

## HEALTH, LIVABILITY & THE BUILT ENVIRONMENT

### MARCH REVIEW DRAFT

This is the review draft of the Health, Livability & Built Environment element of NashvilleNext. It is part of Volume II (Elements) of the draft General Plan.

We appreciate that you are giving time to reviewing this work. This chapter is the result of three years of effort on NashvilleNext, combining public visioning and community engagement with topical experts to create a plan for Nashville and Davidson County over the next 25 years.

#### Comments

The public review period is during March 2015. We are eager to hear your thoughts on the plan. Here's how to provide input:

- » Online: [www.NashvilleNext.net](http://www.NashvilleNext.net)
- » Email: [info@nashvillenext.net](mailto:info@nashvillenext.net)
- » At public meetings
  - » April 18: Tennessee State University (Downtown Campus), 10am - 1:30 pm
  - » April 20: 5 - 7pm at both the North Nashville Police Precinct and the Edmondson Pike Branch Library
  - » April 27: 5 - 7pm at both the Madison Police Precinct and the Bellevue Branch Library
- » Phone: 615-862-NEXT (615-862-6398)
- » Mail: Metro Nashville Planning Department, P.O. Box 196300, Nashville TN 37219-6300

We ask that you include contact information with your comments. We also request that you be as specific as possible in your requests. Referring to a specific page or section is greatly appreciated.

#### Next steps

The most up to date information is always available at [www.NashvilleNext.net](http://www.NashvilleNext.net). Here is our tentative adoption schedule:

- » Mid-May: Post static draft of plan in advance of public hearing
- » June 10: First public hearing at Planning Commission (tentative; special date)
- » June 15: Second public hearing at Planning Commission (tentative; special date)

**FULL SIZE IMAGE**

# HEALTH, LIVABILITY & THE BUILT ENVIRONMENT

**A quality built environment encourages activity and face-to-face encounters and sustains the community.**

The built environment includes all of the things people build in a city, such as buildings, streets, sidewalks, parks, water pipes, and sewers, and how those things relate to one another. The built environment shapes Nashville's opportunities for health and wellness in daily life, whether it is minimizing exposure to air and water pollution, creating inviting public spaces that encourage physical activity, or providing access to employment, entertainment, shopping, schools and services. Nashville's built environment also creates festive public spaces and enjoyable walks to and desirable locations for restaurants, shops, parks, schools, and cultural attractions. A quality built environment encourages activity and face-to-face encounters and sustains the community.

Nashville's built environment is unique in that it includes many different kinds of places, with very different character. Context refers to the overall pattern of land uses and intensities, ranging from natural, undisturbed areas, to rural areas, to suburban neighborhoods, to urban neighborhoods, to downtown. Nashville and Davidson County residents recognize and appreciate the different kinds of places found throughout the county. Accommodating new housing, services and jobs, and improving health and livability while respecting the city's diverse built environment, requires either matching changes to fit the context while respecting existing neighborhood character or carefully and intentionally changing the character of key locations. The community desires centers and development that fit within each community's context, scale and character. See the Character and Context Table to see example characteristics of different contexts in Davidson County.

Preservation also plays an important role in the city's built environment. Well known preservation elements include maintaining open space, maintaining farmland, preserving historic buildings, and preserving the character of an area. However, preservation of certain features, buildings, land use patterns, or community character also contributes to other factors, such as increasing tourism, encouraging walkability, providing an environment conducive to small businesses, and providing for a wide range of housing choices.

## The Transect: Characteristics of three transect zones

Rural	Suburban	Urban
<b>Example areas</b>		
Bells Bend, Joelton, Linton, Neelys Bend, Scottsboro, Union Hill, Whites Bend, Whites Creek	Antioch, Bellevue, Bordeaux, Charlotte Park, Cane Ridge, CrieveCrieve Hall, Donelson, Glencliff, Glengarry, Green Hills, Hadley Park, Hermitage, Hillwood, Inglewood, Oakland Acres, Priest Lake, Rayon City, Rosebank, West Meade, Una-Antioch	12South, Belmont-Hillsboro, Buena Vista, Chestnut Hill, Cleveland Park, Eastwood, Edgehill, Germantown, Greenwood, Hope Gardens, Hillsboro-West End, Historic Buena Vista, Lenox Village, Lockeland Springs, McFerrin Park, Old Hickory Village, The Nations, Sylvan Park, Sylvan Heights.
<b>Neighborhood characteristics</b>		
Sparsely developed with agricultural and low density residential uses	Moderately developed with primarily residential, but other uses are present, often separated from residential areas	Designed with carefully integrated mixture of housing and mix of commercial, employment, entertainment and other uses
<b>Residential</b>		
Common housing types include single-family and two-family; very low density	Most common housing types include single-family and two-family, but townhomes and manor homes are also found; also found are apartments but they are usually separated from one- and two-family homes; low to moderate density	Multiple housing types, single-family, two-family, townhomes, stacked flats, alley houses; moderate to high density
Housing generally located on very large lots with deep, varying setbacks and wide spacing that honors environmental features	Housing generally located on large lots with moderate setbacks, although some new developments may have shallower setbacks	Housing generally located on smaller lots with shallower setbacks and minimal spacing between homes
<b>Open space</b>		
Open space generally passive, utilizing natural vegetation and landscape with few, if any, additional amenities	Fewer public parks because open space and park activities provided via large yards in classic suburban; in newer developments with smaller yards, open space provided within each development	More formal to accommodate active recreational uses, with passive uses appearing as plazas, courtyards and squares
May also include privately-held land trust and conservation easements	Existing trees and vegetation are integrated into site design to preserve green space and dense foliage	Variety of types, ranging from ball fields and playgrounds to picnic areas and urban gardens
Greenways link rural centers and open space	Public open spaces generally larger to serve larger area	Open space often incorporated into centers

## The Transect: Character areas in Davidson County

Rural	Suburban	Urban
<b>Centers</b>		
<p>Smaller, main street areas and village centers with smaller scale and intensity, usually limited to civic uses and daily convenience commercial</p> <p>Generally located at intersection of two prominent rural roads</p>	<p>Larger, concentrated areas of commercial, employment, entertainment and civic uses with some residential uses that serve immediate neighborhood, community, or region. May be pedestrian friendly internally or with connections to corridors.</p> <p>Generally located at prominent intersections along edge of several neighborhoods, although smaller neighborhood-scaled centers may exist</p>	<p>Pedestrian-friendly areas of commercial, residential, employment, entertainment and civic uses that serve immediate neighborhood or community</p> <p>Generally located at prominent intersections; varies in scale from larger centers to small neighborhood centers</p>
<b>Corridors</b>		
<p>Corridors designed to not overwhelm natural landscape; often built to follow natural topography; shoulders and ditches/swales are present, not curbs or sidewalks</p> <p>Buildings are clustered near corridor intersections in towns and hamlets</p> <p>Along corridors land uses limited to residential and agricultural. Development is often removed from view with deep setbacks</p> <p>Limited road network; limited travel options, mostly vehicles</p>	<p>Corridors act as throughways, moving people to and from outer areas into more densely populated urban areas; curbs, gutters and sidewalks are present</p> <p>Land uses are best centered at intersections but are also found in a linear fashion along corridors</p> <p>Land uses adjoining corridors range from residential to commercial uses with deeper setbacks to accommodate landscaping; some areas are built closer to the street</p> <p>Moderate street connectivity; pedestrian and biking opportunities; limited transit options</p>	<p>Corridors may decrease in width, but because of denser population, additional modes of travel are provided by sidewalks, bikeways, and transit</p> <p>Mix of uses exist with buildings placed and oriented so that they address the street</p> <p>Corridors may contain all higher density residential or a mix of uses</p> <p>Street grid usually more complete, people have multiple routes and corridors begin to function as destinations; multiple modes of travel options</p>

## Mobility and livability across lifecycle

People have different needs across their lifecycle. Providing a mix of housing and transportation options at affordable prices gives everyone the opportunity to find their place in Nashville.



Public spaces –streets and sidewalks, parks and public buildings – need to be designed to work for the young and old and for people with disabilities. At some point in their lives, every person is included in a limited mobility category – unable to drive on their own, unable to navigate hazardous roads on foot, and the like. Children need safe spaces to learn to roam. People with disabilities need safe spaces to access work and live self-sufficient lives. Aging adults – particularly Baby Boomers who will account for a 32 percent increase in the number of people over the age of 65 in the next 25 years – need these spaces to be able to comfortably and safely live in their current neighborhoods as they grow older and less mobile. Designing our public spaces with a person’s total lifecycle in mind will create places that are welcoming to everyone.

The built environment impacts every resident, sometimes promoting health and a good quality of life and sometimes deterring it. One example of the health impact of the built environment is a community’s “walkability” or lack thereof. Walkable neighborhoods and community centers have consistently rated highly in the public input during the NashvilleNext process. Walkability is also important for sustaining community, improving health, and supporting local businesses. A person who lives in a neighborhood with sidewalks and destinations within a walkable distance is more likely to take some trips on foot, increasing their opportunity for daily physical activity. By contrast, a person who lives on a busy street without sidewalks or bike lanes is likely to make all of their trips by car, decreasing their opportunity for daily physical activity. An elderly person who no longer drives may live in a neighborhood far from a grocery store, making it hard to access fresh foods. While another elderly person may live within walking distance to a community garden, where they can grow and harvest their own fresh vegetables.

Good health and good quality of life are dependent, in part, on where a person lives. Despite capital and program investments, health and quality of life vary across Nashville’s communities. At the local level, where you live affects how well and how long you live. One of the most powerful predictors of an individual’s health is the address where he or she lives. Some recent Davidson County U.S. Census tract data show the average person is obese, while in other tracts the average person was neither overweight nor obese. Could the quality of the built environment influence that? Creating a built environment that promotes healthy living and a good quality of life is important for everyone, and continuing efforts must be made to meet

the needs of Nashvillians with the fewest resources and opportunities for healthy living to improve their quality of life.

Neighborhoods are often separated by socioeconomic status, and areas with high levels of poverty often experience poorer health and higher mortality rates. In Nashville, a study conducted in 2006 showed that premature mortality varies widely by neighborhood. The highest mortality – almost three times the risk of early death as compared to the healthiest areas – occurred in areas with a high percentage of people living in poverty. In these neighborhoods, having more walkable streets and transportation options to reach more employment opportunities along with more accessible healthy food choices can promote better health.

## **Growth and Changing Demographics**

The United States is grappling with significant demographic shifts. Nashville/Davidson County is also experiencing these shifts and is changing in response to these shifts. The Middle Tennessee region is anticipated to grow by approximately one million more residents by 2040, including the nearly 200,000 more residents expected in Nashville/Davidson County. People are choosing different ways to live, work and play. This is primarily due to the aging of the baby boom generation and the increasing ethnic diversity of America's and Nashville's population. The number of Nashville residents age 65 or older is projected to more than double in the next 30 years, rising from 65,403 seniors in 2010 to 133,012 in 2040; by then, boomers will comprise 17 percent of the total population. In 2040, a third of the population will be age 60 or older.

Minority populations are projected to grow even faster, so much so that “white, non-Hispanic” will become the minority race and ethnic group. Race refers to groups of people who have differences and similarities in biological traits deemed by society to be socially significant. In the U.S. race is generally broken down into either white, African American or Asian. Ethnicity refers to shared cultural practices, perspectives, and distinctions that set apart one group from another and can refer to hundreds of various shared cultural identities, including Hispanic.

In Nashville, the non-white population is projected to increase from the present 41 percent of the total population in the city to 68 percent in 2040. Hispanics of all races are projected to increase from 10 percent of the population today to 34 percent in 2040, inching out others as the largest ethnic group. This is a national trend and not specific to just Nashville. It is also important to point out that this increase in population is not due to immigration from other countries, but from higher birth rates among existing populations.

*Racial/ethnic diversity*

Nashville’s growth and increasing diversity are seen as strengths of the community. However, neighborhoods often experience friction as new and old Nashvillians may have different needs and different visions for the future. Taking intentional action to address these tensions through efforts to increase familiarization across communities, providing better information about and access to government services, and enhancing the uniqueness of Nashville’s places can help relieve these tensions. Community support and understanding – that one’s neighbors, acquaintances, communities, and social networks provide – enable individuals to more readily find out about changes and events important to them and how to respond to and overcome problems. A strong community network is also related to community and personal identity and to the ability of individuals to meet their needs within their communities. As Nashville and its neighborhoods change, cultural tension can reduce social support, while familiarization can restore it.

One particular tension that can arise is in adding housing diversity while maintaining community character. The combined effect of population growth and demographic shifts to younger households, childless households, and households of aging seniors are changing the kinds of housing that Nashvillians will be looking for over the next 25 years. Meanwhile, public input consistently supports protecting the character of existing neighborhoods, which are an asset for the city, its residents, and its economy. Striking the right balance between these two sometimes competing objectives – providing more housing and new housing types while preserving neighborhood character – is a critical challenge for Nashville.

**Race and ethnic diversity**

**1980**



**2010**



**2040**



-  White (Non-Hispanic)
-  Black (Non-Hispanic)
-  Other (Non-Hispanic)
-  Hispanic (all races)

## Key ideas shaping this chapter

### Strategies for Growth

Health, schools, taxes, traffic, the environment, economic growth, and opportunities are all affected by development decisions. What, where, and how we build have major impacts on our personal lives and our communities – from the length of the daily commute, to the price of a new home, to available businesses. Communities around the country are looking for ways to get the most out of new development and to maximize their investments.

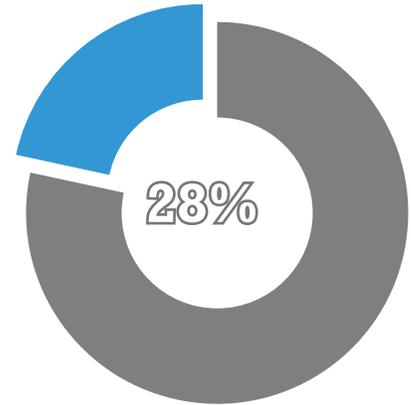
For decades, the U.S. has built low density, single use, suburban neighborhoods with ample roadways catering to car travel. Euclidian zoning, which separates residential areas from commercial ones, has been the predominant development regulatory tool. This has resulted in the distance between homes and offices, shops, restaurants, post offices, schools, grocery stores, and other destinations of daily life often being too great to walk or bike. Many areas lack infrastructure for walking or biking, and mass transit stops may not be convenient or be present at all. Even if the destination is within a couple of miles, getting there in a timely and safe manner often requires a car. Homogenous zoning may also lead to the poor living separate from employment opportunities, making it more challenging to break free from the cycle of poverty and its frequent companion, poor health.

Euclidian zoning laws prohibit “smart growth.” Growth is “smart” when it provides us with more choices, greater opportunities, a thriving natural environment, and good returns on public investments. There are ten accepted principles that define smart growth. These principles form the basis for NashvilleNext development culture and relate to the NashvilleNext Guiding Principles.

- » Mix land uses.
- » Take advantage of compact building design.
- » Create a range of housing opportunities and choices.
- » Create walkable neighborhoods.
- » Foster distinctive, attractive communities with a strong sense of place.
- » Preserve open space, farmland, natural beauty, and critical environmental areas.
- » Strengthen and direct development towards existing communities.
- » Provide a variety of transportation choices.
- » Make development decisions predictable, fair, and cost effective.
- » Encourage community and stakeholder collaboration in development decisions.

### Short trips in Middle Tennessee

One-quarter of all trips in Middle Tennessee are 2 miles or less. Trips of this distance are generally considered easy to walk or bike.



Source: Federal Highway Administration, National Household Travel Survey (2009)

An examination of Nashville reveals, at some points in the city's history, these principles were the norm for development, and in other decades, the principles were ignored with results that are not sustainable and have negatively impacted residents' health and the livability of our communities. The design of a neighborhood significantly influences the quality of life and health for residents who spend most of their time there. The design of a neighborhood can make it safe and easy for people to be physically active in their daily lives and give residents a health boost – or it can inhibit physical activity, be isolating, and be a detriment to health. Design also influences residents' personal connectedness to the neighborhood, and the physical and mental wellbeing of all who dwell there.

Nashville's Metro Planning Department works with the city's communities on community plans (which are a part of NashvilleNext), which guide land use decisions such as zone changes and new subdivisions. Community plans focus on smart growth strategies, such as reducing sprawl and concentrating development in mixed use centers that provide housing and transportation options as well as services and employment. Part of the community planning process includes analyzing a community's open space network (including parks and greenways) and transportation network (including roadways, sidewalks, bikeways, and transit opportunities). Recommendations are made that add to and complete these networks based on community priorities, the *Nashville Open Space Plan*, the *Parks and Greenways Master Plan*, the *Major and Collector Street Plan*, and the *Sidewalks and Bikeways Strategic Plan*.

The Community Plans rely on principles found in the Community Character Manual. One of the continuing themes is the commitment to creating sustainable communities through sustainable development. The actions necessary to enhance "quality of life" are the same as those for creating sustainable communities – engaging all stakeholders in crucial growth and preservation

decisions; balancing social, economic and environmental needs; thinking about the long-term fiscal and land use impacts of growth; and considering growth and preservation in Nashville/Davidson County in the context of the larger Middle Tennessee region. Over time, Metro Nashville/Davidson County has come to discuss this vision for future growth and preservation as creating *sustainable communities* through *sustainable development*.

A large part of achieving sustainable communities is using land in the most efficient manner and determining: How will population – and the resulting residential, commercial, employment, industrial and recreational land uses – be dispersed across the Cumberland Region? What pattern will development take? Will natural and historic resources be preserved? Will choices in housing and transportation be available? How will economic development, environmental preservation and a sense of community be preserved? In Nashville/Davidson County, these questions are asked and need to be answered through thoughtful planning and implementation of sustainable community plans.

Increasing population and inefficient use of land tell only part of the story, however. Population pressures and sprawling development patterns exacerbate the larger challenges facing the United States and the world – global climate change and diminishing oil supplies coupled with increasing fuel costs. Although individuals make decisions to recycle, conserve energy, etc., consider the impact of the built environment – patterns of land uses, streets, infrastructure, and the like – on energy and climate. The design of cities and of individual developments has long-term impacts. Habitats, waterways and land forms – once developed – are difficult, if not impossible, to return to the natural form. Meanwhile, the land use and transportation patterns created through development will impact how people live, work, and play for years. Those same land use and transportation patterns will also dictate how the public sector provides services and infrastructure for decades.

For all these reasons, the commitment to creating sustainable communities through sustainable development must be woven throughout the Community Character Policies, the fourteen Community Planning, and individual development decisions throughout Nashville/Davidson County.

The Metro Planning Department also works with property owners and developers on improving project designs and development plans to create livable places and achieve the community's vision. In addition, the department works on tools, which place greater emphasis on the design of the building and site, and how the design relates to the site's location and context. An example is the *Downtown Code* which applies form-based principles to shape growth and development in the city center.

Other Metro departments also play a part in neighborhood design and development. Metro Nashville Public Schools builds and maintains elementary, middle, and high schools to serve students. Metro Public Works builds and maintains sidewalks, streets, bikeways, and alleys. Public Works also works with neighborhoods on neighborhood landscaping projects, clean-up of neglected lots, and neighborhood clean-up projects. Metro Water Services encourages low impact development (retaining and treating stormwater on site with rain gardens, swales, green roofs, etc.) with its innovative *Low Impact Development Manual* and decides on where to permit sewer expansion. The Metro Transit Authority provides transit along with bus shelters and bus stops. Metro Public Library builds community branch libraries that serve as community gathering places. Metro Parks and Recreation builds parks of various sizes, community centers, nature centers, and greenways. Metro Arts Commission provides public art. The Metro Historical Commission works to preserve the city's historic structures and places, and the Metro Historic Zoning Commission works to preserve community character through design review.

#### *Mix land uses.*

Mixing land uses helps us create better places to live. Placing residential, commercial and recreational uses in close proximity to one another helps alternatives to driving, such as walking or biking, become viable. A mixture of land uses also provides a larger population for supporting commercial businesses and public transit. A mix of land uses can create vitality and increase the number and activity of people on the street. In recent years, Metro has made great strides in allowing a mix of land uses

(offices, residential, commercial, etc.) across a property and within a single building, in strategic locations. Just fifteen years ago, it was illegal to have residential development in Downtown. Now residential developments in the Gulch, North Gulch, Rolling Mill Hill, Sulphur Dell and SoBro are bringing hundreds of residents into Downtown – enlivening Downtown and making it a “24/7” community.

Likewise, many of Nashville’s prominent corridors are flanked with commercial zoning that, until just a few years ago, did not allow residential development. Metro amended the zoning code in 2005 to allow the redevelopment of buildings and sites for residential development in commercial zoning on the city’s prominent corridors. Several developments in the 12South area and in North Nashville have been developed under the Adaptive Reuse. Adaptive Reuse has the power to draw residential development to these corridors, putting “rooftops” near existing commercial development, riders near existing transit

lines, and allowing for more housing choice in neighborhoods while preserving the character of the neighborhood’s interior and making better use of the city’s underutilized corridors. While many developers are exploring the Adaptive Reuse option, the tool could be expanded to corridors in other portions of the county, providing more housing choices that reinforce existing commercial and transit and make better use of existing infrastructure.

*Take advantage of compact building design*

Compact building and site design has positive benefits for community health and livability. Not only does it promote walkability, but it also uses less developable land, preserving open space and natural features (floodplains, steep slopes, tree cover) that make Nashville’s landscape unique and provide cleaner air and water. Compact development also includes older buildings. Many older areas of the city were built more compactly than newer areas. These older areas have a mix of smaller buildings

**Community Health Assessment**

In 2014, the Metro Health Department updated Nashville’s *Community Health Assessment* and *Community Health Improvement Plan* (CHIP). Today in the U.S., more people die from chronic diseases, many of which are related to the places and ways we live, than from contagious diseases. In Nashville, improving the community’s health is the role of the Healthy Nashville Leadership Council, an 18-member council appointed by the Mayor and charged with assessing the health status and quality of life for Davidson County residents, the health delivery systems available; 2. Support mental and emotional health; and 3. Maximize the built environment to improve health. Each of the three priorities has goals and strategies that complement the goals, policies and actions of NashvilleNext. More about CHIP can be found at: [www.healthynashville.org](http://www.healthynashville.org).

**Roadmap: Three Priority Issues**

- 1. Advance Health Equity
- 2. Support Mental and Emotional Health
- 3. Maximize Built Environment to Improve Health



of various ages and sizes that offer choices for businesses and institutions that help contribute to a diverse, local economy. Nashville currently offers multiple tools to developers and neighborhoods that seek to promote compact building and site design, but there are more options and tools that could be made available to the community.

One of the tools that has garnished recent attention are cottage developments. Cottage developments create smaller footprint homes on smaller lots, which are generally grouped around a small, shared open space. Cottage developments have been built in Germantown, Sylvan Park, Chestnut Hill, and Hillsboro-West End. Cottage developments promote a compact site design that is attractive to some home buyers, can fit unobtrusively into a neighborhood, promote walkability and outdoor play, and use less developable land.

#### *Create a range of housing opportunities and choices*

Housing is an important component of the way communities grow as it constitutes a significant share of new development. Housing is also a key factor in access to transportation, services, employment, recreation and education. No single type of housing can meet the various needs of today's diverse households. Creating a wider range of housing choices allows neighborhoods to have alternatives to travel besides the automobile, ensures a better balance of housing and jobs, uses infrastructure resources more efficiently, and generates additional support for commercial centers and services. Nashville has numerous neighborhoods with mixtures of housing types. As mentioned previously, cottage developments are compact and attractive to some buyers. Other housing options in Nashville include detached accessory dwellings, meaning smaller housing structures in addition to the main house on a residential property, such as a small apartment above a garage. Metro Council recently passed legislation that allows these types of dwellings in R-zoned districts (residential single and two-family).

Detached accessory dwellings could be a useful tool in established single family neighborhoods to increase housing choices and affordability.

Another housing type is co-housing, a type of collaborative housing where residents actively participate in the design and operation of their neighborhoods. Often, co-housing developments include community gardens, communal kitchens and dining spaces, courtyards, and common houses where people gather and where meals are served. Nashville's first co-housing development is located in Germantown. Another tool is conservation subdivisions, where houses are grouped in order to provide more open space and preserve sensitive environmental features. Nashville already has some examples of live/work housing, often work space on the first floor with living space above, but this tool could be made available to more areas in Nashville.

Livability also depends on offering a variety of housing types and price points, so that housing in the community is accessible to all. Nashville continues to expand on the breadth and depth of housing, including apartments, condominiums, townhomes, artists' housing, workforce housing, single-family, cottage-style developments, urban infill, public housing, and co-housing. Recent residential development projects that take advantage of their walkable location are along the West End corridor, in the 12th South Neighborhood, along Main Street in east Nashville, in Sylvan Park in west Nashville, in Cleveland Park in northeast Nashville, and in Germantown and Salemtown in north Nashville.

#### *Create walkable neighborhoods*

Making a city more walkable provides locational and access options and is good for the health of its citizens and their quality of life. The built environment plays a key role in the decisions people make on whether to walk, to bike, to ride public transit, or to drive their own cars.

A city can become more walkable through a combination of direct routes (which may be achieved through an interconnected street pattern with an abundance of intersections), higher population density, and greater mixed land use. Street design impacts the safety and ease of walking and biking, which impacts the amount of walking and biking that residents will do. A grid pattern enables the most direct route to destinations as well as travel options, and designated bike lanes for bikers and sidewalks with convenient crosswalks for pedestrians appeal to walkers and bikers. The width of the street and the time given by a traffic light to cross the street may determine whether children, the elderly, or the infirm can safely cross the street. Streets with multiple lanes and not much to keep drivers' attention are less safe. People choose to walk when they can walk safely, using a direct route, to destinations nearby. The National Association of Realtors recently stated that two-thirds of homebuyers view being within an easy walk of destinations as an important factor in deciding where to live.

Many of the oldest neighborhoods in Nashville were built with sidewalks, including neighborhoods closest to downtown. Unfortunately, city leaders and residents did not place a high priority on sidewalks during the 1960s, 1970s, and 1980s, and the majority of residential development built during that period did not include sidewalks. Today, Metro is committed to funding and building additional sidewalks, repairing existing sidewalks, filling in sidewalk gaps, and making important sidewalk connections, such as near schools and parks, near transit, and along corridors. Nashville's goal is to create and sustain active, pedestrian-oriented, mixed use streets that address the needs of walkers, cyclists, and transit riders in addition to drivers. Steps towards accomplishing this goal have been made with required sidewalk regulations (2002); the *Strategic Plan for Sidewalks and Bikeways* (2003); creating the Nashville Bicycle Pedestrian Advisory Committee (BPAC) (2008); the Mayor's Executive Order for Complete Streets (2010); and dedicated funding for sidewalks, bikeways and transit infrastructure in each year's Capital Spending Plan. NashVitality, a local partnership to create healthy change in Nashville, has developed signs and maps that highlight healthy places in Nashville and ways to walk and bike to destinations safely.

As the city's population grows older, lives longer, and continues to diversify, Nashville must plan and create more walkable centers where people do not have to depend exclusively on automobiles. From a land use perspective, creating walkable neighborhoods can be aided by having

## Historically Significant Areas and Sites

Nashville/Davidson County contains historical areas and sites that are enjoyed by the community and visitors alike as reminders of the history of the community, and also as expressions of the social and cultural identity of the community. Historic areas and sites include structures and neighborhoods with historic significance, Native American burial sites, Civil War sites, cemeteries, and archeological sites. The protection, preservation and, where possible and appropriate, adaptive reuse of these historic features is highly encouraged. The following policies are recommended for areas and sites that are historically significant:

- » Owners of private property that contains historic or archeological features or historic structures are encouraged to work with the Metropolitan Historical Commission to protect and preserve the historic features in conjunction with any proposed development of the site;
- » The potential impacts of proposed developments on historic sites or areas with archeological features should be carefully considered and appropriate measures should be applied that mitigate any adverse impacts; and
- » Development near structures or in areas of local, state, or national historical significance should make efforts to balance new development with the existing character, scale, massing, and orientation of those historical features.

size-appropriate, mixed use centers in proximity to residential that allow for some walking trips to meet residents' daily needs.

*Foster distinctive, attractive communities with a strong sense of place*

As we create interesting, unique communities that reflect the cultures and values of the people who reside there, these places also foster physical environments that support a more cohesive community fabric and character. In addition, this principle promotes the construction and preservation of buildings that are assets to a community for years, not only because of the services they provide, but because of their contributions to the look and feel of the neighborhood.

History also helps ground us in a sense of place. Historic preservationists around the country are advocates for good urban design. They see the connections between historic patterns of development and opportunities for more livable cities. Nashville's early preservation efforts centered on saving the estate homes of prominent historical figures, including the Hermitage, Travellers Rest, and the Belle Meade Mansion, along with local landmarks and churches. However, there have also been significant losses to our city's historical resources. Nashville has the distinction of having had the first federally funded urban renewal project in the nation, the Capitol Hill Redevelopment Project, which was authorized in 1949. Although intended to level slums and promote new development, it also erased the historic street grid and viable commercial buildings around Capitol Hill. Four additional urban renewal projects followed from 1959 to the 1970s, which destroyed the urban landscape in downtown, east and south Nashville. The projects cleared thousands of residential and commercial property in the city. The Downtown Urban Renewal Project cleared another 40 acres, including the east, west and south sides of the public square and the city's historic black business district. The

Federal Aid Highway Act of 1956 authorized construction of the Interstate Highway System. In local and state governments' rush to spend federal dollars and make the city more attractive to businesses, routes were cut through the city that cleared paths through neighborhoods, often bisecting and isolating parts from each other. Parts of north, west, east and south Nashville have been negatively affected. The construction destroyed historic fabric, and the poor and minorities were often displaced and separated by these actions.

Historic preservation in Nashville has changed dramatically in recent decades. In the mid-20<sup>th</sup> century, preservationists were often seen by civic, business and government leaders as obstructionists to growth. Today, historic preservationists are recognized as critical partners in planning for a distinctive, viable and quality city. Efforts have expanded from saving single buildings to preserving and restoring sites, neighborhoods and landscapes that are significant for their inhabitants, events, architecture, surroundings, contributions to neighborhoods, and relationship to cultural identity. The Metro Historical Commission and the Metro Historic Zoning Commission work and partner with many public and private institutions, agencies and non-profits to further shared goals and a vision of a progressive city with a sense of place, uniqueness and history. In addition to documenting history and historical resources, the two commissions oversee commemorative events, preservation awards, the historical markers program, conferences, and building reviews. Preserving and reusing our existing historic structures assist us in being more responsible stewards of our land and resources. This approach not only preserves historic architecture, but also maintains diversity within our communities through a variety of sized homes and buildings from various time periods.

Nashville has some tools in place that assist with creating attractive communities. The Urban Zoning Overlay was established over ten years ago and applied to Nashville's

circa-1950 boundaries in an effort to require developers to build in a way that is consistent with how urban places were designed before the rise of the automobile-dependent suburb. Another tool is the use of zoning districts with basic urban design parameters that ensure walkability and encourage preservation of historic development patterns. Urban Design Overlays are used to preserve and create areas with unique character, such as Hillsboro Village, Bedford Avenue, 31st Avenue/Long Boulevard, Green Hills, Downtown Donelson, and Lenox Village. Historic Zoning Districts are used to preserve the historic character of Nashville's distinctive historic neighborhoods. There are still places where urban design could be improved, especially in commercial areas and along the city's commercial corridors.

Another tool in addressing building quality is through constructing high-performance buildings. High-performance buildings seek to improve economic, environmental, and social performance by building for the long-term. This applies to new construction, as well as preserving, maintaining, and updating our existing building stock, including historic structures and landmarks.

A high-performance built environment reduces costs by efficiently using materials and resources, with an emphasis on renewable and local resources. These buildings improve social and economic outcomes by reducing costs and improving affordability and by reducing or eliminating exposure to pollution, especially indoor air pollution. LEED is an example of third-party certification to assess how well buildings are performing and celebrating those that do particularly well. Nashville is projected to build or rebuild 113,000 new homes and 485 million square feet of nonresidential space. Strategic use of LEED in Metro buildings or as incentives for private buildings can help shift the entire industry to improving the performance of the built environment.

*Preserve open space, farmland, natural beauty, and critical environmental areas*

Forests, agricultural areas, greenways, large landscaped areas, city parks, and ballfields are all considered green space, and all afford people living near them with both calm respite and a place to recreate, provide gathering places, offer shade and protection from the sun on a hot sunny day, and provide a filter for pollutants in our air and water. Greenery increases the quality of life and can add years to the quantity of life. In addition to

its aesthetic benefits, green settings have been shown to decrease fear and anger and increase mental alertness and cognitive performance. Living close to green space and having access to a garden is correlated with lower levels of stress, anxiety, depression, and obesity, and, especially among the elderly, more positive perceived general health.

In 2011, the city created the Nashville Open Space Plan which outlines the need to preserve various types of green spaces and sets goals for attainment. The Open Space Plan contains four main themes: connect wildlife and water networks; support urban and rural farming; connect people to the green infrastructure network; and preserve historic and iconic resources. The plan provides a roadmap for the strategic conservation and creation of green spaces, by both the public and private sectors and includes opportunities in urban areas such as the creation of neighborhood parks and gardens as well as opportunities outside of the urban core such as conserving farms and forests and protecting river corridors.

Within NashvilleNext are the city's 14 community plans that guide zoning decisions. The community plans also encourage preservation of sensitive environmental features and remediation of the features if they have previously been disturbed, through the application of Conservation policy. While Nashville has over 1,300 acres of land in private conservation easements, many more could be added. A conservation easement is a voluntary agreement between a land owner and an organization where land is protected, but certain property rights are reserved. Nashville has some areas where additional planning is needed about how to preserve these areas while still ensuring that they are economically viable, such as Bells Bend, Scottsboro, Whites Creek, and Whites Bend. Ideas include heritage tourism, ecotourism, and agri-tourism, but the key is to balance development, including what infrastructure is required, with the preservation of rural, open space or natural areas.

#### *Strengthen and direct development towards existing communities*

Directing development towards existing communities already served by infrastructure utilizes existing resources while conserving undeveloped, green spaces. Developing or redeveloping property in existing neighborhoods has benefits including increased efficiency of existing infrastructure, an increased population base, and closer proximity to jobs and services.

Infrastructure includes all of the different equipment, structures and facilities that Metro Nashville and major utility companies provide that link together services and support daily life. These are generally large-scale physical investments. Transportation infrastructure includes our roads, sidewalks, bike lanes, greenways, and bus routes and facilities. Energy infrastructure includes power lines and transformers (provided and maintained by Nashville Electric Service), as well as gas lines (provided and maintained privately). Water pipes, water plants, sewers, swales and ditches, detention ponds, and even roadways are part of our water, sewer, and stormwater infrastructure.

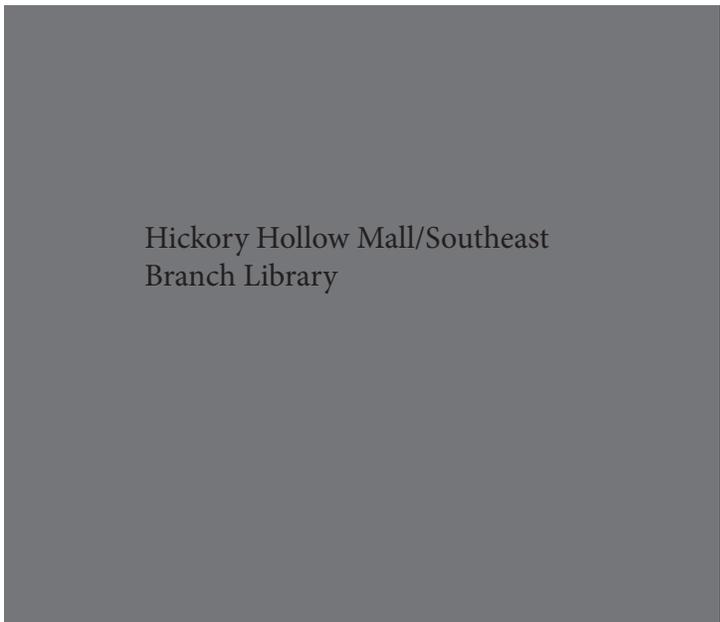
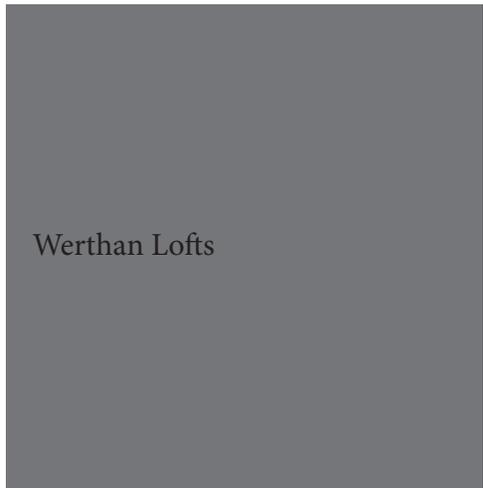
A review of Nashville’s infrastructure found many areas where infrastructure needed to be improved, expanded, or maintained.<sup>1</sup> From another source, the Tennessee Advisory Commission on Intergovernmental Relations projects that Davidson County needs \$4.4 billion in infrastructure spending over the next five years. To put this in context, Nashville has spent \$1.2 billion on capital projects over the past five years.

Nashvillians are most familiar with those parts of the city’s infrastructure they use or that are near to them. Regularly reporting on infrastructure condition is important to helping Nashvillians understand how the quality of infrastructure near them fits into the broader county context. This, in turn, is important to supporting smart infrastructure investments. Infrastructure decisions can be controversial, in part because there is a long list of needed infrastructure improvements and because there may be a sense that investments are not made equitably throughout the county. As Nashvillians have a better sense of where investments are needed, it is also important to link decisions on new investments to community goals.

Nashville’s infrastructure shapes what opportunities are available in daily life, as well as the support and safety services that residents, workers, and visitors rely on. Nashvillians have expressed a clear desire to add reliable and genuine transportation options like transit, walking, and biking to our current auto-oriented environment. Infrastructure also shapes safety services because of the way transportation routes affect response times.

1 For an overview, see the NashvilleNext Public Infrastructure background report: <http://www.nashville.gov/Portals/0/SiteContent/Planning/docs/NashvilleNext/next-report-Infrastructure.pdf>

**Equitable access means that Nashville residents in similar situations have similar access to goods and services.**  
**Genuine access means that cost is not a barrier to access.**



## Transportation icons

Equitable access means that Nashville residents in similar situations have similar access to goods and services. Genuine access means that cost is not a barrier to access. For example, transit ridership is related to density. Places with high density tend to have higher ridership; low density places tend to have low ridership. Because of this, transit agencies typically provide higher service to denser areas. So providing more transit service to higher density areas than lower density areas would not necessarily be inequitable. On the other hand, providing very different service between two equally dense areas could be.

In the 21<sup>st</sup> century, infrastructure also includes convenient access to internet service, which is an increasingly important part of daily life. It is especially important for accessing educational services for young and old, information about government and private services and assistance, and finding and applying for jobs. While more Nashvillians have internet access, many Nashvillians' primary mode of accessing the internet is through mobile devices or text services.

Re-using existing buildings is another important component. According to a study conducted by economist Donovan Rypkema in comparing one million dollars spent on building rehab to one million dollars in new construction, spending the money on building rehab creates five to nine additional construction jobs and \$120,000 more dollars will initially remain in the community.

### 28th/31st Connector bike lanes

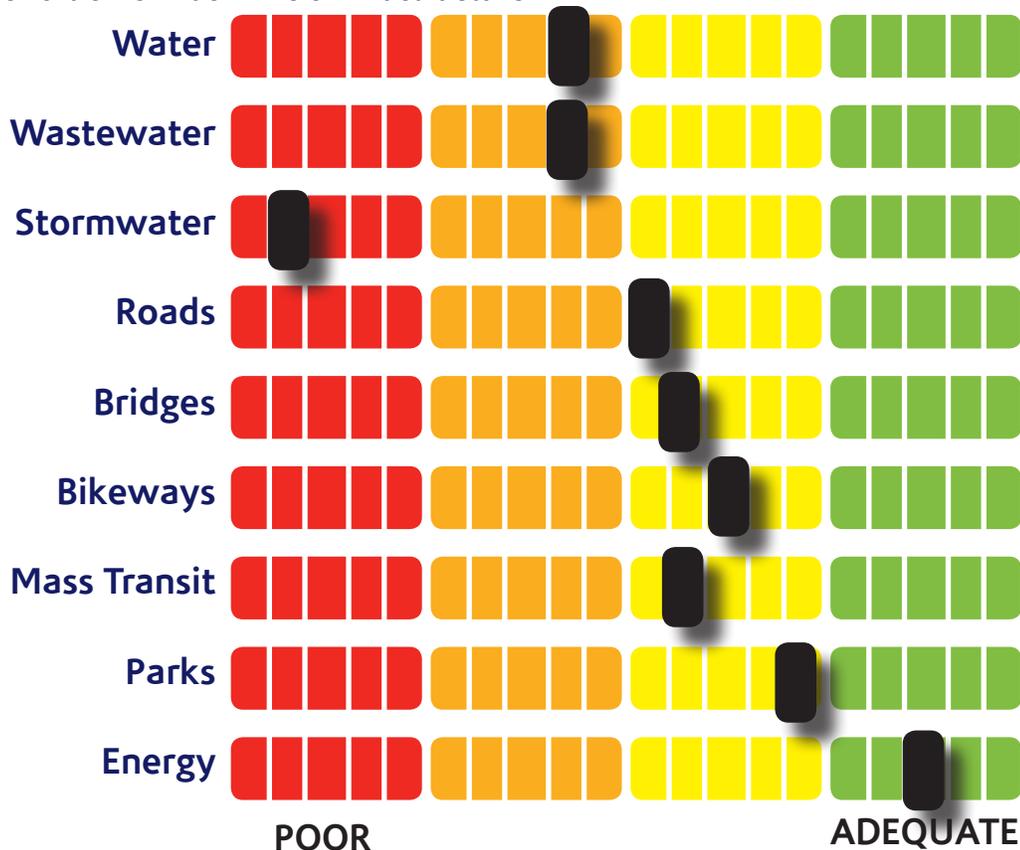
As previously mentioned, Adaptive Reuse provides a tool to reuse and redevelop commercial properties along prominent corridors into residential uses. Warehouses, like Werthan Lofts, have been adapted into housing, while the warehouses that comprise Marathon Village are being reused for commercial and entertainment uses. Metro has also invested in reusing the old Hickory Hollow Mall, purchasing space and constructing a new library, community center, park and hockey facilities for the Antioch/Crossings community. Nashville State Community College has purchased another portion of the mall for its satellite campus. Conversations during the NashvilleNext process have helped to determine where additional development can occur to take advantage of existing infrastructure, services and transit; provide housing choice and "aging in place" opportunities for current neighborhoods; and preserve important open space and natural features.

## Music City Infrastructure Report

Infrastructure is the municipality budget's "silent killer." By its very nature, much of it is hidden from public view – out of sight and out of mind. But then the catastrophic events occur – a water pipe bursts in downtown in the dead of winter, a bridge collapses, a pothole suddenly becomes an SUV-swallowing sinkhole. More recent in Nashville's memory, an unusual weather pattern turned the Cumberland River and its tributaries into a giant, brown swallower of homes and futures.

Infrastructure — from roads and bridges to sewer pipes — is expensive. A recent Tennessee Advisory Commission on Intergovernmental Relations identified the funding need for Metro Davidson County over the next five years at \$4.3 billion or \$6,876 per person. In 2012, a joint committee of Urban Land Institute Nashville District Council and the American Society of Civil Engineers, Tennessee Section, Nashville Branch, produced the "Music City Infrastructure Report," (MCIR) that included a comprehensive analysis of potable, waste and storm water, along with roads, bridges and bikeways. In addition, the group studied Nashville's power needs and mass transit as well as parks, greenways and open spaces. The overall conclusion of the study was that Nashville's current infrastructure systems are adequate, but that funding is strained and there are significant capacity issues that could impede future growth. Setting infrastructure priorities and funding is vital to keep Nashville on the leading edge of cities in the region and country.

### Condition of Nashville's Infrastructure



### Ratings summary

The Music City Infrastructure Report utilized a "stoplight" evaluation methodology, which is summarized here. Systems rated red are most in need of investment, while those rated orange, yellow, and green are increasingly well-positioned for the future.



## Water

Two treatment facilities for Metro Water Services have a combined capacity for 90 million gallons of water per day. Metro Water Services has 1,827 miles (64%) of water distribution lines that are greater than 40 years old. An additional 746 miles (26%) are at least 20 years old and less than 300 miles (10%) are less than 20 years old.



## Wastewater

Metro Water Services operates three wastewater treatment facilities. MWS treats approximately 47.3 billion gallons of wastewater every year. In Nashville's core, much of the existing piping was built in the late 1880's and carries a combination of sewer and stormwater. Wastewater utilities are primarily supported by user rates.

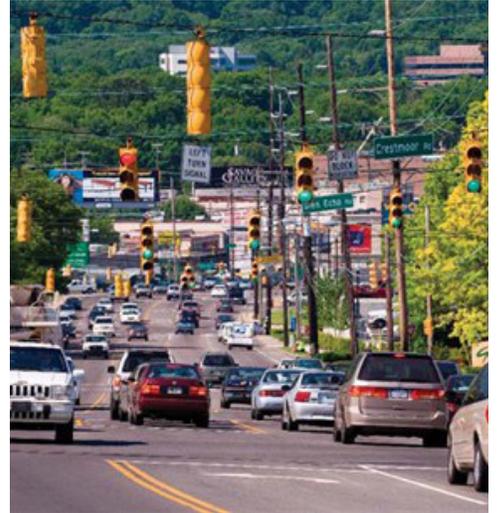


## Stormwater

Metro Water Services maintains 4,000 miles of aging storm water drainage structures in the Metro area. The stormwater system is barely adequate and has been plagued by a history of not having a dedicated funding mechanism, despite a new stormwater fee, instituted in 2009. A 2008 study estimated that there is approximately an \$85 million shortfall that needs to be made up to address the backlog of projects and services identified.

## Roads

Nashville has more than 2,600 lane miles of roadway, managed by multiple organizations having responsibilities for planning, funding, maintenance, and operations. Congestion in Nashville increased by 11% in just a one-year period ending in 2010. In 2011, 52.7% of Davidson County's lane-miles were in good or better condition, a major drop from the prior year due to the May 2010 flood and harsh winter.



## Bridges

Nashville has 1,119 bridges on the public road system. The Tennessee Department of Transportation owns most of these bridges. Metro owns and maintains 326 of them. Maintenance costs run roughly \$6-8 million per year. The available funding for the bridge network has been coming in at roughly half that figure. The accumulated funding deficit could create financial trouble in the future as bridge traffic volumes increase with population growth.



## Bikeways

Nashville has approximately 55 miles of greenways and multi-use paths, 33 miles of bike lanes, and 59 miles of signed bike routes. Nashville ranks fourth in the nation for percentage of Federal transportation funds being used for bikeways.





## Mass transit

Several of Nashville's top economic competitors including Charlotte, Austin, Denver and Raleigh have recently invested billions of dollars to modernize their mass transit systems.

In a recent survey conducted by the Metropolitan Planning Organization, 83% of respondents agreed that mass transit is important for the economy and that regional mass transit would better prepare Nashville for the anticipated growth.

Bus rapid transit is being planned from Five Points in East Nashville to White Bridge Road and will be called The Amp.



## Parks, Greenways, and Open Space

Metro has 115 park locations, 114 playgrounds, 170 tennis courts, six year-round golf courses, multiple athletic fields, more than 37 miles of greenways, swimming pools, community centers, and more than 100 conditioned buildings.

In 2010, Nashville had 17 acres of parkland for every 1,000 residents. In 2013, we have approximately 12,000 acres of parkland and open space.



## Energy

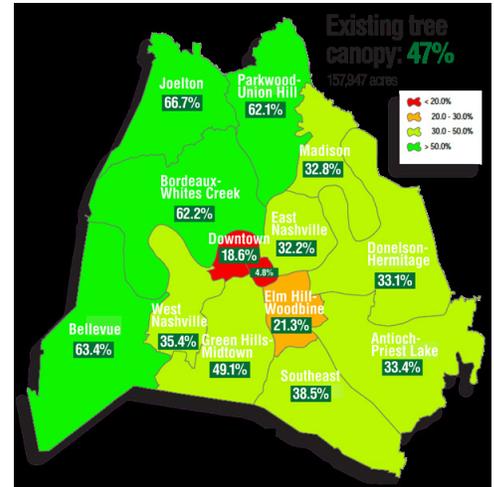
Nashville's electricity is generated by the Tennessee Valley Authority. Nashville Energy Service is responsible for the electricity distribution system, with 91,000 distribution transformers, 233 distribution substations, 5,721 distribution pole line miles, and 66,609 streetlights. NES serves 360,000 customers in Davidson County and portions of six surrounding counties. Residential customers account for 40 percent of kilowatt-hour sales.

## Urban forest

Nashville's tree canopy is a critical resource. Trees clean the air and water and provide habitat for wildlife. In urban areas, trees create a welcoming streetscape that helps to slow drivers. The shade from trees cools pedestrians, as well as pavement and buildings.

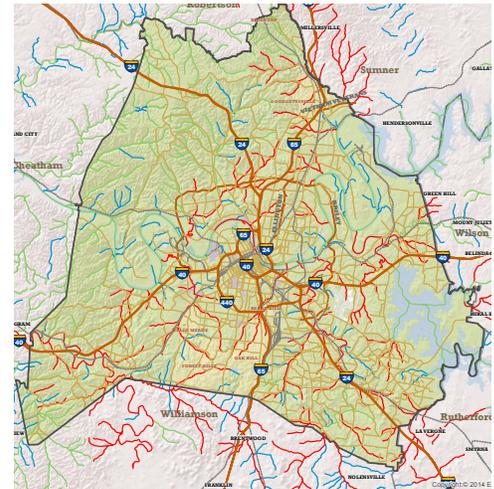
The 2010 Tree Inventory found 47 percent of Davidson County was shaded by trees. Unsurprisingly, rural parts of the county like Joelton, Union Hill, Whites Creek, Bellevue, have the highest coverage (over 60 percent of the land). Downtown and North Nashville have substantially lower coverage (5 and 19 percent, respectively).

The Inventory also found that another 35 percent of the county had potential for trees.



## Stream health

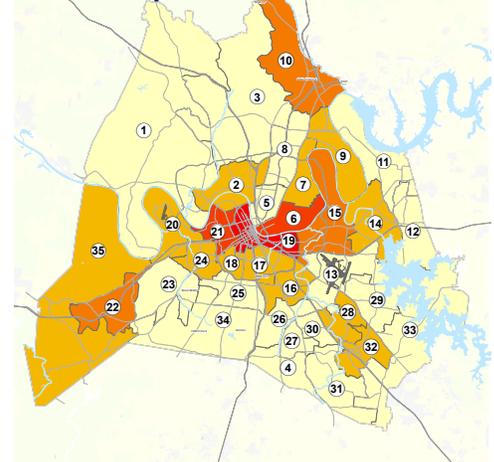
There are approximately 2,500 miles of streams within Davidson County. Of these, 330 miles have been determined as impaired and placed on the Clean Water Act's 303(d) list by the Tennessee Department of Environment and Conservation. Through monitoring, illicit discharge detection and water quality protection activities, in the last few years over 90 miles of streams have shown improvement and have been in part or fully removed from the 303(d) list.



## Public art

Public art plays a major role in neighborhood placemaking. Nashville's One Percent for Art Program receives one percent of general obligation bond improvement project funds to commission and purchase art. Since Nashville's public art program began, forty permanent works of art have been added to the public art collection with several additional large scale projects in the works. Public art fuels creative participation and can facilitate wayfinding, animate gathering places, and tell the visual story of a neighborhood. The map at right shows the distribution of funded projects by Council District. A goal of the program is to spread public art throughout all of Nashville's neighborhoods and cultural centers; however, there is currently no recurring funding stream for maintenance of the growing collection.

### Public art by Council district



## **Making Complete Streets the Metro Standard**

Complete Streets are safe, comfortable, and convenient for all road users, no matter who they are or how they travel. They give people meaningful choices in how they access social and economic activities around Nashville. In recent years, Nashville has worked to adopt policies that will ensure that our streets are planned, designed, constructed, operated, and maintained to provide safe access for all people.

The NashvilleNext policies and action items reinforce that Metropolitan Government will uphold Complete Streets as the standard. Transportation investments will serve all people who use our streets. Projects will meet needs voiced by the community and trends Nashville is facing. Transportation planning and urban design will strive to make streets more livable by encouraging more social interaction, mixing together a variety of land uses to serve a broader range of daily needs, and balancing access to those needs. Our streets are used for more than just moving vehicles – they must contribute to Nashville’s quality of life by enhancing access, prosperity, equity, health, and safety. By putting people first, Nashville’s complete streets will create a livable, vibrant city with meaningful transportation choices.

### *Provide a variety of transportation choices*

Traffic congestion is worsening around the country, including Davidson County and the Middle Tennessee region. Communities desire a wider range of transportation options – walking, cycling, taking transit – in an effort to improve traffic congestion and encourage healthier lifestyles. The average American spends an hour a day in the car every single day, according to a 2009 U.S. Department of Transportation study. The study also shows we take the overwhelming majority of our trips by car – 91 percent. Traffic data in Nashville show that the average Nashville commuter spends 45 minutes in traffic each day during peak travel periods. In recent decades, the increase in suburban neighborhoods, which requires more auto-dependence, has dictated the construction of ever-increasing numbers and capacities of roadways. The distance suburbanites must travel from home to accomplish daily routines has expanded. Transportation alternatives are often limited, especially as road construction projects have catered solely to motor vehicles. Walking or biking can feel, and be, unsafe. Transit options may not be available or the population base may not be enough to make transit a viable alternative. Making a city more walkable is good for the health of its citizens and their quality of life, and the built environment plays a key role in the decisions people make on whether to walk, to bike, to ride public transit, or to drive their own cars.

A 2009 regional inventory revealed that there are currently over 354 miles of bike lanes, bike routes, and greenways in the greater-Nashville area; and, for arterial and collector roadways within the region, approximately 460 miles of sidewalks. After a long period of decline during the 1980s and 1990s, transit in Nashville has significantly expanded during the 2000s. Metro opened the 28th Avenue/31st Avenue Connector Bridge that connects North Nashville to the West End area. The bridge includes a protected shared use area for bicyclists and pedestrians along with six new bus shelters. MTA also began fixed route bus service called the University Connector, linking universities in North Nashville with universities in South Nashville. Since that route opened, ridership numbers saw a jump, and as additional routes are added, ridership is expected to increase further. Bus Rapid Transit (BRT) Lite – an improved bus service with fewer stops, greater frequency, and faster route time – is provided along Gallatin Road and more recently along Murfreesboro Road. Currently (2015), BRT Lite service is planned for the Nolensville Pike and Charlotte Pike corridors.

Nashville's two guiding transportation plans which are also part of NashvilleNext, *Access 2040* and the *Major and Collector Street Plan* guide public and private investment for Nashville's street system and focus on creating complete streets that provide balanced and appropriate design for all modes of transportation. Metro Public Works has implemented complete street principles on roadways throughout the city, including rural, suburban, and urban areas. Complete streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Rather than a one-size-fits-all approach, the Mayor's Executive Order on Complete Streets in 2010 calls for complete streets to vary based on the physical context and character of an area. Complete streets do not always look the same, but they strive to include bike, pedestrian, vehicle and transit facilities as needed in a manner that complements the character and setting of the area. In Nashville, the Deaderick Street improvement project, Shelby Avenue in East Nashville, Belmont Boulevard, Otter Creek, and Korean Veterans Boulevard are often cited as exemplary complete streets projects.

*Make development decisions predictable, fair, and cost effective*

The value of property and the desirability of a place are affected by government regulations and investment in infrastructure. The private market supplies large amounts of the money for development and redevelopment to occur. Governments that make the right infrastructure and regulatory decisions can support fair, predictable and cost-effective smart growth and development outcomes. This can include establishing standards that provide certainty to developers while reducing unnecessary costs.

Zoning codes, using a context-based or form-based approach to development regulation, are critical to create mixed-use, walkable neighborhoods beginning with our corridors, including community and neighborhood

centers and finally in strategic neighborhoods throughout the county. Tools such as Adaptive Reuse, the Downtown Code, and the Alternative Zoning Districts add basic but effective urban design elements to existing zoning districts, ensuring a more urban, walkable, sustainable form. Other form-based codes such as the Urban Zoning Overlay, Urban Design Overlay and the Alternative (A) zoning districts add predictability about design and development decisions. These tools allow smart growth by right, and make the basic urban parameters clear and easily understood and implemented. The most important regulatory issue is how to introduce the broader use of additional form-based codes as a matter of right. It is important to make it as easy as possible for development to occur in a manner that creates sustainable neighborhoods and communities.

*Encourage community and stakeholder collaboration in development decisions*

The planning process strives to make planning for future growth both inclusive and transparent. The public conversation about smart growth, however, is ongoing. As described above, Metro has taken several actions to make quality growth easier in Nashville. Meanwhile, several neighborhoods and communities have embraced these changes, and many developers are leading the way in smart growth development and redevelopment. These efforts are aided by the Nashville Civic Design Center, a non-profit that works to elevate the quality and health of Nashville's built environment by educating the public about design through lectures with prominent speakers, by consulting on community design projects, and by researching and publishing reports on various civic design issues. The Nashville Civic Design Center recently published *Shaping Healthy Communities*. The book builds on the long-term vision for the city set forth in the Plan of Nashville (2005), but focuses more specifically on designing the city's built environment to foster better health among its citizens.

## Conclusion

Metro Government, area universities, and other community non-profits have been studying livability and health issues from a variety of perspectives over the past ten years. When it comes to health, livability, and the built environment, Nashville has areas of both strengths and opportunities. Individuals address personal health through daily choices, such as daily physical activity and healthy eating. Addressing health and livability through the design of the built environment is complex and multi-faceted. Through the thoughtful study and analysis that went into the creation of a variety of reports and plans, including the *Together Making Nashville Green Report*, the *Nashville Open Space Plan*, the *Parks and Greenways Master Plan*, the *Strategic Plan for Sidewalks and Bikeways*, the *Major and Collector Street Plan*, and the *Community Health Improvement Plan*, the city has considered best practices from around the country and created a variety of programs tailored for Nashville. There are numerous recommendations from those plans that are carried forward in the NashvilleNext process.

Using the built environment as a means for improving livability and health is a long-term strategy. Nashville's land use and transportation patterns created through development will impact how people live, work, and play for many years. The negative health effects of sprawling development patterns have taken decades to become evident, and instituting healthy community design is not a quick solution. It can, however, along with concepts tied to sustainability and other principles laid out in the Community Character Manual, shift development patterns toward built environments that are more supportive of health and livability and provide a foundation for current and future generations to live healthy and productive lives.

## Goals and policies

Goals set broad direction for the plan by applying the Guiding Principles to NashvilleNext's seven plan elements. They identify, for each element, what NashvilleNext is trying to achieve.

Policies extend goals by providing more detail. They give more direct guidance on community decision making, without specifying which tools to use. (Identifying and adopting which tool is a job for actions and implementation.) As implementation occurs, if one particular tool is rejected by the public, the policy guidance remains.

Actions (Volume IV and at the end of this chapter) are short-term steps to carry out these Policies and achieve these Goals. The plan is structured so that the Action plan is updated the most frequently. During the annual update process, actions can be removed if accomplished or if they were deemed infeasible. Removing an action because it's infeasible leaves the overarching Policy in place. During the update, the Planning Department would seek to identify alternate ways of accomplishing the policy.

## Related plans

With a strong commitment to annual updates and review, the General Plan is able to play a key role in providing coordination between other agencies and plans. It helps other departments understand long-term goals and how their work shapes that, even if they must focus on short-term needs that are out of step with the long-term plan. For example, the long-term vision for transit is to build a high-capacity transit network operating along major corridors, with few deviations from those corridors. In the short-term, MTA needs to conduct its operations to connect to riders, who may not live along those major corridors. Eventually, MTA operations should merge with the long-range vision, but it will take time to build the infrastructure and housing to support the high-capacity network.

Thus, Element chapters highlight related plans when discussing NashvilleNext Goals & Policies.

Much of what Nashvillians want for the future goes beyond what Metro can achieve on its own. Partnerships with community groups, non-profits, and the private sector are critical.

## **BE Goal 1**

All Nashville residents have a choice of vibrant, safe, and healthy neighborhoods across many different communities and contexts.

### **BE Policy 1.1**

Preserve residential character in established neighborhoods, while accommodating housing options that meet Nashville's changing needs.

### **BE Policy 1.2**

Create safe, walkable community, retail, and employment centers across the county that fit within each community's context and character and meet the needs for people of all ages and abilities.

### **BE Policy 1.3**

Encourage the development, redevelopment, or improvement of property, buildings, and landscapes to promote safety and reduce opportunities for crime.

## **BE Goal 2**

Nashville promotes the safety and wellness of its residents, workers, and visitors.

### **BE Policy 2.1**

Encourage physical activity and promote social and mental well-being by improving public spaces (such as public streets, sidewalks, and parks), reducing barriers to all pedestrians, and providing green space.

### **BE Policy 2.2**

Improve the health quality of Nashville's air, water, light, and land, both outside and indoors.

### **BE Policy 2.3**

Improve mental health and wellbeing of Nashville residents through advocacy, education, research, and service.

### **BE Policy 2.4**

Ensure all neighborhoods have healthy food options — including locally grown food — particularly neighborhoods with low-levels of car ownership.

### **BE Policy 2.5**

Increase connections to the network of accessible greenways, creeks, and rivers that connects Nashville residents to nature throughout Davidson County.

### **BE Policy 2.6**

Host active and passive activities and amenities at community parks and open spaces for people of all ages.

### **BE Goal 3**

Nashvillians have equitable access to goods, services, multiple modes of transportation, and public safety.

#### **BE Policy 3.1**

Support access throughout the county for all users (including walkers, cyclists, transit riders, and drivers) of roadways and greenways.

#### **BE Policy 3.2**

Match transportation infrastructure to the needs of police, fire, and emergency medical personnel to maintain response times and keep residents, workers, and visitors safe.

#### **BE Policy 3.3**

Ensure equitable access to high speed internet service throughout the county and adapt online services to mobile internet users.

#### **BE Policy 3.4**

Support communities by diversifying the use of public buildings and facilities in the services they offer (such as libraries, schools, community centers, and police and fire stations).

#### **BE Policy 3.5**

Facilitate the access of health and wellness services to meet changing health care needs.

#### **BE Policy 3.6**

Maintain infrastructure and programs to keep the public safe during emergencies.

### **BE Goal 4**

Nashville is welcoming and our residents care for and support one another.

#### **BE Policy 4.1**

Recognize and bridge cultural differences and language barriers when providing services and engaging the public in community decisions.

**BE Policy 4.2**

Ensure that special impact uses are located in a manner that acknowledges the need for, and benefit from, special impact areas, while seeking to protect the safety and quality of life for all nearby residents. Avoid concentrating too many special impact areas in any one community.

**BE Policy 4.3**

Use the design of public space to enhance the unique identities of Nashville neighborhoods and communities.

**BE Policy 4.4**

Celebrate Nashville's diverse faith communities and their role in shaping Nashville's history.

**BE Policy 4.5**

Create opportunities to increase fellowship and build relationships throughout the county and in individual neighborhoods.

**BE Goal 5**

Nashville's buildings will be healthy, attractive, affordable and easily accessible, supporting social, environmental, and economic performance.

**BE Policy 5.1**

Encourage new construction and major renovations, retrofitting, and upgrading of existing buildings to improve environmental performance of the building and site.

**BE Policy 5.2**

Encourage the creation of high-performance, quality architecture throughout Davidson County, especially in key centers of activity.

**BE Policy 5.3**

Preserve historic structures and landmarks that represent our county's identity.

**BE Policy 5.4**

Encourage flexibility in re-use and expansion of historic buildings to preserve character and maintain affordability. Standards should follow the Secretary of Interior's Standards for Rehabilitation, as noted in State law and the Metro ordinance.

**BE Policy 5.5**

Require that new Metro buildings are third-party certified for energy and efficiency and enhance the communities in which they are located.

## **BE Goal 6**

Nashville will have safe, adequately maintained, and intentionally planned infrastructure.

### **BE Policy 6.1**

Provide regular reports on the condition of Nashville's infrastructure and the cost of repair, upgrades in new infrastructure.

### **BE Policy 6.2**

Create infrastructure plans that are in line with community goals and growth strategies, recognize lifecycle costs of new infrastructure, and maximize and maintain existing infrastructure investments.

Health, Livability, and the Built Environment DRAFT Actions

#	BE Goal	Policy Action	Time frame	Responsible party
1	<b>1</b>	<b>All Nashville residents have a choice of vibrant, safe, and healthy neighborhoods across many different communities and contexts.</b>		
2		1.1 Preserve residential character in established neighborhoods, while accommodating housing options that meet Nashville’s changing needs. Refer to the Housing Element Goal 2 for additional policies and actions related to this policy.		
3		1.1.1 Develop visuals and graphics that provide clear guidance on how to develop contextual and transitional infill that meets the needs of current and prospective residents. The visuals and graphics as part of the Community Character Manual will provide guidance on how to design new development to be contextually comparable with existing development while providing additional housing choice. This may include additional guidance for affordable or lower cost housing.	Short	Metro Planning, Metro Planning Commission
		1.1.2 Amend the zoning code to reduce barriers and increase the potential for a more diverse mix and amount of housing in 'center' areas (as depicted on the Growth and Preservation Concept Map) to include expanding the range of housing types and sizes and to ensure a wide variety of households and affordability within centers and in surrounding residential transition areas (areas between established residential areas and mixed use areas). <i>Related to Housing 2.1.1.</i>	Medium	Metro Planning, Metro Planning Commission, Metro Council
4		1.1.3 <hr/> <i>From Housing H 2.2.1:</i> Create a residential form based code that addresses compatible infill development given a neighborhood's context (rural, urban, suburban) and visitability (housing that is accessible to all) specifically for development that occurs within the interior of Nashville's diverse neighborhoods (areas depicted on the Growth and Preservation Concept Map as 'neighborhood' areas). Continue to use and refine tools like the Contextual Overlay District to maintain the character of older neighborhoods that may not meet the criteria for historic districts.		Pull from housing
5		1.1.4 <hr/> <i>From Natural Resources &amp; Hazard Adaptation NR 4.2.1:</i> Update areas of Davidson County, as appropriate, to new Rural Conservation, Rural Agriculture, and Rural Countryside Community Character Manual Policies that guide a reduction in development along steep slopes and discourage the expansion of sewer infrastructure. In areas of Davidson County, where Neighborhood Evolving policy is identified with Conservation policies, encourage more height while reducing the building footprints on a development site.	Ongoing	Pull from NRHA

Health, Livability, and the Built Environment DRAFT Actions

#	BE Goal	Policy Action	Time frame	Responsible party
8	1.2	Create safe, walkable community, retail, and employment centers across the county that fit within each community’s context and character and meet the needs for people of all ages and abilities. Refer to the Land Use, Transportation & Infrastructure Element Goal 4 for additional policies and actions related to this policy.		
10	1.2.1	<i>From Housing H 1.4.2:</i> Redevelop appropriate public housing sites with the goals of creating permanently affordable housing units, creating mixed income communities, avoiding permanent displacement of current residents, engaging the residents and surrounding community in planning for each site, and providing sites for needed Metro facilities (libraries, schools, etc.) as appropriate.	Ongoing	Pull from housing
11	1.3	Encourage the development, redevelopment, or improvement of property, buildings, and landscapes to promote safety and reduce opportunities for crime.		
12	1.3.1	Conduct a Crime Prevention Through Environmental Design (CPTED) audit on five (5) randomly selected, recently approved developments to gauge how well CPTED principles are incorporated into site design and identify any opportunities to better incorporate CPTED principles without lessening the contextual relationships with surrounding development. Consider amending land development regulations, building codes, or the site development process to strengthen the use of CPTED principles.	Midterm	Metro Police, Metro Codes, Metro Planning, Private Sector
13	1.3.2	Continue to foster close relationships between public safety personnel and neighborhoods to promote safety through cooperation.	Ongoing	Metro Police, Private Sector
14	1.3.3	Determine street lighting, and provide where needed, appropriate to the character of the area to protect the public and deter crime.	Ongoing	NES, Metro Police, Private Sector
15	1.3.4	Assess building codes to barriers to visitability for key housing and building types and locations. Visitability refers to buildings that allow people using walkers or wheelchairs or have other difficulties with steps. The three components of visitability are having at least one zero-step entrance, 32-inch wide doors, and having one bathroom that is wheelchair accessible on the main floor. Visitability benefits people with mobility disabilities, including Nashville's booming population of seniors.	Ongoing	Metro Codes, Metro Planning, Private Sector
16	<b>2</b>	<b>Nashville promotes the safety and wellness of its residents, workers, and visitors.</b>		

#	BE Goal	Policy Action	Time frame	Responsible party
17	2.1	<p>Encourage physical activity and promote social and mental well-being by improving public spaces (such as public streets, sidewalks, and parks), reducing barriers to all pedestrians, and providing green space. Refer to the Natural Resources and Hazard Adaptation Element for additional policies and actions regarding green infrastructure and Low Impact Development techniques beyond those listed below. Refer to the Land Use, Transportation &amp; Infrastructure Element Goal 6 for additional policies regarding this policy.</p>		
	2.1.1	<p><i>From Natural Resources and Hazard Adaptation NR 1.2.1:</i> Increase the funding for expansion of open space, parks, and greenway acquisition to keep pace with population growth and maintain Nashville's natural assets. Metro Government should annually fund the Open Space Acquisition Fund with at least \$5 million, and this fund should be leveraged at least 20 percent with private dollars. One key initiative includes acquiring property for a new legacy park within the southeast quadrant of the county, as depicted on the Growth and Preservation Concept Map, within five years. Additionally, within each Center, as depicted on the Concept Map, acquire property for parks within an appropriate timeframe related to the tier of investment classification.</p>		Pull from NHRA
	2.1.2	<p><i>From Natural Resources and Hazard Adaptation NR 1.5.4:</i> Provide an appropriate amount of funding on an annual basis for easements, acquisition, construction and maintenance of sidewalks, greenways, bikeways, and bikeshare locations. Prioritize projects identified in the Nashville Next General Plan, Community Plans, the Strategic Plan for Sidewalks and Bikeways, and the Parks and Greenways Master Plan based upon their ability to encourage the preservation of open spaces, ecologically sensitive areas, and improve air and water quality.</p>		Pull from NHRA
	2.1.3	<p><i>From Natural Resources and Hazard Adaptation NR 3.1.5:</i> Develop a green infrastructure program that is a part of the Metropolitan Code that utilizes incentives to promote natural infrastructure methods of residential and commercial infill building.</p>		Pull from NHRA

Health, Livability, and the Built Environment DRAFT Actions

#	BE Goal	Policy Action	Time frame	Responsible party
22	2.2	Improve the health quality of Nashville’s air, water, light, and land, both outside and indoors. Refer to the Natural Resources and Hazard Adaptation Element for additional goals, policies and actions relating to this policy. Also, refer to the Healthy Nashville Community Health Improvement Plan and its goals of advancing health equity; maximizing built and natural environments; and supporting mental and emotional health for more actions relating to this goal. The plan is located at: <a href="http://www.healthynashville.org/">http://www.healthynashville.org/</a>		
23	2.2.2	Install built and natural infrastructure to mitigate light, air, and noise pollution for residents living in close proximity to urban interstates and the Nashville International Airport.	Long	TDOT, Airport Authority, Metro Council
24	2.2.3	Increase the number of low-income households receiving free healthy homes assessments and link to resources to address any issues found.	Short	Metro Health, ?
	2.2.4	Encourage additional conservation land easements by owners of private property. Some property owners in rural areas have placed conservation easements on their acreage through the Land Trust for Tennessee. <i>Related to NR 1.4.2.</i>	Ongoing	Private sector, Land Trust for Tennessee, Other Land Conservation Organizations
25	2.3	Improve mental health of Nashville residents through advocacy, education, research, and service. Refer to the Healthy Nashville Community Health Improvement Plan (CHIP) and its goals of advancing health equity; maximizing built and natural environments; and supporting mental and emotional health for more actions relating to this policy. CHIP aligns activities through advocacy, education, research and service. Aligning actions with CHIP objectives further pushes the advocacy, lessening of stigma, and systems of care issues. The plan is located at: <a href="http://www.healthynashville.org/">http://www.healthynashville.org/</a>		
26	2.3.1	Educate Nashvillians about community-based service and therapy providers for sufferers of stress and depression.	Ongoing	Metro Health, Metro Healthy Nashville Leadership Council

Health, Livability, and the Built Environment DRAFT Actions

#	BE Goal	Policy Action	Time frame	Responsible party
27	2.3.2	Continue to educate patients and family members of patients on the symptoms, therapy, rehabilitation, and medications associated with mental health disorders as well as connecting them with support networks.	Ongoing	Metro Health, Metro Healthy Nashville Leadership Council
28	2.4	Ensure all neighborhoods have healthy food options — including locally grown food — particularly neighborhoods with low-levels of car ownership. Refer to the Natural Resources and Hazard Adaptation Element Goal 1, Policy 1.3 for additional actions relating to this policy.		
	2.4.1	Utilize the results and recommendations of the upcoming 2015 Community Food Assessment with its inventory and assessment to improve Nashville's local food system. Research best practices locally and nationally as needed. Determine whether existing programs should be expanded or whether additional programs should be established. In either case, establish baseline data, goals, benchmarks and regular assessments and updates on the efficacy of programming.	Midterm	Mayor's Office, Nashville Food Policy Council, Metro Health, Private Sector
29	2.4.2	Expand gardening options in suburban communities. Use resource agencies to connect landowners to those wanting to grow food, often in exchange for a share of the produce.	Ongoing	Private sector, Community Garden Leaders
30	2.4.5	Provide additional financial and planning support for the Nashville Farmers' Market as the central hub for local food activity. Continue to diversify offerings to include more dairy, meat, fish, and bakery vendors. Incorporate the Nashville Farmers' Market in planning as new development and attendant residential/commercial/government office redevelopment occurs nearby to promote the Farmers' Market evolution and sustainability.	Short	Nashville Farmer's Market, Farmers and Vendors, Metro Council, Metro Health, Metro Planning
31	2.4.6	From Economic & Workforce Development EWD 2.1: Analyze barriers to entry for areas underserved by essential retail to identify necessary steps to improve access. A special focus should be on retail such as grocery stores that can improve quality of life for residents and catalyze additional private sector investment. Based on the studies, create an ongoing program to incentivize these essential retail and services.		MPC, Metro Council

Health, Livability, and the Built Environment DRAFT Actions

#	BE Goal	Policy	Action	Time frame	Responsible party
32		2.5	Increase connections to the network of accessible greenways, creeks, and rivers that connects Nashville residents to nature throughout Davidson County. Refer to the Natural Resources & Hazard Adaptation Element Goal 2 for policies and actions related to this policy.		
36		2.6	Host active and passive activities and amenities at community parks and open spaces for people of all ages. Refer to the Natural Resources & Hazard Adaptation Element Goal 1, Policy 1.2 for additional actions related to this policy.		
38	<b>3</b>		<b>Nashvillians have equitable access to goods, services, multiple modes of transportation, and public safety.</b>		
39		3.1	Support access throughout the county for all users (including walkers, cyclists, and drivers) of roadways and greenways. Refer to the Land Use, Transportation & Infrastructure Element Goal 6 for more policies relating to this policy beyond those listed below.		
40		3.1.1	Review and improve tools to connect people in rural and low-density suburban areas interested in car- or vanpooling to expand commuting options in areas without sufficient density to support transit service.	Ongoing	Metro Planning, MTA
41		3.1.2	Identify and implement strategic locations for park-and-ride lots in low-density suburban locations near high-capacity transit service. Ideally these lots should be shared with facilities that do not fully use their parking during peak commuter hours, or installed on vacant land that can be banked for future high-density, mixed-use development at commuter stops.	Ongoing	MTA, Metro Planning
42		3.1.3	From Land Use, Transportation & Infrastructure LUTI 4.8: Create a parking management program and parking districts to support redeveloping centers with tools to manage parking across the entire center, rather than lot by lot. The parking program and districts should improve livability and quality of place within and near the center, support complete streets, improve affordability of residential and commercial space, and manage parking pressures in transitional areas and nearby residential neighborhoods. The program should investigate, develop, and use tools such as modified off-street parking standards, on-street parking rules and rates, privately or publicly maintained lots, community benefits, residential parking programs, car-sharing access, and shared parking agreements.		Pull from LUTI

#	BE Goal	Policy Action	Time frame	Responsible party
43	3.1.4	From Land Use, Transportation & Infrastructure LUTI 6.1: Empower a multimodal department of transportation to coordinate transportation planning, design, and capital improvements with development regulations to improve livability and safety, promote workforce access and economic development, maximize state and federal grants, and reduce transportation impacts to Middle Tennessee’s environment. This department would coordinate with Metro Public Works, Metro Parks, Metro Planning, Nashville MTA, Metro Nashville Airport Authority, Metro Traffic and Parking Commission, Metro Transportation Licensing Commission, Metro Health and the Mayor’s Office. The department should coordinate with regional transportation groups, including the Tennessee Department of Transportation, the Nashville Area Metropolitan Planning Organization, and the Regional Transit Authority.		Pull from LUTI
44	3.1.5	From Land Use, Transportation & Infrastructure LUTI 6.4: Update the Strategic Plan for Sidewalks and Bikeways to incorporate priorities identified by Nashville Next public outreach as well as other local studies and best practices from other cities. The Strategic Plan should inform the Planning Commission, the Mayor, and the Metro Council when establishing capital improvement budgets. See LUTI Goal 6 for additional details.		Pull from LUTI
45	3.1.6	From Land Use, Transportation & Infrastructure LUTI 6.13:Expand the city’s Moving in Harmony educational and encouragement program as the umbrella campaign for transportation safety in Nashville. Expand the program to include formalized Safe Routes to School initiatives, engineering strategies, and an enforcement component to be guided with input from the community and advocates such as Walk/Bike Nashville and Transit Now Nashville.		Pull from LUTI
47	<b>3.2</b>	Match transportation infrastructure to the needs of police, fire, and emergency medical personnel to maintain response times and keep residents, workers, and visitors safe. Refer to the Natural Resources & Hazard Adaptation Element Goal 4, Policy 4.3 for additional actions related to this policy.		
48	3.2.1	Use updated street standards in designing streets for access by emergency vehicles. In the past, some streets were designed to allow two fire trucks to pass at the same time and was used to justify wider travel lanes. This practice had the unintended consequences of speeding up traffic and discouraging traffic calming. Maintaining safe access is incorporated in newer street designs.	Ongoing	Metro Planning, Metro Public Works, Metro Fire, Metro Police

Health, Livability, and the Built Environment DRAFT Actions

#	BE Goal	Policy Action	Time frame	Responsible party
49	<b>3.3</b>	Ensure equitable access to high speed internet service throughout the county and adapt online services to mobile internet users.		
50	3.3.1	Create a plan to achieve the general availability of gigabit ethernet by 2020. The plan should reflect private and public roles and opportunities and should identify multiple approaches to ensuring access for low income people.	Short	Mayor's Office, Metro
51	3.3.2	Provide gigabit wifi service at all Metro facilities open to the general public by 2017.	Short	Mayor's Office, Metro Government
52	3.3.3	Provide senior-accessible training on technology and internet to reduce isolation from the community.	Ongoing	Private sector, senior centers, YMCA
53	<b>3.4</b>	Support communities by diversifying the use of public buildings and facilities in the services they offer (such as libraries, schools, community centers, and police and fire stations).		
54	3.4.1	Facilitate creation of joint-use agreements by creating an online reservation system that allows community groups to reserve school/Metro property during non-peak/non-season hours. See Education and Youth EY 2.5.4 and 4.3.3.	Short	Metro Government
55	3.4.2	Identify additional opportunities to co-locate public facilities, such as libraries, schools, parks and community centers, to take advantage of prominent locations and existing infrastructure and buildings while providing cost and operation savings and diverse services to the community. See Education and Youth EY 2.5.4.	Ongoing	Metro Government, Private Sector
56	3.4.3	Economic & Workforce Development EWD 1.1: Prioritize community needs for surplus and underused Metro property. In addition to the need for space for Metro agencies, community needs include affordable housing, open space, business incubation space, and community services.		MPC, Finance
57	<b>3.5</b>	Facilitate the access of health and wellness services to meet changing health care needs. Refer to the Healthy Nashville Community Health Improvement Plan and its goals of advancing health equity; maximizing built and natural environments; and supporting mental and emotional health for more actions relating to this goal. The plan is located at: <a href="http://www.healthynashville.org/">http://www.healthynashville.org/</a>		
58	3.5.1	Encourage the location of all types of health and wellness care (primary, preventative, specialty, urgent, trauma, surgical, mental, emotional) to meet changing health care needs within 'center' areas as depicted on the Concept Map.	Ongoing	Metro Health, Private Sector

Health, Livability, and the Built Environment DRAFT Actions

#	BE Goal	Policy Action	Time frame	Responsible party
59	3.5.2	Education and Youth EY 2.5.4: Continue and expand the approach of co-locating schools with other services that meet the needs of children, youth and families. Identify a broad range of community facilities and services that could co-locate with public schools, including parks, visual arts, music, theater spaces, and libraries. Explore partnerships between Nashville's many successful medical facilities and Metro Nashville Public Schools to meet needs for on-site health care at schools.		Pull from EY
60	3.6	Maintain infrastructure and programs to keep the public safe during emergencies.		
61	3.6.1	Promote participation in Smart911 through all department outreach and engagement opportunities, with a particular focus on senior residents.	Ongoing	Metro Government, OEM
62	<b>4</b>	<b>Nashville is welcoming and our residents look out for and support one another.</b>		
63	4.1	Recognize and bridge cultural differences and language barriers when providing services and engaging the public in community decisions.		
64	4.1.2	Develop standards for when and how to provide multi-lingual signage at public facilities, including along sidewalks and in bus stations and other Metro facilities.	Short	Metro Human Relations
65	4.2	Ensure that special impact uses are located in a manner that acknowledges the need for, and benefit from, special impact areas, while seeking to protect the safety and quality of life for all nearby residents. Avoid concentrating too many special impact areas in any one community. Refer to the Land Use, Transportation & Infrastructure Element Goal 2 and Goal 7 for additional policies relating to this policy.		
67	4.3	Use the design of public space to enhance the unique identities of Nashville neighborhoods and communities.		
68	4.3.1	Create visually cohesive streetscapes by using a variety of techniques including landscaping, placing utilities underground, and other streetscape improvements along street frontages that reflect adjacent land uses and the character of the area.	Ongoing	Metro Planning, Metro Public Works, NES, Metro Water, Metro Codes, Private Sector
69	4.4	Celebrate Nashville's diverse faith communities and their role in shaping Nashville's history.		

Health, Livability, and the Built Environment DRAFT Actions

#	BE Goal	Policy Action	Time frame	Responsible party
70	4.4.1	Implement a Festival of Faiths, modeled on events held in Louisville and Indianapolis, that highlight various faith communities, along with performances, exhibits, and speakers.	Midterm	Faith institutions and leaders, Metro Human Relations Commission, Metro Historical Commission
71	4.5	Create opportunities to increase fellowship and build relationships throughout the county and in individual neighborhoods.		
	4.5.1	Support neighborhoods in community-building efforts, such as: establishing bike/walk clubs in neighborhoods and recruiting participants/members; providing a variety of neighborhood opportunities for physical activity and social interaction that accommodate residents of all income levels, and ages; creating opportunities within neighborhoods for public events and community meeting spaces; marketing community events and activities in ways that reach people of all ages, backgrounds, and ethnicities, so that everyone has information and feels welcome; and increasing the number of events at public spaces, such as schools, parks, libraries, community centers, and senior centers, throughout Davidson County.	Ongoing	Private Sector, Metro Parks, Metro Schools, Metro Libraries
72	4.5.2	Implement multi-modal Sundays on prominent streets in Nashville to promote cycling, walking, in-line skating and build community interaction on a city-wide scale.	Short	Bicycle and Pedestrian Advisory
73	4.5.3	Establish a county-wide group of select government, business and social service organizations to work with neighborhoods and support neighborhoods in their planning and implementation of neighborhood-based models. This group would serve as the intermediary between neighborhood groups and government when government intervention is required to support a neighborhood initiative. Also, the group could work with neighborhoods on need assessments and receive and review summary plans and activities of each neighborhood to identify best practices for countywide adoption.	Medium	Non-profits, Private Sector, Metro Government
76	5	<b>Nashville’s buildings will be healthy, attractive, affordable and easily accessible, supporting social, environmental, and economic performance.</b>		
77	5.1	Encourage new construction and major renovations, retrofitting, and upgrading of existing buildings to improve environmental performance of the building and site.		

Health, Livability, and the Built Environment DRAFT Actions

#	BE Goal	Policy Action	Time frame	Responsible party
78	5.1.1	Design ground floors of buildings to be as “extroverted” as possible, offering active peripheries that engage sidewalk users through features such as doors, windows, recesses, outdoor dining areas, prominently located stairways, and stoops for residential buildings.	Ongoing	Metro Planning, Metro Codes, Metro Planning Commission, Metro Council, Private Sector
	5.1.2	Natural Resources & Hazard Adaptation NR 3.2.1: Establish an educational program that encourages government, businesses, and their employees to conserve energy that is based on the most current social science research on effective educational efforts. Develop a range of personal and corporate incentives, educational outreach, and technical assistance to reduce energy use and fuel consumption and to advocate for Southeastern cities to lead in strategies that meet and/or exceed international and national standards.	Long	Metro Water Services, Metro Public Works, Metro Office of Sustainability, Cumberland River Compact
	5.1.3	Natural Resources & Hazard Adaptation NR 3.1.7: Create a revolving loan fund to pay for long-term energy retrofits and renewable energy installations to create a new source of green jobs. Align the program with local community colleges and universities to develop installation, design, and engineering talent in support of clean energy infrastructure. Similar programs have been created in Chicago and Boston.		Metro Office of Sustainability, Mayor's Office of Economic Development
79	5.2	Encourage the creation of high-performance, quality architecture throughout Davidson County, especially in key centers of activity.		
	5.2.1	Encourage energy and resource efficiency in buildings and the development by considering best practices in energy efficiency in buildings and infrastructure (lights, water treatment, etc.), solar orientation, on-site energy generation, district heating and cooling, and reduced water usage.	Ongoing	Metro Government, Private Sector
	5.2.2	Reduce the impact of construction by using best management practices to limit construction pollution, minimize site disturbance during construction, and implement a plan for construction waste management.	Ongoing	Metro Government, Private Sector
	5.2.3	Reduce the impact of construction on surrounding infrastructure and community through use of best practices in stormwater management, wastewater management, and reducing heat island effect and light pollution.	Ongoing	Metro Government, Private Sector
81	5.3	Preserve historic structures and landmarks that represent our county’s identity.		

Health, Livability, and the Built Environment DRAFT Actions

#	BE Goal	Policy Action	Time frame	Responsible party
82	5.3.1	Complete comprehensive surveys in historic districts and older areas where building-by-building information is incomplete or out-of-date or for areas within or close to Tier One Centers. Surveys should include priorities for late 20th-century architecture and structures that are appropriate for adaptive reuse. Once completed, listings should be periodically reviewed to remain up to date and relevant to ongoing development decisions.	Ongoing	Metro Historical Commission
	5.3.2	Document the history and buildings of emerging ethnic communities across the city.		Metro Historical Commission, Metro Human Relations, Metro Planning
	5.3.3	Create a method for preserving historical properties that have been abandoned		Metro Historical Commission
	5.3.4	Create ordinances to protect historic bridges and cemeteries.		Metro Historical Commission, Metro Legal, Metro Council
	5.3.5	Create and fund on-going maintenance and use plans for all Metro-owned properties.		Metro Historical Commission, Metro Finance
	5.3.6	Create a historic contractor's licensing program.		Metro Historical Commission, Metro Codes
	5.3.7	Explore the creation of financial and zoning incentives for rehabilitation.		Metro Historical Commission, Metro Legal, Metro Council

Health, Livability, and the Built Environment DRAFT Actions

#	BE Goal	Policy Action	Time frame	Responsible party
		5.3.8 Explore the creation of financial and zoning incentives for local historic designation.		Metro Historical Commission, Metro Legal, Metro Council
		5.3.9 Re-evaluate the current archaeology ordinance to provide clearer direction and oversight.		Metro Historical Commission, Metro Legal
83	5.4	Encourage flexibility in re-use and expansion of historic buildings to preserve character and maintain affordability. Standards should follow the Secretary of Interior's Standards for Rehabilitation, as noted in State law and the Metro ordinance.		
84	5.4.1	Assess current tools to allow for renovating and retrofitting existing structures, with particular attention to adaptive reuse for historic structures. Allow new development and uses in existing buildings that can help to accommodate changing community needs while reducing impacts to the surrounding neighborhood and maintaining the affordability of already built structures.	Short/On going	Metro Historical Commission, Metro Planning, Metro Codes, Metro Planning Commission, Metro Council
85	5.5	Require that new Metro buildings are third-party certified for energy and efficiency and enhance the communities in which they are located. Refer to the Natural Resources & Hazard Adaptation Element Goal 3 for policies and actions related to this policy.		
86	5.5.1	Extend Metro's policy of building new and retrofitting existing public buildings to meet LEED standards to small buildings and additions less than 5,000 square feet.	Short	Mayor's Office, Metro Government
	5.5.2	Create a policy requiring Metro to first consider use of existing buildings prior to constructing a new building.	Short	Mayor's Office, Metro Government
87	6	<b>Nashville will have safe, adequately maintained, and intentionally planned infrastructure.</b>		
88	6.1	Provide regular reports on the condition of Nashville's infrastructure and the cost of repair, upgrades in new infrastructure.		

Health, Livability, and the Built Environment DRAFT Actions

#	BE Goal	Policy Action	Time frame	Responsible party
90	6.2	Create infrastructure plans that are in line with community goals and growth strategies, recognize lifecycle costs of new infrastructure, and maximize and maintain existing infrastructure investments.		
91	6.2.1	From Land Use, Transportation & Infrastructure LUTI 6.X: Establish an infrastructure task force to report on the condition of Nashville's infrastructure and create a capital investment program to align nashvillenext priorities, responding to immediate health and safety issues, balancing countywide equity, and complying with legal mandates. The plan should include recommendations for funding and priorities.		Pull from LUTI
92	6.2.2	From Land Use, Transportation & Infrastructure Resource Team LUTI 7.1: Empower a multimodal department of transportation to coordinate transportation planning, design, and capital improvements with development regulations to improve livability and safety, promote workforce access and economic development, maximize state and federal grants, and reduce transportation impacts to Middle Tennessee's environment. This department would coordinate with Metro Public Works, Metro Parks, Metro Planning, Nashville MTA, Metro Nashville Airport Authority, Metro Traffic and Parking Commission, Metro Transportation Licensing Commission, Metro Health and the Mayor's Office. The department should coordinate with regional transportation groups, including the Tennessee Department of Transportation, the Nashville Area Metropolitan Planning Organization, and the Regional Transit Authority.		Pull from LUTI