

nashvillenext

# RESPONSES TO COMMENTS

## APRIL REVIEW DRAFT

Comments on the NashvilleNext Review Draft, available for comment from March 27 to April 30, 2015, are included below. They have been grouped into common issues and organized by part of the plan, with a response provided to each common issue.

Each comment was separated into different points and re-grouped. Because of this, a single emailed comment may show up attached to several different issues, if it raised multiple topics.

Each issue has an ID number associated with it (in bold), as does comment (in italics).

Where the response indicates, changes have been made to the May Static Draft, available at [www.NashvilleNext.net](http://www.NashvilleNext.net). This draft will be considered by Planning Commission on

Response

Many of the comments received during Phase 5 concerned issues related to the potential impacts of two features shown on the Concept Map, High Capacity Transit Corridors and Transition and Infill Areas, on adjacent neighborhoods. The majority of these comments came from one neighborhood, the Hillsboro-West End Neighborhood, with one additional comment coming from the Cherokee Park neighborhood. Some of the concerns expressed in the comments were specifically related to transportation, especially cut-through traffic, spillover parking on neighborhood streets, lack of sidewalks and safe street crossings, and speeding problems. Other comments were related to how being shown in a Transition and Infill area on the Concept Map might affect neighborhoods near a High Capacity Transit Corridor or Center in terms of the character of future development within and adjacent to the neighborhoods. There were also specific questions about how Transition and Infill areas affect existing conservation or historic overlay zoning districts. Finally, the comments included requests for detailed planning assistance.

Transition and Infill areas are broad areas shown on the Concept Map that are generally appropriate for moderately dense residential and in some cases small-scale offices. The Transition and Infill areas are symbolized as tan areas around the Priority Corridors and Tier 1, 2, and 3 Centers shown on the Concept Map. Moderately dense residential or small-scale office development can create transitions in building types, scale and form, between higher intensity uses or major thoroughfares and lower density residential neighborhoods. The Transition and Infill Areas can be used to provide a variety of denser housing in walking distance of transit and commercial services.

Since the Transition and Infill areas on the Concept Plan are generalized and conceptual, it is important to refer to the individual community plan for each location in question to find out what policy actually is used to guide development for an area. The generalized Transition and Infill areas on the Concept Plan can have a wide variety of Community Character Policies applied to them in a community plan. In some cases, the transition area will be confined to the policies applied within the center or along the corridor and will not extend back into the adjacent neighborhoods. In other cases, a Neighborhood Evolving policy or Transition policy will be applied between the higher intensity center or corridor policy and Neighborhood Maintenance policy a little farther away from the more intense development.

The Community Character Policies in the draft updated Community Character Manual (CCM) contain guidance on how to design transitions and infill development within each policy category in addition to the draft Transition policy that supports small-scale offices or multifamily housing. In the case of Hillsboro-West End and Cherokee Park, the transitions are planned to occur within the policies applied along 21st Avenue South, Blakemore/31st, and West End Avenue. This is because those neighborhoods are very established and most of their properties are within conservation zoning overlays. Both the Hillsboro-West End and Cherokee Park neighborhoods are in Urban Neighborhood Maintenance policy (T4 NM – pp. 233-242 of the current draft Community Character Manual, or CCM). T4 NM supports the preservation of their established characters. This does not mean that there will be no change in those neighborhoods, but given the level of protection provided by their neighborhood conservation overlay zoning, future development of most of the properties within them will be very much in keeping with its surrounding context. The NashvilleNext General Plan does not alter the conservation zoning overlays in any way or suggest that they be removed. In fact, all of the policies in the draft CCM contain a section called “Additional Guidance for Development of Sites that Contain Historically Significant Features.” This section references the

various types of historic zoning overlays and also recommends the preservation and sensitive treatment of historically significant properties in general. In addition, the Building Form and Site Design principle in T4 NM policy ties guidance for determining appropriate building height, form, and orientation to the character of the specific neighborhood in question. The section also ties potential support for taller buildings in select areas to a series of criteria, the first of which includes the impact on adjacent historic structures.

With regard to the requests for additional detailed planning assistance, the Planning Department is unable to accommodate them until after NashvilleNext has been adopted and some of the highest priority near-term implementation initiatives have begun. Future community planning work is likely to be more focused on detailed planning for smaller areas that need closer attention than it has been in the past. Nonetheless, the department's ability to undertake those efforts is currently limited and will be for several months after NashvilleNext is adopted.

*Timothy Park*

As a resident of the Hillsboro West End Neighborhood (HWEN), I would like to add my voice to the concerns of my neighbors to the draft of the 25-year Gneral Plan for our city's future. My wife and I live smack in the middle of one of the "high capacity transit corridors" as identified by your transportation plan, and we are concerned that this plan does not address our neighborhood association's concerns specifically outlined in a letter to you, dated 7 April of this year from our neighborhood senior officers. Perhaps, it is too early in the process to address all the specific concerns that must have arisen from all across the city's residents as a result of this plan, but as among those who will be deeply affected by it, it can never be too soon to make sure we are heard. Our neighborhood is one of the most historic and unique in Nashville. Yet we continue to see the deterioration of its chracter, safety, and livability due to increased traffic; added comercial development; excessive and redundant signage, and lack of safe pedestrian crossings and speeding constraints. By being sandwiched in between 21st Ave South and West End Ave, we find ourselves in what is at once the most convenient and yet the most at-risk neighborhood in the city. We are surrounding by major commerical and institutional development from entities such as Vanderbilt University and Medical Center, Green Hills shopping, West End businesses, and Hillsboro Village. All of these are growing and adding to the density, traffice, and congestion that spills over into our lives. Yet amidst all of this, we have managed over the years to maintain this quiet, charming little urban neighborhood with architectural chracter; abundant sidewalks; an iconic park and public schools, and neighbors who care deeply about maintaining this quality of life. In short, we don't want to lose it. And, more importantly, we don't want Nashville to lose it. Neighborhoods are the lifeblood of Nashville, and as such, their protection and support should be the foundation of any plan to help ensure the continued quality growth of our community.

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*Dawn Kirk*

Dear Planning Commission,  
I grew up just outside Nashville then moved here in '77 to attend Belmont College. After graduating, I rented apartments in the Village area and then purchased a home on Westwood in 1993. I regularly walk to the village for dinner and movies, to the bank, the post office and to the grocery. I experience community with my neighbors and the area business owners.  
I have loved Nashville and I have grieved the changes I've seen in the last year as old buildings that are part of Nashville's soul come down overnight thanks to men with money primarily who don't even live here.  
Now I am now specifically concerned about my HWEN community and the Nashville NEXT report as HWEN is sandwiched between high capacity transit corridors - 21st and West End. I want to see details addressing the multiple ramifications on HWEN, one of Nashville's oldest neighborhoods. And I want to know what the ramifications of the new "Transition" category are given this includes HWEN as well.  
HWEN is not flashy, glitzy and new like the Gulch.  
HWEN is soulful. I hope the commission can find a way to honor this as plans are further laid out and changes occur.

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## Transition and infill areas

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<i>Jerry L. Campbell</i>	To Whom It May Concern: As a resident of the Hillsboro Village area, I've great concern with the lack of specificity in the NashvilleNext plan for our area. I've lived in HWEN for 30 yrs and have much concern as to our being a "transition" area as well as the ramifications of 21st Ave So. being designated a high capacity transit corridor. HWEN residents need to know what "transition" actually means and we need to see more specific details regarding plans the commission is willing to take to address increased traffic through, in and around our neighborhood.	747
<i>Karen Cronin</i>	To Whom it May Concern, I live in Nashville's historic Hillsboro-West End neighborhood. I have been a resident of this neighborhood for over 14 years and have raised my two kids in this house. We have enjoyed the unique character of the neighborhood, the wonderful sidewalks for walking, and the great Eakin Elementary School. I am proud to call this neighborhood my home, and just last year spearheaded the successful annexation of our 2800 Blair Blvd. block to the neighborhood conservation zoning overlay. With the growth projected by Nashville Next, historic Hillsboro-West End Neighborhood will need help from the Planning Dept. in order to protect the neighborhood's intended character. This is because we are sandwiched between two high-capacity transit corridors – West End and 21st Avenues – both of which are intensifying in use. Our location is a unique feature that demands a comprehensive approach and more detailed policy than in the current plan. I especially have concerns about increased traffic along the wide 2800 block of Blair Blvd., where non-resident commuters tend to speed along, and not pay enough attention to pedestrians and bicycle riders during rush hours. I respectfully ask for more guidance from the Planning Dept. to mitigate the consequences to our neighborhood of growth on the corridors. Thank you for your help in this important matter. Regards.	625
<i>Mary Skinner</i>	T4 CM Urban Mixed Neighborhood along 21st Ave. Our neighborhood is very concerned about this part of the plan along 21st Ave. The drainage ditch between West Linden and Westwood Ave has major run off problems because of growth and infill. Add more people and taller buildings is only going to add to the problem. Traffic lanes on 21st also need to be addressed. Hillsboro West End meets first Monday of every month, except in July.	555
<i>Bellevue Draft Open House</i>	Here are some concerns [about HWEN]: Buffering impact of development on homes--how is this to be achieved? Need for design principals for development that supports and does not detract from the neighborhood. Need for appropriate parking in terms of capacity and aesthetics. The Plan does not mention turn lane on 21st between Blair and Woodlawn, but it does call for more dense growth. Lack of safe crossings here as well--for bikes, pedestrian and mass transit riders. Increased cut through traffic as a result of increased gridlock.	548
<i>Bellevue Draft Open House</i>	We would like the current draft TO BE CHANGED to include additional detailed policy and more specifics about HWEN. We understand and generally agree with the need to locate growth on 21st and West End, the corridors. At the same time, we are asking for protections to be built into the plan NOW, on a comprehensive basis, versus piecemeal approach on case by case basis. HWEN has unique features--historic neighborhood protected by Conservation Zoning AND sandwiched between West End and 21st, too bumper-to-bumper transit corridors. HWEN's unique features mean we need MORE guidance than the current plan has. Fact is, the current plan has NO guidance for HWEN. But 12 South, Cherokee Park and Kenner/Woodmont, to name three, have "speical policies."	547

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<i>Emmaly Sue Couch</i>	Hello, Thank you for doing the important and monumental task of planning for Nashville's future. In general, I agree with the overall direction of Nashville Next plans. However, I do have some concerns about the Hillsboro-West End Neighborhood, where I live. We will need help from the Planning Dept. in order to protect the neighborhood's historic and intended character. This is because we are sandwiched between two high-capacity transit corridors – West End and 21st Avenues – both of which are intensifying in use. Our location is a unique feature that demands a comprehensive approach and more detailed policy than in the current plan. May we please have more guidance from the Planning Dept. to mitigate the consequences to our neighborhood of growth on the corridors. I am particularly concerned about cut-through traffic, lack of safe crossings and turn lanes on 21st between Blair and Woodlawn, ingress and egress on neighborhood streets from more development, and appropriate buffers between development and homes. Again, thank you for the great work you are doing to give Nashville a great future.	507
<i>Anna Bitting</i>	I'm concerned about the "Transition" designation on the edges of the Hillsboro-West End neighborhood, as this overlaps currently residential streets that are covered by a Conservation Zoning Overlay. What does "transition" mean for zoning? We need more details and explicit plans for these areas.	505
<i>Anna Bitting</i>	Hello, While in general I do agree with the Nashville Next plan and admire the huge amount of work put into the document, I do have some concerns. There are explicit neighborhood plans for areas such as 12 South within the Green Hills-Midtown community, but there is no explicit mention or plan for the Hillsboro-West End neighborhood where I reside. This neighborhood is between two high-capacity corridors, with capacity expected to increase, and there is no direct mention of how this will be handled within the neighborhood. This neighborhood requires more direct guidance and planning. I'm particularly concerned with the increase in cut-through traffic and neighborhood speeding, and this already occurs as people try to avoid traffic on main corridors, and this can be expected to increase.	504
<i>Mary Skinner</i>	Do not allow for more density along 21st Ave. from Hillsboro Village to i-440. There are not enough trafficlanes, traffic lights, the current drainage and sewage systems are already strained. Adding more condosand/or apartments with more people will cause traffic gridlock and more infrastructure problems.	480
<i>Nancy McFadden</i>	hwen needs better treatment. [I'd change] many things, nothing is perfect.	460
<i>Katja Raine</i>	I live in the Renraw community in East Nashville. We need a park, fountain or playground etc.. Some place where the community can meet. We also need better and safer ways to cross Gallatin road and Douglas Ave. by foot. It's not easy to get out of our little area without a car.	456
<i>Heather Wills</i>	There needs to be more detailed information for HWEN pages 36-40 is a good example	452

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<i>Mark Denison</i>	The need for high capacity corridors is clear. My home, and the hillboro west end neighborhood (HWEN), is uniquely bounded by multiple proposed high transit / density corridors (21st, West end) as well as others proposed. HWEN has worked dilligently to enhance and protect the unique character of this neighborhood of early 20th century homes. The current plan provides surprisingly little specifics of impact of proposed changes on the neighborhood. Specifically, the areas flanking west end, 21st, Natchez Trace, blair and woodlawn all are colored with broad "beige" outlines that encroach significantly into the interior of the neighborhoods, implying the possibility of increased density or changes. This would conflict generally with the character of "maintenance of neighborhoods" and most specifically with conservation overlay designation. this is very worrisome and needs specific clarification of what changes would be considered and what process would be used to determine that. More specifically, language clarifying the commitment to the complete commitment to the conservation and protection of interior neighborhoods is needed. Plans to provide buffers between high density corridors / development and established neightoods, specifically as example of those bounded by 21st Ave and West end. Plans to discourage / prevent cut through traffic between high density corridors. Conversely plans to allow egress from neighborhoods into corridors and prevention of gridlock on corridors. Increase the safety of turning on 21st north and south from blair to I440	451
<i>Online survey</i>	I have concerns about how the transition between intense development along 21st ave. and single family homes in the neighborhood will be handled. I also have concerns about parking and parking lot requirements as well as ingress/egress of those lots onto neighborhood streets 21st Ave also needs additional pedestrian crossings (particularly at Blair and Woodlawn) and accommodations need to be made for walkability in the neighborhood. Also concerned about addressing the nuts and bolts of increased capacity -- i.e. better light timing, turn lane accommodations and increasing mass transit.	437
<i>Arunima Orr</i> <i>Arunima Orr</i>	The Hillsboro-West End Neighborhood needs more planning help. The neighborhood's unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very concerning and needs to be corrected in the final plan. Thank you for your service.	436
<i>Paul Lohr</i>	The Hillsboro-West End Neighborhood needs more planning help. The neighborhood's unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very concerning and needs to be corrected in the final plan. Thank you for your service.	427
<i>Laura Denison</i>	Dear Nashville Next team, Thank you so much for you work on the direction of the city. Hillsboro West End Neighborhood is sandwiched between 21st ave, Blakemore, and West End. As the city moves forward, this area needs more planning help. We need to protect its intended character by planning carefully for the future. Already we can wait for long periods of time to get out of our neighborhood due to employees leaving the area. I shudder to think how this will increase with higher density housing moving in. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville community. The lack of policy detail in the current draft is worrisome and this needs to be corrected in the final plan.	424

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- Michael Vucovich* In addition...with the growth projected by Nashville Next, historic Hillsboro-West End Neighborhood will need help from the Planning Dept. in order to protect the neighborhood's intended character. This is because we are sandwiched between two high-capacity transit corridors – West End and 21st Avenues – both of which are intensifying in use. Our location is a unique feature that demands a comprehensive approach and more detailed policy than in the current plan. I respectfully ask for more guidance from the Planning Dept. to mitigate the consequences to our neighborhood of growth on the corridors. 423
- I am particularly worried about cut-through traffic, lack of safe crossings and turn lane on 21st between Blair and Woodlawn, ingress and egress on neighborhood streets from more development, appropriate parking, and appropriate buffers between development and homes.
- Considering the high traffic schools and churches in this area, the increased speeding traffic through the neighborhood as motorists try to cut past traffic jams on 21st/west end will be putting children at risk. I don't have kids (and to be honest, don't really like them), but ignoring this reality is just poor policy. I hope you take a deeper look into this plan and try to find another method beside creating an environment which, despite its intent, results in steering traffic into residential neighborhoods filled with community centers and frolicking children. Thank you for your work on the behalf of Nashville's citizens.
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- Linda Themm* With the growth projected by Nashville Next, historic Hillsboro-West End Neighborhood will need help from the Planning Dept. in order to protect the neighborhood's intended character. This is because we are sandwiched between two high-capacity transit corridors – West End and 21st Avenues – both of which are intensifying in use. Our location is a unique feature that demands a comprehensive approach and more detailed policy than in the current plan. I respectfully ask for more guidance from the Planning Dept. to mitigate the consequences to our neighborhood of growth on the corridors. 421
- I am particularly concerned about cut-through traffic and speeding on 24th Avenue South, Fairfax Avenue, and Natchez Trace, lack of safe crossings, ingress and egress on neighborhood streets from more development, appropriate parking, appropriate buffers between development and homes, and a great deal of commercial parking in our neighborhood. Thank you for your efforts.
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- Elizabeth Heimburger* Our neighborhood is uniquely located between the busy corridors of 21st Avenue and West End. Therefore, this area requires more detailed policy guidance than is found in the draft plan. I am concerned about increased noise from development along the corridors. We need proper buffering between single-family homes and development. I live on Fairfax Avenue between 21st and Natchez Trace. We already experience a great deal of cut-through traffic along our neighborhood street. This could only increase if there is grid-lock along the corridors. We are going to need infrastructure improvements to keep up with increased demand. Inappropriate signage may also be a problem as we want to keep our neighborhood unique and not commercialize it. I'm also concerned about the "transition" category along 21st, Blakemore, and West End and what that means for allowable usage within our Conservation Zoning Overlay (p 31). Thank you for your consideration. 418
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- Elizabeth Heimburger* Thank you for considering the concerns of residents of the Hillsboro-West End Neighborhood (HWEN). In general, I agree with the overall plan to locate Nashville growth along corridors and near community and commercial centers, rather than in neighborhood interiors. 417
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- Michele Panucci* The Hillsboro-West End Neighborhood needs more planning help. The neighborhood's unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very concerning and needs to be corrected in the final plan. Thank you for your service. 416

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<i>Sylvia Sheret-Newman</i>	The Hillsboro-West End Neighborhood needs more detailed planning in preparing for Nashville Next. This neighborhood is unique in that it is situated between two intensifying, high-capacity transit corridors - 21st and West End Avenues. Because of its location I feel it demands a comprehensive planning approach in order to protect its intended, historic character. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of specific policy detail in the current draft is very concerning and needs to be corrected in the final plan. Thank you for your service.	415
<i>Rick and Ellen Hawk</i>	The Hillsboro-West End Neighborhood needs more planning help. The neighborhood's unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very concerning and needs to be corrected in the final plan. Thank you for your service.	414
<i>Sarah Igo</i>	Greetings, I write with concerns, which also concern many of my neighbors, about the lack of mention of the Hillsboro-West End Neighborhood in Nashville Next planning. Our unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended, historical character and the many families of young children who live in it. I am interested in a more detailed policy and a special plan aimed at protecting this historic Nashville asset: its walkability, quiet, and residential character. Please add my name to the list of residents asking for some attention to the HWEN neighborhood - currently missing in the current draft - in the final plan. Thank you very much for your consideration.	413
<i>Nancy McFadden</i>	The Hillsboro-West End Neighborhood needs more planning help. The neighborhood's unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very concerning and needs to be corrected in the final plan. Thank you for your service.	412
<i>Mike Bell</i>	Hello, The Hillsboro-West End Neighborhood needs more planning help. The neighborhood's unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very concerning and needs to be corrected in the final plan. Thank you for your service.	411
<i>Jeffrey K. Newman</i>	From my perspective as a resident of the Hillsboro West End neighborhood (HWEN) the lack of policy detail in the current draft of Nashville Next plan is very disconcerting and needs to be addressed in the final plan. The unique location of HWEN between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to further the goal of vibrant higher density areas with mass transit and to protect the unique and valuable character of the historic residential neighborhoods therein. Please provide more detailed policy and a special plan for HWEN, for the benefit of the entire Nashville community. Thank you for your service.	409
<i>Barbee Smith</i>	The Hillsboro-West End Neighborhood needs more planning help. The neighborhood's unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very worrisome and needs to be corrected in the final plan. Thank you for your service.	408

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<i>Timothy J. Douglas</i>	<p>Dear Planners,</p> <p>I recently built and moved into a new home at the corner of 24th and Fairfax Avenue, in the Hillsboro-West End Neighborhood (“HWEN”). I had previously lived in Forest Hills, served on the Forest Hills Board of Zoning Appeals and was also a Commissioner. I helped write the new and current Forest Hills Zoning Ordinance and am now keenly interested in protecting the neighborhood character and feel of HWEN.</p> <p>The Nashville Next Plan does not address planning for HWEN. The neighborhood’s unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its character. My father was born (1921) and raised on Blair Boulevard, and this area has great significance to me and our city’s heritage, with so much impact on the City from Vanderbilt, Belmont and the Hillsboro Village and West End area. HWEN retains its importance and relevance as evidenced by people moving back to “the City”- the gulch, 12 South, East Nashville, the Nations, HWEN, so forth and so on.</p> <p>Please make a concerted effort to provide more detailed policy with regard to HWEN - and a special plan aimed at protecting this historic Nashville area. The lack of policy detail for this area in the current draft is very concerning, and we feel this needs to be corrected - and made part of the final plan. Thank you for your efforts and service on behalf of our community.</p>	407
<i>Emily Passino</i>	<p>We moved to this neighborhood in 1978 and to our current house 3 years later. We have seen many changes here and throughout nashville. In general, these changes have been good. But I was alarmed to learn that there is very little detail in the planning document for the Hillsboro-West End Neighborhood, which in my experience opens the door to unintended consequences. Simply put, HWEN needs more planning help. The neighborhood’s unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very concerning and needs to be corrected in the final plan. Thank you for your service.</p>	406
<i>Catherine Molineux</i>	<p>To whom it may concern,</p> <p>I am a home owner on Sunset Place between 21st and Natchez Trace, and I wanted to ask that more planning be done to ensure the Hillsboro-West End neighborhood retains its intended character. Its unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, means that a comprehensive planning approach is absolutely necessary. I would like to see a more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very concerning and needs to be corrected in the final plan. I also believe that a legitimate mass transit plan needs to be part of this plan, as well as an emphasis on walking and biking trails to reflect the fact that many of us chose this place to live because of its proximity to major employers such as Vanderbilt. We have already suffered from the radical increase in unplanned, developer-driven growth that has led to shrinking lot sizes, larger houses that don’t take environmental impact into consideration, and loss of green space. I thank you for your service and ask that you represent these views, shared by many of my neighbors, in the final plan.</p>	405
<i>Bobby Rosenblum</i> <i>Bobby Rosenblum</i>	<p>Nashville Next:</p> <p>The Hillsboro-West End Neighborhood needs more planning help. The neighborhood’s unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very concerning and needs to be corrected in the final plan. Thank you for your service.</p>	404
<i>Beverly</i>	<p>The Hillsboro-West End Neighborhood needs more planning help. The neighborhood’s unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very concerning and needs to be corrected in the final plan. Thank you for your service.</p>	403

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<i>Ann Mikkelsen</i>	To Whom It May Concern: I am writing because I am concerned about the future of our neighborhood: the Hillsboro-West End Neighborhood needs more planning help. The neighborhood's unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. In the final version of the Nashville Next Plan, please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very concerning and needs to be corrected. It is especially concerning that plans are being made for preserving and protecting other neighborhoods, but not ours. Specifically, I would like plans for our area to address issue such as: the transition between intense development along 21st and single family homes, parking and parking lot requirements, ingress/egress on neighborhood streets, increased cut-through traffic, the lack of safe crossings on 21st between Blair and Woodlawn, the urgent need for mass transit, strained infrastructure capacity, and the need for improved walkability/bike-ability. I am especially concerned that increased traffic in our neighborhood will make our streets unsafe for children to cross. Thank you for taking these concerns into consideration as you move forward.	402
<i>Joanna Brichetto</i>	Dear Nashville Next folks, The Hillsboro-West End Neighborhood needs more planning help. The neighborhood's unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very concerning and needs to be corrected in the final plan. Thank you for your service.	401
<i>Paul &amp; Meg</i>	The Hillsboro-West End Neighborhood needs more planning help. The neighborhood's unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very concerning and needs to be corrected in the final plan. Thank you for your service.	400
<i>Tim Douglas</i>	There is no specific plan for the Hillsboro West End Neighborhood area - which is a problem. There needs to be a specific plan for the Hillsboro West End Neighborhood area.	387
<i>Regan Stein</i>	transition between intense development along 21st and single family homes, parking and parking lot requirements, ingress/egress on neighborhood streets, increased cut-through traffic, lack of safe crossings on 21st between Blair and Woodlawn, urgent need for mass transit, strained infrastructure capacity, the need for improved walkability/bike-ability, etc.	385
<i>Regan Stein</i>	"The Hillsboro-West End Neighborhood needs more planning help. The neighborhood's unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very concerning and needs to be corrected in the final plan. Thank you for your service.	384
<i>Michele Panucci</i>	The Hillsboro-West End Neighborhood needs more planning help. The neighborhood's unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very concerning and needs to be corrected in the final plan. Thank you for your service.	383

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<i>Sylvia Sheret-Newman</i>	There is not enough specificity about the changes/impact on the Hillsboro-West End neighborhood. We are sandwiched between to high impact corridors (21st & West End) and need a much more detailed plan for keeping this historic neighborhood intact and lessening the negative impact this increased density will bring to our neighborhood.	382
<i>David Royal</i>	Stay away from 21st Avenue and Blakemore. We don't need the persistant inconvenience of increased traffic through our quiet neighborhoods for the sake of individuals transitioning from remote point A to remote point B. We already have a junction connecting 21st Avenue, I-440, and West End. Routing heavy traffic THROUGH currently quiet and remarkably safe neighborhoods is mind-bogglingly insensitive, heavy-handed, and shortsighted.	379
<i>David Royal</i>	Instead of ripping through our historic neighborhood (HWEN), establish a sensible plan that routes traffic through areas already under heavy development and beautification.	378
<i>Kat &amp; Barry Howell</i>	To Who it May Concern,  The Hillsboro-West End Neighborhood needs more planning help. The neighborhood's unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very concerning and needs to be corrected in the final plan. Thank you for your service.	368
<i>Stephenie Dodson</i>	The Hillsboro-West End Neighborhood needs more planning help. The neighborhood's unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very concerning and needs to be corrected in the final plan.	366
<i>Sandi Harrison</i>	Transition between intense development along 21st and single family homes, parking and parking lot requirements, ingress/egress on neighborhood streets, increased cut-through traffic, lack of safe crossings on 21st between Blair and Woodlawn, urgent need for mass transit, strained infrastructure capacity, the need for improved walkability/bike-ability.	365
<i>Sandi Harrison</i>	To whom it may concern:  The Hillsboro-West End Neighborhood needs more planning help. The neighborhood's unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very concerning and needs to be corrected in the final plan. Thank you for your service.	364
<i>John F Sprague</i>	The Hillsboro-West End Neighborhood needs more planning help. The neighborhood's unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very concerning and needs to be corrected in the final plan. Thank you for your service.	363

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<i>Annie Solomon</i>	To Nashville Next: The Hillsboro-West End Neighborhood needs more planning help. The neighborhood's unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. Please provide a detailed plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft concerns me very much and needs to be corrected in the final plan. I appreciate your service and hope you can help keep my home and my neighborhood as wonderful as it is.	362
<i>Jonathan Ertelt</i>	This need for more attention [in HWEN] already can be seen through the increased usage of Blair Blvd. as an impressively uncontrolled pass-through. And even though there is much more traffic on this street, the light at the crossing of Blair and 21st is one of the most primitive in its operation, not even turning green for Blair at all if there are not cars registering on the pressure pads under the asphalt. There are many other traffic-lighted streets in the surrounding neighborhood that turn green and stay green for at least 15-30 seconds even if there are no cars on the street. The light at Blair and 21st doesn't do this despite greater traffic use, which potentially encourages speeding once people are aware of this problem. This is just one example of planning that has clearly fallen to the side, issues that need to be addressed in this neighborhood, for the present and even more looking towards the future. Thank you for your service.	361
<i>Jonathan Ertelt</i>	Nashville Next Personnel;  HWEN, the Hillsboro-West End Neighborhood definitely needs more planning help. The neighborhood's unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very concerning and needs to be corrected in the final plan.	360
<i>Ole Molvig</i>	Greetings, The Hillsboro-West End Neighborhood needs more planning help. The neighborhood's unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very concerning and needs to be corrected in the final plan. Thank you for your service.	359
<i>Teris Schery</i>	The Hillsboro-West End Neighborhood needs more planning help. The neighborhood's unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very concerning and needs to be corrected in the final plan. Thank you for your service."	357
<i>Katharine Baker</i>	Dear Nashville Next: The Hillsboro-West End Neighborhood needs more planning help. The neighborhood's unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very concerning and needs to be corrected in the final plan. Thank you for your service. I have copied this email from a dedicated neighbor but that in no way lessens my strong desire for our protection. I especially do not want our neighborhood to become a short cut between commercial destinations. Traffic is bad enough as it is!  THANK YOU for your time and consideration.	348

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<i>Mary Ellen Koran</i>	2. Worry about the new “transition” category along 21st, West End and Blakemore, and what it means for allowable uses within our Conservation Zoning Overlay (Green Hills-Midtown Community Plan, pg. 30, map; pg. 31, content)	331
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<i>Mary Ellen Koran</i>	- Because of our unique location, I am concerned about details that are not addressed in the draft plan or in the Access Nashville 2040 Transportation Plan:	330
	<ul style="list-style-type: none"> <li>c. Increased cut-through traffic on neighborhood streets due to gridlock on the corridors</li> <li>d. Overflow parking on neighborhood streets from intensifying uses along the corridors and in centers</li> <li>e. Increased noise from development along the corridors affecting the interior</li> <li>f. Inappropriate, intense signage along the corridors</li> <li>g. The need for proper buffering (Visual? Landscaping?) between single-family homes and development</li> <li>h. Infrastructure improvements to keep up with increased demand</li> </ul>	
<hr/>		
<i>North Nashville Draft Open House</i>	I very much support the overall plan of locating increased growth along major corridors and pikes however, as a resident of neighborhood sandwiched in between two main corridors (Hillsboro-West End). I think it is important that the city be committed to keeping that development actually on those corridors and not letting it "creep" into the neighborhood itself. Variances should not be granted on nearby residential streets simply because they are near to the corridors.	324
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<i>North Nashville Draft Open House</i>	As development increases along 21st ave south and west end, it will be important to defend the buffers and not allow more intense development to creep into the interior of the neighborhoods	299
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<i>TSU Draft Open House</i>	Concerned about issues like traffic, parkign, pedestrian access, streetscapes, cut-through traffic along these corridors HWEN is located between two intensifying corridors and is particularly vulnerable to these negative byproducts--this isn't adequately addressed in the green hills/midtown community plan	254
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	Transition/infill is a concern. What does it mean for Hillsboro-West End's Neighborhood Maintenance zone, most of which is protected by Conservation Zoning?	219
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<i>Online survey</i>	The 'transition' section is vague. Please articulate. I like the short video about preserving neighborhoods - but, don't understand exactly how that translates into the recs for W.End and 21st. Honestly, between the micro-hotelling and this 'plan' for hwenn....I'm so confused. I would like to participate...but, don't know how. Is this all already set in stone & it's too late for commentary? Thanks for any guidance!	178
<hr/>		
<i>Online survey</i>	I am so confused....what does 'transition' area mean. Where do I go to find the current plan? - and the comments section on the map - what am I supposed to do there? I live on Blair & am simply struggling to understand what's going on. How do I get involved & even begin to understand this plan? I only just heard about NashvilleNext in my HWEN listserv.	177
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<i>Lynn Lentz</i>	I want special attention paid to the fact that HWEN is situated between West End and 21st – two “highcapacity transit corridors”, both of which are intensifying in land use. (West End slated for the most intense use and 21st intensifying from office to urban mixed use corridor.) I want HWEN to receive more detailed policy guidance than found in the draft plan. (Green Hills-Midtown Community Plan, pages 36 – 40, lays out specifics for other areas of the community.)	176
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<i>Aidan Hoyal</i>	I would like to know that the areas labeled "transition and infill" will still follow the historic conservation zoning guidelines already in place.	172

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<i>Lynn Lentz</i>	<p>However, I want to point out that HWEN is situated between West End and 21st – two “high-capacity transit corridors”, both of which are intensifying in land use. (West End slated for the most intense use and 21st intensifying from office to urban mixed use corridor.) Due to this unique location, HWEN is especially vulnerable and requires more detailed policy guidance than found in the draft plan. (Green Hills-Midtown Community Plan, pages 36 – 40, lays out specifics for other areas of the community.)</p> <p>Because of our unique location, I am concerned about details that are not addressed in the draft plan or in the Access Nashville 2040 Transportation Plan, including,</p> <ul style="list-style-type: none"> <li>•Lack of a turn lane or plans for a turn lane on 21st Ave., between Blair and Woodlawn.</li> <li>•Lack of safe crossings along the above referenced stretch (need for more crossings or pedestrian bridge over 21st)</li> <li>•Increased cut-through traffic on neighborhood streets due to gridlock on the corridors – already a problem both in volume and behavior (i.e. speeding).</li> <li>•Overflow parking on neighborhood streets from intensifying uses along the corridors and in centers – the neighborhood has already had to go to permit only parking in some areas</li> <li>•Infrastructure improvements to keep up with increased demand</li> </ul> <p>In addition, I am concerned about the new “transition” category along 21st, West End and Blakemore, and what it means for allowable uses within our Conservation Zoning Overlay (Green Hills-Midtown Community Plan, pg. 30, map; pg. 31, content).</p> <p>Thank you for considering my concerns</p>	171
<i>Lynn Lentz</i>	<p>In general, I agree with the strategy of locating new growth and density along corridors and near community and commercial centers, rather than in neighborhood interiors. I support smart growth and understand the pressures coming from the increased population. I support these elements that are included in the plan: Mass transit, affordable housing, improved infrastructure, more walking/biking connectivity.</p>	170
<i>Regan Stein</i>	<p>I am retired and live on Blair Blvd. My husband and I raised our two daughters in this house since we moved here in 1993 so that our youngest could get treatment for leukemia at the Vanderbilt Children's Hospital. Now that I am retired I fear backing out of my driveway into what is already risky traffic. The existing drivers do not obey the speed limit. In fact they pass other drivers illegally. With proposed growth that will definitely increase traffic on Blair Blvd, I am sure there will be even more serious accidents. Last year a woman sped into the telephone pole by my driveway and I was blocked from getting out of my driveway for several hours. Children walk to school and ride their bikes in this family friendly neighborhood. Thank you for listening and taking my concerns into consideration</p>	169
<i>Joyce Quirk</i>	<p>Hello! Just wanted to let you know that I fully support the concerns addressed in the letter submitted by the Hillsboro-West End Neighborhood Board of Directors regarding development around 21st Avenue South and West End Avenue where I have lived and invested since 1987.</p>	168
<i>Online map</i>	<p>Transition/infill is a concern. What does it mean for Hillsboro-West End's Neighborhood Maintenance zone, most of which is protected by Conservation Zoning?</p>	163
<i>Online map</i>	<p>HWEN is a valuable historic neighborhood sandwiched between two intensifying, high-capacity transit corridors - 21st and West End. This unique situation demands more protective policy detail than is in the April draft. Thank you.</p>	162
<i>Mary Ellen Koran</i>	<p>Hillsboro West End Neighborhood (HWEN) is situated between West End and 21st – two “high-capacity transit corridors”, both of which are intensifying in land use - Due to this unique location, HWEN is especially vulnerable and requires more detailed policy guidance than found in the draft plan.</p>	158

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<i>Michael Nolan</i>	Fine-tune the plan for our neighborhood. We're a vocal bunch who would be glad to help create workable solutions. We know growth is inevitable; thoughtfully detailed strategies to accommodate that growth are the desire.	156
<i>Michael Nolan</i>	The "wedge" bordered by Blakemore, West End, I-440, and 21st needs more specific guidelines including zoning controls in keeping with the historic overlay, traffic abatement, parking restrictions, and walkability. The neighborhood is already fairly dense; more homes, business, and drive-thru traffic will have a negative impact upon us unless solutions are developed BEFORE changes take place. Already traffic is increasing on neighborhood streets for those seeking to avoid West End or 21st. We live on Overlook where parallel parking on both sides of the street have essentially created a single lane of traffic flow--and those cutting through seem to often travel at unsafe speeds	155
<i>Hunter Moore</i>	In particular, I would like to see more detail regarding the areas marked as transitional infill along 21st Avenue South, south of Hillsboro Village, and along Blakemore Avenue (pg. 30, map; pg. 31, content). How soon will these changes occur? Within what parameters? The area marked transitional infill along 21st Avenue includes blocks of homes currently protected by a Conservation Zoning Overlay. How will this conflict be resolved? I also want to be assured that appropriate improvements to stormwater and sewer and other infrastructure needs will be made to support the increased development and density. Thank you for your efforts! The amount of information collected by NashvilleNext and the work needed to translate it into something useful is staggering. Great job.	141
<i>Hunter Moore</i>	I support increased density to accommodate Nashville's projected growth and agree with NashvilleNext's proposed strategy to situate this increased density in the urban core and along corridors radiating out from the center. However, I live an urban neighborhood, Hillsboro-West End, located between two corridors, and I'm unsure how this growth will affect our neighborhood. The Green Hills-Midtown Community Plan does not give many specifics.	140
<i>Jenny Cheng</i>	However, I am extremely concerned that the plan lacks any sort of detailed policy guidance for the Hillsboro-West End Neighborhood. Hillsboro-West End is located between two high-capacity transit corridors that are intensifying in use -- West End Avenue and 21st Ave-- yet the Green Hills-Midtown community plan does not contain any specifics for the Hillsboro neighborhood. I hope that subsequent drafts will reflect greater policy guidance for the Hillsboro-West End area, particularly with respect to the planned intensification of 21st Ave.	134

Transition and infill areas

<i>HILLSBORO- WEST END NEIGHBORHOOD ASSOCIATION</i>	Looking more generally, we wish to underscore planning elements that we support: <ul style="list-style-type: none"> <li>•Low-cost, effective mass transit to reduce pressure on our neighborhood streets</li> <li>•Inclusion of diverse and affordable housing choices</li> <li>•Improved infrastructure, particularly storm water/sewer, to handle increased demand</li> <li>•Connecting and continuing sidewalks, bike lanes and the multi-use path along I-440</li> </ul>	131
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We feel it important to recall the many attractive qualities of Hillsboro-West End Neighborhood that residents, both new and old, are passionate about protecting. These qualities are interconnected with Nashville’s distinctive character, identity and story. The quality of life they engender is extremely important to protect. These qualities include:

- Unique historic character in the form of the largest, cohesive collection of early 20th century houses in all of Nashville
- Abundant sidewalks and walkability as a result of the neighborhood’s development era (1910-1935) and status as a former first-ring “street car suburb”
- Significant social capital evident in the many community-centered activities held throughout the year, including free music in Fannie Mae Dees Park, parades, holiday carriage rides and numerous beautification efforts

We respectfully submit our concerns with the draft plan Nashville Next as a statement of our community’s vital interests. We ask that Nashville Next policies guiding the growth, development and preservation of Nashville also deliberately help protect the intended character of our neighborhood. In our opinion, Hillsboro-West End Neighborhood’s unique location between two intensifying, high-capacity transit corridors demands more detailed policy guidance than is evident in the April review drafts.

We appreciate the Planning Department’s leadership in an open and thoughtful process and thank you for your service.

<i>HILLSBORO- WEST END NEIGHBORHOOD ASSOCIATION</i>	With this letter, the Hillsboro-West End Neighborhood Association wishes to officially submit our response to the draft 25-year General Plan for Nashville’s future, Nashville Next. We have actively participated in the Nashville Next process by hosting a presentation and mapping exercise, attending community meetings, completing surveys and reviewing documents on the Metro Planning Commission and Nashville Next websites. Most recently, we have reviewed the following documents: <ul style="list-style-type: none"> <li>•Nashville Next Green Hills-Midtown Community Plan, April Review Draft</li> <li>•Nashville Next Community Character Manual, April Review Draft</li> <li>•Nashville Next Access Nashville 2040 Transportation Plan, April Review Draft</li> </ul>	129
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We support the smart growth that our city needs. With the increased population anticipated in Nashville Next, change is inevitable, and we recognize the need for more intense land uses on West End and 21st Avenues, as well as in the Hillsboro Village/Capers area. In general, we agree with the strategy of locating new growth and density along corridors and near community and commercial centers, rather than in neighborhood interiors. We are pleased that the established, single-family residential portion of our neighborhood is designated Neighborhood Maintenance.

<i>Tania Carter</i>	We need more detailed policy guidance to help protect HWEN’s intended character, please clarify and specify in the plan items that will address the following details that are not addressed in the draft plan or in the Access Nashville 2040 Transportation Plan: Lack of a turn lane or plans for a turn lane on 21st Ave., between Blair and Woodlawn Lack of safe crossings along the above referenced stretch (need for more crossings or pedestrian bridge over 21st) Increased cut-through traffic on neighborhood streets due to gridlock on the corridors Overflow parking on neighborhood streets from intensifying uses along the corridors and in centers Increased noise from development along the corridors affecting the interior. Inappropriate, intense signage along the corridors. The need for proper buffering (Visual? Landscaping?) between single-family homes and development Infrastructure improvements to keep up with increased demand. There are also concerns also for the four schools within or contiguous to HWEN (West End Middle, Eakin Elementary, Harris Hillman, and St. Bernard Academy). Safety, walkability, and the impact of transition corridors directly affect the children who attend these schools.	124
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<i>Tania Carter</i>	<p>In general, I agree with the strategy of locating new growth and density along corridors and near community and commercial centers, rather than in neighborhood interiors. I support smart growth and understand the pressures coming from the increased population forecast in Nashville Next.</p> <p>However; I want to point out that HWEN is situated between West End and 21st – two “high-capacity transit corridors”, both of which are intensifying in land use. Due to this unique location, HWEN is especially vulnerable and requires more detailed policy guidance than found in the draft plan. (Green Hills-Midtown Community Plan, pages 36 – 40, lays out specifics for other areas of the community.)</p> <p>Worry about the new “transition” category along 21st, West End and Blakemore, and what it means for allowable uses within our Conservation Zoning Overlay (Green Hills-Midtown Community Plan, pg. 30, map; pg. 31, content)</p>	123
<i>Martha Stinson</i>	<p>Due to HWEN's unique location between two major corridors, this neighborhood is especially vulnerable and requires more detailed policy guidance than is currently in the plan.</p>	119
<i>Martha Stinson</i>	<p>There is much to commend this plan. However, the Hillsboro-West End Neighborhood will bear the brunt of two intensifying, high-capacity corridors on its borders -- 21st Ave. South and West End Ave. The lack of detail on how this plan will support HWEN's intended character is concerning. There are no page numbers to report as there is very little detailed policy guidance to reference, unlike other areas of Green Hills-Midtown. The addition of the "Transition" area along three sides of our neighborhood is also concerning. What does it mean? See GHM pages 8, 30, 31. We are largely down zoned and protected by Conservation Zoning. We are hoping the "Transition" category does not conflict with this as pertains to existing single family homes but don't know what it means.</p>	118
<i>Jean Mezera</i>	<p>Because of our unique location, I am concerned about details that are not addressed in the draft plan or in the Access Nashville 2040 Transportation Plan: Lack of a turn lane or plans for a turn lane on 21st Ave., between Blair and Woodlawn Lack of safe crossings along the above referenced stretch (need for more crossings or pedestrian bridge over 21st) Increased cut-through traffic on neighborhood streets due to gridlock on the corridors. Overflow parking on neighborhood streets from intensifying uses along the corridors and in centers. Increased noise from development along the corridors affecting the interior. Inappropriate, intense signage along the corridors. The need for proper buffering (Visual? Landscaping?) between single-family homes and development. Infrastructure improvements to keep up with increased demand. Worry about the new “transition” category along 21st, West End and Blakemore, and what it means for allowable uses within our Conservation Zoning Overlay (Green Hills-Midtown Community Plan, pg. 30, map; pg. 31, content)another talking point of note occurred to me. HWEN's concerns also impact the four schools within or contiguous to it (West End Middle, Eakin Elementary, Harris Hillman, and St. Bernard Academy). Safety, walkability, and the impact of transition corridors directly affect the children who attend these schools. I believe that this proximity and involvement of school children ramps up the issues even beyond residents' and property owners' concerns.</p>	116
<i>Jean Mezera</i>	<p>Want to point out that HWEN is situated between West End and 21st – two “high-capacity transit corridors”, both of which are intensifying in land use. (West End slated for the most intense use and 21st intensifying from office to urban mixed use corridor.) Due to this unique location, HWEN is especially vulnerable and requires more detailed policy guidance than found in the draft plan. (Green Hills-Midtown Community Plan, pages 36 – 40, lays out specifics for other areas of the community.)</p> <p>How best to preserve the intended character of our historic neighborhood? We need more help from Planning Dept.</p>	115

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<i>Irish Park</i>	Want to call your attention and ask for clearer policy to encroaching commercialism on major corridors on either side of our neighborhood. More specifically, <ul style="list-style-type: none"><li>· Lack of safe crossings (need for more crossings or a pedestrian bridge over 21st Ave.)</li><li>· Increased cut-through traffic and speeding on neighborhood streets</li><li>· Overflow parking on neighborhood streets</li><li>· Increased noise from new businesses affecting the interior</li><li>· Inappropriate, intense signage</li><li>· The need for proper buffering between single-family homes and development</li></ul>	114
<i>Wendy</i>	Due to this unique location, HWEN is especially vulnerable and requires more detailed policy guidance than found in the draft plan. (Green Hills-Midtown Community Plan, pages 36 – 40, lays out specifics for other areas of the community.) How best to preserve the intended character of our historic neighborhood? We need more help from Planning Dept. Then include your specific concerns: Because of our unique location, I am concerned about details that are not addressed in the draft plan or in the Access Nashville 2040 Transportation Plan: Lack of a turn lane or plans for a turn lane on 21st Ave., between Blair and Woodlawn Lack of safe crossings along the above referenced stretch (need for more crossings or pedestrian bridge over 21st) Increased cut-through traffic on neighborhood streets due to gridlock on the corridors. Overflow parking on neighborhood streets from intensifying uses along the corridors and in centers. Increased noise from development along the corridors affecting the interior. Inappropriate, intense signage along the corridors. The need for proper buffering (Visual? Landscaping?) between single-family homes and development. Infrastructure improvements to keep up with increased demand. Worry about the new “transition” category along 21st, West End and Blakemore, and what it means for allowable uses within our Conservation Zoning Overlay (Green Hills-Midtown Community Plan, pg. 30, map; pg. 31, content)	112
<i>Miriam Mimms</i>	I live in HWEN, a unique neighborhood in metro for the size of its CZO and livability. The plan should not allow the "transition area" to affect or alter any of the hard-won CZO areas contained in HWEN. Because HWEN is a residential community with 4 schools (west end middle, eakin elementary, Harris Hillman, and St Bernard Academy) and because it is situated between West End and 21st and sandwiched between two “highcapacity transit corridors,” we will need add more pedestrian friendly features such as sidewalks, or a crossing bridge over 21st. Also, for safety and to preserve live ability, add noise buffers between single family dwellings and transit corridors and a traffic turn lane on 21st.	111
<i>Online map</i>	Half of Cherokee Park should not be listed as Transition and Infill. This is Nashville's first suburban subdivision and has a historical overlay on it.	87

Concern about growth

Response	<p>As the center of a fast-growing region, Nashville has seen many changes over the past decades, especially as the balance has begun to shift from spreading outward throughout the rest of the county to infill development in established communities. One of the key themes in NashvilleNext is to better manage this infill development so that it improves the quality of life for current nearby residents. It can do this by supporting a more complete transportation system (filling in the sidewalk network or providing transit supportive development), attracting new services and retail, or supporting Metro Nashville's tax base. The past decade has shown that the need to manage the downsides of infill development, most especially affordability and gentrification, but also the loss of existing character of neighborhoods. NashvilleNext recommends a range of approaches to improve affordability and direct new population and employment growth to strategic locations in the county to do this while preserving existing neighborhoods.</p>	
<i>Brandi Prewitt</i>	<p>Finally, the planning commission seems more concerned with satisfying the desires of the developers, some from other states, than it's own citizens. Are we to be held hostage by the monied interests who won't even reside in this town once they have torn down one of our historical buildings or homes and put up some crappy apartment building in it's place? It's disgusting. Nashville is a unique town. Let's keep it that way. Don't let some greedy developers ruin it for the rest of us. Thanks!</p>	761
<i>Brandi Prewitt</i>	<p>This is a general comment to please SLOW DOWN development. Please preserve older buildings and especially older homes and cottages. I moved to Nashville specifically because I liked the style and quality of the small older homes that comprise most of Nashville. In the two years that I have been here, I have seen so much unnecessary destruction of these homes. They seem to be becoming an endangered species in this town. I understand that you anticipate a lot of people moving to Nashville and you need to provide housing for them but, please limit the destruction of small affordable homes with small yards. What they are being replaced with are inferiorly designed, constructed and completely unaffordable new homes that are completely undesirable to me.</p>	758
<i>Brenda Stein</i>	<p>As a 28 year resident of Nashville in Bellevue, I have witnessed big changes. My husband and I took part in the Sub Area 6 planning process after we moved here in the late 80s. I stood on top of the pile of dirt in the middle of a field that is now our defunct Bellevue mall. Because of eye-peeling rapid growth, some parts of our city are unrecognizable when I drive through them. It can be disorienting.</p>	667
<i>Bellevue Draft Open House</i>	<p>Concern that plans will crease zoning changes that are not considerate of existing neighborhoods, histoirc preservation etc. Development for the benefits of large developers, building similar, high-dollar product instead of a mix tends to occur when zoning is changed without support council district by council district. Large project also involve more government involvement which is not always a very good answer versus the private sector solutions. The AMP was a good example of a big solution, dictated too much by government grant requirements, that missed those areas of Nashville with the greatest need to go along a route that didn't need it. Attention to stormwayer and other such pedestiran concerns should guide where infill could occur without creating a bigger mess than it is trying to address. Destruction of neighborhoods in the interest of growth could destry too much of what makes Nashville great now.</p>	546
<i>Don D. Swain</i>	<p>It appears to me that the needed "balance" in development of Nashville/Metro Davidson County has been lost. For example, there has been a push for "green space", but zoning apparently allows for construction of both single and multi-family homes to be built with almost 100% lot coverage. I have seen this happen from Belle Meade Highlands all the way over to East Nashville. New construction commonly dwarfs adjoining dwellings – more square footage means more taxes? It is painful to watch the zoning/zoning appeals meetings – the code has gotten so complicated that frequently staff cannot figure it out, so rulings sometimes appear to be arbitrary. It seems to me that a critical area for controlling and directing growth and development is zoning which should be receiving more attention than it is getting.</p>	501

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<i>Laura Denison</i>	as I drive around an visit people in their homes as a home nurse I am shocked by home many units are being put up all over the city. They people I serve are worried about elevated taxes and loosing their family homes. These tall skinny buildings are going up too fast- feels like they won't last.	444
<i>Christine Ramker</i>	I arrived in Nashville almost twenty-one years ago from Miami, FL, and have loved watching it “grow up” into the vibrant, competitive city it now is. I have been grateful and taken advantage of the big city amenities offered without the usual inconveniences that come with such growth. However, I am disturbed by what I see as uncurbed development in various communities: Green Hills, East Nashville, Houston-Wedgewood, 12 South to name a few. No doubt there are many reasons for the infusion of new residents, but at what cost? Little thought seems to have been given to increased density issues, not to mention how infills alter the unique characteristics of streets and neighborhoods and replace affordable housing. I am afraid that the interests of developers are overriding common sense concerns. I understand it is very heady business to be at the forefront of such a metamorphosis of a city, but is being one of the “big boys” going to cost us our unique flavor, jam up our roadways, create high-density indistinguishable rabbit warrens, and impede affordable housing ? I for one think the cost is too great. Slow down and be careful what you wish for.	332
<i>TSU Draft Open House</i>	Att has not addressed density-traffic, parking, congestion, are the common	287

### Innovative practices

186

Response	Metro staff are constantly reviewing best practices from around the world. We will take a look at Medellin.	
<i>Hugo F. Sandoval</i>	Metro officials should study the transportation policies of Medellin, Colombia, which was named Most Innovative City in the World by the Urban Land Institute in 2013.	431

### Principle: Champion the environment

205

Response	Added trees to the Champion the Environment guiding principle	
<i>Bellevue Draft Open House</i>	Add to plan: Protect our Forests. Native mature forests are essential for our health and economic prosperity. Forests take hundreds of years to develop, while fields can be created overnight. A specific action item should be to create stronger standards to prevent clearing of large tracts of intact mature native forests.	550
<i>Bellevue Draft Open House</i>	Ch. Champion the Environment: no mention of trees	539
<i>Bellevue Draft Open House</i>	Committ to more land bak activities in the underserved west while steering development to areas already denuded of forests.	525

## volume 1 Vision, Trends & Strategy

### Property rights

109

Response Land uses are currently regulated in Nashville. The regulations attempt to strike a balance between the rights and vision of the property owner, the impact on neighboring properties and the community, the community's vision for the future, and the need to respond to growth as well as changing demographics, market preferences, etc. NashvilleNext recommends updating regulations to make sure they achieve the future Nashvillians want. For some properties, this means expanding what can be done; for others, it means additional restrictions.

J. Knight -I am cautious about any plan that imposes restrictions on property rights, thinking that government has too much control over what a property owner can and cannot do now. It seems the plan presumes a greater control through constraints of zoning and permitted uses.

335

### Reduce density for tax base

107

Response Research conducted for NashvilleNext shows that denser development, even with rents at a lower cost, can have a higher return to the tax base than less dense development. Incorporating density throughout the county in strategic locations reduces the cost of providing services and increases Nashville's tax base. For more information on this research see the NashvilleNext web site [www.nashvillenext.net](http://www.nashvillenext.net) under NashvilleNext Speaker Series (left hand menu) and look for Joe Minicozzi's research.

J. Knight -The concept of a higher quality of life and affordable housing along with public transit are in conflict with each other. It costs money to build roads, parks, schools, community centers; the government taxes people to pay for these assets, hopefully via property tax and not a sales tax or income tax; affordable housing is typically occupied by folks who don't make a lot of money, thus they cannot pay a lot of taxes, and require a larger share of public subsidy; wealthy citizens who can pay taxes tend to leave areas that are dominated by lower income families, and generally, in Middle Tennessee, they move outside Davidson county, leaving the expensive public assets/improvements to be paid for by a less than capable class of people. I think the better plan would be to de densify, encourage bigger lots and more expensive residential properties that house more capable taxpayers, who require less public support, are capable of paying more in taxes and in general reinforce a more manageable community.

337

### Regional planning

111

Response NashvilleNext incorporate Middle Tennessee's regional transportation plans from the Metropolitan Planning Organization (see "Planning and Implementation from a Regional Perspective" in Access Nashville (Volume V, page 46) and recommends expanding efforts to coordinate regional infrastructure (see the Action Plan (Volume IV, page IV-13, LUTI 10, action #72).

J. Knight -The Middle Tennessee area impacts Nashville more than this plan reflects...the city's population swells and contracts each day with commuters. The planning for Davidson county should be in conjunction with the regional municipalities. Nashville controls the key element for the growth of almost all the outlying areas – they should exercise their influence to make sure the neighboring cities pick up their fair share of the costs associated with a successful region – sanitary sewer – Nashville's sewer treatment capacity is tapped by almost all the surrounding areas; without sewer those cities would be hobbled.

339

## volume 1 Vision, Trends & Strategy

### Return on investment

125

Response We do not have figures for public money invested in the Titans stadium. However, more generally, research done for NashvilleNext shows that downtown is responsible for large percentage of Nashville's property and sales tax base. It also shows that denser, mixed use development is more financially efficient than lower density, separated development. See "Local Solutions for a Regional Vision" and "Fiscal impact analysis of three development scenarios in Nashville-Davidson County, TN," on the Background Reports page:  
<http://www.nashville.gov/Government/NashvilleNext/Background-Reports.aspx>

North Nashville Draft Open House Raised property taxes for the Titans-no return on investment

318

### Role of planning

106

Response The role of planning is to align all of the different activities that Metro does with an eye toward both what Metro controls directly as well as what those activities indirectly shape. NashvilleNext does identify ways that the Planning Commission and Metro activities shape job growth. Similarly, it considers how it affects the housing market, including investments in things like parks, sidewalks, roads, and transit that increase or decrease the demand for a given area.

J. Knight -I am totally convinced that the best plan for ANY community is to create a demanding job market – creating an environment where businesses want to locate, companies that pay quality wages (more than a living wage) and leave the bulk of land planning and development to the economy. When gasoline prices return to more realistic values, folks will pay to ride the bus, they will carpool, they will support the commuter trains, they will work from home, and communities closer in to the central business district and other crossroads for commerce. While city planners must project the use for utilities and roads, schools and parks, general demand will dictate the rest, with the least impact on the public dollar. That is not to say throw away the codes requirements for green space in large developments, water saving bldg. features – those constraints on development make the area(s) attractive to a more discriminating populous.

338

J. Knight -After reading all the comments, it appeared to me that many of the people writing their thoughts did not understand what the forum was about, nor do they understand how government works to plan and influence growth, but it does not actually build the houses, business, churches, factories that make up a community. The planning commission certainly cannot have direct influence on crime or garbage collection, etc.

334

## volume 2 ACC chapter

### Arts across the county

113

Response Agreed -- see ACC Policy 1.4 (Volume II, Arts, Culture & Creativity element, page II-84).

*TSU Draft Open House* Mayors office for culture arts is a must do.  
Spread the arts across the entire city.

282

### Civil rights history

114

Response NashvilleNext states that there is a need for more museums that reflect the whole of Nashville - all cultures and significant moments in our history.

*TSU Draft Open House* Nashville has a strong history of education of African-American physicians, educators, scientists, and ministers. Nashville was also pivotal in initiating the civil rights movement. There should be an educational museum/movement to celebrate the history and culture of this history.

283

### Creative community

112

Response Maintenance and growth of the creative community has been an issue for discussion throughout the NashvilleNext process. The Arts, Culture and Creativity Element (Volume II) discusses this in detail. Actions to recognize and support Nashville's creative class are found in Goal 2 in the Element and in the Actions related to Goal 2 (see Actions, Volume IV of NashvilleNext). Ensuring that housing remains affordable in Nashville is also a key concern in supporting our creative culture. See the Housing Element (Volume II) and the Housing Action items (Volume IV).

*North Nashville Draft Open House* How will Nash Next maintain and grow the creative community? Creativity is vital to regional growth and planning.

306

## volume 2 ACC 1.1

### Public funding for arts

61

Response There are a number of funds for private donors to utilize to support the arts in Nashville. In order to attract donors who are new to the Nashville market, as well as continue to remain attractive to local donors, we need to continue to find ways to support public art in the city.

*DALE LISZKA* ACC Goals  
1.1 - Do not dedicate public funding to these programs, establish a fund for private donors to sponsor instead  
4.3 - Do not expand public funding for Arts

153

## volume 2 ACC 4

### Museums

115

Response Agreed. It is up to partnerships between public and private resources to continue to establish opportunities for new museums and other "anchor" institutions around the county.

*North Nashville Draft Open House* In order to meet the requirements of goal 4, we need more museums than the Frist Center and the Adventure Science Center to keep visitors engaged.

308

## volume 2 HLBE chapter

### Aging in place

3

Response o Affordability is a rising concern among Nashvillians. It has consistently been a priority throughout NashvilleNext. The discussion of livability and providing housing choice includes the concept of aging in place and affordability.

O Volume I: Vision, Trends and Strategy discusses the trends of the aging of the population and people living longer, more active lives. Volume I also discusses how changes to the housing market are making Nashville less affordable for many. Volume I includes the Growth and Preservation Concept Map that shows the importance of providing a mixture of uses in centers and along corridors accompanied by more living options and frequent transit.

O The Housing Element and the Health, Livability & the Built Environment Element in Volume II: Elements for discussion of effects of demographic changes, aging in place, and providing various housing types at various price points in. The Elements include goals, policies and actions to implement the plan.

O Volume III: Communities includes the Community Character Manual and the 14 Community Plans which also discuss the importance of providing a variety of housing types and how that is encouraged through the application of land use policies.

*Bridgett Kurtz* Similar villages would be great as communities for the aging population. We need more options for the aging boomers (of which I am one) who own their homes, but find they are not suitable for needs as they grow older and have specific mobility and health issues. I hope for villages that foster independence and community rather than isolation due to fewer options.  
Maybe these are there in plan, but I believe these specific interests would promote Nashville's place as a progressive, and extremely livable city in which to work, live, and age with dignity.

336

*Ann Ercelawn* Encourage building of small homes for senior citizens. Consider free bus passes for senior citizens

214

*Bridgett Kurtz* Consider aging who do not want to leave their community for housing that allows for mobility and health needs.

55

*Online chat-ALL* What is being done to prepare for the rapidly growing population of people 50 and older?

46

*Online chat-ALL* My question is this, what are the elderly, and disabled suppose to do? Im disabled from a stroke, I live on \$1170.00 a month PERIOD!!!! I have to pay \$700.00 a month for a 40 year old apartments, Exactly how are we suppose to live or where in a box ??

42

## volume 2 HLBE chapter

### Illegal guns

187

Response Forwarded to Metro Nashville Police Department.

*Diana Page* Develop a workable plan to 1) remove illegal guns from the streets 2) prevent illegal guns from getting to the street. Suggest that gun removal opportunity may appear immediately after every charge/arrest, especially in domestic violence incidents. The alleged victim will likely be a good source of info as to the location of the weapons, immediately after the incident. 511

### Maintain current / single family character

78

Response NashvilleNext attempts to strike a balance between preserving the character of existing neighborhoods while providing housing options for new Nashvillians who are increasingly interested in different types of housing. Furthermore, during NashvilleNext, Nashvillians also expressed concern that Nashville is becoming a less affordable city in which to live, work and raise a family. One way to address housing affordability is to offer more housing units and different kinds of housing to meet the needs of Nashville residents at every point in their lives. To strike a balance between preservation, while accommodating new residents and addressing housing affordability, NashvilleNext takes several steps. First, the NashvilleNext Growth and Preservation Concept Map recommends that the bulk of new housing and job growth be accommodated in "Centers" (mixed use areas with jobs, housing, shopping, and civic uses) and that additional housing be provided in "Transition and Infill Areas" that flank primary transit corridors (corridors like Gallatin Pike and others). Second, outside of these areas, Community Plans also outline which neighborhoods are envisioned to be maintained primarily the way that they are today (without significant introduction of different housing types) and which neighborhoods are "evolving" and should anticipate more wholesale change in amount and types of housing. Recall that the Community Plans apply Community Character policies, which guide zone changes, but the Community Plan does not itself change zoning. A zone change is a separate process with public input. Based on a change in early 2014, Community Character Policies can also be used to maintain character come to bear when a subdivision request (to create multiple residential lots) is requested. Finally, NashvilleNext calls for the creation of more tools to provide housing choices in strategic locations (along corridors and in/near centers) and to preserve neighborhood character in established, maintenance neighborhoods.

*Brandi Prewitt* This runaway development is creating what I believe to be an inflated real estate market that is unsustainable. If you have developers who want to tear down something to put up multifamily buildings please have them do it on roads like Gallatin road which can support the traffic and are more suited for increased density. There are plenty of abandoned car washes and retail buildings on roads like Gallatin that I don't think anyone would protest removing. Let's revitalize those spaces. Please leave our quiet, peaceful, and beautiful neighborhoods alone. 760

*Brandi Prewitt* Tearing down these homes is awful from an environmental standpoint. Have we no regard for the raw materials and craftsmanship that went into the construction of these homes initially? Developers just bulldoze these beautiful homes in a few hours and just sent them to the landfill as if they were trash. Do they even take the time to extract what could be re-used and is valuable to others from the homes before doing so? Some of them might but, I don't believe that is required and it should be. In addition, many large trees are being torn down due to this construction. Is there any requirement for replanting and replenishing these carbon mitigators? If not, there should be. 759

## volume 2 HLBE chapter

### Maintain current / single family character

78

<i>Timothy Lee</i>	This plan does not support Neighborhoods. It opens the door for developers to set a precedent for future projects to increase density and change the character of our neighborhoods. Stop this plan and let the citizens have complete control of the areas we live in.	473
<i>Peter Linstrom</i>	I am saddened to learn the proposed plan provides no protection for extant single family residences in our neighborhood, Hillsboro West End. As you know, HWEN is bounded by Blakemore and 31st to the north (aka Vanderbilt University), 21st Ave S to the east, and I-440 to the south and west. Currently our neighborhood provides a wide variety of single and multi-family family residences, from small (less than 1000 SF) to large (greater than 6000 SF).	352
<i>Lucy Harrington</i>	Keep the existing zoning; if single family then maintain single family, if duplexes continue with duplexes. No changes, please!	149

### Neighborhood character

183

Response	NashvilleNext calls for the creation of more tools to preserve existing neighborhoods (see action items related to Housing in Volume IV of NashvilleNext) and encourages development of denser, multifamily housing along corridors with transit to support that transit. See the discussion on these issues in the Strategies and Implementation section of Volume I of NashvilleNext.	
<i>Heather Wills</i>	Be very intentional about preserving the neighborhoods and work on the need for useful public transit.	453
<i>Michael Vucovich</i>	In regards to Nashville Next, it should be noted that people move to Nashville because of what this city is, NOT WHAT IT MUST BECOME TO ACCOMMODATE THEM. If we start stripping the town of its character in the name of development forecasting, these people we are trying to attract and retrain will simply move on, since the character of the town is what drew them here in the first place. As a statistician I can say with certainty that the assumptions required to build these types of growth projection models are far from ironclad. In fact, changes like these proposed to the HWEN area could easily invalidate the model and hence all conclusions drawn from it.	422

### North Nashville bicycling

116

Response	Nashville's bikeshare system, Nashville B-cycle, is a popular new form of public transportation for. Nashville B-Cycle is administered by a private non-profit organization. Access Nashville 2040 recommends that Nashville B-cycle and the Metropolitan Government to install new bikeshare stations in response to community feedback, so that the expansion of the network happens like other transportation infrastructure in a transparent, equitable manner. Access Nashville 2040 also recommends that the network be expanded to provide access to bikeshare in Tier 1 centers. This request has been passed on to Nashville B-cycle.	
<i>North Nashville Draft Open House</i>	We need bicycle stands in the neighborhood of North Nashville in case people want to ride the bicycles. Not only in the community center but in other places as well.	322

## volume 2 HLBE chapter

### Wide sidewalks

7

**Response** Expanding sidewalks, bikeways, and greenways throughout Nashville will be one of the city's top priorities for the next 25 years to improve health, safety, and quality of life. In response to strong community demand for a more walkable Nashville, NashvilleNext calls for a review of opportunities to strengthen existing sidewalk standards and policies as developers add new or replacement sidewalks during development, expanded funding for sidewalks combined with exploration of additional funding sources for public sector provision of sidewalks, and an update to the Strategic Plan for Sidewalks and Bikeways. The design of sidewalks -- width, distance from the street, removal of obstacles -- is key. Sidewalk design is discussed in greater detail in the Major and Collector Street Plan, a portion of Access Nashville 2040, which is Volume V of NashvilleNext.

*North Nashville Draft Open House* The issue is not only having sidewalks, but to make the sidewalks bigger. Why? Because without bigger sidewalks we won't have enough space to walk. The reason why people in New York City walk to work or walk to school in the morning is because of their sidewalks. 321

So in conclusion we need bigger sidewalks.

*Melissa Morton* Also, creating wider sidewalks with trees and trash cans along Charlotte is a great idea, and I hope this includes recycling bins as well. 68

*Melissa Morton* Also, creating wider sidewalks with trees and trash cans along Charlotte is a great idea, and I hope this includes recycling bins as well. 65

*Christian Niemeyer* Put in sidewalks that are back from the road by five feet or so. Presently the sidewalks right on the street are nothing more than elaborate curbs. Telephone poles are in the middle of them as well as mail boxes. Using these sidewalks on busy roads is actually dangerous. Sometimes fast moving traffic is only four or five feet from the pedestrian. They are impossible for children or babies. Since these sidewalks are not pedestrian friendly, they are used rarely, and weeds grow up in the cracks, making the situation even worse. 7

## volume 2 BE 5.5

### Metro projects

8

**Response** Jefferson Street was recently repaved between 3rd Avenue North and 5th Avenue North. Although the road was not widened, the lane striping was reconfigured by narrowing automobile lanes to accommodate a 5 foot shoulder on each side of the street. Access Nashville 2040 calls for a review of sidewalk standards by Metro Planning, Metro Public Works, and TDOT to ensure that sidewalk widths are appropriate for the surrounding context and existing or planned land uses.

*Mike Byrd* Re: Metro should make pedestrian friendliness a higher priority in its own projects. 60

Yes. Take the current widening of Jeff St to accommodate more non-pedestrians for the ballpark. Sidewalks already pencil-thin

Look at the kind of complete streets planned for Fenway Park <http://enclave-nashville.blogspot.com/2013/10/6-important-questions-i-would-ask.html> ...

## volume 2 EWD chapter

### Income equality

36

Response Metro currently has a living wage ordinance for public employees. Setting the appropriate level for that ordinance is beyond the scope of this plan. What NashvilleNext does contribute is to see how Metro activities related to places for business location, workforce development, and small business support work together.

*Madison Draft Open House* Increase the living wage in public sector and work to encourage increase of the living wage in the private sector. This alone will "increase relative income levels" of the equation that results in higher levels of disposable income. 565

*Harold McNeil III* Nashville's wealth gap among the lowest in the U.S 71

In Nashville, the 95th percentile makes about 8x as much — \$169,581 compared to \$21,393. That makes Nashville's gap the sixth lowest among the 50 largest U.S. cities, based on 2013 data.

That's an improvement over 2012, when the city had the 17th lowest gap.

The gap is highest in Atlanta, where the richest 95th percentile makes nearly 20x as much as the 20th percentile — \$288,159 compared to \$14,988

### Starting a business

119

Response Several actions support small businesses, including improved support for small and disadvantaged businesses. See the Action Plan (Volume IV); under Economic Development, see action #s 147 (simplify processes for small businesses), 207 (small and disadvantaged business support), and 213 (encouraging property owners in disadvantaged areas to identify barriers to private investment, which could include small businesses).

*TSU Draft Open House* (pg. 9, 82, 88, 91) Need to help young people get jobs and set up businesses--specifically African American workers. Once business is set up owners of the building take building. Need to have a way for someone who sets up a business (and rents space) to be guaranteed the ability to reap rewards (\$) of building improvements. 284

Need to have a way for entrepreneurs to "rent to own" building through some sort of assistance (public or private)

## volume 2 EY chapter

### Academies of Nashville

40

Response The Academies of Nashville model is described in greater detail under the "MNPS Successes" sidebar in the static draft of the Education and Youth Element (see Volume II of NashvilleNext). The Academies of Nashville model has been expanded to all neighborhood high schools. The Education and Youth action item on the Academies model has been included as per the recommendations of MNPS to focus on aligning middle school design with the high school Academies model. See Volume IV of NashvilleNext for all action items.

*Marc Hill* explicitly reference the Academies of Nashville as a key strategy for preparing youth for post-secondary pathways and careers; this also relates to recommendation 1.2.4, (programs through which businesses can contribute to K-12 108

## volume 2 EY chapter

### Academies of Nashville

40

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*Marc Hill* Should have a more specific recommendation of building on the current foundation of the Academies of Nashville high school reform. The only reference to it is in 1.4.3, in which the focus is aligning middle school program to the academies. 107

### Apprenticeships

120

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Response There is no action item in NashvilleNext that specifically recommends apprenticeship programs targeting technology and logistics. There are, however, several broader action items that could encompass such programming. The Education and Youth Element includes action items on mentoring (see actions associated with policy 1.3), expansion of the Academies model (see actions associated with policy 1.4), and action items designed to help graduating students transition from high school to college, training or career (see actions associated with policy 2.4). All action items are found in Volume IV of NashvilleNext.

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*North Nashville Draft Open House* The Academies of Nashville is a great start. But would Nash next support, promote and develop apprenticeship programs in technology and logistics? 307

### College tuition

110

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Response The rising cost of college tuition, and the barrier it creates for many students, was a topic of conversation with the Education and Youth Resource Team. While the causes are varied and many solutions lie beyond the scope of NashvilleNext, the Education and Youth Resource Team did include some recommended action items including the use of “transition coaches” to help students in making life choices and finding the resources they need to implement their life choices (see action items associated with policy 1.4); actions to assist youth in foster homes make the transition to college (see action items associated with policy 1.7); actions to assist non-citizen students with access to college (see action items associated with policy 1.8); and aid for first generation and/or low income students attempting to go to college (see action items associated with policy 2.4). All action items can be found in Volume IV of NashvilleNext under the Education and Youth Actions.

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*North Nashville Draft Open House* offset the cost of college tuition 309

## volume 2 EY chapter

### Encourage families in Nashville

43

**Response** NashvilleNext acknowledges the changing demographics facing Nashville/Davidson County. In the future, there will be more children and more families in the County, but as a percentage of all households, the percentage of households with children will decline. This is a national trend. NashvilleNext agrees that families and children are critical to the city's current and future vitality. NashvilleNext attempts to guide growth and preservation to create numerous neighborhoods—in rural, suburban and urban settings—to provide housing and employment choices for all the diverse families of Nashville. Special emphasis on making Nashville safe, welcoming and attractive for families and children is found in the Education and Youth Element in Volume II of NashvilleNext. Action items related to education and youth are found in Volume IV of NashvilleNext.

*Lee Bailey* I would strategically look at how education and infrastructure supporting families and children would improve in order to attract more families. It's a well proven fact that employees with obligations such as mortgages and children to care for our actually harder workers and more likely to stay loyal to any employer for a longer period of time that's retaining their skills and learning on the job for the benefit of the employer. 110

*Lee Bailey* Focus for Nashville and the planning is clearly not supportive of families and households with children. I think this isn't mistake. Almost an "if you build it they will come" but the target is the single and couples with no children demographics. Families and their children's education should be a focus unless Nashville he is satisfied with the flight of families to suburban areas such as Williamson County 109

### Public education

9

**Response** NashvilleNext addresses public education in the Education and Youth Element found in Volume II of NashvilleNext. The Education and Youth Element considers children and youth holistically and offers goals, policies and actions items (found in Volume IV of NashvilleNext) related to creating a shared, community-wide vision and agenda to provide quality care, education and opportunity to children and youth; creating quality educational opportunities and genuine access to these opportunities; supporting families and caregivers; and making Nashville's neighborhoods safe, accessible and welcoming for families. The Education and Youth Resource Team that led the creation of the Element decided to focus recommendations on matters outside of the four walls of the school—i.e., the Element does not discuss curricula, staffing, etc. These issues are left to the Metro Nashville Public School's strategic planning efforts. With regard to location of new schools, NashvilleNext outlines where growth and development should occur in the future and states that these areas—primarily NashvilleNext Centers like the area on Clarksville Highway—should include the civic uses, such as schools, needed to create a thriving area of jobs, housing and services to meet daily needs. MNPS' strategic planning will look at the growth in these areas and seek to secure sites for schools as population increases warrant the addition of new schools.

*TSU Draft Open House* Would like to see more schools near Clarksville Hwy and 26th (Cumberland Gardens area). Plans seem to be calling for a high density development area. We need schools and organized ways for the youth to play in this area. I would like to see athletic fields for the kids. I would like to see STEM schools with more financial investment into the current schools. 290

*Online chat-ALL* To what extent, if any, is the plan addressing or taking into account public education? As a parent of an MNPS student and a prospective home buyer, the public school system heavily influences which neighborhoods we would consider relocating to. 45

## volume 2 EY 1.2

### Education

60

Response The marketing campaign proposed in this action item is not to advertise public schools, but to make the larger Nashville/Davidson County community aware of the importance of educating all of the County's youth and to rally public support for this goal. The Education and Youth Resource Team felt that it was important to engage all Nashvillians in the conversation especially given that there are many reasons why Nashvillians might not be involved. The first few pages of the Education and Youth Element (static draft) discusses this issue in more detail.

DALE LISZKA

EY Goals

1.2.3 - Do not waste funding on advertising for public schools, spend the money on the remaining policies in 1.2

154

## volume 2 EY 2.4

### Out of school programs

163

Response Edits were made to the action item in response to this comment. See Education and Youth action items in Volume IV of NashvilleNext.

Candy Markman,  
NPL

Expand NPL's Nashville After Zone Alliance to engage more middle school students after school and extend its reach to younger and older students and to the summer and/or weekend timeframes. Continue to expand public and private community partnerships so that young people are increasingly benefitting academically, physically, socially, and emotionally. Revise NAZA's standards and indicators of youth program quality to be developmentally-appropriate for K-12, and extend the reach of the continuous quality improvement processes (including professional development) to include all willing out-of-school time providers across the county.

373

Candy Markman,  
NPL

Per an earlier conversation with Cindy Wood, I would like to comment on E&Y2.4 (p7) 2.4.1 and 2.4.4. In response to the Student Success task force, Mayor Dean launched a free afterschool system for middle school students, with healthy food and transportation home. Since FY10, Metro has invested almost \$4M to engage 5,000 youth through existing nonprofit and public providers. In 2009 the providers developed NAZA's standards and indicators of youth program quality and all providers use a nationally-recognized assessment model for continuous program quality improvement. In 2014/15 NAZA supports 44 sites county-wide. Six sites operated by CRIT, NICE, and Conexion specifically serve refugee and immigrant youth. In 2014 NAZA found a permanent home in NPL, which continues the robust partnership with MNPS, MNAC, Parks & Rec, MDHA, Juvenile Court, faith communities and nonprofits to address both the achievement and opportunity gaps. I will suggest revised language for 2.4.4 below in #3.

372

## volume 2 H chapter

### Affordability

1

*Response* As seen during the most recent Great Recession, the condition of a local housing market can lead to the economic stability or instability of a community. Therefore, the NashvilleNext Plan and Housing Element Chapter does note the critical role that housing plays in the local economy. Housing that is affordable can help attract new employers and a skilled workforce, and can help reduce the risks of delinquency and foreclosure, reducing costs for local governments. A strong housing market also supports the housing industry (e.g. banking and lending, construction, sales, local codes and inspections). More discussion on this topic can be found in the NashvilleNext Housing Element.

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*Online chat-ALL* For me affordable housing important to the business community for employees that work in the core and serve our customers. 36

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*Online chat-ALL* Do 'affordable' units pay enough in property taxes to cover the costs of additional schools and water/sewer and roads? We already have a serious infrastructure problem. With our population rising rapidly, won't lots of homes and apartments that don't pay a certain level of property taxes just worsen that? 35

### Affordable housing design book

164

*Response* It is noted that there existing research and work that can be built upon. An affordable housing guide book - based on national and local examples - would serve as an educational tool for the portion of the development community that is not as familiar with the experts mentioned in the comment.

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*TSU Draft Open House* Better define affordable housing-private developers 389  
Education is needed to accomplish A.H.

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*Lawrence Rothrock* Create an affordable housing design book as a guide for developers interested in creating affordable housing units--This appears somewhat unnecessary as over the years urban architects and designers such as Andres Duany of the Miami firm of Duany, Plater, Ziberk and Ray Gindroz of the Pittsburgh firm of Urban Design Associates have conducted much empirical research on such and have developed materials that accomplish this. I had the good fortune to work with both men when working with the City of Charlotte, NC and the NationsBank CDC to help the local housing authority leverage its HOPE VI grant monies for First Ward redesign and development. 386

## volume 2 H chapter

### Gentrification

10

Response Gentrification has been addressed in several ways through the NashvilleNext process. First, upon hearing additional community concern over the issue of affordability and gentrification, the Metropolitan Planning Department commissioned a study on ways to address and minimize gentrification and displacement. The study recommended that taking an Equitable Development approach — ways to ensure the redevelopment of neighborhoods improves the quality of life for residents of all incomes. The study suggested a four-pronged approach: funding, building, preserving, and retaining affordable housing in neighborhoods currently facing or that could face gentrification pressures. The NashvilleNext Housing Element and Actions recommend actions to fund, build, preserve, and retain affordable housing. There are also actions that encourage education of neighborhoods and the development on the principles of Equitable Development so that community members can advocate for affordability and inclusion in Nashville's neighborhoods.

*TSU Draft Open House* Intersection: 6th ave and Buchanan 248

I am concerned about affordable housing in this neighborhood, specifically maintaining the racially and ethnically diverse nature of the community as well as the mixed income families. I am concerned that infrastructure is not keeping up with the growth.

*TSU Draft Open House* Bigger streets, more houses, apartment buildings, more parks 247

*TSU Draft Open House* I am concerned about affordable housing and preserving the racial and economic diversity in this area. I am also concerned about the attention and investment in the schools in that area such as IT Creswell Arts Magnet 245

*Online chat-ALL* Are there tools available to address the displacement of previous residents as a result of gentrification? 44

*Online chat-ALL* Homes in the North Nashville area that were once 60-80k are being bought, remodeled & rented for almost 2k/mo 43

*Online chat-ALL* With many older communities in north Nashville that are blighted and commercially struggling only to have them purchased, turn down, and replaced by housing that the previous residents can't afford, how do we address that? 40

### Homelessness

5

Response

- o Please refer to the Homelessness Background Report that was written as part of the NashvilleNext process. The report includes statistics, programs and needs. It is found at: <http://www.nashville.gov/Government/NashvilleNext/Background-Reports.aspx>.
- o For the latest information on Nashville's homeless population and programs, please contact Metro Social Services and its Homelessness Commission at: <http://www.nashville.gov/Social-Services/Homelessness-Commission.aspx>.

*Janet Wells* The homeless in Nashville are the largest problem. There is a lack of affordable housing. Homeless people living on the street is very scary and it should not have to happen. 765

## volume 2 H chapter

### Homelessness

5

<i>Bridgett Kurtz</i>	I would love to know there are specific plans for the homeless population. Some cities are developing tiny home villages for the working and/or chronic homeless. Similar villages would be great as communities for the aging population. We need more options for the aging boomers (of which I am one) who own their homes, but find they are not suitable for needs as they grow older and have specific mobility and health issues. I hope for villages that foster independence and community rather than isolation due to fewer options. Maybe these are there in plan, but I believe these specific interests would promote Nashville's place as a progressive, and extremely livable city in which to work, live, and age with dignity.	56
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### Housing affordability

118

Response	Housing Affordability was the number one issue identified by Nashvillians during the NashvilleNext process. The NashvilleNext plan addresses housing affordability in the Element Chapter on Housing. The NashvilleNext plan emphasizes housing affordability for all - meaning, no individual or family should be spend more than 30 percent of their gross income on housing, particularly vulnerable and special needs populations. This broad goal is supported by several actions in the NashvilleNext Plan; the implementation of county-wide Inclusionary Zoning (requiring affordable housing units to be included in new residential development), creating a reoccurring funding source for the Barnes Housing Trust Fund (Nashville's Housing Trust Fund that provides grants for affordable housing for vulnerable populations), and amending the zoning code to allow missing - middle housing (housing that fills the gap between single family development or large condo/rental projects - e.g. townhomes, garage apartments, cottages, etc.). Also addressed in the Housing Element are how demographics are driving housing demand. Younger and aging consumers are driving the demand for housing as younger generations wait longer to start families and as older generations family and household sizes decrease. This is driving demand for smaller units, and also more rental housing in the future, which makes choices in housing type and tenure (rental vs ownership) even more important in the future. Therefore the issue of rising rents/ affordability and housing choice can be addressed by implementing the actions mentioned above and others found in the NashvilleNext Housing Element.	
<i>Stephenie Dodson</i>	I have lived in the HWEN neighborhood for 30+ years. The fact that if I didn't already live in the neighborhood I couldn't afford to live in the HWEN now. Affordable housing plans for all neighborhood should also be a priority. This should include incomes for persons making \$10 per hour. Monthly rents should be considered affordable for all income brackets of people with incomes less than \$50,000 per year. These are the people that will be the face of our city. Our service people, our fireman, police, waitresses and child care workers just to name a few. Thank you for your service,	367
<i>North Nashville</i> <i>Draft Open House</i>	My neighborhood: Parkwood My workplace: Midtown  Affordable housing for middle income middle aged singles is imperative and highly sought after. It would promote healthy life style and community building.	320
<i>North Nashville</i> <i>Draft Open House</i>	There is certainly a dramatic change in housing stock and affordability. For middle income singles there is nothing. I can afford a mortgage but I can't afford to move closer to my place of work which would reduce the time I spend driving.  How will this plan address affordability for middle income singles?	311

## volume 2 H chapter

### Housing affordability

118

<i>TSU Draft Open House</i>	We need to have more truly affordable homes in the downtown areas and north and west nashville areas	288
<i>TSU Draft Open House</i>	I am a long-term resident of the Edgehill community. I have appreciated the diversity, both racial and economic, of my neighborhood. The gentrification of my neighborhood concerns me because it is pushing people out of the neighborhood. I am also concerned about the evolution of public housing due to the growth of the Gulch and 12th South. The diversity of our neighborhood is part of the beauty of it and our city. I don't want us to lose that.	256
<i>Online chat-ALL</i>	As a college grad saddled with those debts, finding affordable housing near work downtown has been difficult. I don't have a car, nor can I afford one; however, my income is too high to qualify for "affordable" housing. Are there others in a position like me, and if so, what can be done to ease my/our situation?	41
<i>Online chat-ALL</i>	I'm a graduate in Nashville trying to get out of expensive apartment living, but I can't afford anything in a decent neighborhood with my full time job.	39
<i>Online chat-ALL</i>	I have been in middle tn/MBORO since 2005. Moved to Nashville in 2013 and my rent has jumped from \$700 to \$890. I am all about Nashville being revitalized and growing, but it's pushing locals out. I'm in an apt (Donelson	38
<i>Online chat-ALL</i>	Quality rental property in Nashville is diminishing	37

### Housing edits 1

71

Response	This edit was made in the NashvilleNext Housing Element page 178 May Static Draft: "There are three major players in Nashville's Housing Market; the private for-profit sector providing market rate housing, the private, non-profit sector providing affordable housing, and public sector providing affordable housing. They each play a unique role."	
<i>Adriane Harris</i>	The private, non-profit sector provides workforce and affordable housing typically for families and individuals making less than 80 percent of the Area Median Income. CHANGE: delete workforce and affordable	198

### Housing edits 10

268

Response	This edit is in reference to the Housing Action 4.1.1 - "Evaluate the Landlord Registration Program to increase the usefulness of the program by increasing the annual registration fee to help fund a housing market monitoring tool and requiring additional rental market data from landlords for the housing market monitoring tool." This may require additional research before adding to Responsible Party.	
<i>Adriane Harris</i>	ADD To Responsible Party: MDHA Section 8 landlords	208

## volume 2 H chapter

### Housing edits 3

261

Response This edit was made in the NashvilleNext Housing Element page 178 May Static Draft: "The non-profit sector works closely with the Metropolitan Development and Housing Agency, and other funding agencies specializing in administering federal funding opportunities for affordable housing and housing for other special needs populations."

*Adriane Harris* The non-profit sector works closely with the Metropolitan Development and Housing Agency, who provides funding for the work of the non-profit providers of affordable housing and housing for other special needs populations. CHANGE TO: The non-profit sector works closely with the Metropolitan Development and Housing Agency and other funding agencies specializing in administering federal funding opportunities for affordable housing and housing for special needs populations. 199

### Housing edits 4

262

Response This edit was made in the NashvilleNext Housing Element page 178 May Static Draft: "Established in 1938, MDHA administers on behalf of Nashville–Davidson County, state and federally-funded programs for affordable housing and community development, including the Community Development Block Grant, HOME Investment Partnerships Program, Emergency Solutions Grant, Housing Opportunities for Persons with AIDS and Weatherization Assistance Program."

*Adriane Harris* MDHA administers grants and programs including the Community Development Block Grant, HOME Investment Partnership Programs, and Homeowner Rehab.CHANGE TO: MDHA administers on behalf of Nashville-Davidson County grants and programs.... 200

### Housing edits 5

263

Response A Housing Affordability info graphic was included on page 189 of the May static draft of the NashvilleNext Housing Element.

*Adriane Harris* Housing affordability is significant because it leads to a higher quality of life and financial security for families at all income levels. It also contributes to greater community stability. NOTE: I think this should be called out in an infographic some way/how 201

### Housing edits 6

264

Response This has not yet been incorporated into the draft.

*Adriane Harris* Change: Metro Social Services also has a good graphic on poverty changes in their Community Needs Assessment doc. 202

## volume 2 H chapter

### Housing edits 7

265

Response Noted to discuss removing "non-profit" since currently the Barnes Housing Trust Fund has requirements for awards. Median Family Income (MFI) was used throughout the housing chapter instead of Area Median Income (AMI). Both terms are used interchangeably with regard to income limits, but MFI is most commonly used where referencing Census data.

*Adriane Harris* Secure recurring, public funding for The Barnes Housing Trust Fund which funds non-profit projects for those 80 percent and below the Average Median Income... CHANGE 1: Delete "non-profit" CHANGE 2: Change Average Median Income to Area Median Income 205

### Housing edits 8

266

Response This edit was made.

*Adriane Harris* CHANGE The Responsible Party from The Housing Fund to "The Housing Fund and nonprofit affordable housing providers." 206

### Housing edits 9

267

Response Non-profit affordable housing providers was added to the list of Implementers for the Housing Action 3.1.1 in the NashvilleNext Housing Element: "Explore ways to expand existing home repair assistance programs in Nashville by convening current home repair providers to: assess the current reach of programming compared to the need; determined if greater efficiencies could be gained through coordinated efforts; identify opportunities and barriers to expanding programming; determine what additional resources are needed for expansion; and establish how program efficacy and reach could be measured."

*Adriane Harris* ADD TO Responsible Party: nonprofit housing community (because they may receive funding to do rehab, etc.) 207

Response "Countywide" was added to the NashvilleNext Housing Action 1.1.1 in the NashvilleNext Housing Element. "Adopt a mandatory Inclusionary Zoning Ordinance that ensures long-term affordability, creates affordable units countywide and specifically in high-growth areas as defined in the Future Growth and Preservation Map, and areas where there is currently no affordability. The ordinance should include an equitable in-lieu fee." In addition, the guidance provided on in-lieu fees and their effectiveness are noted and will be studied in the near term.

*Sasha Hauswald* Cornerstone Partnership was founded in 2010 to help nonprofits and public agencies strengthen homeownership and inclusionary housing programs that support long-term affordability and community stability. Since 2010, Cornerstone has provided technical assistance to over 50 organizations and cities across the US. Today, Cornerstone is a nationally recognized leader in Inclusionary Housing policy. The Cornerstone team has worked on Inclusionary Housing policies in New York, Denver, Seattle, San Francisco, Santa Monica, Palo Alto, Atlanta, and Boulder, amongst many others. Currently, we are working with the Nashville Planning Department to provide technical assistance on Inclusionary Housing and related policies.

680

On behalf of Cornerstone Partnership, I would like to commend you for including a recommendation for mandatory Inclusionary Zoning in Nashville. An inclusionary housing policy will help ensure that Nashville remains a place where working families can afford to live.

We also recommend the following change to language that appears in the plan on page IV-H-1. "Adopt a mandatory Inclusionary Zoning Ordinance that ensures long-term affordability, creates affordable housing units throughout the city and particularly in high-growth areas and areas where there is currently no affordability. The ordinance should include an equitable in-lieu fee option. The in-lieu fee level should be initially set and regularly updated according to best practices in order to maximize affordable housing development made possible by the program." The first recommended edit is intended to ensure that all neighborhoods with current or future development opportunities are considered when the city is crafting an Inclusionary Zoning Ordinance. Our concern is that the high-growth areas defined in the Future Growth and Preservation map may not capture all areas of the city where an Inclusionary Zoning requirement would be both feasible and appropriate.

Regarding the added language on in-lieu fees:

It is, unfortunately, quite common for new inclusionary programs to set their in-lieu fee too low in comparison to their onsite requirements. As a result, no inclusionary housing units are built because all developers choose to "fee out". A jurisdiction desiring a balance of fee revenue and onsite development should set their fee level to be equal to the "opportunity cost" facing developers for providing units onsite. Fee rates should also be updated annually to reflect changes in the market. We recommend Nashville follow established best practices and use local data to ensure that the in-lieu fee option is efficient, effective and complimentary to the onsite development option. Thank you for accepting our comments on the draft NashvilleNext Housing element. If you have any questions, please do not hesitate to contact me.

*Adriane Harris* Adopt a mandatory Inclusionary Zoning Ordinance that ensures long-term affordability, creates affordable housing units specifically in high-growth areas as defined... NOTE ON: HIGH-GROWTH AREAS: An IZ ordinance or inclusionary housing policy should be countywide as well as mandatory:  
-the market will continue to change and "high growth" areas today are not high growth tomorrow. For example, Antioch may not be high growth this month, but as affordability continues to be an issue, the market will drive it to be high growth. It may be difficult to define high growth areas for a 25 year plan.  
-To not be inclusive of the county totally defeats the point of an "inclusionary" policy. This plan does a great job of discussing diversity in housing types and in age, race, income, etc for the sake of housing affordability and you cannot have an inclusionary policy if it does not include the county.

204

## volume 2 H chapter

### Inclusionary zoning - mandatory

269

Response This edit was made to Housing Policy 4.2 in the NashvilleNext Housing Element: "Strengthen neighborhoods by making them safe and easy to get to and around. Pay special attention to safety and access for Nashvillians who are within special needs populations, including the disabled, elderly, veterans, or have very low incomes."

*Adriane Harris* Pay special attention to safety and access for Nashvillians who are disabled, elderly or have very low incomes. CHANGE TO: I would rephrase last sentence to include, special needs populations including disabled, elderly, and very low incomes. This way "special needs" can refer to veterans, reentry housing needs, etc. 209

### Joelton and future development

123

Response Over the past twenty years, community input from most Joelton residents has opposed increasing development in Joelton. (See the discussion in Community Planning history in the Joelton Community Plan.) Because of this, high-rise development is generally inappropriate in Joelton, in order to preserve the community's rural character. However, Rural Neighborhood Centers (primarily in "downtown" Joelton at Whites Creek Pike, I-24, and Clarksville Pike) do allow denser homes and seek to create a walkable rural village that brings residences, shopping, parkland, and other services close together, supporting aging in place in Joelton.

*North Nashville Draft Open House* Joelton 312  
The draft plan points out that the Joelton community is an aging population yet the plan makes no provision to dedicate lands and/or infrastructure for the creation of high-rise residential assisted living care for the elderly. Thus, as the population grows older and is no longer able to maintain its home, it has to move from the area where it has lived and what it has loved to Springfield, Madison or Bordeaux to get needed services. This is a disservice to the people in the community and needs to be addressed in the plan.

*North Nashville Draft Open House* I am very disappointed at the infrastructure developments proposed for Joelton-sidewalks and bike trails. When Metro became a reality, it was promised that within a few decades all the county would enjoy the same benefits of the urban service district. Today, 50 years later, we still have no sewers, garbage pick up or enhanced police protection. As your draft review states "infrastructure can increase or decrease the attractiveness of a place". Joelton has not grown due to the lack of public services and issue as septic tank systems more than 50 years old begin to fail. I feel that it is a breach of the public trust that the citizenry placed in metro when it was founded not to continue the gradual expansion of the USD until all the county can enjoy city water, sewers, garbage pick-up, and enhanced police and fire protection. 300

## volume 2 H chapter

### Local housing choice

29

Response The NashvilleNext Housing Element and Actions support the creation of Missing Middle Housing as well as housing that meets special needs - for example transitional housing for the homeless, or multigenerational housing that is becoming more common amongst minority populations. Missing Middle housing fills a the gap in the market between larger single family and multi-family development. These housing types include detached accessory dwelling units, alley housing, triplexes, quads, manor houses, courtyard flats and live/work units. These concepts and actions can be found in the NashvilleNext Housing Element Chapter and the Housing Goals and Actions H 1.4 and H 2.1.

*Lisa Smith* Would you be willing to support and promote alternative forms of housing, like co-housing, shared housing, etc? 310

*Bridgett Kurtz* Greater housing options within specific communities 54

### Multifamily units

31

Response NashvilleNext recognizes the importance of maintaining neighborhood character. Nashville's community plans and the Community Character Manual are incorporated into NashvilleNext. These parts of the plan identify areas as neighborhood maintenance, that seek to maintain the character and context of the current neighborhood. In many neighborhoods, large multifamily buildings are out of character and inappropriate. In some neighborhoods, larger multifamily buildings are part of the current character.

*Val Knust* Housing, please keep apartment complexes larger than 12 units on the main thoroughfares. Clogging our neighborhoods with these huge complexes overtax our streets and change the quiet characteristics of our neighborhoods. 122

## volume 2 H 3.1

### Home repair

74

Response Change made. The actions is now 306 on page IV-57.

*Jaclyn Mothupi* HON has a Home Energy Savings program (overview attached) which directly addresses goal 28 & 29 and policy 3.1 and 3.1.1 of NashvilleNext's Housing Draft Actions. We'd love to be a part of future conversations and meetings to serve as a community resource to help champion these goals. Looking forward to hearing from you on this and getting engaged. 211

## volume 2 LUTI chapter

### Airport transit

16

Response We will forward your comment to planners at MTA which recently started work on their Strategic Transit Master Plan called nMotion. They will explore the High Capacity Transit Routes identified in NashvilleNext's Growth and Preservation Concept Plan. Of these, the High Capacity Transit Route on Murfreesboro Pike could support transit access to the airport. Information on the Strategic Plan can be accessed on their website a at <http://nmotion2015.com/>.

*Laura Denison* I don't see any mass transit plan for getting people to and from the airport. 443

*Online chat-ALL* I think the monorail would be better suited for connecting Downtown with the Airport and Opry Mills. But for connecting Nashville with, let's say Franklin, how feasible would a modern interpretation of the old interurban line along Franklin Pike? Look up California's Oceanside-Escondido SPINTER to see this adapted for the 21st century 27

### Bicycling

126

Response Expanding sidewalks, bikeways, and greenways throughout Nashville will be one of the city's top priorities for the next 25 years to improve health, safety, and quality of life. As in other parts of town, NashvilleNext identifies a network of protected bikeways, greenways, and bike lanes for North Nashville that will expand access to jobs, services, transit, and recreational and educational opportunities for people who ride bicycles.

*Kyle Center* In addition, I'm not sure if the city does any kind of research to see where people actually want bike lanes. I drove through the Bordeaux/Metro Center area today and discovered some beautiful bike lanes, but I didn't see one single person using them. 726

*Robert Johnson* There is considerable emphasis on utility cycling and linking centers for cyclists. However, it is generally observed that utility and commuting by bike increase after leisure cycling has increased, and indeed the vast majority of people live in suburbs and cycle only for leisure. A greater emphasis on facilitating leisure cycling and providing leisure links in suburbs might therefore achieve the goals of: Increasing utility cycling; spreading the infrastructure investment across Greater Nashville; and making (visible) sustainable transport investments in those places where the majority of Nashvillians actually live now. 496

*North Nashville Draft Open House* bike lanes! 391

### Broadband

12

Response Possibly. Broadband is identified as important for students, small businesses, entrepreneurs, and general quality of life. It may play a role for larger businesses, but those businesses generally have high speed internet access already.

*Online chat-ALL* With google light band coming to Nashville do you think this will attract more large businesses to the area? 19

## volume 2 LUTI chapter

### Combined sewer

177

Response The Clean Water Nashville program is currently addressing combined sewer system. Unfortunately, many parts of Nashville are dealing with a legacy system which is costly retrofit to modern standards.

*Peter Linstrom* [HWEN] Four decades is time enough. Kindly consider things that have happened since 1972: 356

1. Nixon was re-elected and impeached.
2. The Vietnam war ended.
3. The US sent troops to armed conflicts in Lebanon, Grenada, Panama, Somalia, Bosnia, Kosovo. And troops have returned.
4. The following oversea wars have started and ended: The Gulf War, Somalia, Bosnia, Kosovo, Afghanistan, Iraq.
5. The Soviet Union collapsed and returned as an global aggressor.
6. Computers entered businesses, then homes. Now they are held in our palms as a smart phone. The web has supplanted broadcast media.

But our tiny speck of Davidson County still does not comply with the Clean Water Act of 1972, and our historic neighborhood is currently being knocked down, 1 house at a time. This is absurd. It is time for Metro to help us circle our tiny, little, historic wagon. Greetings from this good place, this warm place we love with all our hearts.

*Peter Linstrom* I am deeply concerned about 3 things [in HWEN]: 353

- 1) no part of the plan proposes separation of our combined sanitary and storm sewer system. We are Nashville's only NEIGHBORHOOD that does not comply with the Clean Water Act of 1972.

*Edmondson Pike* When it rains the Cumberland River is full of sewage 342  
*Draft Open House*

*Edmondson Pike* Wastewater and stormwater should be separate 341  
*Draft Open House*

### Downtown transit

20

Response MTA has a circulator system called the Music City Circuit that can be ridden for free downtown. They will be upgrading the buses to be all-electric soon. We will forward your comment to planners at MTA which recently started work on their Strategic Transit Master Plan called nMotion. They will explore the High Capacity Transit Routes identified in NashvilleNext's Growth and Preservation Concept Plan. Information on the Strategic Plan can be accessed on their website at <http://nmotion2015.com/>.

*Christian Niemeyer* Develop a trolley system for downtown. It is not limited as a dedicated bus line is. It can be expanded and developed over time without change to the original tracks. It offers a European excitement to the downtown area, an atmosphere that would fit our many activities in the city 5

## volume 2 LUTI chapter

### Edmondson Pike

19

Response Edmonson Pike and Holt Road have not been identified as Countywide Critical Needs or Community Priorities. However, they are still identified in the Major and Collector Street Plan to be widened to five lanes on Edmondson Pike to the county line and on Holt Road to three lanes. Street designations in the Major and Collector Street Plan can be accessed at <http://maps.nashville.gov/mcsp/>

*R. Davidson* I see where you intend to widen Nolensville Rd. down to the Williamson county line. That is definitely needed. I do not see any adjustment to Edmondson pike from Old Hickory Blvd. to the Williamson county line. I wish you would realize how many cars are now coming up this road, onto Cloverland drive to Brentwood. There are always many accidents and traffic already backing up onto Holt Rd. from the housing being built in Williamson county and this area. Do you intend to widen Holt Rd. at all? No sidewalks for our road, but another huge construction project for downtown. I already have great trouble getting out of my driveway in the mornings when going to work. Take another look at all the traffic and building going on in this area. Take another look at Edmondson pike. 62

### Existing rail lines

11

Response Use of existing rail corridors for passenger rail has proven difficult in Middle Tennessee, as the existing rail lines carry significant freight and there is little incentive for the rail lines to work passenger trains into the schedule and capacity. That said, several studies are underway to look at multiple options that involve rail lines to the northwest to Clarksville and to Murfreesboro. A recent study of the northeast corridor to Gallatin determined that utilizing the existing CSX tracks would be difficult. One corridor with existing High Capacity Transit is the Music City Star corridor from Downtown to Wilson County. In the static draft of NashvilleNext, Planning staff has modified the NashvilleNext Growth and Preservation Concept Plan to show a connection to Donelson, which is identified as a Tier 1 Center and a regional arrow to the east to indicate there is a need to increase density to trigger more frequent transit service along the Music City Star Line and Lebanon Pike to Donelson. With regard to the comment recommendign that the Fairgrounds Nashville site be used for a light rail station, in 2011 Nashville voters passed a referendum that amended the Metro Charter, calling for the exiting uses on the site to remain. With regard to the idea of locating a transportation hub within the Gulch, the Clement Landport is on the edge of the Gulch, abutting Cummins Station. Additional transit facilities will be needed, however, and this and other transit issues will be discussed during the Metropolitan Transit Authority's (MTA) strategic plan update, a process called nMotion, which began in April 2015. For more information, go to [www.nmotion2015.org](http://www.nmotion2015.org)

*Online map* Would like to see a light rail train station at the fairgrounds, lots of parking space service to downtown would help relieve traffic congestion coming from the southeast, connector to existing eastern route 91

*Online chat-ALL* How can we overcome CSX's stance of commuter rail like the Music City Star? The latest proposal reportedly just got scuttled by the railroad wanting us to pay for it. 24

*Christian Niemeyer* Develop a light rail system on the present train tracks that runs like wheel spokes back and forth to all communities. The Gulch could be a transportation hub for the light rail system, connecting to the trolley system and buses. I realize the Gulch is quickly being developed. Land should be reserved there for a transportation center. 6

Focus on transit

Response Nashville continues to work to align public sector investment and private sector investment to create a comprehensive, robust transportation network that incorporates all modes of transportation working together. Complete Streets emphasizes creating streets that work for all modes of transportation, recognizing that at the beginning and end of each transit trip, the rider becomes a walker. The Complete Streets focus alerts private sector developers to the fact that, when they create a development, they will be adding to the street infrastructure to accommodate cars, walkers, bicyclists and transit riders. Complete Streets is also the benchmark by which public sector investment in streets is to be measured. NashvilleNext supports Complete Streets as part of a way to coordinate transportation investments better. We introduce the concept of "Complete the Trip" to reinforce that we not only need to improve transit service along the identified High Capacity Transit Corridors but the increase in service needs to also be matched with good sidewalks and biking connections. We anticipate that the agencies that build and maintain components of the transportation network will readjust their processes and operations to help meet the NashvilleNext vision that links land use and transportation more explicitly.

DALE LISZKA LUTI Goals 327

7.0.2 - Disregard the entire Complete Streets program in favor of a renewed focus on the MTA infrastructure. Strengthen existing programs for bus and rail instead of expanding multiple small, unsustainable programs.

7.0.16 - Do not waste resources on abstract programs. Reinvest funding to improve what is already working.

Greenfield development

Response NashvilleNext addresses greenfield preservation and development at the macro level through the Growth and Preservation Concept Map, with the "Green Network" indicating areas for greenfield preservation and the "Neighborhoods" designation indicating greenfield development. The Concept Map is implemented in each Community Plan (Volume III of NashvilleNext) through the application of Community Character Policies to each property. The Community Character Policies outline what type and intensity of development can occur. The Green Network (Concept Map) and Rural areas (Community Character Policy Maps) should generally not develop. Neighborhoods (Concept Map) and T3 Neighborhood Evolving (Community Character Policy Maps) show where new greenfield development is appropriate. NashvilleNext proposes other tools to limit development in the Green Network including limiting where sewers can be extended or expanded. See the water improvemetns map in the Land Use, Transportation and Infrastructure Element (Volume II).

Robert Johnson There does not appear to be a general policy that greenfield development is undesirable, or that it's growth should be slowed. Are these concepts accepted in Nashville? 500

## volume 2 LUTI chapter

### High growth areas

13

**Response** As Nashville continues to grow, maintaining quality infrastructure is key. Infrastructure is the part of the built and natural environment that conveys a public service. Infrastructure systems undergird daily life, by providing necessities or keeping us safe. For example, roads, sewers, schools, sidewalks, and parks are all considered infrastructure. Infrastructure is typically capital intensive, meaning that it is expensive to construct and maintain, and difficult to change. Some infrastructure is above-ground and visible in our daily lives, like roads and powerlines. Other infrastructure is hidden, removed from daily life (like a water treatment plant) or underground. New infrastructure can attract more intense land uses and new development, while in other cases, infrastructure follows as development occurs.

The Land Use, Transportation & Infrastructure Element in Volume II: Elements includes discussion about the city's current infrastructure and future needs, including goals, policies and actions as well as the importance of prioritizing projects.

Also, refer to Volume I: Vision, Trends & Strategy for a discussion of Metro Government's finances, where revenue comes from, land values per acre and how some types of development cost the city money.

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*Alan Green* To Whom It May Concern,

I am writing to second Ms. Bolian's sentiments below. As a homeowner who lives within one block of White Bridge Road, I am extremely concerned about the long-term impacts of the NashvilleNext plan, particularly the proposed increase in density for our surrounding neighborhood. My wife and I moved away from the horribly congested Green Hills Mall area last year, and we certainly do not want more of those same growth patterns in our Hillwood/White Bridge Road neighborhood. Throughout what remains of this critical planning and approval process, please be sure to include those of us who will be most directly affected by these developments.

103

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*Online chat-ALL* what is being done for communities such as Antioch where growth is out racing infrastructure? 20

### Hobson Pike/Old Hickory Blvd

15

**Response** NashvilleNext does not identify the Hobson Pike and Old Hickory alignments as a priority, though adding a center turn lane is recommended. As part of the adoption of NashvilleNext, the Southeast Arterial is proposed to be downgraded to a Scenic Arterial Boulevard instead of an Arterial-Parkway, which would have more greatly restricted access. It has been difficult to get the Southeast Arterial moving since the mid-1990s.

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*Online chat-ALL* how is nashvillenext dealing with the long range road plans that have been on the books for quite some time such as realignment of Hobson Pike/Old Hickory from Murfreesboro Pike to the interstate? 26

## volume 2 LUTI chapter

### Improve infrastructure first

56

Response Matching infrastructure to growth patterns is complicated and rarely follows an orderly path. Both private developers and the public sector contribute to expanding, upgrading, maintaining, and improving infrastructure as growth occurs. Because different kinds of infrastructure have different lifespans and conditions, it is impossible to require that all infrastructure be upgraded prior to redevelopment occurring. NashvilleNext recommends using the Centers on the Growth & Preservation Concept Map as a framework to manage infrastructure improvements by focus improvements in the areas expected to grow the most.

*Sarah Mitchell* There needs to be less increased density in the Green Hills area at least until infrastructure is brought up to date. We have no sidewalks, water runoff is already a problem. 147

*Bell Lowe Newton* Overall, I do not support increases in density without first addressing our constantly crumbling infrastructure. 142

### Invest in neighborhoods

127

Response NashvilleNext identifies centers and corridors throughout the county to direct investment. These centers and corridors will support the neighborhoods around them. Additionally, some investment (such as sidewalks) may be used to connect surrounding neighborhoods to the centers or corridors. Finally, investments to maintain health and safety will continue to occur throughout the county.

*North Nashville Draft Open House* Need more investment in neighborhoods 319

### Non-priority pedestrian improvements

35

Response Expanding sidewalks, bikeways, and greenways throughout Nashville will be one of the city's top priorities for the next 25 years to improve health, safety, and quality of life. Hundreds of miles of sidewalks and bikeways are identified in plans like the Strategic Plan for Sidewalks and Bikeways, the Countywide Parks and Greenways Master Plan, and Nashville's fourteen community plans. These infrastructure needs will be carried forward and many will be implemented as part of each responsible department's regular work program. Metro Public Works uses the Strategic Plan for Sidewalks and Bikeways to evaluate and prioritize sidewalks projects implemented with public funds. NashvilleNext calls for an update to the strategic plan for sidewalks and bikeways to incorporate priorities identified by Nashville Next public outreach. These requests have been passed on to Metro Public Works and Metro Parks and Greenways.

*Anne Lacy Wallace* Please include the completion of the sidewalk on 12th Ave/granny White from Battlefield to Lipscomb University 371

*North Nashville Draft Open House* Concerning the parks and greenways. There is a designated green space that could be cleaned and made into walking trail (Parkwood/union hill) 325

[drawing points to behind walmart]

## volume 2 LUTI chapter

### Non-priority pedestrian improvements

35

<i>North Nashville</i> <i>Draft Open House</i>	My neighborhood: Parkwood  As my neighborhood ages, wellness and safety become issues  Walkability would address this. I would like to see (1) sidewalks on village trail (37207) (2) the greenspace behind Walmart developed into walking trails with solar light walking paths	323
<i>North Nashville</i> <i>Draft Open House</i>	Sidewalks on Ewing Lane and Knight Road	317
<i>North Nashville</i> <i>Draft Open House</i>	Sidewalks for village trail would go quite far to 1. deter crime 2. beautify the neighborhood 3. instill a sense of pride in the neighborhood 4. Build a use of community and a natural progression to community "involvement" i.e. policing  Sidewalks would be great	298
<i>Dana Croy</i>	Page 46: While I am thrilled with the prospect for more bike lanes and feel it is important to my family as well as the overall health of the city, I am once again disappointed at the lack of vision for how far the paths will go. There should be a multi-use path or sidewalk stretching the entire length of McGavock Pike from Lebanon Road to Pennington Bend to keep the children walking to school safe. If you want to promote health in this city, improve our sidewalks. I see the connector from Opry Mills to the Greenway, but the sidewalk should be the entire road.	126
<i>Ann</i>	I think bikability is one of the most important changes to be made in Nashville for 3 reasons: 1. Decrease obesity rates by promoting transportation as exercise. 2. Cater to the increase of the young population who tend to bike often. 3. Set a precedent for the environmental health of the city.	53

### Other types of transit

18

<i>Response</i>	The NashvilleNext Growth and Preservation Concept Map identifies "High Capacity Transit Corridors" for improved transit service. NashvilleNext does not, however, recommend specific modes or vehicles of for each corridor. The discussion on modes will occur with the Metropolitan Transit Authority's (MTA) update of its Strategic Plan, a process titled nMotion, which began in April, 2015. The ideas proposed below will be forwarded to MTA, but commenters are also invited to participate in nMotion. Go to <a href="http://www.nmotion2015.org">www.nmotion2015.org</a> for more information.	
<i>DAVID UTLEY</i>	Yes the transportation part. i WOULD LIKE TO SEE CONSTRUCTION OF A MAGIEV SYSTEM FROM DOWNTOWN TO THE AIRPORT.I am not sure if it is a change as much as a comment. Would it be better if a private firm were allowed toconstruct a Mag Lev type system to connect downtown to the Airport? The staggering cost my be prohibitive to the city but could be bourne by a private organization. Testing the waters so to speak for a Statewidesystem needs to be tested and this seems to be the most logical location with a high potential ridership to befeasible to initiate this modern means of transportation.	481
<i>Hugo F. Sandoval</i>	Use cable car transportation between some peripheral sites and central bus boarding points, for example, Nashville State Technical Institute, St. Thomas Hospital, Trevecca, Belmont, and Lipscomb Universities.	435
<i>Hugo F. Sandoval</i>	Design, plan, and build a monorail track between Wilson and Rutherford counties to Nashville. The present concrete highway dividers can be used as guides for the tracks and routes. Design and build terminals with ample expandable parking space in each municipal monorail station.	434

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### Other types of transit

18

<i>Nina Tackett</i>	I live in Bellevue (37221). I want to suggest that a system of monorails be our transportation plan for the future. We must look far ahead - as well as solving current traffic problems - because getting to downtown Nashville is what we want. We need rails going out from downtown, like spokes on a wheel, to the whole metro area; a fast and green and pleasant experience for workers and tourists alike will be an attraction for all ages. We need the plan to somehow include getting our children to schools, so that all the parents aren't on the streets in their cars delivering them - this definitely necessitates safety, convenience, and speed. I know a monorail can't deliver each child to school but somehow the children must have public transportation to get them close to school. The children are not my main concern in suggesting the monorail - workers and tourists are.	426
<i>Chris Buford</i>	In general, I wonder if we can make use of the Cumberland for travel and to make it easier to get from one area of Nashville to another	252
<i>Online chat-ALL</i>	Austin recently had a proposal for an aerial gondola called "The Wire" and many South American cities are turning to these aerial gondolas as a less expensive way to move people. While seemingly radical, is this something that would ever be considered for the urban core of Nashville?	30

### Parking

4

Response	More information about parking and minimizing overflow into neighborhoods can be found in the Land Use, Transportation and Infrastructure (LUTI) section in Volume 2. The page it's specifically referenced to is II-45	
<i>Online chat-ALL</i>	what about the need for more parking as well in Nashville? How do you plan to accomadate the population now let alone the increased population?	23

### Parking district

77

Response	NashvilleNext recommends viewing parking in centers as a utility managed jointly across multiple properties to reduce the cost of new construction, improve the public streetscape, manage transition to surrounding neighborhoods and balance access across transportation modes.	
<i>Robert Johnson</i>	There is no specific mention of reducing the amount of car parking, or its general desirability, in particular in centers. Nashville's downtown cannot thrive with its current level of inactive, wasted, land dedicated to vehicle parking. Why not?	492
<i>DALE LISZKA</i>	LUTI Goals 5.3.1 - Create special permits for parking garage construction that supercede neighborhood restrictions	152

### Property maintenance

108

Response	Please contact the Metro Codes Department to further discuss your concerns regarding property standards: <a href="http://www.nashville.gov/Codes-Administration.aspx">http://www.nashville.gov/Codes-Administration.aspx</a>	
<i>North Nashville Draft Open House</i>	owners not maintaining property as rentals	390

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### Property maintenance

108

*TSU Draft Open House* Policy/codes need to be stricter on property owners to maintain commercial property

280

### Protect floodplains

178

*Response* Action Item 155 is identified as part of the Natural Resources and Hazard Adaptation Element. This outlines strengthening the variance process to reduce the amount of disturbed floodplain area with development.

*Edmondson Pike Draft Open House* Protect floodplains. Prevent building in floodplains.

346

### Regional transit to Williamson

17

*Response* Planning for transit on a regional level is key and with the leadership of the Metropolitan Planning Organization (MPO), the Regional Transit Authority (RTA), the Mayor's Caucus and others, the discussion is well underway. NashvilleNext has discussed regional transit planning and outlined key transit corridors - High Capacity Transit Corridors as seen on the Growth and Preservation Concept Map (Volume I of NashvilleNext). While NashvilleNext continued a conversation already underway, the more detailed planning for regional transit is underway now with the MPO's update of the Regional Transportation Plan and the RTA's update to its Strategic Plan.

*Online chat-ALL* What are your plans in terms of addressing the needs of a more regional goal with the greater Nashville area including surrounding counties? There are greater needs to address this today instead of years from now as Nashville and the surrounding areas are growing at a tremendous rate, but Nashville transit infrastructure is not keeping pace.

33

### Road operations

14

*Response* Planning staff visited the location identified in this comment (along 11th Ave in the Gulch) and could not see where the road was barricaded. It could have been a temporary barricade.

*Online map* road is barricaded, needs to be opened.

85

Response The draft NashvilleNext Growth and Preservation Map, Community Character policies and Community plans introduce new policies for rural areas. These policies include Rural Agricultural, Rural Countryside, Rural Neighborhood (Maintenance or Evolving) and new policies for Rural Conservation areas intended to better preserve or conserve environmentally sensitive land in rural areas. These policies are intended to preserve and enhance the rural character of designated areas of the county. They are not intended to serve as merely a holding zone/pattern for future suburban development.

The policies shown in the static draft of the Bordeaux-Whites Creek Community Plan reflect the work undertaken through a series of community meetings between July-October 2014. The draft community plan policies are the policies that were developed through discussion during this period and reflect a balancing of all interests. It is acknowledged that certain areas currently have non-agricultural zoning and some have access to sewers. The proposed policies recognize and reflect the specific characteristics of each site and reflect the discussion and consideration of the community and staff through that process.

As promised at the final community meeting, the map presented to the Planning Commission for their June 15 public hearing will be the final map developed in the 2014 process. Many comments received during April were requests to amend them map. Any requests to amend or otherwise change the policies reflected on the map should be presented to the Planning Commission for consideration at the June 15 public hearing. Other comments received during the April public comment period asked about preservation of historic sites when new development is proposed in T2 Rural Neighborhood Evolving areas. Guidance for how new development should occur in a manner that is respectful of historic structures and sites is discussed in the Community Character Manual, Volume III of NashvilleNext. Other comments received during the April public comment period commended the lanugage included in the Bordeaux-Whites Creek Community Plan that discussed preservation of environmentally sensitive features from steep slopes, headwaters, streams, etc. The comment proposed that this language should be included in other Community Plans, where applicable. Planning staff has included this language to other Community Plans where appropriate.

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*Delta Anne Davis & Anne E. Passino* We urge you to amend the Plan to direct the Planning Commission to act as expeditiously as possible to revisit and, as appropriate, revise land development regulations to reflect the zoning and subdivision policies that protect the green network, open space anchors, and high capacity transit corridor right-of-ways necessary to bring the Plan to fruition. As reflected in Action 1.1.4, we believe it is necessary to update areas of Davidson County to new Rural Conservation, Rural Agriculture, and Rural Countryside Community Character Manual Policies, discouraging the expansion of sewer infrastructure and reducing development along steep slopes. Time is of the essence.

## volume 2 LUTI chapter

### Rural policy

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<i>Delta Anne Davis &amp; Anne E. Passino</i>	As with our more general comments on other sections, we believe the goals, policies, and actions associated with implementing this portion of Volume II could benefit from additional specificity so that exceptions for specific developments do not carve up the remaining contiguous green spaces that have rightfully been identified as important places to remain rural and natural. We therefore support the provisions of the 14 Community Plans that adopt and incorporate these goals, with specific support for the Bordeaux-Whites Creek Community Plan, <sup>32</sup> which explains: "Bordeaux-Whites Creek's natural and open space areas include areas with environmentally sensitive features, such as floodplains, steep slopes and unstable soils, as well as public parks and open space. As a result of the May 2010 flooding, the plan encourages the preservation of all environmentally sensitive features through the use of Conservation policy. The policy encourages the preservation and/or reclamation of these features. Conservation policy also includes steep slopes. Research has shown that the headwaters of many streams and tributaries to the Cumberland River and its tributaries lie in these steep slopes. Preservation of these areas can reduce the impact of flooding in the future by slowing down and absorbing stormwater runoff during rain events. To preserve natural features and rural character, Conservation and Rural policies are applied to Whites Creek." <sup>33</sup> We respectfully suggest that headwaters, streams, and slopes throughout Davidson County receive the same considerations and protections, even in areas not designated as Natural or Rural.	713
<i>Zach Dier and Jennifer Hagan-Dier</i>	We thank the Planning Department for their guidance and help in revising the Bordeaux/Whites Creek Detailed Design plan, especially under the leadership of Rick Bernhardt. We respectfully request that the voice of the community be heard and that special interests of a minority group not override the future vision for our community. Thank you for your time!	665
<i>Zach Dier and Jennifer Hagan-Dier</i>	Over the course of the Process, much of the land in Whites Creek has been changed from (mostly) T2 - Rural Countryside (at a minimum) to T3. How would that zoning preserve our rural character? It wouldn't! These 2 groups simply want to be able to sell of their land and maximize their \$. They don't even live in our community. Why should they determine how we live? Other than down zoning, how can we make sure these parties don't sell to someone who would develop a "blight on the community"?  We say reject the Amendments to the Design Plan, for the properties represented by a few law firms. Keep the zoning at a minimum of T2NE	664
<i>Zach Dier and Jennifer Hagan-Dier</i>	- During the "Give your 2 Cents" game, where individuals were given 2 pennies and they had to pick their ideal future, 90.6% voted for Agri/Scenic or Other (which was essentially Ag/Scenic with different names). Only 9.4% voted for Estate (suburban)  - Councilman Hunt attended 3 of the 5 meetings.	663
<i>Zach Dier and Jennifer Hagan-Dier</i>	PROCESS: After Mr. Bernhardt and his team regrouped, they decided that we'd have 4-5 community meetings in order to allow time for discussion and compromise. The leadership team developed marketing tactics in order to reach out to the WHOLE community. It included Email Blasts (many), Direct Mailers to everyone in the Zip, Yard signs, Flyers in under represented communities.  - In the first workshop meeting, Mr. Bernhardt asked a question to the audience. It was the beginning (and could have been the end) of the discussion. I'm paraphrasing, but it was essentially "Do we want to preserve your rural character?" The vast majority of the audience said yes. A guess I often heard was 80%-90%, in favor of preservation.	662

## volume 2 LUTI chapter

### Rural policy

22

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- Zach Dier and Jennifer Hagan-Dier* When it comes to the Voice of a community, there are often folks who scream "Personal Rights". Whites Creek has a history of this thought and action. Unfortunately, personal rights only go so far. It's the reason we don't have a Starbucks, Walmart or junk yard on everyone's individual property. The COMMUNITY decides what is best for itself, not the individual. It's the whole purpose of zoning. We were under the assumption that we had persuaded Planning. Unfortunately, there are 2 (admittedly large property) land owners and their attorneys who are going against the Community's wishes. This is a big reason why Nashville constituents are so fed up with their representatives, with respect to preservation (buildings or land). Money and threats should not rule Nashville's future. 661
- 
- Zach Dier and Jennifer Hagan-Dier* VOICE: 660  
After we got the green light, we quickly established a leadership team. Everyone on that team was trained to lead objective discussions with fellow community members. We learned to lead without steering. It was clear pretty early on that most people were in favor of preserving the thing that brought them out here, proximity and beauty.  
  
Over the course of 5 (Non NashvilleNext) community meetings, OVER 550 COMMUNITY MEMBERS PARTICIPATED. For a community with only 7,200HH, those are amazing numbers. There was some attrition over the course of 5 meetings. Things come up and, quite frankly, folks thought the process was working it out. Things looked good for Rural Preservation!
- 
- Zach Dier and Jennifer Hagan-Dier* When we began discussing how we could impact the Bordeaux/Whites Creek Design Plan, we were told that if we followed the Planning Department's PROCESS, we'd have a chance to down zone our community into something totally unique. This would be a case study for Rural/Urban development. 659
- 
- Zach Dier and Jennifer Hagan-Dier* We first found out about the passion of this community when we were stunned to find out, last minute, about a new suburban development (Vista), at the corner of Whites Creek Pike and Green Lane. After many meetings and discussions, the Planning Department basically said it was too late and that the property was currently zoned for that use. We started asking about how we could go about changing the zoning, in order to preserve our Rural character. It just so happened that NashvilleNext was in the mid stages AND that the Planning Department was planning on dusting off the old Community Detailed Design Plans. What good luck! We (Bordeaux/Whites Creek) happened to have the momentum at the right time. Just in the nick of time! 658
- 
- Zach Dier and Jennifer Hagan-Dier* I would like to start off by thanking you for the hard work you've already put into this process. I know you are in a tight spot and we appreciate your time and leadership. As you know, my wife, son and I moved out to Whites Creek about a year and a half ago, from East Nashville. We've enjoyed the scenery and quiet. It's really amazing to live somewhere with such peace and quiet, located within 10 miles of a downtown urban core. That said, the thing we've enjoyed the most about Whites Creek are the neighbors we've met. The passion they have is contagious. Many of them have also left the urban core to get away and have some privacy! 657
- 
- Sarah Bellos* We appreciate you working with us and taking these actions we request to keep our community a terrific place to live! Please honor our commitment to make our rural legacy last. 656

- Sarah Bellos* 5.We would also like to suggest an update for the definition for Conservation Subdivision be presented to the community before we fully endorse the use of this tool. At initial meetings, the planning department mentioned conservation developments as a tool to keep 50-60% of land in open space, to allow more sensible “clustering” that allows a developer to stay off more sensitive land features and still develop. Now that number is 40-50%. Developers already cannot build on sensitive lands, floodplains and steep slopes, of which our area has many. We are concerned that conservation developments in some places will allow a packing of many more homes than would be otherwise possible given current zoning. Whites Creek is the cleanest watershed in the county because the hillsides and streams have not been destroyed through excess development. Even without excess development, our creeks and streams spill into roadways in heavy storms, completely blocking road access. We believe the conservation development tool should be used to protect our lands, not make it possible to pack in more houses on a smaller area. Therefore it is our request that you take the acres of “developable land,” i.e. flat land, as the base acre count when calculating allowable density, not the total land which could include a majority of steep slopes, floodplains and other sensitive features. 654
- Sarah Bellos* 4.The 85 acre area on the South side of Brick Church Lane and West of the I-24 overpass is currently designated for T3. There should be no T3 style suburban development anywhere in Whites Creek. We invite you to drive along Brick Church Lane. You will see a beautiful rural street with quality homes and many stately homes. This is as much an entry into Whites Creek as any other. I-24 is an existing “boundary” from the Industrial along Brick Church Lane and higher density housing along Brick Church Pike. This 83 acre area at the least should be T2 Neighborhood Evolving, so that any development that takes place is a "conservation development" and doesn't lower property values for others along the street or lower quality of life. Our roads and our existing services do not conform with dense, sprawling suburban development. We already have the Fed Ex facility down the street sending box trucks speeding through our rural roads on Knight drive and Brick Church lane. The draft map shows the existing R10 areas on Knight Drive south of Brick Church lane (3460 Knight Drive, where the sewer stops and South) as T2 neighborhood evolving. So we see no reason to not keep this other R10 area consistently “rural.” 653
- Sarah Bellos* 3.On the preferred future map, there is a new connector street extending Brick Church Lane through the woods north of Mrs Buchanan's house. This is NOT what anyone wanted except the one landowner's lawyer. Now, all that land is marked T3, suburban, even though it is currently R20. R10 was supposed to be the T2 neighborhood evolving in all the past meeting. We said no to suburban, and that we could tolerate T2NE since existing zoning right to develop R10 as is cannot be taken away. Why expand this area when we begrudgingly conceded the already zoned and sewerred R10 land as a lost cause? Please do not expand T3 or T2NE ANYWHERE past that which is R10 zoned. If a developer has a specific plan and wants to get their parcel rezoned, then a plan and a process exists for that. Please do not let them hijack OUR PROCESS, a community process to say what we want. If they have a plan they can present it. Do not open the door for suburban encroachment past where it already is. 652
- Sarah Bellos* 2.The way the map is presented online, with the side by side "preferred future CCM" is confusing and doesn't always jive wit the pdf of the whites creek plan, which is very small. It makes it hard to see the specific differences but you know the devil is in the details. I am a well educated person with access to high speed internet, I find it hard to believe I am the only one struggling with this. There is a HUGE spread of T3 along Whites Creek Pike. This was never what anyone except Tom White's clients wanted at the meeting. Hopefully I am just reading your map incorrectly? If not, I would point to the community meeting where 90% of residents stood for rural, countryside, and less than 10% for estates. 0% for T3. 651

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<i>Sarah Bellos</i>	Here I will highlight the most major problems I have, and my Knight Drive and Brick Church Lane neighbors agreed with, from the DRAFT Whites Creek Community Character Map following our last meeting in October.	650
	1.The entire Knight Drive area from Green Lane North to 3783 Knight Dr is currently listed as "T2 Neighborhood Evolving," even though most of this street, from right below brick church lane (3480 Knight Dr) and North, has no current access to sewer lines. Current zoning on most of Knight Dr north of Brick Church Lane is RS20. We acknowledge and appreciate that the T2 neighborhood evolving designation is better than the status quo. However, the residents on the street (not distant landowner) want it T2 Rural Countryside, along the Middle and North part of the street that doesn't have sewer. We see no reason not to keep the currently zoned R10 areas as T2 Neighborhood Evolving to ensure development is allowed in some areas but conforms with the rural character and utilizes conservation developments. Keeping Knight Drive North of existing sewer lines in T2 Rural countryside and not extending the sewer for new developments is an opportunity for the city to save money. There is no reason to turn green pasture and woods into a greyfield now that there is so much interest in developing inside the urban core. As was shown through the Nashville Next process, the entire city wants smart development with housing investments near existing infrastructure and transit, and with green space protected. Knight Drive represents the perfect opportunity to keep it rural and focus on putting housing where the services required for thousands of people already exist.	
<i>Sarah Bellos</i>	A good city has a diversity of people and diversity of housing. Whites Creek offers some of the most accessible and diverse price ranges in the city, even if our housing stock is small. Allow us all to have the opportunity to increase our property values ensuring development is in line with our rural character. We are not anti development. I am anti-clear cutting a forest so a house can be put up in 2 days rather than working around trees, anti developers putting their "Open Space" in a sump pond along the street, flooding out their neighbors, and building poor quality homes that lower property values for all. I read Tom White's letter. I don't want you to get sued either. But, the plan is NOT what we wanted as a community. A community design plan intent was to represent the community, not the risk of lawsuit from one developer's counsel.	649
<i>Sarah Bellos</i>	While metro Nashville Mayoral candidates debate a Multimillion \$ "flood wall," your policies this month can support the most direct route to preventing flooding across the city. Keeping land in Whites Creek with robust tree canopy and with pastures and farms rather than paving them is the most efficient and cost effective way to PREVENT flooding, not just mitigate it one the creeks rise.	648
<i>Sarah Bellos</i>	Throughout the Whites Creek Detailed Design Community plan meetings you heard consensus from the majority of residents across the area that we want to preserve and maintain our rural character, and want development to be consistent with existing homes. The plan's current iteration, presented on your website but not in a meeting to us, represents a threat to our rural way of life and community and absolutely does not reflect the communities desires and consensus at the meetings.	647
<i>Sarah Bellos</i>	You asked us to turn out for a multitude of meetings, which we did. Attending every meeting, not at one table I facilitated did I hear a voice speak out for "subdivisions" or "estates." I heard about fox, tree canopy, deer, creeks and a clean watershed for all of Nashville, solitude, scenic views, and, yes, the occasional grumbling of music from Fontanel. But, apart from 2-3 landowners, we were in consensus — we agreed what rural was and we wanted to keep it country.	646

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*Sarah Bellos* Throughout the Whites Creek Detailed Design plan meetings you heard consensus from the majority of residents across the area that we want to preserve and maintain our rural character, and want development to be consistent with existing homes. With the exception of 2-3 families (and their lawyers), our community was unanimous in our call for the plan to reflect: 1) no T3 anywhere in Whites Creek except at Old Hickory Blvd and I-24 in the T3 Community Center, 2) Knight Drive North of Green Lane to maintain its rural aesthetic though T2 Rural Conservation (which still allows for conservation developments, and 3) Conservation Subdivision definition update to reflect intent to protect view from street and remove undevelopable lands from base land count. We are grateful for you working with our community to develop these Rural Tools and capitalize on the enormous opportunity you have to protect Whites Creek for the benefit of all of Nashville. 645

*Sarah Bellos* Dear Mr. Bernhardt and Planning Department Staff, We have appreciated your time last year engaging our neighbors with the Planning Department on the Whites Creek Detailed Design. I moved to Whites Creek because it is an incredibly beautiful, rural oasis in a major metropolitan area. The expressed consensus among our neighbors during the meetings and following has been we love our rural area and want to preserve our rural character. I am a Knight Drive resident who oppose the designation and designation of of T3 and T2 neighborhood evolving further and further into our neighborhood, past where sewer lines runs. I am a small business owner who specifically kept her business Davidson County because I thought, in Whites Creek, I had found a place where my rural sensibility matched the neighborhood and I could farm in a periurban environment. Last week, my business was featured in Forbes Magazine and my farm was featured on Fox News 17. 644

*Helen Tarleton* It is interesting to note that the original Thompson property owners included a noted historian on the land grants in this area as well as having, themselves, started the first Whites Creek Historical Society. Clearly these community members had a deep interest in the historical significance of this area, something that will certainly be lost if it becomes a network of interconnected subdivisions. 642

In addition, there are numerous Native American mound sites which have been documented and excavated by Vanderbilt archaeologists over the years which are also historically unique aspects of our community and need planning policies which support their preservation.

Recently, I was able to re-read the mission statement of the planning commission and was struck again by the central charge it is given to preserve important, distinctive and diverse neighborhood character and the assets resulting from it. Neighborhoods, when faced with legal strong-arming of individual property owners, rely on civic process as recourse for ensuring the wishes of the greater community. Please carefully consider your recommendations with these points in mind. My request is that the area of Whites Creek Pike between Lloyd Road and Old Hickory Boulevard be zoned T2 Rural Country Side instead of T2 Neighborhood Evolving.

*Helen Tarleton* I ask that you pay particular attention to the fact that the properties in question are in the area of Whites Creek which has an historic overlay. Zoning allotments for T2 Neighborhood Evolving could be inconsistent with the intention of that overlay. As mentioned by the Historical Commission, historic overlays are both designed to protect the historic character of Nashville's historic sites and the property values in the area. As well, "Changes for locally designated properties are guided by the ordinance and design guidelines." The designation of the central area of Whites Creek as neighborhood evolving has the potential to render the intent of the overlay in that area obsolete. 641

You are no doubt aware that at least 7 properties of historic significance exist along the 1.5 mile of Whites Creek Pike inclusive of the properties in question. Many of these historic properties lie directly within the area being considered for development. Included are the following:

- Stump log house (oldest standing log house in Davidson County)
- Alex Green Plantation Chapel ruins
- Cedarwood Historic Tavern/Inn -1830's Home on the National Register of Historic Places
- Whites Creek Bank and Trust and Star Lodge (1870)
- Country Maid Dairy/ Neuhoff Home (circa 1850)
- Earthman's Store (Jesse James captured here)
- Confederate Paper Factory and Barn (circa 1850)
- Joe Johnson-England Home(Circa 1827)

I'm writing to request that the planning documents reflect community interest in preserving the type of neighborhood culture which emphasizes the density of these historically meaningful landmarks rather than encouraging high-density suburban housing developments, which would obscure them.

*Helen Tarleton* Members of the Planning Office, 640  
 I am writing to voice my concern that the final Nashville Next plan submitted to the Planning Commission will include zoning recommendations which designate properties in the heart of Whites Creek (all owned by the Thompson Estate and managed by family members whose residences are not in Whites Creek) as T2 Neighborhood Evolving rather than Rural Countryside, which is what a significant number of the community requested in our planning meetings this summer.

*Laura Bigbee-Fott* The dry creek bottom runs through my land has cut down into the bed rock during times of flood. The vast array of huge fossils of coral and other plant and sea life tell a magnificent geological history that could so easily be lost. The water shed in this area feeds into Whites Creek and is the cleanest water shed in this part of TN. If rampant development and suburban sprawl are allowed to take root, that will no longer be the case. 639

I so appreciate all the hard work you all do for our community. I admire your dedication to our beautiful city. I sincerely hope you will come out here and let us show you around and tell you who we are before you make the decision to allow one lawyer and a couple of landowners who don't even live here change it forever. This is very special pocket of Davidson County. Once it's lost, the city's history and diversity will be diminished.  
 Thank for your time and your consideration.

*Laura Bigbee-Fott* Whites Creek is, and should remain, the agricultural section of Davidson County. There are over 20 working farms in this community and at least two century farms. This history and legacy cannot and should not be ignored. My son and I have found lead shot in our creek, which by the way, is on the Trail of Tears. We took the bullets to a historian and were told that they most likely dated to the civil war or before! If developers come in here with bulldozers, all that will be lost. 638

*Laura Bigbee-Fott* Whites Creek is the tree canopy for Nashville. In Nashville proper, the number one tree in the canopy is no less than Chinese privet, a highly invasive exotic species. Isn't that a shame? But in Whites Creek, we are blessed with acres of old growth trees, some them over 200 years old. But man of these will be bulldozed and burned if rampant suburban sprawl is allowed to take place. 637

*Laura Bigbee-Fott* I want to make my farm a destination. A place brides come with their families to pick their own flowers, have a party, and allow me the honor to help them create a memorable event. Nashville recently out-ranked Las Vegas as a wedding destination. But if high-density, cheaply-built housing developments are allowed to destroy our rural character, it will destroy my ability to attract clientele. Suburban sprawl is unattractive and the impacts to the environment can be extreme. 636

For instance, on my farm, I regularly have rare species of Tennessee native plants come up in my gardens. I am able to save and even propagate these species. They are a legacy of our native beauty that are quickly dying away. Without space to let them be nurtured and grow, they will become extinct. Suburban environments, with all the pesticides and herbicides used for unsustainable green lawns, in addition to all the exotic invasive species often planted in suburban gardens, the “untouched” nature of so much of Whites Creek will be absolutely destroyed.

*Laura Bigbee-Fott* My farm has only been in operation for three years, but in that short time, the interest in local produce has exploded. When I first started the farm, no one had heard of “flower farming”; now I receive nearly daily phone calls from individuals and groups wanting to tour the farm, learn how to grow flowers organically, and use my flowers in their weddings and other celebrations. Last year the Davidson County Extension Office and the Davidson County Master Gardeners voted my farm, “Best Commercial Flower Farm in Davidson County.” Next month my flowers will be featured on the cover of “Tennessee Farm and Home” (a publication of the TN Farm Bureau), along with an article profiling my advice about growing and arranging cut flowers. NPT’s Volunteer Gardener is coming out next month to profile my farm for an upcoming episode. I’ve even provided the flowers to a well-known local US Congresswoman for the last two years. They have graced the tables at her campaign dinners because she is proud of having Tennessee grown flowers and wants to support Tennessee entrepreneurs. 635

If the changes to the Community Plan as proposed by one lawyer and his clients are allowed to occur, all the work and effort I’ve put into my farm could be at risk. The increased traffic, the harm to the rural character, and the environmental impact of tearing out all the trees and wildlife will greatly and negatively impact my farm.

*Laura Bigbee-Fott* Dear Planning Department, My husband and I moved to Whites Creek a decade ago because of the beautiful rural character of the area and the welcoming nature of the diverse and strongly committed community. We were also attracted to it’s proximity to so many of Nashville’s wonderful cultural offerings — plays at TPAC, the incredible downtown library, the downtown Farmer’s Market, and the Frist Center for Visual Arts, and many others. We are both very concerned about the nature of development coming into this area. We moved here — and located our thriving businesses here — because of the historic and agricultural character that was and is so alive in Whites Creek. 634

*Alicia Batson MD* Mr. Bernhardt, I want to thank you for the time you gave our community this past year. It was very generous of you given what you already had on your plate and how stretched your staff already was. At the first meeting you told us that if the community could not come to a consensus about whether or not we wanted to be rural, then there was no point in going forward. We responded to that call. We showed up in large numbers, especially given our rural population. We brought you the consensus and we went forward. Please do not allow one landowner representative and one developer, neither of whom have ever lived here, who happen to own a lot of land in Whites Creek, to be the decider of the fate of hundreds of residents who actually live here, love this place, love this land and have the courage to work to preserve it, in the face of myriad pressures working against us. Thank you. 633

*Alicia Batson MD* 3. Based on public documents that we requested, it is my understanding that you have received comments from the legal representative, Mr. Tom White, of 2-3 landowners and/or estate representatives in Whites Creek who are putting forth an argument for more high density housing in Whites Creek saying that it makes sense because there is already sewage on Whites Creek Pike. I would like to point out that citizens in Davidson County don't have a right to prevent sewage from coming into their neighborhoods. Some neighborhoods in Davidson County, such as Bells Bend, have requested this right but been denied. Whites Creek residents were never asked if they wanted the sewage and at the time, the stated purpose of it was to supply Joelton. Now, we could possibly be told that we also don't have a right to refuse the higher housing density that inevitably tries to come behind sewage. If this were true, then community design plans would have no merit, no purpose. If this were true, then one could say it doesn't matter what communities want as a body - government desires are all that matter. If this were true, then no area in Davidson County could ever reasonably be preserved for rural purposes. Surely, that is not the case. The entire Nashville Next process was based on giving Nashvillians a voice in self-determination. The Whites Creek community residents who turned out at the community meetings made it clear with a >90% vote that we do not want high density housing or estates. We want agriculture and scenic/natural. 632

*Alicia Batson MD* 2. I'm very disappointed in the housing density you are allowing along Whites Creek Pike from Briley Pkwy going north to Old Hickory Blvd, specifically the T2 NE designations. This allows 1 du/2 acres. Given the large area over which you are allowing this density, the rural character will not be maintained. This Whites Creek Pike exit off of Briley Pkwy is one of 2 of our community entrances. This housing density will give the impression of a suburb, not a rural area. In fact, it would look more like "estates" which is specifically what over 90% of the community voted against. 631

*Alicia Batson MD* 1. I don't understand why on Knight Road, north of Brick Church Lane and also on Brick Church Lane, T2 NE has been assigned to a large area that currently does not have sewage and very few homes and parcels. A road without any current sewage or housing density is a perfect opportunity for rural character preservation and also for infrastructure optimization which is a stated goal of the planning commission and I assume the department as well. There are very large beautiful open fields here which are perfect for agriculture usage or creative environmental preservation. You seem to be going way out of your way to bring more homes into this area. 630

*Alicia Batson MD* These unique features are what we declared we wanted to preserve when over 90% of meeting participants voted to keep Whites Creek "agricultural", "scenic/natural". or "other" (which when you read those specific comments they reflect a combination of agricultural and scenic/natural) and when less than 10% voted for "estate". As a result of this vote, we proceeded with a detailed design plan for Whites Creek with the specific purpose of deciding how to best to achieve that goal - the goal of maintaining Whites Creek's rural character. It was a daunting task given that some "estates" and high density developments had already entered the area. 629

Below are my comments which reflect the views of a group of residents who were very involved in the meetings and want to maintain the rural character.

*Alicia Batson MD* Since today is the last day for comment, I would like to add the below comments specifically regarding the proposed changes for the Whites Creek area. 629

As you know, over the course of the end of the summer of 2014 and fall 2014, we held a series of meetings where local residents were given the opportunity to address issues unique to Whites Creek and to voice our desires for the future of Whites Creek.

At these community meetings, we discussed the features that make Whites Creek unique and how best to preserve those features, including sensitive environmental features, historic features and features pertaining to a unique local culture built on 2 centuries of agriculture families, many of whom lived on original land grants and had come down the Cumberland River with Donelson.

## volume 2 LUTI chapter

### Rural policy

22

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*Sharon Charney* The protection of the forested hills in the western part of Nashville should be emphasized in the Nashville Next plans. This ecological corridor in our city cannot be replaced if development is allowed to creep in and break it up. The mature forests on the hills are a haven for our wildlife and for Nashvillians who love to hike. 217

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*Alice Hudson* With western Davidson County holding 82% of Nashville's remaining forests but only 26% of the public land, WE NEED A STRONGER, FORWARD-THINKING PLAN FOR CONSERVATION than what is offered in the current NashvilleNext draft. 189

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*Online map* Please continue conservation efforts in Northwestern Davidson county. 166

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*Gladies Herron & Residents* Please accept this e-mail as a follow-up comment on the proposed Whites Creek map that has been drafted by the Planning Department (Attachment 1). 132

*Gladies Herron & Residents of Lloyd Road and Cherry Grove Lane* In particular, it show a parcel of undeveloped property on Dry Fork Road near Lloyd Road being labeled T3 Suburban Evolving rather than more appropriately as Suburban Maintenance.

1. The undeveloped property labeled "suburban evolving" is zoned mostly as RS15 with only a very small amount of it zoned RS10 (Attachment 2). The 101 acres is in the midst of all single family homes. There are no duplexes or multi-family dwelling units in the adjacent neighborhoods giving a cause to label it T3 Suburban Evolving.

The Metro Planning Department's policy intent for suburban maintenance is to "preserve the general character of suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm" while the Nashville Planning Department's intent for suburban evolving neighborhood is to "create suburban neighborhoods that are compatible with the general character of classic suburban neighborhoods...with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity.

2.The Whites Creek Community decided during the months of July through October 2014 that it wants Whites Creek to have a Detail Plan to reflects more of a rural environment than an urban or suburban community. Suburban evolving is not consistent with the 2014 Whites Creek Detail Community Plan selected by the community.

3. The building form for the community character of "suburban maintenance" better describes the existing development pattern of Lloyd Road at Whites Creek Pike and Dry Fork Road. Current buildings (single family houses) are oriented to the street, with consistent setbacks, providing large yards and moderate spacing between the houses.

In summary, we ask that you please reconsider changing the mapping of this 101 acres of property to at least "suburban maintenance" so it will be consistent with the developments nearby will all single family neighborhoods. There are no multi-family buildings in the neighborhoods that have developed along Lloyd Road, Whites Creek Pike and Cherry Grove Lane.

As stated, the property in question on Dry Fork Road is zoned as "RS" and the owner's property rights and any planned development would not be impeded with a change on the map to reflect "suburban maintenance."

We would greatly appreciate your consideration of our comments and make a change to the map with a reclassification of the property to at least "suburban maintenance" for the property designated T3 suburban evolving.

Thanks

*Jeff Rosiak*

I was in attendance at the most recent Whites Creek Neighborhood meeting on October 14. At that meeting, I had the opportunity to speak with Mr. Bernhardt and to make several map comments through the assistance of our discussion leader, [name]. As the current map has not been modified, it does not appear that these comments were addressed / agreed with. I want to reiterate our position.

4

These comments are specifically about the area bounded by the interstate to the east, Briley parkway to the south, Buena Vista Pike to the West and a large area of natural conservation policy mixed with T2 - rural countryside policy that begins to the north. This area is currently shown as primarily T2 - Neighborhood evolving. The area is surrounded on three sides (east, west and south) by T3 policies. The area also appears to include a good deal of development that is not consistent with T2 including the neighborhoods on Flint Ridge, Green Lane, Tisdale Drive, West Green. It appears to make more sense for the hills to create the transition from T3 policies to T2 policies rather than having one side of the road T2 and the other side T3 as is shown in some locations within this area.

Our client, [client name], is a land owner in the area and controls appx. 366 acres near the intersection of Knight Drive and Brick Church Lane. It would not be our intent, nor would it be [client name]'s, to create a development that is a blight on the community. We talked a good bit, at this most recent Whites Creek Neighborhood Meeting, about ways to encourage "good" development. In the context of this conversation, good development was defined as development that includes preservation of views and open space but still support a bit more residential density. There were discussions of increased development setbacks from certain road corridors to preserve viewsheds and of allowing for conservation developments with pockets of increased density but, in turn, would require protection of significant open spaces and resources. This is the type of development that [client name] would seek at his property and this type of development seems appropriate in the context of the areas surrounding [client name]'s property and the larger area as described above.

We ask that you consider this revision of T-2 and T-3 division to the natural boundaries described above. In light of the surrounding policies, this revised division makes sense.

Thank you,

*\*\* Ask Rick*

The properties shown on the attached map are classified as T3 Suburban Neighborhood Evolving and this plan intends that those properties shall be permitted to develop pursuant to Chapter 3 of the Subdivision Regulations, "General Requirements for Improvements, Reservations, and Design," sec. 3-1 through 3-4, as well as pursuant to the existing base zoning (or zoning change to a zoning district appropriate for the policy) and the "Cluster Lot Option" of the Metropolitan Zoning Ordinance, sec. 17.12.090.

3

**Setting bike/ped priorities**

Response	Expanding sidewalks, bikeways, and greenways throughout Nashville will be one of the city's top priorities for the next 25 years to improve health, safety, and quality of life. Hundreds of miles of sidewalks and bikeways are identified in plans like the Strategic Plan for Sidewalks and Bikeways, the Countywide Parks and Greenways Master Plan, and Nashville's fourteen community plans. These infrastructure needs will be carried forward and many will be implemented as part of each responsible department's regular work program. Metro Public Works uses the Strategic Plan for Sidewalks and Bikeways to evaluate and prioritize sidewalks projects implemented with public funds. NashvilleNext calls for an update to the strategic plan for sidewalks and bikeways to incorporate priorities identified by Nashville Next public outreach.	
<i>Robert Johnson</i>	The concept of reversing the modern mode hierarchy is only mentioned once, in the discussion of New Urbanism. This concept clearly and quickly transmits the message about desirable and undesirable transportation planning, and therefore should be given more emphasis in the plan. It is the concept that planning will take place using a presumption that transport modes will be facilitated in a certain order of priority, such as: Wheelchairs, walking, cycling, mass transit, taxis, light trucks, heavy trucks, private cars. This order can be customized for land use types.	494
<i>Edmondson Pike Draft Open House</i>	Pedestrian safety should have priority on busy streets	343
<i>TSU Draft Open House</i>	I love the emphasis on walking and biking. We have to figure out better alternative transportation.  Regarding bikeways the really need to focus on building facilities for all people-kids and less experienced cyclists included. Building plain tripped bike lanes that end at intersections can only be used by fit, experienced cyclists, and thus aren't a great value for our money	273
<i>John Harkey</i>	criteria for priority projects (bikeways) Link to a tier 2 center Paralleling a high capacity transit corridor Vehicle volume and speed of the street	74
<i>John Harkey</i>	VOLUME and speed of vehicles on the street (i.e., cut through residential streets) To me the SPI needs a rethinking (particularly point values). Consequently I think you should change that bullet to read: "Sidewalk Priority Index (SPI), as revised, reflecting a high level of sidewalk need" Add bullet: "Link to Tier 2 Center"	73

Response	<p>The importance of protecting the city’s environmental features, including waterways, floodways, and floodplains, is a theme of NashvilleNext as is discussed throughout the plan. It is discussed throughout Volume I: Trends, Issues &amp; Strategy. It is part of the Volume II: Elements with the Natural Resources &amp; Hazard Adaptation Element as well as the Health, Livability &amp; the Built Environment Element (action items for both Elements are found in Volume IV). Protecting environmental features is woven into Volume III: Communities with the Community Character Manual and the application of Conservation policy to these areas across the 14 Community Plans. Many of the specific recommendations suggested in the comments are currently addressed by Metro Departments (Parks, Water Services, etc.). For specific concerns about stormwater issues and infrastructure, please contact Metro Stormwater at: <a href="http://www.nashville.gov/Water-Services/Stormwater-Maintenance.aspx">http://www.nashville.gov/Water-Services/Stormwater-Maintenance.aspx</a>. Please also take a look at their Low Impact Development Manual for creating more green infrastructure at <a href="https://www.nashville.gov/Water-Services/Developers/Low-Impact-Development.aspx">https://www.nashville.gov/Water-Services/Developers/Low-Impact-Development.aspx</a>. For specific concerns regarding brush collection and scheduling, please contact the Public Works Department at: <a href="http://www.nashville.gov/Public-Works.aspx">http://www.nashville.gov/Public-Works.aspx</a>. For specific concerns regarding greenway maintenance, please contact Metro Parks at <a href="http://www.nashville.gov/Parks-and-Recreation.aspx">www.nashville.gov/Parks-and-Recreation.aspx</a></p>	
<i>Diana Page</i>	When drainage grates are replaced, add to them something like "drains to cumberland river watershed"	643
<i>North Nashville Draft Open House</i>	Water drainage in this area is a problem, since the 70s Carterwood Dr. no drainage in the streets Ewing Lane and Creekwood-"ditches" that overflow into yards (creek along Knight Road)	316
<i>Anthony Etheridge</i>	Improve storm water drainage in Bordeaux Area near Whites Creek along the Clarksville Hwy Corridor where the new Mullins Park Greenway. There's a need to keep water an ddebris off the greenway.	242
<i>Mary Ellen Basgall</i>	You talk about healthy living and healthy neighborhoods but when you build on a foundation of clay, it will crumble. Our current storm water drainage system and the way Metro handles it is not conducive to healthy and safe environments. Those of who live near ditches that drain the water are aware that when there is a lot of rain, someone in Nashville and surrounding areas are going to flood. The flood waters are dirty and unhealthy. The city needs to step up and help keep those ditches clear. The city has a right-of-way and they need to maintain the facility (the ditches) that are running on this right-of-way. So one can say they want to protect our resources and live healthy, when you are exposing your citizens to these travails, that is not protecting your resources. Brush collection is a major part of that and in areas that depended on it, there are huge brush/limb piles created that are put up front for collection that now happens on a 3 month cycle and they usually wind up in the drainage ditches. This causes a further problem. Fix the storm water drainage system.	120

## volume 2 LUTI chapter

### Traffic calming

192

Response We have determined that there is not anything in the Community Character Manual that would preclude the development of yield streets. At this point we would entertain them as appropriate on new development and would need to coordinate with Metro Public Works on the details on how a street like this would function and be carried out. Currently, we do not identify any streets that could be converted to a yield street in the future.

*Robert Johnson* The Community Character manual makes general mention that in residential areas streets should be designed for two-way traffic. This precludes the use of "give way" streets, which are mentioned in the NAACTO urban traffic design guide as traffic calming measures. Streets are designed with on-street parking such that cars have to move along single lane sections to pass cars coming the other way at short lengths of street with no parking. This slows through traffic to a point where vulnerable road users can safely share the street, provides lots of residential parking and makes through streets as pleasant as cul-de-sacs to live on. Please ensure the Community Character manual does not preclude this type of street. 498

### Transit operations

21

Response We agree and anticipate that we will be working together with MTA to encourage redevelopment along corridors to make more frequent transit service viable. We will forward your comment to planners at MTA which recently started work on their Strategic Transit Master Plan called nMotion. They will explore the High Capacity Transit Routes identified in NashvilleNext's Growth and Preservation Concept Plan. Information on the Strategic Plan can be accessed on their website at <http://nmotion2015.com/>.

*John Harkey* Shouldn't that take you all the way downtown rather than to mid-town? 75

*Melissa Morton* My main focus, however, in reading this plan is the proposed increase in transit. I am a huge fan of public transportation and ride MTA buses. I would like the plan to consider increased options for off peak hours and routes that go through the neighborhoods. I am lucky enough to have a stop that is less than a 10 minute walk, but many of my neighbors do not have convenient access to the stops, decreasing ridership. It will be imperative to Nashville to try increase in off peak hour routes and neighborhood routes to increase ridership amongst its' residents. 69

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## volume 2 LUTI chapter

### Transportation and climate change

188

Response We have added a brief discussion on the reasons for a multimodal transportation network based on this feedback. Regarding metrics for green house gases, we anticipate in the future we may be more readily able to assess the transportation plan and projects based on these metrics. We have included the Access Nashville Report Card which only identifies very basic data to help the community assess transportation trends. We anticipate this data to be more comprehensive in the future and to be used to establish goals on transportation progress.

Robert Johnson [I would like to see additional emphasis placed on the other reasons for promoting sustainable transportation - the more reasons are elucidated for a particular policy, the less likely the plan is to seem irrelevant when opinions change or new data is discovered. Whilst some of the reasons below are mentioned in places in the plan, only transportation equity seems to have permeated all of the transportation input. Reasons that could be given as much strength as is devoted to the transportation equity justification include:  
]•Climate change and CO2 emissions are given scan mention in the transport plan, although these are beneficiaries of the proposed modal shifts. Whilst controversial topics now, they will become accepted as reasons for action during the life of the plan. 486

### Transportation and health

191

Response We have added a brief discussion on the reasons for a multimodal transportation network based on this feedback.

Robert Johnson [I would like to see additional emphasis placed on the other reasons for promoting sustainable transportation - the more reasons are elucidated for a particular policy, the less likely the plan is to seem irrelevant when opinions change or new data is discovered. Whilst some of the reasons below are mentioned in places in the plan, only transportation equity seems to have permeated all of the transportation input. Reasons that could be given as much strength as is devoted to the transportation equity justification include:  
•Health. The health impacts of vehicle emissions are severe, but do not seem to be highlighted as something that sustainable transport can help solve. The obesity crisis is also not given as much prominence as it could be. 487

### Transportation and safety

189

Response Please see text we had in the first draft regarding the exploration of "slow zones." We have added a graphic on vehicle speed and pedestrian injury based on this feedback.

Robert Johnson [I would like to see additional emphasis placed on the other reasons for promoting sustainable transportation - the more reasons are elucidated for a particular policy, the less likely the plan is to seem irrelevant when opinions change or new data is discovered. Whilst some of the reasons below are mentioned in places in the plan, only transportation equity seems to have permeated all of the transportation input. Reasons that could be given as much strength as is devoted to the transportation equity justification include:]  
•Safety. There are no stated goals for reducing transportation deaths, and in particular reducing vehicle speeds is not mentioned as a specific method of reducing the severity of injuries. 488

**Transportation and space efficiency**

Response	The Major and Collector Street Plan includes that some roads may need additional turning lanes than what is identified with the street designation. The MCSP can be accessed at the following website to explore different street segments - <a href="http://maps.nashville.gov/mcsp/">http://maps.nashville.gov/mcsp/</a> . We added a Case Study of Dickerson Pike that simply shows how road space can be utilized differently than it has in the past to serve today's needs. We will be working with Public Works to further identify potential candidates for Road Reconfigurations that may allocate road space differently than it does today for vehicles. These will be included as the Major and Collector Street Plan is updated. At this point, we cannot guarantee how a Road Reconfiguration may actually take place, but we will flag these road segments to identify that they are not serving today's needs most efficiently.	
<i>Carolyn Foster</i>	Develop transportation plans that include turning lanes at places where the lines get long at peak usage times.	612
<i>Robert Johnson</i>	[I would like to see additional emphasis placed on the other reasons for promoting sustainable transportation - the more reasons are elucidated for a particular policy, the less likely the plan is to seem irrelevant when opinions change or new data is discovered. Whilst some of the reasons below are mentioned in places in the plan, only transportation equity seems to have permeated all of the transportation input. Reasons that could be given as much strength as is devoted to the transportation equity justification include: ]•Space. As Nashville becomes more crowded, and greenfield development is discouraged, the space taken up by vehicle lanes and parked vehicles will increasingly come to be viewed as inefficient. There is no mention that mode shift benefits the other policies' desires for increased density of uses, because sustainable modes take up less land than cars, and can deliver larger numbers of people, in shorter time periods, to more densely populated places, than cars can.	489

**Transportation funding**

Response	Working with figures from the Metropolitan Transit Authority and the Metropolitan Planning Organization, NashvilleNext estimates that between \$1 billion and \$7 billion would be needed to build out the High Capacity Transit Corridor network identified in the NashvilleNext Growth and Preservation Concept Plan (the range is determined by which corridors receive BRT Lite versus which receive transit in its own dedicated lane). Funding is a significant issue not only for mass transit, but for the other transportation modes to support accessibility in Nashville. We anticipate a much more significant conversation on transportation funding in the near future. The way we currently fund transportation infrastructure does not meet the needs and vision so many Nashvillians have expressed for more walkable neighborhoods and more frequent transit connected to services. We anticipate that elected officials will explore a variety of funding solutions including public and private sector contributions.	
<i>Delta Anne Davis &amp; Anne E. Passino</i>	The Plan identifies funding as a key factor in realizing its vision.  We agree that “[w]ithout a significant change in the way Nashville funds” <sup>13</sup> non-single vehicle multimodal connectors like sidewalks, bike paths, and mass transit, Access 2040’s vision of a comprehensive transportation network that allows all Nashvillians to access goods, services, and destinations cannot be realized. We also agree that a ballot measure would allow residents to take ownership of this plan. <sup>14</sup> While we do not recommend any particular mechanism to achieve a fully-funded system, we certainly endorse providing such funding and we believe that an educated public—a public that understands the health, environmental, and quality of life benefits—of a multimodal transportation network will make informed decisions that prioritize these modes above those that result in inefficient land use patterns, harmful emissions, and unhealthy activity patterns.	702

## volume 2 LUTI chapter

### Transportation funding

193

*Robert Johnson* There is no target to increase the amount that the private sector pays for sustainable transport. As Nashville enters a massive growth phase concurrent with the national economic recovery, there should be an open admission and stated goal that the private sector needs to pay more to share in the benefits that sustainable transport planning will bring to the city. Development taxes, discretionary funds, flexible in-lieu payments, operational support and other innovative methods are available to facilitate this and Nashville is in a very strong position to argue that its population deserves a greater share of the value uplift that is about to occur in order to pay for the transition to a more dense, transit served, equitable, city. Is this concept accepted in Nashville? 495

*Dana Croy* I want to be clear about why I checked "not agree with the plan" in question 1. On page 39 the plan states: "Needless to say, funding is limited, and the need to improve a multi-modal network far outweighs existing resources." I am curious where the resources are coming from for the numerous capital projects happening around town including the Mayor's recent request of \$1 million to enhance the Grammy section of the Musicians Hall of Fame. 128

## volume 2 NR 1

### Map of farms

80

Response Planning staff contacted the Beaman Park to Bells Bend Conservation Corridor group for a more complete list of farms.

*North Nashville* Farms, Gardens, and CSAs 296  
*Draft Open House* Beaman Park to Bells Conservation Corridor has many more CSAs than listed (6 Boots Farms, Humblie Flowers, Sulphur Creek Farms, Bells Bend Farm, and a few more)  
Contact Tyler Skelton for complete list

## volume 2 NRHA chapter

### Community resiliency

84

Response After discussions with Hands On Nashville staff as to their continuing commitment to resiliency work, they have been added as a stakeholder in several of the Action Items related to the Natural Resources and Hazard Adaptation work.

*Jaelyn Mothupi* One page 11 of the draft one of the strategies is "Increase the community's resiliency." Hands On Nashville (HON) was instrumental in the flood to deploy volunteers in the cleanup effort. Our agency continues to have a presence at OEM and VOAD in disaster preparedness and I'm meeting with Laurel Creech, Chief Service Office of the Mayor's Office and Wesley Rhodes with MPO next week to discuss ways HON can be an active stakeholder in their kick off planning process for their Climate Resiliency and Adaptation plan. Are there anyways HON can play an active role for NashvilleNext's strategy to increase the community's resiliency? 210

**Conservation policy**

**Response** At the level of the Community Plans and their companion document, the Community Character Manual (CCM), NashvilleNext addresses this issue through the application of Conservation (CO) policy to a wide variety of environmental features that are both constraints to development and important community resources. These features include steep slopes, areas of extensive tree canopy, floodplains, stream buffers, and rare plant and animal species habitats. Conservation policy is applied to the natural features regardless of their relationship to property lines. The intent of Conservation policy is to preserve undisturbed natural features and remediate disturbed natural features as redevelopment occurs. Conservation policy is found throughout the county with the exception of the intensely developed T6 Downtown and T5 Center Transect areas. Even in these areas, developers are required to follow existing regulations that cover environmental features such as floodplains. Development of an interconnected open space system through parks, greenways, and conservation easements also helps meet the goals expressed in the comment, even in areas that are outside of Conservation policy.

The Zoning Code, Subdivision Regulations, and Public Works standards provide more detailed regulations of steep slopes based on different grades. In the Action Plan (Volume IV, under NR 1.1, action #210 recommends strengthening development regulations on slopes above 15%).

*Noah Charney, PhD* Preventing development on steep slopes is great and should allow protection of many of our remaining forests. This could be further strengthened with more detailed guidelines on limits and prohibitions on slopes of different grades. 735

*Noah Charney, PhD* One additional idea I'd like to suggest is for NashvilleNext to include specific language about thinking "outside the lines" when considering open-space areas within parcels under review. Property lines mean nothing to plant and animal species, so we need to think of the entire surrounding landscape when considering the ecology within any particular parcel. Conservation areas are best when connected to other conservation areas (<http://www.westmeadenaturalist.org/IB.html>). Open space should be placed so that it connects to open space on adjoining parcels at the local scale, and fits with overall connectivity within nearby parcels at the regional scale. 733

**Intelligent cities**

**Response** We recommend adding a new action on Smart Cities to address this. See the staff report on NashvilleNext for detailed language.

*Hugo F. Sandoval* Nashville should host a six-day international conference, Smart Cities for Smart Citizens, to explore designing intelligent cities. Potential speakers should include the advisor to Chicago for Smart City design, the advisor to the Mayor of Buenos Aires for Urban Development, and the Federal Judge in charge of overseeing the protection of the Amazon jungle in the Brazilian city of Manaus. The Forum would be sponsored and organized by a local group of architectural firms, regional universities and industries, civic leaders and regular citizens. 433

## volume 2 NRHA chapter

### Invasive species

239

Response	While we agree that introducing exotic invasive species into an ecosystem has detrimental effects, the plan does not include a direct action such as you are proposing. We suggest you contact the Tennessee Native Plant Society for more information on their programs and efforts: <a href="http://tnps.org/">http://tnps.org/</a>	
<i>Brenda Stein</i>	I'm not sure it can be written into this plan, but I would love to see the sale of invasive exotic plants BANNED from plant nurseries. They are threatening the natural balance in all of Nashville.	672

### Native forests

69

Response	The NashvilleNext Growth and Preservation Concept Plan does not emphasize much more development to the northwest in Davidson County. We will send all comments related to new parks to Metro Parks to explore with their update to the Parks and Greenways Master Plan that is likely to start this year. Based on this feedback, we have adjusted language in the NashvilleNext plan to emphasize both private and public sector involvement in the development of park and open space.	
<i>Jeffry Stein</i>	As part of that recognition, I hope that in finalizing the plan you will actually incorporate stronger, more detailed guidelines to make words reality. These would include: Detailed guidelines prohibiting development on forested slopes. Stronger standards to prevent clearing of large tracts of mature native forests. Identifying and protecting important large parcels of native forests that would create and connect ecological corridors, especially where they remain in our western sector.	750
<i>Noah Charney, PhD</i>	Invest in the West: We need better recognition of the distribution of our native mature forests. The vast majority of our remaining forests are in western Davidson County, yet most of our public land is in the east. We need to concentrate land-acquisition activities in the west, and development activities in parts of the city where forests have already been cleared. Specific action items should include identification and protection of key large parcels connecting intact native forests along the western ecological corridors.	737
<i>Noah Charney, PhD</i>	Protect our Forests: Native mature forests are essential for our health and economic prosperity. Forests take hundreds of years to develop, while fields can be created overnight. A specific action item should be to create stronger standards to prevent clearing of large tracts of intact mature native forests	736
<i>Brenda Stein</i>	I would like to reiterate the importance of protecting our native forests - especially in Bellevue - that are in a position of being threatened by development through expired development plans (specifically, the Reserve). Once decimated, these forests cannot grow back in our or our children's lifetimes and if they did, they would not contain the essential ingredients in the pristine ecological environment present today! The trees are only part of the story, the fragile environment under them is loaded with native plants which are host to insects that in turn pollinate our native plants and trees. Protecting these properties from development fulfills a much larger purpose for our area, state, and some would agree - our planet.	669
<i>Bellevue Draft Open House</i>	Add to Plan: Invest in the West. We need better recognition of the distribution of our NATIVE MATURE FORESTS. The vast majority of our remaining forests are in WESTERN Davidson County, yet most of our public land is in the east. We need to concentrate land-acquisition activities in the west, and development activities in parts of the city where forests have already been cleared. Specific action items should include identification and protection of key large parcels connecting intact native forests along the western ecological corridors.	551
<i>Bellevue Draft Open House</i>	Create stronger regulatory standards protecting mature forests.	524

**Native forests**

*David N. Orth, M.D* I am fortunate to live close to Radnor Lake and Edwin Warner and Percy Warner Parks. The western part of Davidson County needs similar protected green spaces to make the lives of our citizens more peaceful and in touch with nature. Most of the remaining undeveloped forest in Davidson County lies in this part of the county. Once land is lost to development, however attractive and useful it may be, it is lost forever. One of the things that makes Nashville such an appealing place to live is the proximity of green spaces, and I applaud the effort to provide them for walking and biking trails. I do not believe, however, that the proposed Nashville Next Plan adequately addresses this issue and hope that the plan will be changed to take that into consideration.

509

Thank you for considering my concerns.

*Henry Steigerwaldt* To Whom It May Concern,  
Some years back, my two kids and I tried to check out I believe two forest fire lookout towers that showed up on a topographic map. I thought it would be an interesting short trip with the kids to see some scenery, especially from atop a lookout tower. But much to my surprise, both had long since been removed. But driving around in that part of Davidson County made me realize just how forested that portion of the county still remains. Needless to say, I was thinking then and even more now that it would not be too many more years until housing areas spring up all over these areas because they are very close to Nashville, and very scenic and hence desirable! YES. We need to preserve as much of these forested lands in the country as possible. It would also be great if some kind of hiking trail be constructed that would run from the SW part of the county, all the way to the NW part of the county, embracing as much of this area as possible. Please do all you can to save as much of these forested lands as possible for now and in perpetuity.

503

*Stephen McClure* I believe that Nashville needs to take concerted steps to preserve forested areas in the Western part of the county and replant native, drought-hardy trees in areas where they are lacking.

469

*Alice Hudson* ●Invest in the West: We need better recognition of the distribution of our native mature forests. The vast majority of our remaining forests are in western Davidson County, yet most of our public land is in the east. We need to concentrate land-acquisition activities in the west, and development activities in parts of the city where forests have already been cleared. Specific action items should include identification and protection of key large parcels connecting intact native forests along the western ecological corridors

194

*Alice Hudson* ●Protect our Forests: Native mature forests are essential for our health and economic prosperity. Forests take hundreds of years to develop, while fields can be created overnight. A specific action item should be to create stronger standards to prevent clearing of large tracts of intact mature native forests.

193

*Alice Hudson* However, in its current form, NashvilleNext retreats from some specific conservation visions formalized in recent community plans. Overall, NashvilleNext needs to DO MORE TO PROTECT OUR NATIVE FORESTS. As a starting point, five simple corrective steps are for the new plan to  
1) Create stronger regulatory standards protecting native forests,  
2) Commit to more land banking activities in the under-served west while steering development to regions already denuded of forests  
3) Include the “Bob Brown Park” as a specific action item,  
4) Recognize that expired plans/PUDs do not entitle developers to degrade the environment, and  
5) Include the public sector in the cause of protecting ecological corridors such as Radnor-to-Beaman.

191

## volume 2 NRHA chapter

### Preserve ridgelines

195

Response Action Item 210 is identified as part of the Natural Resources and Hazard Adaptation Element. This outlines strengthening the hillside development regulations to minimize development.

*Gary Witkin* save our forest land and especially our beautiful forested ridges and hilltops!

515

### Robust recycling program

81

Response Please refer to Action Items 166, 167, 184, and 329 that focus on recycling and composting expansion.

*Diana Page* I would like to see a major push on residential, including multi-family, and business recycling.  
I would like to see a major push on keeping haz waste out of the waste stream, including the water system.

513

*Ann Ercelawn* Implement a robust city-wide recycling plan.  
Acquire a commercial composter to handle biowaste.  
Stop landfilling garbage from Kentucky and attempt to drastically reduce trash going to the landfill.  
Encourage builders to recycle construction materials--lots of cardboard used by builders!

213

### Sensitive environmental features

83

Response In NashvilleNext, the phrase "environmentally sensitive land" refers to land that has steep slopes, unstable soils, floodplains, floodways, sinkholes, wetlands, endangered or rare species of plants or animals, etc. Action items on recycling are found in the Natural Resources and Hazard Adaptation action items in Volume IV of NashvilleNext. The goal of leaving future generations an environment that is healthier than today's is explained in greater detail in the Natural Resources and Hazard Adaptation Element (Volume II) including a discussion on what is currently unhealthy in our interactions with the environment. The action items for this Element (found in Volume IV) also flesh out the goal and explain what success would look like.

*Karen McIntyre* "We will permanently sustain the ecological function, resource value, and character of sensitive environmental and rural lands." This statement sounds good on the surface, but in fact it demonstrates a shallow understanding of environmental forces --- since when is some land environmentally sensitive -- We are destroying our environments because we do not appreciate our relationship to the plants and animals here. The environmental statement seems to suggest that we view the environment in of our use of it --- rather than its true function of sustaining us. We need 1) comprehensive plans for composting city-wide and for making laws that force inhabitants to utilize curby....no mention here of carbon foot print....

215

We will leave future generations an environment that is healthier than today's. One of the problems with the language through this document is that it sounds lovely --- but the meaning is unclear... What does it mean -- we will leave the environment healthier than it is now --- there is no explanation about what is currently unhealthy --- so it is difficult to know just what the language means, but clearly this section is long on verbiage and short on meaning.

## volume 2 NRHA chapter

### Steep slopes

208

**Response** We agree that protecting our natural features is extremely important. Volume II: Elements contains a Natural Resources & Hazard Adaptation Element with goals, policies and actions. In Volume III: Communities, the Community Character Manual and the Bellevue Community Plan, Conservation policy applies to steeply sloped areas of 20 percent grade or more. For additional details, please see those sections.

*Bellevue Draft Open House* Keep in plan: The overall guiding principals make clear the value of protecting the environment for our health, prosperity, and happiness. Preventing development on steep slopes is great and should allow protection of many of our remaining forests. This could be further strengthened with more detailed guidelines on limits and prohibitions on slopes of different grades. 549

*Bellevue Draft Open House* Steep slop regulatory requirements. Specific guidelines. Greater than 20% off limits? Greater than 15%? 538

### Stream health

250

**Response** We agree that protecting the health of our city’s waterways, and all our natural resources, is important. Volume II: Elements discusses this in the Natural Resources & Hazard Adaptation Element. In Volume III: Communities and the Community Character Manual and the fourteen community plans, protecting waterways and headwater areas are also discussed. Conservation Policy is applied to floodways, floodplains, wetlands and steeply sloping areas. Please see those sections for additional information. The Community Character Manual also discusses the importance of utilizing the tools in Metro Water Services’ Low Impact Development Manual.

*Delta Anne Davis & Anne E. Passino* Underlying each of the development decisions outlined in NashvilleNext is literally the land upon which this city is built; we recognize that future and further development is inevitable but heartily agree that (1) the protection of out-of-sight headwaters is critical to ensuring the integrity of our drinking water supplies, (2) plans for future development must conserve (where they exist) and establish (where they do not) links between wildlife, water networks, community members, and our green infrastructure, and (3) our region’s future prosperity is linked to our ability to adapt to climate change. 715

While many streams have been removed from the impaired waters list, many more have never been assessed and still others have been destroyed by development. We therefore want to emphasize that Metro Nashville must reclaim lost stream buffer areas, plant native vegetation, restore degraded riparian areas, and preserve the source of surface waters.<sup>37</sup> Because of the seasonal and intermittent nature of some of the key waters in our area, the assessment and identification of headwaters and other streams must be undertaken prior to permitting. Mitigation and restoration programs for development and road projects should be directed to the same watershed segment in which the disruption or destruction occurs.

## volume 3 Antioch-Priest Lake text

### Harding/Blue Hole policy

166

Response This is referring to the Bakertown / Antioch Pike Specific Plan (SP) Zone Change. This Specific Plan is still in place. The Bakertown / Antioch Pike SP includes development standards to guide redevelopment and design in the Bakertown / Antioch Pike Neighborhood. The specific plan document can be found at <http://www.nashville.gov/Planning-Department/Community-Planning-Design/Community-Plans/Antioch-Priest-Lake.aspx>

Jerry Bland There were several community meetings about special zoning for Antioch Pike between Harding Pl. and Blue Hole Rd. around 2007. It was for mixed use redevelopment proposed by the planning commission and passed by the council. Properties were rezoned commercial to accommodate the special zoning plan. I could not find any reference to that plan or that particular area within the Antioch-Priest Lake community plan. 388

Has this proposal been abandoned?  
Thanks for your help.

## volume 3 Bellevue map

### Parks/Greenways/Open Space

30

Response The corridor from the River to Warner is on the list as a future potential greenway/trail connection in the Bellevue Community Plan in Volume III: Communities.

Online map Steep slopes, ridgelines offer opportunity to connect a natural corridor from the River to Warner Parks 94

Online survey ensure addition of long-term vegetation is included -trees 52

Response

There is currently one entrance into the Avondale Park community which is off McCrory Lane. This funnels more traffic onto McCrory Lane to access the interchange at I-40. Street connectivity is essential as developing areas are built out to provide multiple ways into a neighborhood so some streets do not become overly burdened with traffic and to also assist with emergency response needs. Metro's Major and Collector Street Plan adopted in 1990 identified a street connection through this area connecting McCrory Lane to new interchange at I-40. Since that time, the potential interchange was eliminated, a connection to Coley Davis across the Harpeth River to Avondale Park was proposed and eliminated, and what remains is a connection from Avondale Park Boulevard under the interstate to Newsom Station Road. This was identified in the most recent adopted Major and Collector Street Plan and the most recently updated Bellevue Community Plan in 2011. As long as development continues to occur in this area to more suburban patterns, completing street connectivity is an important goal to disperse traffic and help in cases of emergencies.

Bethany Peery  
Glandorf

To Whom it May Concern:

741

I am writing to comment regarding the Nashville Next Draft Plan, specifically potential plans to connect Avondale Park Boulevard with Newsome Station Road in Bellevue. While I think that the majority of the Nashville Next Plan is positive and the goals of the plan are laudable, I am against connecting Avondale Park Boulevard to any other streets.

I live with my husband and our two dogs in the Avondale Park community. We purchased our home in 2011. We enjoy the Avondale Park community and one of the biggest attractions of the community is that there is no through traffic in our neighborhood. This is because there is only one entrance/exit to the neighborhood, and that is on to McCrory Lane. It is extremely important to our community to keep out through traffic between Newsome Station and McCrory Lane. First, unfortunately our community already has an issue with speeding and reckless driving. We, as neighbors, have discussed these issues and many neighbors have made requests and reports to the Metro Police regarding the issue. We are billed as a "walkable community" and the developers use that as a selling point to sell houses in our neighborhood. Sadly, we already have to fear speeders when walking in our community. This is of special concern to the many parents of young children in our community. Adding additional traffic on our neighborhood streets, when metro cannot control the traffic that we have now, will endanger our neighbors, our children, and our pets. It is sad but true that if our own neighbors can't respect and abide by the speed limits we certainly cannot expect strangers and through travelers to drive with care.

Next, there are countless studies that link a neighborhood's access to major thoroughfares and interstates to the incidents of crime, both property crimes and personal crimes. Studies show that, the easier it is for a criminal to access and escape route, the more likely that area is to suffer crime. We are very blessed in our community to have had very little crime and I am certain that our neighbors would prefer to keep our community safe. Because we have no through streets, we do not have much traffic in our neighborhood that is not traffic from our residents and the construction workers and equipment. We hope for our development to be completed soon and that will eliminate all of the traffic that is not our residents. Adding a through street will bring more traffic to our community and make it easier for criminals to get in and out of our neighborhood without detection.

Additionally, our neighborhood streets should not be used as some kind of short-cut for people in other neighborhoods. It is simply not worth the risk to our community. There is no logical reason to connect our neighborhood with Newsome Station Road. Neighborhood streets are not built or designed for high traffic and adding this connection will definitely increase our traffic.

Finally, the families in our community chose to live in a suburban subdivision for many reasons, including the lack of traffic/busy roads, the sidewalks and the other amenities that a neighborhood offers. Our community has a playground and is soon to have a pool. These amenities are for the use of our residents and I am certain no one in our neighborhood wants to try to police the use of our amenities. We know of other communities in the area that have had major issues with people coming from outside of the neighborhoods and causing damage in the neighborhood (specifically vandalism of signs and the community pool). One community had glass bottles broken in their pool and pool area and the HOA was forced to spend thousands of dollars to drain, clean, and refill their pool. Additional traffic in our community will put us at additional risk of this type of issue happening in our community.

I am hopeful that you will consider this matter carefully and realize that the risk to our community completely outweighs and possible convenience of connecting Avondale Park Boulevard to Newsome Station Road. This connection is not necessary and we would ask that you remove this entirely from the Nashville Next Plan. Please feel free to contact me if you have any questions or if I can be of any assistance to you.

Carolyn Foster

Avondale Lane would come out beside a one-lane railroad underpass and increase congestion on Newsome Station Rd which is narrow and curvy.

611

## volume 3 Bellevue text

### Bellevue greenway

129

Response Expanding sidewalks, bikeways, and greenways throughout Nashville will be one of the city's top priorities for the next 25 years to improve health, safety, and quality of life. This request has been forwarded to Metro Parks.

*TSU Draft Open House* 2. Greenway from Belle Forest Cave property (w/ bat cave) to the West Meade Waterfall Park 392  
4. Check use of utility easement in this area for use for greenway. Sewer is overloaded-MWS might move to somewhere else if more development happens.

*North Nashville Draft Open House* Air quality motor boat restriction on the waterways used for recreation 297

### Bellevue policy

130

Response The Bellevue Community Plan has applied Conservation policy to preserve, or in cases where features have been previously disturbed, remediate natural features. The plan has also applied Rural and Suburban policies to preserve and enhance the Bellevue Community Plan area's character.  
Keeping with previous updates of the Bellevue Community Plan, Center policies, which allow for a mixture of uses, have been applied in existing center areas to encourage development and redevelopment in those areas. These policy areas have not been expanded, with the exception of a plan amendment for a neighborhood center in Stephens Valley which was approved earlier in 2015. Please see Volume I for the Growth & Preservation Concept Map and Volume III: Communities for the Community Character Manual and the Bellevue Community Plan.

*Bellevue Draft Open House* We are concerned about zoning for properties for sale along Hwy 100, adjoining Stonemeade neighborhood. Has been agricultural land. We DO NOT want to see it change to commercial land. 572

*TSU Draft Open House* 3. Prevent extensive building in this area 393

### Bellevue redevelopment

198

Response A rezoning for the Mall property was passed earlier this year for a redevelopment project for that property. You may see the approved plan and details at: [http://www.nashville.gov/mc/ordinances/term\\_2011\\_2015/bl2015\\_1028.htm](http://www.nashville.gov/mc/ordinances/term_2011_2015/bl2015_1028.htm)  
Discussions have been ongoing about the possibility for a new high school in Bellevue. To find out more, please contact Council Lady Sheri Weiner: <http://www.nashville.gov/Metro-Council/Metro-Council-Members.aspx>

*Keri Cannon* The main thing I would LOVE to see in Bellevue is a new high school - this should be the TOP priority for the community! This would hold residents in the area long-term...hugely increase property values...and so much more. 449

*Keri Cannon* I do like the ideas of the redevelopment of the Mall (Pg 44-45), the shopping area across from the Mall (pg 46), and renovating the area around Red Caboose and the library (Pg 48)...However, not sure where the money would come from for this. 448

## volume 3 Bellevue text

### Bellevue sidewalks

209

**Response** Expanding sidewalks, bikeways, and greenways throughout Nashville will be one of the city's top priorities for the next 25 years to improve health, safety, and quality of life. Hundreds of miles of sidewalks and bikeways are identified in plans like the Strategic Plan for Sidewalks and Bikeways, the Countywide Parks and Greenways Master Plan, and Nashville's fourteen community plans. These infrastructure needs will be carried forward and many will be implemented as part of each responsible department's regular work program. Metro Public Works uses the Strategic Plan for Sidewalks and Bikeways to evaluate and prioritize sidewalks projects implemented with public funds. NashvilleNext calls for an update to the strategic plan for sidewalks and bikeways to incorporate priorities identified by Nashville Next public outreach. This request has been passed on to Metro Public Works.

*Bellevue Draft  
Open House* Sidewalks. Brook Hollow Road. West Meade. VY. Busy cut through to Nashvillewest.

540

### Bellevue transit

234

**Response** We will forward your comment to planners at MTA which recently started work on their Strategic Transit Master Plan called nMotion. They will explore the High Capacity Transit Routes identified in NashvilleNext's Growth and Preservation Concept Plan. Information on the Strategic Plan can be accessed on their website at <http://nmotion2015.com/>.

*Brenda Stein* As a Bellevue resident who enjoys downtown Nashville Nightlife, I would love to see an Entertainment Express bus that goes downtown and returns to safe locations on a logical schedule, i.e., leave at 5 - 8 p.m. on the hour, return 9 - 2 p.m. Downtown parking in expensive and side street parking can be dangerous. Small shuttles or other services can deliver us to venues off the beaten path from the current bus depot downtown or other locations. I'm sure other satellite communities would enjoy this additional environment and economical alternative to driving one vehicle downtown, dealing with hassle of parking and driving back late at night alone. Please think about it.

674

### Bellevue transportation

235

**Response** We will share your concerns with Metro Public Works

*Online survey* 3. Must do better job of treating/removal of ice & snow on secondary streets. Hundreds of people stranded in Newsome Station Rd neighborhoods unnecessarily because that hill was not dealt with.

607

## volume 3 Bellevue text

### Bellevue transportation - McCrory Lane

271

*Response* Exit 192 is McCrory Lane off of I-40. That interchange and improvements to McCrory Lane were not identified as Community Priorities in the Bellevue Community Plan. However, this is funding allocated to its improvements in the Nashville Area MPO's Transportation Improvement Program, which outlines how federal transportation funds are used in the Nashville region over the next three fiscal years. You can access the TIP database on the MPO's website. Please see TIP ID# 2008-12-095 and 2008-14-092 related to McCrory Lane. Additionally, we will share your concerns regarding this exit to the Tennessee Department of Transportation, Metro Public Works, and the Nashville Area MPO.

*Online survey* 2. Something has to be done to upgrade exit 192 soon. Can't handle the amount of traffic and soon to be growth. Already dangerous. 606

### Bellevue transportation - Newsom Station Rd

270

*Response* Currently, the underpass on Newsom Station Rd is not identified to be replaced as a Community Priority in the Bellevue Community Plan. We will share your concerns to Metro Public Works.

*Online survey* 1. Do something about the 1 lane train underpass at Newsome Station Rd near Newsome's Mill. It has become more and more dangerous as this area grows. 605

### Bob Brown Park

66

*Response* For many years, Metro Planning staff applied "Potential Open Space Policy" to properties that the community wanted to secure for public parks. Planning staff and Planning Commission found, however, that this did not result in Metro securing these properties for open space and instead led to confusion among the public and with the private property owners of these properties. During the update of NashvilleNext, Metro Planning is no longer applying Potential Open Space Policy to properties with the exception of properties in Downtown. Instead, Metro Planning staff will provide all the recommendations on open space that were voiced during NashvilleNext to the Parks Department as the Parks Department updates the Parks and Greenways Master Plan in the coming year.

*Jeffry Stein* Including in the plan the "Bob Brown Park" conservation area that was part of the Bellevue Community Plan that passed through the council in 2012. This critical strategic conservation cornerstone should be included in the map on pages 31 and 52 of Bellevue Plan as a specific action item. 751

*Noah Charney, PhD* "Bob Brown Park" conservation area: The Bellevue Community Plan passed through council in 2012 highlighted this parcel as a critical strategic conservation cornerstone, yet it is left out of the current NashvilleNext draft. The original PUD with completed phases on this property was granted contingent upon 190 acres of open space. This should be included in the map on pages 31 and 52 of Bellevue Plan, and as a specific action item. 738

## volume 3 Bellevue text

### Bob Brown Park

66

<i>Brenda Stein</i>	<p>I think it's very important to include a specific item in your plan along with Metro Parks to make the above mentioned Bob Brown Park a reality. Let it be your legacy that Metro Nashville saw fit to put all of the values mentioned in your document about health, happiness, conservation, and community into action. Let it be known that there is also a great cry from the people for a natural Radnor to River connector.</p> <p>Our self-selected commercial nodes are set in the plan and being appropriately used, let our conservation areas have more detailed limits to protect waterways, steep slopes and other sensitive areas.</p>	671
<i>Brenda Stein</i>	<p>From Radnor2River.org -</p> <p>The proposed 235-acre Bob Brown Park is a critical piece of the ecological arc encompassing Radnor Lake, Warner Parks, West Meade's Old Growth Forests, Bell's Bend, and Beaman Park. The core of the park is a quiet valley with streams home to sensitive species like red (Pseudotriton ruber) and longtail (Eurycea longicauda) salamanders, protected by upland ridges home to crane fly orchids (Tipularia discolor). This property has probably the highest ecological integrity and fewest invasive species of any remaining parcels of land along the Radnor-to-River corridor.</p>	670
<i>Bellevue Draft Open House</i>	<p>Add to plan: "Bob Brown Park" conservation area: The Bellevue Community Plan passed through council in 2012 highlighted this parcel as a critical strategic conservation cornerstone, yet it is left out of the current NashvilleNext draft. The original PUD with completed phases on this property was granted contingent upon 190 acres of open space. This should be included in the map on pages 31 and 52 of the Bellevue Plan, and as a specific action item.</p>	552
<i>Bellevue Draft Open House</i>	<p>INCLUDE THE BOB BROWN PARK AS AN ACTION ITEM</p>	526
<i>TSU Draft Open House</i>	<ol style="list-style-type: none"> <li>1. Add B. B. park as potential open space or identify others</li> <li>2. Greenway from Belle Forest Cave property (w/ bat cave) to the West Meade Waterfall Park</li> <li>3. Prevent extensive building in this area</li> <li>4. Check use of utility easement in this area for use for greenway. Sewer is overloaded-MWS might move to somewhere else if more development happens.</li> </ol>	291
<i>Dr. Willi</i>	<p>(West Meade-Bellvue open space plan)</p> <p>Create awareness that in WM-B exist a large wooded area opposite of the Hill property at Hwy 40-the Bob Brown Park. Originally it was considered in the Nashville and Bellevue open space plan but disappeared in the new PUD, also Nashville Next does not talk about it.</p> <p>We need to protect the left-over green space in the fast growing city</p>	289
<i>Alice Hudson</i>	<p>●"Bob Brown Park" conservation area: The Bellevue Community Plan passed through council in 2012 highlighted this parcel as a critical strategic conservation cornerstone, yet it is left out of the current NashvilleNext draft. The original PUD with completed phases on this property was granted contingent upon 190 acres of open space. This should be included in the map on pages 31 and 52 of Bellevue Plan, and as a specific action item.</p>	195

## volume 3 Bellevue text

### Collins Road

197

Response	An extension of Collins Road over to McCrory Lane has been identified in Metro's adopted Major and Collector Street Plan since at least 1984. McCrory Lane has been the boundary separating Suburban land use policies to the east from more Rural land use policies to the west. The area that shows the extension of Collins Road has been identified to be Suburban Neighborhood Evolving for some time and was carried forward from the 2010 Bellevue Community Plan Update. At the NashvilleNext community meeting held in Bellevue, we had conflicting viewpoints from residents with neighbors strongly opposed to the road extension and other relying on the area as it has been identified as Suburban to develop. Collins Road would be extended only if the properties to the west of the current terminus developed. Metro is not proposing to extend the road as a Capital Improvements Project. We propose no changes to the depiction of road extensions in this area as long as the land use policies remain Suburban.	
<i>Joan Sanders</i>	<p>I am writing to express my concerns about possible future Collector Avenues extending and linking Collins Road to Popular Creek Road and to McCrory Lane. For reference, please see the map display on page 55 of the March 2015 Review Draft III. Please also see page 66, paragraph 2, the first bulleted section. My concerns are for the safety and welfare of residents (especially the children) living along Collins Road as well as commuters who would use the Collector Avenues:</p> <ol style="list-style-type: none"><li>1. Collins Road is a rural route that is not designed to safely accommodate the increased traffic flow Collector Avenues would produce.</li><li>2. The potential for increased traffic on Collins Road already exists as properties along the road are sold and redeveloped.</li><li>3. Collins Road follows a steep, narrow path that curves into a split and congested intersection with Learning Lane (site of Harpeth Valley Elementary School) and Hwy 100.</li><li>4. The characteristics of the road present a very real safety issue because travelers tend to speed on the downhill straight-a-way that leads from the top of Collins Road to its intersection with Collins Wood Drive. Cars enter Collins Road from Collins Wood Drive just as curve begins and visibility is restricted. There have been a number of "near misses". Collins Wood Drive also provides a back entrance to Harpeth Valley Elementary School.</li><li>5. The driveways of residents living along Collins Road empty directly onto Collins Road.</li><li>6. There are no shoulders on Collins Road, only hillside or ravine, between the top of Collins Road and the Collins Crest Subdivision. Students and their family members walking Collins Road to and from Harpeth Elementary School walk on the edges of the road.</li><li>7. Heavy vegetation and lack of lighting along Collins Road road will increase the potential for accidents if traffic flow expands, especially during the night and at dusk and dawn.</li></ol> <p>Thank you for your consideration.</p>	755
<i>Michelle Poulouse</i>	Volume 3, Collins Road Collector Avenue, Keep this area rural. The travel on Collins Road is already concerning without additional traffic. Unless the city answers specific concerns on the current safety (they haven't thus far) you won't be able to convince residents in this area.	613
<i>Carolyn Foster</i>	How many people would use an extension of Collins Rd? Where would it go that would help traffic?	610
<i>Barry T Boyd</i>	Do nothing to Collins Rd. It does not need to be connected to another road.	608
<i>Steve Bruehl</i>	Despite liking the overall plan, I DO NOT think that additional large subdivisions and making Collins Rd a connector to McCrory Ln is a good idea. This area is rural, quiet, and beautiful and should be kept that way. Do NOT make Collins Rd a connector rd - keep it more rural.	603

## volume 3 Bellevue text

### Collins Road

197

<i>Bellevue Draft Open House</i>	Collins Road Connect. I DO NOT want to have the road any larger or connected for through traffic. Currently there are children walking to school and play in this area. The proposed connector is redundant. Every household in the community is AGAINST the proposed plan.	573
<i>Bennett Baldwin</i>	Opening Collins Road would be a nightmare of a disaster for the people who live on this street as well as the people who walk, walk their animals, kids play, etc. I've lived on Collins for 34 years now--it does not need to be widened and open to untold traffic.	537
<i>Bellevue Draft Open House</i>	Re: Collins Road extension plans. Understanding there is debate on what should remain "rural" vs. what should remain "suburban," I'd like to state that I think Collins Road should REMAIN RURAL and the area surrounding it over McCrory Lane, as well. I'd also like to consider limited development be necessary to maintain existing rural pockets from Collins Road to Poplar Creek Road. I speak on behalf of Poplar Creek Estates HOA which has one major road connected to Collins Road. A majority of our fellow homeowners (among our 372 residents/members) have expressed their desire to keep Collins Road the way it is with minimal traffic passing through.	535
<i>Wayne Plump</i>	Collins Road Extension. Extending Collins Road would cause even more traffic congestion in the Old Harding, Hwy 100 area. The area can't handle the congestion now in 2015. Poplar Creek Road and Morton Mill would give choice of going to Hwy 40 or come back into the west side of Bellevue. Collins Road is not built for that kind of traffic and the city would have to come in and rebuild it. The area you are trying to connect with should remain rural with us filling in all the area with complete full housing areas. That terrain is rugged and be difficult to build on mostly. I vote no to extending Collins Road. It would make it even more difficult to get out of my housing area that exists on Collins Road.	531
<i>Ron Akard</i>	Collins Road-Hwy 100. I am very much against the connector on Collins Road. The congestion is bad already at the Learning Road/Collins Road intersection due to school traffic. I am President of the Collin Crest Subdivision HOA and the majority of our members are against this change.	530
<i>Bellevue Draft Open House</i>	Collins Road/Hwy 100 I have lived with my wife and family on Collins Road for 25 years. I am STRONGLY OPPOSED to the extension of Collins Road to Poplar Creek. No one on Collins Road would be in favor of this "connectivity." Reasons: our quiet neighborhood stress turned into a racetrack for commuters from I40 and Poplar Creek to Kroger. Lowering of property values on Collins Road. Poor air quality due to heavy increased traffic. Safety concerns for children and residents.	529
<i>Bellevue Draft Open House</i>	Collins Road is a one way dead end road with an elementary school at the corner. There is an abundance of wildlife within the ...of Collins Road. Not only will the residents be disturbed but wildlife itself. My concern is the fact that there is no real reason; no complaints nor heavy traffic that gives way for this huge change. The construction of a two lane road, noise, machinery, constant dumping--it could be chaos. Poplar Creek Road and McCrory Lane are within a half mile of Collins Road, so this plan makes no sense. Children. Wildlife. No heavy traffic.	523
<i>Online survey</i>	Devaluation of my property value will never be something I am in favor of. The added traffic would also create new problems. If you want additional connectors, they should be new roads.	519
<i>Stacey Holmes</i>	It would greatly alter my quality of life. I am devastated at this idea. It would significantly lower my property value that I have worked so hard to build. Our children and elderly would NOT be able to walk, ride bikes, skate, etc without fear. This creates serious anxiety for me with all of the people/traffic that would be on my street. This is short narrow rural road where all the properties have 3 - 4 acres on them. I urge you to leave our dead end street as it is. Please, please consider using another route that is not so rural and remote.	518

## volume 3 Bellevue text

### Collins Road

197

- Stacey Holmes* Hello, 514  
While I appreciate all of your hard work and efforts to make positive changes to the Bellevue community, there is one very big concern I have with connecting Collins Road to Poplar Creek Road. I have lived on Collins Road for 21 years. It is a short narrow street aligned with incredible foliage and trees. All of the yards are 3 – 4 acres each. It is like living in the country, but yet close to the city. This is exactly why I purchased my property on Collins Road. My front yard is lined with beautiful Magnolia trees that many neighbors and friends cut from every Christmas. We have many (including myself) walkers who really enjoy the “park” feel to our street, while not having to worry about lots of traffic. Our children are allowed to ride bikes, roller skate, and commute without fear. Considering there is Harpeth Valley Elementary School right here, there are many many children walking to and from to school. This will have to stop with the increase in traffic in your proposal. And last but not least, it will considerably lower the value of our home. I have built a very nice home here at 8280 Collins Road and want to make sure that I get full value for it when I decide to sell. If you connect Collins Road to Poplar Creek, our road will have to be widened, our children will not be able to play outside, all of our beautiful Magnolia trees will have to be cut down, and our property value will significantly go down. I have worked too hard to see this happen. Please, I urge you to reconsider this plan. I ask that you please look at other options that are more traveled and less rural. Please, please leave our one little beautiful street alone. Allow us to live in the country, and allow us to enjoy the incredible natural landscape that lines our street. Please let our children and elderly live on this street in peace. Bellevue does NOT have any real traffic. This Collector Avenue is not necessary at this time, so please, I respectfully ask that you take the plan to connect Collins Road to Poplar Creek OUT of the Nashville Next proposal.
- Barbara Patterson* We have lived at 4625 Sandy Creek Rd. in the Stonemeade subdivision for 13 years. This proposal has been discussed before. Since we moved here the subdivision behind our home, on the opposite side of Collins Road, "Collins Crest" was developed. The traffic on Collins Road is already busy and loud. The change to a collector road would only increase traffic, noise, danger to all of us who walk, run, ride bikes or otherwise use Collins Road - especially the children and parents who walk to Harpeth Valley School. I would not extend Collins Road. 478
- Lisa Rowland* I would remove extending Collins Road from the plan. McCrory Lane and Poplar Creek Road should be the main arteries. Collins Road is one of the last scenic roads in Bellevue. People use it to walk, jog, walk their pets and to just enjoy the outdoors. It is nice to leave the city and come home to this peaceful area. The extra traffic would be a hazard to the many children who attend Harpeth Valley Elementary. Cars will use the Poplar Creek Estates subdivision as a cut through. Extending Collins Road would be detrimental to the entire area. It would lower property values. We have been against this extension for close to 20 years and have voiced this opinion at many meetings in the past. Everyone who lives in the area is against it. Remove extending Collins Road from the master plan. 477
- Ben Cannon* the extension of Collins road to the west. the increased traffic will be hazardous to children walking to/from Harpeth Valley Elementary. It will lower our property values and certainly decrease the quality of life of every resident in the surrounding neighborhoods. I strongly do not agree with this proposal. Do not extend/widen Collins road to the west to connect with Poplar Creek road. 476
- Pat Akard* Extending Collins Road (in Bellevue) would create terrible traffic congestion on a very narrow road. We already have problems with speeding on this road. 470

- Amy Hand* Collins Road is a hidden gem in the Bellevue community. People are drawn to this area for many reasons...privacy, family-friendly area, etc. A friend was recently looking at a home on Collins Road and she stated, "I love this road because it feels like my childhood home in Hickman County. I love the privacy, but it's close to so many amenities and just minutes from downtown. It's perfect...and you're lucky to live there!" Many young families have moved to this area in the past few years because of these features. If this collector avenue is approved, this will force many of these families to make the tough decision to move to Williamson County and away from the area of Bellevue that they know and love. I simply can't imagine how connecting Collins Road with Poplar Creek and Lewis would alleviate traffic problems. If you've ever traveled on or near Collins Road in the mornings or afternoons, you will see the massive amounts of people traveling either by car or walking to Harpeth Valley Elementary and The Academy of Harpeth Village...or the others who are simply trying to get to Highway 100 to head to work. Adding even more traffic would not only be dangerous, but a complete nightmare. It is already fairly dangerous to turn or cross the street at the intersection of Collins Road and Collinswood Drive, as it is difficult to see oncoming cars that are travelling towards Highway 100. Add more traffic and this will cause serious issues. Many Collins Road residents specifically sought out this street to build custom homes on, my family included, that I believe have significantly improved the appeal of the area, but now our property values are at stake. But more importantly, our quality of life with our families and children will be decreased as well. It will be a shame if this passes...and I'm sure we won't be the only ones to move away and spend our tax dollars elsewhere! 467
- Jason M. Hand* Collins Rd absolutely doesn't need to be extended to Poplar Creek or Lewis Rd. The major allure of living on Collins Rd is that it is tucked away off of Hwy 100 and has very minimal traffic. Extending the road will kill this allure along with the property values for those who've paid a premium to live on a road with very little traffic. Additionally there are many children who live on and along Collins Rd, as well as in Poplar Creek Estates, that walk to Harpeth Valley Elementary and to the playground behind the school on a regular basis. The increase in traffic and speeders will most certainly prove to be a hazard to these children. Along with the increased traffic and speeders comes those drivers always looking for other short cuts. This being said, it will only be a short time before people find out they can cut through Poplar Creek Estates to get Old Harding Rd. Thus furthering the traffic hazards throughout the neighborhood for those children who regularly play in their driveways and ride bikes down the sidewalks of this otherwise quite neighborhood. Furthermore this extension is completely unnecessary as it will only save a minuscule amount of time over taking the current routes down McCory Ln or Poplar Creek Rd in to the Hwy 100 business district. It is ridiculous to spend our tax dollars to extend a road with such little benefit to so few people and harm those who live along Collins and in Poplar Creek Estates! 466
- Jennifer Pettus* There are parts of the plan that are misleading. Making Collins Road connect to Poplar Creek will not open up any main artery. This is clearly the beginning of rezoning the end of our street to a housing development. Most of us moved onto this quiet cul de sac for just that...quiet. We are not interested in becoming a bigger road. If this truly relieved stress on the main arteries like it is stated, when I could perhaps get behind this. That is clearly not the agenda! Your video online discusses protecting neighborhood character and yet you are trying to change ours. Harpeth Valley Elementary is located at the end of the street that is double the size that research shows elementary schools should be. The traffic at arrival and dismissal is already strained. Making Collins a more high traffic road will increase the traffic pattern issues. Furthermore, if this is a plan to expand housing...HVES cannot handle the influx of new students. 454
- Linda S. Harris* A major flaw in the plan for a new high-speed collector road bordering Poplar Creek Estates is that it feeds traffic right to our elementary school. To avoid traffic lights, commuters are likely to cut through onto our residential streets, Collinswood Drive and Poplar Creek Trace, or onto Learning Lane. These roads border Harpeth Valley Elementary School where our children walk to school or are dropped off! For those of us in nearby subdivisions, Collins Road is a mini-park where we walk, jog and exercise our dogs. Once this peaceful pathway through nature is gone, it is gone for good. 450

## volume 3 Bellevue text

### Collins Road

197

- 
- Keri Cannon* I strongly oppose the extension of Collins Road (PG 65-66). The road is very narrow, as is, and it is difficult for two cars to pass without slowing down carefully. Children live on this street and walk to Harpeth Valley Elementary - my own child will be starting Kindergarten there next year. This creates a major traffic hazard. Also, for those of us who live on Collins, the increased traffic will completely change the feel of our homes. Lastly, the traffic already backs up badly on Highway 100 - adding a connection here will encourage more people to route this way. I don't understand why you would do this??? Again, I STRONGLY oppose this part of the plan.in reference to extending Collins Rd - STRONGLY opposed. Will cause major danger to children and others in regards to traffic. Also, decreased quality of life to those living in the area...and routes more people through a school zone - BAD idea. 447
- 
- Brennan W Curtis* Collins Rd a Collector Ave. I'm against this collector.....I live on Collins rd and my concerns are increased traffic, traffic hazard to children walking to the park and to/from Harpeth Valley school, lower property values and decreased quality life..leave Collins rd alone... 442
- 
- Torrey Grimes* I must actively oppose the extension of Collins Road. Collins Road is too narrow now and Metro does not maintain it all. Metro's incessant need to appease and accommodate these overbuilding developers is insane. Those of us who live in agricultural zoned land made the decision to live here and are aware of issues and/or challenges. Developing the last little bit of land Metro has to offer helps no one but the greedy, overbuilding developers. Parts of the plan make sense...but I am livid about Collins Rd because it's is a grab by Metro... And I am doubtful it solves any real world problems and only serves to help developers and opportunists. 441
- 
- Roger Peek* I am vehemently opposed to the suggestion of connecting Collins Rd. to Poplar Creek Rd. as stated on page 66. Collins is a quite one-lane road, with families and children, and establishing such a connection will create traffic hazards and negatively affect the character of the street, as well as its property values. Please do not even consider this a viable option. 440
- 
- Robert H. Neal* Currently the intersection of Collins and Collingwood is an access/egress point for a large portion of Poplar Creek Estates. Should Collins become a connector, a four-way stop should be added here at minimum and a traffic light should be strongly considered. Since this intersection is on a hill, traffic turning left from Collingswood to Collins cannot see oncoming traffic easily. Additionally, the terrain for the proposed extension is quite steep, so erosion of the hillside and potential landslides could be a serious problem. 439
- 
- Juan Garcia* Collins rd must remain unchanged! Collind rd. One of the only few dead end roads in Bellevue. It's a one way street safe for families and wild life. No through traffic a must since Hapeth Elementary is down the road. 438

## volume 3 Bellevue text

### Expired development plans

85

Response	The Bellevue Community was one of the first communities where—during the Community Plan update of 2011—the community discussed at length the number and impact of old developments that were approved in Bellevue, but never built. These include Planned Unit Developments (PUDs) and Specific Plans (SPs) that were approved several years ago with plans that now run counter to the community’s vision for the area. While Bellevue was one of the first community’s to discuss this, it is an issue that is present in many parts of the County. For that reason, the guidance on how to address these approved, but unbuilt developments was included in the Community Character Manual (Volume III of NashvilleNext) so the guidance would apply when this situation arose in any of the Community Plans. See page 77 of the Static Draft of the Community Character Manual under “Potentially Appropriate Zoning to Implement the Policy.”	
<i>Jeffry Stein</i>	Rather than acquiescing that we don’t (as at the bottom of page 21 Bellevue Plan), we should assert that we do and would require according to Metro Law that expired and outdated development plans meet current standards. This seems to me a no-brainer if we really want to make our vision for Nashville a reality. If we really are to have a say in our city’s destiny, this single ability is worth fighting for.	752
<i>Noah Charney, PhD</i>	Dear NashvilleNext Planners, Thank you very much for your time and effort working on this important project. I want to encourage you to produce the strongest possible document for conservation in Nashville, as outlined in the specific notes at the bottom of this email. I'd really like to stress the opportunity that NashvilleNext provides to codify a framework for bringing expired PUDs up to current standards - not just acquiescing to their outdated thinking. In planning forward to 2040, we shouldn't be relying on ideas from the 1980s. In this vein, I think including the entire "Bob Brown Park" in the plan is critical for our future.  ---  Expired Development Plans (inactive for 6 or more years) that do not conform to our current vision of Nashville: the public has the right under Metro Law to bring these developments to current standards. Making full use of this provision should be added as a specific Action Item under NashvilleNext. The current draft suggests that we do not have this option, e.g. bottom of p. 21 Bellevue Plan. The language should be changed to say that, as a city, we should use Metro's laws to prevent any such outdated developments. If we hold inactive or expired PUDs to current zoning regulatory standards, much of these steep slopes represent low hanging fruit with little or zero capital required to realize closed-canopy gains in open space.	752
<i>Bellevue Draft Open House</i>	Add to plan: Expired Development Plan (inactive for 6 or more years) that do not conform to our current vision of Nashville: the public has the right under Metro Law to bring these developments to current standards. Making full use of this provision should be added as a specific Action Item under NashvilleNext. The current draft suggests that we do not have this options, e.g. bottom of page 21 Bellevue Plan. The language should be changed to say that, as a city, we should use Metro's laws to prevent any such outdated developments. If we hold inactive or expired PUDs to current zoning regulatory standards, much of these steep slopes represent low hanging fruit with little or zero capital required to realize closed-canopy gains in open space.	553
<i>Bellevue Draft Open House</i>	Old/expired PUDS. Prior to approval work with owner/developer and neighborhood to modernize or bring the old PUD up to code.	545
<i>Bellevue Draft Open House</i>	Recognize that expired PUDS do not entitle developers to degrade the environment.	527

## volume 3 Bellevue text

### Expired development plans

85

<i>Alice Hudson</i>	●Expired Development Plans (inactive for 6 or more years) that do not conform to our current vision of Nashville: the public has the right under Metro Law to bring these developments to current standards. Making full use of this provision should be added as a specific Action Item under NashvilleNext. The current draft suggests that we do not have this option, e.g. bottom of p. 21 Bellevue Plan. The language should be changed to say that, as a city, we should use Metro's laws to prevent any such outdated developments. If we hold inactive or expired PUDs to current zoning regulatory standards, much of these steep slopes represent low hanging fruit with little or zero capital required to realize closed-canopy gains in open space.	196
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### Hillwood High School

226

Response	Hillwood High School has Civic Policy applied to it. The primary intent of Civic Policy is to preserve and enhance existing publicly owned properties whether for the current civic use, or for other civic uses (recognizing that Metro owned property is limited and there is a need to be creative in its use). The secondary intent of the Civic Policy is to provide guidance on rezoning of the site if it is ultimately determined that the property is to be sold. In the static draft of the West Nashville Community Plan, special policies have been applied to the Hillwood High School site at the request of the district Council member on behalf of the community. The Civic Policy is explained in detail in the Community Character Manual (Volume III of NashvilleNext, see page 61 of the static draft). The special policies are found in the static draft of the West Nashville Community Plan on page 45.	
<i>Bellevue Draft Open House</i>	District Civic , particularly Hillwood High School. I believe this property should REMAIN PUBLIC PROPERTY either as a park, a magnet school or as public open space and a community center. Property was donated to our city by Mr. H.G. Hill for "the good of the neighborhood," specifically for a school. If no longer a school, it still can serve the good of the neighborhood and it should!	536

### Hwy 100/70S transportation

154

Response	Highway 100 is identified to be widened to three lanes from Temple Road to the Natchez Trace Parkway in the Major and Collector Street Plan. Old Harding Pike is also identified to be widened to three lanes. In both cases, this is most likely to occur at strategic locations as development occurs along the corridor. At this time, it is not identified as priority in NashvilleNext. A multi-use path adjacent to Highway 100 and sidewalks along Old Harding Pike are identified as priorities. The intersection of Highway 100 and Highway 70S is also proposed to be further studies not only for improvements to traffic but to improve walking conditions. Regarding MTA stops, we have gathered this comment to forward to planners at MTA which recently started work on their Strategic Transit Master Plan called nMotion. They will explore the High Capacity Transit Routes identified in NashvilleNext's Growth and Preservation Concept Plan. Information on the Strategic Plan can be accessed on their website at <a href="http://nmotion2015.com/">http://nmotion2015.com/</a> .	
<i>Michelle Poulouse</i>	Unless highway 100 is expanded to a 4 lane highway in its entirety - Loveless cafe to the split in Bellemeade all of these road suggestions only create bottlenecks. We already have gridlock in Bellevue if an accident shuts down a highway lane. Expansion of Old Harding Rd to 4 lanes would also be needed to handle the entire growth of this area.	614
<i>Lauren Dawkins</i>	I like the proposal and approve of the proposal for hwy 100 between Gilman, Ckeek and CSX. Thank you!	533

## volume 3 Bellevue text

### Hwy 100/70S transportation

154

<i>Kevin Meier</i>	I and my family are for widening hwy 100 and adding walking and biking lanes between temple and Natchez!!! We are in traceside and would love to be closer to some action outside of the neighborhood.	521
<i>Diana</i>	Change to connect Collins Rd to McCrory Rd Add MTA stop at Publix or Kroger on Hwy 100	459
<i>Dr. H. W. Honegger</i>	[Retain this section of the West Nashville Community Plan, 2009 update, on improving safety at the 100/70 split] Thanks for your excellent service and listening to my concerns. We talked briefly about the Belle Meade area, the split of Hwy 100 and 70. In the "West Nashville Community Plan, 2009 Update" (long time ago) on pp 149-152 are suggestions to make this area safer and pedestrian friendlier and also less dangerous for drivers. I am sure you have access to this Plan. I have it on my laptop as pdf. Thanks again and you all have doare doing an amazing job.	457
<i>TSU Draft Open House</i>	Intersection of Hwy 100 and Hwy 70 S: Change intersection to a circle-Add sidewalks to improve "walkability" and bike paths	294

### Old Harding Pike

204

Response	Old Harding Pike is only identified to be widened to three lanes in the Major and Collector Street Plan. This widening is not identified as a priority in NashvilleNext, so it will likely occur at strategic intersections as any new development occurs. On the other hand, sidewalks are identified on Old Harding Pike as a Community Priority in the Bellevue Community Plan. We will share your concerns on the walking conditions across Old Harding Pike with Metro Public Works who can assess the need for crosswalks in the mean time.	
<i>Edward Seals</i>	First, I'd like to say that I am overall very supportive the plan, or at least what I have seen so far. Just an observation; Old Harding will need traffic calming and crosswalks for the sidewalks to have an effect beyond cosmetic. Make the road pedestrian friendly and it will by default also become more bicycle friendly. If you only add sidewalks, you maintain the car-centric, hostile envoronment described on page 58 (quoted below). "Currently, bus stops are located along Highway 70, but without sidewalks on Old Harding Pike, it is difficult for pedestrians along Old Harding Pike to access the transit. All segments of Old Harding Pike have a Pedestrian Level of Service/Bikeway Level of Service of D or E, indicating an existing hostile walking environment."	609
<i>Joseph Forte</i>	widening of Old Harding Pike is priority one this needs to be done NOW! Extending Collins Rd is a pipedream! It's a one horse street...passing cars is a challenge today!widen Old Harding Pike NOW!	520

### Radnor-To-Beaman

86

Response	Based on this feedback, we have adjusted language in the NashvilleNext plan to emphasize both private and public sector involvement in the development of park and open space. Also, the Bellevue Community Plan was adjusted to reflect a greenway connecting Radnor to the River.	
<i>Jeffry Stein</i>	Delete on page 52 of the Bellevue Plan the two sentences saying rails and corridors will be "implemented entirely by the private sector." Both Metro and State agencies have already and currently invested in these corridors, such as the Radnor-to-Beaman corridor. Turning them over to the whim or fulfillment of bottom line private interests seems to me an abdication of the a government's purpose to assure the public interest is realized as intended.	753

## volume 3 Bellevue text

### Radnor-To-Beaman

86

<i>Noah Charney, PhD</i>	The Radnor-To-Beaman corridor and others like it will never be protected if relegated to the private sector as suggested on p. 52 of the Bellevue plan. Request deletion of the two sentences saying that the trails and corridors will be "implemented entirely by the private sector." Both Metro Nashville and State agencies have already invested in these corridors as recently as 2014-15. Both have included it in their vision maps, and are essential for ensuring its future success.	740
<i>Bellevue Draft Open House</i>	The Radnor-to-Beaman corridor and others like it will never be protected if relegated to the private sector as suggested on page 52 of the Bellevue plan. Request deletion of the two sentences saying that the trails and corridors will be "implemented entirely by the private sector." Both Metro Nashville and State agencies have already invested in these corridors as recently as 2014-15. Both have included it in their vision maps, and are essential for ensuring its future success.	554
<i>Bellevue Draft Open House</i>	Include the public sector in the cause of protecting ecological corridors such as RADNOR TO BEAMAN.	528
	Steep slopes, ridgelines offer opportunity to connect a natural corridor from the River to Warner Parks	228
<i>Alice Hudson</i>	●The Radnor-To-Beaman corridor and others like it will never be protected if relegated to the private sector as suggested on p. 52 of the Bellevue plan. Request deletion of the two sentences saying that the trails and corridors will be "implemented entirely by the private sector." Both Metro Nashville and State agencies have already invested in these corridors as recently as 2014-15. Both have included it in their vision maps, and are essential for ensuring its future success.	197

### West Meade community space

207

Response	During NashvilleNext, there were several conversations about how to use Metro-owned land. The discussion acknowledged that Nashville/Davidson County's population is growing and that increased population means the need for more parks and civic sites (libraries, schools, fire halls, police stations, among others). Meanwhile, Metro government owns a limited amount of land and the price of land is increasing. With this in mind, NashvilleNext introduces a new Community Character Policy—Civic Policy—that is applied to publicly owned land used for civic uses. The primary intent of Civic Policy is to preserve and enhance existing publicly owned properties whether for the current civic use, or for other civic uses (recognizing that Metro owned property is limited and there is a need to be creative in its use). The secondary intent of the Civic Policy is to provide guidance on rezoning of the site if it is ultimately determined that the property is to be sold. In the static draft of the West Nashville Community Plan, special policies have been applied to the Hillwood High School site at the request of the district Council member on behalf of the community. The Civic Policy is explained in detail in the Community Character Manual (Volume III of NashvilleNext, see page 61 of the static draft). The special policies are found in the static draft of the West Nashville Community Plan on page 45. The special policy calls for the Hillwood High School site to provide community space now and in the future.	
<i>Linda Rutherford</i>	Whether Hillwood HS stays or goes, West Meade NEEDS a community space. It's too far from Greenways evidenced by frequent use of HHS track and tennis courts. A combo recreation and rec center with a school or other public space would be good, too. Despite the tax benefit, there is QUALITY OF LIFE which more housing does NOT provide, but community space does. Young folks (with kids, too) moving in and NEED a public space.	534

## volume 3 Bellevue text

### West Meade community space

207

<i>Bellevue Draft Open House</i>	Civic Policy: Please include language to allow an areas that may pass out of public use to have some of the property be retained for public use. For example, if a school property passed to a developer, they should be REQUIRED to provide some part of the property as a recreational area for continued public use, i.e., track, tennis courts, etc. Schools should not be developed.	532
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## volume 3 Bordeaux-Whites Creek map

### Bordeaux policies

87

Response	Impact policy is placed on special uses such as a quarry, a large utility property, the airport, or a railyard. For more detailed policy info regarding Impact Policy and the policies in your neighborhood, please see Volume III: Communities for the Community Character Manual and Bordeaux-Whites Creek Community Plan.	
<i>Ruby Baker</i>	County hospital Rd and Old Hospital property needs to clarify the policies maps are a little confusing. Need to check the policy. (page 3 of 3 11x17 maps)  For Anita McCaig Contact Ruby Baker to clarify for a community meeting on April 25	326
<i>Online map</i>	I would like to know the improvements for the Bordeuax Hills area? What does special impact area mean? Thanks	160

## volume 3 Bordeaux-Whites Creek text

### Cumberland River Greenway Bridge

89

Response	The Bells Bend Greenway Bridge is included as a countywide critical need in Access Nashville 2040.	
<i>Kim Hawkins</i>	Indicate Cumberland River Greenway Bridge across from Bell's Bend Park to the Harpeth Greenway or the new metro water davidson branch parcel	241

### Food deserts

133

Response	Developing the program identified in BE 2.4.6 (now action #171) should include identification of priority areas, which would take into account factors such as existing grocery stores, income, and auto ownership & mobility. Bordeaux and North Nashville would likely rate as priorities.	
<i>TSU Draft Open House</i>	Food Deserts in Bordeaux-Need an action that addresses as a priority, the absence of the application of 2.4.6 on the Health, Livability, and Built Environment document. The entire Bordeaux/North Nashville area needs develop around a special focus on grocery stores that imporve quality of life for residents.	239

## volume 3 Bordeaux-Whites Creek text

### Trinity Lane in Bordeaux policy

131

Response West Trinity Lane is identified as a growth/infill area on the Growth & Preservation Concept Map. Please see Volume I of NashvilleNext. The Bordeaux-Whites Creek Community Plan places Residential Corridor and Center policy along West Trinity Lane that allows for and encourages a mixture of uses and additional housing. Please see Volume III: Communities for the Community Character Manual and the Bordeaux-Whites Creek Community Plan for additional information.

*North Nashville Draft Open House* w/ Trinity Lane between Whites Creek Pike and Clarksville Pike

313

There is TONS of empty lots with amazing views of downtown and sadly there are not grocery stores or "quality" business. We have payday loans and liquor stores. Please market this exceptional part of town for mixed use buildings like Elliston Place or the like.

### Whites Creek High School

211

Response Please contact Metro Nashville Public Schools regarding your comment:  
<http://www.mnps.org/pages/mnps>

*Madison Draft Open House* Sustain the enrollment of Whites High School.

558

### Whites Creek Park

132

Response Metro Planning staff will provide all the recommendations on open space that were voiced during NashvilleNext to the Parks Department as the Parks Department updates the Parks and Greenways Master Plan in the coming year.

*TSU Draft Open House* Natural Resources: Re-evaluate the usage of local community parks to meet the needs and character of the local community and promote our rural character.

240

In Whites Creek, we would like to repurpose Whites Creek Park to include a multipurpose shelter-open air- for horses, farmers market, community gathering space.

**CCM guidance for new development**

**287**

**Response** Both the adopted and proposed draft versions of the Community Character Manual focus on making development decisions that are based on the existing or planned community character of an area. This includes taking into account factors such as an area’s location, surrounding context, street network, environmental constraints, and whether it is located in a Rural, Suburban, Urban, Center, or Downtown Transect area. Recommendations about height and density are not approached at a broad level; instead, they are approached at a level that is specific to the character of the area in question. The May Static Draft of the CCM includes expanded language in the “Building Form and Site Design” Principle about how to determine appropriate heights and establish appropriate transitions between higher and lower intensity development. Favorable consideration of taller building heights is based on meeting a list of criteria that include exceptional urban design and the ability to support transit and housing affordability, both of which were expressed as important community priorities during the NashvilleNext process. The Zoning section has also been expanded significantly to make it clear that just because a zoning district is included on the list for a particular policy that does not automatically lead to a recommendation that supports its application to a particular site. However, it is important to realize that the CCM and community plans guide recommendations for changes in zoning and are not themselves regulations. In many instances, development that is taking place in Green Hills and elsewhere in Nashville is following zoning that is already in place on a given property.

*Charlotte Cooper* I briefly took a look at some of the changes I assume you are proposing for the CCM; instead of tightening up the language so everyone understands what can and cannot be done, you have loosened the exiting language making it so vague most any interpretation can be made. This whole three-year Nashville Next exercise has been a waste of thousands and thousands of tax dollars; it has been a boondoggle to the extreme. It is hard to put any confidence in our Metro leaders, when examples like this are put forth. 594

**T4 Urban Residential Corridor mislabeled in CCM**

**180**

**Response** Corrected.

*Bartley McGehee* I believe there is an error in the T4 Urban transect section. It appears that the T4 Urban Residential Corridor section has been incorrectly titled "T4 Urban Residential Center". All of the internal references to this policy still refer to Residential Corridor. 510

## volume 3 Donelson-Hermitage-Old Hickory map

### Donelson sidewalks

216

Response Expanding sidewalks, bikeways, and greenways throughout Nashville will be one of the city's top priorities for the next 25 years to improve health, safety, and quality of life. In response to strong community demand for a more walkable Nashville, NashvilleNext calls for a review of opportunities to strengthen existing sidewalk standards and policies, expanded funding for sidewalks combined with exploration of additional funding sources, and an update to the Strategic Plan for Sidewalks and Bikeways.

I ditto another comment that was made. Please, please get all sidewalks and non-existent sidewalks up-to-speed before doing bike lanes. I'm especially embarrassed by the fact that for every visitor to Nashville that lodges on Elm Hill Pike between Brill

579

### Illegal dumping

37

Response Please report the location of illegal dumping to the Public Works Department at:  
<http://www.nashville.gov/Public-Works.aspx>.

Online map Common illegal dumping site...please do something.

86

## volume 3 Donelson-Hickory-Old Hermitage text

### Donelson aging population

28

Response Edit has been made.

Phil Claiborne a reference is made to Donelson dealing with "challenges of an aging population" while in fact the last census figures indicate the median age of the district is around 40. Delete the aging population phrase

9

### Donelson Plan

33

Response Edits have been made, including the addition of the Donelson UDO as a development scenario. Please see Volume III: Communities for the Donelson-Hermitage-Old Hickory Community Plan.

Phil Claiborne The wrong map is shown for he Stewarts Ferry widening

16

Phil Claiborne instead of a general reference in the last paragraph, the Lebanon Road UDO should be mentioned by name and it should be included as special policy #3 or #1 if the other two that are listed are re-numbered

15

Phil Claiborne Lock Two Park is not shown

13

Phil Claiborne 3rd paragraph - mention transit oriented housing option and the need for apartments/condo (only two three complexes in the entire District 14-15 areas

12

Phil Claiborne include language regarding the UDO with provisions for adaptive reuse and transfer of development rights from flood plain areas along the Stones River and Mill Creek

11

## volume 3 Donelson-Hickory-Old Hermitage text

### Donelson Plan too focused on Old Hickory

34

Response Please take another look as Downtown Donelson and areas along Lebanon Pike and Donelson Pike are shown on the Growth and Preservation Concept Map in Volume I, and a design scenario is included for Downtown Donelson in the Donelson-Hermitage-Old Hickory Community Plan in Volume III: Communities.

*Dana Croy* Due to my many volunteer commitments, I am saddened to say I have not taken part in the Nashville Next project. Thank you to all who have put tremendous effort into this project. I must say that I was quite surprised to see Old Hickory as the focus for the entire area as the Donelson corridor is so close to downtown. But, I will be specific in what I think is great and what I think is disappointing. 125

Below are approximations of the Donelson/Hermitage/Old Hickory Plan.

5 Pages of Introduction and Logos

11 Pages of History and Current Use

19 Pages of Maps

3 Pages of Demographics

3 Pages of Current Commuting Patterns

5 Pages of Old Hickory Redevelopment

1 Blank Page

Conclusion

Which leave approximately 3 pages of changes to the Donelson/Hermitage/Old Hickory area that are not directly related to the re-imagining of Old Hickory.

### Donelson policy

134

Response Center and Corridor policies along Lebanon Pike and Donelson Pike allow for additional retail opportunities. Please see Volume III: Communities for the Community Character Manual and the Donelson-Hermitage-Old Hickory Community Plan. We suggest contacting the Donelson-Hermitage Chamber of Commerce to discuss any marketing or business recruitment efforts in the Donelson area: <http://www.d-hchamber.com/>

*TSU Draft Open House* Donelson needs more retail such as Walmart, shopping stores. 265

## volume 3 Donelson-Hickory-Old Hermitage text

### Donelson transit

135

Response We have updated the Growth and Preservation Concept Plan to indicate that Lebanon Pike from downtown to Donelson is an Immediate Need High Capacity Transit Corridor and that there is a regional connection established through the Music City Star commuter rail. MTA recently started work on their Strategic Transit Master Plan called nMotion. They will explore and further prioritize the High Capacity Transit Routes identified. Information on the Strategic Plan can be accessed on their website at <http://nmotion2015.com/>.

Jeff Syracuse

Gents,  
I understand CM Claiborne has given additional comments relating to Pennington Bend and also the fact that the Donelson's Tier 1 area is the only Tier 1 area without an "immediate need" transit line designation on the General Plan map. I too feel strongly that we need this designation. Creating Downtown Donelson won't be easy. If I'm the next Council Member for District 15 and I'm working to encourage multi-family development in that area, I need support and every tool possible to encourage RTA, CSX and NERR to realize the demand created by multi-family development around the station means we need expanded availability of the train. This designation will hopefully also encourage the nMotion 2015 plan to be sure to pull focus on what the needs of the Music City Star line will be. It's a more complex challenge than planning for BRT Lite and needs strong encouragement from Planning. As somewhat of a Devil's Advocate position (I don't advocate this, but to make a point...) if the Music City Star line is not designated as "immediate need", then Lebanon Pike with a BRT Lite needs to be because every Tier 1 center needs that strong transit investment. However, I don't think that's what makes sense. We need to encourage continued investment in the Star.  
Here's a recent article about continued investment in TOD with the Music City Star. Donelson absolutely needs to be the next focus for TOD and it needs the support in the General Plan. [Http://www.wilsonpost.com/mc-star-station-expected-by-years-end-cms-85555](http://www.wilsonpost.com/mc-star-station-expected-by-years-end-cms-85555)  
Thanks! See you May 5th.

508

Jeff Syracuse

The Music City Star must be identified as an Immediate Need transit line to coincide with the Tier 1 status of Downtown Donelson. The Star is a key element of securing developers to invest in that area to create this mixed-use multi-family area. If there is no dedicated transit line, investors will not come.

468

TSU Draft Open House

Will there be transportation in that area [Donelson] since located near airport

394

## volume 3 Donelson-Hickory-Old Hermitage text

### Hermitage generally

23

Response o Each part of Davidson County contributes to the overall quality of life in Nashville and the city's diverse character of communities. Hermitage is an important component of the city and has not been overlooked in planning for its future as part of NashvilleNext.  
o Volume I: Vision, Trends & Strategy includes the Growth & Preservation Concept Map and discusses what role the city's key centers and corridors will play in the future.  
o Volume III: Communities includes the Community Character Manual and the Donelson-Hermitage-Old Hickory Community Plan which work to enhance various aspects of the community through the application of land use policies. The community plan also discusses what role Hermitage plays in the region.

*Patrick DeFrancesco* I just wanted to know if the plan includes the Hermitage area of Davidson County. It would be nice to see this area have more of a historical feel than the basic strip mall with check into cash stores. This area has a lot of history and it would be nice to have a "historical overlay" vision. Where, when you get off the exits and see a landscape area welcoming you to hermitage. Where the mediums don't get three feet high before they are cut and where people can take pride in living here. I feel this are has been overlooked by the city and money has been put into a lot of other paces beside this one.  
Thanks 58

### Include Music Valley more in Donelson-Hermitage plan

27

Response Edit has been made.

*Phil Claiborne* No mention of the Music Valley area 14

*Phil Claiborne* It's all about 'Opryland" and there is no mention of the Music Valley area 10

*Phil Claiborne* instead of just Opryland area use Opryland-Music Valley area 8

## volume 3 Downtown map

### TOD

64

Response Identifying specific transit stations should be done as part of an overall plan to implement individual transit lines through nMotion or subsequent plans.

*Online map* Light rail station at Bicentennial Mall and new baseball stadium 88

## volume 3 Downtown text

### East bank development

24

Response The Downtown Community Plan supports a vibrant mix of uses on the East Bank to build on the activity at LP field, and connect Downtown to East Nashville. The future redevelopment of privately owned properties is dependent on market trends and individual property owners timelines.

*TSU Draft Open House* more hotels, more parking, bigger streets, a BIG river front park (a big grassy area and parths for people to run) encourage building owners to use every floor for people to rent and stay 250

*Tyler Salyer* #Nashville...it's time to get serious about the development around LP Field. No more Shoneys, Ramada, Stadium Inn. 72

### Refer to other department

104

Response This comment refers to street access at a particular address; it has been forwarded to Metro Public Works.

*Jonathan Hardwell* Owners property at the 11th and Church St. viaduct 5 stories (abt) below Church St. vacant property. 80 acre-We had curb cut onto 11th just North of Gibson building 246

### Regional transit to Sumner County

169

Response The Northeast Corridor Mobility Study was conducted by the Nashville Area MPO in 2011. It determined incremental steps to achieving high capacity transit to Gallatin. It identified HOV lanes for busses to utilize along Ellington Parkway, I-65, and Vietnam Veterans Boulevard to eventually transition to light rail. It also outlined increasing arterial BRT service along Gallatin Pike to support more local trips. Gallatin Pike is identified on the NashvilleNext Growth and Preservation Concept Plan as a High Capacity Transit Corridor and a regional connection to the northeast. The study can be found at the following website - [http://www.nashvillempo.org/regional\\_plan/transit/planning\\_efforts/study\\_northeast.aspx](http://www.nashvillempo.org/regional_plan/transit/planning_efforts/study_northeast.aspx)

*Buffie Baril* In addition, we would love to see train transportation like the Music City Star from Hendersonville/Gallatin to downtown. Thanks for all you do for the city. 351

Response NashvilleNext recognizes the need for better connectivity for people of all ages and abilities who walk and bike between East Nashville and Downtown. The plan calls for protected bikeways on the Woodland Street and Jefferson Street bridges, as well as improvements to routes that connect to these bridges. The proposed routes warrant further study because of their ability to provide connectivity between existing routes or popular destinations. Engineering work has not occurred for the proposed routes, so it is premature to comment on the need to acquire new right of way or alter existing facilities.

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*Robert Johnson* With specific reference to the East Nashville Bikeway map in the East Nashville Community Plan: I have investigated a number of walking and cycling routes between East Nashville and downtown that can reduce the negative impact of I-24. One of my routes appears to be cheaper and more feasible than the Community Plans' suggestion of using CSX right-of-way from Foster St in the McFerrin Park neighborhood to the East Bank Greenway at LP Field. In particular, my route does not involve constructing any bridges, does not involve land acquisition from the private sector, or the closure of any railroad tracks, all of which appear to be required by the plan's suggested route. My route is attached as a concept map. Would the Active Transport Planner like to comment on this alternative to the route suggested in the plan?

497

Response Planning Staff had been contacted by a prospective developer, met with them to discuss their proposal, and asked them to submit their comment through NashvilleNext. After reviewing and discussing the proposed change to the draft policies, staff determined that there was merit to changing the draft policies for part of the area and for some adjacent properties, but that the policies on the rest of the area should remain in the Urban Neighborhood Maintenance policy (T4 NM – pp. 233-242 of the draft Community Character Manual, or CCM). The proposal made planning sense for most of the large parcel at the corner of East Trinity Lane and Ellington Parkway. The site’s location and surrounding context include its location adjacent to the Ellington/East Trinity Lane Tier 2 Center show on the Concept Map. It also has direct access to East Trinity Lane and can serve as a transition between Ellington Parkway and the T4 NM policy along the rest of Edwin Street. The May Static Draft changes most of the site from T4 NM to Urban Neighborhood Evolving (T4 NE – pp. 243-252). The Urban Residential Corridor policy (T4 RC – pp. 284-293) along the part of the site that fronts on East Trinity Lane, which was proposed in the earlier draft, remains in place. Staff does not think a change to T4 NE is warranted at this time for the remainder of Edwin Street because the street itself is very narrow and lacks sidewalks. Changing the policy from T4 NM to T4 NE is premature until a more comprehensive plan emerges to redevelop the Edwin Street that would include improving the street and providing sidewalks along both sides of the entire street.

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Additionally, I would propose changing the NM policy currently over the north and south sides of Edwin Street in between the undeveloped site referenced above and Jones Avenue to the west.

144

1. This block is situated in between higher intensity policy areas to the north and south. The NM policy seems as though it will set-up future conflict between single-family home owners expecting/ desiring lower intensity development in the surrounding area only to find that they were left as the lone incompatible area in this pocket of the neighborhood.
2. An Evolving Policy over this block would support higher densities that will support the viability of transit and walkability. Slightly higher densities on this block would not conflict with the lower intensity areas of the rest of the neighborhood to the west. The NE policy is appropriate near the intersection/access to a major expressway.
3. The parcels on the southern side of this block are very deep and could be developed so as to make much better use of existing public infrastructure while adding elements like sidewalks.
4. A good sized public park is situated immediately to the west and provides ample open/ recreational space.. Jones Avenue to the west, while not a major street, provides a significant connection for the area to the north and south. A mix of uses and higher intensities are proposed on Jones Avenue. A NE policy over this block would support the viability of a mixture of uses and be more consistent with the proposed future of Jones Avenue.

## volume 3 East Nashville map

### Joseph Ave policy

139

**Response** Planning staff had also discussed this issue with a neighborhood representative at the Phase 5 Kick-Off Open House at the TSU Avon Williams Campus on April 18. The commenter is actually referring to Urban Neighborhood Maintenance (T4 NM – see pp. 233-242 of the draft Community Character Manual, or CCM) and Urban Neighborhood Evolving (T4 NE – pp. 243-252) policies, not CM and CE. In response, the May Static Draft for this area shows a change for most of Joseph Street from T4 NE to T4 NM policy. The areas that remain in T4 NE are some properties at the intersections of Joseph Avenue with Cleveland Street and Douglas Avenue, and for the southernmost block of Joseph Avenue, which is zoned multifamily. The properties on the side streets that intersect with Cleveland and Douglas were kept in T4 NE policy to maintain an adequate depth to allow for a transition between properties that are directly adjacent to Cleveland and Douglas and properties further away from those streets. The May Static Draft of the CCM includes guidance within the T4 NE policy about how to accomplish transitions (pp. 245-246). The May Static Draft of the CCM has also been updated to make distinctions between the intent of T4 NE policy when it applies to mainly undeveloped or “greenfield” areas and when it applies to parts of predominantly developed neighborhoods like Cleveland Park that are planned for more significant changes than T4 NM areas (p. 243).

**TSU Draft Open House** I am concerned about the NE designation for Joseph ave. Currently, Joseph is the same character as the interior of the neighborhood that is designated CM. My perception from residents is that they desire the current character of Joseph to be maintained. The transition from Dickerson to Joseph as it currently is is appropriate and comfortable for residents on Joseph and the neighborhood as a whole. It is my suggestion that the community plan reflect this by designating Joseph as CM

261

This would be true of certain parcels fronting side streets (N 2nd, Stockell, etc) adjacent to Cleveland. The community plan changes suggest that the CE designation of Cleveland be applied to certain parcels fronting these side streets as well. I suggest considering designating these parcels as CM so that the CE nature of Cleveland is not encroaching on these streets

### Park traffic

137

**Response** We will forward your comments to Metro Parks and Metro Police.

Density and growth around the parks directly contribute to a higher volume of commuter traffic. Entries to the Park should be enhanced to enforce park speed limits and encourage responsible driving habits for commuters vehicles passing through.

227

Density and growth around the parks directly contribute to a higher volume of commuter traffic. Entries to the Park should be enhanced to enforce park speed limits and encourage responsible driving habits for commuters vehicles passing through.

226

Density and growth around the parks directly contribute to a higher volume of commuter traffic. Entries to the Park should be enhanced to enforce park speed limits and encourage responsible driving habits for commuters vehicles passing through.

225

Density and growth around the parks directly contribute to a higher volume of commuter traffic. Entries to the Park should be enhanced to enforce park speed limits and encourage responsible driving habits for commuters vehicles passing through.

224

Response This comment is related to a previously approved amendment to the East Nashville Community Plan that was adopted by the Metro Planning Commission on April 24, 2014. The community plan amendment changed the Community Character Policy from Suburban Neighborhood Maintenance (T3 NM – pp. 163-172 of the draft Community Character Manual, or CCM) to Suburban Neighborhood Evolving (T3 NE – pp. 173-183 of the draft CCM) and Suburban Neighborhood Center (T3 NC – pp. 184-193 of the draft CCM) for property at the corner of Rosebank and Eastland Avenues. The community plan amendment application was made in connection with a rezoning to Specific Plan for a proposed development called East Greenway Park. The Specific Plan zone change was later adopted by Metro Council. The amended community plan polices, along with the Special Policies that were part of the amendment, have been carried forward into the draft community plan update. The Special Policies were established to respond to some of the concerns like those expressed in the comment. Please refer to page 42 in the May Static Draft of the East Nashville Community Plan for the Special Policy for Area 05-T3-NC-01.

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This is extremely out of place in this neighborhood. While it is already underway this area cannot support similar projects without massives changes. Future Special Provisions should be denied and T3 NM Suburban Neighborhood Maintenance strictly enforced.

223

Response

Planning Staff had been contacted by a prospective developer, met with them to discuss their proposal, and asked them to submit their comment through NashvilleNext. After reviewing and discussing the proposed change to the draft policies, staff determined that there was merit to changing the draft policies for part of the area and for some adjacent properties, but that the policies on the rest of the area should remain in the Urban Neighborhood Maintenance policy (T4 NM – pp. 233-242 of the draft Community Character Manual, or CCM). The proposal to change the policy from T4 NM to T4 NE for most of the large parcel at the corner of East Trinity Lane and Ellington Parkway had merit. The site’s location and surrounding context include its location adjacent to the Ellington/East Trinity Lane Tier 2 Center show on the Concept Map. It also has direct access to East Trinity Lane and can serve as a transition between Ellington Parkway and the T4 NM policy along the rest of Edwin Street. The static draft of the Community Plan changes most of the site from T4 NM to Urban Neighborhood Evolving (T4 NE – pp. 243-252). The Urban Residential Corridor policy (T4 RC – pp. 284-293) along the part of the site that fronts on East Trinity Lane, which was proposed in the earlier draft, remains in place. Staff does not think a change to T4 NE is warranted at this time for the remainder of Edwin Street because the street itself is very narrow and lacks sidewalks. Changing the policy from T4 NM to T4 NE is premature until a more comprehensive plan emerges to redevelop the Edwin Street that would include improving the street and providing sidewalks along both sides of the entire street.

Will you consider changing the policy designation for a portion of Parcel 07205005800 located at the southwest corner of Trinity Lane and Ellington Parkway. The Growth and Preservation Concept Map ([http://maps.nashville.gov/NashvilleNext\\_ConceptMap/](http://maps.nashville.gov/NashvilleNext_ConceptMap/)) indicates the southern half of the parcel will remain T4-NM. I am requesting the proposed policy be changed to T4-NE.

143

The parcel contains several unique features that lend it to higher residential densities and flexibility with housing types and design.

1. The site is separated from the existing Neighborhood Maintenance context to the west as a fair bit of elevation change occurs at the western edge along Edwin Street making contextual extension into the site problematic.
  - a. Any concern for ensuring housing type, scale, rhythm, orientation and access compatibility along this edge can be addressed with a rezone to an SP.
  - b. higher density/ different housing types further in the site can be masked by lower intensity residential along the neighborhood edge.
2. The NM portion of the site is surrounded by more intense policies and zoning. A NE policy would allow for a more consistent transition between proposed RC and NC policies on the north side of this site and the Mixed Use policy proposed to the south. Property to the south is currently zoned Industrial and can accommodate uses that are relatively inconsistent with a 'Maintenance' type of housing on this site.
3. The site is surrounded on three sides by elements that don't typically support sustained quality lower-density residential neighborhoods.
  - a. A large water tank complex is situated in the northern portion of the site. The NM portion of the site abuts the tank yard. The largest of the three tanks is situated very close to the yard's southern boundary. Detached housing wouldn't seem as desirable adjacent to the towering tank. NE policy could provide some needed flexibility with the type housing and site design needed to buffer the tanks.
  - b. Ellington Parkway forms the eastern edge of the site. Higher density housing types supported by the NE policy would seem more appropriate along such an element.
  - c. Industrial type storage yards currently occupy sites adjacent to the southern boundary of the site.
4. NE policy would support overall higher densities on the site (the intensity could be checked with the use of an SP) which would seem to be more appropriate so close to an expressway interchange.
5. The site is located within a planned transit corridor - higher densities on this site would support the viability of future transit.
6. NC policies are proposed on nearby portions of Trinity Lane. A NE policy on this site would encourage higher densities that would ultimately support the types of neighborhood commercial desired by the NC policy.
7. A NE policy on the southern portion of the site as opposed to the NM policy would appear to better support Critical Planning Goals. The use of an SP can control for any acute concerns with transition at the neighborhood edge.

## volume 3 East Nashville text

### East Nashville redevelopment district

140

**Response** This comment refers to the Metro Development and Housing Agency’s (MDHA) Five Points Redevelopment District, which was established in 1991 and is scheduled to expire in 2020. More information about the Five Points Redevelopment District is available on the MDHA website under the “Urban Development” menu. The Five Points Redevelopment District includes a Land Use Plan and Design Guidelines to regulate development within the redevelopment district. The comment seems to be recommending that a form of design-based zoning called an “Urban Design Overlay” (UDO) be established for the Five Points area to establish urban design standards that would not otherwise be in place once the Redevelopment District expired. The UDO is an example of a zoning tool that could be used to implement the community plan. UDOs can be placed over an area’s “base” zoning to allow for tailored variations on certain urban design standards, such as street setbacks and building heights. The “base” zoning districts would continue to regulate the uses allowed in the area and their urban design standards would be varied to some extent by the UDO. Once the time draws closer for the redevelopment district to expire, the Planning Department could work with local stakeholders, MDHA, and elected representatives to develop appropriate design-based zoning to meet development and preservation goals for the Five Points area.

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*TSU Draft Open House* In anticipation of expiration fo redevelopment district  
-UDO for expiration of redevelopment district in 2020

396

### Holly St policy

142

**Response** 1103 and 1105 Holly Street are zoned OR20, Office/Residential (20 units an acre). The draft Community Character Policy is Urban Neighborhood Maintenance (T4 NM – see pages 233-242 of the draft Community Character Manual, or CCM). This is the same policy that is in the adopted East Nashville Community Plan and that was shown on the earlier draft plan that was posted in late March. The policy remains residential because the site is located in the Metropolitan Housing and Development Agency’s Five Points Redevelopment District, which contains a Land Use Plan that overrides some provisions of the zoning. The Land Use Plan designation for 1103 and 1105 Holly Street is One and Two Family Residence.

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*TSU Draft Open House* 1103 and 1105 Holly-align plan w/ zoning

263

### Porter area residential policy

91

**Response** This area is in Suburban Neighborhood Maintenance (T3 NM –pp. 163-172 of the Draft Community Character Manual, or CCM) in the adopted East Nashville Community Plan. The policy was carried forward in both the March draft and the May Static Draft.

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*Bob Allen* Porter/Harwood/Preston/Sheridan

262

I live in this neighborhood and strongly support changing to suburban neighborhood maintenance

**Sharpe/Greenwood policy**

92

Response Planning Staff had been contacted by a prospective developer, met with them to discuss their proposal, and asked them to submit their comment through NashvilleNext. After reviewing and discussing the proposed change to the draft policies, staff determined that there was merit to changing the draft policies for part of the area and for some adjacent properties, but that the policies on the rest of the area should remain in the Urban Neighborhood Maintenance policy (T4 NM –pp. 233-242 of the draft Community Character Manual, or CCM) because of their exposure to remaining residential properties on the opposite sides of Sharpe and Greenwood Avenues. The Community Character Policies shown on the maps that are part of the May Static Draft reflect a change in the proposed policies for 1107 Sharpe Avenue from T4 NM to Urban Community Center Policy (T4 CC – pp. 273-283) and also a change in the proposed policies for 1105 Sharpe Avenue, and 1100-1106 Gallatin Avenue from Urban Mixed Use Corridor (T4 CM – pp. 294-304).

*Kim Hawkins* Intersection: Gallatin Rd B/n Sharpe and Greenwood (East side of Gallatin) 260

1. There are parcels under single ownership (by HB Hill Co) that includes MUG, A, and R6. These parcels currently fall w/in 3 different community policies: T4CC, T4CM, and T4NM
2. Recommend one policy of T4CC to apply to all parcels in order to a) provide an adequate overall development parcel size to meet the intended policy b) to allow the current commercial uses (and support parkign for them) to extend across these parcels c) these parcels are curenrtly excluded from the ex. Conservation overlay thereby expressing the future intent of these parcels to develop together and in a consistent policy

**Shelby Ave policy**

141

Response 1101 and 1103 Shelby Avenue are zoned OR20, Office/Residential (20 units an acre). The draft Community Character Policy is Urban Neighborhood Maintenance (T4 NM – pp. 233-242 of the draft Community Character Manual, or CCM). This is the same policy that was shown on the earlier draft plan that was posted in late March. This was a change from the Urban Neighborhood Center policy (T4 NC – pp. 181-186 of the adopted CCM) that is in the adopted East Nashville Community Plan. 1101 and 1103 Shelby Avenue are located in the Metropolitan Housing and Development Agency’s Five Points Redevelopment District, which contains a Land Use Plan that overrides some provisions of the zoning. The Land Use Plan designation for the properties is One and Two Family Residence. At the time the East Nashville Community Plan was last updated in 2006, there was some discussion about a future community process of approaching MDHA about amending the redevelopment plan to reflect interest in a broader range of options for properties in the Five Points area. The range of options was reflected in the Neighborhood Center policy. There was no further pursuit of this idea, and the policy was changed from T4 NC to T4 NM for these and several other properties in the earlier draft of the NashvilleNext update of the East Nashville Community Plan to remove conflicts with the Five Points Redevelopment Plan. No change is proposed in the May Static Draft.

*TSU Draft Open House* 1101 and 1103 Shelby-align plan w/ zoning 395

Response Planning Staff had been contacted by a prospective developer, met with them to discuss their proposal, and asked them to submit their comment through NashvilleNext. After reviewing and discussing the proposed change to the draft policies, staff determined that there was merit to changing the draft policies for the area from Urban Neighborhood Maintenance policy (T4 NM – pp. 233-242 of the draft Community Character Manual, or CCM) to Urban Neighborhood Center policy (T4 NC –pp. 263-272). The proposal made planning sense because of the site’s location and surrounding context in addition to the its close proximity to a Tier 1 Center and High Priority Corridor on the Concept Map.

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*Christianna Rice* Hello,  
I am part of a team that is looking to develop 210 S 10th St. 37206 into a mix use residential and commercial property of 11 townhomes and 2 commercial units. We would like to make the townhomes live/work possibility. I was contacting you to see if we could potentially have the area set as an evolving commercial neighborhood? There are town homes with commercial space directly across the street from us and we are in close proximity to Five Points. Thank you for your consideration.

Response Review of any future zone change proposals along 21st Avenue South and I-440 will include review of the impacts of changing the zoning on the various types of infrastructure the commenter lists not only by the Planning Department but by other Metro Departments such as Water Services and Public Works. The zoning already in place along 21st does allow for some changes in use and intensification. The adopted community plan for the area could support additional changes in zoning. The Urban Mixed Use Corridor policy (T4 CM – pp. 294-304 of the draft CCM) proposed in the draft community plan broadens the range of uses that could be supported for the stretch of 21st between Blair Boulevard and Woodlawn Drive to include more mixed use and residential development, but does not support taller buildings than the current District Office Concentration (D OC – pp. 418-425). We understand your concerns crossing 21st Avenue. We have identified in a few locations more strategic work to improve crossings related to the High Capacity Transit Corridors. Improvements might include activated crosswalks, bulb outs, street trees, wider sidewalks, and other more significant walking elements. These have been identified in areas like Woodbine and Madison first that have BRT Lite service underway or imminent. We think these projects will help be a model to handle other areas like 21st Avenue where High Capacity Transit is identified but not actively being pursued by MTA at the moment. We will forward your concerns to Metro Public Works to assess any interim solutions given the existing conditions with signing and pavement markings. However, we anticipate a more detailed assessment of walking conditions as part of a coordinate capital improvement project as High Capacity Transit Corridors are prioritized by MTA and implemented. Metro Public Works and Metro Police can also assess concerns about traffic calming and speeding on neighborhood streets. We will forward your comments to them. The High Capacity Transit Corridors will also have more detailed planning work. A turn lane would improve traffic flow in this area of 21st Avenue to remove cars that stop to make left hand turns. If redevelopment occurs on a large scale at strategic intersections, then we may be able to allocate space for turn lanes at that time coordinating with Public Works. Given the existing road constraints, it will be difficult adding turn lanes without severely compromising the space for sidewalks at intersections which would hinder walkability.

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*North Nashville Draft Open House* I am very concerned about the implications of upzoning on 21st Ave. I very much support the overall plan of locating increased development along major corridors and pikes. However, for those of us in the Hillsboro-West End neighborhood, there is a real risk of being cut off from other nearby neighborhoods by the increasingly trafficked West End Ave. and 21st Ave. Specifically, I urge planners to consider building crosswalks or better yet, predestrian bridges, across 21st so residents can safely move between the different midtown neighborhoods. I am also enthusiastically in favor of the planned bike-friendly crossings across West End Ave.

302

21st Avenue transportation

Response	<p>We understand your concerns crossing 21st Avenue. We have identified in a few locations more strategic work to improve crossings related to the High Capacity Transit Corridors. Improvements might include activated crosswalks, bulb outs, street trees, wider sidewalks, and other more significant walking elements. These have been identified in areas like Woodbine and Madison first that have BRT Lite service underway or imminent. We think these projects will help be a model to handle other areas like 21st Avenue where High Capacity Transit is identified but not actively being pursued by MTA at the moment. We will forward your concerns to Metro Public Works to assess any interim solutions given the existing conditions with signing and pavement markings. However, we anticipate a more detailed assessment of walking conditions as part of a coordinate capital improvement project as High Capacity Transit Corridors are prioritized by MTA and implemented. Metro Public Works and Metro Police can also assess concerns about traffic calming and speeding on neighborhood streets. We will forward your comments to them.</p> <p>The High Capacity Transit Corridors will also have more detailed planning work. A turn lane would improve traffic flow in this area of 21st Avenue to remove cars that stop to make left hand turns. If redevelopment occurs on a large scale at strategic intersections, then we may be able to allocate space for turn lanes at that time coordinating with Public Works. Given the existing road constraints, it will be difficult adding turn lanes without severely compromising the space for sidewalks at intersections which would hinder walkability.</p>	
<i>Mary Skinner</i>	<p>I have a problem with ingress/egress on neighborhood streets right off of 21st Ave., increased cut-through traffic, lack of safe crossings on 21st between Blair and Woodlawn, urgent need for mass transit, strained infrastructure capacity, the need for improved walkability/bike-ability,</p>	479
<i>Laura Denison</i>	<p>the current bus can drop people on 21st ave - but it is impossible to cross 21st ave without a cross walk. if we are adding housing and hoping for transportation riders to use mass transit, we must have places to safely cross the street.</p>	446
<i>Laura Denison</i>	<p>We already have stopped driving anywhere close in the neighborhood [HWEN] and walk where we need to go. We also need more frequent mass transit so we can leave the area and return late at night. Currently we can not go down town for events because the last bus is around 10pm. Thanks you again for your service.</p>	425
<i>North Nashville Draft Open House</i>	<p>As the corridors develop it is increasingly important to have access across them. Specifically, we need additional cross walks. Lights or other ways to get across 21st ave, between Hillsboro Village and 440. it is already a real barrier for walking to Belmont and 12th South and that will only get worse.</p> <p>It is also important to improve walkability along 21st up near 440, ideally all the way to Green Hills.</p>	301
<i>TSU Draft Open House</i>	<p>Green Hills/ Midtown</p> <p>HWEN supports density along west end/21st corridor. We're concerned about pedestrian access, turning lanes, parking cut-through traffic along 21st ave, which we don't feel has been adequately addressed in the nashville next plan</p>	277

## volume 3 Green Hills-Midtown text

### 21st Avenue transportation

284

*Lynn Lentz* Because of our unique location, I am concerned about details that are not addressed in the draft plan or in the Access Nashville 2040 Transportation Plan: 175

- Lack of a turn lane or plans for a turn lane on 21st Ave., between Blair and Woodlawn
- Lack of safe crossings along the above referenced stretch (need for more crossings or pedestrian bridge)
- Increased cut-through traffic on neighborhood streets due to gridlock on the corridors
- Overflow parking on neighborhood streets from intensifying uses along the corridors and in centers
- Infrastructure improvements to keep up with increased demand

I worry about the new “transition” category along 21st, West End and Blakemore, and what it means for allowable uses within our Conservation Zoning Overlay (Green Hills-Midtown Community Plan, pg. 30, map; pg. 31, content) pedestrian bridge over 21st) and in centers development

*Mary Ellen Koran* - Because of our unique location, I am concerned about details that are not addressed in the draft plan or in the Access Nashville 2040 Transportation Plan: 159

- a. Lack of a turn lane or plans for a turn lane on 21st Ave., between Blair and Woodlawn
- b. Lack of safe crossings along the above referenced stretch (need for more crossings or pedestrian bridge over 21st)

*HILLSBORO- WEST END NEIGHBORHOOD ASSOCIATION* At the same time, we have serious concerns about the impact of growth along our corridors on our neighborhood. This is because Hillsboro-West End Neighborhood is uniquely and squarely positioned between two intensifying, high capacity transit corridors, West End and 21st Avenues. We do not see our concerns addressed in the above documents except in the most generic and general way. Therefore, we wish to take this opportunity to voice our most pressing specific concerns and ask that they be seriously considered in the form of more detailed policy. 130

Concerns regarding the stretch of 21st Ave. South, between Blair Blvd. and Woodlawn Ave., which is identified as a “high capacity transit corridor” and is intensifying from District Office Concentration to T4 Urban Mixed Use Corridor:

- Lack of a turn lane or plans for a turn lane
- Lack of safe crossings (need for more crossings or a pedestrian bridge over 21st Ave.)
- Increased cut-through traffic and speeding on neighborhood streets
- Overflow parking on neighborhood streets
- Increased noise from new businesses affecting the interior
- Inappropriate, intense signage
- The need for proper buffering between single-family homes and development

We have focused on the 21st Ave. South corridor in order to make as specific a point as possible about the concerns we have for our neighborhood that we did not see directly addressed in the new planning documents. With the exception of Item #1, these concerns also apply to areas adjacent to the intensifying West End Ave. corridor and Hillsboro Village/Capers center.

Of equal concern is the new “Transition” category marked in beige on the concept map (GHM p.8 and 30) along 21st, West End and Blakemore Avenues (Also, GHM p.31). It appears to encroach into the “maintenance” portion of our neighborhood, much of which is under hard-won Conservation Zoning protection. We have concerns about what this now means for allowable uses and a real need to understand the category more fully.

### 9th/Douglas open space

144

*Response* Metro Planning staff will provide all the recommendations on open space that were voiced during NashvilleNext to the Parks Department as the Parks Department updates the Parks and Greenways Master Plan in the coming year.

*TSU Draft Open House* Trying to figure out a patch of green space at 9th and South Douglas. Would love a little park there! 257

**Bosley Springs Connector**

Response Thank you for the feedback regarding this project. Bosley Springs Connector is identified as a Countywide Critical Need in NashvilleNext and included in both the West Nashville Community Plan and the Green Hills-Midtown Community Plan. It has a long history that is detailed in those plans, but has been significantly scaled down from original studies that were conducted previously. We can look at this area further, but we anticipate there will be great difficulty achieving a connection that you have described given concerns on this project which stays primarily within the Harding Town Center area and less away from neighborhoods. New road projects are significantly scaled down within NashvilleNext. Moving forward there will be a need to do some strategic connections like the Bosley Springs Connector in Harding Town Center or the Douglas Street Connection in Madison to improve accessibility. These projects, if they moved forward, must address all modes of transportation to not only move cars but also help people access services by walking, biking, and taking the bus.

*Madison Draft Open House* NO MORE hair shops, fast foods, beauty supply stores, tobacco stores, no liquor stores. Wholesome healthy foods and sit down restaurants. 557

*Kim Hawkins* So glad and supportive of the Bosley Springs Connector B/N Harding and White Bridge Rd listed in this plan-this is a critical link which has a lot of community involvement 258

*Michael Dioguardi* I note the need to reduce traffic congestion on Harding Pk at White Bridge/Woodmont is being addressed by a proposed new Bosley Springs Connector road. Based on observation during peak afternoon travel hours, Harding Pk. tends to be backed up as far back as I-440 and I am unsure the Bosley Springs road would alleviate enough traffic flow to reduce the congestion. May I suggest a more radical approach? I suggest the extension of Murphy Rd. from its current terminus at the roundabout/46th Av in front of the entrance to the Park with the corner intersections of each of the streets in the Sylvan Park neighborhood which abut the park connected to the newly extended Murphy Rd. Murphy Rd. would be extended all the way to White Bridge Rd somewhere close to the current Knob Rd. red light or in that area. 70

Obviously the issues which must be dealt with would include the community center which is directly in the path of the proposed roadway (not by accident I suggest), crossing Richland Creek at an elevation sufficient to avoid flooding of the roadway, then determining a path from that point to White Bridge Rd. To make this slightly easier, the city already own the property where the road would go through current park property. Also, this road would connect each of the dead ends in Sylvan Park, allowing access for those residents to White Bridge without having to go to Charlotte Pk.

The benefit of such a road for overall congestion would be to divert a major portion of the traffic attempting to use Harding Pk. to travel to areas such as White Bridge Road, West Meade, Hillwood, and perhaps others in the Charlotte/West Nashville areas. In other words, if the Bosley Springs road is a response to the need to divert traffic to those areas, why not divert traffic sooner and at a point which is closer to the I-440 interchange. This would allow I-440 traffic to exit at the Murphy Rd exit instead of West End. It would allow people to turn from West End onto Murphy rather than travel all the way to the Bosley Springs road and avoid the traffic in between the two.

This is a traffic issue which I did not see addressed in the proposal and feel compelled to suggest.

*@LowCarNash* Re: Bosley Springs Connector: I still have concerns about spending millions of \$\$ to save drivers maybe 30 secs (until induced demand). Seems bad ROI 59

## volume 3 Green Hills-Midtown text

### Green Hills Biking - West End

200

Response This change has been reflected in the May static draft. At the Richland to Downtown Bike Boulevard on Patterson St, the North Nashville Protected Bikeway shifts one block from 18th Ave N to 19th Ave N, and continues south as a protected bikeway from Patterson across Division. After Grand Avenue, the Bikeway continues on as a Bike Boulevard to Vanderbilt Peabody College.

*Kenneth A Graves* I'm not convinced 18th is the best place for the improved bike crossing of West End. If 19th is realigned, then that provides a corridor from Scarritt-Bennett all the way up into Midtown. Put a cross link at Hayes, State, or Patterson to 18th to continue up into North Nashville. 464

*Kenneth A Graves* The Nebraska/Long/Patterson route is a good one that I use today. Is the proposed Edgehill Ave Protected Bikeway along the lines of what they have in the Netherlands, with a berm between the bikes and the cars? 462

### Green Hills character

62

Response Both the adopted and proposed draft versions of the Community Character Manual focus on making development decisions that are based on the existing or planned community character of an area. This includes taking into account factors such as an area's location, surrounding context, street network, environmental constraints, and whether it is located in a Rural, Suburban, Urban, Center, or Downtown Transect area. Recommendations about height and density are not approached at a broad level; instead, they are approached at a level that is specific to the character of the area in question. The May Static Draft of the CCM includes expanded language in the "Building Form and Site Design" Principle about how to determine appropriate heights and establish appropriate transitions between higher and lower intensity development. Favorable consideration of taller building heights is based on meeting a list of criteria that include exceptional urban design and the ability to support transit and housing affordability, both of which were expressed as important community priorities during the NashvilleNext process. The Zoning section has also been expanded significantly to make it clear that just because a zoning district is included on the list for a particular policy that does not automatically lead to a recommendation that supports its application to a particular site.

*Bartley McGehee* I do not have a problem with most of the suggested policy changes for the Green Hills area based on the current CCM, but I am very concerned about the draft changes to the CCM that increase allowable density and height in all of the policies within Transects 3 through 5. I think it is wrong to approach height and density at this broad level without considering the individual characteristics of each area where these policies are applied. I, and many other residents, are concerned about the removal of specific guidelines regarding density, such as recommended number of dwelling units per acre. The vagueness under the draft policy leaves too much leeway for developers to alter the fabric of neighborhoods. 676

*Online map* please preserve the character of the neighborhood when considering infill. it should not be about maximizing the developers' ability to place 16 feet wide houses on a lot on Woodmont for maximum profit but protecting the neighborhood's proportion when in 164

## volume 3 Green Hills-Midtown text

### Green Hills edits

93

Response	Several changes have been made to the Green Hills-Midtown Community Plan to address these concerns: All maps have been updated to make the legends more complete. More street names have been added, as possible without over-crowding the map; Additional explanation has been provided to clarify what the “Transition and Infill Areas” on the Growth and Preservation Concept Map are and how they will be applied/implemented; Additional explanation has been provided to clarify what the NashvilleNext Centers are, their role in providing housing and employment, and the commitment that Metro will provide coordinated investments to support the growth. Additional information is also found in the “Strategy” section in Volume I of NashvilleNext. See page 129 of Volume I; A brief description of each Community Character Policy—including District Transition—is now included in the Community Plan. The complete definition and standards are included in the Community Character Manual, found in Volume III of NashvilleNext; and no development scenarios have been included for the Green Hills-Midtown Community. The Green Hills-Midtown Community Plan includes numerous recommendations for sidewalks, cross walks and other improvements to the pedestrian environment in the Green Hills Mall area. These recommendations remain in the static draft of the Green Hills-Midtown Community Plan. Improvements to the pedestrian environment have been a constant request from Green Hills’ residents and visitors for many years.	
<i>Charlotte Cooper</i>	9. Maps need to be crystal clear; all keys should correspond to actual sections of the map. It is confusing to have 20 keys at the bottom and none of the symbols show up on the map.	600
<i>Charlotte Cooper</i>	8. Actually show some Development Scenarios for certain areas	599
<i>Charlotte Cooper</i>	5. Define terms – NashvilleNextCenter and District Transition 6. Define areas by street names	597
<i>Charlotte Cooper</i>	In conclusion, here are my recommendations for the GH-Midtown Community Plan. 1. Throw out Chapter 1 2. Basically re-write the entire plan, especially the Green Hills-Midtown Plan; make the plan detailed so everyone understands exactly what can or cannot be accomplished.	595
<i>Charlotte Cooper</i>	I also want to comment on your Development Scenarios. The text implied some development scenarios would be seen in this section, yet once again you failed to provide any illustrations. The one placeholder provided shows the development scenario is being prepared for Hillsboro Pike and Richard Jones Road. We have already seen the full detailed drawing of the monstrosity that is proposed for the southeast corner; do you have more surprises for the northeast corner?	592
<i>Charlotte Cooper</i>	And the last map I will comment about is the Gateway to Green Hills (pgs 49 &50). You identify a large portion of Green Hills as label it NashvilleNext Center; again you fail to tell us what the heck you mean by NashvilleNextCenter. Portions of this tan colored area include residential neighborhoods. Does your plan involve destroying these established neighborhoods?	591
<i>Charlotte Cooper</i>	Same is true with the map on page 46, Sidewalks. You show a large First Center in orange (whatever that means), but you do not identify the streets in that center, nor tell us what that means.	590
<i>Charlotte Cooper</i>	Another map (pg 45) Major and collector streets, has a very detailed key, but the map itself has few legends and even fewer streets identified. The map also has a large area with orange diagonal lines, but there are no orange diagonal lines in the key.	589

## volume 3 Green Hills-Midtown text

### Green Hills edits

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*Charlotte Cooper* And of course, there are the maps. You provided lots of maps, but they were of very little use. For instance, page 30, your Growth and Preservation Concept Map. You have an area colored "transition." Since you failed to show street names for that "transition" area, what is it? It would be nice to know what streets are included. 588

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*Lisa Zhito* Pursuant to the above, all further comments relate to GREEN HILLS, not Green Hills-Midtown. 182  
OTHER: III-GHM-P. 18 "Many neighbors live within walking distance and could do their shopping on foot, but find the walking climate perilous." I think this is delusional and shows the lack of input you have from people who actually live in Green Hills. It's not just the WALKING climate that is perilous but that ACTUAL climate. We are not Santa Monica. If it's not pouring rain here it's icy and snowy, or else it's 100 freaking degrees with 150% humidity. We have a walkable climate 8 weeks out of the year AT BEST. Plus Green Hills is full of ...wait for it ... HILLS! Nobody is schlepping groceries around Green Hills. Also: Have you checked our demographics? Families, moms with kids, old people ... No one is walking to do their shopping here, that ain't happening. If I walk to the post office one a month it's a good month and I live under a mile away. People want sidewalks because they walk for exercise here. They walk dogs and push baby strollers to the park and jog for exercise and that is IT. No one is walking from Belmont Blvd. to the damn Kroger to do their shopping. Get a clue.

Response

This group of comments includes several issues. One of these is a concern that the Green Hills-Midtown Community Plan is “lumping” areas together that have different identities and characters. Regardless of their relative sizes and populations, each of the planning communities contains within it many different neighborhoods, communities, commercial areas, and even independently incorporated “satellite cities,” each with its own distinct identity. When the community planning program began in 1988, Nashville/Davidson County was divided into the 14 planning communities that were then called “subareas.” These subareas were identified by numbers rather than names until 2000, when the current names were assigned based on major communities within each of these areas for the purpose of helping people know what general parts of the county were covered by each community plan. The community plans do not, however, make any attempt to “lump” together the characters of the distinct areas within the plans. The Community Character Policies that are applied to various locations within each community address differences between suburban and urban character. Special Policies in community plans are sometimes used to add further guidance for unique conditions in an area.

Another concern addressed in the comments is that NashvilleNext identifies Green Hills too closely with the Mall at Green Hills and that the mall is the only regional destination in Green Hills. Other destinations that include people from outside the surrounding neighborhoods include Hill Center Green Hills, the Bluebird Café, and Burton Hills Office Park. The area that includes and is surrounded by the mall is shown on the Concept Plan as being within a Tier 1 Center along a High Priority Transit Corridor. Tier 1 Centers and High Priority Transit Corridors are targeted to receive the highest levels of coordinated public investment over the next 8 years. Most of the Tier 1 Center is proposed as T5 Regional Center policy (T5 RG – pp. 322-332 of the May Static Draft of the Community Character Manual, or CCM) in the draft Green Hills-Midtown Community Plan. This is a reduction in intensity from the T5 Super Regional Center policy (T5 SR) that is in the adopted Green Hills-Midtown Community Plan and the previous draft update. The current draft of the CCM merged the T5 SR and T5 RC policies that were in the earlier draft. This resulted in a lower maximum height limit for the area from 25 stories to 15 stories, and then only in the most exceptional cases.

The policies proposed for neighborhoods around the Tier 1 Center are Open Space, Civic (including the high school), and a wide variety of urban and suburban residential policies. The commenter is correct in that some areas in Green Hills, including the commercial area and some of the residential areas closest to it, are planned for infill and redevelopment with a more urban character. This is being done to concentrate most of the growth pressure in the areas that are closest to Hillsboro Pike and to help make sure that new development in the commercial area and close-in residential areas supports coordinated public investments in needed infrastructure such as sidewalks and high-capacity transit. Part of the intention of applying higher density and intensity policies close to the commercial area and Hillsboro Pike is to relieve growth pressure in established Green Hills neighborhoods further away.

The concerns expressed about the future of Hillsboro High School and other publicly owned civic sites are addressed in the proposed new Civic policy in the draft CCM (CV- pp. 61-65). It is important to be aware, however, that the future of any school property in Davidson County is not controlled

## volume 3 Green Hills-Midtown text

### Green Hills identity and community plan

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by the Planning Department but falls under the jurisdiction of the Metro Nashville Public Schools. That being said, Civic policy is designed for two major purposes. The first is to preserve and enhance existing publicly owned properties that are used for civic purposes so that they can continue to serve public purposes over time, even if the specific public purposes they serve or the manner in which they serve them change. The secondary intent of Civic policy is to provide guidance for rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public. This guidance includes a community plan amendment process.

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*Charlotte Cooper* I found the first 27 pages (Chapter 1) to be frustrating and actually unnecessary. It is sad to think our tax dollars paid someone to write 27 pages that offered nothing regarding future planning, just an overview of what has been happening. Anyone who lives here knows how messed up our community has become with congested traffic, lack of proper infrastructure and the Planning Department/Commission encouraging and allowing too much density and over development. Therefore, that first chapter, as far as I am concerned, can be thrown in the trash. 585

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Green Hills -please limit no. of stories so that Green Hills can be still with green and hills not another Midtown Atlanta of high rises. Green Hills not Greed Hills 220

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*Lisa Zhito* Green Hills needs its own plan. We are NOT part of Midtown, we need and deserve our own plan separate from Midtown. Stop expecting developers to do the hard stuff like infrastructure, that's YOUR job. Stop telling us in Green Hills that infill and loss of our quality of life is the price we have to pay for nice things like sidewalks when WE NEVER GET THE DAMN SIDEWALKS ANYWAY! Stop pushing commercial development onto residential neighborhoods and that includes redeveloping Hillsboro High School: we don't want it, won't accept it, and it needs to be removed from the plan. Any plan that slips in privatizing a public asset that isn't technically yours to privatize has lost all credibility with the community. HANDS OFF OUR HIGH SCHOOL. 187

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*Lisa Zhito* "Now these corridors are serving as a way to traverse the community and a destination in and of themselves." Again, this is the problem with lumping Green Hills in with Midtown. The only reason Hillsboro Pike is a "destination in itself" is because of the Mall -- again, we do not have the transit infrastructure to accommodate a regional shopping center, but that apparently didn't matter back in the day. However, despite the fact that the Mall at GH is a regional draw, I guarantee you it's the ONLY regional draw in Green Hills. Nobody travels from Madison to go to our Walgreen's or Trader Joe's or even the Donut Den. The problem is that Metro Planning continually wants to let the Mall define Green Hills and the people who live here do not. We are not the Mall. We are a suburban, family community with a high school and a dry cleaner's and a drug store and, oh yeah, a big-ass luxury high-end Mall happens to have been plopped in the middle of our community by a previous group of misguided "planners" who let a strip center grow beyond its infrastructure. 184

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*Lisa Zhito* There seems to be this philosophy that the Mall has set the tone for our neighborhood but it does NOT. The mall is a monster that you allowed to grow beyond what our infrastructure could bear. Stop making things worse for us. If the mall wants to grow any more it should MOVE. Green Hills is not the Mall. 181

## volume 3 Green Hills-Midtown text

### Green Hills identity and community plan

279

- Lisa Zhito* No way should Green Hills be lumped in with Midtown. South of 440/Woodmont, everything changes. We are vastly different neighborhoods: demographically, culturally, philosophically and economically. Green Hills is a family, suburban lifestyle. That is what we have traditionally been and that is how we want to remain. Hence all the anger among Green Hills residents at developers and Metro Planning staff, who are trying to change us from a suburban lifestyle to an urban lifestyle. We do not want to be Midtown. We are (or were, until you guys started screwing with us) less dense, we were developed later and our homes are stylistically different. The needs and desires and philosophy and overall lifestyle of Green Hills is different. We are a suburban, commuter neighborhood. An owner of a local restaurant told me they are trying to move from Green Hills TO Midtown because GH is a "sleepy, family community," with no nightlife and customers who eat at 7 pm and then go home. Midtown can sustain a restaurant business with longer service hours. That a local restaurant owner can see the lifestyle distinction between Green Hills and Midtown and our planning staff cannot is very telling. Do any of you LIVE in Green Hills? 180
- Mark Stankewicz* We should not be encouraging tear downs in established, tree lined streets in green hills 150
- Lucy Harrington* The green hills corridor and White bridge/Harding corridors are already congested. I disagree with allow high density housing where single family homes are. This will destroy the integrity of our neighborhoods. 148

### Green Hills Mall area

97

- Response* Metro Planning received comments that the current Community Character Policy for the Green Hills Mall area allowed for development of buildings that are too tall. In the static draft of the Green Hills Community Plan, the Community Character Policy for the Green Hills Mall area has been changed from T5 Super Regional Center to T5 Regional Center. The T5 Super Regional Center Policy allowed height of up to 20 stories. The T5 Regional Center allows height of between 2 and 12 stories, with up to 15 stories in exceptional cases. A brief description of the T5 Regional Center is found in the Green Hills-Midtown Community Plan. The full description of the T5 Regional Center Policy can be found in the Community Character Manual (Volume III of NashvilleNext). As with all Community Character Policies, the T5 Regional Center policy is considered when a property owner seeks a zone change; the requested zone change is measured for its conformance with the Community Character Policy. Property owners may still develop, however, under their current zoning and its entitlements, which may exceed the Community Character Policy. The concerns about height and intensity of development in Green Hills were tied, in part, to lack of street connectivity and the current state of infrastructure in the Green Hills Mall area. The Green Hills Area Transportation Plan was adopted by the Metro Planning Commission as part of the Green Hills-Midtown Community Plan in 2014. The Green Hills Area Transportation Plan will continue to be part of the adopted Green Hills-Midtown Community Plan.
- Bartley McGehee* While additional height might be appropriate in other parts of Nashville where the policies are applied, the community does not want it in Green Hills. If you feel that the added height in the draft CCM is warranted, please apply a Special Policy to the Green Hills area that will enforce the height provisions of the Green Hills UDO as originally drafted and agreed to by the community. The community never agreed to unlimited residential height, and to remove ambiguity the height limits should be firm, and should be no taller than 60 feet along major corridors and 45 feet along circulators. Thank you for your consideration. 678

## volume 3 Green Hills-Midtown text

### Green Hills Mall area

97

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- Bartley McGehee* Ultimately, my primary complaint with the draft plan is that, in the case of Green Hills, it again attempts to substitute the judgment of the Planning Department for the wishes of the community. The residents of Green Hills have expressed on multiple occasions and very vocally that they do not want increased height and intensity in the Green Hills commercial district. A General Plan that does not reflect the priorities and wishes of the community will lead to conflict and lack of buy-in from the community. 677
- 
- Bartley McGehee* Dear Planning Staff,  
Thank you for the work you have put into studying and drafting the new general plan. Obviously the draft includes a huge amount of information, so I concentrated my review on my neighborhood which is in area 10 (Green Hills-Midtown). I continue to be concerned about the level of intensity you have designated for the Green Hills commercial district. The T5 Super Regional policy should be reserved for areas that have the highest level of transportation infrastructure and interconnectivity. By any reasonable inspection, Green Hills fails this test. The theory that increased intensity in the Green Hills commercial district will alleviate any traffic issues is false. Without better connectivity and transit options, increased density and new residents in Green Hills will only lead to increased traffic delay and inconvenience for the many residents who live around the commercial district and rely on this area to serve as their Community Center. 675
- 
- Lisa Zhito* I did not see the Green Hills commercial area addressed in depth in the plan, which I find incredibly odd, and maybe I missed it as this thing has already tried my patience. But the Green Hills UDO needs to be amended to clarify height and by that I mean NO SKYSCRAPERS. We citizens involved in the original process thought we had that clarified but Planning Staff decided they didn't like what we the people had determined was the best future for our neighborhood and slipped their housekeeping amendment under everyones' noses. Now they claim 22 story skyscrapers is what everyone wanted? Um, no. Not even close and you know it. Stop forcing stuff down our throats. That is completely out of character for the area, and completely unwanted. We do not want skyscrapers in Green Hills. Stop forcing your vision on us. We already said what we wanted and boo hoo if the developers don't like it. 188
- 
- Online map* Green Hills -please limit no. of stories so that Green Hills can be stil with green and hills not another Midtown Atlanta of high rises. Green Hills not Greed Hills 165

## volume 3 Green Hills-Midtown text

### Green Hills neighborhood maintenance policy

278

**Response** The comment appears to be responding to several proposed changes from Urban Neighborhood Maintenance policy (T4 NM – pp. 233-242 of the May Static Draft Community Character Manual, or CCM) that is in the adopted Green Hills-Midtown Community Plan to Urban Neighborhood Evolving policy (T4 NE – pp. 243-252). The area where the changes are proposed is part of the Edgehill neighborhood. The commenter refers to some of the text on maps highlighting significant proposed community plan map changes that were used at the community meetings held in October and November 2014 and April 2015 and posted on the NashvilleNext website. The reasons stated on the map were: “Changing from Urban Neighborhood Maintenance to Urban Neighborhood Evolving because of closeness to Downtown and Midtown Preferred Future Centers and Corridors and similarities to surrounding Neighborhood Evolving areas.” The changes were first proposed in fall 2014 and have been carried forward into the May 2015 Static Draft. Neither the existing T4 NM nor the proposed T4 NE policies will in and of themselves cause the “haves” to take from the “have nots.” Significant increases in housing costs are occurring in the parts of the Edgehill neighborhood that are proposed to remain in T4 NM policy, just as they are in many other inner-ring neighborhoods that are in T4 NM policy. The draft NashvilleNext plan includes policies and Actions that fall under the Housing Element and are aimed at increasing housing affordability at reducing the negative impacts of gentrification. They are intended to work in conjunction with the updated Community Character Policies, which tie consideration of increased building heights to providing affordable and workforce housing, and also with coordinated public investments in Tier 1 Centers and High Capacity Transit Corridors near Edgehill.

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*TSU Draft Open House* Do not change from Urban neighborhood Maintenance "urban neighborhood evolving because of closeness to downtown...is NOT a good enough" 255

The haves SHALL NOT take from the have NOTs

### Green Hills open space

225

**Response** Metro Planning staff will provide all the recommendations on open space that were voiced during NashvilleNext to the Parks Department as the Parks Department updates the Parks and Greenways Master Plan in the coming year.

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*Jana Sinclair* What kind of sound/light "protections" would be put in place if Stokes is turned into a park?Concerned about more public events disrupting the quiet enjoyment of property/neighborhood. 375

## volume 3 Green Hills-Midtown text

### Green Hills sidewalks

94

Response	NashvilleNext sets a more comprehensive view of the city's transportation network to ensure that all modes of transportation are working together. It reinforces a need to complete sidewalks first along the High Capacity Transit Corridors outlined in the Growth and Preservation Concept Plan. These corridors coincide with the major arterials into and out of downtown Nashville that were widened, but they do not have sidewalks to accommodate those taking transit. From there, connections need to be made along other arterials and collectors that link neighborhoods to transit and services. Residential streets that do not have sidewalks today and would only serve residents of a neighborhood would likely rank low for new sidewalks given vast needs while streets planned for high capacity transit and services would likely rank high. We anticipate that the Strategic Plan for Sidewalks and Bikeways will be updated soon and should reflect those priorities and provide a realistic expectation of sidewalk construction given funding constraints. Hillsboro Pike is identified as a High Capacity Transit Corridor and a Countywide Critical Priority is identified in NashvilleNext that is part of the Green Hills-Midtown Community Plan to fill in sidewalk gaps along Hillsboro Pike	
<i>Betsy</i>	More sidewalks on collector streets rather than residential streets like Hampton Avenue that have very little traffic. Streets with a bike painted on them are not acceptable bike lanes. Cars come flying up behind me and then get irritated that I cannot ride at their speed. It is not safe.	757
<i>Bellevue Draft Open House</i>	High priority for safety, accessibility and walkability should be given to the Green Hills/Hillsboro Road area. Proper sidewalks with ADA compliance would benefit ALL citizens and foster a sense of community in this high volume traffic corridor. All service sectors such as Hillsboro High School, the post office, library, shops and bank could all be walkable and alleviate traffic congestion.	542
<i>James Bristol</i>	Agree with sidewalk infill priority. Green Hills community has a patchwork of sidewalks that can be connected to improve walkability and safety. Please add to the infill priority the stretch of Bowling between Woodmont and West End/Harding Road. Most of the stretch going north from Woodlawn to West End Ave./Harding Road has sidewalks on the west side of Bowling. This sidewalk is used extensively by joggers, bicycles and - notably - members of the Congregations on West End/Harding Road who walk to Synagogue on the Sabbath. This is a treacherous walk in the areas where there are no sidewalks and nearly impassable on the stretch between Woodmont and Woodlawn. Perhaps this could be coordinated with the bike lane that is planned on Bowling.	522
<i>Anna Bitting</i>	I'd also like to comment on an inaccuracy in the sidewalks map, however small it may be (page III-GHM-46). Orleans Dr is shown completely dark purple, indicating "existing sidewalks." However, the better designation would be partial / missing sidewalks. There is sidewalk on the hill at the Orleans Dr & 32nd Ave intersection, and then a short stretch of sidewalk across the street from 3307 - 3309 Orleans Dr. Aside from that, however, there is no sidewalk on this street. There are also spots of the street (near the intersection with 33rd Ave in particular) where vegetation forces pedestrians to walk in the street instead of along the side of the street. This seems like a small issue, however, I feel that the street's designation on the edge of a Transition zone warrants the need for sidewalks. There is a fairly high volume of pedestrian traffic on Orleans Dr due to the Vanderbilt shuttle that has a stop at the Acklen Ave & Orleans intersection. Many people take this shuttle and walk down Orleans to their cars parked in the 33rd / 32nd Ave areas. I take this shuttle and walk to my home on Orleans Dr, and I feel like it could be made safer for pedestrians by completing the sidewalk. Currently, the partially sidewalked street can be rather dangerous for pedestrians due to the large amount of cut-through traffic on Orleans Dr as people try to avoid West End. These drivers tend to go quite fast, as the speed limit is only marked once in each direction. Furthermore, street lighting is inadequate near the 33rd Ave intersection, which is precisely where there is no sidewalk and heavy brush cover, so pedestrians must walk in the street. This is very dangerous at night. Thank you for your time and work on this plan. I hope these comments help in further revisions and planning.	506

## volume 3 Green Hills-Midtown text

### Green Hills sidewalks

94

<i>Kenneth A Graves</i>	In the longer term, there should be continuous sidewalk from Midtown all the way to the Green Hills Mall area along Hillsboro Rd.	461
<i>Brenda Dowdle</i>	WE NEED SIDEWALKS ON BOWLING AVENUE, WOODLAWN AND WOODMONT	458
<i>Lisa Zhito</i>	Where you say sidewalks, crosswalks, etc. will occur as development occurs, it sounds like you are putting the burden on developers to build infrastructure. That sounds like business as usual for Green Hills and how's that working for us? Not too well. We are tired of being Metro's cash cow. With all of the tax revenue we generate for you guys through property taxes, sales taxes, and all the infill we've been forced to endure, it's time for Metro to PONY UP. The city needs to reinvest in our community, after all, haven't we've given Metro more than our fair share? I do NOT buy the argument that we will get sidewalks, crosswalks, bike lanes, etc. if we agree to see our neighborhoods further torn up by developers. Last I checked, these are the folks who avail themselves of every loophole to avoid giving back to the communities they exploit for profit in the first place. Clearly business as usual is not working and the capital budget is going to have to show us some love or we will stop being the valuable resource that brings so much revenue to Metro's coffers.	183
<i>Patricia Mixon</i>	<p>I am concerned that the proposed sidewalk plan for my Green Hills neighborhood, bordered by West End/Harding, Hillsboro Pike and Woodmont Blvd, perpetuates the principal error of thinking about sidewalks in Nashville from the past - that sidewalks which end abruptly are ever a good idea. From the Strategic Plan for Sidewalks of 2003/08, the principal collector streets in this neighborhood - Woodlawn, Bowling and Estes - are all slated to get sidewalks. In the Nashville Next plan, these sidewalks have been removed and been substituted with others along quiet residential streets. I am all in favor of sidewalks on quiet residential streets as well, but if you remove the essential connectivity of the "scary" streets - Bowling, Woodlawn and Estes, you will not see an appreciable difference in sidewalk usage in the area. If I can walk safely on my side street, fine, but I still have to feel and be safe on the Collector streets, currently with deep ditches and fast moving vehicles. Please amend the plan for this area to include the collector streets, as the Strategic Plan for Sidewalks contemplates.</p> <p>Additionally, without having looked at every neighborhood plan from this point of view, I am concerned this kind of disconnected thinking appears in other areas around Nashville. I hope you will be sure to look closely at the Strategic Plan for Sidewalks and Bikeways when revising the proposed new sidewalks in the Nashville Next plan. We cannot keep getting sidewalks so wrong in this city.</p> <p>I entirely get the criteria about the commercial activity zones and the likely distance people will walk to get to these centers. However, if you make it impossible for people to walk just slightly more than .5 or 1 mile to a center by having those sidewalks to nowhere, and more fundamentally by disconnecting the centers/zones from each other for pedestrians, the Nashville Next plan will not generate the pedestrian traffic it wishes to achieve. These are physical barriers and psychological barriers. We must have the sense and ability that we can cross each and every neighborhood safely on foot, at the bare minimum on all the collector streets, to get people thinking differently about transit.</p>	151

## volume 3 Green Hills-Midtown text

### Green Hills transportation

174

Response The Green Hills Area Transportation Plan that was completed in 2014 is carried forward in NashvilleNext as part of the Green Hills-Midtown Community Plan. It identifies the need to realign offset intersections along Hillsboro Pike and improve street connectivity to improve traffic flow along Hillsboro Pike. The Crestmoor/Glen Echo Realignment is identified as a Countywide Critical Need in NashvilleNext and will improve traffic flow and walking conditions. It is a significant project to keep moving in the area.

*Kenneth A Graves* I strongly support the Crestmore/Glen Echo realignment. As it exists, there is almost no storage for left turns there. Realigning 19th at Division (or, at minimum, adding a traffic light to control four-way movements there) will be necessary as the multi-story developments in this area fill in. 463

*Laura Denison* i am concerned about long car lines of traffic and then people cutting thru our street to save time. 445

*Anne Lacy Wallace* Love the realigning of Abbott-Martin and Glen Echo 370

### Green Hills-Midtown community scope

173

Response The question was raised as to why Green Hills and Midtown were included in one Community Plan when there are obvious differences between the two areas. The Community Plan boundaries were established in the late 1980s and, in several cases, the boundaries resulted in diverse areas and neighborhoods being grouped together. In the case of the Green Hills-Midtown Community Plan, the first section, "Description of the Community" acknowledges the differences between the areas, discussing features and strengths of each. The conversation on the diversity of the Green Hills-Midtown Community continues under "Role in the County and Region." Most importantly, the Community Character Policies applied to each property in Green Hills and Midtown draw out the differences in the various neighborhoods. There are different Community Character Policies for suburban and urban neighborhoods and for suburban and urban mixed use centers, etc. The Community Character Policies are the main product of the Community Plan. When a future zone change or subdivision request is proposed, the proposal is measured against the Community Character Policy, to determine how closely the zone change or subdivision request honors the character of the area. Even though neighborhoods in the Midtown area and the Green Hills area may be strikingly different, the Community Character Policies applied to these areas recognize and attempt to guide development to respect those differences. In the static draft of the Green Hills-Midtown Community Character Plan, Planning staff has added the Community Character Policy Map for the entire community and brief descriptions of each of the Community Character Policies.

*Charlotte Cooper* 3. Have separate sections for the different areas; one for midtown; one for the West End portion; one of the Charlotte Pike portion; and one for Green Hills 596  
4. Write a plan for each section and be specific. Do not use vague terms or refer to one of the other manuals.

*Charlotte Cooper* The few pages that might have been beneficial, Demographic Information (pgs 13-15) and Commuting patterns (pg 21), were of no use because again you lumped all the neighborhoods together. 586

## volume 3 Green Hills-Midtown text

### Green Hills-Midtown community scope

173

<i>Charlotte Cooper</i>	First, let me ask why Green Hills and Midtown are lumped together when you are describing such things as neighborhoods, growth and preservation, employment and green space? When attempting to read and understand this plan, it is very confusing when the majority of sentences start out with Green Hills-Midtown has . . . . There are big differences between the two areas; you cannot effectively use the two areas synonymously. The proposed Green Hills-Midtown plan actually includes Green Hills, Midtown, portions of West End and even portions of Charlotte Pike. All of these areas are very different, with very different characteristics.	584
<i>Jean Tuleen</i>	Do not connect Green Hills with Midtown. These are different entities and should not be grouped as onesector. They are not similar!	472
<i>LeAnne Péters</i>	Vol III: mid-town and Green Hills Re absolutely not to be placed in the same category.	377
<i>Jana Sinclair</i>	Please explain why Green Hills and Midtown are grouped together? They seem way too far apart to plan for together..?	374

### Hillsboro High School

96

Response	The Green Hills-Midtown Community Plan does not advocate for the redevelopment of Hillsboro High School. The Community Plan acknowledges that MNPS is considering how best to provide an improved Hillsboro High School. The Community Plan is proposing that if the school site is redeveloped—whether by the public sector for use solely for a new school and open space or with the introduction of other land uses—that additional street connections could be made to provide a parallel route to Hillsboro Pike and create safe routes for cyclists and pedestrians. This proposal was discussed during the Green Hills Area Transportation Plan, adopted by the Planning Commission in 2014 as part of the Green Hills-Midtown Community Plan. Because the MNPS-led conversation on Hillsboro High School is underway, but not finalized, the Green Hills-Midtown Community Plan applies Civic Policy to the high school. A brief description of the policy is included in the Community Plan. A full description of the Civic Policy is included in the Community Character Manual (see page 61 in the static draft of the CCM). The primary intent of Civic Policy is to preserve and enhance existing publicly owned properties whether for the current civic use, or for other civic uses (recognizing that Metro owned property is limited and there is a need to be creative in its use). The secondary intent of the Civic Policy is to provide guidance on rezoning of the site if it is ultimately determined that the property is to be sold.	
<i>Charlotte Cooper</i>	Remove any suggestions that Hillsboro High School might be redeveloped	598
<i>Charlotte Cooper</i>	In your discussion of connectivity in Green Hills (pg 60), you seem to be advocating for the redevelopment of Hillsboro High School property. It is completely inappropriate to suggest this in this plan; no decisions have been made and the Green Hills community is strongly opposed to the sale and redevelopment of even one acre of this school's property. Running a public road through the middle of this property is unacceptable in this discussion. Also extending Abbott Martin to Hillmont would probably require taking some of the school's property. Both of these suggestions should be taken out of this plan.	593
<i>Jean Tuleen</i>	The sale of property of Hillsboro High school to private firms so that we can have more high-rise structures and even more destruction of Green Hills is not a good idea. Besides, IT IS NOT YOURS TO SELL.	471

## volume 3 Green Hills-Midtown text

### Hillsboro High School

96

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<i>LeAnne Péters</i>	The residents of GH by far do not want to sell off Hillsboro High School. We are in our rights to prevent this from happening.	376
<i>Lisa Zhito</i>	"If the Hillsboro High School property is redeveloped"? No. Just NO. Why is this even in the plan? Hillsboro HS is a public asset that belongs to our community. It does not belong to you. It should not be used as the excuse to fix a transportation crisis YOU created with a controversial and unwanted "build build build" philosophy. It's wrong and unjust to create a PLAN that depends on privatizing a PUBLIC asset that supposedly isn't even on the table. When will you guys stop being dishonest with us on this issue? Let me be clear: We do not support selling off HHS for any reason, certainly not to fix a self-created traffic problem. Any changes to HHS need to be made with community input and any plan should consider the HHS footprint AS IT IS NOW. This needs to be removed from the plan.	185

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Response

The transportation challenges on Hillsboro Pike are similar to issues on many of the other arterial pikes in Nashville where historically development has occurred to move people fast on wide streets with many access points to services. This problem is exacerbated where street connections cannot be achieved. This tends to funnel traffic on to a couple of arterial streets that can easily be clogged when people are trying to access services, activities, and employment around the same time. NashvilleNext identifies a need to implement access management that must be balanced with the individual property owner's building needs. Constructing significant access management techniques through medians and restricting left-hand turns has typically been push backed by property owners in Nashville where access points may have been unlimited. As redevelopment occurs, it is often the best time to consolidate access points which also helps with walkability. Consolidating access points and improving walkability is a significant challenge not only on Hillsboro Pike but all of the arterial pikes into and out of downtown Nashville—see Charlotte Pike, Dickerson Pike, Gallatin Pike, Lebanon Pike, Nolensville Pike, and others. This is crucial for High Capacity Transit in the future, too. Corridors that experience redevelopment will most likely be the first to benefit from needed improvements that can be done as the private sector implements them. Green Hills has a transportation plan that was completed and adopted by the Metro Planning Commission in 2014. It was amended into the Green Hills-Midtown Community Plan at that time. The transportation plan is carried forward in the Green Hills-Midtown Community Plan as part of NashvilleNext. From that, several Countywide Critical Needs and Community Priorities are identified as significant capital improvement projects to undertake in the Green Hills area through NashvilleNext. We anticipate that these projects will be assessed as the Capital Improvements Budget is developed and a Capital Spending Plan is recommended by a future mayoral administration. We think it is impossible for us to say that congestion will go away as long as there is a vibrant community where people from outside that community will want to access services—not only at the Mall at Green Hills, the Hill Center, banking needs, Donut Den, Bluebird Café, Levy's, Trader Joes, and others are just a few examples of unique businesses or locations with limited locations in Middle Tennessee. People will tend to go to these places at the same time even from out of state. We hope through these capital investments that are identified and through redevelopment that these improvements will address some of the concerns that have been identified in Green Hills over the years. We do not think it will solve traffic congestion, but it will help encourage people to walk to services and make transit to Green Hills and within the area more viable.

Lisa Zhito

"limit vehicular access points with redevelopment from Crestmoor Road to Hobbs Road." Again, you're pushing off onto developers what is YOUR responsibility and how has that been working? This is why we have a problem in the first place. We are paying more than enough \$ in property taxes and it's time you reinvest back in our community. Tired of paying for stuff in other neighborhoods and not seeing any reinvestment in our own.

186

## volume 3 Green Hills-Midtown text

### Hillsboro Village

273

Response The policies for Hillsboro Village are part of the Green Hills-Midtown Community Plan. To find out what policies apply in the adopted and draft updated community plans, please go to <http://maps.nashville.gov/ccmcompare/#>. The interactive map will allow you to zoom in on a particular location and find out what the current and proposed policies are for that location. Once you have found out what they are, you can look up the current Community Character Policies in the adopted Community Character Manual (CCM) and the proposed Community Character Policies in the draft updated CCM. After looking at the standard policies in the CCM, please refer to the Green Hills-Midtown Community Plan for any additional policy guidance. The current adopted CCM is on the Planning Department website under <http://www.nashville.gov/Planning-Department/Community-Planning-Design/CCM.aspx>. The current adopted Green Hills-Midtown Community Plan is on the website at <http://www.nashville.gov/Planning-Department/Community-Planning-Design/Community-Plans.aspx>. The draft CCM and Green Hills-Midtown Community Plan are on the NashvilleNext website at <http://www.nashville.gov/Government/NashvilleNext/Community-Plans-2.aspx>. The Hillsboro Village Urban Design Overlay, or UDO, is on the Planning Department website at <http://www.nashville.gov/Planning-Department/Rezoning-Subdivision/Urban-Design-Overlay/Existing-Urban-Design-Overlays.aspx>. An Urban Design Overlay, or UDO, is a zoning tool that requires specific design standards for development in a designated area. A UDO is used to either protect the pre-existing character of the area or to create a character that would not otherwise be ensured by the development standards in the base zoning district.

Jan Jennings Please let me know why there is no published plan/policy concerning Hillsboro Village? Or if you contemplate publishing this information, please send me the notice.

410

### HWEN historic properties

274

Response NashvilleNext is a long-range plan for the coming 25 years. It does not actually regulate development but instead provides policy guidance for several topics, including property development, historic preservation, and infrastructure. Extending a particular zoning district is one way to implement some of the policies proposed in NashvilleNext, particularly in the updated community plan for the area. Extending the current zoning will involve neighborhood property owners working with their District Councilmember to bring forth a proposal that would then be considered for a recommendation by the Planning Commission and for adoption by the Metro Council.

Peter Linstrom HWEN 2) NEXT provides no historic protection for individual historic properties in our neighborhood outside of our block of Fairfax. Currently realtor-developer and builder teams 'rape and scrape' at will, replacing a single family neighborhood with multi-family. These developers increase density but make no improvements to piped & wired utility infrastructure, or roads and sidewalks. They make no accommodations for increased traffic. Kindly consider extending the RS-1 zoning across all of HWEN that is not already commercial, institutional and/or multi-family.

354

Aidan Hoyal I would make sure that neighborhoods that have fought to preserve certain characteristics (like historic properties, green space, sidewalks) -- like Hillsboro-West End neighborhood -- would see explicitly stated that this work will be reflected in the plan

173

## volume 3 Green Hills-Midtown text

### HWEN interior traffic

171

Response We anticipate doing more detailed land use and transportation planning activities in the areas identified as High Capacity Transit Corridors and Tier 1 Centers in the NashvilleNext Growth and Preservation Concept Plan. Several projects are identified along these corridors to address walking and biking conditions, particularly crossing the street in Woodbine and Madison. We hope to replicate similar efforts along other streets, too. Regarding traffic calming, we will alert Metro Public Works to your issues to see if there are more immediate steps that can be taken.

*David & Vicki Mead*

To Whom It May concern:

399

I have been a resident of HWEN for almost 15 years. I have personally renovated three award winning houses on Fairfax Ave - two of which we have lived in. We love our neighborhood. In spite of our best efforts, traffic speed continues to be a problem on Fairfax. The growth we are seeing is generally good, but for it not to infringe on our way of life is very important to us.

The Hillsboro-West End Neighborhood needs more planning help. The neighborhood's unique location between two intensifying, high-capacity transit corridors, 21st and West End Avenues, demands a comprehensive planning approach in order to protect its intended character. Please provide more detailed policy and a special plan aimed at protecting this historic Nashville asset. The lack of policy detail in the current draft is very concerning and needs to be corrected in the final plan. Thank you for your service.

*Teris Schery*

As a homeowner on Fairfax Ave. west of Natchez Trace, I am extremely aware of the issue of racing drivers using this street as a "cut-through" to West End from Natchez Trace, usually via Marlborough Place to Richardson Ave. and Bowling Ave. And at commute hours the Vanderbilt traffic flowing from the Parking Structure on West End and Murphy Lane totally blocks Acklen Ave. as it winds around below Love Circle as drivers cut through to Natchez Trace or around to Blakemore Ave, avoiding West End. Without sidewalks or bike paths in much of HWEN, there is a real danger to pedestrians and bikes. Cars are parked right along single lane streets, often with 2 tires on the roadway, blocking visibility -- and this has increased exponentially since the high density zoning was passed for the area. We are already dealing with a huge influx of condos and apartments and zero-lot line cookie cutter shotgun houses built quickly without sufficient planning for parking and ingress/egress of traffic. While I support increased density in this transition zone, it should be planful and should not decimate the historic character of HWEN. NASHVILLE NEXT needs to consider carefully the impact that increased traffic along our neighborhood borders will have on our Neighborhood and provide some protection in policy detail. Thank you for your consideration of this issue.

358

### Sidewalks in high demand areas

32

Response Current regulations set the trigger for adding sidewalks when a property is subdivided. When that happens, the developer can build the sidewalk or pay an in lieu fee. Action LUTI 5.1 #281 (page IV-6 of Volume IV, Action Plan) recommends reducing the use of in lieu fees within Centers or along Corridors identified on the Growth & Preservation Concept Map.

*Peter Linstrom*

HWEN 3) Sidewalks do not cover our entire neighborhood. If an old structure is knocked down and a new structure is built, it should have a sidewalk in front of it and a storm sewer below. It is that easy, the demand for housing in this neighborhood can EASILY pay for it.

355

## volume 3 Joelton map

### Green network

146

Response The northwestern portion of Davidson County is still identified as primarily rural land uses in the NashvilleNext Growth and Preservation Concept Plan.

Please continue conservation efforts in Northwestern Davidson county.

221

## volume 3 Madison text

### Discover Madison/Amqui Station

201

Response The Madison Community Plan now refers to the Discover Madison as a community organization: Madison Community Plan - Page 6 May Static Draft: "Community organizations in Madison are anchored by the Madison-Rivergate Chamber of Commerce and Discover Madison, among others. The Chamber has been a constant partner in community planning efforts in Madison, and serves as a touch point for neighborhood associations and watches. Discover Madison is a non-profit that celebrates and promotes Madison's history through the historic Amqui Station. In addition, community groups like Madison NOW and the many neighborhood associations and watch groups, serve as strong advocates for the Madison community."

*Madison Draft Open House* Take out "Madison Now." Replace with "Discover Madison," a 5013c.

567

*Madison Draft Open House* Include Discover Madison, Inc.--Amqui Station and Visitor's Center. This is a significant Community nonprofit (501©3) organization in Madison. Please replace Madison NOW with this organization. Contact 615-891-1154. [execdirector@amquistation.org](mailto:execdirector@amquistation.org)

564

*Madison Draft Open House* Under community resources, Discover Madison is not mentioned. Amqui Train Station and 50 Forward Senior Center.

563

*Madison Draft Open House* Major neighborhoods and comm. Please include DiscoverMadison, Inc-Amqui Station under paragraphs that start with Community Organizations--are anchored by Madison Riverage Chamber of Commerce. No mention of DMI-Amqui. Contact us @ [ph. Num.] for info.

561

*Madison Draft Open House* Discover Madison, Inc--Amqui Station and Visitor's Center--Do not overlook the entity--we are the cultural, historic, and Madison gather place. Please make DMI-Amqui Station the responsible party on: Policy 1.2/1.2.1;1.4.1; Policy 3; 3.1;3.3; Policy 4; 4.1/4.1.1/4.1.2/4.1.3; Policy 4.3;4.3.1

560

*Madison Draft Open House* Madison AmquiStation and Vistor's Center (Discover Madison, Inc.) DO NOT overlook this community gathering place--included histoic train station saved by Johnny Cash; hosts museum-theatre events, music events, educational programming. Policy 1.2/1.2.1;1.4.1; Policy 3/3.1/3.3; Policy 4/4.1/4.1.1/4.1.2/4.1.3; Policy 4.3; 4.3.1 Responsible part: Discover Madison, Inc. Amqui Station and Vistor's Center. 615-891-1154 [amquistation.org](http://amquistation.org). [execdirector@amquistation.org](mailto:execdirector@amquistation.org).

559

*Nancy Van Reece* Discover Madison, Inc/Amqui Station and Visitor's Center has consistently been sighted as a vital part of the Madison community and economic development. MadisonNOW is a plitical organization that is less than a year old. Amqui Station and Discover Madison has the support of TDOT and Memorial Foundation and should be included.

556

## volume 3 Madison text

### Discover Madison/Amqui Station

201

*Rose Robertson-Smith* There is no reference to Discover Madison Inc, Amqui Station. This organization is the anchor of positive growth and change in Madison. We are the gathering place for cultural, historic, and healthy living . Why not include it on III-J-6? 475

### Ewing Creek

221

Response The Ewing Creek Greenway is listed as a community priority project in Access Nashville 2040.

*Vaughan Pritchett* Greenways: We know nothing about them, BUT, the area through Ewing Creek might be useful and hooked up to walking and bike paths on the streets. Our area is BIG. Some 300 homes. Some 6.5 acres in the floodplain between Westchester Dr. and Tuckahoe Dr. could be utilized. We know greenways exist elsewhere in Metro. EX: to and thru Shelby Bottoms. 621

### Ewing Creek flooding

227

Response For immediate flooding concerns, Metro Water is the correct agency to work with. We will forward this request as a reminder to them.

*Vaughan Pritchett* Ewing Creek - desperately needs some attention. We made a formal presentation this past fall to Metro Water about real flood plain troubles in the Tuckahoe Road area. Water backed up to basements for the first time in the memory of citizens who have lived there for over 25 years. We had photos and made very specific recommendations. So far, ZERO work has been done. We even pointed out that a culvert that we believe is totally inappropriate. It runs underneath Bellshire Drive and has a very poorly designed MOUTH. A real world flood plain problem being ignored. 620

### Madison Greenway

212

Response Expanding sidewalks, bikeways, and greenways throughout Nashville will be one of the city's top priorities for the next 25 years to improve health, safety, and quality of life. Hundreds of miles of greenways are identified in Metro Parks' Countywide Parks and Greenways Master Plan, as well as Nashville's fourteen community plans. Nesbitt Lane has been added to the bikeways map as a future bikeway in the May Static Draft of Nashville Next. This request has been forwarded to Metro Parks.

*Madison Draft Open House* We need more green spaces for recreation for youth. 569

*Madison Draft Open House* Land use/Madison. Madison near I-65 and Old Hickory Blvd. On the edge of our neighborhood, the Bonnie Brae subdivision, are acres of very old well forested land. It forms a wide strip between our homes and the I-65 freeway. Because this woodland is so old, and has come back long ago from construction of our neighborhood, it should be added to the planned "Greenways" of Nashville. At Nesbitt Lane, the woods goes under I-65, and connects to Cedar Hill Park. This also adds to the reasons for leaving this areas to be a greenway. This would provide for lots of wildlife (deer, racoon, wild birds (even eagles), turtles, on and on.) Really a good spot for PRESERVATION. 562

## volume 3 Madison text

### Madison investments

223

Response The Growth & Preservation Concept Map identifies activity centers throughout the county. The Madison Community has a Tier 1 Center (Downtown Madison/Amqui Station area) and a Tier 2 Center (Rivergate mall area). 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: »» Identify which investments and programs can be aligned to meet the needs of each center. The table below includes examples. »» Conduct brief, intensive charrettes for each center and surrounding neighborhood to identify community and business priorities for improvements. »» Dedicate a part of capital improvements each year to focus on one to three centers in a two year period, with a fixed budget for each. Generally, these programs should address three goals. Some create investment-ready places, to spur the private market to build new homes and businesses. Some promote neighborhood stability, within the center or in nearby neighborhoods. Finally, some use Metro's existing community building efforts to build relationships between new and existing residents.

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*Vaughan Pritchett* All-in-All, our area gets short shrift up here in the Northeast. For decades, the West End of our Metropolitan area is preferred and favored for innovative projects. We have the population base now but we are not favored with a fair share of innovative effort. Let's seek a breakthrough. 622

Thank you for your time and attention.

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*Madison Draft Open House* Madison is green and naturally spacious--we need our own ampi-theater. 571

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*Madison Draft Open House* We need a state of the art community center, like East Park. 570

### Madison policy

213

Response Extending the T4 Urban Mixed Use Corridor Policy from Myatt Drive to McArthur, to add additional depth for development, would create a situation where development would have double frontage. Under this scenario, mixed use development / structures would potentially face Myatt Drive and have the backs of the building on McArthur Drive, facing existing residential development. This creates an unsustainable condition for the residential properties along McArthur Drive, therefore it is not ideal to expand the T4 Urban Mixed Use Corridor beyond Myatt Drive at this time.

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*Madison Draft Open House* Change policy on eastern side of McArthur to also be T4 CM (as on Myatt) give more depth to work on Myatt. ??? Barn or trees at back--so on McArthur. 566

## volume 3 Madison text

### Madison transportation

214

Response We will forward your comment to planners at MTA which recently started work on their Strategic Transit Master Plan called nMotion. They will explore the High Capacity Transit Routes identified in NashvilleNext's Growth and Preservation Concept Plan. Information on the Strategic Plan can be accessed on their website at <http://nmotion2015.com/>.

*Madison Draft Open House* Having more frequent bus routes each day--giving more options to frequent auto drivers.

568

### Parkwood Union Hill sidewalks

220

Response Much of Nashville-Davidson County developed in the second half of the 20th century when sidewalks were not required with new construction or new roads. Today, as Nashvillians demand a more walkable Nashville, it is very costly to retrofit existing streets with curb, gutter, stormwater infrastructure, and sidewalk, especially because these retrofits often require right-of-way acquisition. In the early 90's, Nashville adopted new policies that require sidewalk construction in many instances, and these policies have been expanded over the years. Although existing land-use patterns may not support a high number of walking trips on this corridor in the present day, future developments will increase the amount of walking trips observed. These practices save money because it is much more cost-effective to construct sidewalks as part of a comprehensive road project than it would be to go back and retrofit the facility with sidewalks in the future. Expanding sidewalks, bikeways, and greenways throughout Nashville will be one of the city's top priorities for the next 25 years to improve health, safety, and quality of life. In response to strong community demand for a more walkable Nashville, NashvilleNext calls for a review of opportunities to strengthen existing sidewalk standards and policies, expanded funding for sidewalks combined with exploration of additional funding sources, and an update to the Strategic Plan for Sidewalks and Bikeways.

*Vaughan Pritchett* At Skyline Commons on Dickerson Road at the Wal-Mart shopping area near Briley Pkwy. No One EVER walks on these sidewalks. Once again, it seems that they were required for the letting of the contracts to authorize the construction of Skyline Commons. SUGGESTION: Sidewalks and Bikeways are cleverly and effectively used in the area around Belmont University, Thus, it seems there is absolutely NO reason why such innovative construction could not be effectively accomplished in Bellshire. We have walkers, runners, dog-walkers, etc. But NO help from government to enhance their safety at all.

618

*Vaughan Pritchett* Sidewalks - have not been useful or well utilized in our area. EX: Old Hickory Blvd from Dickerson Rd. east to Madison. NO ONE ever uses them. We are given to understand that MANY years ago the sidewalks were required by a State contract provision. I think no one ever uses them because they are on such a busy thoroughfare. Not a place joggers or walkers want to BE! HUGE monies expended with NO benefit to the citizens.

617

## volume 3 Madison text

### Parkwood Union Hill transportation

224

Response Dickerson Pike is identified as a High Capacity Transit Corridor to Skyline on the NashvilleNext Growth and Preservation Concept Plan. As development in the area occurs, sidewalks and crossing improvements will be needed to support more people accessing services in the area. We agree that careful planning is needed and should be done with each development approval to determine the impacts on all modes of transportation to the surrounding network.

*Vaughan Pritchett* Skyline Hospital area accessed by Old Due West Avenue where it intersects Dickerson Road at the Farmers CO-OP. This area was very recently re-zoned to accommodate future growth near the hospital up on the nearby hilltop (s). HUGE traffic problems will occur if careful planning does not be used to manage greatly increased traffic flow. We prevailed long ago on the Skyline Commons area ( noted above ) even to the point to moving a street so it would connect with Dickerson Rd. And solve traffic flow problems. Citizen activism MADE this giant project a much better neighbor.

619

## volume 3 North Nashville map

### Buchanan Street Concept Map

147

Response The Concept Map is in error and has been corrected. Buchanan Street has been changed to align with the North Nashville Community Plan. It is now identified as Neighborhood (making it similar to smaller centers like 12South which are not intended to be the focus of significant population growth).

The video description of a "special impact area" describes them as industrial uses better left where they are than relocated elsewhere. How does that apply to Buchanan Street? Are Barber Shops, convenience stores, beauty supply stores, spiritual centers and childcare facilities "industrial"? This area has great commercial potential. It is not, nor should it be anything that would be described as "industrial."

229

## volume 3 North Nashville text

### Buchanan and DB Todd policy

151

Response Buchanan Street is located in the North Nashville community plan area. Community Character Policies - that guide zoning, subdivision, and public investment decisions - encourage mixed-use along the Buchanan Street corridor. Residential, office, commercial are allowed either in a mixed-use form, or as stand alone uses. Design guidance is also provided through the Community Character Policies. The policies encourage buildings that front onto the street, parking that is placed either behind or beside the building, and appropriate landscaping and lighting.

*Chris Buford* Would like updated commercial development near the Buchanan/DB Todd area. I would like to regulate density in the residential areas. We need schools. Only churchwell is in our area.

251

*TSU Draft Open House* Intersection: D.B. Todd and Buchanan

243

Commercial businesses, urgent care centers

## volume 3 North Nashville text

### Jefferson Street

25

Response Jefferson Street was recently repaved between 3rd Avenue North and 5th Avenue North. Although the road was not widened, the lane striping was reconfigured by narrowing automobile lanes to accommodate a 5 foot shoulder on each side of the street. Access Nashville 2040 calls for a review of sidewalk standards by Metro Planning, Metro Public Works, and TDOT to ensure that sidewalk widths are appropriate for the surrounding context and existing or planned land uses.

*Mike Byrd* Re: Jefferson St should be a priority for streetscape improvements: 61  
Yes. Take the current widening of Jeff St to accommodate more non-pedestrians for the ballpark. Sidewalks already pencil-thin  
Look at the kind of complete streets planned for Fenway Park <http://enclave-nashville.blogspot.com/2013/10/6-important-questions-i-would-ask.html> ...

### New Bordeaux bridge

100

Response A new bridge is not proposed from Bordeaux to Metro Center in NashvilleNext, but the widening of Clarksville Pike from Ashland City Highway to Briley Parkway is identified as a Countywide Critical Need. This project would include bike lanes and sidewalks.

*Chris Buford* We need a bridge from Bordeaux. The traffic in Clarksville Hwy going over th martin Luther King Bridge and further up 249  
Clarksville Hwy could use some relief

### North Nashville road improvements

149

Response Most of these streets are not identified for future road widenings, except Charlotte Pike and Clarksville Pike. These two corridors are identified High Capacity Transit Corridors on the NashvilleNext Growth and Preservation Concept Plan. They are also identified as Countywide Critical Needs for sidewalks and road widening. The remaining streets have strong street character wtih buildings adjacent to the road making road widening challenging and do not meet the Guiding Principles of NashvilleNext.

*North Nashville* Change to 4 lanes of traffic. 28th ave and Charlotte Ave, Jefferson St. to 28th Ave North, D.B. Todd Blvd and 18th ave 314  
*Draft Open House* North to Broadway Ave, Clarksville Pike toward Ashland City Hwy to county line

*TSU Draft Open* Four lanes Jefferson St. , DB Todd, Clarksville, 28th Avenue 244  
*House*

## volume 3 South Nashville map

### Southeast transportation

228

**Response** Expanding sidewalks, bikeways, and greenways throughout Nashville will be one of the city's top priorities for the next 25 years to improve health, safety, and quality of life. Hundreds of miles of sidewalks and bikeways are identified in plans like the Strategic Plan for Sidewalks and Bikeways, the Countywide Parks and Greenways Master Plan, and Nashville's fourteen community plans. These infrastructure needs will be carried forward and many will be implemented as part of each responsible department's regular work program. Metro Public Works uses the Strategic Plan for Sidewalks and Bikeways to evaluate and prioritize sidewalks projects implemented with public funds. NashvilleNext calls for an update to the strategic plan for sidewalks and bikeways to incorporate priorities identified by Nashville Next public outreach. These recommendations have been passed on to Metro Public Works.

*Online map* The woodbine neighborhood needs more sidewalks - many are disjointed or damaged. This area sees a lot of foot traffic but its hard to feel safe walking without sidewalks. Please consider building more sidewalks or continuing dead end sidewalks. 93

*Online map* I would love to see the Woodbine area grow. Bought a house here and having this area be a perfect place for kids to grow and a safe place for walking would be wonderful 92

## volume 3 South Nashville text

### Fairgrounds

185

**Response** During NashvilleNext, residents, employees and visitors to Nashville vetted a plan to design multimodal transportation (walking, bicycling, driving, transit and freight) to serve the community's future growth and preservation goals. The proposal for High Capacity Transit Corridors is shown on the Growth and Preservation Concept Map and discussed in the Land Use, Transportation and Infrastructure Element in Volume II of NashvilleNext (see map on page 32 and discussion of transportation in Goal 7, page 50). The discussion that began during NashvilleNext will continue during the MTA Strategic Plan Update, a process titled nMotion that launched in April, 2015 (see [www.nmotion2015.org](http://www.nmotion2015.org) for more information). While NashvilleNext did not discuss the location of transportation hubs, that topic could be raised during the nMotion planning process. Metro Planning staff will forward these comments to MTA for consideration during the nMotion process. Do know, however, that in 2011 Nashville residents approved a referendum amending the Metro Charter to retain the existing uses on the fairgrounds.

*Hugo F. Sandoval* The State Fairgrounds should be the transportation core of Nashville and Davison County. It should be redesigned as the Middle Tennessee Transportation Center and include residential, commerical, and green spaces while providing a hub for multimodal transportation: bicycles, cars, trains, cable car, and natural gas buses. This would reduce gasoline dependant vehicles, traffic, and excess lanes. It would improve safety and connectivity. The potential use of monorail, train, and cable cars, to educate riders about topics of local and civic interests, keeping stations and transport free from annoying ads rather used for art and culture, should be considered. 432

Response      The South Nashville Community Plan (Volume III: Communities) and Access Nashville 2040 (Volume V) include a priority project recommendation for a complete street (making the street comfortable for all users) along a section of Murfreesboro Pike from Spence Lane to East Thompson Lane. The South Nashville Community Plan also includes development scenarios and policy application to address building form and design as properties rezone and redevelop. Please see Volume III: Communities for the Community Character Manual and South Nashville Community Plan for additional details. Volume V also includes the Major and Collector Street Plan which classifies and provides requirement for the city's main streets and addresses the provision of public facilities. Please see Volume V for Access Nashville 2040 and the Major and Collector Street Plan. Volume II: Elements includes a Housing Element that discusses housing attainability and the need for affordable and attainable housing across the city and not in concentrated areas. The element also includes goals, policies, and actions. Please see that section for additional details. Regarding your specific concerns with this public housing and questions about renovations, please contact MDHA: <http://www.nashville-mdha.org/#/>

Fred Beahm

I am a former president of the Thompson Lane/Murfreesboro Rd. Action Group (TMAG) and current member of East Thompson Community. I have been involved in neighborhood issues for several years. I would like to express my concern that I have seen nothing in the Nashvillenext plans addressing the public housing complexes (Napier/Sudekum) on Lafayette, at the critical intersection of I-40 and artery roads like 2nd/4th Aves, Lafayette/Murfreesboro Pike. That multi-square block area is currently a massive concentration of poverty and associated crime. The projects underwent a "facelift" a few years ago, adding porch roofs and cupolas. What is needed is a lot more drastic - at least on the level of the Hope VI work that was done on the John Henry Hale homes and 12th South a few years ago. Does MDHA have a master plan for renovating/redeveloping these housing projects? If not, why not?

139

That area is a major roadblock for the growing prosperity of downtown to spread into South Nashville. You can drive from I-40 on Lafayette/Murfreesboro Pike toward Fesslers Lane and Spence Lane and witness the underdeveloped potential of such a major artery. There are pockets of improvement around Purity Dairy, Trevecca and the new Chevrolet dealership (whose old property is remains to be redeveloped across the street), but that is about it. It's also a major roadblock for any increasing development coming from the southeast toward downtown. Those housing developments also consume an incredible amount of time of the MNP. I have heard that directly from patrol officers at community meetings.

Murfreesboro Pike has been long neglected and has the potential for being a more than just a traffic artery. We need zoning to limit the used auto dealers and predatory lenders, for one thing. I understand such action is being applied to Gallatin Pike in East Nashville. It's nice that we've gained 3 new auto parts stores, but we lost Office Depot, an Ace Hardware and a host of restaurants over the last several years. TMAG actually raised funds to cut the grass medians on the pike when TDOT wouldn't manage it properly around 2005-06. Public Works had a proposal to make some modifications to Murfreesboro Pike at Thompson Lane to "straighten" the intersection and add new "yard arm" style traffic signals to replace the ones dangling off wires, also new crosswalks to meet West-End standards. That hasn't happened.

I have been a resident of the East Thompson Community since 1997 and want to see my area prosper along with the rest of Murfreesboro Pike. I hope Nashvillenext will take my comments into consideration.

## volume 3 South Nashville text

### Retrofitting suburbia

176

Response GNAR funded a portion of the Retrofitting Suburbia study. However, the work was completed by design students at the University of Tennessee at Knoxville and at Georgia Tech. The studies do not create new regulations or programs. Instead, they are intended to foster dialogue and discussion about different ways of adapting older suburban areas to new market trends.

Online survey Get rid of GNAR. They don't have to live with the nuisance they would be creating in south Nashville.

380

### South Nashville greenspace

231

Response The Community Character Manual discusses the importance of parks and green spaces across the city. Please see Volume III: Communities for additional details.  
The Metro Parks & Recreation Department is getting ready to update their Master Plan. Planning staff will be sharing ideas on open space that were suggested during NashvilleNext. Please contact Metro Parks to share your concern and suggest areas for additional parks:  
<https://www.nashville.gov/Play/Parks-and-Recreation.aspx>

Kyle Center Our neighborhood could definitely use more green space and less abandoned concrete, but I don't see any plans for that.

730

Response As the 14 Community Plans were updated during NashvilleNext, Planning staff streamlined the plans to make them more user-friendly and less repetitive. That means that some guidance for South Nashville is included in the Community Character Manual - the dictionary of all Community Character Policies - rather than being repeated in each Community Plan. In the static draft of the South Nashville Community Plan (available for review now at [www.nashvillext.net](http://www.nashvillext.net) - see Volume III), there is a Community Character Policy Map that shows what policies are applied to each property. These will give a general sense of what is proposed for each area of South Nashville. Recall that Community Character Policies are used to judge future zone change and subdivision requests to ensure that proposed development meets the community's vision for the area. Also, the static draft includes additional graphics and development scenarios to illustrate growth and development concepts. The plan also includes priority projects for walking, biking and streets.

With regard to the Fairgrounds Nashville, in 2011 Davidson County voters decided, by referendum, to amend the Nashville/Davidson County charter to retain the existing uses on the fairgrounds site. For that reason, Planning staff has not recommended changes to the current, adopted Community Character policies for the Fairgrounds Nashville site. An entirely new public referendum would be needed before the city could use the site for anything that eliminates its current functions.

NashvilleNext and its Community Plans do not provide guidance for individual businesses, their operations and programming, such as the Adventure Science Center. With regard to Greer Stadium, the Metro Parks Department will soon begin an update of the Parks and Greenways Master Plan. Please contact Metro Parks to share your suggestions for Greer Stadium:  
<https://www.nashville.gov/Play/Parks-and-Recreation.aspx>

*Kyle Center* NashvilleNext should include plans in South Nashville for improving the use and attractiveness of the Fairgrounds, Greer Stadium, the Science Center, and any green spaces in the area which are few and far between (besides the huge cemetery in Berry Hill). The Science Center is very unimpressive compared to other science centers that I have visited in Chattanooga, Birmingham, Murfreesboro, and others. It could use some plans for improvement. I haven't heard anything about the future of Greer. Is it just going to sit there and take up space while it wasted away? I don't know many who appreciate the fairgrounds. It's an eye soar, it separates and isolates Berry Hill and Wedgewood/Houston, and it's a huge waste of very valuable land. A flea market can be held anywhere. It just seems like South Nashville is largely being ignored by planning officials and investors, while other neighborhoods are booming all around the downtown area. I don't think a few bike lanes are going to change that perception. 730

*Kyle Center* It just seems like South Nashville is largely being ignored by planning officials and investors, while other neighborhoods are booming all around the downtown area. I don't think a few bike lanes are going to change that perception. Perhaps this is a sign that I should find more time to read about the plans for other neighborhoods around Nashville so I can find a new place to live, where Nashville wants to invest. I don't see many improvements or investments being planned for South Nashville. 731

*Kyle Center* We all know how most people feel about the fairgrounds. It's an eye soar, it separates and isolates Berry Hill and Wedgewood/Houston, and it's a huge waste of very valuable land. A flea market can be held anywhere. 729

*Kyle Center* I haven't heard anything about the future of Greer. Is it just going to sit there and take up space while it wastes away? 728

## volume 3 South Nashville text

### South Nashville investments

230

*Kyle Center* NashvilleNext should include plans in South Nashville for improving the use and attractiveness of the Fairgrounds, Greer Stadium, the Science Center, and any green spaces in the area which are few and far between (besides the huge cemetery in Berry Hill). The Science Center is very unimpressive compared to other science centers that I have visited in Chattanooga, Birmingham, Murfreesboro, and others. It could use some plans for updates/improvements. 727

*Kyle Center* I spent time reading about my neighborhood of South Nashville, and the plan has way too much "filler" information and not nearly enough planning. I only had time to read about my one little neighborhood in South Nashville because of all the unnecessary information, and I walked away with very little information about the future of my neighborhood and others. 724

The changes in many of the Nashville neighborhoods are obvious with the developments in 12th S, 8th Ave., the Gulch, Germantown, Sylvan Park/Heights, East Nashville, and others, but the only plans that I really noticed in South Nashville were some bike lanes being added to Nolensville Pike and Thompson Lane. These are nice additions that I would probably use if I lived here long term, because they would give me easier access to Green Hills and downtown. However, those are not very lofty goals for a neighborhood that is slowly debilitating.

## volume 3 Southeast map

### Nippers Corner parks

215

*Response* Metro Planning staff will provide all the recommendations on open space that were voiced during NashvilleNext to the Parks Department as the Parks Department updates the Parks and Greenways Master Plan in the coming year.

I'm a Nippers Corner area resident and currently, all of our neighborhood parks/playgrounds are tied to school facilities or are primarily sports venues. As someone else commented elsewhere, it would be nice to turn the library into a full fledged park w 578

### Nolensville Pike/Lenox Village

218

*Response* The current draft Southeast Community Plan supports maintaining the character of the Nolensville Road/Lenox Village area and encouraging new development around it to be of a similar character. The draft Community Character Policies for Lenox Village are Conservation (CO – pp. 66-82 of the current Draft Community Character Manual, or CCM) for the environmentally constrained areas like floodplains, streams and stream buffers; Urban Neighborhood Maintenance (T4 NM –pp. 233-242) for the established residential areas, Urban Neighborhood Evolving (T4 NE – pp. 243-252) for adjacent sparsely developed areas; and Urban Neighborhood Center (T4 NC – pp. 262-272) and Urban Community Center (T4 CC – pp. 273-283) for the commercial and mixed use areas along Nolensville Pike.

We would like to see the character of the Nolensville Road/Lenox Village area maintained while still encouraging growth. It has a suburban feel but still within the city. So we would encourage planners to eschew major development such as large office b 581

## volume 3 Southeast map

### Park requests

50

Response This request has been forwarded to the Metro Parks Department.

*Online map* Need a park at the Edmondson Pike Library with walking paths and b cycle rental

81

## volume 3 Southeast text

### Antioch area anchor park

165

Response Thank you for the suggestion. We have identified the Southeast area of Davidson County a needed area for an anchor park. You likely saw a recent announcement announcing the purchase of land for park needs. We will forward this comment to Metro Parks.

TC

I live in Cane Ridge, on Cane Ridge Road. The noise of the interstate is getting louder, and louder, and louder. And the NN plans have a noticeable absence of green that will carry the sound more directly into the neighborhoods. My area has a NOTICEABLE lack of green when compared to other areas of the county. We already have very little green left, and the plans don't set aside enough.

347

I want there to be more green left in, especially to absorb the awful noise of traffic that surrounds me. My health is more important than the money for developers. Set aside more GREEN, UNDISTURBED FOREST for Cane Ridge. It is so much more quiet in West Meade and Bellevue where they have more swaths of undisturbed land. We deserve the same consideration.

Thanks.

TC

*Brent and  
Patricia Miler*

We live in Cane Ridge Community in Southeast area. This area still has a rural character, but subdivisions are popping up. Nashville Next has identified this area as missing an anchor. We feel that Metro needs to act now to purchase available larger tracts of open space to create an anchor park which is needed in Southeast! For example, there are 80+ acres of land for sale immediately across from Cane Ridge Community Center that is former pasture growing up. There are also 15 acres for sale adjacent to Cane Ridge Community Center and Cecil Crawford Park, owned by Olive Branch Church. In addition, more greenways are needed in Southeast to protect Mill Creek and its tributaries. We appreciate your attention to those matters and all the hard work you have done!

345

### Haywood Lane Special Policy 2

222

Response An updated version of this Special Policy Area has been included in the current draft of the Southeast Community Plan. It is referenced as Special Policy Area 12-T3-NM-01 on page 43 of the draft plan.

*Amelia Workman* Good afternoon,

623

I am the Vice President of the Haywood Lane Neighborhood Group. Our Group and the surrounding neighborhood worked with the Metro Planning Staff in 2004 to put into place a Special Policy Area 2 for the large lots on the south side of Haywood Lane. This Special Policy Area was approved and included in the 2004 Southeast Community Plan Update. (It was also followed by the required RS40 re-zoning in 2005.) We specifically want this Special Policy Area 2 to be included in the new NashvilleNext Community Plan. This Special Policy Area 2 was also upheld by the BZA in Case #2008-48, noting that the intent is to preserve the single family large lots (see attached information), which is still the case of the residents who live in this area. We appreciate your assistance in keeping this Special Policy Area 2 in the Plan going forward. If you have any questions, please feel free to contact me.

**Nolensville Pk transportation**

Response This southern area of Davidson County around Nolensville Pike is still identified with land use policies that support an evolving residential character in the future. Edmondson Pike and Holt Road have not been identified as Countywide Critical Needs or Community Priorities. However, they are still identified in the Major and Collector Street Plan to be widened to five lanes on Edmondson Pike to the county line and on Holt Road to three lanes. Street designations in the Major and Collector Street Plan can be accessed at <http://maps.nashville.gov/mcsp/> The area of Nolensville Pike closer to 440 is a High Capacity Transit Corridor on the NashvilleNext Growth and Preservation Concept Plan. Several projects are proposed along Nolensville Pike to create more complete streets that improve walking and bicycling conditions.

*William (Bill) Puryear* Intense beautification, constructive development with quality mixed use, higher density residential/office/retail for the Nolensville Pike Corridor from just north of 440 to south of the zoo at Harding Pike. The international corridor can combine with local development to create something truly special. Additionally, mass transit options along that corridor with walkability as priorities. 517

*Steve Abelman* We would like to see the character of the Nolensville Road/Lenox Village area maintained while still encouraging growth. It has a suburban feel but still within the city. So we would encourage planners to eschew major development such as large office buildings or housing complexes that further erode the feel of the “neighborhood”. So the type of growth envisioned is consistent with the existing mixed use components. In addition, while Nolensville Road is widened, thought must be given to transportation that is more than just an express bus that carries 40 people and may contribute to traffic issues rather than easing them. 502

*Randall Davidson* Hello, 398  
 I live on Holt Road in between Edmondson Pike and Nolensville Road. Traffic is consistently backed up to Nolensville Road from 7am until 9am on workdays. I moved out here 30 years ago, for the country setting. I am not for development of 3 story townhouses, and apartments in this area. I see the trash it brings on the roadside. I see the tires dumped, I see the traffic still increasing, I see the roads overwhelmed. I hope you are seeing the building that goes on in Nolensville and surrounding areas, which is bringing more traffic on Concord Road, Nolensville Road, Holt Road, and also Edmondson Pike and Cloverland Drive going to Brentwood. I have seen 53 foot semi trucks with trailers turning right from Cloverland Drive onto Edmondson Pike going south. This leads to two 90 degree hairpin turns, which these trucks can not make. Is there any way to prevent this in the future?

## volume 3 West Nashville map

### Donelson-Hermitage CO policy area

275

**Response** The location of this comment is at the edge of the common open space of the Stewarts Ferry Apartments located along Stewarts Ferry Pike just north of the I-40 interchange in the Donelson-Hermitage-Old Hickory Community. The comment refers to a small area of slopes in excess of 20%. Slopes in excess of 20% are environmentally constrained land and are included in Conservation policy (CO – pp. 66-82 of the Draft Community Character Manual, or CCM) unless they are in the T1 Natural, T5 Center, or T6 Downtown Transect areas. The draft of the CCM includes updated, more specific guidance for environmentally constrained sites depending on which Transect and policy areas they are surrounded by or adjacent to. Most of that guidance is in the Building Form and Site Design Principle on pages 70-75 of the draft CCM.

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This land labeled CO Conservation should be labeled 'T4 NM Urban Neighborhood Maintenance' similar to all the land surrounding it.

580

### Lions Head area policy

286

**Response** Nashville State Community College and Tennessee College of Applied Technology remain on their current campuses on state-owned property at 100 White Bridge Road. The draft update of the West Nashville Community Plan for the Lions Head area includes a proposed change in the Community Character Policy from the District Major Institutional policy in the adopted plan (D MI – see pages 305-308 of the adopted Community Character Manual, or CCM) to Urban Community Center policy in the draft updated plan (T4 CC – pp. 273-283 in the May Static Draft CCM). T4 CC policy is proposed for the campuses and surrounding commercial areas in recognition of the area's designation as a Tier 1 Center on the Concept Map. The T4 CC policy continues to allow the two institutions room to grow and also recognizes that they are integral parts of a larger center. There is nothing about the T4 CC policy that would prevent the campuses from pursuing opportunities on their properties or from acquiring additional property in the area.

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*Trish Bolian* Nashville "Tech" and nearby community college MUST have room to grow (Gov. Haslam's priority). Development must not impinge here as growth will occur.

235

## volume 3 West Nashville map

### Nashville Tech area

281

**Response** Nashville State Community College and Tennessee College of Applied Technology remain on their current campuses on state-owned property at 100 White Bridge Road. The draft update of the West Nashville Community Plan for the Lions Head area includes a proposed change in the Community Character Policy from the District Major Institutional policy in the adopted plan (D MI – see pages 305-308 of the adopted Community Character Manual, or CCM) to Urban Community Center policy in the draft updated plan (T4 CC – pp. 273-283 in the May Static Draft CCM). T4 CC policy is proposed for the campuses and surrounding commercial areas in recognition of the area’s designation as a Tier 1 Center on the Concept Map. The T4 CC policy continues to allow the two institutions room to grow and also recognizes that they are integral parts of a larger center. There is nothing about the T4 CC policy that would prevent the campuses from pursuing opportunities on their properties or from acquiring additional property in the area.

*Trish Bolian* Use trolleys to get people (students) around in the area.

234

### White Bridge area policy

101

**Response** The boundaries between the various mixed use policies and residential policies in the White Bridge area have remained the same as they are in the currently adopted West Nashville Community Plan in both the March 2015 and May 2015 drafts of the Community Character Policy Map for the West Nashville Community.

*Trish Bolian* Do not impinge on residential

233

## volume 3 West Nashville text

### 46th Avenue

48

**Response** Thank you for bringing this to our attention. We will forward your concern to Metro Public Works and TDOT to look at the signals at this location. In the future, traffic signal issues can be reported directly to Public Works through their website at <https://www.nashville.gov/Public-Works/Forms/Request-Customer-Service.aspx> or by calling 615-862-8750.

*Melissa Morton* I would also like to see investigation into the ramps at 46th ave to the interstate. The lights make it near impossible to get on 40 in the recent months, having to wait through 2 or more lights before being able to turn left onto the ramp.

64

Response

It is important to realize that as long as the zoning in the 51st Avenue North/Centennial Boulevard corridor remains unchanged, the uses and form of development will continue to comply with that existing zoning. However, in terms of future possibilities, this corridor has a Special Policy devoted to it in the draft West Nashville Community Plan. The Special Policy carries forward most of the Special Policy language for the 51st Avenue North/Centennial Boulevard Corridor that is in the adopted West Nashville Community Plan. Some of the text not being carried forward states that auto-oriented uses are expected to continue in the area. The text was removed at the request of the Nations Neighborhood Association, which expressed concerns similar to those expressed by this commenter. The language that was removed from the Special Policy at the request of the neighborhood association is on page 110 of the adopted West Nashville Community Plan under the "Appropriate Land Uses" bullet. The updated Special Policy text for Area 07-T4-CM-01 is on p. 66 of the May Static Draft of the West Nashville Community Plan. The guidance of the Special Policy supplements the Community Character Policy that applies to the 51st Avenue North/Centennial Boulevard corridor in the adopted and draft versions of the West Nashville Community Plan. The policy is Urban Mixed Use Corridor (T4 CM – pp. 294-304 of the May Static Draft of the Community Character Manual, or CCM). T4 CM policy calls for a more urban development pattern that supports multiple modes of transportation and calls for buildings to be pulled closer to the street with parking behind or beside them. This is similar to the development pattern that is emerging along the 12th Avenue South Corridor, although the T4 CM policy applied along 51st Avenue North and the south side of Centennial Boulevard supports taller buildings than the Urban Neighborhood Center (T4 NC – pp. 263-272) that applies in 12South because that segment of 12th Avenue South is a narrower street. The policy on the north side of Centennial Boulevard between 60th Avenue North on the west and the railroad tracks on the north and east is proposed to change to Urban Mixed Use Neighborhood (T4 MU – pp. 253-262), which will provide a transition between the industrial area north of the railroad tracks and the neighborhood to the south in addition to providing opportunities to broaden the mix of uses beyond light industrial as the area continues to redevelop. There is also a Development Scenario for the 51st Avenue North/Centennial Boulevard corridor on pages 77-78 of the draft West Nashville Community Plan that appears in the "Retrofitting Suburbia" Study. The study was prepared as part of NashvilleNext in cooperation with the University of Tennessee, the Georgia Institute of Technology, and the Greater Nashville Association of Realtors.

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*Kenneth A Graves* I like the Richland/England connection. I'd extend that further (possible via the proposed 51st corridor) to connect to a continuation of the Cumberland greenway that should extend from the Metrocenter Levee.

465

## volume 3 West Nashville text

### 51st Ave N/Centennial Blvd corridor

42

Thomas McDaniel Guys

135

I enjoyed reading the Nashville Next plan. thanks for all your hard work  
There was one feedback item I wanted to share with you all, however. I appreciate all the great ideas you gave for so many area of Nashville. However, one notable omission that I expected more attention to is the 51st Ave N/Centennial Blvd corridor in the 'Nations.' As you noted, the Nations (together with the great West Nashville n'hood around it) is undergoing rapid transition. And this is a dominant commercial corridor running right up the spine of the neighborhood. To me, that is both a major threat but also opportunity. If done right, this could potentially be the 'next 12th south.' But if done wrong, it could be a bunch of strip centers and front loaded parking... or even worse, some of that land is zoned industrial and I would hate to see additional investment in industrial uses with the great improvement we've seen in the surrounding residential neighborhood  
That particular stretch is in a major inflection point. I think you guys could have a big impact on shaping what happens next, which would impact a really big area. I would encourage you all to examine the 51st Ave N/Centennial Blvd corridor in West Nashville.

Thanks again for all your great work so far in the plan

### Boost Athletic club site policy

280

Response

The May Static Draft of the Community Character Manual (CCM) contains language under the Zoning sections of each policy that provides guidance for addressing zone change proposals and changes in previous development approvals such as Planned Unit developments (PUDs). The Boost Athletic club site that is referenced in the comment is an example of a development that is not consistent with the Community Character Policy of the area it is located in. Many of these developments, including this one, were approved based on regulations and/or policies that are no longer in place. The draft CCM guidance for zoning and development that is inconsistent with policy was developed based on review of the text in several of the current adopted community plans that addresses specific sites combined with similar guidance in the General Principles chapter of the adopted CCM. The Boost Athletic Club site is located at 11 Vaughns Gap Road in the Bellevue Community. The adopted and draft Community Character Policies for the property are Conservation (CO – pp. 66-82 of the Draft Community Character Manual, or CCM) and Suburban Neighborhood Maintenance (T3 NM – pp. 163-172 of the draft CCM).

Dan Shilstat

I am also opposed to zoning changes on the Boost Athletic Club Site or SPs or PUDs which would allow a lot more density- particularly with the Club Building remaining. Proposals have been offered which would involve doubling the density of anything presently in the neighborhood. The Site would set a precedent if that were allowed. We need to keep the character of the Warner Parks and Scenic Highway Area.

106

## volume 3 West Nashville text

### Charlotte Pike special policy

155

**Response** There have been extensive discussions among nearby neighborhood residents about this Special Policy Area in connection with a zone change proposal earlier this year that was the first new development to use the Special Policy. Opinions about this area have been somewhat divided during the NashvilleNext process. One of the concerns that was raised by those who opposed the proposed development was the lack of adequate buffering between this Special Policy Area and the rest of the neighborhood. The Special Policy Area was expanded to provide additional depth to provide better transitions and buffering in the future. The "side street" parcels that were added to the area have their own transition & buffering requirements to help accomplish a smoother transition into the neighborhood.

*Kathy H Baker* I wanted to clarify something about adding the lots on West Hillwood to the special policy area. It was the idea that an SP would be created with a step down from the 16 units per acre to say, 8 units, then 4, then a duplex. We need to talk with the property owners on West Hillwood about this as we did not discuss adding any other lots on all the other side streets into the special policy area. We didn't know any of the additional lots were to the special policy area until the draft of the West Nashville Community Plan was published. 602

In talking with neighbors, we don't think this special policy area description makes that vision clear. To ensure that any development on these side street parcels, that were added to the special policy area, matches the vision of stepping down density as it moves toward the single family homes, we believe it would be better to:

1. Remove all side street lots from the special policy area then
2. Require a developer to write a Specific Plan then
3. Amend the West Nashville Community Plan to include these side street lots as the SP(s) are written

Only an SP that covers these entire areas will achieve this. Simply adding these lots where there is already precedent for 16 units per acre will, we believe, open up development for that same density. Thanks!

*TSU Draft Open House* Infill area OT-T3-NM-O2-IAO3 292

Charlotte Pike across from Nashville West. Our neighborhood is against any expansion of the current policy please consider our wishes during this process.

*TSU Draft Open House* Infill area 07-T2-NM-02 -- IA03 -- Charlotte Pike across from Nashville West. Our neighborhood is against any expansion of the current policy. Please consider our wishes during this process. 232

### Warner Park Valley special policy

38

**Response** Six comments were received in support of Special Policy Area 07-T3-NM-05 for the Warner Park Valley Neighborhood (see Static Draft of the West Nashville Community Plan, p. 55). This Special Policy is proposed to be carried forward from the adopted West Nashville Community Plan.

*Angie Arnold* I support the the current 'Community Plan Policy Draft Special Policy Area 07-T3-NM-05 – Warner Park Valley Access', especially the recommendation to rezone most R15 (2 homes per lot) areas to RS15 (1 home per lot). 138

*TERRY MINNEN* As a 28 yr resident at 6307 Park Lane, I totally support support the the current 'Community Plan Policy Draft Special Policy Area 07-T3-NM-05 – Warner Park Valley Access', especially the recommendation to rezone most R15 (2 homes per lot) areas to RS15 (1 home per lot). 137

Please sustain the uniqueness & special quality of our neighborhood - multi generational, smaller homes for young families & baby boomers who enjoy one single family home per lot.

## volume 3 West Nashville text

### Warner Park Valley special policy

38

<i>Dan Shilstat</i>	I have been to a number of the Nashville Next Meetings and I want you to know that I support keeping the single family aspect of the Warner Parks Community by downzoning to one house per lot.	105
<i>Terry Minnen</i>	I have resided at 6307 Park Lane since 1985. I have no plans to leave my home because of the neighborhood. I totally support the the current 'Community Plan Policy Draft Special Policy Area 07-T3-NM-05 – Warner Park Valley Access', especially the recommendation to rezone most R15 (2 homes per lot) areas to RS15 (1 home per lot). Please maintain the character of this lovely diverse & multi-generational neighborhood by rezoning it to keep one home per lot. Thank you.	104
<i>Janet Coscarelli</i>	Metro Planning Department committee members: I have lived at 946 Percy Warner Blvd, Nashville, TN 37205 since 1995. I actively support neighborhood activities. Currently I support the current 'Community Plan Policy Draft Special Policy Area 07-T3-NM-05 – Warner Park Valley Access' especially the recommendation to rezone most R15 (2 homes per lot) areas to RS15 (1 home per lot). I would appreciate your continued support of this policy.	101
<i>Patty Brown</i>	To whom it may concern – I support the current 'Community Plan Policy Draft Special Policy Area 07-T3-NM-05 – Warner Park Valley Access', especially the recommendation to rezone most R15 (2 homes per lot) areas to RS15 (1 home per lot).	96

### West Nashville community scope

203

Response	The West Nashville Community Plan does not include any area within I-440.	
<i>Jack Jakobik</i>	I strongly suggest that the West Nashville planning area be split in two sections: (1)The area immediately west of I-440 near Murfree Road.; and (2) The Midtown “loop” area (inside I-440 and bordered by I-40 to the north and I-65 to the South (near 8Th Ave.) The dynamics are completely different within this midtown (extended interstate loop) area, than it is for the broader West Nashville area per se. This is illustrated in the attached power point slide show, particularly slides: # 16-21 and # 27-34. In other words, I don’t think that we should get hung up on just reinforcing “corridors” radiating from downtown Nashville. Thanks for your consideration...	516

### White Bridge area transportation

102

Response	Regarding the crosswalks and walk buttons, we will forward your comments to Metro Public Works. MTA will be exploring more ideas with their Strategic Transit Master Plan called nMotion. They will explore the High Capacity Transit Routes identified in NashvilleNext's Growth and Preservation Concept Plan. We suspect that they may look at additional circulator bus concepts, too. Information on the Strategic Plan can be accessed on their website at <a href="http://nmotion2015.com/">http://nmotion2015.com/</a> .	
<i>TSU Draft Open House</i>	White Bridge Rd @ community center -- install crosswalks and signal lights with "walk" buttons	238

## volume 4

### Actions and responsible parties

251

Response Most actions do have Metro agencies assigned. In some cases, Resource Teams recommended stronger language to advocate for changes at Metro, to recognize efforts of the non-profit and private sector.

*Delta Anne Davis & Anne E. Passino* Further, we support coordination with non-governmental organizations. We question, however, the inclusion of action items with such organizations listed as the sole responsible party. If such actions are worthy of inclusion, we believe a Metro department should, at minimum, be partnered with such groups in order to ensure that the responsible party is publicly accountable and the action is completed. See, e.g., Action 1.1.2.

723

### General implementation

241

Response The Static Draft that was posted in May has hopefully linked better the action items and implementation.

*Delta Anne Davis & Anne E. Passino* We agree that how a plan moves from vision to reality is critical (see Volume I: Implementation), and we have several concerns regarding the proposed implementation of the Plan. Our primary concern overall is that the Plan does not currently contain sufficient specific actions and deadlines. We recognize, of course, that the core of the Plan is a roadmap of principles for future Nashville decision-makers. We support the Plan as a comprehensive guidance document and therefore merely offer the suggestion that, where possible, the vision be translated into protections and obligations that can cement the Plan's admirable vision for our collective future.

684

### Steps to implement

181

Response The steps for implementation are found in multiple places in NashvilleNext. For each "Element" (Economic and Workforce Development, Education and Youth, etc.) there are action items found in Volume IV (Action Plan). Meanwhile, many of the goals of NashvilleNext will be implemented through private sector development as it follows the guidance of the Community Plans found in Volume III (Communities). Meanwhile, NashvilleNext also includes overall guidance on implementation, including recommending that the city review implementation progress annually and report out on that process. This annual review will include a list of actions that have been completed, as well as an overall review of how the city is progressing in achieving the plan's vision. Both completing the actions and monitoring progress work together to ensure that change does happen in actuality and not just on paper.

*Robert Johnson* There is general lack of targets throughout the plan. There are a lot of actions that start "Investigate..." or "Create a plan to..." or "Update the plan that..." and almost none that have Specific, Measurable, Achievable, Realistic, Timebound, targets. Investigating something, creating a plan or updating a plan is not a promise to actually do anything on the ground. A department can create a plan, and then say they have completed their part of Nashville Next! This is unacceptable, and all actions that say this should be re-written to state a SMART target.

499

*Rose Robertson-Smith* Overall I am deeply concerned that there are NO STEPS in this plan. This is a narrative only. There are nosteps or plan of how changes will be made.

474

Response      Volume IV (Action Plan) now includes more information on the actions, including timeframes. Generally, the plan relies on active review of the actions through each year's annual report to refine further action steps as implementation successes and challenges occur.

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*Delta Anne Davis & Anne E. Passino*      It would also be helpful if the respective time frames for certain actions (i.e., Short-term, Near-term, Long-term) were more clearly defined to provide accountability to the public and concrete deadlines against which to assess the projects as part of the Plan's proposed annual report card. While it is true that, "[r]egulations must be studied, formulated, debated, and adopted,"<sup>2</sup> it is imperative that long-term implementation of the Plan during Nashville's current growth boom does not prevent conservation, smart land use planning, and alternatives to driving from being implemented because development has already occurred.

687

It is unlikely there will be another wholesale revisiting of the Plan like this for many years, so it is crucial that the Planning Department and the public use this opportunity to get things right, even if that means taking some extra time to review and incorporate comments prior to the Plan's adoption. We hope the Planning Department will, at a minimum, agree to carefully consider the important policy issues set forth below.

## volume 5 Access Nashville

### 51st Ave road diet

285

Response We have identified 51st Avenue in the Nations as a potential Road Reconfiguration candidate. That will be marked as an update to the Major and Collector Street Plan.

*Melissa Morton* I agree with this plan's vision for increasing multi modal transportation models and preserving natural/green spaces. I would love for the greenways expansion to come to fruition. As a Nations resident, development on 51st Ave is at our forefront. I agree with having a protected bike lane, and wish to see a road diet study here. I think having 2 lanes with a middle turn lane will slow traffic down creating a more walkable area. I would also like to see investigation into the ramps at 46th ave to the interstate. The lights make it near impossible to get on 40 in the recent months, having to wait through 2 or more lights before being able to turn left onto the ramp. 67

*Melissa Morton* I agree with this plan's vision for increasing multi modal transportation models and preserving natural/green spaces. I would love for the greenways expansion to come to fruition. As a Nations resident, development on 51st Ave is at our forefront. I agree with having a protected bike lane, and wish to see a road diet study here. I think having 2 lanes with a middle turn lane will slow traffic down creating a more walkable area. 51

### Access management

249

Response Access Management is included in several of the complete street projects identified along the major pikes. We added a brief write-up on Access Management in Access Nashville.

*Delta Anne Davis* The Plan should emphasize access management as an alternative to new or expanded roads. 709  
*& Anne E. Passino* Access management is a critically important tool for maximizing the efficiency of the main transportation corridors in our region, but it does not appear to be fully discussed in the Plan. Access management strategies are indispensable to future transportation planning for the region, so further discussion of access management should be included in the plan. The discussion could include a brief overview and explanation of access concerns in the Nashville/Davidson County area, efforts to date to address these concerns, and potential opportunities for additional access management plans and projects.

**Response** Thank you for the positive comments on the process. We have made several changes based on this feedback. Short explanations on the metrics used to assess and prioritize projects were added under each of the modal networks in Access Nashville. We also added more background information on housing and transportation costs and a write up on Access Management. Currently, there is not strong link between the Natural REsources and Hazard Adapation Element and the need for a multimodal transportation. There was much discussion within the NRHA Resource Team on the importance of mass transit to environmental efforts. The Action Items reinforce this need for a multimodal network. There is definitely more work to do in the future on establishing performance measures related to assessing transportation projects. For now, we have introduced the Access Nashville Report Card to get stakeholders familiar with the type of information we are looking at. We anticipate that we will likely establish more robust performance measures attached to goals in upcoming years and work on these measures with our stakeholders. We have updated the Next Action Steps to include references to the Action Items, which indicate timeframe and potential stakeholders.

*Delta Anne Davis & Anne E. Passino* We strongly support the goal of planning for and establishing a truly multimodal transportation system that is effective, efficient, and accessible for all users: one that enhances rather than undermines the quality of life for Nashville and Davidson County residents. We also acknowledge and applaud the planners’ efforts to gather and incorporate public input over the past several years,<sup>3</sup> and the Plan’s recognition in a number of places of the demand and need for more alternatives to driving. In particular, we support the vision for a multimodal future in Access Nashville 2040 (Volume V).<sup>4</sup> Transit, a core component of an effective comprehensive multimodal system, promotes more efficient and safer travel.<sup>5</sup> Adequate levels of frequent transit service and intentional integration of transit with other modes will introduce new transit riders to a system that is able to compete with single occupancy vehicle travel in terms of convenience and cost.<sup>6</sup> NashvilleNext’s vision for a robust transit network will also benefit travelers that do not use transit by lessening congestion and reducing pollutants emitted by idling vehicles. 689

However, there are still a number of ways to strengthen this draft before it is finalized. These improvements include:

- \* Explaining the metrics that will be used to assess and prioritize projects;
- \* Adding more background information on data trends, household transportation costs, and the environmental impacts of transportation systems;
- \* Adding more discussion of access management planning;
- \* Supplementing the section on environmental and community impacts to the Accessibility Principles; and
- \* Providing additional information on some of the performance measures evaluated in scenario planning, and assessing the greenhouse gas impacts of potential futures.

*Delta Anne Davis & Anne E. Passino* More particularly, Volume V of the Plan does not yet include specific proposed actions, responsible parties, and timelines for each of the proposed actions from the plan elements (Volume II). For example, Action 5.2.1 states, “Amend policies, zoning, and codes to encourage mixed use redevelopment in Centers that are appropriate to their context . . . .” Although we support this concept, no time frame or responsible party is listed, making it impossible to tell whether this action item will be sufficiently protective to achieve the Plan’s Guiding Principles. In addition, the draft of Volume V (“Access Nashville 2040”) references metrics that will be used to assess Nashville’s multi-modal transportation network, but the section does not yet contain a list or description of the metrics.<sup>1</sup> 685

*Robert Johnson* There are no mode shift targets. Why not? 491

## volume 5 Access Nashville

### Access Nashville implementation

243

*TSU Draft Open House* Investment in alternative mobility options is paramount-buses, rail, bikes, sidewalks, for walking, etc. There might be a consideration for public-private partnership in which employers would incent employees to take alternative modes of transit-bus passes, showers at work for those who ride in, etc. Essentially, road congestion is likely to get worse. It is pivotal that the investment begin today. 274

### Antioch transportation

158

Response There is a High Capacity Transit Corridor identified along Murfreesboro Pike to Bell Road and along Bell Road from Murfreesboro Pike to the former Hickory Hollow Mall. Additionally, the Nashville Area MPO is currently conducting a study looking at transportation options in this area from Nashville to Murfreesboro. This study is called the Southeast Area Transportation and Land Use Study and can be accessed at the following website: [http://www.nashvillempo.org/regional\\_plan/land\\_use/study\\_southeast.aspx](http://www.nashvillempo.org/regional_plan/land_use/study_southeast.aspx). Finally, we have gathered this comment to forward to planners at MTA which recently started work on their Strategic Transit Master Plan called nMotion. They will explore the High Capacity Transit Routes identified in NashvilleNext's Growth and Preservation Concept Plan. Information on the Strategic Plan can be accessed on their website at <http://nmotion2015.com/>.

*North Nashville Draft Open House* 1. It would be awesome if there were a quicker and less congested way to get into Antioch on the Southeast Side. This area is to the left of Bell Road and left of Murfreesboro Rd all the way back. I strongly feel that if there was better transportation into this area, it would significantly bring up the values of homes. 304

### Bicycle request

156

Response Nashville's bikeshare system, Nashville B-cycle, is a popular new form of public transportation for. Nashville B-Cycle is administered by a private non-profit organization. Access Nashville 2040 recommends that Nashville B-cycle and the Metropolitan Government to install new bikeshare stations in response to community feedback, so that the expansion of the network happens like other transportation infrastructure in a transparent, equitable manner. Access Nashville 2040 also recommends that the network be expanded to provide access to bikeshare in Tier 1 centers. This request has been passed on to Nashville B-cycle.

*TSU Draft Open House* B-cycle has not been distributed to Bordeaux as there is a great need for exercise and hence there is an excellent opportunity for use 278

### Central Pike widening

295

Response Correct. This is anticipated for the future as a Community Priority identified in the Donelson-Hermitage-Old Hickory Community Plan.

*Dana Croy* [## respond to why its needed?] Page 52: I see the widening of Central Pike from 2/3 to 5 and perhaps that is just envisioning the traffic patterns for the future. I am on that road three to four times per week and have never seen traffic that warranted a 5-lane road but perhaps I am not on it at the right time of day. 127

## volume 5 Access Nashville

### Charlotte Pike transportation

160

**Response** We understand these concerns. NashvilleNext has identified High Capacity Transit Corridors to improve the frequency of transit connected to more walkable centers in the future. A series of projects involving sidewalks and complete street components like crosswalks, curb extensions, street trees, connections to multi-use paths, and other elements are identified along many of the arterial pikes that are outlined as High Capacity Transit Corridors on the Growth and Preservation Concept Plan. The intent is for the limited funds that Metro for sidewalks be prioritized to link those taking transit to stops along High Capacity Transit Corridors. The area of Charlotte Pike west of White Bridge is in the West Nashville Community Plan as a Countywide Critical Need for sidewalks and for widening with sidewalks. Several projects are identified in NashvilleNext along Charlotte Pike. One project is a Community Priority called the Sylvan Park Mobility Study which is to assess the need for left turn lanes at strategic locations on Charlotte Pike between I-440 and White Bridge Pike. Another project is a Countywide Critical Need which is to widen Charlotte Pike west of White Bridge Pike. Please see the West Nashville Community Plan for more details.

*Bellevue Draft Open House* Charlotte Pike has critical deficiencies from downtown to OHB it goes from 5 to 4 to 5 to 4 to 3 to 2 lanes with some "slots" for turning. 5 lanes is desperately needed to OHB as there are new businesses and housing being developed and already built. A left turn into a business backs up traffic significantly on a 4 lane stretch. Please do NOT allow development right on the street preventing this expansion. One example--the development of 46th and Charlotte. Existing new businesses, Flip and Climb Nashville, are other examples. Thanks, a frequent Charlotte traveler. 541

*TSU Draft Open House* I'm very excited about the new Charlotte BRT. I live along that corridor and use the Charlotte line frequently. One concern I have is the walkable portion of Charlotte just west of white bridge road. There are no sidewalks in some areas so walking or biking are hazardous at best. 276

### Clarksville Highway Corridor

90

**Response** This question about the Highway Expansion project has been forwarded to TDOT and the Metro Nashville Fire Department.

Regarding the urban design overlay: character and land use recommendations from the 2004 Clarksville Pike Corridor Study have been incorporated into the Community Character Policy Map for this area (included as part of the Bordeaux-Whites Creek Community Plan). Following adoption of NashvilleNext, Planning Commission or Metro Council could recommend creating an urban design overlay; however, it would require substantial consensus to create one among most stakeholders (residents, business and property owners, Councilmembers).

Additionally, the Action Plan (Volume IV) includes a recommendation to engage property owners in underserved areas to identify barriers to investment and provide guidance on what is currently envisioned in the community plan (page IV-24, under EWD 2.1, action #213). Clarksville Pike is likely such as area; doing this could be a first step toward determining whether an urban design overlay is needed.

*Anthony Etheridge* The development of an urban overlay would be beneficial for the Clarksville Hwy Corridor 315

## volume 5 Access Nashville

### Clarksville Highway Corridor

90

*Anthony (Anton) Etheridge* Clarksville Hwy Expansion Project (SR-112)

267

Concerns about (1) traffic and potential detours, (2) impact on businesses. (3) What is the plan to address some of these issues? IS there a plan? (4) What impact will have on Fire Station 24. We need a new station at some point.

Please Follow Up

### Demand for transportation

296

*Response* We no longer have the financial capacities to build and maintain roads which usually results in more congestion. We added information to Access Nashville that discusses the issue of latent demand. Please look through this information to learn about how widening roads usually results in more congestion in the long-term.

*Robert Johnson* There is very little mention of induced traffic demand created by road expansion schemes, and none of its corollary, traffic "destruction" or "reduction", being the greater reduction in road traffic observed when capacity is reduced, than the amount of capacity removed. Whilst cutting edge now, this is also an example of a benefit from mode shift (to sustainable modes) that will come to be viewed as justification for sustainable transport investment during the life of the plan.

490

*Online chat-ALL* Is adding more roads or widening them in the future? With the influx of commuters, the traffic situation is only getting worse.

25

### I-440 bikeway

161

*Response* The I-440 Multi-use Path is listed as a community priority project in Access Nashville 2040.

*TSU Draft Open House* Finish I-440 Bikeway, starting in easy areas by Gale lane, Murphy road, etc.

397

### Light rail

282

*Response* We will send your comments to MTA. Light rail likely has some role in the regional transit system. It has been studied and selected as the preferred mode connecting Nashville and Gallatin in the Northeast Corridor Mobility. MTA recently started work on their Strategic Transit Master Plan called nMotion. They will explore the High Capacity Transit Routes identified in NashvilleNext's Growth and Preservation Concept Plan. Information on the Strategic Plan can be accessed on their website at <http://nmotion2015.com/>.

*Val Knust* PLEASE consider light rail instead of buses! Can't the city get the public involved in buying bonds for it?

121

*Online map* Light Rail depot

90

*Online map* Light Rail depot at 100 Oaks / Berry Hill

89

## volume 5 Access Nashville

### Light rail

282

<i>Online map</i>	add light rail depot in the gulch	84
<i>Online map</i>	Add light rail train station at the old baseball stadium - lots of parking space service to downtown would help relieve traffic congestion coming from the southeast plus connects Adventure Science center to zoo	83
<i>Online map</i>	Place a train station near zoo to connect zoo to downtown while relieving traffic congestion along Nolensville road	82

### Main St transportation

157

Response	We will forward your comments to Metro Public Works to assess.	
<i>North Nashville Draft Open House</i>	Main Street in East Nashville is getting congestion and all the new apartments that are coming into the area is awesome however it would be great to put some stop lights where the residents of 5th and main condos and the new stacks on main apartments are currently being built. Once those units are finished with 260 units, traffic is going to be crazy and hard to get out.	305

### Map design

70

Response	Most maps in the draft plan have been revised. In particular, all of the transportation maps in the Community Plans (volume III) have been revised for legibility. Community Character Maps have also been added within each Community Plan, with a short description of what each Character Policy entails.	
<i>Bob Allen</i>	As a planner, I did not like to see the Tags (abbreviations) CO, T1, T2os, T2RA, etc. etc. It seemed to be too wordy and comes across as "techno" or "planner speak" I recognize what those terms mean, but plans need to be understandable for the general public. We planners need to write at a Master's degree level, rather than a reader friendly and accessible 8th grade level. (he probably meant the opposite...)  A favorite planner professor mentor of mine who has AIA, AICP certification with a MBA and MPA used to say: "A picture really is worth 1000 words" and "Brevity is more than the soul of wit"	281
<i>TSU Draft Open House</i>	I would like to see a better map that would make connection points more understandable	266

## volume 5 Access Nashville

### Nolensville, Edmondson, Holt

289

Response Edmonson Pike and Holt Road have not been identified as Countywide Critical Needs or Community Priorities. However, they are still identified in the Major and Collector Street Plan to be widened to five lanes on Edmondson Pike to the county line and on Holt Road to three lanes. Street designations in the Major and Collector Street Plan can be accessed at <http://maps.nashville.gov/mcsp/>

Randy Davidson

Hello,  
I see where you intend to widen Nolensville Rd. down to the Williamson county line. That is definitely needed. I do not see any adjustment to Edmondson pike from Old Hickory Blvd. to the Williamson county line. I wish you would realize how many cars are now coming up this road, onto Cloverland drive to Brentwood. There are always many accidents and traffic already backing up onto Holt Rd. From the housing being built in Williamson county and this area. Do you intend to widen Holt Rd. at all? No sidewalks for our road, but another huge construction project for downtown. I already have great trouble getting out of my driveway in the mornings when going to work. Take another look at all the traffic and building going on in this area. Take another look at Edmondson pike.

57

### Pedestrian improvements

103

Response NashvilleNext calls for an update to the Strategic Plan for Sidewalks and Bikeways to include the latest engineering guidance for bicycle and pedestrian infrastructure, including innovative infrastructure treatments like those found in the National Association of City Transportation Officials Urban Street Design Guide. However, a crosswalk alone is not always adequate to ensure pedestrian safety on some types of roads. The plan also recognizes pedestrian scale wayfinding and lighting as components of an exceptional walking environment and identifies hybrid beacons, rapid flash beacons, raised crossings, medians, and other safety counter-measures as important street-design elements that can improve safety for all road users.

TSU Draft Open House

See crosswalks. Should have lights for nighttime visibility

270

Joe Woolley

IV-60 Crosswalk-painted different colors

269

### Railroad crossings

288

Response Within the Major and Collector Street Plan, future connections are shown that connect Armory Drive to Elgin Street over to Nolensville Road and also to Trousdale Drive. These are currently not identified as Countywide Critical Needs or Community Priorities in the South Nashville Community Plan. Future major and collector street connections that are part of the Major and Collector Street Plan can be accessed at <http://maps.nashville.gov/mcsp/>

Nancy Terzian

I was also wondering if you've explored building some sort of road that would cross over the railroad tracks between Sidco and Nolensville road. Traffic gets so bad at the corner of Nolensville and Thompson and this could offer some sort of relief. Also, Sidco is a commercial area and has some cool places, like the Black Abbey Brewing Company and Meridian Furniture. That strip could be developed further into a nice shopping region if there were a cut-through over the tracks to Nolensville Road—somewhere directly from the McCall street area. It would also make 100 Oaks more accessible.

98

Please have a look at a map and see what you think. Great job on the reports, keep up the great work!!!

## volume 5 Access Nashville

### Reduce car trips

299

Response We added some discussion on the need to reduce trips in Access Nashville.

*Robert Johnson* There is no specific mention of reducing the amount of single occupancy car trips, or its general desirability. Why not? Whilst these might be controversial topics, they are required in any discussion about creating thriving, dense, people friendly city centers.

493

### Reduce greenhouse gas emissions

247

Response Action Item 162 that is part of the Natural Resources and Hazard Adaptation Element encourages updating the preliminary Greenhouse Gas Inventory on a regular basis and to track and report by Metro department.

*Delta Anne Davis & Anne E. Passino* Nashville's air quality, as discussed above, has mostly mirrored the national trend toward improvement. Regulations of ozone levels and particulate matter have resulted in fewer days of moderate or unhealthy air quality. Meanwhile, though, the lack of meaningful international, federal, or state regulation of greenhouse gases has left man-made contributions to climate change unchecked. We commend the Plan for acknowledging that, "By pumping man-made greenhouse gases into the atmosphere, humans are altering the process by which naturally occurring greenhouse gases trap the sun's heat before it can be released back into space." It is only possible to be a "resilient" community and adapt to climate change when its cause is acknowledged. Following this acknowledgment, it will be important to institutionalize efforts undertaken by the current administration to establish a greenhouse gas inventory, support sustainable projects and the use of pervious pavements, and purchase only fuel efficient and electric vehicles for Metro's fleet. We agree that it will also be important to establish patterns of growth that are less susceptible to impacts from Nashville's changing and more extreme weather events: "Limiting development on steep slopes, unstable soils, and in flood plains . . ." It will take a coordinated effort among Metro departments and political will to strategically locate new growth and to preserve natural features and rural lands that protect this community, but we strongly agree that it is necessary for Nashville's current and future residents.

717

*Delta Anne Davis & Anne E. Passino* The Plan should expand its analysis of greenhouse gas emissions.

703

The Plan contains a number of references to greenhouse gas emissions (“GHGs”) and the need to increase resilience to extreme weather events, which we support. We recommend that, in addition, the Plan incorporate GHGs as an explicit planning consideration. Compared to elsewhere in the country, a greater percentage of GHGs emitted in Tennessee come from the transportation sector, and the state does less to curtail those emissions.<sup>15</sup> There are steps the Plan can take to further its consideration of GHGs and remain current with best practices around this issue.

First, we recommend the Plan add to the work of the Green Ribbon Committee on Environmental Sustainability and adopt a GHG reduction goal. Similar to the conformity determination for ozone and particulate matter, the Plan could establish a regional GHG emission target (either on a total or a per capita basis) and ensure that the area’s short term and long term plans are modeled to achieve that goal.

Second, we agree that Metro should update the preliminary GHG inventory already completed,<sup>16</sup> and we would suggest that Metro establish a county-wide inventory more specifically directed at transportation-related GHG emissions.<sup>17</sup> States and MPOs around the country have prepared such inventories to clarify the sources and quantities of GHG emissions from different transportation-related sectors.<sup>18</sup> This information, in turn, can help identify sources which are releasing a disproportionately high portion of the region’s GHGs and opportunities to cost-effectively reduce those emissions.

Third, the Department should initiate or further participate in existing climate vulnerability and mitigation studies. Climate change is projected to impact the Nashville region in a myriad of ways, including changing historical precipitation patterns, accelerating ozone formation, increasing the number of severe weather events, and altering performance of transportation assets. Unless Metro identifies the potential risks from climate change it cannot begin planning to address them. FHWA has initiated a climate resilience pilot program<sup>19</sup> and released a Climate Change & Extreme Weather Vulnerability Assessment Framework document for State DOTs and MPOs to use.<sup>20</sup> Tennessee and statewide Metropolitan Planning Organizations are currently engaged in one of the climate resilience pilot projects.<sup>21</sup> Nashville should continue to lead its peers around the country and prepare a climate resilience study for metro Nashville with a focus on transportation GHGs.

*Ann Ercelawn* Set a target to become carbon neutral, like Vancouver.

329

## volume 5 Access Nashville

### Reduce ozone emissions

248

Response NashvilleNext discusses that the ozone standards will likely be strengthened in the future and the Nashville region could fall out of compliance. The envisioned multimodal transportation network is one component of reducing/stabilize the amount of vehicles miles driven despite a growing population. Based on this feedback, we added in Access Nashville as part of the Immediate Next Steps that prioritization and metrics need to be expanded.

*Delta Anne Davis & Anne E. Passino* The Nashville area must continue to reduce mobile source ozone pollution and plan for the challenge of attaining tighter ozone standards in the future. In Middle Tennessee, ozone and fine particulate matter are pollutants of tremendous concern. As the Plan explains, Nashville and Davidson County must continue to be vigilant regarding compliance with the Clean Air Act's National Ambient Air Quality Standard ("NAAQS") for air quality.<sup>22</sup> Even if Nashville is "in attainment" on an average day, this does not reflect the fact that (1) the harm suffered by vulnerable populations on those days in which it is not, (2) data to determine attainment is only captured by a few, widely-spaced monitors, or (3) future stresses on our attainment status exist, because "Nashville is situated in a basin with hills . . . Forming an amphitheater around the city that can trap poor air quality," and "[e]pisodes of extreme heat and drought [which we are experiencing more frequently] adversely affect air quality."<sup>23</sup> Moreover, the U.S. Environmental Protection Agency continues to evaluate the adequacy of the 2008 standard. Evidence clearly suggests that the standard should be lowered to protect health, and recent documents suggest that the standard may in fact be reduced to between 65 and 70 parts per billion ("ppb") for ozone.<sup>24</sup> There is no doubt that Metro Nashville's air is cleaner than it was a decade ago, but NashvilleNext should explicitly plan for a more emissions-constrained future. 707

In 2012, as the Plan points out, Nashville drivers averaged nearly 50 vehicle miles driven per person, the 7th highest in the nation, and Nashville drivers logged over 34,000,000 miles in and through Davidson County each day.<sup>25</sup> Reducing vehicle emissions must remain a priority, both in developing the Nashville MTA's transportation plan and in evaluating decisions overseen each day by the Planning Commission and other Metro departments.

### Regional transit routes

291

Response There are regional connections shown on the NashvilleNext Growth and Preservation Concept Plan. MTA recently started work on their Strategic Transit Master Plan called nMotion. They will explore the High Capacity Transit Routes identified in NashvilleNext's Growth and Preservation Concept Plan. As part of this process, they are also updating RTA's plan. Information on the Strategic Plan can be accessed on their website at <http://nmotion2015.com/>.

*Online chat-ALL* Many of the RTA commuter routes seem oriented to the schedules of state workers. Do you foresee expansion of routes to accommodate people who work more regular shifts? 31

### Traffic signals

297

Response These ideas are discussed as part of Access Nashville.

*TSU Draft Open House* Enhanced Traffic Light Coordination timing 271  
Rework traffic lights to be more responsive to current traffic conditions using cameras to monitor density

## volume 5 Access Nashville

### Transit accessibility

292

**Response** A combination of land use patterns and changes in driving habits can improve accessibility along a corridor. We don't foresee vibrant areas where people want to access jobs or services around the same times during certain hours of the day to have little traffic congestion. Providing other ways to get around the city and strategically supporting density and mixed use development can make significant strides in opening up accessibility along a corridor to more people.

**Online chat-ALL** Apologies if you already answered this, but do the opponents of AMP have legitimate concerns? Wouldn't high density roads be relieved of traffic, which would give way to even more density on already high real estate value areas? 29

### Transit and employers

283

**Response** MTA has a program that works with employers on providing transit benefits to their employees. It is called Easy Ride. Details can be found at the following website - <http://www.nashvillemta.org/PDF/MTA-EasyRide2014.pdf>

**Online chat-ALL** I know Vanderbilt students and employees can ride the bus for free. Are there other companies/groups that MTA is working with to increase ridership? 32

### Transit and land use

298

**Response** Transit demand will depend on the amount of future land use that can be intensified with more housing and employment at strategic locations. In some instances, it will be the density of future development that will drive the demand in other instances it will be the transit frequency that will support more development. Mass transit is one component in the multimodal network and not meant to solve all transportation problems in Nashville.

**Online chat-ALL** How does transit/infrastructure design influence culture? Do you believe if we build it, they will come applies to public transit? 28

### Transit definition

293

**Response** The High Capacity Transit Corridors are generally thought to have a minimum level of transit service about every 15 minutes similar to BRT Lite that exists today along Gallatin, Murfreesboro, and Charlotte Pikes. These routes would then be upgraded to different transit modes over time as demand increases with housing and employment densities along a corridor. This is outlined in Access Nashville.

**Steve Abelman** Transportation Page 12. Mass transit needs to be better defined. An express bus with 40 people is not "mass". Light rail or the equivalent with 140+ people is a better definition. Even an express bus with a dedicated bus lane is not practical if the lane is not enforced. Since we don't enforce the HOV lanes why would people think a bus lane will be any different. 145

## volume 5 Access Nashville

### Transit planning

182

**Response** We agree that we need a corridor that can exemplify what Bus Rapid Transit can be in Nashville. We will forward your comment to planners at MTA which recently started work on their Strategic Transit Master Plan called nMotion. They will explore the High Capacity Transit Routes identified in NashvilleNext's Growth and Preservation Concept Plan. Information on the Strategic Plan can be accessed on their website at <http://nmotion2015.com/>.

*Nancy McLean* We arrived July 2013 and viewed the AMP pro and con signs, it's too bad that plan will die with the end of the mayors term. Although Charlotte Pike may have been a better choice to run the line and not disrupt the ongoing businesses on West End. It seems many of the natives of Nashville want to keep their city quaint and not lose the small town atmosphere, cutting edge clean energy public transportation is very quaint. Thank you for your time and consideration. 430

*Nancy McLean* As a new citizen of Nashville I can only hope NashvilleNext seriously embraces the shortcomings of its present transportation dilemma. After not owning a car for over ten years, (2004 to present) we had to purchase an automobile relocating to Nashville. Previously we lived in Paris, FR, Brussels, BE, Chicago, IL and Philadelphia, PA all without a car due to the fabulous public transportation and car share offered in these fine cities. When you plan for future transportation Nashville's new lines will have to be off the street system. Buses are in the flow of traffic, if you can call it a flow due to the traffic jams throughout the city i.e. interstates, West End, Green Hills, Charlotte Pike, etc. and they add to the grid lock. The L-trains in Chicago are unaffected by automobile traffic and can be accessed via buses with a transfer. The MTA has no transfer system. Light rail or monorail could be an alternative. The Nashville has a train that runs to and from Lebanon, but it doesn't run on the weekends! What is up with that? And when the STAR has special events and sells out, extra cars are not added. What is up with that? It would be great to come into the city or out on the weekend on the train. I have ridden the coach line out to Brentwood, that was super. It appeared to me there was demand for more coaches. Why doesn't a train run in that direction? 428

*Steve Abelman* See above. If you want the next generation of Nashvillians to stay here then locating easy means of access to your tier 1 locations is priority and needs to be done now rather than waiting for people to arrive. 146

### Transit priorities

290

**Response** The NashvilleNext Growth and Preservation Concept Plan outlines High Capacity Transit Corridors that often coincide with MTA's current high ridership transit routes that lead into and out of downtown. MTA recently started work on their Strategic Transit Master Plan called nMotion. They will explore the High Capacity Transit Routes identified in NashvilleNext's Growth and Preservation Concept Plan. Information on the Strategic Plan can be accessed on their website at <http://nmotion2015.com/>.

*Online chat-ALL* My overall concern is the fundamental reasoning behind Amp. I felt as though focusing on the traffic problem as opposed to areas where public transportation is needed out of actual necessity due to not as many people having cars/more people using buses was a big misstep. I felt it ignored the greater population that relies on public transportation in their daily lives. Is traffic or relieving congested areas going to continue to be the primary concern or will other factors eventually play a role in later proposals? 34

## volume 5 Access Nashville

### Transit to downtown

240

*Response* NashvilleNext contains a couple of Action Items to assist with parking to potentially explore how parking could be managed like a utility and not solely rely on new parking spaces when a redevelopment occurs on-site. Although it seems, there is adequate parking in downtown, it is not easily identifiable. As part of parking management, technology should be explored to help both identify empty spaces in garages and lots and help route people to those spaces. This technology can be assisted by park and ride lots and other techniques to get people to their final destination in downtown. Currently, rail is only identified along the existing Music City Star line, but there are a number of High Capacity Transit Corridors identified in the NashvilleNext Growth and Preservation Concept Plan. We will forward your comment to planners at MTA which recently started work on their Strategic Transit Master Plan called nMotion. Information on the Strategic Plan can be accessed on their website at <http://nmotion2015.com/>.

*Carol Anderson* We need more frequent rail service to downtown. Parking down there is nearly impossible, so we avoid it as much as possible. Add more frequent rail service ASAP. Week days and weekends.

764

### Transportation equity

300

*Response* We have included some more information on households that are cost burdened by housing and transportation costs within Access Nashville.

*Robert Johnson* I note the considerable emphasis on transportation equity, which is welcomed and highly appropriate in a city that has historical and current challenges in dealing with equity. As income inequality continues to rise, the emphasis on the role sustainable transport (walking, cycling, transit, shared transportation) can play in giving the disadvantaged access to Nashville's growth is particularly welcome.

484

**Response** We agree with much of what is stated. Based on this feedback, we have tried to give more details on the criteria used to identify Critical Countywide Needs and Community Priorities for transportation projects. We hope through the NashvilleNext process there will be better alignment of the NashvilleNext Guiding Principles and the Growth and Preservation Concept Plan with Metro's Capital Improvements Budget. More specifically, the Countywide Critical Needs and Community Priorities should be strong candidates for funding in the future in Metro's CIB. The CIB outlines potential projects that Metro will undertake, and Planning has done some basic scoring of projects in the past to help inform what should be going into the Capital Spending Plan. We anticipate that the CIB and the related Capital Spending Plan to be tied more explicitly in the future to the NashvilleNext process. These CIB projects should then be submitted to the Nashville Area MPO which also ranks projects regionally for federal transportation funds. The MPO has the ability and staffing to undertake a much more comprehensive assessment of projects submitted and use traffic projections, health, safety, air quality impacts, and a variety of other metrics. Currently, Metro has not undertaken that effort with its own projects which why the creation of a Department of Transportation is identified as an important action item to help assemble the project ideas from agencies and assess which projects need to move forward with limited Metro funds to meet the NashvilleNext land use and transportation objectives.

*Delta Anne Davis & Anne E. Passino* The "Growth & Preservation Concept Map" identifies those areas that should remain natural or rural, which we support. One important way to reward projects that integrate transportation and land use planning would be to give clear preference to transit and transportation projects that avoid impacts on such areas during the project prioritization process. Points could be awarded for projects that are well integrated into a sound land use plan that explicitly favors development projects that promote mixed-use higher density development and easy access to jobs and services. As an example, the Plan could reference precedent for its efforts to concentrate development, including Charlotte's work towards focusing growth in "Growth Corridors" and in "Activity Centers" that support high density mixed use development and rapid transit or Atlanta's Transportation Plan for 2040 which adopts a policy of concentrating on filling in the footprint of existing development, rather than continuing to sprawl outward.<sup>30</sup> Under that city's plan, projects that are recommended through the region's successful Livable Centers Initiative are given higher priority for funding

712

*Delta Anne Davis* Make project prioritization a transparent and accountable-but-flexible process.

695

*& Anne E. Passino* As recognized by the Plan, it will be necessary to prioritize projects that further the Plan’s multimodal goals. Several important demographic shifts have emerged or accelerated since the Nashville Metropolitan Transit Authority last updated the Strategic Transit Master Plan in 2009. Not counting the surrounding counties’ projected growth, Nashville alone is expected to add more than 186,000 residents over the next 25 years.<sup>8</sup> Fortunately, the Plan already has many of the necessary policies in place to adapt to these emerging trends, including its emphasis on multimodal transportation, maintenance and operations of the existing road network, and improving access to activity centers. But it is not clear how Metro Nashville is being advised to deploy these policies more assertively in its funding decisions.

- \* Projects to increase access in and between activity centers should be prioritized;
- \* Projects designed to accommodate future growth in drivable, suburban areas should be de-emphasized and in most cases removed from plans entirely; and
- \* New capacity projects should only be considered where no operational or design solutions exist.

These policies do not require a radical departure from the path forward already laid out in the Plan, but do require a more singular focus and commitment to these policies in funding decisions. Aggressively pursuing these policies, when combined with the changing demographic trends, will create a reinforcing cycle capable of producing the vibrant, thriving, sustainable communities envisioned in the Plan. Failing to embrace these policies will create friction between the Plan and demographic trends, further exacerbating the region’s transportation challenges. Currently, for example, the Plan says that a key step will be prioritizing corridors and that the implementation of transit upgrades should be prioritized during a transparent planning process.<sup>9</sup> However, there does not appear to be a mechanism or series of metrics that will allow the prioritization process to function transparently. For example, it is not clear how the 38 priority walking projects listed as NashvilleNext critical priorities or Community Plan priorities were identified and ranked.<sup>10</sup> Where criteria are listed to prioritize projects, as with the Streets Network Map and updates to the Major and Collector Street Plan (“MCSP”),<sup>11</sup> as well as for transit and for bicycle projects,<sup>12</sup> the weight given to each factor or their relative significance should be—but is not—indicated.

We recommend that you consider adopting additional metrics for project prioritization for each mode that clearly state the weight given to various criteria. We support each mode having criteria for—and that give the greatest weight to—accessibility and environmental quality. Further, at least for transit and road projects, we recommend that a project’s impact on environmental quality be measured by examining (1) impact on criteria air pollutants and greenhouse gas emissions (primarily by tracking impact on fuel consumption, scaled by total users) and (2) impact on natural, cultural, and historic resources (including headwaters, streams, wetlands, threatened or endangered species, forests, wildlife habitat, parks and other protected areas, farms, and historic resources).

We also suggest that the plan incorporate metrics related to accessibility as part of the prioritization process. With respect to accessibility-related metrics, we would support the use of the following factors: (1) change in access to jobs and to local or regional activity centers (such as schools and other community facilities, shopping and employment centers, and high-density residential areas); and (2) change in access to transit or non-motorized transportation alternatives since this is essential to enhance mobility and opportunities for non-drivers (e.g., students, the elderly, lower-income individuals) and can encourage existing single occupancy vehicle drivers to choose alternate modes.

For all factors that lead to the prioritization of projects, we support NashvilleNext’s stated goal of transparency

## volume 5 Access Nashville

### Trucking

162

Response There is an Action Item in NashvilleNext to explore a Freight Plan and more specifically ways to handle freight in an urban environment that balances all modes of transportation.

TSU Draft Open House Moving goods session: We need more loading zones for freight/trucks so they can unload without blocking bikelanes and traffic lanes 272

### Wheeler Avenue traffic calming

294

Response We will forward your comments to Metro Public Works and Metro Police.

Nancy Terzian P.S. Oh one more thing. Wheeler Ave NEEDS speed bumps. Cars and motorcycles go FLYING down our street all the time-- don't stop at stop signs and basically use our street as a drag strip. The police know, but haven't been able to stop it. I can see how they can't just sit there all day waiting for it to happen. Speed bumps would be such an easy solution! Thanks for listening. 99  
P.S. I spoke to someone at an Easter gathering yesterday who said the reason they won't put speed bumps in is because of emergency vehicles, but I used to live in Sylvan Park for 12 years and they put those great "speed humps" all along 51st Ave. and they worked great! I'm hoping our neighborhood isn't being neglected just because we're more diverse and less wealthy than Sylvan Park residents :(

### Woodland St transportation

159

Response The protected bikeway parallel or along Woodland Street is identified as the Five Points to Downtown Projected Bikeway. It is included as a Community Priority in the East Nashville Community Plan.

TSU Draft Open House I support the Woodland St. protected bike lane coming into Downtown from 5pts 279

TSU Draft Open House Connectivity-Bikeways 268  
Intersection: Woodland St. @ 5th East and West  
Protected bike lane from 5pts to Downtown is a must! This is an important bike route and connection to downtown. It is currently a well traveled route that needs safety improvements

## volume 9

### Business involvement

2

**Response** Recommendations from NashvilleNext are intended to support quality of life, including a vibrant economy, for all Nashvillians. Businesses and developers have a keen interest in the plan's topics. They represent just one part of the community involved in shaping the plan. NashvilleNext found online channels to be a productive way to gain public input, in addition to hosting community meetings, attending dozens of pre-existing meetings of other constituency groups, and going to community events.

*Online chat-ALL* How many developers, engineers, bankers, general contractors, architects, business owners, and lifelong residents of Nashville: the major stakeholders of the city, have been informed of this planning effort and also been given the more traditional channels of input that do not include these chat sites and internet podcasts? 48

*Online chat-ALL* Are these investment programs geared toward real estate developers or businesses that support the community? 47

## volume 9

### General support

63

**Response**

*Betsy* I like the idea of creating neighborhood shopping/eating areas. Sorry -no time to go back and look for page numbers. Also, love aligning streets near Green Hills Mall! 756

*Jeffry Stein* To All Who Have Devoted Their Time and Effort Formulating Our NashvilleNext Plan, Thank you for recognizing that protecting our amazing natural environment is critical to keeping Nashville a premier place to live and thrive.Thank you again to all that have put in so much time creating a vision to make Nashville the best place to live. Let's then make edits wherever words and sentences need to be framed to make them more than just wishes, that instead make those wishes specifically actionable. 749

*Noah Charney, PhD* Keep in Plan: The overall guiding principles make clear the value of protecting the environment for our health, prosperity, and happiness. 734

*Delta Anne Davis & Anne E. Passino* As we acknowledged at the beginning of these comments, we recognize that the Plan is, in many ways, meant to serve as a general concept and guidance document. However, the community's consensus over the last three years that growth can occur consistent with preservation and that transit needs are central to this community's quality of life must not remain abstract concepts. 720

Further, we specifically commend the following "Action" recommendations, many of which apply to several Elements: Action 7.0.1; Action 5.1; Action 5.3;Action 7.0.2; Action 7.0.4; Action 7.0.14;Action 1.1.4;Action 2.1;Action 2.1.1;Action 2.2.4;Action 2.5;Action 3.1; Action 3.1.5;Action 1.2.3; Action 1.2.6;Action 1.4.1;Action 1.4.4;Action 1.5.

We likewise commend the Plan's recognition that coordination with state and federal organizations such as the Tennessee Department of Transportation and the Nashville Area Metropolitan Planning Organization is imperative (e.g., Action 1.1.7, Action 1.2.5). New state and regional long-range transportation planning efforts are currently underway, and we believe the local perspective and community input reflected in NashvilleNext should be incorporated into such plans.

*Delta Anne Davis* Encourage active transportation choices.

714

*& Anne E. Passino* Nashville is privileged by its setting amidst “rolling hills, steep bluffs, gentle valleys, flat floodplains, thick forests, and numerous rivers and streams,” and NashvilleNext smartly recognizes that the built environment in the Nashville area (created over decades during which suburban car-based development was afforded special status) has a significant impact on how its inhabitants live, not always for the better. As in other areas of the Southeast, Nashville residents suffer from high rates of obesity, diabetes, and heart disease,<sup>35</sup> traceable at least in part to physical inactivity encouraged by our built environment. In addition, according to the Nashville Area Metropolitan Planning Organization, 96,000 deaths within this planning area are due to diseases that may be linked to air quality; in 2013, nearly 1,000 people died due to traffic crashes in Tennessee; and the risk of obesity increases by 6% for every mile spent sitting in a car.<sup>36</sup> We support using this evidence as the basis for policies that increase the “walkability” of Nashville communities and residents’ active transportation choices. Much progress has been made in recent years with the creation of the Nashville Bicycle and Pedestrian Advisory Committee in 2008 and the Mayor’s Executive Order for Complete Streets in 2010. NashvilleNext is right that we cannot stop there: regular updates to the Nashville Open Space Plan, the Parks and Greenways Master Plan, the Major & Collector Street Plan, and the Sidewalks and Bikeways Strategic Plan are likewise necessary to ensure a coordinated effort to counteract historical trends and development patterns that have led to increased fuel use and decreased physical activity.

*Delta Anne Davis* Improving the link between transportation and land use planning.

710

*& Anne E. Passino*

We applaud the efforts to better integrate land use and transportation planning, emphasize geographic context, and recognize the impact of conservation-based planning on the economic and environmental landscape of this community that are reflected in a number of places in the draft Plan.<sup>26</sup> With the fast-paced growth the Nashville area has experienced in recent years, it is likely that area congestion is even worse than in 2012, when it was reported that the average Nashville/Davidson County commuter spent 47 hours traveling at congested speeds—the 11th longest one-way commute in the nation.<sup>27</sup> Other rankings suggest that Nashvillians experience the 33rd worst commute in the Western Hemisphere,<sup>28</sup> a problem that cannot be resolved by simply building more or wider roads.

As noted above, providing alternatives to driving is a critical step to address this problem. In addition, integrating transportation and land use planning will be important to meet many of NashvilleNext’s stated goals since a large part of the transportation challenge currently facing our region stems from the low density, single-use land development patterns that are prevalent in Middle Tennessee and were designed with automobile needs in mind. The Plan’s goal to include mixed-use, walkable centers is in line both with residents’ current demands and regional trends, and higher density will be able to support more efficient high-capacity transit.

*Delta Anne Davis & Anne E. Passino* The Southern Environmental Law Center works throughout Tennessee to promote transportation and land use decisions that protect our natural resources, strengthen our communities, and improve our quality of life. This includes a focus on providing cleaner transportation options, encouraging more sustainable land development patterns, and maintaining and improving existing infrastructure. Because our Tennessee office is located in Nashville, and given the prominence of the Nashville region, we take a particular interest in land use and transportation planning and projects in this region. 681

Thank you for the opportunity to provide comments on the draft general plan for Nashville, “NashvilleNext” (the “Plan”). This is a critically important document that will guide the course of the Metro Nashville/Davidson County area for decades to come on issues that impact nearly every aspect of residents’ lives. Thank you for your consideration of these comments. We would be glad to discuss any of these issues and suggestions, and we look forward to working with you to promote a more vibrant, prosperous, and sustainable Nashville.

We commend the Metro Nashville/Davidson County Planning Department and all of its NashvilleNext partners for compiling and analyzing the tremendous amount of information contained in the draft Plan. This information and analysis will, among other applications, help to provide a strong foundation for the Nashville Metropolitan Transit Authority’s revised strategic plan and for other land use and transportation plans and decisions made by Metro departments and elected officials. We were particularly pleased to see further evidence of the strong public support for more sustainable transportation and smarter growth.

We also commend you for the comprehensive vision, goals, policies, and actions set forth in the draft Plan. As a foundational matter, we support the Plan’s seven Guiding Principles and note that these principles are consistent with SELC’s focus on protecting our natural resources, strengthening our communities, and improving our quality of life. Among the many themes in the draft Plan we support are the recognition of the need to promote equity, a vibrant economy, and environment quality through steps such as providing more affordable housing, creating more mixed use, walkable development, focusing on redevelopment and infill, significantly expanding transit, better linking transportation and land use, and protecting open space and natural resources.

The remainder of these comments will address some concerns we have with the draft Plan, and offer some suggested changes; however, it is important to emphasize that we support and endorse far more of the draft than we find cause for concern. These comments will address both the implementation and the substance of the Plan. Although land use, planning, and transportation concepts are discussed throughout the draft, our comments will focus on Access Nashville 2040 (Volume V), three of the Plan’s Elements (Volume II: Natural Resources and Hazard Adaptation; Health Livability & the Built Environment; and Land Use, Transportation & Infrastructure), and Actions (Volume IV), because these are most directly relevant to our mission.

*Brenda Stein* Thank you for thorough review of issues around the arts in Nashville. I am a full time artist, and am a brand new public artist, because of the programs and support I've received from Metro Arts and other organizations. Their 5 year strategic plan encompasses the diverse issues and compounding benefits, many of which will never be quantifiable, that all the arts bring to our It City. Without the arts Nashville would be dry, bland and well, let's face it, no one would want to come here for anything. It deserves a line item in Metro's Budget! 673

*Brenda Stein* I am heartened by your conservation police in the Community Character Manual and reassured by the points in the Health, Livability and Built Environment segment. I especially appreciate your understanding of our delicate ecosystems in the Natural Resources and Hazard Adaptations section. Thank you! 668

*Brenda Stein* Dear Nashville Next,  
THANK YOU for the reaching out to the communities of Nashville in the daunting mission to collect ideas, concerns and information from residence. You have already done an amazing job at putting forward thinking policy in the new plan. Thanks again for all the hard work that went into this, especially bringing the information to our communities, and keep up the good work! 666

## volume 9

### General support

63

<i>Alicia Batson MD</i>	Dear Planning Department, Thank you for all of your hard work on the Nashville Next process. I know you have worked long hours and made a sincere effort to bring a cohesive and meaningful process to Nashvillians so that the best planning decisions can be made for our future.	626
<i>Online survey</i>	Overall, love the widening of roads, added pedestrian paths and sidewalks, bike specific lanes, and extending greenways.	604
<i>Madison Draft Open House</i>	Great information.	577
<i>Robert Johnson</i>	Dear Sir/Madam, May I congratulate the Metro Transport Planner and Active Transport Planner on the great work they have done in getting walking and cycling issues into all of the Nashville Next documents in such a comprehensive and significant way.	483
<i>Nancy McLean</i>	We live near Centennial Park so that I am able to walk or ride my bike running errands while my husband commutes to Brentwood. This is not a walking town, some drivers seem new to the idea of pedestrians! The red bike share program is a very positive move.	429
<i>Elizabeth Heimbürger</i>	I support mass transit, improved infrastructure, more access to walking and biking lanes, and more affordable housing.	419
<i>Natalie Billingsby</i>	I fully endorse the sections on health, livability and the environment - especially anything that promotes more green spaces.	369
<i>Buffie Baril</i>	Hi Nashville Next! Thank you for taking our city to the next level as an incredible place to live and work. We are so excited about the new Gulch-SoBro Bridge and wanted to know the timeline for construction. We're just so anxious to get this built. ☺  <a href="http://www.nashville.gov/Portals/0/SiteContent/pw/docs/projects/division/SoBroMasterPlanFinal.pdf">http://www.nashville.gov/Portals/0/SiteContent/pw/docs/projects/division/SoBroMasterPlanFinal.pdf</a>	349
<i>Edmondson Pike Draft Open House</i>	Thanks for addressing "Open Space Vision"! Greenways, urban forests, parklands, and climate change! Great work! Wish I could vote for you all. Now to keep the next mayor's attention (nose) to this plan.	344
<i>Edmondson Pike Draft Open House</i>	Sidewalks are important	340
<i>North Nashville Draft Open House</i>	As a general matter, I am so delighted to see that the Nashville Next plan seriously considers our urgent need for better mass transit.  Thank you for running such an open process!	303
<i>Arigel Sims</i>	Please include the local chapter of NAREB-National Association of Real Estate Brokers  This plan will affect everyone and will want to have a seat at the table to discuss and participate in what's next for Nashville.  Thanks	286

## volume 9

### General support

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<i>Bob Allen</i>	<p>I've been a planner since 1984 (Natural Resources-TVA; IAUD and water conservation-Trust for Public Lands/ TN State; Infrastructure and Transportation (T.A.C.I.R. and TDOT)</p> <p>I'm 65 1/2 and worried about my transportation options. God willing, 10-15 years from now walkable communities and transit options are absolutely necessary, given our demographic trends (senior citizens and young people).</p> <p>A strong support a Metro Dept. of Transportation-absolutely necessary for the 21st century</p>	285
<i>TSU Draft Open House</i>	<p>Nashville Needs a preferred public transit option. An option where citizens prefer to use MTA.</p> <p>Over or Under Road Railing which allows public transit to go by un abated by congestion without its existence furthering congestion problems.</p> <p>Nashville Star's success depends on the In town Infrastructure for Mass Transit</p> <p>If its more inconvenient to take metro transit people will not choose it. Rails allow convenience for Public Transit without hampering cars/roadways</p>	275
<i>Pastor Glenda Sutton</i>	<p>What an excellent opportunity to grow today! Jennifer Carlat was awesome! She thoroughly explained the 2040 Plan as well as Education and Youth. Had the pleasure of meeting Heather Chalos of Alignment Nashville. She was a great resource to resources. We have been in the East Nashville Community for 26 years. We want to know how to GROW. Thank you for informing us!</p>	259
<i>TSU Draft Open House</i>	<p>Support general density along corridors (21st ave/ west end), including mixed use</p> <p>Support increased density in hillsboro village</p>	253
<i>Adriane Harris</i>	<p>SO happy you gave a shout out to Rev. Barnes... :-)</p>	203
<i>Alice Hudson</i>	<p>Keep in Plan:</p> <ul style="list-style-type: none"> <li>●The overall guiding principles make clear the value of protecting the environment for our health, prosperity, and happiness.</li> <li>●Preventing development on steep slopes is great and should allow protection of many of our remaining forests. This could be further strengthened with more detailed guidelines on limits and prohibitions on slopes of different grades.</li> </ul>	192
<i>Alice Hudson</i>	<p>We commend the overall environmental principles and the specific inclusion of policy protecting watersheds, steep slopes, unstable soils, and aims for clustered development.</p>	190
<i>Lynn Lentz</i>	<p>I support these elements that are included in the plan: Mass transit, affordable housing, improved infrastructure, more walking/biking connectivity</p>	174
<i>Mary Ellen Koran</i>	<p>- agree with the strategy of locating new growth and density along corridors and near community and commercial centers, rather than in neighborhood interiors.</p> <p>- support smart growth and understand the pressures coming from the increased population forecast</p>	157
<i>Jenny Cheng</i>	<p>I agree with the general approach of locating increased growth along corridors and commercial center. I also very much appreciate the attention to the desperate need for mass transit in Nashville.</p>	133

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### General support

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<i>Jean Mezera</i>	I support these elements that are included in the plan: Mass transit, affordable housing, improved infrastructure, more walking/biking connectivity.	117
<i>Wendy</i>	I support these elements that are included in the plan: Mass transit, affordable housing, improved infrastructure, more walking/biking connectivity	113
<i>Nancy Terzian</i>	I live in South Nashville, at 243 Wheeler Ave. off of Nolensville Road, south of Thompson Lane and north of the Zoo. (on the east side of Nolensville Rd). I just reviewed your plan and am excited for changes to my neighborhood, especially the idea of nicer restaurants, shops and walking trails. Nolensville Road's auto type shops, cheap furniture, pawn shops, check cashing places, etc. are pretty gross. The corridor could be much nicer and I look forward to that change for sure!	97
<i>Online chat-ALL</i>	I grew up in Germany and mix use with housing and retail is common place. I appears this is changing in Nashville for the good.	49

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#### Response

<i>Trish Bolian</i>	Folks have worked long and hard. I applaud that. A handful of meetings these past 10 days or so contained no substance and did not describe these impacts at all. Therefore, I cannot and do not support these changes in NashvilleNext as though I am well versed in planning this does not make any sense to me. What about those who are not well versed? A huge part of your job is to instruct and inform. Let us slow things down here and do exactly that so that we can truly move forward together.	773
<i>Trish Bolian</i>	You are there to represent the city AND its citizens. Many developers are from out of town. The cry of 1 million people moving to Nashville is wrong. Over 2 plus decades 200,000 people are to move into metro Nashville. We can do that easily over that period of time and not destroy this city and its neighborhoods. This 1 million people moving into the Metro area mantra is creating a huge knee jerk reaction that is disastrous for so many neighborhoods and homes. I just returned from Kansas City. In an area down by "the Plaza" are all kinds of homes, density, etc. All have wide setbacks, sidewalks, grass, and blend in though of different architecture. Free parking is everywhere. They recognize that actual people live there. No billboards. Water runoff managed by carefully constructed methods. The contrast to our city is startling. Mr. Dean wants this completed by the time he leaves office. I feel certain he is totally unaware of all that is at stake as with all executives one must rely on staff to describe the impact of timeframes. This plan will impact this city for the next 25 years or more.	771
<i>Trish Bolian</i>	The maps, etc. that detail the totally redone "subarea plans now referred to as Community Plans" just came put in the past few days. Public comment closes now! Planning spent 3 years working on this, kept extending their deadlines several times thus leaving those affected by this 1 month to "approve and support" something that no one has any idea what is in it or its impact to their subarea plans	770
<i>Trish Bolian</i>	We might as well call this a free rein (even greater than now which is horrifying) of developers over taxpayers in this city we have all called home. Quite frankly, my hope now is sooner rather than later to sell our home of almost 25 years and move out of Davidson County as soon a possible. Planning Commission hearings and Council hearings are not hearings at all. Lawyers and developers stand at the podium over and over as if it is THEIR meeting. Taxpayers get 2 min. and can never speak or rebut again. At Council it is all about councilmanic courtesy which should be abolished. People come in begging and pleading for their home, their trees, their neighborhood. It is as if they are invisible. Trees a hundred years older or more and bulldozed with not a thought. This is not creating a city we want to live in and it is not supporting our way of life as is frequently stated.	767

<i>Trish Bolian</i>	<p>My concerns about NashvilleNext are many. First, let me say, that I have been quite involved with planning issues over the past 8-9 years. I know this process. I was heavily involved in the West Nashville Plan development/update. I know that process.</p> <p>I have been to 5-6 meetings on NashvilleNext, participated in many of the surveys and done a critique of the process that I sent to people involved in NashvilleNext in February (response back to me but not one thing changed).</p> <p>That said the highlights of my concern are:</p> <ol style="list-style-type: none"> <li>1. NashvilleNext from the beginning until now has been billed as “the vision of Nashville over the next 25 years”. It was all about which vision was seen by the most people as being “it” and billed as an update of the General Plan.</li> <li>2. At NO POINT (even at the first of the NashvilleNext final presentation meetings held at TSU) was it ever stated or implied that this voluminous document (2 binders at least 4 in. high) would be replaced by a REWRITE OF SUBAREA PLANS (now referred to as Community Plans). There were approximately 350 people who met over and over formulating the West Nashville Plan (one example). Planning has everyone’s e mail address. At NO POINT were people contacted in any way to be told that their plan was being whittled down to just a relatively few pages and that in the future one could “cross reference” other documents in the voluminous NashvilleNext binders. This does 2 things:             <ol style="list-style-type: none"> <li>A. Takes a singular document that was easy to use and refer to as the land use document for neighborhoods (i.e. West Nashville) and creates a situation where one must go pour laboriously over volumes or give up in frustration over mounds and mounds of documents in NashvilleNext.</li> <li>B. When and how is it that everyone even knows that their community plan has been erased and totally replaced? We were told over and over that when more staff was available after NashvilleNext was completed that updating community plans would get back on track, etc. NO ONE EVEN HINTED THAT THIS APPROACH HAD CHANGED.</li> </ol> </li> </ol>	766
<i>Charlotte Cooper</i>	<p>The plan needs to be concise, detailed, not vague and unclear. I think this needs to be completely re-written. We are entitled to understand specifics, not general statements that confuse everyone and can be interpreted by Planning for whatever purpose they are supporting. Maps are difficult to read and lack detailed boundaries. I am really frustrated that so many tax dollars were spent over the last three years on such a poor end product.</p>	616
<i>Charlotte Cooper</i>	<p>I find the entire plan too big without any real plan. I could not possibly review the entire document, so I focused on the Green Hills Midtown Community Plan. The first chapter (27 pages) are absolutely useless. The 2nd chapter does not really offer a plan, only vague language. For the most part the plan refers you to other large document, the CCM, Access Nashville 2040, etc. I will be sending a separate e-mail stating specific concerns.</p>	615
<i>Charlotte Cooper</i>	<p>10. Make it clear this plan is contingent upon Area 10 having its due process to create its Community Plan. We were cheated out of creating our Community Plan; based on what I see you have allowed the Nashville Next process to create the Area 10 plan without community meetings in the area, especially the Green Hills area. This is so unfair and simply wrong. Give the residents of Area 10 our chance to create what we want for our area, not what you the Planning Department want.</p>	601
<i>Charlotte Cooper</i>	<p>Now as I moved into Chapter 2, I allowed myself a glimmer of hope that some actual plan would be there. The first page did list some key concepts for growth and preservation:</p> <ul style="list-style-type: none"> <li>•strategically locating new residential development;</li> <li>•building a complete transit network and</li> <li>•allowing for strategic infill to support it;</li> <li>•creating activity centers and allowing for strategic infill to support it;</li> <li>•preserving established residential areas;</li> <li>•protecting floodway/floodplain areas;</li> <li>•and adding more connectivity, primarily through bikeways, greenways and multi-use paths.</li> </ul> <p>But alas, there were no solid specifics relating to these key concepts. Just vague, unclear, ambiguous, elusive, indefinable words – lots and lots of words. Perhaps someone should have used a dictionary to look up the meaning of the word PLAN. Mr. Webster defines it as “a detailed proposal for doing or achieving something.” Unfortunately, the details seem to be in other large documents – Community Character Manual, Access Nashville 2040, Nashville Open Space Plan, Parks and Greenways Master Plan and the Green Hills Area Transportation Plan.</p>	587

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<i>Charlotte Cooper</i>	When the Nashville Next project first began, I attended several community meetings. I was not very optimistic in the way in which those meetings were conducted, and had little faith that the end product would be less than beneficial. I was not disappointed in my surmise; the plan offers little planning and absolutely no “meat” or substance. You have created such a monstrosity with this 5 volume Nashville Next plan, with hundreds and hundreds of pages, it is nearly impossible to review and comment on the entire plan. I shudder to think what the other Community Plans, as well as your Vision, Trends & Strategy, Elements of the Plan, Transportation and Action volumes actually contain. However, since I live in Green Hills, I was curious and concerned to see what the proposed Green Hills-Midtown Community Plan had to offer.	583
<i>Bellevue Draft Open House</i>	[regarding demographic survey] What are you using this info for?	576
<i>Bellevue Draft Open House</i>	[Regarding the demographic survey, race] Does it matter? Why?	574
<i>Bo Richardson</i>	So overly complicated--all I can say is that this scare me--I cannot navigate your web site to understand why or what you are doing to my city--I fear you will allow changes that negatively affect my property and me. I don't like your volunteer citizen approach to craft your plan--only citizen who have a vested interest in development or sale of their property will participate.	544
<i>Stan Weber</i>	Will there be materials / handouts to pick up.	512
<i>David Utley</i>	HOW DO YOU MAKE COMMENTS TO THE PLAN? What is the best means of making comments to the plan	482
<i>Jennifer Pettus</i>	A question below is have you attending any NashvilleNext meetings. I have never heard of these, but will be paying attending from here forward.	455
<i>Online survey</i>	THEY DON'T HAVE MEETINGS IN MY AREA!!!!!!!	381
<i>J. Knight</i>	Dear Planning Team, Thanks for working to help make Nashville a better place to live and work. Here are some thoughts that I have, after viewing the plan and visiting your forum at Edmondson Pk Library today: -The plan is too big and complex for the average person to comprehend	333
<i>Lewis L. Laska</i>	Would like a full size copy of the Downtown Plan. Also wants to know DTC entitlements	295
<i>Trish Bolian</i>	Community plans need to involve those involved in each (1-2 meetings), then be incorporated into NashvilleNext.	236
	what are theses comment boxes even for - so confused	222
<i>Lisa Zhitto</i>	First of all, the entire plan is too big and cumbersome for ordinary working people to absorb. Was that the intention? FIVE VOLUMES are you people kidding? The entire set-up is a deterrent to any useful input. If you can't do it in a way that fosters constructive input then don't even bother. Why was this not broken out into smaller pieces if you wanted public input? I've now wasted more of my life going through just one volume than I ever wanted to and frankly I'm pretty ticked off at this point.	179
<i>Online map</i>	what are theses comment boxes even for - so confused	167

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*Online map*      test 161

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*Trish Bolian*      I am finding it rather impossible for people to have adequate time to review, critique, get feedback to given feedback, etc. in the time allotted. 102

This has been a plan 2 years in the making. To basically give citizens a few weeks to read, understand, go to a handful of meetings is not appropriate in my view.

I know you have changed the timeframe several times to meet your needs.

I am now asking you to change the timeframes to meet the needs of the community and the neighborhoods. Spring is the busiest time of year for everyone. To add this and the intensity and time it takes is inappropriate given its importance.

Please have more public meetings and contact all those involved in community plan development (you have their e mail addresses) and give them a chance to have you explain what you are changing in their community plan, why, get feedback, etc To carry out this kind of change without that courtesy is inappropriate.

I wrote to you before a critique of the process and made recommendations for change...in part....give people more opportunity for dialog (without the ridiculous maps and stickies that no one can see and inaudible hearing rooms such as the Bridge Building). You want this to reflect Nashville....then it needs input from its citizens in forums where they can ask questions, hear proposals, give input and know what is done with their feedback. This rush to meet a deadline when you have changed it multiple times to meet your needs is rather insulting to taxpayers aka citizens of Nashville. This document is far too important to all neighborhoods toward the future to rush this through.

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*Robert Johnson*      Dear Sir/Madam, 100

I am very pleased to see the on-line version of the April Draft General Plan is available for review.

I am very keen to review the documents, but because my time and resources are limited, may I request a hard copy of the document be provided to me? I find it much faster and easier to navigate a large, color document with maps, in hard copy rather than on computer screen. Unfortunately I do not have the resources to print out such a large document.

Please advise me if this is possible, and how I may obtain it in the next few days. I am willing to come to a downtown Nashville location and collect it.

Regards,