which will ultimately be taxed in some fashion to the city residents."

Question 87 has 4 answers (Open Text)

“Page 80”

Unknown contact said:

"1) Ditto pie in the sky...."

Unknown contact said:

"Excellent Idea for the Building Rehab!"

Unknown contact said:

"Cultural Resources:

Caption under pictures: "The top photo.....positive way. [Had] local historic designation [been] applied years ago..."

Definitely agree that :IT IS NEVER TOO LATE""

Unknown contact said:

"Under Incentives for Building Rehab, adjust the first sentence to eliminate the second set of parentheses. Same paragraph, adjust to read, '...jurisdictions, such as Shelby County, Knox, and Hamilton Counties, have used...' [I haven't bothered flagging the individual comma series if a comma is missing, having mentioned it early-on. This, however, was too egregious.] The whole business of the Certified Local Government (CLG) program is lot of bureaucratic involvement for too little benefit. Don't spend a lot of time filling out endless application forms and pursue the ordinance, district overlays, and design guidelines through the Planning Commission. Just do it!"

Question 88 has 2 answers (Open Text)

“Page 81”

Unknown contact said:

"1) Is Short Spring Natural Area included in the 605 acres of Tullahoma's parks?
If so, it should be separate.....
"

Unknown contact said:

"Need a dog park(s) in a place actually near residential as well as walkable.
Current dog park doesn't fit the bill."

Question 89 has 5 answers (Open Text)

“Page 82”

Unknown contact said:

"1) Since the survey did not include it, how would the city or planners know what desire citizens have for community gardens? Whoever put the survey together really did not even think about that community gardens, or they just didn't care about them....

2) Why aren't pool categorized separately by indoor and outdoor? They serve different functions and use is seasonally dependent for each separately.....

3) This page should be coordinated with P&R strategic plan currently under development.....

"

Unknown contact said:

"Public Space and Recreation: Recommendations:
Imagination Station has been completely renovated/replaced once already.

Where is Option #1 for Waggoner Park

"

Unknown contact said:

"Projects in the works - left out the expansion to 27 holes of the disc golf course"

Unknown contact said:

"Related to "New Facilities to Pursue," one additional facility that might be pursued would be a golf driving range. Related to Short Springs Natural Area, I support additional parking and construction of restrooms. The City strongly advertises this area, yet a lack of parking limits visitors. In fact, a cursory inspection of vehicle tags indicates that many who use the trails are from Nashville and beyond. I strongly urge the stakeholders to work together to come up with a long-term plan for Short Springs to maximize visitation while preserving this special natural area. Stakeholders include the City, the State Parks, Friends of Short Springs, TUA, and others."

Unknown contact said:

"Under New Facilities, add information under Pickle ball courts to the extent that while dedicated courts do not exist, the gym at D. W. Wilson Community Center converts to three courts and is always in demand during allowable play times. An all-weather facility would be a unique, attractive draw. "

Question 90 has 4 answers (Open Text)

“Page 83”

Unknown contact said:

"1) P&R master plan already underway...."

Unknown contact said:

"The blue table does not paint an accurate picture. Short springs is a state natural area, not a city park. It should not be included in the acres. "

Unknown contact said:

"Rock Creek Park is a good idea - Mr. Hasty owns a good chunk of it and is not a fan of the City!"

Unknown contact said:

"One of the few good ideas coming out of this draft is the proposed Rock Creek Park. However, I would have to support those recognizing the limitations of the site. It would definitely work as a walking park, or possibly a dog-friendly place, okay, but nothing beyond that. If recommendations for a new library bear fruit, there might be uses for the building to coincide with park development."

Question 91 has 4 answers (Open Text)

“Page 84”

Unknown contact said:

"1) Design Principles overview paragraph: are developers going to override this and veto this: business first?

2) Mixed uses: now that we have Uber, etc., we can ignore this paragraph, right? Concept is good, except someone has to open and operate entities to all people to “live, work, shop and play within the same general vicinity”. What will promote that? Tullahoma’s consumption providers

are linear along Jackson (primarily) and Lincoln Streets and will not work with this scenario unless specific emphasis is placed on this type of thing in the future.....

3) Calming concept good in certain instances.....

4) Again, generous landscaping that must include trees will not work in “Tree City” Tullahoma....

"

Unknown contact said:

"not sure how to incentives, but after recent talks on landscaping code in the city, the city seems very adverse to creating a sustainable and livable city. Additionally, Much focus needs to be put into traffic calming measures. "

Unknown contact said:

"Community Design: Calming of Motor Vehicles:

Traffic Circles is listed as a measure to take for this design principle.

Use the nearly perfect existing example Tullahoma has - see PG 66 comments."

Unknown contact said:

"Related to “Calming of Motor Vehicles,” slowing vehicle traffic is certainly important for all users, however I have strong reservations about techniques mentioned for “calming of motor vehicles.” Through experience living in an urban area, most of these strategies such as traffic circles, speed bumps/humps/tables, and “road diets” result in more traffic jams, confused motorists, and stray bicyclists that endanger themselves and motorists."

Question 92 has 3 answers (Open Text)

“Page 85”

Unknown contact said:

"1) Jackson St. improvements: Tullahoma will never become Franklin....good dream, though.....

"

Unknown contact said:

"Community Design: North Jackson Street:

This street creates the first and last impression for people traveling through our town. "

Unknown contact said:

"I'm not in agreement with the recommendations for N. Jackson Street. For me, the core now extends from E. Carroll to Cedar Lane/N. Washington, thanks to uncontrolled growth in the corridor over three decades. Improvements to Jackson Street should be consistent, though aesthetics could be subject to adjustment with buildings and landscaping, but typical section design and form should be consistent, up to and including access control measures. For me, doing something with that left-turn lane is the key to controlling traffic in that corridor. One note to consider would be that depending on the outcome of the high school building proposal, traffic concerns having to do with ingress/egress at the school would no longer be an issue. A second would be that if the city chose to include street trees in an ordinance, and that ordinance would apply to large expanses of impervious parking as is found in the former Northgate Mall, then it's possible that that facility would be subject to the ordinance and would need to include trees prior to any new work done there with the new construction underway. One would suppose the new tenants will want the parking lot repaved."

Question 93 has 4 answers (Open Text)

“Page 86”

Unknown contact said:

"Trees and landscaping are great, but only if they are taken care of. City has not done a good job of this in the past."

Unknown contact said:

"On Street trees, this bullet refers to shade trees, but this would be misleading. We certainly don't want landscapers planting Willow Oaks and the larger canopy trees in ROW. This would be more along the lines of the item 46, p. 78 tree selections, providing shade but primarily for uniformity and softening the landscape. Enhanced street crossings will need to be part of a general redesign of the roadway, to include the access we were discussing earlier. With any system of median construction and landscaping, crosswalks and other elements of pedestrian accommodation could more easily be installed. Cross-access is an often overlooked element in commercial site approvals. If this is not already a part of Tullahoma's building codes, it should be added."

Unknown contact said:

"Under PROPOSED IMPROVEMENTS- Noting "Beyond the ROW" – It states in one bullet point "Shallower front parking lots with more side and rear parking: As reflected above at right, there should be no parking between the building and street within the Urban Segment of the corridor."

COMMENT- What is the means to accomplish this as there are several businesses in the area now which have front parking lots? Their buildings cannot simply be picked up and moved to the front of the property. It appears forced redevelopment and/or eminent domain proceedings are in the forecast? If so, this is wholly unacceptable. This needs further explanation."

Unknown contact said:

""New sign standards: New standards should result in fewer signs, smaller signs, and no new billboards.

In fact, the amortization of billboards should be considered to eventually eliminate existing ones.":

YES

"Cross-access between sites: Functioning like alleys, cross-access should be required as part of any development approvals so that drivers can access adjacent properties without having to reenter the flow of traffic on Jackson Street."

YES"

Question 94 has 5 answers (Open Text)

“Page 87”

Unknown contact said:

"1) Will any of these new downtown housing units be reserved for low-income?

2) Will poor folks be able to dine at this restaurant? Or only look up for a spectacular view from their picnic area down below?

"

Unknown contact said:

"Typo multi-family"

Unknown contact said:

"Nice idea, but how do you make this happen?"

Unknown contact said:

"The scenarios presented for new development on Grundy seems wholly appropriate."

Unknown contact said:

"Once again, design aspects here should be considered, but only when historic district mapping has been completed and approved."

Question 95 has 0 answers (Open Text)

“Page 88”

No responses yet

Question 96 has 2 answers (Open Text)

“Page 89”

Unknown contact said:

"1) Downtown has been listed as focal point in all previous comprehensive plans, yet nothing has been accomplished that would put downtown in the arena desired. This focus, again, on downtown is ill advised.

2) What is meant by “project’s community engagement process”? And its “economic analysis”?

Show data supporting the statement that “the Downtown area is extremely important to Tullahoma”. Show all tax data for all areas to prove this point.

What is the overall “engagement” rate of downtown vs. all other areas of economic activity in Tullahoma?

3) Define “Tullahoma’s sense of place.”

4) So, the “civic heart and soul of Tullahoma” is defined by “location of civic parades”? “City Hall”? “The Post Office” for God’s sake! An decrepit old building owned by CSX that used to be a train depot? I must have failed that civics class.....

5) Maybe “Smart Growth” (here we go with growth, again) does all that the paragraph says, but is Tullahoma’s downtown officially recognized as meeting the “Smart Growth” parameters?

Where is the proclamation to attest to this fact? Just because someone took a course in “Smart Growth” does not make it so.....

6) How can you make a statement that “Rarely would a Tullahoma resident entertain out-of-town guests without taking them to Downtown Tullahoma”?

What information do you have to prove that statement?

7) I hope the IRS does not audit me because I forgot to put my “ownership” of downtown property on my federal tax return.....I’m retired and I cannot afford to go to downtown much.....and folks without my financial ability never go down there.....

"

Unknown contact said:

"Winston Brooks, regarding TDECD, I’m assuming you will be forming a Main Street program, even in the absence of a comprehensive plan approval. So you would be searching for that ‘sense of place’ found to be the irreplaceable element by Kevin Lynch."

Question 97 has 4 answers (Open Text)

“Page 90”

Unknown contact said:

"1) I'm confused about something: you say on page 89 that you want to go by the "The National Trust for Historic Preservation's Main Street America program" which is grounded in "historic preservation", yet on page 90, you state that "Relative to most communities roughly the same size and age, Downtown Tullahoma has a general lack of surviving architectural fabric because so many buildings have been lost or altered over time. Unlike many historic downtowns, Tullahoma's does not have local historic district designation to provide protections to buildings and to ensure compatible new infill development." So, which is the focus for Downtown Tullahoma supposed to be? Historic? Or "Fortunately, there is a core group of restaurants, shops and similar businesses that continue to attract Downtown visitors." There's a lot of tongue and cheek going on here.....

2) So, the number one answer to Q5 says there needs to be "More/improved dining & shopping" and I guess that will make downtown more historic?

3) BTW, who is paying for all this revitalization?

4) Why go through all the background of a "Main Street program" (like listed on previous pages) and then state that "Main Street", after Tullahoma went through the required preliminary steps to adopt the program, is just one option in a bevy of options for revitalization of downtown areas?

5) So all taxpaying citizens are supposed to fund a full-time Director position to guide downtown revitalization when not all citizens can financially avail themselves of downtown activities?

6) Great, hire a Director whose job is paid for by taxpaying citizens but who is responsible to Downtown stakeholders (read: owners). Do this sound like being responsible to taxpayers and to customers, or just to the owners?

"

Unknown contact said:

"Related to the section on "Organization," while I realize that the extensive plans outlined in this document would require personnel and oversight, the proposed funding to hire a full-time Director, including salary, rent, and other expenses seems excessive for a town of 20,000 people. The City already has staff and boards that should work together with the Chamber of Commerce and other community groups to establish priorities that best fit the communities needs."

Unknown contact said:

"I'm ambivalent about the need for a Downtown Revitalization Director and the various expenses that go with it. Though I am in agreement for the program, there appears to be at least some time to work through other priorities before taking this on. "

Unknown contact said:

"DOWNTOWN ORGANIZATION- "Establish a Downtown Revitalization Entity- Funding- A downtown program will need roughly \$125,000 to \$150,000 annually to hire a full-time Director, rent office space, and fund other various expenses. Most programs get their primary funding from their municipal government, and that approach is most likely for Tullahoma. It is critical that the City commit to at least three years to attract good candidates for the job, but with the intent of funding long after that initial time frame. Supplemental funding should also be sought from private sector contributions and sponsorships."

COMMENT- The City of Tullahoma currently has The Tullahoma Area Economic Development Corporation (TAEDC). It seems any need for the running and oversight of Downtown Revitalization could be run through this entity. If a separate revitalization director position is required, it also seems at least some costs of operation could be absorbed through TAEDC so as not to be duplicative."

Question 98 has 4 answers (Open Text)

“Page 91”

Unknown contact said:

"7) My suggestion: block all traffic from Jackson St. to Atlantic St. downtown: foot traffic only (maybe some bicycles); cover entire distance from Jackson St. to Atlantic St. with a vented permanent cover, approximately 30 feet high, to create a completely covered area for downtown; remove sections of pavement to increase landscaping (some parts of new roof cover would be clear to allow light for pedestrian traffic as well as landscape photosynthesis; include outdoor seating areas so that patrons of food establishments could eat outside under the new roof covering; make one end (probably the east end – Atlantic St.) capable of hosting performance artists, with or without removable stage, that could act as frequent anchor draws to the area, etc.
"

Unknown contact said:

"I believe we should acquire and possibly demolish the building where Reminisce is now located and develop that site into a parking lot or a multi story one similar to the one in downtown Franklin, Tennessee, and have a pedestrian operated crosswalk across Jackson Street to the east side of Jackson Street for access to the restaurants and entertainment facilities there from the parking lot. That would also open up the shops in the Coop building which are now and generally are mostly vacant for the last several years.
"

Unknown contact said:

"41-A and the wide crossings at all the down down intersections are a major factor in why we do not have a vibrant downtown. Downtown must be Walkable. The proposal for a 100ft ROW with out any pedestrian islands or carveouts is inconsistent with a walkable downtown. "
"

Unknown contact said:

" On the proposed Jackson Street typical section, eliminate the turn lane, use landscaped median strips in the 8 – 10 ft. range, and have additional space for on-street parking or travel lanes. The example should be re-drawn in this scheme."
"

Question 99 has 5 answers (Open Text)

“Page 92”

Unknown contact said:

"We should encourage the planting of trees north of the London's parking lot perpendicular to North Jackson Street to hide the unsightly rear facades of the business buildings which face on West Lincoln Street.
"

Unknown contact said:

"Free Parking isn't free. "

Unknown contact said:

"Of the bullets, the most appealing probably would be a Downtown Farmers Market. The 'public gathering place' option comes across as too small, appearing to be shoe-horned into the space. If a Downtown Farmers Market approach, it would double as an arts and crafts event space."

Unknown contact said:

"NEW PUBLIC SPACE (includes pg. 93)- Location- The Plan states "...that the new public space occur at the southeast corner of Jackson and Grundy Streets. This site is privately owned and features Traders Bank and parking. The bank building, which would be demolished, is not historic and, in fact, it is incompatible with Downtown from a design perspective. While it is acknowledged that parking is important for Downtown, the previous section outlines ways to create even more parking, in addition to recommendations for managing on-street parking. Obviously, this concept is contingent upon the cooperation of the affected property owners."

COMMENT- The final sentence states the contingency that there needs to be cooperation of the affected property owners. This seems to indicate no contact was made with Traders Bank or other surrounding entities (such as London's about taking over their parking lot) in regard to the formulation of this concept. The remark that the bank building is not historic and incompatible with Downtown from a design perspective is quite flippant and insulting. If Walker and Associates or any of the City of Tullahoma officials who have been involved in this Plan have been in contact with Trader's Bank, and they are on board with the words in this report, I stand corrected. Otherwise, it appears before even broaching the acquisition of this property and so stating it in writing in The Plan document, the City needs to have serious discussions with Trader's Bank and others as need, and may, along with Walker and Associates, owe them an apology for both the concept and the statements noted herein about the aesthetics of the property."

Unknown contact said:

"Off Street parking:
C. - No, Even if it was available it shouldn't be turned into parking.
"

Question 100 has 3 answers (Open Text)

“Page 93”

Unknown contact said:

"I believe we should build an amphitheater at South Jackson if we need one, or in the vacant land on West Grundy Street at the bottom of the hill past Tri County Bank and make that a gathering point for the city rather than at the location of Traders National Bank."

Unknown contact said:

"Downtown:Design:
The proposed scenarios are stunning, and look very inviting. What does Trader's National Bank think about this plan?"

Unknown contact said:

"Regarding "Design," I was taken aback that you would suggest demolishing Traders Bank due it being "incompatible" from a design perspective. Have you seen City Hall or any other number of buildings downtown? Did anyone talk to Traders Bank? The figures at the bottom of the page also describe taking London's parking area. Surely there is another location that is vacant or has an unusable/dilapidated building that could serve as a location for a Farmer's Market/Entertainment venue. I strongly oppose heavy-handed redevelopment or using eminent domain for taking private property."

Question 101 has 1 answers (Open Text)

“Page 94”

Unknown contact said:

"I'm not convinced the illustration is of the appropriate scale."

Question 102 has 4 answers (Open Text)

“Page 95”

Unknown contact said:

- 1) A true, expandable Farmer's Market Pavilion should be at South Jackson.....
- 2) Who will conduct market analysis to prove that more housing is needed in the downtown area, which “will help in recruiting new businesses to the Downtown”? Show me the data.....
- 3) By all means, let's “leverage” the natural environment, using in a manner however we please.....
- 4) Again, show the data that proves “the importance of Downtown revitalization to Tullahoma.”
- 5) Again, taxpayers will be on the hook for a Downtown “Retail Market Analysis”.
- 6) You keep promoting items that are “likely not yet ripe to gain sufficient support”. Are you trying to turn Tullahoma into a Franklin?
- 7) Once established.....once established.....Ah, yes, follow Franklin's lead....."

Unknown contact said:

"Downtown: Economic Viability:Meeting venue

Really - a lake side location?

"

Unknown contact said:

"Under Brewery, correct in part, ‘...distillery is George Dickel at Cascade Hollow, and...’ "

Unknown contact said:

"Comments about need for a city museum near SJCC and remodeling the Red Cross Bldg are in line with a prior conversation I had with you about using the Red Cross facility as part of a museum with themes of Civil War and Tullahoma's early railroad, and Post WW2 military history. We do need a downtown amphitheater, although convincing Trader's to part with their land might be difficult. Another possible location would be the Baptist property and Sign company across the tracks, although noise from the trains and safety of pedestrians crossing the tracks might be an issue. -I doubt if the merchants on Lincoln street would agree to this, but converting Lincoln between Jackson and Atlantic to a bricked walkway, with “redigging” the town well across from Clayton's and bandstand would be a cool, retro idea, as well as a great downtown gathering place. -Regarding a Microbrew downtown and Ole Shed --- Bob Capps, one of the owners of London's told me a year ago they had plans to put one in the Red Hat building next to their place "

Question 103 has 0 answers (Open Text)

“Page 96”

No responses yet

Question 104 has 1 answers (Open Text)

“Page 97”

Unknown contact said:

"1) First thing in concepts is to cave into developers "because private developers may not otherwise enter the market with these products." That sure ain't the road less travelled....
2) So, Tullahoma has NIMBY-itious to multi-family housing? I am not surprised. But, would still like to see the data...."

Question 105 has 1 answers (Open Text)

“Page 98”

Unknown contact said:

"See Pg. 43 and Pg. 55 COMMENTS. ALSO:

NEIGHBORHOOD INFILL- "There are a number of vacant and under-utilized lots in the city that could, if consolidated, support neighborhood infill development of townhouses and single-family detached and "zero lot-line" housing. Some lots could support development of some of the 50 to 200+ for-sale workforce housing units for which there is forecasted demand in Tullahoma. Again, some of this housing might be clustered near commercial corridors and transportation routes... But there are also opportunities for infill market-rate housing to meet some of the demand for up to 300 market-rate units over the next five years..."

COMMENT- The locations of this "infill" should be spelled out so owners of such property and owners of neighboring properties are aware of the specific locations. Permissions of the private properties have to have more say and responsibility in what is done with their property and there should be no imposition of governmental fiat."

Question 106 has 3 answers (Open Text)

“Page 99”

Unknown contact said:

"Housing: Marketing & Developer Recruitment:
Shelbyville, TN uses Planned Use Development (PUD) for new subdivision development. I have worked on plans for these, they include green space, trees and other amenities to enhance the development."

Unknown contact said:

"Regarding “Marketing & Developer Recruitment,” the thought of bringing in “regional and national developers” to our small rural town seems unwarranted. In addition, your description of our local developers as not being able to meet your high standards is insulting. Maybe if the city included an “incentives” package for our local developers, the needs and desires of our small community could be met. Regarding “Funding & Leveraging,” this plan outlines multiple ways that the City can acquire land for redevelopment, including purchase, condemnation through codes enforcement, tax liens, and incentives such as payment in-lieu of taxes. All these approaches can get a city in financial trouble, whether through increasing debt, legal actions, hiring of staff to oversee such actions, or mismanagement. Extreme caution needs to be exercised in use of these measures to limit increasing taxes and other costs to citizens."

Unknown contact said:

"MARKETING AND RECRUITER DEVELOPMENT- “...But there are regional and national developers active in the Murfreesboro market that are more familiar with the need for sidewalks, street trees, and other higher development standards. These types of developers should be targeted for recruitment to Tullahoma, rather than maintaining lower standards to meet the nominal cost requirements of low-cost builders.”

COMMENT- This seems very insulting to local Tullahoma contractors. While some current developments may well fit in the category noted above as “maintaining lower standards” there are many qualified contractors in the Tullahoma area who could perhaps form a consortium which could handle and produce higher end communities. Or stop fighting the system and allow the new areas to be developed lot by lot. That has worked well in the housing areas of Macon Manor, Tara, Colonial Acres and others. Before looking outside Tullahoma, if this is to be a City endeavor, the City should be looking inside Tullahoma wherever possible."

Question 107 has 10 answers (Open Text)

“Page 100”

Unknown contact said:

"Definition:

[Economic resilience parameters: the ability to recover quickly from a shock, the ability to

withstand a shock, and the ability to avoid the shock altogether.]

Resiliency pages: should be completely expanded and reference people-first principles. This section,

alone, can (and does in some instances) related to all aspects of future

planning for Tullahoma. I would

be willing to participate in the expansion of this section in and of itself and how

it relates to ALL other

sections.....

Energy-related sections are woefully incomplete and should be addressed in much more detail.

For resiliency, water is of utmost importance, followed by food, followed by shelter. These should be

metrics by which all items are judged and plans of action implemented.

Now, though, this document relies too heavily on business as usual under a perpetual growth paradigm.

But, that is what the consultant was hired to do, and he has done his work well.

The problem is that

already started, but still negligibly noticed in Tullahoma, civilization collapse as a result of business as

usual, not just here but all around the planet – basically the Western style of economics – will make

changes more swiftly as time goes on, and Tullahoma must be prepared. The

end results of industrial

civilization collapse are not assured, but environmental degradation change is

assured and will speed up,

and this document does not deal properly with resilience in that manner. If

Tullahoma wants to

weather the coming storms better, it will have to rely on the ability to survive

on its own, regardless of

what is happening in the rest of the world. Surely, Tullahoma does not want to

be the ostrich that gets

eaten while its head is in the sand....."

Unknown contact said:

"Page 101 - Spell out Pro-OT & PT

Page 102 - fulfil is misspelled

Also... not sure where he came up with "aerodynamic technologies" but will let this go.

Page 104 - TAEDC has a strategic Plan.... but does need

metrics/implementation actions

Council Oversight - we have this with BOMA appointed alderman

TDA - do not agree with this... no new agencies but perhaps additional staff for

TAEDC and where needed. "

Unknown contact said:

"Likely outside the scope of this effort, but a ROM estimate would be helpful for planning purposes. Additionally, I'm sure grants will be used for some of this

funding. However, Focus needs to be on the maintenance tail. As a community,

we don't have the money we need to maintain the infrastructure we have now.

And we don't have anywhere near the infrastructure we need. "

Unknown contact said:

"PAGE 106? Resiliency: Recycling: Some communities use crushed glass in the asphalt for paving. I'll bet the streets sparkle.

PAGE 107? Define those dang acronyms. CLG"

Unknown contact said:

"What happened to places to comment on pages 101-110?"

Unknown contact said:

"It does not provide much specific useful guidance for economic development. Having said that, the plan pretty much ignores the key issues regarding economic development. That may be OK because these issues perhaps belong in an economic development strategic plan. The issues to which I am referring include lack of land for industrial growth, lack of available space along Jackson for commercial growth, Franklin and Moore County boundaries adjacent to Tullahoma, clear productive relationship with the IBCC (currently being addressed by you and Stephen), clear documentation of how the Air Park fits into the strategy, how to leverage the Joint Industrial Park to grow high technology business, existence of property within the city that is unsuitable for industrial use and is currently a blight on the city (e.g. old Wilson factory), and probably others. Dave

"

Unknown contact said:

"P. 105 – Strike the gratuitous references to APA and the Climate Change Policy Guide, and quotes from same. This comes across as the ulterior motive for producing the Plan, indoctrinating the common herd.

P. 106 – Right-hand column, under Proposed Policies, second bullet, change to read in part, "Propose electric vehicle charging..."

"

Unknown contact said:

"Regarding medical development I hope that having Vanderbilt will help recruit and maintain additional primary and consultative providers to help expand our hospital services and reduction in outflow to other areas. They should also have access to capital to develop the area around the hospital for clinical and office space. I worried a bit that development of areas along the 100 yr flood plane was discouraged, so some advance planning will be necessary to preserve options. The Mental health building owned by the city, and land presently occupied by Jackson Med Plaza would be prime for development in the proper hands -I'm sure everyone realizes that Tullahoma has very little land available for Industrial recruitment, outside the airport which is a specialized area. We are walled off by AEDC to the southeast, Corrections academy to the South, and soon will be walled off by the huge solar farm to be built all along our southwest border. We should never give up on the idea of some day getting the Air Force to make available property adjacent to our park along Wattendorf Hwy.

Unknown contact said:

"This section starts on pg. 99. FUNDING AND LEVERAGING- "...As noted above, there is the opportunity to consolidate vacant and under-utilized sites in the city and to package them with public amenities like parks, high-quality schools (which is an incentive in itself), and recreation facilities. The City can accomplish this task in several different ways, such as through a "Land Bank" approach that allows the City to acquire land strategically through purchase, condemnation through codes enforcement, default, tax liens, gifting, consolidation with City land or of City agency facilities, and/or partnerships with property owners for equity investment. The City can then promote sites for master planning and development.

COMMENT- The city should not be purchasing private property or smoothing the path for hand picked private entities to take over private property, especially by the coercive means of condemnation or eminent domain laws. Allow the market place to work with a willing buyer selling to a will purchaser. The purchaser should know going in that changes in zoning for the purchaser's chosen purpose is not guaranteed and would be subject to the zoning commission review with public input and the Board of Mayor and Alderman review with public input."

Unknown contact said:

"Pages 101-110 are on here to comment on. Page 108: "It is recommended that the City revisit both Counties to pursue the authority to employ zoning regulations within both growth areas."

I think this is an excellent idea that should be pursued. Only question is if Tullahoma Planning is up to the challenge."

Question 108 has 3 answers (Open Text)

"Page 111"

Unknown contact said:

"Typo E4 market"

Unknown contact said:

"Pg 109, under Primary Capital Projects, it references to the road improvements and connections per this plan on pg 66-68. However, the current Major Thoroughfare Plan outlines many more specific roadway improvement projects. Should that plan be referenced and a statement indicating that there are other roadways and intersections besides those mentioned on pg 66-68 that are to be evaluated and funded. "

Unknown contact said:

"PLAN IMPLEMENTATION- Zoning Revisions Per the recommended Place Types section of this plan, revisions will include: • Revise the zoning map consistent with this plan's Place Types map (page 43).

COMMENT- Objections to the change in zoning for assorted areas have been stated in Pg. 43 Comments."

Question 109 has 1 answers (Open Text)

“Appendix B Page 1”

Unknown contact said:

"DO NOT HAVE Appendices"

Question 110 has 0 answers (Open Text)

“Appendix B Page 2”

No responses yet

Question 111 has 0 answers (Open Text)

“Appendix B Page 3”

No responses yet

Question 112 has 0 answers (Open Text)

“Appendix B Page 4”

No responses yet

Question 113 has 0 answers (Open Text)

“Appendix B Page 5”

No responses yet

Question 114 has 0 answers (Open Text)

“Appendix B Page 6”

No responses yet

Question 115 has 0 answers (Open Text)

“Appendix B Page 7”

No responses yet

Question 116 has 0 answers (Open Text)

“Appendix B Page 8”

No responses yet

Question 117 has 2 answers (Open Text)

“Appendix B Page 9”

Unknown contact said:

"Delete Dream Tullahoma under City agencies.... insert it as a Non-profit agency on PAGE 10"

Unknown contact said:

"
"

Question 118 has 0 answers (Open Text)

“Appendix B Page 10”

No responses yet

Question 119 has 1 answers (Open Text)

“Appendix B Page 11”

Unknown contact said:

"I am on the Board of TAEDC and never knew or have seen the "TAEDC publishes a guide to starting businesses in the city" MAKE BUSINESS PLURAL... Businesses"

Question 120 has 0 answers (Open Text)

“Appendix B Page 12”

No responses yet

Question 121 has 0 answers (Open Text)

“Appendix C Page 2”

No responses yet

Question 122 has 0 answers (Open Text)

“Appendix C Page 3”

No responses yet

Question 123 has 0 answers (Open Text)

“Appendix C Page 4”

No responses yet

Question 124 has 0 answers (Open Text)

“Appendix C Page 5”

No responses yet

Question 125 has 0 answers (Open Text)

“Appendix C Page 5”

No responses yet

Question 126 has 0 answers (Open Text)

“Appendix C Page 5”

Question 127 has 0 answers (Open Text)

“Appendix C Page 8”

No responses yet

Question 128 has 0 answers (Open Text)

“Appendix C Page 9”

No responses yet

Question 129 has 0 answers (Open Text)

“Appendix C Page 9”

No responses yet

Question 130 has 0 answers (Open Text)

“Appendix C Page 11”

No responses yet

Question 131 has 0 answers (Open Text)

“Appendix C Page 12”

No responses yet

Question 132 has 0 answers (Open Text)

“Appendix C Page 13”

No responses yet

Question 133 has 1 answers (Open Text)

“Appendix C Page 14”

Unknown contact said:

"Typo - choose (not chose)"

Question 134 has 0 answers (Open Text)

“Appendix C Page 15”

No responses yet

Question 135 has 0 answers (Open Text)

“Appendix C Page 16”

No responses yet

Question 136 has 0 answers (Open Text)

“Appendix C Page 17”

No responses yet

Question 137 has 0 answers (Open Text)

“Appendix C Page 18”

No responses yet

Question 138 has 0 answers (Open Text)

“Appendix C Page 19”

No responses yet

Question 139 has 0 answers (Open Text)

“Appendix C Page 20”

No responses yet

Question 140 has 0 answers (Open Text)

“Appendix C Page 21”

No responses yet

Question 141 has 0 answers (Open Text)

“Appendix C Page 22”

No responses yet

Question 142 has 0 answers (Open Text)

“Appendix C Page 23”

No responses yet

Question 143 has 0 answers (Open Text)

“Appendix C Page 24”

No responses yet

Question 144 has 0 answers (Open Text)

“Appendix C Page 25”

No responses yet

Question 145 has 0 answers (Open Text)

“Appendix C Page26”

Question 146 has 0 answers (Open Text)

“Appendix C Page 27”

No responses yet

Question 147 has 0 answers (Open Text)

“Appendix C Page 28”

No responses yet

Question 148 has 0 answers (Open Text)

“Appendix C Page 29”

No responses yet

Question 149 has 0 answers (Open Text)

“Appendix D Page 2”

No responses yet

Question 150 has 0 answers (Open Text)

“Appendix D Page 3”

No responses yet

Question 151 has 0 answers (Open Text)

“Appendix D Page 4”

No responses yet

Question 152 has 1 answers (Open Text)

“Appendix D Page 5”

Unknown contact said:

"Add Beech Creek Farm as a venue option (across from Beechcraft Museum)"

Question 153 has 0 answers (Open Text)

“Appendix D Page 6”

No responses yet

Question 154 has 0 answers (Open Text)

“Appendix D Page 7”

No responses yet

Question 155 has 0 answers (Open Text)

“Appendix D Page 8”

No responses yet

Question 156 has 0 answers (Open Text)

“Appendix D Page 9”

No responses yet

Question 157 has 0 answers (Open Text)

“Appendix D Page10”

No responses yet

Question 158 has 0 answers (Open Text)

“Appendix D Page 11”

No responses yet

Question 159 has 0 answers (Open Text)

“Appendix D Page ”

No responses yet

Question 160 has 0 answers (Open Text)

“Appendix D Page 13”

No responses yet

Question 161 has 0 answers (Open Text)

“Appendix D Page 14”

No responses yet

Question 162 has 0 answers (Open Text)

“Appendix D Page 15”

No responses yet

Question 163 has 0 answers (Open Text)

“Appendix D Page 16”

No responses yet

Question 164 has 0 answers (Open Text)

“Appendix D Page 17”

Question 165 has 0 answers (Open Text)

“Appendix D Page 18”

No responses yet

Question 166 has 0 answers (Open Text)

“Appendix D Page 19”

No responses yet

Question 167 has 1 answers (Open Text)

“Appendix D Page 20”

Unknown contact said:

"Other Tullahoma-Area Employers we surveyed Batesville Caskets? Also, United Technologies Aerospace Systems closed a few years ago... who did we interview??? Should these be on the list? Also, Micro Craft is 2 words"

Question 168 has 0 answers (Open Text)

“Appendix D Page 21”

No responses yet

Question 169 has 0 answers (Open Text)

“Appendix D Page 22”

No responses yet

Question 170 has 0 answers (Open Text)

“Appendix D Page 23”

No responses yet

Question 171 has 0 answers (Open Text)

“Appendix D Page 24”

No responses yet

Question 172 has 0 answers (Open Text)

“Appendix D Page 25”

No responses yet

Question 173 has 0 answers (Open Text)

“Appendix D Page 26”

No responses yet

Question 174 has 0 answers (Open Text)

“Appendix D Page 27”

No responses yet

Question 175 has 0 answers (Open Text)

“Appendix D Page28”

No responses yet

Question 176 has 0 answers (Open Text)

“Appendix D Page 29”

No responses yet

Question 177 has 0 answers (Open Text)

“Appendix D Page 30”

Question 178 has 1 answers (Open Text)

“Appendix E Page 2”

Unknown contact said:

"Unified message... change the word aviation to aerospace (otherwise the entire space testing world is left out. AEDC does significant testing for the nation's space programs.

Last para --- In the future, the city's known strengths in AEROSPACE testing (lowercase of course)

I think it should be the "Tennessee Whiskey Trail" not Distillery Trail."

Question 179 has 0 answers (Open Text)

“Appendix E Page 3”

No responses yet

Question 180 has 0 answers (Open Text)

“Appendix E Page 4”

No responses yet

Question 181 has 1 answers (Open Text)

“Appendix E Page 5”

Unknown contact said:

"Spell out what Pro-OT and PT mean... no acronyms without explanation first."

Question 182 has 0 answers (Open Text)

“Appendix E Page 6”

No responses yet

Question 183 has 1 answers (Open Text)

“Appendix E Page 7”

Unknown contact said:

"Begin the 1st PARA, First Sentence.... Recognized in 2022 as a Great American Defense Community by the Association of Defense Communities, Tullahoma has long been

Second Paragraph ... change ADEC to AEDC twice"

Question 184 has 0 answers (Open Text)

“Appendix E Page 8”

No responses yet

Question 185 has 1 answers (Open Text)

“Appendix E Page 8”

Unknown contact said:

"4th PARA ... comma after hub... not period"

Question 186 has 1 answers (Open Text)

“Appendix E Page 8”

Unknown contact said:

"Page 9 ... 3rd bullet - fulfil is misspelled, should be fulfill

ALSO, change this sentence: It is assumed the City will submit this proposal to the US Air Force/AFWERX program for funding consideration. Wrong, wrong... It should read... It is assumed the City will submit this proposal to to government entities for funding consideration"

Question 187 has 0 answers (Open Text)

“Appendix E Page 11”

No responses yet

Question 188 has 1 answers (Open Text)

“Appendix E Page 12”

Unknown contact said:

"Second paragraph, last sentence change to - "although the market for such uses will have to be tested as part""

Question 189 has 1 answers (Open Text)

“Appendix E Page 13”

Unknown contact said:

"I am on the TAEDC Board and have never heard of "the findings of the retail market analysis completed for the City"

I would like to see the report."

Question 190 has 0 answers (Open Text)

“Appendix E Page 14”

No responses yet

Question 191 has 0 answers (Open Text)

“Appendix E Page 15”

No responses yet

Question 192 has 1 answers (Open Text)

“Appendix E Page 16”

Unknown contact said:

"Does the City have an investment trust fund? "

Question 193 has 1 answers (Open Text)

“Appendix E Page 17”

Unknown contact said:

"TAEDC Bullet 1. - TAEDC does have a Strategic Plan completed in 2020... there was also one done before that, and it is reference every year in the presentation to the BOMA.
BUT, it does need benchmarks and metrics."

Question 194 has 1 answers (Open Text)

“Appendix E Page 18”

Unknown contact said:

"Adherence and Council Oversight. TAEDC does have oversight as there is an alderman appointed by the mayor to attend meetings and oversee TAEDC meetings and activities.

I do not agree in setting up a TDA entity/person. I do not think we need a new agency. My recommendation would be to fund additional staff for TAEDC Director and/or Airport or TACC. In my opinion, TAEDC Director should oversee all economic development in the area."

Question 195 has 0 answers (Open Text)

“Appendix E Page 19”

No responses yet