

nashvillenext

preferred future review



This report provides a summary of public input during NashvilleNext's fifth round of community engagement. The public reviewed the draft Preferred Future map and strategies to achieve it's different features, rating each as Important, Not Important, or Don't Do It.

About NashvilleNext

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Comments

NashvilleNext is the two-year process to update Nashville's General Plan, an integrated effort to ensure our prosperity and well-being for the next 25 years, drawing on the needs, ideas and input of people who care about Nashville.

NashvilleNext launched in 2013, engaging thousands of Nashvillians in discussing what the future should be for their city and county.

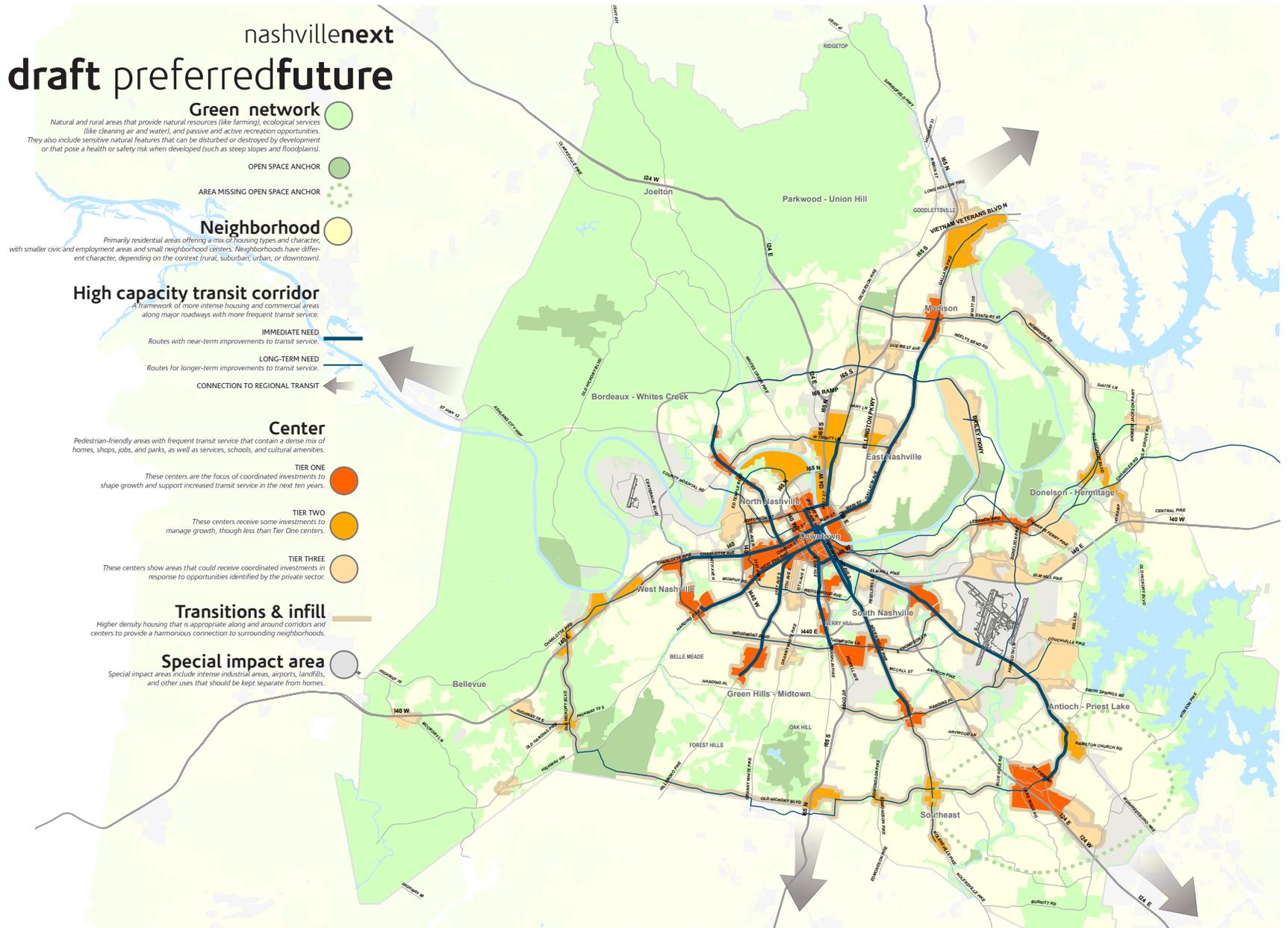
Informed by national experts and local trends, NashvilleNext is building a community vision and a plan to achieve it.

THE DRAFT PREFERRED FUTURE

Summer 2014 was a pivotal point in NashvilleNext. The public was different areas related to how we approach the Future that Nashvillians care about, but which cannot be incorporated into the Futures.



draft preferred future



overall

Preferred future ratings

How participants rated the Preferred Future overall, whether it addressed topics important to them, and its understandability.

	Overall Preferred	Important topics addressed?	Preferred Future Understandable?	
Average	2.2	2.3	2.5	
1	33%	38%	29%	1 = Agree
2	34%	26%	26%	2
3	20%	18%	23%	3
4	8%	8%	14%	4
5	5%	11%	8%	5 = Disagree

Preferred future ratings by part of the county

How participants rated the Preferred Future overall, based on where they live in the county.

Area	Average rating	
Northeast	1.9	1 = Agree
Downtown/Inner ring	2.1	2
Southeast	2.1	3
South	2.2	4
Northwest	2.3	5 = Disagree
Southwest	2.4	

Preferred future ratings by participation method

How participants rated the Preferred Future overall, based on how they participated.

Participation method	Count	Overall rating
Public meeting	270	2.1
Book-a-Planner	425	1.8
Online	1558	2.4
Event	18	1.9

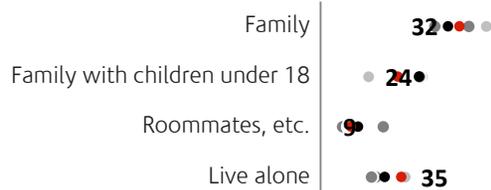
The Preferred Future and important topics

Topics that participants reported as important to them, with the average rating for how well the Preferred Future did on those topics and overall.

Topic	# listing	Topic rating	Overall rating
Transit	42	1.5	1.5
Housing (diversity/affordability)	30	1.8	1.9
Neighborhoods	10	1.3	2.0
Economic development	10	2.6	2.2
Green space/open space/parks	8	1.3	1.7
Land Use	5	3.0	2.8
Children and youth	4	2.0	1.8
Sustainability	3	3.3	2.5
Walkability	3	2.0	1.3
Education	3	2.7	1.7
Community development	3	2.5	2.0
Mixed use	3	1.3	1.3
Small businesses	1		
Quality growth	1	2.0	2.0
Taxes	1	3.0	3.0
Bikes	1	3.0	1.0
Traffic/autos	1		3.0
Transitions	1	2.0	2.0
Economic impact	1	5.0	4.0
Transportation overall	1	3.0	1.0

participation and demographics

Household type



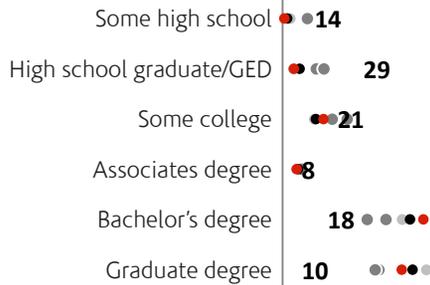
Gender



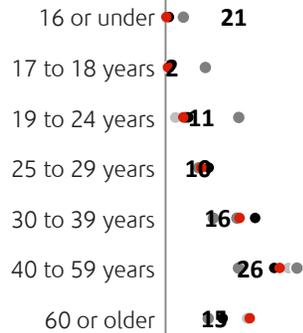
Tenure



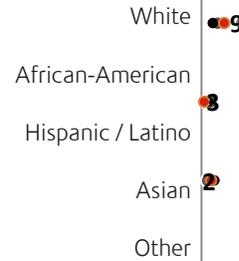
Education



Age



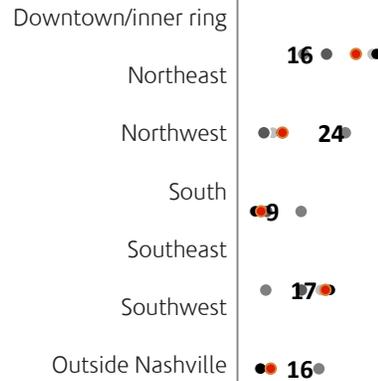
Race/ethnicity



Born in the US?



Area



Whenever possible, NashvilleNext participants are asked demographic information, to monitor who is participating, so that gaps in participation can be addressed. In phase 4, nearly 70% of respondents provided demographic information.

Legend

- 50 Davidson County (Census 2010)
- nashvillexnext phase 4.5
- nashvillexnext phase 4
- nashvillexnext phase 3
- nashvillexnext phase 2
- nashvillexnext phase 1

How to interpret these charts

- 50 ● Over-representation
- 50 Under-representation

As expected, demographics were more skewed in this round toward people with a high level of education, more who were white, and more who live in the city center.

green network

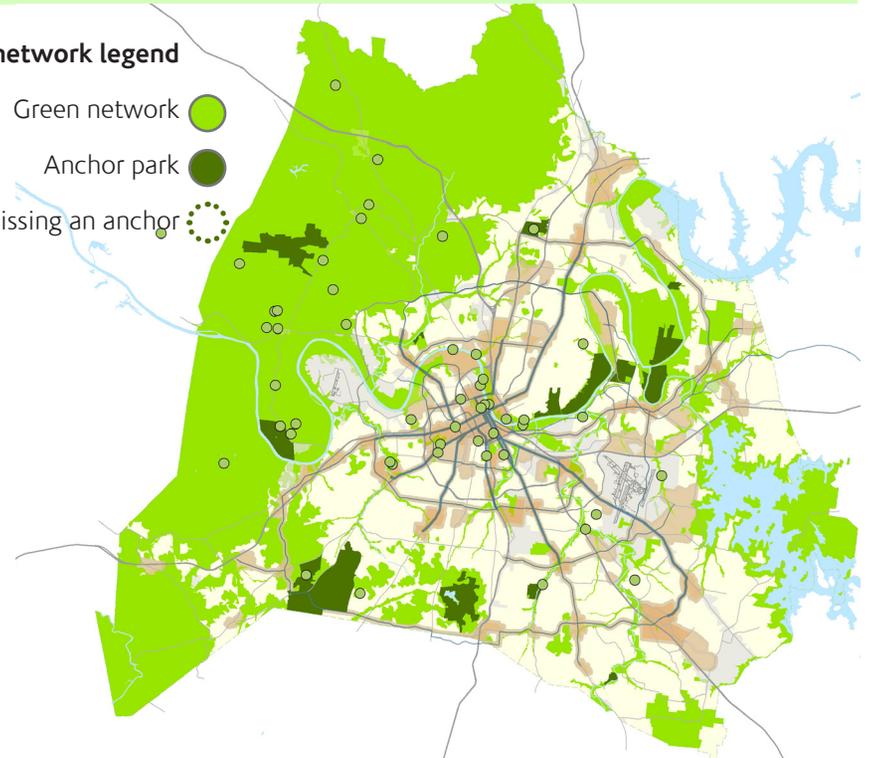
Natural and rural areas that provide natural resources (like farming), ecological services (like cleaning air and water), and passive and active recreation opportunities. They also include sensitive natural features that can be disturbed or destroyed by development or that pose a health or safety risk when developed (such as steep slopes and floodplains).

LUTI goal 2

Nashville conserves its natural resources in order to mitigate floods and other natural hazards, ensure clean air and water, raise food locally, provide outdoor recreation, and preserve the culture and character of Davidson County.

Green network legend

- Green network ●
- Anchor park ●
- Missing an anchor ●



Survey/meeting responses

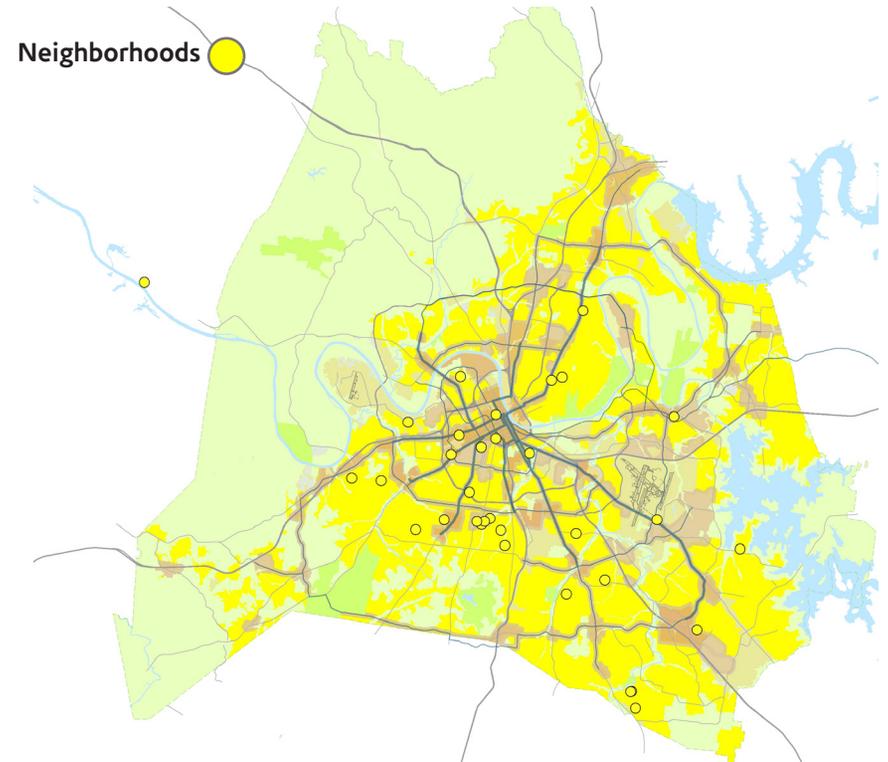
	# comments	Important	Not Important	Don't do it	Priority	Don't priority
1 Continue to purchase open space for parks, preserves, and greenways.	6	87% ██████████	11%	2%	12%	0%
2 Continue to maintain and enhance existing open space, preserves and greenways.	2	97% ██████████	2%	0%	14%	0%
3 Continue to limit development on sensitive features, such as floodplains and steep slopes.	4	85% ██████████	12%	3%	5%	0%
4 Limit development rights and additional sewer connections in rural areas to maintain rural, undeveloped character.	9	50% ████████	33% █████	17%	4%	0%
5 Discourage additional retail and services in rural areas to maintain the character of those areas.	12	42% ██████	35% █████	23%	2%	0%
6 Require development in rural or environmentally sensitive areas to have low impact or "green" design features.	4	80% ██████████	15%	5%	6%	0%

neighborhoods

Primarily residential areas offering a mix of housing types and character, with smaller civic and employment areas and small neighborhood centers. Neighborhoods have different character, depending on the context (rural, suburban, urban, or downtown).

LUTI goal 3

Nashville's neighborhoods provide residents with a choice of places to live, preserving neighborhood character and history while accommodating housing choices across income levels, interests, ages, abilities, and races or ethnicities.



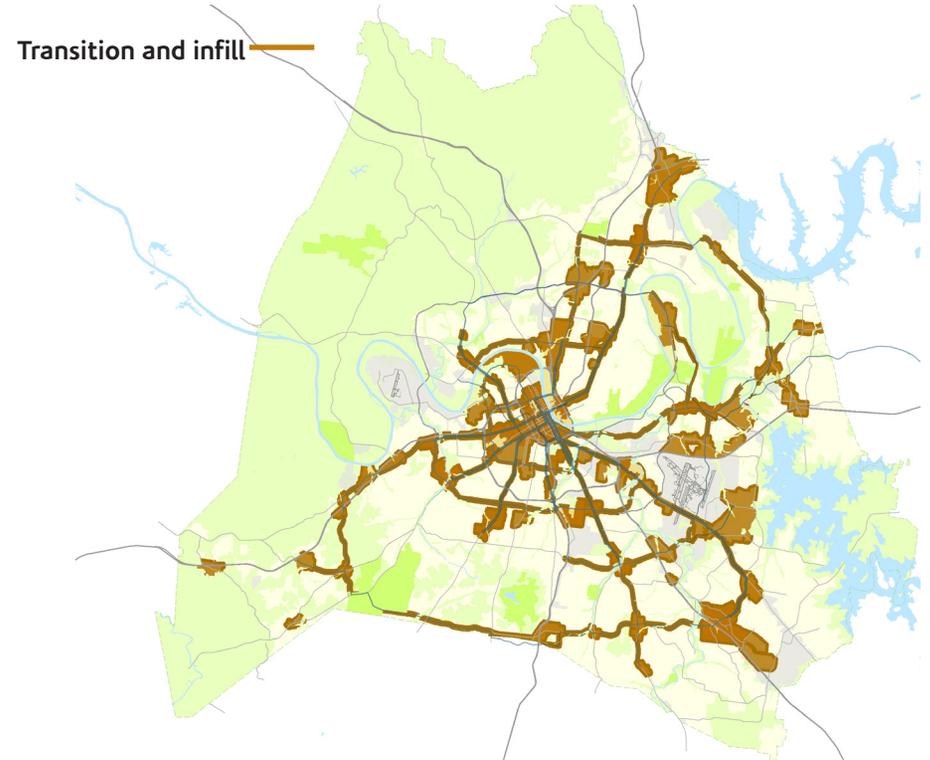
Survey/meeting responses	# comments	Important	Not Important	Don't do it	Priority	Don't priority
7 Improve access to retail and services within neighborhoods.	12	79% ██████████	17% ███	4%	11%	0%
8 Provide housing choices throughout the county that are affordable to people with different incomes.	8	81% ██████████	13% ███	6%	15% ███	0%
9 Regulate design such as building size and shape to protect neighborhood character.	6	74% ██████████	19% ████	7%	10%	0%
10 Allow different kinds of homes within neighborhoods (such as alley homes, duplexes, or cottage homes) as long as they fit with the character of the rest of the neighborhood (size and shape of buildings).	10	69% ██████████	15% ███	16% ███	6%	0%

transitions & infill

Higher density housing that is appropriate along and around corridors and centers to provide a harmonious connection to surrounding neighborhoods.

LUTI goal 5

Nashville uses housing infill along mobility corridors to provide more housing choices that support walking and transit use and to transition gracefully between residential neighborhoods and more intense mixed use and commercial centers and corridors.



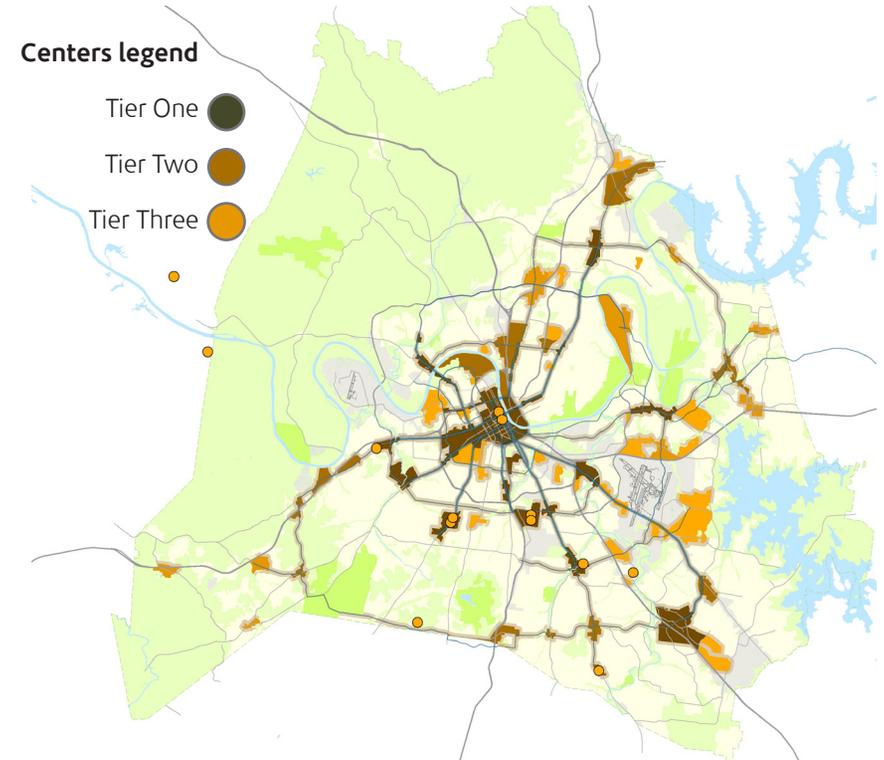
Survey/meeting responses	# comments	Important	Not Important	Don't do it	Priority	Don't priority
11 Use different types of housing (such as cottage courts, fourplexes, townhomes, or stacked flats) to create a transition from centers and corridors (retail, office, and housing) to neighborhood interiors.	11	70% ██████████	18% ████	12% ██	15% ███	0%
12 Allow office uses that blend with surrounding neighborhood character as a transition to neighborhood interiors.	9	67% ██████████	22% ████	11% █	5%	0%
13 Consider factors like existing development, property depth, closeness to major transit stations, and the potential for new infill to support commercial services when deciding how wide a transition area should be.	6	87% ██████████	10% ██	3%	18% ███	0%

centers

Pedestrian-friendly areas with frequent transit service that contain a dense mix of homes, shops, jobs, and parks, as well as services, schools, and cultural amenities.

LUTI goal 4

Nashville's neighborhoods include mixed-use, walkable centers, commercial districts, and corridors that fit within their context and character.



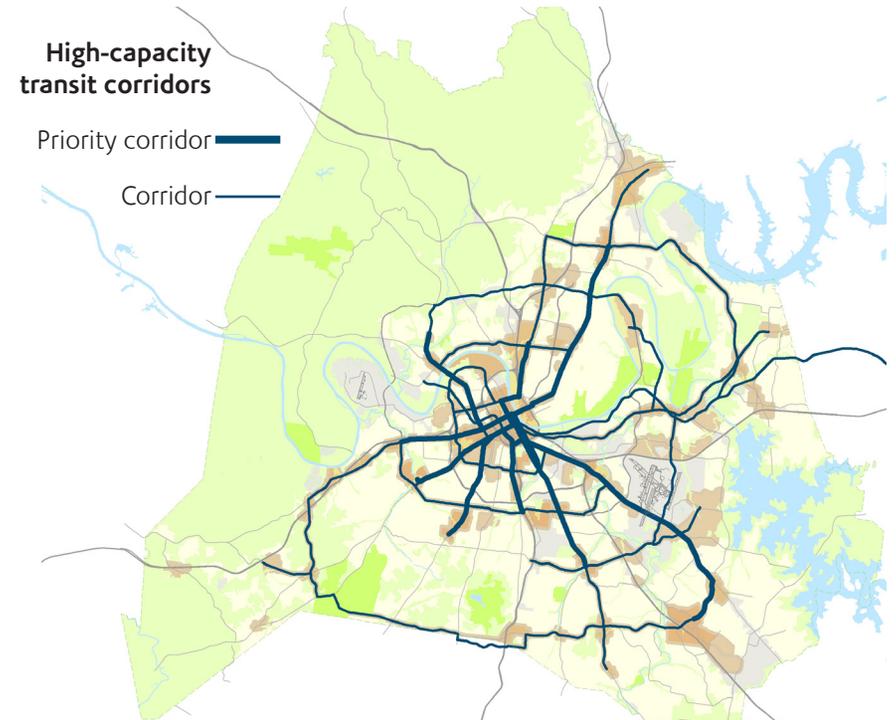
Survey/meeting responses	# comments	Important	Not Important	Don't do it	Priority	Don't priority
14 Coordinate spending from many Metro Departments in a small number of centers to encourage new development, manage existing development, and have a significant impact on creating a sense of place for residents, workers, and visitors; even if some centers receive attention before others.	13	68% ██████████	22% ████	10% ██	11% ██	0%
15 Preserve existing/create new affordable housing in centers to minimize displacement of existing residents and encourage mixed income neighborhoods.	9	73% ██████████	17% ████	10% ██	11% ██	0%
16 Encourage employers to locate in these centers.	7	72% ██████████	24% ████	4% █	5% █	0%
17 Give incentives to critical retail and services, such as grocery stores, in underserved areas.	11	78% ██████████	15% ████	7% █	9% ██	0%
18 Allow taller buildings in centers to meet demand for housing, retail, and offices and to support additional transit service.	12	53% ████████	23% ████	24% ████	4% █	0%

high-capacity transit corridors

A framework of more intense housing and commercial areas along major roadways with more frequent transit service.

LUTI goal 6

Nashville residents have safe, meaningful transportation choices within their neighborhoods for commuting to work, meeting daily needs, and getting to all of the places Nashvillians want to go throughout the county.



Survey/meeting responses

	# comments	Important	Not Important	Don't do it	Priority	Don't priority
19 Improve transit service within Davidson County by providing enhanced service into and out of downtown and by adding new cross-county routes.	11	89% ██████████	8%	3%	11%	0%
20 Improve regional transit service to surrounding counties.	8	78% ██████████	19%	3%	5%	0%
21 Make transit improvements in areas most likely to see the greatest increase in ridership.	4	91% ██████████	6%	3%	8%	0%
22 Dedicate space on roads and highways for transit (like bus rapid transit or light rail) to run outside of traffic.	20	71% ██████████	14%	15%	4%	1%
23 Provide sidewalks and bike routes to get from inside neighborhoods to transit corridors.	9	83% ██████████	9%	8%	7%	0%
24 Encourage denser housing and commercial development on transit corridors to support increased transit service, commercial opportunities, and housing choice and affordability.	10	73% ██████████	15%	12%	4%	0%

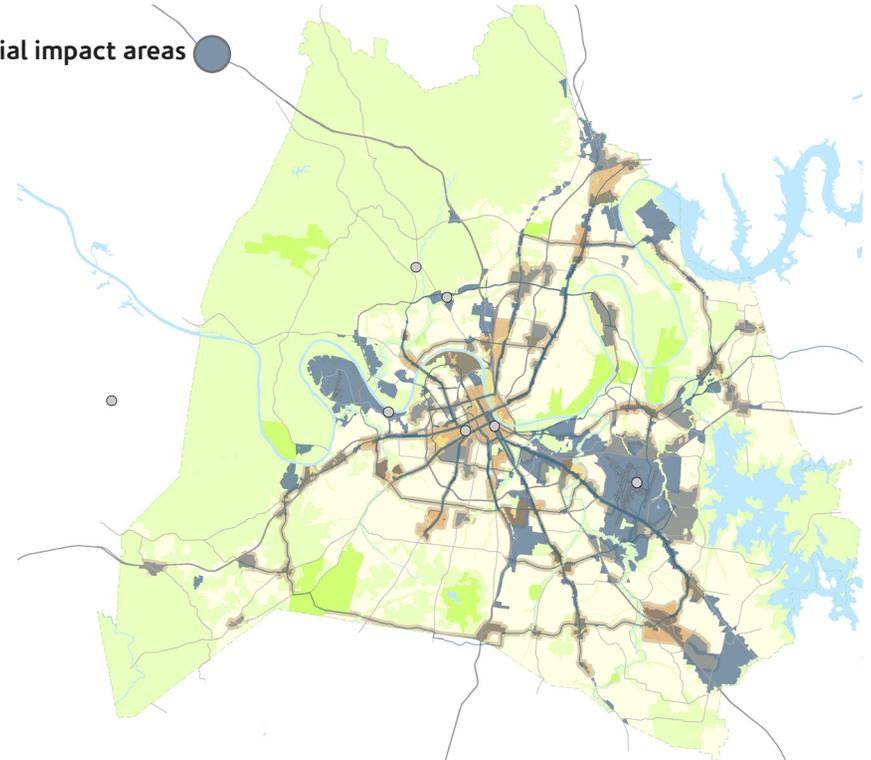
special impact areas

Special impact areas include intense industrial areas, airports, landfills, and other uses that should be kept separate from homes.

LUTI goal 7

Nashville thoughtfully locates special impact areas in a manner that acknowledges the need for, and benefit from special impact areas, while seeking to protect the safety of all nearby residents.

Special impact areas



Survey/meeting responses

	# comments	Important	Not Important	Don't do it	Priority	Don't priority
25 Locate new special impact uses away from existing special impact uses so that no one community or area bears the brunt of these impacts.	5	65% ██████████	23% █████	11% ██	28% █████	0%
26 Preserve existing industrially zoned land to maintain those employers and services in Davidson County.	11	66% ██████████	27% █████	7%	29% █████	0%

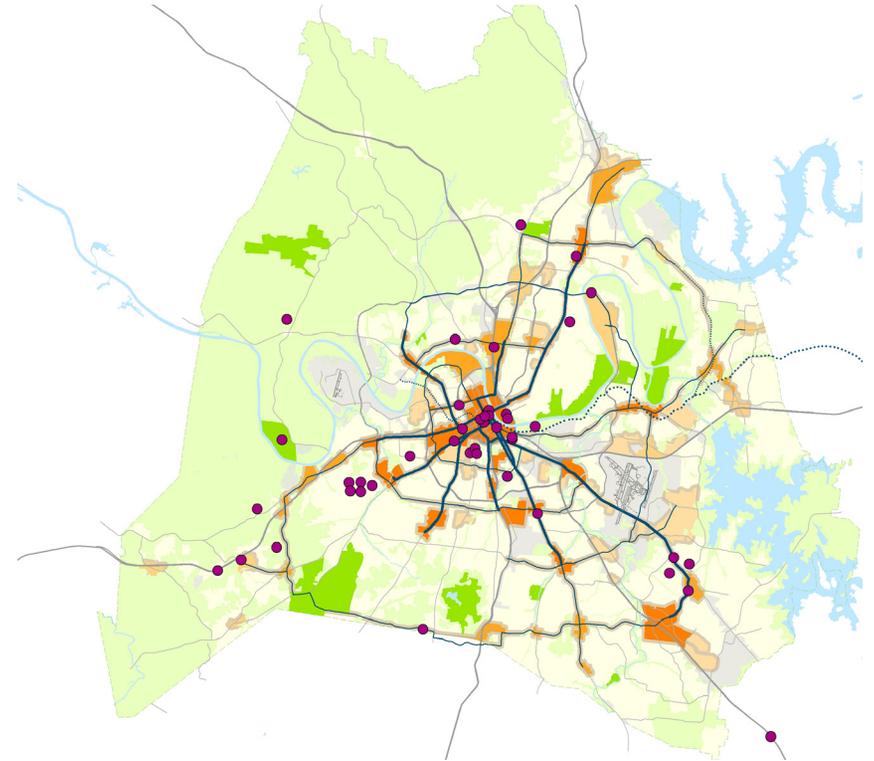
comments

NashvilleNext Draft Growth and Preservation Concept Plan – Responses to Questions and Comments

During the fall of 2014, the public commented on NashvilleNext's Draft Growth & Preservation Concept Map and Draft Community Plan Character Policies both in-person at community meetings/events and through on-line surveys. The Draft Growth & Preservation Concept Map presented areas where growth and development are appropriate – centers, corridors, and transition areas – while preserving and limiting growth in other areas – areas with sensitive natural features and historic and established residential areas. The Draft Community Character Policies utilized existing policies and made changes in a small number of areas to reflect the direction of the Draft Growth & Preservation Concept Map.

Comments and questions are grouped by topic and, where it is location-specific, by Community Plan area (Note: Community Plan areas are in alphabetical order under each topic). Responses, where needed, are also included below. Some responses directly follow a comment, while other responses are at the end of topic areas. Note that misspellings and major grammatical errors in comments have been corrected for easier reading.

The Draft NashvilleNext Plan, its sections, maps, process and background reports that are referenced in responses below may be found at: www.nashvillenext.net. It may be helpful to begin by reading the short Guide to the Plan for an overview of the parts of the plan and how they interact.



Green Network

ENVIRONMENTAL STEWARDSHIP/NATURAL RESOURCES/ FARMLAND PRESERVATION:

- » Development in any areas should be as “low impact” as possible. Make sure any “green” requirements are really green – a lot of what is passed off as green has just as much if not more impact on the environment.
- » Green design should be used everywhere, especially stormwater.
- » Davidson County must be put into the context of the region’s development. Farmland preservation, especially, is important for the region but 100% preservation in Nashville will only lead to “leap frogging” development into our neighboring counties.
- » Wildlife habitat is important.
- » So, green design should include reduction of pesticides, all forms. Without doing that, you are not truly green.
- » This is great, but I would add a campaign or at least information on how Nashvillians can cut down the use of pesticides and herbicides on outside areas, including residential and business places. Then they too would be environmentally aware.
- » Metro shouldn’t simply continue to limit development in/around floodplains but should do more. More sensitivity to creating runoff into floodplain areas is needed. Put some incentives and/or requirements on residential development more like those on commercial development.
- » Please keep the Agenda 21 environmental preservation centers out of Nashville. It is the creativity and uniqueness of our people that has made this city great.

- » Stop allowing developers to cut down every tree in sight and crowd as many poorly built units on the land as possible. My area is becoming a virtual tree free zone. We need trees for shade and wildlife. Nashville used to be a green town.
- » It is important to raise the requirements for low impact or “green” design features for all development, not just development in rural or environmentally sensitive areas.
- » Do not develop floodplains!
- » Do not attempt to develop floodplains!
- » Riparian plantings for stormwater issues. Keep development out of the floodplain.

Specific Geographic Areas

Antioch/Priest Lake Community Plan area:

- » Need to find a way to expand and connect Green Network in this area.

Bellevue Community Plan area:

- » Zone agricultural land for 20 years. This will be needed to more local food to this region.

Bordeaux/Whites Creek Community Plan area:

- » Conservation development setbacks/landscape screening requirements to prevent a sea of Emerald Bays/Parmley Coves.
- » These pristine open spaces need to be protected.
- » Do not let buildings be built that do not enhance the beauty of the area. Landfills

are not the only thing that can go in these areas to preserve the green.

- » Keep the two parks [Beaman and Bells Bend Parks] but plan a conservation community between the two areas so that people can live green.
- » The green space needs to be planned and developed so that it can be preserved. Just keeping it all green and open doesn't let people enjoy it. It just sits there and is owned privately but no one else lives there or enjoys it. Need to plan these areas.
- » Discourage high density housing in large pasture land tracts.
- » Tennessee natural areas and features are one of my most favorite things about living here. I love that there are so many green spaces available here, and if that were to go away, I would be really disappointed that that wasn't a priority.
- » Bells Bend should be preserved but accessible for "some" low impact recreation.
- » Please keep this entire area rural, if not protected as park land. It is virgin land and is strikingly beautiful. Nashville needs growth boundaries as well, and a large greenspace as close to the city as it is would be a tremendous asset in decades to come.

Downtown Community Plan area:

- » Protect environment downtown – where is the green space? and trees?
- » Where is the green space for Downtown and the Gulch? Parks?
- » We need a downtown boathouse for recreation on the river!
- » Green space and street lighting would help this area not feel so dangerous.
- » Continue to make the riverfront special and green.

- » We need more green downtown – pocket parks, trees on streets.
- » We need more green space in downtown.

NashvilleNext response: Please refer to the Downtown Community Plan in Volume III: Communities for a discussion of the open space needs Downtown and additional potential open space locations.

East Nashville Community Plan area:

- » Please use flood areas within residential communities as parks where people can meet/play rather than places for homes.
- » Greenspace use here because of floodplains for community, not more housing development or mixed use retail with housing on top and greenspace.
- » Critical to keep areas here that are not developed, undeveloped. With redevelopment of developed areas, green practices should be required.
- » Agree that this is evolving but conservation should be strengthened to stay off hills.
- » Development in this area shouldn't be encouraged unless it reduces the development impacts that are there today. Otherwise it should be discouraged to redevelop because of flooding.
- » Strengthen conservation here to preserve hills. Surrounding flat areas ok to develop.
- » The scrap metal yard in the floodplain downtown is concerning. I would really like this area to be returned to greenspace.

Green Hills/Midtown Community Plan area:

- » Green spaces – Not without compensation.
- » How it is accomplished is important.
- » We need to stop destroying the natural resources that make Green Hills green.
- » Think it is important to maintain green space as part of Hillsboro High School property. If school is rebuilt, the land around it should not be developed.
- » What at Hillsboro High School? What is open space?

Joelton Community Plan area:

- » Keep trees and slopes. No hill or mountain to remove for development.
- » Be serious about limiting development here. I am glad the terrain makes it less attractive to developers. These trees and woods are our lungs.
- » Keep this area rural. A watershed. Keep trees and no development on slopes for visual, fire, erosion, urban forest, etc.

Madison Community Plan area:

- » Conservation in this area is so important because of flooding over the years. Additional development should be discouraged.

North Nashville Community Plan area:

- » Introduce and maintain green space in urban core a well.

Parkwood/Union Hill Community Plan area:

- » Strengthen conservation so development like the hospital and Skyline Wal-Mart are encouraged in areas already developed and flat like Trinity Lane and I-65,

further south along Dickerson Pike, along Gallatin Road/Briley Parkway, etc.

Southeast Community Plan area:

- » I understand this part of the subdivision development is not going to happen due to reevaluation of the area by Corp of Engineers. Right now it is over grown and the slope causes a lot of rain runoff. Needs to be evaluated to improve the speed at which. . .

West Nashville Community Plan area:

- » [Important] - Farmers market.
- » Need to prevent the losses like what happened in 2010 floods.
- » Buffer to Richland Creek and greenway is much too small. Impact of surface water [on] creek needs to be prevented. Build big rain gardens to buffer runoff!
- » Maximum protective measures for Richland Creek need to be considered and enforced when developed.

NashvilleNext response: Championing the environment is one of the guiding principles of NashvilleNext. Nashville’s diverse and vibrant natural environment is one of its major assets. The way we preserve and develop land has a direct impact on our health and quality of life. Preservation of the natural environment and thoughtful, development with a goal of stewardship will ensure the benefits of Nashville’s natural environment for generations to come. We will seek to create safe, healthy, and attractive places to live and work while enhancing our natural environment.

On the Growth & Preservation Concept Map, the Green Network shows large, countywide natural resources and environmental features. It includes parks,

rural areas, floodplains, and steep slopes. It also shows key water features: the Cumberland, Harpeth, and Stones Rivers; Old Hickory, Radnor, and Percy Priest Lakes; and Browns, Mansker, Mill, Richland, Seven Mile, and Whites Creeks. We protect these for their beauty and because they mark this part of the country as unique. We treasure these places because they keep us healthy and active. We prevent or reduce development on or near them because it places people and property in harm's way. We preserve them because they provide a vital good or service. These features frame Nashville's future by identifying what parts of the county should remain natural or rural. The Open Space Network shows a more detailed breakdown of these features. They are incorporated into Community Character Maps through Conservation (CO) Policy.

Please refer to the Concept Map to see the Green Network and its coverage. Please refer to the Guide to the Plan; the Guiding Principles section and Trends and Issues section in Volume I: Vision, Trends and Strategy; and the Natural Resources & Hazard Adaptation Element along with the Health, Livability & the Built Environment Element in Volume II: Elements for more information, goals, policies and actions.

Steeply sloped areas (areas with greater than 20 percent slopes), floodways/floodplains, unstable soils and other sensitive natural features are placed in Conservation policy. These areas are also prime areas for wildlife habitat, farming and areas with extensive tree cover. This includes much of Joelton, Parkwood/Union Hill, Whites Creek, and Bellevue Community Plan areas. In addition, rural character is addressed in these areas through the application of Rural character policies. The Community Character Manual and Community Plans also discuss the importance of protecting our natural resources, including mature trees and vegetation. Please refer to Volume III: Communities to see the Community Character Manual and Community Plans. To see the individual application of policies, please refer to the Community Character Policy Map.

All materials may be found at www.nashvillenext.net.

PARKS AND GREENWAYS

- » Nashville has done a great job at this. Thank you!
- » Try to design small and larger green loops/greenways (connected when possible) throughout the city for pedestrian and cyclists.

Specific Geographic Areas

Antioch/Priest Lake Community Plan area:

- » Love this park!
- » More green spaces and parks for this area. There are very few in Antioch.

NashvilleNext response: The Growth & Preservation Concept Map calls attention to the need for more parks in the southeastern portion of Davidson County.

Bellevue Community Plan area:

- » Excellent decision to purchase this land for Warner Parks.

Bordeaux/Whites Creek Community Plan area:

- » These pristine open spaces need to be protected.
- » The green space needs to be planned and developed so that it can be preserved. Just keeping it all green and open doesn't let people enjoy it. It just sits there and is owned privately but no one else lives there or enjoys it. Need to plan these areas.
- » Incorporate more river parks that allow access to the river.

- » Please keep this entire area rural, if not protected as park land. It is virgin land and is strikingly beautiful. Nashville needs growth boundaries, as well, and a large greenspace as close to the city as it is would be a tremendous asset in decades to come.

Donelson/Hermitage/Old Hickory Community Plan area:

- » Greenway extensions along the Cumberland in Old Hickory are important.

Downtown Community Plan area:

- » Connect the open spaces.
- » Where is the Green Space for Downtown and the Gulch? Parks?
- » We need a downtown boathouse for recreation on the river!
- » Continue to make the riverfront special and green.
- » We need more green downtown – pocket parks, trees on streets.
- » I would love to see this land preserved as a park. Nashville’s greenspace along the river is too narrow; this is really the only place available currently that would allow for compelling vistas with close proximity to downtown.

NashvilleNext response: Please refer to the Downtown Community Plan in Volume III: Communities for additional potential park areas.

East Nashville Community Plan area:

- » Significant greenway opportunity to connect north and south of here in an area that is lacking some park space.
- » The scrap metal yard in the floodplain downtown is concerning. I would really

like this area to be returned to greenspace.

Green Hills/Midtown Community Plan area:

- » Green spaces – Not without compensation.
- » How it is accomplished is important.
- » Centennial Park is so underused right now. Look into developing more athletic fields, trails, opportunities for interaction with food trucks and festivals, etc.
- » This park was envisioned and funded by the efforts of Edgehill Village Neighborhood Association – a new neighborhood association working to preserve important parts of our neighborhood’s past while meeting the needs of current single family residents.
- » Warner Parks are really important to Nashville and should be protected and expanded.
- » We need parks, supervised activities for children and teens, activities for adults (especially the elderly).

Madison Community Plan area:

- » Opportunity for greenway connection in area lacking park space.

North Nashville Community Plan area:

- » Introduce and maintain green space in urban core a well.

Parkwood/Union Hill Community Plan area:

- » Park needs to be pulled into a broader greenway system to the north and east that has never been envisioned.

- » Enhance Cedar Hill Park with walking trails away from cars. Move forward on acquiring additional acreage that had been mentioned in the media last year.

South Nashville Community Plan area:

- » Youth community centers.
- » Southlake to Nolensville Road – Tons of families. No park!
- » Provide assistance to those places in the city that have limited green space set aside to understand how the community can do this.

Southeast Community Plan area:

- » It would be great to see this greenway connected both north and south.
- » Additional greenway access desired.

West Nashville Community Plan area:

- » How do we get a community center?
- » How do we keep the resources of Hillwood High (track, tennis courts)?
- » Can any expansions be made here?

NashvilleNext response: Nashville/Davidson County's park system was established in 1901 and has a long history of providing recreational and cultural activities. The Metro Parks and Recreation Department offers a variety of facilities and programs throughout Nashville. Currently, there are over 14,000 acres of park land, including 122 parks. To broaden their appeal, park facilities include passive and active recreation activities as well as community centers and nature centers. The Parks department also offers senior programs, special population programs, cultural arts classes, dog parks, trails, nature programs,

sports leagues, waterway events, and art galleries. Parks range from regional natural areas such as Beaman Park, to regional parks with trail systems such as Warner Parks, to community parks such as Coleman Park and Hadley Park, to smaller neighborhood parks, such as Richland Park, Red Caboose Park, and Watkins Park.

The Nashville Open Space Plan, April 2011, focuses on protecting various types of open space throughout Nashville and adding to the overall open space network. The Open Space Plan contains four main themes: connect wild-life and water networks; connect people to the green infrastructure network; support urban and rural farming; and preserve historic and iconic resources. The plan provides a roadmap for the strategic conservation and creation of parks and green spaces, by both the public and private sectors. The plan recommends new opportunities for parks and open space 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. Goals focus on acquiring park space and protecting green space during the next ten years. Nashville's Open Space Plan has set a goal of acquiring an additional 6,000 acres of parkland by 2035.

In addition to park spaces, Nashville has a popular, expanding greenway system, which provides a network of trails linking activity centers such as neighborhoods, schools, parks and commercial areas. Nashville's envisioned greenway system is largely based on locating greenways along existing networks of rivers, lakes and streams. By locating greenway corridors along these water features – generally in floodplains – communities utilize land that would otherwise be unused because of flooding hazards. Greenways provide a vegetative buffer that protects water quality and conserves open space and, in many cases, creates wildlife habitat, urban forests and corridors. The increased networks of greenways in Nashville also offer both recreational and transportation opportunities by providing bicycle and pedestrian friendly routes between schools, homes, shopping, employment, and other destinations. Adding greenways or other trails can improve an area's quality of life as residen-

tial, commercial, employment, and recreational uses develop. Greenways add value to a neighborhood by providing residents with alternative transportation and recreational options as greenways encourage healthier and more active lifestyles. Often, greenways are viewed as solely recreational, but greenways can also serve a transportation function as more direct connections between places.

For general information regarding the importance of the Green Network, parks and greenways as well as goals, policies and actions, please refer to the Guide to the Plan; the Growth and Preservation Concept Map; the Guiding Principles section and the Trends and Issues section in Volume I: Vision, Trends and Strategy; and the Natural Resources and Hazard Adaptation Element along with the Health, Livability and the Built Environment Element in Volume II: Elements. Priority enhancements to the greenway system are proposed in each of the 14 Community Plans. Please refer to Community Plans in Volume III: Communities.

All materials may be found at: www.nashvillenext.net.

Specific details of the city's parks and greenways, including needs and programming, are addressed in the Metro Parks Department Parks and Greenways Master Plan, which the Parks Department is beginning the process of updating. The Planning Department works closely with the Parks Department in discussing and analyzing where needs for additional parks and greenways are located. For specific programming and amenities at certain parks, you should contact the Parks Department directly at <http://www.nashville.gov/Play/Parks-and-Recreation.aspx>. NashvilleNext staff has shared the above comments with the Parks Department.

Centers and Corridors/ Mixed Use Areas

- » Manage existing development.
- » We still need retail and services. However, encourage and tailor needs to the community.
- » Meeting the needs of the community.
- » Farmers' markets.
- » Please do not encourage denser housing.
- » Restrictions on chain establishments.
- » Don't allow centers to "burst" and create gridlock.
- » Encourage the "right kind" of employer characteristic to the area.
- » I am answering "yes" to Center 1 because investment needs to occur places other than downtown. But employers need to give something in return for receiving that incentive.
- » Most neighborhoods in Nashville have little character. Retail and business are separated too much from residential.
- » "Incentives" should also be offered to independent and locally owned retail and services and not just "critical." Development should not be shouldered by corporations or larger companies alone.

NashvilleNext response: The guidance and policies found in the Nashville-

Next plan provide for a wide variety of center sizes and forms. However, the plan itself does not control property and business ownership. The plan does recognize the importance of local businesses. Please refer to the Economic & Workforce Development Element in Volume II: Elements for more information, goals policies and actions.

Specific Geographic Areas:

Antioch Community Plan area:

- » It is incredibly important for the city to be mindful of the businesses who locate near the airport and for the airport not to be allowed to unfairly treat parking companies because they compete with the airport. The city should do anything they can to. . .
- » Too many franchises in this area. There is no personality and something must be done with Hickory Hollow Mall area. It is an eye sore and a nightmare for traffic.

Bellevue Community Plan area:

- » Help get the proposed mall plan under review passed. It will help the Bellevue Area.

NashvilleNext response: The zoning for the redevelopment plan has been passed by Metro Council.

- » Please find a way to buy back the property and building of the old Bellevue Center from those salesmen in North Carolina. We are tired of having part of our neighborhood be an eyesore.
- » One of the few areas for growth left in Davidson county is in the Bellevue area. I do not see any Tier One areas out there.

NashvilleNext response: Much of Bellevue is in the green network, because of its rural character. Some parts of Bellevue, notably the area around the Bellevue Mall, are identified as Tier Three centers, recognizing that they function as community centers currently. As private development is proposed, like on the Mall site, the Planning Department will work to achieve walkable centers identified by NashvilleNext.

Bordeaux/Whites Creek Community Plan area:

- » One to three stories, residences above commercial retail/office, walkable streetscape with improvements (tree rows, sidewalks, street lamps, benches, underground utilities, etc.) parking at the rear of buildings, how these costs can be borne by developers.
- » I think the center is a great idea to service existing and new residents.
- » It would be nice to have more modern businesses and retail in rural areas – not the same old chains.

Donelson/Hermitage/Old Hickory Community Plan area:

- » Central focal point needs to be Donelson Plaza – rail station.
- » Why would the corridor not extend on Donelson Pike toward I-40 and the interstate?

NashvilleNext response: Along Donelson Pike, south of Lebanon Pike, the policies support a mixed use corridor. Due to the large depth of some of the properties, they were placed in Community Center policy. However, that policy also includes language that addresses the corridor.

Downtown Community Plan Area:

- » It's highly important to me that our city go up and not out. So, please don't force

transitional housing downtown when really downtown needs to go tall. I've seen that already. That won't allow for proper growth.

- » Provide additional free Metro Government employee parking in other zones of downtown besides East Woodland/Stadium. I come from the southwest part of county and the current Metro lot would add 30 minutes to my commute, just by having to cross downtown. How about something at t. . . {the remainder of this comment was not included on the comment form}.
- » More parking and infrastructure. Less cookie-cutter designed condos and hotels.
- » Emphasize infill for creating living spaces for citizens. This should be accompanied by efficient mass transit.
- » A lot of building and development but not enough infrastructure support, i.e. roads, water and sewer system development.

NashvilleNext response: The core purpose of a general plan like NashvilleNext is to improve quality of life for all residents during times of change by creating convenient, equitable, healthy, efficient, and attractive communities for present and future generations. The plan does this by aligning land use regulations with investments in transportation and other infrastructure. For more information, goals, policies and actions, please refer to the Land Use, Transportation & Infrastructure Element in Volume II: Elements.

- » Make better use of the riverfront.
- » Establish noise ordinances for builders that are reasonable so that the residents living downtown can still have a quality of life and yet still allow for growth – i.e. no construction noise over 70db between 9pm and 7am.
- » A grocery store in SoBro.
- » PSC Metals to move. Reclaim area for mix use or green space.

- » Needs more infill development. Fewer parking lots.
- » I wrote a paper for the Nashville Civic Design Center proposing the construction of an arts magnet school here. Schools are an important element for drawing in diverse residents.

East Nashville Community Plan Area:

- » How tall? Worry about mix of height.
- » It is cruel to lock up kids right next to a NFL stadium.
- » Good opportunity to increase density in this area and provide transition into neighborhood.
- » Watch depth along Gallatin – historic homes. Gallatin policies are okay.

NashvilleNext response: The Community Character Policies take into account the historic residential areas along Gallatin Pike. These historical, established residential areas have been placed in residential Neighborhood Maintenance Policy.

- » S10th/S11th evolve from transit corridor to neighborhood street.
- » Should this center also include the church across the street?
- » Encourage small business with “incubator” incentives in under-used or economically depressed commercial areas and neighborhoods.
- » Generally support this change along Trinity Lane to encourage a mix of uses and create transition into neighborhood.
- » Agree with many of the changes along Dickerson Pike to increase density, improve transit, and provide transition into adjacent neighborhoods.

- » Support creating a mix of uses here with location to highway and railroad noise.
- » Opportunity here to make this a significant community node with more residential density linked to transit and/or revamp with big box retail that is lacking in East Nashville with residential. Housing should be very important here with link to transit.
- » Yes, more density, especially commercial. Would love my neighborhood to be a shorter distance to shops and restaurants in East Nashville.
- » Please consider a shopping area, ex: like Nashville West, not as large for East Nashville. We desperately need a Publix or Harris Teeter for grocery shopping.
- » There needs to be more grocery stores in this area.

Green Hills/Midtown Community Plan area:

- » Along corridors with buffer.
- » Follow don't lead the market.
- » Preserve existing neighborhood (21st Ave South to 440) but allow mixed use along 21st Ave corridor.

NashvilleNext response: This change from office to mixed use policy for a portion of 21st Avenue South has been made to the Community Character Policy Map.

- » The lots along 12th Ave S just south of the Gulch would be appropriate for T4 Urban Mixed Use Neighborhood.
- » There is a strong opportunity to revitalize this grocery store and shopping area to improve access to basic needs (think pharmacy or grocery) for all neighbors – 12th South seems to be a natural thoroughfare for commerce.

- » 12 South Needs an affordable grocer within walking distance for affordable housing units. Regulate infill more carefully.
- » Give 12South a grocery store we can walk to!
- » Edgehill Village is well-positioned to be a T4 Urban Neighborhood Center. With some intentional focus, it could increase the neighborhood walkability and vibrancy while also preserving the residential nature of surrounding areas by addressing parking.
- » Edgehill Village is vital to our neighborhood – the restaurants and shops contribute to a walkable neighborhood and high quality of life – a great way to know and be a part of our community.
- » I would like to see Edgehill Village at Villa Place and Edgehill Avenue be designated as T4 Urban Neighborhood Center. Its retail and walkability features are critical the neighborhood and could easily be expanded to make the area better.
- » The Green Hills areas cannot take any more growth. Traffic is already at gridlock.
- » We do not need high rise buildings to continue to be allowed in Green Hills.
- » I don't look forward to more lovely views being blocked by tall buildings.

Madison Community Plan area:

- » With access to Ellington Parkway, I think retail is needed along this road.
- » Make a district employment center too! (area from Anderson Lane to OHB, West of Gallatin Pike)
- » Madison Square – Please use the civic design center/UT/Vanderbilt Plan – please!
- » This area here needs to be a significant community hub and transition into Madi-

son's downtown north of here - more housing and shops!

North Nashville Community Plan area:

- » Jefferson Street doesn't need to be districted and treated like a border to North Nashville, because it makes it a highway and in legal terms and doesn't have to be considered for economic development.
- » We need more businesses!

NashvilleNext response: As part of the NashvilleNext process, a study was conducted for Jefferson Street. Please refer to Jefferson Street – Revitalization Strategies in Historic Black Business Districts for ideas and information. The study may be found at: <http://www.nashville.gov/Portals/0/SiteContent/Planning/docs/NashvilleNext/BackgroundReports/next-JeffersonStreetStudy.pdf>

South Nashville Community Plan area:

- » "Taller" within scale of neighborhoods.
- » Careful to not add to traffic and preserving nice look to areas.
- » Charles E. Davis/Lafayette – no grocery or retail.
- » Wedgewood should be Urban Neighborhood Center or Urban Mixed Use Corridor (4th Ave. to 8th).

NashvilleNext response: The eastern portion of Wedgewood Avenue has been changed to Urban Neighborhood Center Policy. Please refer to the Community Character Policy map at www.nashvillenext.net.

- » Thompson to Harding Lane – Updated commercial use, still wanting to be conscious to neighborhood, using prime real estate to its potential! Ex. rundown bar changes to another rundown bar rather than updating to new exciting business.

- » Help create walkable neighborhoods with mixed use ordinances.
- » Offer small grants for businesses to spruce up store fronts to improve appearance of commercial areas. Set some guidelines.
- » I would like to see the Nolensville Road corridor cleaned up. The types of businesses that over run this area should be restricted to a smaller number and possibly some sort of help or incentives should be offered to smaller business owners to renovate.

Southeast Community Plan area:

- » Improve access to retail and services. Regulate design for neighborhoods and business development. Allow different kinds of homes and buildings to add character.

West Nashville Community Plan area:

- » "Encourage" -- tax incentives?
- » This is wrong! Because people in rural areas don't have retail and services, they have to travel long distances and make more traffic for the rest of us. Keep people close to home to prevent traffic congestion and using gas unnecessarily.

NashvilleNext response: There are Rural Center areas that are smaller in scale than those found in suburban and urban areas. Rural Centers may have housing nearby where people can walk. However, most people in rural areas will continue to drive to other destinations as that is part of the character of a more isolated, rural lifestyle.

- » Pizza analogy- like our presenter. Would love to see a Mafiaozas between Hillwood and WalMart on the south side of Charlotte or a Germantown Cafe, Park Cafe, Cafe Nonna; we believe small businesses will never go into Nashville West.

- » All the thrift stores along Charlotte Ave with places like Headquarters and “Cool Stuff Weird Things” and Richland Park could be developed more i.e. trees along roads and beautification.
 - » What about the Hwy 70/100 split commercial area and access from neighborhoods, Westgate Center Spaces and commercial on Harding.
 - » Continued urban mixed use neighborhood up until WalMart (west Charlotte).
 - » We would like to see a urban mixed use neighborhood continue 200 ft. north and south and east and west of all major corridor roads mostly Charlotte Pike & White Bridge Rd.
 - » I feel like this area could be developed to be more of a community center along the lines of like a Hillsboro Village 12 South area.
 - » I am vehemently opposed to this! This is a disaster for housing, traffic, current residents’ “way of life.” St. Thomas wants changes, AMP wanted changes – this is suburban all around and should never be considered “urban.” [referring to White Bridge Road Center area]
 - » I like all of these changes! Good!
 - » Area lacks greenspace. Consider big central plaza w/trees. Also more green corridors.
 - » What are the height restrictions for this T4 area? We do not want more than 4-6 stories for new structures.
 - » Comprehensive development to create plaza accompanied with grocery store will be wanted.
 - » I agree with support of urban development and giving options to the homeowners that are being surrounded by commercial buildings anyway.
 - » Would like to know what the vision is for the former lumberyard, 51st, and how the protests along 51st may have affected traffic concerns and future development.
 - » High density projects such as Hillwood court will only serve to create a green hills traffic type situation on Charlotte Pike. A few townhomes along there would be ok, but Charlotte is about to its limit now, and with new apt. complexes coming up.
- NashvilleNext response: A basic strategy of NashvilleNext is creating more walkable centers. Key trends shaping Nashville all increase demand for walkable centers served by transit. Re-investing in Nashville’s existing centers and corridors to create walkable places offers other benefits as well. Walkability promotes better health and more social interaction between neighbors. Infill development preserves more of Nashville’s natural features, which contribute to our county’s unique beauty. However, Nashville has few complete, walkable neighborhoods. Because demand overwhelms supply, only a small number of people who would like to live in these places can afford to do so.*
- Nashville should invest in other places to make them more walkable. This will also encourage the private market to add new homes, workplaces, and shops. This expands the number of walkable centers, improving the quality of life for nearby residents and reducing pressure on current in-demand neighborhoods. Rebuilding our commercial corridors can bring back these areas so they support the surrounding community. Investing in streetscapes and sidewalks makes them more livable, which can attract private investment. As new homes are added, local businesses have a broader customer base. Improving transit gets more potential customers walking by. It also means more opportunities for neighbors to interact.*
- In the Growth & Preservation Concept Map, smaller and larger activity centers accommodate most future growth, improve public spaces, support transit, provide walkable areas close to most parts of the county, and sustain economic*

activity. The locations of these centers are generally where centers and mixed use areas were identified in prior Community Plans. In some cases, the Concept Map will propose more intense centers than were identified previously. Infill development should be encouraged along transit and multimodal corridors in between and immediately around activity and employment centers.

Tier One centers are the most appropriate places to encourage development in the next ten years, based on demand and access to transit. To accommodate private investments to support these centers, public investments and activities should be aligned. However, that does not mean that growth will not happen in other smaller center areas and neighborhood center areas that are not shown on the Concept Map.

For more information, goals, policies and actions, please refer to the Trends and Issues section, the Guiding Principles section, and the Strategy section found in Volume I: Vision, Trends & Strategy; the Land Use, Transportation & Infrastructure Element in Volume II: Elements; and Volume V: Transportation. To see the Center, Corridor and Mixed Use policy areas, please refer to the Community Character Policy Map.

For more information, goals, policies and actions about economic development, including local businesses, please refer to the Economic & Workforce Development Element in Volume II: Elements.

All materials may be found at www.nashvillenext.net.

Neighborhoods/Residential Areas

Specific Geographic Areas

Antioch/Priest Lake Community Plan area:

- » More community outreach programs for children. This is a high crime area and a bad influence for those with no outlets.

NashvilleNext response: For information, goals, policies and actions, please refer to the Education & Youth Element in Volume II: Elements.

Bordeaux Community Plan area: (Note: Whites Creek has its own section due to a small area planning process regarding rural areas that occurred as part of NashvilleNext. It follows this section.)

- » Our low income rundown neighborhoods are a great opportunity to serve and educate -- about financial responsibility and help to rebuild an existing neighborhood (similar to Habitat for Humanity).

Donelson/Hermitage/Old Hickory Community Plan area:

- » This area cannot support additional housing with the current 2 lane rural road (curvy - no shoulders, etc.).

East Nashville Community Plan area:

- » Alley homes.
- » Detached accessory dwelling units only. Not full size houses at alley.
- » Why is the single-family neighborhood street of Joseph Ave included in the center that includes Dickerson? These areas are quite different.

NashvilleNext response: This area has been changed to be part of the adjacent residential policy area.

- » Why is this urban? -Lack of sidewalks = suburban. -Rosebank - park from Riverside to Park suburban.
- » The neighborhood center classification along Meridian stems from CL zoning passed in the 1970s. Much of this area consists of some of the oldest homes in the neighborhood that are still used as a residence. The neighborhood center area may need to be adjusted.

NashvilleNext response: The center has been changed to not include the historic houses.

- » Agree with this as evolving.
- » Support keeping this evolving to create transition into adjacent neighborhoods.
- » Consider changing the west side of this area along Ellington to neighborhood evolving as it heads north on Oakwood and a mix of uses or higher density residential as you go south and reach Trinity Lane.
- » Please stop the crazy level of infill! These houses are going up so fast and we don't have the infrastructure to cope!

Green Hills/Midtown Community Plan area:

- » Maintain the character of neighborhoods, limit high-intensity development to corridors.
- » If I lived here I would be very unhappy.
- » Control footprint of new houses (example corner of Vaughns Gap and Melinda Drive).

- » It is important to allow for individuals to design their own homes according to their own tastes and wants. We don't want to see rows and rows of cookie-cutter houses.
- » I bought an old home in a neighborhood with old homes. Now I'm surrounded by ugly multi-units built by carpetbaggers. Stop it!
- » Nashville is not very urban. The more urban areas are very expensive to live in, yet new pricey residential developments continue to proliferate.
- » We don't need more housing and traffic. Move to a condo if you don't want a yard for future generations!
- » Green Hills is overdeveloped with condos. Creates traffic congestion that is already frustrating. Brentwood is becoming the same.
- » Character of Green Hills is being destroyed by all the in-filling.
- » Some of the infill neighborhood buildings are hideously unattractive and incompatible with the neighborhoods.
- » I prefer infill to greenfield development but how infill is done is the question. Keep the character of our neighborhoods.
- » I don't consider tall skinny houses and/or 2-3 per lot houses that are 6 feet apart to fit in with the character of any neighborhood area unless the neighborhood is already more than 50% of these types of houses.
- » Please provide stricter regulations for tearing down homes and building new homes. This is causing a huge loss of character throughout Green Hills and the city of Nashville.
- » The housing infill happening in green hills is going to make flooding worse. Stop allowing this grotesque infill. Keep Green Hills green please. All the ground that

used to soak up the rain is being covered up with homes and concrete/asphalt. Please stop.

- » I live just off Bowling, one block south of Woodlawn. Low density, high income - - the latter makes the former possible.
- » Need more one story duplexes or cottages.
- » Green Hills really needs a new vision! This suburban style/dated design upgraded. We need green spaces, better parks, awesome sidewalks/walk-scapes.
- » I don't see a specific mention of condominiums in the survey. I would like to see more of these with 24/7 security (doormen) and bulk rate prices charged (for utilities, Internet and cable TV) constructed in the West End-Harding Road area.

Madison Community Plan area:

- » We are pleased to hear that our neighborhood (in Madison) will be protected from any major changes.
- » Agree! Housing should be encouraged here.

South Nashville Community Plan area:

- » "As long as they fit with the rest of the homes in the neighborhood" – Variety of kinds of homes most important; fitting in w/ existing character is less important.
- » Lots facing Antioch Pike could be changed to neighborhood evolving to allow more mixed housing near a busy road that is close to schools and transit stops.
- » High density development along greenways.

Southeast Community Plan area:

- » Prevent high density housing to preserve infrastructure of community (District 30-Haywood Lane).
- » Improve access to retail and services. Regulate design for neighborhoods and business development. Allow different kinds of homes and buildings to add character.

West Nashville Community Plan area:

- » Low-Density interiors.
- » Major concerns re: Hillwood Court - bad traffic and bad for existing neighbors. Loss of neighborhood character - should limit units/acre to say 8 or so.

NashvilleNext response: Nashville is stronger due to its diverse neighborhoods in rural, suburban and urban settings. Neighborhoods throughout Nashville should be both complete and strong. Nashville has many "complete" neighborhoods that provide choices and opportunities in housing and transportation and have access to employment, education and recreation. Nashville has many "strong" neighborhoods whose residents enjoy rich social connections, opportunities for success in life, and voices that are heard in the decisions that affect them. NashvilleNext strives to expand the qualities of completeness and strength to all neighborhoods in Nashville.

Nashville's neighborhoods all have distinct characteristics – how buildings relate to one another and the street, how tall they are, sometimes a consistent architectural style. The Community Character Manual (Volume III) identifies three broad types of character: rural, suburban, and urban. It also recognizes there is considerable variation within these three types.

The Transect Map shows where these character areas, along with centers, Downtown, and districts are located throughout the county. Nashvillians

cherish their neighborhoods, and wish to see what they love about them preserved. However, a growing and increasingly diverse population with cultural, social, and demographic differences poses a challenge. Even without changing the buildings, a neighborhood can change substantially over time. Small homes that once held families may become attractive to young workers, alone or with roommates. Families continue to look for larger and larger homes, with more rooms. Finding tools that allow neighborhoods to accommodate these changes without losing their essential character will continue to be a key goal for Nashville.

For more information, goals, policies and actions, please refer to the Guide to the Plan; the Growth & Preservation Concept Map; the Trends and Issues section, the Guiding Principles section, and the Strategy section in Volume I: Vision, Trends & Strategy; the Housing Element as well as the Health, Livability & the Built Environment Element in Volume II: Elements; and the Community Character Manual, the Community Plan Policy Map, and the Community Plans in Volume III: Communities.

All materials may be found at www.nashvillenext.net.

Whites Creek Study Area – Preserving Rural Character:

- » Keep development in Centers. Allow rural to be rural.
- » Creating a sense of place for residents, rural agriculture.
- » Music, artisanal, agricultural, small business.
- » Horse paths.
- » Agriculturally useful land.
- » Undeveloped agricultural character.

- » And protect historical value and features of the land (many unknown currently).
- » Find ways to encourage farming! Even on small acreages!
- » Development is unavoidable but smart zoning and rural-sensitive codes could restrict blight and over-commercialization.
- » An ideal area for a planned rural or conservation community. People would like to live here if there were more opportunities available. Plan greenway or corridor to connect to parks Beaman and Bells Bend. Sewer needs to be available to main corridors.
- » Ideal area for planned community to link the two parks together by a greenway or green corridor and have it go through a planned development.
- » Regulate to keep rural.
- » Keep this agrarian.
- » Re: development in rural areas -- I wouldn't want to see high-density housing added to these areas because that just adds to the traffic woes for residents commuting to major employment areas. However, adding select new retail and services lets residents. . .
- » Protect rural character as much as possible.
- » Rural areas should be developed. We should not limit or impede this!

Specific Comments regarding the Whites Creek Study Area and policy changes:

- » Sensible lower density zoning on the Knight Road area parcels once destined to be Derby Downs or connecting through from Brick Church Lane to Parmley Cove.
- » Can't we keep this little section of road as it is or at least one home per 5 acres

which is still considerably less than the existing homes on the road? Drive down and see the rural countryside, hills, trees, wildlife. Not to mention we have horses.

- » After attending the last meeting I am very concerned that the designation of Rural Neighborhood Evolving for the section of Knight Road past Brick Church where there is no sewer. This is not what the neighbors on this road want. This is not what we asked for.
- » My question to you is this: If only one person who doesn't live on the road wants a higher density designation then can others band together to ask for another designation? There is no sewer on this part of Knight Drive.
- » I think Lloyd Road and nearby subdivisions should be Rural Neighborhood Maintenance. The map just needs to be consistent with the community's definitions reached on September 15, 2014 and that were affirmed in the October 15, 2014 Draft.
- » Density of rural" neighborhood centers at I-24/OHB and Briley/WCP – Increase density at Bordeaux area not I-24/OHB.
- » The most central area of Whites Creek along Whites Creek Pike has been designated Neighborhood Evolving which means there will no longer be fields and open space in central Whites Creek.
- » I strongly disagree with this status. Should maintain rural character as T2 Rural.
- » Suburban Neighborhood Evolving - since the last meeting, this higher density and suburban character category has been added to the land between Clarksville Pike, Lloyd Road, Whites Creek Pike and Dry Fork Road.
- » This Suburban Neighborhood Evolving is not necessary for the above area.
- » Amount of land on Knight Road designated Rural Neighborhood Evolving - This

area is Rural Countryside and should remain so.

- » Opposed to Rural Neighborhood Evolving should be Rural Countryside.
- » After attending the last meeting I am very concerned that the designation of Rural Neighborhood Evolving for the section of Knight Road past Brick Church where there is no sewer is not what the neighbors on this road want. This is not what we asked for.
- » This new Suburban zoning for the land between Clarksville Pike, Lloyd Road, Whites Creek Pike and Dry Fork Road is not compatible with existing housing in the area. As a resident of Lloyd Road, I am very much against this zoning. It would completely destroy the current character.
- » Neighborhood Center or other Mixed Use/New Urbanist type zoning connecting Fontanel to the Old Hickory Blvd. intersection in a small town center character corridor (long, long term feasibility).
- » Extend Rural Neighborhood Center to Old Hickory Blvd.
- » This is a guy's farm, but I don't see any other farms designated as special impact areas. Does he have other plans or did you misplace The Fontanel?

NashvilleNext Response: Applying Rural Neighborhood Evolving policy to a few undeveloped areas where portions of the land are suitable for development allows for better development design and increased protection for environmentally sensitive features.

The Fontanel is a unique project that has allowed amusement, recreation, and other uses while permanently preserving a large amount of the surrounding land in a natural state. This type of development is not appropriate for all rural areas.

Transportation System

NashvilleNext note: Volume V is the overarching vision of how transportation works under NashvilleNext. It contains three more detailed plans that address key components of Nashville's transportation system. First, the Major & Collector Street Plan guides how Metro manages its transportation rights-of-way – the land it has the right to use for the transportation system. The Major & Collector Street Plan identifies how much land is needed for different kinds of roadways in the county, as well as how different travel modes (auto traffic, transit, bikes, and pedestrians) are accommodated in each roadway. The Strategic Plan for Sidewalks and Bikeways enables Metro to effectively plan and implement facilities that improve safety, enhance mobility, and promote a higher quality of life. The plan provides Metro with a blueprint for making walking and bicycling attractive, safe, and practical transportation options for citizens throughout Nashville and Davidson County. The MTA Transit Master Plan, currently being updated, guides transit operations and improvements in the near term (5 years), as well as with an eye toward the long-term system Nashvillians need.

Volume V may be found at www.nashvillenext.net.

TRANSIT

- » This would be great.
- » Important for low income neighborhoods.
- » Cross-town.
- » Also -- provide safer bus stops.
- » Cheaper high-capacity transit. Free bus transfers for MTA!
- » If the city is willing to spend over half a billion dollars on a convention center,

we need to be willing to spend comparable amounts (if not far more) on projects like commuter and light rail. At least buying the property and turning it into linear park.

- » Please consider increasing vehicle registration fees and gas taxes to go into a fund to develop commuter rail. Ideally, TDOT and US DOT funding could be diverted into this fund, as well.
- » When justified by traffic studies.
- » How will you encourage denser housing, etc.?
- » Flexible use. Durham, NC, has bus use shoulder on interstate.
- » Get real time notification for smart phones now!
- » No transfer fee.
- » Run buses later at night.
- » Provide buses for afterschool.
- » Buses, yes. AMP, no. We're not there yet. Not enough people to support it.
- » Depends on the route. Maybe.
- » Attention needs to be paid to non-work transit: shopping centers and other retailers.
- » Create transit "substations" where multiple routes from same quadrant of county can join together for easy transfers for people who only need to travel within one part of the county (like from Antioch to Brentwood, for example).
- » Create interior park n rides so that people living in the middle area of county

- can have easy access to transit if they are not within walking distance of route. Examples: 100 Oaks should be a Park n Ride.
- » We want mass transit! Plus...we need it! Nashville can't sustain the current growth without it!
 - » Shouldn't transit support the buildings? Taller <> better.
 - » Could you build density by increasing transit? What about transit in areas of low car ownership?
 - » Designated space for public transportation is desperately needed. MTA is very unreliable during peak traffic hours and those that depend on it need to get to work too.
 - » BRT on Charlotte after AMP and may be linked via White Bridge to enhance transit and connectivity.
 - » Changing demographics + 3 major transit destinations: Belle Meade Plantation, Cheekwood, Warner Parks
 - » AMP route is still reflected in this plan. We do not need transit that ends at St. Thomas Hospital. This effort will have no credibility to many people until it proposes a BRT light system that extends all the way to Bellevue instead of the Amp route.
 - » Mass transit improvements are already needed, and can help prevent this area from becoming overly congested and unappealing.
 - » "Don't do this" note: This is a good idea only if the infrastructure is improved to support the density. Don't feel like this is happening now – especially in Green Hills.
 - »
- » I would love to see a smart mass transit system in our city so we do not become Atlanta!
 - » Bus system like that in Curitiba, PR, Brazil to be supplemented by light rapid rail.
 - » Density and transit are important for livability – less sprawl.
 - » Proposed midtown monorail running north and south between the Fairgrounds/!-65 Exit #81 ...north along Wedgewood/Blakemore to I-40 exit 207. Both the north and south terminals would have large scale remote parking reservoirs.
 - » Connection - Elm Hill Pike/Donelson to Antioch (Hickory Hollow Area) – they are non-existing.
 - » How about dedicated lanes for bus/taxi?
 - » Use the circular routes such as Briley Pkwy. and Old Hickory Blvd. to provide routes around town without having to go downtown.
- Specific Geographic Areas**
- Bordeaux/Whites Creek Community Plan area:
- » Especially Brick Church Pike -- not just service, but also sidewalks and bus stops.
- Donelson/Hermitage/Old Hickory Community Plan area:
- » More access to transit options. Better Transit (MTA) accessibility to Hermitage.
- Downtown Community Plan area:
- » But locate transit hubs also on fringes, maybe with free parking centers to encourage inner core mass transit.

- » Edges/close to main routes should have parking high rises or transit hubs. Downtown – Loads of people would love to be dropped-off here to board a train for Atlanta, Chattanooga, etc.
- » I love this bus station, but there need to be more hubs throughout the city and region. When I lived in Nashville in 2009-2010, I couldn't pay for a day pass. In Austin, TX (my current home), day passes are \$2, and they allow me to make all the connections.

East Nashville Community Plan area:

- » Woodland Street – Change to neighborhood street because it's not wide enough for transit corridor.

South Nashville Community Plan area:

- » Especially Murfreesboro.
- » [Important] No rail system.

NashvilleNext response: As Nashville grows and congestion increases, high price and current buildings limit our ability to dedicate more land to the transportation system. We must efficiently use the land we have to get people where they need to go, finding a better balance between travel modes that take a lot of space, like cars, with those that use space more efficiently, including transit and walking. A complete and efficient transportation system is necessary to improve quality of life and increase economic prosperity. This has many facets, but central to it is creating a high capacity transit system that is competitive with auto trips. Competitive can mean many things, from the time it takes to complete a trip to providing amenities like wifi access that make transit more enjoyable or productive compared to driving. To do this, four factors shape transit service:

» Transit is oriented to people's needs. The system must recognize and balance the diverse needs of its riders and potential riders. These include people who are dependent on transit as well as people who are interested, but need better service. Transit should provide these riders the freedom to get where they need to go.

» Transit goes where people need. The system goes where people need to go. Right now, Nashville's transit network favors trips into and out of downtown. However, only 13% of Davidson County commuters go downtown. Expanding the system to better serve cross-county trips is critical. A transit system oriented only to downtown limits itself only to people traveling downtown.

» A built environment that supports transit. A key factor limiting cross-county trips and more frequent service is the density of development outside of downtown. The current transit system is oriented to downtown because that is where the density of jobs and homes supports good transit service.

» Use transit to reorganize corridors. Improving transit service can also be an opportunity to improve transportation for all modes. Comprehensive reviewing traffic flow and access patterns can improve driving, walking, and biking.

The high-capacity transit corridors shown on the Growth & Preservation Concept Map are a long-term solution. Because transit ridership is closely tied to density and land use patterns, many of the routes on the Concept Map will not support frequent transit in the near-term. Increasing density in appropriate locations along these routes will, in the long run, provide riders that make transit feasible in these places. Routes that current support frequent transit service are identified as priority routes, to have the greatest improvements to capacity in the next ten years. Priority routes connect the densest locations of homes and jobs. They also serve as connections to key regional destinations. Matching dense locations in Nashville with regional priorities for state and federal spending allows Nashville and the region to work together to manage transportation for Nashvillians and the residents of surrounding counties alike.

Transit-oriented developments along these routes accommodate more homes, shops, and businesses for Nashvillians. However, they also give regional commuters more options for making their trips into and out of the county more useful.

For additional information, goals, policies and actions, please refer to the Growth & Preservation Concept Map; the Trends and Issues section and Guiding Principles section in Volume I: Vision, Trends & Strategy; the Land Use, Transportation & Infrastructure Element in Volume II: Elements; Volume III: Communities for priority projects; and Volume V: Transportation. NashvilleNext staff has shared these comments with MTA.

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PEDESTRIAN AND BIKEWAY FACILITIES:

- » Sidewalks. Every day I see people with strollers on busy streets because there are no sidewalks!
- » More bicycle connections that can be used as commuter routes.

Specific Geographic Areas

Antioch/Priest Lake Community Plan area:

- » There needs to be more sidewalk and crosswalk access in this area.
- » With future development near exit 61 should evaluate this road. It is currently traveled by pedestrians, walkers and bikers. It is unsafe, it could become more unsafe.
- » Need more attention to providing “walkability” to areas for exercise and recreation.

Bordeaux/Whites Creek Community Plan area:

- » Bordeaux – More sidewalks, crosswalks, and public transportation access.

Donelson/Hermitage/Old Hickory Community Plan area:

- » Really need sidewalks on Elm Hill from McGavock to Donelson Pike - lots of pedestrians that have to walk in the street going to the schools and offices in Century Center from hotels and apartments.

East Nashville Community Plan area:

- » A walking path should be added here. It will allow for much greater walkability on this side of town, as residents will then have a good option for walking to existing bus lines without walking on busy roads with no sidewalks (as people are forced to do).

Green Hills/Midtown Community Plan area:

- » I think Nashville would benefit from a program like this especially as it would benefit so many people. I strongly encourage you to read this article. <http://nextcity.org/daily/entry/blind-people-getting-around-cities-technology>.
- » Greens Hills and all of Nashville need more walker friendly neighborhoods. We need more sidewalks!

South Nashville Community Plan area:

- » I-440 [I-40?] to Chestnut: Safer Bike Routes through this area, better lit, designated bike routes.
- » It's important that neighborhoods are walkable both literally--sidewalks in good condition--and in the sense of having retail, green spaces and parks, and other similar things. And it's important these types of neighborhood aren't limited to wealthier areas.

Southeast Community Plan area:

- » Sidewalks desired.
- » There are a lot of refugee families without cars in this neighborhood, so they often walk everywhere, especially on busy roads. It would be great to have sidewalks put into these communities, especially on Hopedale Drive as it's a connection from Haywood Lane.

West Nashville Community Plan area:

- » Sidewalks needed in West Nashville.
- » Where and when are the sidewalks going in?
- » Every road should have a sidewalk/greenway on at least one side that is not part of the road, but separated so that the pedestrian is less likely to get run over.
- » We need more sidewalks in areas such as the Nations, Sylvan Park for the safety of the high numbers of pedestrians.

NashvilleNext response: Nashville is investing in places to make them more walkable and bikeable. Public spaces, such as streets and sidewalks, need to be designed to work for everyone – the young and old and for people with dis-

abilities. Investing in streetscapes and sidewalks makes our neighborhoods and centers more livable, which can attract private investment.

NashvilleNext identifies centers and corridors where population and job should increase. As these areas evolve, their transportation network should also evolve. A corridor with low population densities and one or two neighborhood centers can only support sporadic bus service. Walking and biking may be inconvenient because services are far apart. Corridors like this provide mobility, but they do not emphasize access.

More frequent transit service becomes viable as the corridor redevelops with more services, more housing, and more centers that function as neighborhood and employment hubs. Walking and biking becomes more convenient when services are located closer to one another and to nearby homes. Over time, the centers begin to function as a cohesive place, and the corridor becomes a significant route connecting important places.

Once development patterns change to support denser housing options, more services are generated to meet the needs of nearby residents, build-ings evolve with more height, and several dense places emerge. At this point, permanent transit service like bus rapid transit with dedicated transit lanes is feasible. Walking and biking are components of many trips. The street becomes part of the city's culture – a place where people inter-act with others, share, and grow. The planned growth areas identified in NashvilleNext will be linked to more transportation choices as they evolve over time.

For additional information, goals, policies and actions, please refer to the Growth & Preservation Concept Map; the Trends and Issues section and Guiding Principles section in Volume I: Vision, Trends & Strategy; the Land Use, Transportation & Infrastructure Element in Volume II: Elements; Volume III: Communities for priority projects; and Volume V: Transportation. NashvilleNext staff has shared these comments with Public Works. All materials may be found at www.nashvillenext.net.

STREETS AND ROADWAYS

- » We need to be careful with speed limits. School zones are marked 15mph. If all drivers slowed to 15mph around cyclists or whenever space between cars is tight, we'd all be much safer. Any plans to remove the interstate loop and replace it with urban boulevards (a la the Plan of Nashville)?
- » Moratorium on expanding freeways/state highways will preserve rural aesthetic from sprawl.

Specific Geographic Areas

Antioch/Priest Lake Community Plan area:

- » Do something about Murfreesboro Road! It's a nightmare for traffic.

Bellevue Community Plan area:

- » Allow traffic to flow naturally on Highway 70S without all of the impediments and one ways.

Donelson/Hermitage/Old Hickory Community Plan area:

- » Briley Access from Music Valley Drive needed! Access from Pennington Bend also.
- » Taxes are super high and the road never gets fixed, unlike Bluefield where they have pull.

Downtown Community Plan area:

- » Provide added free Metro Government employee parking in other zones of downtown besides East Woodland/Stadium. I come from the SW part of county and current Metro lot would add 30 minutes to my commute, just by having to

cross downtown. How about something at t. . .

- » There was a proposal years ago to turn 5th into a pedestrian-only road. What ever happened to this idea? Even converting half or a third of downtown one-way roads into dedicated, isolated bike lanes would do wonders for encouraging bicycling and a sense. . .
- » More roundabouts, please! :)

East Nashville Community Plan area:

- » Please get rid of Spaghetti Junction.
- » Important to include options for parking in addition to mass transit because most people travel in town to downtown and may not use mass transit.

Green Hills/Midtown Community Plan area:

- » Don't make us any more urban without solutions to traffic problems!
- » Fix traffic issues before any of this.
- » Perhaps a boulevard with trees on Harding between Trousdale and Nolensville. When the intersection was widened at Trousdale and Harding it made that area scary. Helped the traffic but I feel for people with houses along that strip now.

Madison Community Plan area:

- » The congestion in this area is awful. Especially during the Holidays.
- » Beware! Traffic Congestion problems at Due West and Old Due West.

North Nashville Community Plan area:

- » Charlotte Pike is wider than it needs to be. A tree lined median would slow the traffic down in this area so that it would be more pedestrian friendly and safer for cyclists. Since it is part of Music City Bikeway, this would be a great place to focus on. . .
- » Need a connection from North Nashville over the river. Pedestrian/bike bridge, etc.

Parkwood/Union Hill Community Plan area:

- » Important - can become congested, traffic wise. Plan for road enhancement near Skyline hospital.

Southeast Community Plan area:

- » Indian Creek only has one entrance and exit, leaving the area unsafe if there ever is a disaster where people need to get out of the neighborhood. This exit should be open. May be good to consider another potential entry way in and out as well.
- » This area is very congested. Any new development in this area should include a review of the roads.

West Nashville Community Plan area:

- » I have lived in Sylvan Park, now Hillwood. I love Sylvan Park and think the road improvements are great. I've always hated how ugly the train bridges are, yet I like the trains. I would like to suggest art be installed or painted on the 2 main train bridges.

NashvilleNext response: Nashville has a fairly extensive street network of Interstates, Freeways, Arterial-Boulevards, Arterial-Parkways, and Collector-Avenues that are identified in the city's adopted Major and Collector Street Plan (MCSP). Local streets, which are still being built as new subdivisions are created by developers, supplement the primary streets. The right-of-way, or land on which Metro or the Tennessee Department of Transportation (TDOT) operates a facility, is also extensive and requires regular maintenance. Acquiring new right-of-way is now challenging as Metro and TDOT will often have to work with numerous property owners because of development throughout the area. Maximizing efficiencies within the existing street system and right-of-way will be essential in the future.

In Davidson County, transportation maintenance improvements are funded in several ways. Metro Public Works operates a paving program and is responsible for installing sidewalks and bike lanes on local, collector, and arterial streets. Public Works' projects are funded annually through the Capital Improvements Budget from the City's General Fund. About 86% of the General Fund revenue comes from property taxes, sales taxes, and grants. Gas tax revenues also contribute to the General Fund, among other revenue sources. TDOT has jurisdiction over state highways, interstates, and larger arterial roads. TDOT's budget is funded through state and Federal sources, including user fees, which have declined in recent years as Tennesseans choose to own more efficient cars and drive less, and also Federal transportation funds allocated via a series of short-term transportation bills.

At both the state and city level, maintenance backlogs overwhelm the amount of revenue generated by these sources, and generating new revenue through additional taxes is politically unpopular. Large-scale, new roads and highways require Metro or TDOT to acquire large swaths of land for costly right-of-way and are no longer feasible given today's financial constraints.

Despite these challenges, street connections are still needed, and some streets may be widened along with multi-modal improvements. In the upcoming

decades, the city and state transportation agencies can no longer expand the street network at the same pace as it did from the 1900s to the 1980s. The city must maintain the current street network, make strategic connections, and provide more travel options on the existing network in the future.

Looking to the future, the street network will continue to be a vital asset for Nashville. However, it will be increasingly important to adapt it to better support other users: pedestrians, bicyclists, and transit riders. The Major and Collector Street Plan (part of Access Nashville, Volume V) advances the city's thoroughfare system to provide safe and effective access for all users while addressing streetscape design in context with the existing or envisioned character of the community. Context and character of a street are important, so the transportation facility fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. The Street Plan helps tie transportation to land use. Complete Streets and Context Sensitive Solutions also advance environmental sustainability and community health.

For additional information, goals, policies and actions, please refer to the Growth & Preservation Concept Map; the Trends and Issues section and Guiding Principles section in Volume I: Vision, Trends & Strategy; the Land Use, Transportation & Infrastructure Element in Volume II: Elements; Volume III: Communities for priority projects; and Volume V: Transportation. NashvilleNext staff has shared these comments with Public Works.

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Affordable Housing

- » We need to expand the definition of “affordable housing”. Housing (and cost of living in general) has greatly outpaced the salaries of people who lived in Nashville before the current boom. A new tier of affordable housing should be developed.
- » Taller buildings in Nashville tend not to be affordable.
- » Need houses people who work at Walmart can afford!
- » In “gentrification” we are displacing our least advantaged, and it is important to provide them with adequate housing.
- » Mixed feelings about preserving existing affordable housing or creating new to encourage mixed income neighborhoods. Aside from affordability, people choose where to live. It’s ok to encourage it, but I would hesitate on trying to force it.

Specific Geographic Areas

East Nashville Community Plan area:

- » State property on Hart Lane: This area should provide an opportunity for the State to develop property into affordable residential for government workers.

Green Hills/Midtown Community Plan area:

- » Somehow, someday as this area becomes more dense we need to have affordable housing for teachers, Metro employees, nurses, etc.
- » Affordable housing here.

North Nashville Community Plan area:

- » We need affordable Housing for people with lower incomes!
- » Need more affordable two bedroom apartments with everything on one level.

South Nashville Community Plan area:

- » Gentrification is happening everywhere in Nashville, especially here. Where are these people being displaced to? I wish the city would adjust property taxes to help keep residents in their homes, while still allowing for new residents.

West Nashville Community Plan area:

- » Please look at restriction of low income housing in viable commercial and residential areas, i.e the Heights.

NashvilleNext response: As the city works to create opportunities through abundant housing, it is vital to develop equitably. Developing equitably in the face of these pressures requires a comprehensive approach that addresses each of these:

» Supporting abundant housing in areas well-served by transit with nearby work, retail, or schools. Work with neighbors and developers to explore new housing types that increase homes within existing neighborhoods without disrupting their current character.

» Preserve affordable housing in gentrifying neighborhoods and retain long-term affordable housing on public housing sites.

» Create new middle-income and affordable housing when new development occurs throughout the county.

As the demand for housing increases in a select and few desirable locations, the cost of land increases. The cost of housing includes the costs of the land, the price of the home, insurance, property taxes, and utilities. Transportation costs are also affected by the location of housing. As these costs increase, residents become cost burdened and must seek more affordable housing elsewhere. In many neighborhoods this has resulted in the displacement of residents, and drastic neighborhood change as existing homes are replaced or upgraded. This has led to neighborhood tension and has brought the issue of housing affordability to the top of Nashville's consciousness.

Housing is considered affordable when a household spends less than 30 percent of their gross household income on housing. When a household spends more than 30 percent of their gross income on housing, then they are considered cost burdened. When transportation costs are included, a household should not spend more than 45 percent of their gross income on housing and transportation. Cost burdened households may have more difficulty affording necessities such as food, clothing, and medical care after their rent or mortgage payment has been made. Cost burden can occur at any income level, but is most felt by those families making 80 percent or below the Area Median Income (AMI). In Nashville that is roughly 104,000 households.

For more information, goals, policies and actions, please refer to the Guide to the Plan; the Growth & Preservation Concept Map; the Trends and Issues section, the Guiding Principles section, and the Strategy section in Volume I: Vision, Trends & Strategy; the Housing Element as well as the Health, Livability & the Built Environment Element in Volume II: Elements; and the Community Character Manual, the Community Plan Policy Map, and the Community Plans in Volume III: Communities.

Industrial Uses

- » If they are supportive of the needs of Davidson County and Tennessee.
- » Something needs to be done about the rock quarry blasting.
- » Maybe not all zoned.
- » Move PSC out of downtown.
- » East Nashville – Industrial zoning in this area should be encouraged to go away - good place for increased residential density.
- » More of an environmental issue?
- » I don't think we should drive out industrial areas, as long as they are clean.
- » This should only be done in a way that is sensitive to the communities surrounding these areas.
- » I'm for flex. If an industrial area could become hot residential, I say go for it.
- » I think this is slated for new townhomes? I would love to see less industrial along the river.

Specific Geographic Areas

Downtown Community Plan area:

- » Consider adaptive re-use (think Factory in Franklin, Arts Ave Lofts in Core).

East Nashville Community Plan area:

- » Allow Davidson to see more mixed use, such as T4 NE, and move away from

Industrial along Riverfront.

South Nashville Community Plan area:

- » Attempts should be made at all levels to reduce or eliminate or improve special impact areas to reduce actual impact. Sustainability!

West Nashville Community Plan area:

- » Would be totally happy with this industrial impact area transforming to commercial.

Equity

- » We need to spread monies around evenly so that everyone can benefit. Communities with more discretionary funds can make up the difference.
- » Spending should be allocated for the neediest areas first.
- » I would be concerned that Sylvan Park or West Nashville would be an area that did not receive as much attention as other areas.

NashvilleNext response: Equity is a key theme of NashvilleNext. Nashville and the region are becoming more racially, ethnically and age diverse. For our region to continue to prosper, everyone needs equitable access to opportunities to advance their well-being regardless of their circumstances. Inequities and lack of access to basic services, jobs and housing prevent residents from fully participating in our community, its economy and civic life. We all gain from creating a place where all people can improve their lives and contribute to the larger community. Meaningful opportunities for all is both a means to a healthy, prosperous, resilient community and an end that will benefit the entire community.

Equity is woven throughout NashvilleNext. Refer especially to the Guide to the Plan; and Volume I: Vision, Trends, & Strategy.

Transition Areas:

- » I think this is a natural function of zoning.
- » I like this in concept but am scared of where it leads us. I don't want over regulation.

Specific Geographic Areas

West Nashville Community Plan area:

- » Hillwood Court may not be a bad idea. I liked the idea of creating a transition into the neighborhood.

NashvilleNext response: In Nashville, few neighborhoods meet the current market demand for places with diverse transportation options – sidewalks, safe routes for cycling, transit – and proximity to jobs, services, and good schools. These places mostly exist within Nashville's urban core. These neighborhoods often do not have the housing types for people seeking these places. In these areas, suppliers are trying to keep up with market demand through infill development. Older housing is being replaced with new housing and community tension associated with change is rising.

Infill development occurs on land with access to existing infrastructure (such as streets, transit, water, sewer, and electricity). Infill development can occur on large commercial parcels or on small residential parcels in a neighborhood. Generally, more intense development replaces less intense development, such as when two large homes replace a smaller one or when a mixed use building replaces a commercial strip. Both are occurring primarily in Nashville's urban core, and both yield positive and negative impacts for Nashville's neighborhoods.

Infill along corridors and within commercial centers accomplishes several things. First, redevelopment typically increases the amount of development on the land, making use of existing infrastructure and services more efficient. It also increases people and jobs close to transit service, increasing how frequently it can be run. When infill development occurs in neighborhoods close to corridors and centers, the effect is the same. The location of housing near the corridor or center places people closer to jobs and services. This results in less daily use of cars, which over time reduces daily traffic woes. While there are many positive effects of infill development, many neighborhoods unfor-

unately feel the negative effects as well. Change in neighborhood character caused by the displacement of existing long-time residents and a lack of contextual design.

Contextual design describes infill development that considers the context around it. Infill development should consider the type of neighborhood (rural, suburban, urban), the existing housing types (single, two, or multifamily) and housing form (how wide, tall, and deep the building may be on the lot). The end result is not homogenous development (where every house on the street looks the same), but development that blends with its neighbors and can coexist together on the same street or block.

Contextual design becomes very important as Nashville's housing market strives to keep up with demand. Demand will continue to be driven by Baby Boomers, Gen Y, Gen X and Millennials who seek desirable locations over larger lot sizes and prefer smaller lots in neighborhoods with a variety of housing types that meet their particular household demands. Contextual design will help meet the goal of supplying housing that meets demand, while maintaining neighborhood character.

For more information, goals, policies and actions, please refer to the Guide to the Plan; the Growth & Preservation Concept Map; the Trends and Issues section, the Guiding Principles section, and the Strategy section in Volume I: Vision, Trends & Strategy; the Housing Element as well as the Health, Livability & the Built Environment Element in Volume II: Elements; and the Community Character Manual, the Community Plan Policy Map, and the Community Plans in Volume III: Communities.

All materials may be found at www.nashvillenext.net.

Historic Preservation

- » We need to stop demolishing buildings from the 1800s and early 1900s here. Once they're gone, they're gone.

NashvilleNext response: The Growth & Preservation Concept Map, the Community Plan Policy Map, and the Community Plans take into account locations of historic properties, especially concentrations of historic properties.

General/Process Comments

- » “Critical” -- who decides?
- » “Taller” -- as long as there is an enforceable set of planning policy.
- » For all areas: The way that the Preferred Future will affect Community Plans is not clear. I am concerned that people will “vote” for a broad brush plan without realizing the specific impact on their neighborhoods. I am in favor of most all of the actions.
- » If the CCM policy means that we maintain the current neighborhood character of small to medium single family homes and having mixed use along and near the major thoroughfares the policy is sound. If it allows developers to place large developments beside. . . [remainder of comment was not included with comment]
- » I do not approve...
- » You have done a very good job of developing your concept of Nashville...well written and by your data. Centralized planning did not work in Russia and is likely not work here in Nashville. Please let the economic system work and not use our tax funds to. . .
- » You have developed a report form to get the information you want to justify what you want to do. The free market should be left to the entrepreneurs not centralized planners.
- » Thank you for providing such a detailed and clear description of the intent behind some of the new development in East Nashville. It eases a little of my distress at the demise of our neighborhood. That being said, please help us here with building sta. . . [remainder of comment was not included with comment]
- » I am broadly supportive of the community plan changes.
- » Too many phrases to weigh.
- » Agree w/proposals. Lots of great work!
- » “Don’t do this” response: Encourage balanced growth.
- » The maps are not readable and lack highways, state routes. Hard to reference exact locations.
- » What kind of encouragement? (Too vague)
- » What kind of incentive? (too vague)
- » Thank you for your work and thoughtful planning.
- » Honestly, all I want in life is for Nashville to get fiber-optic internet. Can you believe Chattanooga has it and we do not?