

Equitable & Affordable East Bank

Rating	Percentage
1 Strongly agree	35.3%
2 Agree	24.9%
3 Somewhat agree	10.8%
4 Neutral	7.8%
5 Somewhat disagree	4.8%
6 Disagree	4.9%
7 Strongly disagree	11.4%

Need plans for parking

Rating **Strongly agree** Topics **Parking**
Source **Online**

Three keys are: affordable housing; public space including parks and river access; and easy transportation (particularly by foot, bicycle, and public transport)

Rating **Strongly agree** Topics **Affordable housing, Support bike/ped, Transit, Waterfront access**
Source **Online**

Any native Nashvillian knows what the problem is with the east bank. The Scrapyard has to go along with the ultra high density public housing, and the tank farm along the riverbank. The problem will practically solve itself. If you wish build some small size housing stock in some areas for \$150,000 a pop offer them to working class families. Extend Shelby park to Titians stadium. Make 1st and 2nd four or 5 lanes. Offer low interest loans to the resident's of the area to start a business. Stop the insanity of tearing down affordable housing stock and building 2 tall and skinnys on the same lot for the property tax revenue and then screaming about affordable housing it's laughable.

Rating **Strongly agree** Topics **Affordable housing, Small businesses**
Source **Online**

I grew up in the Jas A. Cayce homes (mid- forties, early fifties). Warner school and East High. it needs many replacements, like your plans. I am also a boater, member Cedar Creek Yacht club and Nashville Yacht Club. We need a good dock that will support both small and large boats. So many times I have docked on the west bank for the week-ends with other members. We run the river often down to and over to the Kentucky Lake area and back, Nashville is a good stopping spot for a night (or week-end) in town before we come back home. Please think about this. Thank you.

Rating **Strongly agree** Topics **Boating access**
Source **Online**

It would be great if there was mass transit service from east of Nashville (Lebanon and Mt. Juliet) to the east bank. This would be particularly useful on the weekends and during special events. Highway I40 is busy enough, once the East Bank project is complete, lack of mass transit service from these areas will make it worse.

Rating **Strongly agree** Topics **Transit**
Source **Online**

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I really love the emphasis on parks, greenways, and bike lanes. So much of Nashville's development has been led by hotels and tourism, I'm really excited to see this plan that seems to prioritize Nashvillians. I've long been saddened by how we underuse our river in comparison with other cities and I think this will really be a benefit to all Nashvillians!

Rating **Strongly agree**

Topics **No tourists, Waterfront access**

Source **Online**

Strongly agree that equity in design that maintains our city's diversity and expands affordable housing and retail options is essential to improving our city.

Rating **Strongly agree**

Topics **Affordable housing, Diversity, Small businesses**

Source **Online**

I strongly support the thoughtful development of the East Bank for an equitable and affordable Nashville. My wife and I recently moved to Nashville and sought to locate to a walkable, diverse, and urban neighborhood to raise our family. We centered on East Nashville, but our search for housing made very difficult by the dramatic housing shortage in East Nashville. Thoughtful development of affordable housing will help maintain this vibrant community by making the neighborhood more affordable for all.

Rating **Strongly agree**

Topics **Affordable housing, Support bike/ped**

Source **Online**

I love the public spaces, plan to support bike transportation, and redevelopment plan with mixed use development to reduce impact on nearby interstates.

Rating **Strongly agree**

Topics **Public spaces, Support bike/ped**

Source **Online**

Access to housing is the most important piece of this part of the plan.

Rating **Strongly agree**

Topics **Affordable housing**

Source **Online**

Use Public-Private Partnerships to enable the creation of affordable housing and other desired public amenities on Metro owned land through a competitive RFP process. Increased density should be allowed to maximize Metro's ground lease values while incorporating affordable housing and community benefits.

Rating **Strongly agree**

Topics **Affordable housing, Market rate housing**

Source **Online**

I think the thought process of creating benchmarks for each phase of development is wise, rather than standards today for a development that won't come for 20+ years.

Rating **Strongly agree**

Topics **Implementation**

Source **Online**

But with downtown traffic already a beast I feel we need a trolley car that goes from the east bank development to green hills. It's a start

Rating **Strongly agree**

Topics **Transit**

Source **Online**

Wonderful idea, a lot of opportunity for improving the lives of Nashville citizens and tourists who visit our city.

Rating **Strongly agree**

Topics **Support for section**

Source **Online**

Equitable & Affordable East Bank

The East Bank needs to have housing opportunities for all incomes, including deep affordability.

Rating **Strongly agree** Topics **Affordable housing**
Source **Online**

Setting affordable housing requirements for developers is a must. Also, I think it is critical to build mixed income housing over public amenities, like the mobility hub, maybe a library or museum.

Rating **Strongly agree** Topics **Affordable housing, Neighborhood services**
Source **Online**

it's good

Rating **Strongly agree** Topics **Support for section**
Source **Online**

The waterfront is not conducive to recreational transit boating

Rating **Strongly agree** Topics **Boating access**
Source **Online**

I strongly support developing this area. As a Nashville transplant, I appreciate how the city has welcomed us, but I worry about the cost it has had on families who for generations have been Nashvillians. I hope to see a great deal of effort in addressing the needs of those who were here first, making sure that everyone has a home in this town, and making sure that this new set of neighborhoods is not just an enclave for wealthy investors.

Rating **Strongly agree** Topics **Affordable housing**
Source **Online**

I think this is a great idea in every way.

Rating **Strongly agree** Topics **Support for section**
Source **Online**

Don't make ""for all"" a broken promise. Don't provide the wonderful things promised here and then make the sites for private use only. Don't block or give away the greenspaces for activities that can take place elsewhere.

Rating **Strongly agree** Topics **Implementation, Open space**
Source **Online**

Housing for teachers - we are experiencing a major staffing shortage in my school

Rating **Strongly agree** Topics **Affordable housing**
Source **Online**

I'm all for as much residential on the East Bank as we can fit, and that we use as many tools as possible to build housing at different price points so that most everyone could live there. All of the housing should be energy efficient (LEED certified or equivalent), and feature outdoor access (balconies, porches, etc). In addition, parking maximums should be applied and parking spaces should be priced separately from the cost of the rent/mortgage of the residential spaces. This way housing prices are reduced for those who choose not to have a car (or can't afford one).

Rating **Strongly agree** Topics **Green buildings, Limit cars / parking**
Source **Online**

Be certain all communities and backgrounds are represented in your planning groups!

Rating **Strongly agree** Topics **Diversity**
Source **Online**

Equitable & Affordable East Bank

That area of town, needs improvements, and this plan sounds amazing for our growing community!

Rating **Strongly agree**
Source **Online**

Topics **Support for section**

Support antiracism and antisexism events and rallies.

Rating **Strongly agree**
Source **Email**

Topics **Support for section**

i agree with the concept abstractly. i'm not certain about Metro's ability or willingness to bring the concept to reality.

Rating **Strongly agree**
Source **Online**

Topics **Implementation**

I support a marina to be built in the area for recreational boating and transient slips available. Many out of town boaters have expressed interest in visiting Nashville, but because of limited access to safe and available transient facilities they go elsewhere. Chattanooga and Paducah have very nice facilities.

Rating **Strongly agree**
Source **Online**

Topics **Boating access**

The East Bank is an excellent opportunity to introduce affordable housing in a meaningful way to Nashville in close proximity to downtown. It also allows for the potential relocation of tenants in other concentrated affordable housing sites to have greater access to downtown via public transportation and then allow the outdated government housing projects to redevelop without having to relocate tenants multiple times.

Rating **Strongly agree**
Source **Online**

Topics **Affordable housing**

I would heavily advise that the city works with the working class and designers who live in the community. Developers should be the last group to come to the table and should have to pick from the work that the people of Nashville have done already. They don't get to decide for us what our city will look like.

Rating **Strongly agree**
Source **Online**

Topics **Unique character**

We need low income and affordable housing mandated for all development.

Rating **Strongly agree**
Source **Online**

Topics **Affordable housing**

Priority for new housing should be given to vetted and waitlisted individuals/families (Section 8, MDHA, etc.)

Rating **Strongly agree**
Source **Online**

Topics **Affordable housing**

very excited to support this idea!

Rating **Strongly agree**
Source **Online**

Topics **Support for section**

Not sure if this is the right place for this comment but nashville needs to build in a large dock and supplies area for boaters. There are so many people that would drive their boats to Nashville if there was adequate dockage, fuel and supplies available. This would be a huge revenue stream.

Rating **Strongly agree**
Source **Online**

Topics **Boating access**

Equitable & Affordable East Bank

Equitable""??? I've learned to do the opposite when I hear or see this word!

Rating **Strongly agree**
Source **Online**

Topics **Uncertain**

I think this is the most important aspect of Imagine East Bank. Downtown Nashville has become so expensive. With a thriving commercial industry in the area, a larger workforce is required to sustain it, but too much of that workforce cannot afford to live close to work. This forces many to commute into Downtown, further increasing our dependency on vehicles as modes of transportation. Bringing more affordable housing options closer to the Downtown area can open up opportunities for more residents to live/work within the area, rely less on cars for travel, and create a more diverse Downtown Nashville.

Rating **Strongly agree**
Source **Online**

Topics **Affordable housing**

Nashville is becoming more and more expensive to live in; and it is DRIVING OUT diversity. This is not only immoral but it also will attract fewer businesses and tourists. This is especially critical given Tennessee's conservative abortion laws, which will deter young people from moving here. Equitable and affordable housing is requisite to maintaining and expanding upon the [lack of] ethnic, cultural, religious, and sexual/gender-orientation related diversity here.

Rating **Strongly agree**
Source **Online**

Topics **Affordable housing, Diversity, Inclusiveness**

I like that there is a focus on making sure affordable housing is included. The fact that the Cayce replace is unit for unit is something I particularly appreciate. I would only suggest that additional housing be created here for low income residents to help make up for the areas that have been taken down by developers and not properly replaced with equally affordable options.

Rating **Strongly agree**
Source **Online**

Topics **Affordable housing**

This development needs to have a marina and be focused om making the river a show place for Nashville

Rating **Strongly agree**
Source **Online**

Topics **Boating access**

Great city planning opportunity, Nashville can dream and make plans for a modern Society that accepts different people living together. How about heaven on earth. Safe place to work , play and live. Let's dream.

Rating **Strongly agree**
Source **Online**

Topics **Inclusiveness**

Keep the Eastside DIVERSE please! Not just for the wealthy.

Rating **Strongly agree**
Source **Online**

Topics **Diversity**

This would be a large revenue generating option for Downtown whole still preserving the mantra of Nashville

Rating **Strongly agree**
Source **Online**

Topics **Economic development**

A small marina and fuel access for boats along the river is a must and will draw good revenue!

Rating **Strongly agree**
Source **Online**

Topics **Boating access**

Equitable & Affordable East Bank

A double benefit for boaters and downtown NASHVILLE

Rating **Strongly agree**
Source **Online**

Topics **Boating access**

I think that having an equal and equitable Nashville is essential. As a lifelong middle-class Nashvillian, I can certainly feel the squeeze of rising prices and cost-of-living. I can only imagine what the feeling must be like for those without the opportunities I have had. I want Nashville, including a new East Bank, to feel like home to ALL of us, not just the wealthy.

Rating **Strongly agree**
Source **Online**

Topics **Support for section**

I'm worried about this concept being supported and followed through without strong metro land policies backing it up. Already there are development deals that point to more higher-end living and not affordability.

Rating **Strongly agree**
Source **Online**

Topics **Implementation**

It is critical to provide developers incentives to build affordable housing

Rating **Strongly agree**
Source **Online**

Topics **Affordable housing**

While equitable and affordable are very, very, important attributes of the proposed vision, I think it is vital that leadership emphasize - and achieve - better connectivity for River North and East Bank with all other parts of Nashville. The opportunity is better integration of these traditionally isolated areas into all Nashville residents' daily lives - and vice versa.

Rating **Strongly agree**
Source **Online**

Topics **Existing communities/neighborhoods**

This would be an awesome revenue opportunity for Nashville, if docks and fuel docks were there for boaters. We love to bring our boat to Nashville. It would perfect if we could dock overnight and enjoy everything downtown has to offer.

Rating **Strongly agree**
Source **Online**

Topics **Boating access**

I'm in favor of developing the riverfront downtown to include more outfitter access and river activation / activities.

Rating **Strongly agree**
Source **Online**

Topics **Boating access, Waterfront access**

Affordable housing to be equitable must exist in a greater than proportionate number of units as those who qualify for affordable housing exist as a percentage in the general population. If those who are cost burdened make up 45% of Nashvillians, equity in affordable housing would guarantee a minimum of 45.1% of units on city property are affordable.

Metro can better the likelihood that affordability is realized through ensuring that the effort to provide resources is high profile and that the resources include those helpful for non traditional developers: land trusts, cooperatives, building societies, small developers. An East Bank owned entirely by big banks is not a sign of equity.

Rating **Strongly agree**
Source **Online**

Topics **Affordable housing, Implementation**

Equitable & Affordable East Bank

Wish it was stronger! Recognize, at this point, it is hard to add more teeth to incentivize affordability at the 'vision planning' level, but would be useful to go ahead and lay out a more detailed plan-of-attack for how the various Departments involved will attempt to implement affordability. To see that org chart / workflow would be helpful, because to make programs/incentives available to reap later on for funding, planting has to start now! Identifying a flow chart of which measures ultimately become legislative items, which measures require grants to further study, which measures can be ginned up through diplomacy with MDHA, THDA, Amazon, etc. to start getting special allocations, funds, or innovation rounds formed and created for use down the road all take time.

Rating **Strongly agree**

Topics **Implementation**

Source **Online**

This needs to be a place everyone can afford to live, not just expensive apartments only a fraction of the community can afford to live in. This needs to be a community that our most vulnerable community members can also afford to call home.

Rating **Strongly agree**

Topics **Affordable housing**

Source **Online**

This should be a haven for boaters! Make it a place that boaters are welcome. Think of the revenue coming in from us! I haven't heard much mention of that and a lot of fellow boaters would like to see that !!

Rating **Strongly agree**

Topics **Boating access**

Source **Online**

You shouldn't have to make a six figure income to be able to live in close proximity to downtown Nashville. I support opportunities to help all people live closer to the city core - where they work, go to school, have family and community, etc.

There is mention of zoning restrictions for STRs. Maybe general Nashville codes will already provide restrictions for this area as it is developed? If not, it it would be a shame for it to transform into neighborhood for tourists and not residents, like so much of Nashville already has.

Rating **Strongly agree**

Topics **Affordable housing, No tourists**

Source **Online**

I think it's very important to require affordability in large projects like this which would normally be out of reach to those disadvantaged.

Rating **Strongly agree**

Topics **Affordable housing**

Source **Online**

I think affordable housing is the number one issue facing Nashville today. Creating neighborhoods with both residential and commercial aspects combined

Rating **Strongly agree**

Topics **Affordable housing**

Source **Online**

We need to do what we can to avoid clustering low-income individuals and instead integrate low income housing within the larger area (in and among other socioeconomic levels).

Rating **Strongly agree**

Topics **Affordable housing**

Source **Online**

I absolutely want equity and affordability, and more resident-centric planning! Now, the execution of these concepts is the trick!

Rating **Strongly agree**

Topics **Implementation**

Source **Online**

Equitable & Affordable East Bank

More housing units. More affordable housing that meets the local law's definition of such. More mixed income elements for housing. And play hardball for cooperative work on affordable housing with any development that involves more than \$500m in development costs. We get one shot at the complete reinvention of this area. We cannot afford to swing and miss on the affordable housing piece of the project.

Rating **Strongly agree** Topics **Affordable housing, Housing mix**
Source **Online**

Chattanooga, st Louis, san Antonio , Baltimore and many other cities cleaned up their eye sores and have done great with attracting tou3.

Rating **Strongly agree** Topics **Waterfront access**
Source **Online**

I would encourage your team to explore Klyde Warren Park in Dallas, TX and Bryant Park in NYC—both are fabulous urban parks that bring together variety of cultures & people. Great patron/donor support that allows free recreation, concerts, partnership with art galleries, symphony/opera, water features, exercise classes, children's play area, games and reading areas for adults & children. A safe and family-friendly place to gather.

Rating **Strongly agree** Topics **Neighborhood services, Open space**
Source **Online**

Connect boating community with Nashville. It’s for business and pleasure.

Rating **Strongly agree** Topics **Boating access**
Source **Online**

a full-service marina w gas dock should be considered as part of this development. There is a huge need for waterway transportation and major economic impact opportunity that would be lost if no full-service marina is included in the planning. I can transport 20-30 people on one boat from old hickory lake to titan's stadium or for dinner, shows etc. downtown if there was a marina nearby. and one boat alone would save 10-20 parking places, and all would come to spend \$ that they otherwise would not near as often fight traffic and parking to do so.

Rating **Strongly agree** Topics **Boating access**
Source **Online**

What I read is just a concept. The first paragraph starts out with strong data on the lack of affordable housing. After that there are ZERO statements that state percentage of housing dedicated to fixed income people, what "affordable" means in real dollars, how fixed income people who are eligible for this housing will be reached out to. I read a lot of "wonderful concepts" and I don't read any commitments or facts or data.

Rating **Strongly agree** Topics **Implementation**
Source **Online**

We as a boat would visit downtown Nashville more often if we had fuel, power and water with a safe place to moor our boat.

Rating **Strongly agree** Topics **Boating access**
Source **Online**

Addressing the downtown flooding issue and restoring the river bank is way too long in coming. I applaud that aspect in particular. In regards to the asphalt issue of parking for all the activities being suggested, has including permeable surfaces in the redevelopment been explored? The narrow riparian zone being suggested doesn't seem sufficient to help with a major storm such as the 2010 mega-storm.

Rating **Strongly agree** Topics **Flood protection**
Source **Online**

Equitable & Affordable East Bank

I am very happy with the overarching goals that have been outlined for the East Bank, but I think using Metro's land is the best and only way to ensure genuine affordability in the East Bank. Nashville gets compared to Atlanta all the time, with Atlanta's traffic and sprawl as the cautionary tale we should work to avoid, but I think the more relevant lesson comes from Atlanta's goal to build 5,000+ affordable units along the Beltline. My understanding is that Atlanta initially struggled to reach that goal precisely because it was a *goal* and not a policy mandate; I think they have only been able to approach the goal more recently due to Atlanta's Inclusionary Zoning requirement. Since we lack that policy "stick", I don't think Nashville can expect to get the same results using only "carrots" (incentives) on privately owned land, but Metro *can* mandate affordable housing units on Metro-owned property...

Rating **Strongly agree**

Topics **Affordable housing**

Source **Online**

Without affordable housing, new developments are non-supportive of all Nashville residents.

Rating **Agree**

Topics **Affordable housing**

Source **Online**

Public transport, environmental priorities are mandatory

Rating **Agree**

Topics **River quality, Soil contamination, Transit**

Source **Online**

While the presentation was great and a lot of work has gone into it, there are still a lot of details to be worked out. I agree it's a great concept, but don't want to see another gulch or some other plan that out prices the community.

Rating **Agree**

Topics **Affordable housing, Implementation**

Source **Online**

Make sure that housing for all income families is included.

Rating **Agree**

Topics **Affordable housing, Inclusiveness**

Source **Online**

Need to provide an additional 1,000 units of affordable housing within the footprint of the East Bank project (in addition to Cayce). These units should be mixed with other forms of housing similar to the Cayce concept--gov. subsidized, affordable, workforce, market based, etc. This is a chance to answer the question "What Kind of World do You Want?" and not be constricted by existing patterns.

Rating **Agree**

Topics **Affordable housing**

Source **Online**

This would make sense, less luxury buildings. We have enough.

Rating **Agree**

Topics **Affordable housing**

Source **Online**

The East bank development Must contain accommodations for boats and yachts. The people who own boats and yachts will contribute tons of revenue to infrastructure (fuel, restaurants, and supporting amenities) and spread the word that Nashville is a place to visit by water. It is certainly a lot easier and more enjoyable way to travel than the roadways. Security is a must because boaters typically are a trusting breed but will expect some form of a secure location when docked over night. Tailgating on a boat is unique and very enjoyable for those who do it. -lease provide accommodations for a safe, well equipped marine area when developing the New East Bank of Nashville.

Rating **Agree**

Topics **Boating access**

Source **Online**

Equitable & Affordable East Bank

We would like to incorporate a 200' Observation Wheel into the development.

Rating **Agree**
Source **Online**

Topics **Amenities**

Having taller structures to permit more equitable housing is very important. I think that making apartments actually affordable is important for this area for workforce housing and so all income levels can be intermixed in this environment.

Rating **Agree**
Source **Online**

Topics **Affordable housing**

Yes, we need a variety of housing options at different price points. I'm also in full support more bicycle mobility and safe/protected transportation for both pedestrians and bikes!

Rating **Agree**
Source **Online**

Topics **Affordable housing, Support bike/ped**

We need more than just a commitment for number of housing units, we need a formal plan for delivery. I

Rating **Agree**
Source **Online**

Topics **Implementation, Incomplete - confirmed**

Is there a price range that constitutes "equitable and affordable?" What is that range in terms of housing? Will it be housing that is both for sale and rent?

Rating **Agree**
Source **Online**

Topics **Affordable housing**

I support this so long as it comes to fruition as planned. Providing affordable housing for those who need it, but it also maintained and does not fall into disrepair after 10 years.

Rating **Agree**
Source **Online**

Topics **Affordable housing**

Not enough specifics to really say

Rating **Agree**
Source **Online**

Topics **Uncertain**

Very skeptical of this actually occurring. Nashville needs housing that essential workers and minimum wage earners can afford and developers only want profits. Would love to see more habitat for humanity type groups and involvement. Also need affordable housing that allows pets.

Rating **Agree**
Source **Online**

Topics **Affordable housing, Implementation**

I support a new stadium if the City is investing even more into affordable housing and public infrastructure improvements for Nashville.

Rating **Agree**
Source **Online**

Topics **Affordable housing, Existing communities/neighborhoods, Stadium**

Equitable & Affordable East Bank

It looks like the closest grocery stores (using the current location of Nissan Stadium as a starting point) are the East Nashville Turnip truck (0.8 miles), the Capitol View Publix (1.3 miles), and the Broadway Whole Foods (1.5 miles). These distances seem a bit too far to transport groceries on foot, although are reasonable by bike. It looks like the proposed East Bank 'Frequent Service' routes along Main/Gallatin/Charlotte would grant sufficient access to the Turnip truck and Publix, but it would be great if the Equitable & Affordable concept gave specific attention to the question of food access for the East Bank.

Rating **Agree** Topics **Neighborhood services**
Source **Online**

I support the concept if there are provisions for the boating community to share the benefits of this development with the use of permanent & transient dockage, fuel availability, restaurant and entertainment access.

Rating **Agree** Topics **Boating access**
Source **Online**

Looks very nice

Rating **Agree** Topics **Support for section**
Source **Online**

Though I support the Equitable & Affordable East Bank concept, I have a hard time believing that this will come to fruition in time.

Rating **Agree** Topics **Implementation**
Source **Online**

Please make provision for boaters on the east bank as it used to be. Docking for transient and non-transient tenants, fueling and safety is imperative to continue the thriving water-transportation community that downtown east bank has always been known for.

Rating **Agree** Topics **Boating access**
Source **Online**

The parking lots - too many completely empty parking lots are being unused when people who use the river (for kayaking etc) should be able to access those.

Rating **Agree** Topics **Parking**
Source **Online**

Boating slips or the ability to tie-up to access Nashville from the water for passing through pleasure cruisers.

Rating **Agree** Topics **Boating access**
Source **Online**

Riverfront Nashville needs better access so visitors and locals alike can enjoy the river and more activities along the Cumberland

Rating **Agree** Topics **Waterfront access**
Source **Online**

I don't live in Nashville, but do own a vacant (for now) lot in West Nashville. After a handful of visits to the city from New England, I saw and adored the energy around Nashville - not just on Lower Broadway. I am very excited about all aspects of this concept, and can't wait to see it become a reality.

Rating **Agree** Topics **Support for section**
Source **Online**

Equitable & Affordable East Bank

If Metro used land for affordable housing is all gathered in one area, this creates a lack of economic diversity in an area which detracts from the appeal of city life and eventually leads to a decline of the given area due to the lack of cross-use for different purposes at different times throughout the day. Focus and thought should really be put into how to most diversify the economic makeup of each neighborhood in order to create a thriving city. It is also interesting to talk of equity and affordability knowing that Oracle prompted this East Bank redevelopment plan. Corporations not paying their fair share in taxes and cities subsidizing the wrong things (who is going to pay for the stadium?) has continually left people at a disadvantage so that the wealthy generate more wealth while the working class struggles to keep up. Taxes were only really mentioned in the housing portion. I am not sure how one makes plans for equity without further discussion on that.

Rating **Agree**

Topics **Affordable housing, Diversity, Financial impact**

Source **Online**

It would be nice to have some boating amenities!!

Rating **Agree**

Topics **Boating access**

Source **Online**

Love the improved access to the river. Please prioritize affordable and missing middle housing development.

Rating **Agree**

Topics **Affordable housing, Market rate housing**

Source **Online**

This needs to be for the community and making it equitable and affordable is key to sustainable growth of Nashville.

Rating **Agree**

Topics **Affordable housing**

Source **Online**

It's always hard to tell how these projects will act before they are actually built. In theory the ideas are solid, its just we need to wait for implementation to understand how they will actually work. We don't want to have the properties be sold off to higher end developers to create an exclusive market. But we don't want to have only one demographic either, we need to find that balanced mix. That comes with the retail/grocery/daily/restaurants stores too. If we want to provide affordable homes we need to provide affordable stores. Usually brand new development has expensive businesses come and that instantly segregates the market. We need to keep the business end diverse as well, not only in its culture but price too. So how would cheaper stores be able to rent these spaces, especially local business? Luxury shops are nice for people visiting, but don't tend to be where the people that live here go, so providing the opportunity to let the smaller less income drivin shops thrive

Rating **Agree**

Topics **Affordable housing, Implementation, Neighborhood services**

Source **Online**

Not really into the new stadium idea.

Rating **Agree**

Topics **Stadium**

Source **Online**

I absolutely think affordable housing should be a priority. It will propel the area from another tourist district into something that locals actually want to enjoy.

Rating **Agree**

Topics **Affordable housing, No tourists**

Source **Online**

It all sounds good, but the implementation is always different than the words. What controls will there be to avoid corruption, favoritism, kickbacks etc. Will developers get the upper hand as usual?

Rating **Agree**

Topics **Implementation**

Source **Online**

Equitable & Affordable East Bank

I would like to see more on how this plan will incentivize affordable housing across the plan on both metro owned and private owned property. the Metro owned property is a good start but I would like to see us not have to rely so much on Metro owned property. Creating mechanisms that are enforceable, lawful, and in perpetuity will be important.

Rating **Agree**
Source **Online**

Topics **Affordable housing**

please include a large enough marina to accommodate boat traffic/visitors!

Rating **Agree**
Source **Online**

Topics **Boating access**

The concept is amazing. Residents will like to have a timetable once things are in motion.

Rating **Agree**
Source **Online**

Topics **Affordable housing, Implementation**

It must include at least 2000 affordable units that are truly affordable for those living at or below the poverty line. Additionally, it must remove impervious surfaces along the Cumberland riverbank and regenerate the Riverbank with resiliency and biodiversity in mind. If it does not do these things, I'm fully opposed to this plan.

Rating **Agree**
Source **Online**

Topics **Affordable housing, Flood protection**

It's only equitable and affordable if there are reasonably priced groceries and good transit to other parts of the city within walking distance. This is not Whole Food or Publix.

Rating **Agree**
Source **Online**

Topics **Neighborhood services, Transit**

Not enough specifics about total units to be produced Currently only about 2400 at Cayce.

Rating **Agree**
Source **Online**

Topics **Affordable housing, Implementation**

would like to see more investment in 0-60% AMI. Would like to see places in the east bank that you don't need to pay to play.

Rating **Agree**
Source **Online**

Topics **Affordable housing**

we have a housing shortage, would love to see more options for people and denser housing

Rating **Agree**
Source **Online**

Topics **Market rate housing**

The one item that is missing is a nice marina with restaurant, docks for boats to stay overnight off of the main river. Boating is HUGE in this area and not even a mention of this as a revenue generator for this project. There are all sizes of boats that could come to downtown and enjoy what Nashville has to offer -- spend money and tell others about our great city. MANY other river front cities have this -- why is this not something that is in the concept for. I see some pictures -- but nothing spelled out about boating, marina, docks,

Rating **Agree**
Source **Online**

Topics **Boating access**

Please add a library and other things for the people who live here. The plan looks like a design created for tourists only.

Rating **Agree**
Source **Online**

Topics **Neighborhood services, No tourists**

Equitable & Affordable East Bank

Until we get concrete about number of affordable units created, it is hard to trustUp to 80%ami100 year affordability

Rating **Agree**
Source **Online**

Topics **Affordable housing**

Agreed that the city should use available tools to address housing affordability and cultivate a mixed income residential neighborhood, but not all tools available are effective, despite good intentions.Strongly encourage consideration for the analysis and outcome based solutions presented here: <https://ourbuiltenvironment.substack.com/p/americas-affordable-housing-problem>

Rating **Agree**
Source **Online**

Topics **Implementation**

Transit-focus development needs to be a top priority for our city.

Rating **Agree**
Source **Online**

Topics **Transit**

It's clear from the neighborhoods that have been built in and around downtown lately that affordability is next to impossible. The best way to make any level of affordability viable is to design the new neighborhood to make it viable to live without a car. That means get rid of the ridiculous parking minimums, and don't design streets for high-volume car traffic, which keys developers to build everything around huge expensive parking garages.

Rating **Agree**
Source **Online**

Topics **Affordable housing, Limit cars / parking**

Nashville needs as much affordable housing as it can get!

Rating **Agree**
Source **Online**

Topics **Affordable housing**

As much affordable and subsidized housing for low income Nashvillians is a must. Housing for homeless Nashvillians should be included as well.

Rating **Agree**
Source **Online**

Topics **Affordable housing**

I believe we are missing an opportunity to make Nashville an even greater city, utilizing our Downtown's location on the Cumberland River to attract boaters from around the country and world. The Tax revenue gained by a vibrant marina with water, fuel, electricity, and restaurant, from visitors to our city could provide ONGOING additional funds to provide all the other things you are trying to accomplish with a one- time influx of funds. I appreciate your efforts on this project. I have attended several meetings and have heard others express a desire for an enhanced boating experience for residents and visitors to Downtown Nashville.

Rating **Somewhat agree**
Source **Online**

Topics **Boating access**

I think this sounds good on paper, but is very difficult to accomplish. In addition it is sometimes difficult to keep crime rates low where low income housing is available. I think this area should be a crown jewel of Nashville. I do very much support housing for the artists that come to Nashville and I am very supportive of providing housing to the artists that are the ones visitors really come to see. I believe we should do all we can to continue to make Nashville, Music City.

Rating **Somewhat agree**
Source **Online**

Topics **Affordable housing, Crime**

Equitable & Affordable East Bank

So how are members of East Bank selected for residency? Is there a selection process? If one is admitted does that give one membership to East Bank and special access keys to East Bank facilities? Are members tasked with certain responsibilities as a condition for retaining membership? How long will someone's residency be before they are replaced with new members who get selected to live?

Rating **Somewhat agree**
Source **Online**

Topics **Affordable housing**

I strongly agree with using equity as a guiding principle for this document. However, key details on exactly how the city will deliver equitable goals are missing and this undermines the impact of this statement. There need to be deliverables, benchmarks, and not just a vision to ensure accountability.

Rating **Somewhat agree**
Source **Online**

Topics **Implementation**

I support the idea of increasing affordable housing, but whether it ends up in this east bank area vs elsewhere I don't think is essential. Riverfront property is likely to be premium residential area and might not be the highest priority location.

Rating **Somewhat agree**
Source **Online**

Topics **Affordable housing**

A more detailed insight of affordable housing and transit needs to be more depth. The WeGo needs a new garage with an attached transit center to offset the issues and overcrowding it has with WeGo central. The better details the better people will stand with and for it.

Rating **Somewhat agree**
Source **Online**

Topics **Affordable housing, Transit**

Needs SAFE bike lanes

Rating **Somewhat agree**
Source **Online**

Topics **Support bike/ped**

The east bank needs to provide overnight and daytime docking facilities for local and transient boat traffic. Knoxville, Nashville, and Clarksville all have more boater-friendly waterfronts than the music capital of the world. The former West Bank docking facility needs to be fixed or removed.

Rating **Somewhat agree**
Source **Online**

Topics **Boating access**

AFFORDABLE. Make things AFFORDABLE for Nashvillians, not transplants, not tourists — for our teachers, our service industry workers, our government employees, etc & their families. The rest of East Nashville is no longer affordable to realistic human beings.

Rating **Somewhat agree**
Source **Online**

Topics **Affordable housing, East Nashville**

My support for the concept is conditional as long as any planning decisions result in an outcome of truly economically equitable and affordable for the median wage workers whose income is \$38,000.

Rating **Somewhat agree**
Source **Online**

Topics **Affordable housing, Inclusiveness**

Equitable & Affordable East Bank

Responsible development with a proper mix of housing is important. But letting this be the primary driver could hinder development. Finding new / unique ways to truly subsidize the costs to keep unit pricing low is important. Like lower ground lease rates in addition to the other federal, state, and local incentives available.

Rating **Somewhat agree**

Topics **Affordable housing**

Source **Online**

I'd like to know how the city will actually be able to keep costs down and housing affordable in this area? There's no rent control anywhere in the city as it is. Most rents anywhere inside the 40/65 loop have gone up by \$300 a month. As soon as this is built, how will anyone be able to afford to live there?

Rating **Somewhat agree**

Topics **Affordable housing**

Source **Online**

I'm not sure about the viability of some of the 'affordable housing toolkit' methods in Nashville's market. Currently, affordable housing in Nashville seems only feasible when sanctioned by Metro (MDHA owned, voucher properties). Tools like LIHTC or even community-based agreements (CBAs) aren't often used by developers because it's voluntary and Metro is limited by the state to mandate/require affordable housing. Without requiring the development community to build affordable, or at least reserve a portion of units to be affordable, I don't imagine there will be much progress for privately developed affordable housing.

Rating **Somewhat agree**

Topics **Affordable housing, Implementation**

Source **Online**

I agree that the East Bank should be equitable and affordable. The idea and goal are worthy but don't seem reflected in the Plan at all in any measurable way. Instead the Plan makes reference to them without actually committing to any real, concrete goals. This Plan should not only be specific in what it wants to see from affordability and accessibility standpoints, but, importantly, be specific in how these goals will be achieved.

Rating **Somewhat agree**

Topics **Affordable housing, Implementation**

Source **Online**

Better utilization of this property is a must and done properly will create community space. The new park is too oriented toward tourists (think Walk of Fame Park). Parks for neighbors must have playgrounds, ball courts, walking loops, picnic pavilions and other amenities, not just open lawn and hard scape.

Rating **Somewhat agree**

Topics **Neighborhood services, Tourism support**

Source **Online**

Housing and skyscrapers need to be taller

Rating **Somewhat agree**

Topics **Market rate housing**

Source **Online**

I support it on paper, but I don't think the plans that have been proposed actually do what the concept suggests. How can anything be equitable & affordable if it is still built around an \$2 billion stadium that doesn't allow locals to have non-profit events or even be on the property many days of the year?

Rating **Somewhat agree**

Topics **Affordable housing, Stadium**

Source **Online**

It's alright

Rating **Somewhat agree**

Topics **Uncertain**

Source **Online**

Equitable & Affordable East Bank

I support equitable and affordable housing and business for locals. Everything is geared towards getting people to move here but what about those of us who have lived here their whole lives. Those who went to schools here and want to continue to live here. We are being pushed out. Let's invest in already established neighborhoods. Let's stop tearing down trees, because let's be honest that's what is going to happen, and then wonder why we keep flooding here. Let's invest in the infrastructure of our city. Not just the downtown area but all of Nashville. We need to invest in the well being of the city instead of putting in a New East Bank that will only drive prices up and push people out. And let's stop making tall buildings that are covering up the Batman building in the skyline. Every picture depicts the Batman building but if you look, you barely see it because every building is just as tall.

Rating **Somewhat agree**

Topics **Affordable housing, Existing communities/neighborhoods, Native landscaping / ha**

Source **Online**

Lost opportunity for revenue by not including a marina with accommodations for overnight travel.

Rating **Somewhat agree**

Topics **Boating access**

Source **Online**

I think it is going in the right direction but such a small part of it will actually be ""affordable"" to the Nashvillians that have been displaced. I would like to see a larger area dedicated to affordable housing. The ""affordable"" needs to be based on the average cost of living prior to the influx of out of highly paid out of towners.

Rating **Somewhat agree**

Topics **Affordable housing**

Source **Online**

Boat docks and fuel station so boaters from upriver and downriver can access Downtown venues

Rating **Somewhat agree**

Topics **Boating access**

Source **Online**

Metro needs to make sure there is a dock available for boats near downtown town. Traffic comes from Kentucky, Mississippi and more on their way to enjoy the Tennessee River and lake system.

Rating **Somewhat agree**

Topics **Boating access, Waterfront access**

Source **Online**

Public transportation is the key component here. Expensive parking lots solve no problem.

Rating **Somewhat agree**

Topics **Limit cars / parking, Transit**

Source **Online**

Don't know enough about affordable housing to know how it folds into a space like this or who qualifies. I speak from the perspective of a \$150k household income professional. I have family in the \$70k household income who are desperately looking for housing--can't even find anything in Fairview. I don't think they would want to live in an urban high rise. They also don't self-identify as low-income.

Rating **Somewhat agree**

Topics **Affordable housing, Market rate housing**

Source **Online**

Optimistic to think you can create a truly vibrant retail/commercial streetscape without dramatically increasing the cost of surrounding housing. Equitable and Affordable sound nice, but unlikely in reality.

Rating **Somewhat agree**

Topics **Affordable housing, Implementation**

Source **Online**

Equitable & Affordable East Bank

East Bank concept is fine. We also need a West Nashville concept. Clean up Brookmeade Park and return the greenway and Cumberland River to this Nashville neighborhood instead of passively turning a blind eye while this Cooperville encampment grows.

Rating **Somewhat agree**

Topics **Existing communities/neighborhoods**

Source **Online**

delays caused by metro in development and the subsequent realigning of planned developments are incongruous with the notion of wanting affordable housing on the east bank. These actions by planning cause developers to have to build higher and more expensively, all resulting in the need to achieve higher rents. Two lower-scale developments that have been submitted for grading permit are not mentioned in any of the 'Planning Context' for east bank developments and these two developments show multiple roads going through them. All of which will cause the developer to have to build higher scale on smaller parcels and achieve higher rents to support that. Therefore, saying you want 'affordable' housing or combatting rising housing costs and shortages is absolutely a good thing, but Metro's actions themselves are the opposite of this. The concept of 'equitable' also needs to apply to developments as well and it is not.

Rating **Somewhat agree**

Topics **Private property**

Source **Online**

How can we make sure that local business stay? I live in East and many small local restaurants have been pushed out or their leases not renewed bc of the increasing price of the land. We need to protect these local business. How can we make sure that all of the affordable housing is not right next to each other? Can we talk about taxes? Is oracle going to pay for this?

Rating **Somewhat agree**

Topics **Financial impact, Small businesses**

Source **Online**

If focus is on public spaces like parks and a variety of housing - yes, I support.

Rating **Somewhat agree**

Topics **Housing mix, Open space**

Source **Online**

How affordable are the residential homes? What percentage of the homes are truly “affordable?” Who determines the percentage of the affordable housing? Who monitors that the percentage of “affordable was” is achieved? Where are the residents currently residing in the Cayce Homes to go? Surely they can’t afford an upscale place or they would have already moved from this area.

Rating **Somewhat agree**

Topics **Affordable housing**

Source **Online**

Yes, but what about existing infrastructure needs? There are existing neighborhoods that need this level of love, too.

Rating **Somewhat agree**

Topics **Existing communities/neighborhoods**

Source **Online**

The city, county, and state have an extremely rare and unique opportunity in front of us to strategically develop 300+ acres of prime downtown land. I agree with the sentiment that the East Bank vision should be inclusive in many aspects, obviously. This will be created by the public parks, walkability, and accessibility to this underutilized area. I believe this could also be achieved by Metro acquiring portions of these areas for public services, non-profit offices, etc.. However, while I understand that Nashville, Tennessee, and the entire United States is facing an affordable housing crises, I do not believe that this should be a focus within the East Bank vision. As your presentation stated, there are currently 0 residential units within this zone. Thus, I don't understand why affordable units would need to be a big push for this direct area. Instead, I think that Metro should use proceeds from this area to invest in affordable housing elsewhere and improving current issues.

Rating **Somewhat agree**

Topics **Market rate housing**

Source **Online**

Equitable & Affordable East Bank

"Equal access to all transportation users and modes" is not achieved. There is still clear deference to cars. If every single street is open to cars, but not every street is open to bikes, and not every street has buses, how can we possibly claim that there is equal access?

Rating **Somewhat agree**

Topics **Limit cars / parking**

Source **Online**

Nashville's history of promising to work on providing affordable and equitable housing and then failing to do so makes me feel skeptical that this project will work out the way it is described. Too often there are concessions made to developers in terms of tax incentives that take money from funds to support infrastructure and other needs, or allowing developers to skirt rules that are intended to protect the environment or needs of citizens. It often means that these great plans fail to provide what those who live here really need. The city has a proven track record of making big plans like this and then just doing whatever feels good at the time and abandoning the plans (see Nashville Next for example).

Rating **Somewhat agree**

Topics **Affordable housing**

Source **Online**

I cannot strongly agree without knowing a specific number for affordable housing, and what price points would those homes be; additionally, what qualifications will it take to qualify for those homes.

Rating **Somewhat agree**

Topics **Affordable housing**

Source **Online**

I'd like to see more details regarding economic impact and budget. This plan should also be equitable towards current residents who pay taxes that fund our government. I don't have faith in current officials who squandered boon time tax revenues and raised taxes during an unprecedented pandemic. Previous administrations could not even follow through on simple plans like building sidewalks, so I'm skeptical the city government can accomplish a vision this big. This really just seems like a ploy to gain public support to use our tax dollars to renovate the stadium.

Rating **Neutral**

Topics **Economic development, Financial impact**

Source **Online**

I feel like I could have used more materials demonstrating what use of the existing stadium would look like in the future plan. There was only one slide for this option of development while the other maps, slides, and 3D model showed the new stadium plan exclusively.

Rating **Neutral**

Topics **Stadium**

Source **Online**

Affordable housing is certainly one of the most pressing issues for Nashville. AND pleasant communities including lots of affordable housing are what will make Nashville attractive and sustainable for businesses and individuals. I would assert that since we are so far behind on the affordable housing needed in Nashville, at least 90% of East Bank housing be affordable. First priority should be section 8 and homeless housing, then moving up the scale to work force and other levels of housing that are affordable. I believe we do not need any more "market rate" housing in Nashville.

Rating **Neutral**

Topics **Affordable housing**

Source **Online**

I don't know enough to make a decision about it.

Rating **Neutral**

Topics **Uncertain**

Source **Online**

Equitable & Affordable East Bank

I'm not fully certain if what is stated will unfold and manifest to support the true needs of the city like infrastructure, true affordable housing, climate change efforts , etc. It seems this is an ambitious tasks, and is this genuinely to address the ongoing issues or for more profit in the city?

Rating **Neutral**

Topics **Existing communities/neighborhoods**

Source **Online**

The vision plan mentions affordable housing goals and some tools that could be used to ensure affordable housing gets built, but it's hard to evaluate the plan without specific numbers. At the very least, the plan should include a minimum percentage of housing units that will be built for lower income residents. Otherwise, developers will always build more expensive units because they're more profitable.

Rating **Neutral**

Topics **Affordable housing**

Source **Online**

I have grown up boating on the river. We continue to boat on this river as do many of our friends and family. Nashville is missing a huge opportunity if we don't develop this river with water traffic in mind. The revenue streams are limitless from restaurants to docks. Simply look at other cities. This is a no brainer!!! In addition the kayakers and paddleboarders..... Those folks will come to these places and spend money as well!

Rating **Neutral**

Topics **Boating access**

Source **Online**

Definitely excited about the idea of supporting black and brown owned businesses. With the addition of affordable housing into the area metro will also need to consider potential for higher needs for safety patrol in the public parks and greenway spaces to ensure that the whole area feels safe, clean, and secure for all.

Rating **Neutral**

Topics **Affordable housing, Open space, Small businesses**

Source **Online**

I think including race as a determining factor only creates more issues. We also need to understand we are not going to be able to provide everyone with affordable housing near downtown. There are cheaper options of housing outside of Nashville proper that should be utilized.

Rating **Neutral**

Topics **Affordable housing, Race**

Source **Online**

Nashville should allow landowners the ability to develop whatever the market will support without restriction.

Rating **Neutral**

Topics **Private property**

Source **Online**

I worry about the overbuilding in Nashville as well as marketing it as affordable housing. My concern is that this is a way for big contractors to continue to overbuild and get kick backs, tax breaks by offering a few “affordable housing” units. The infrastructure in Nashville is suffering, police ,fire, medics, are all understaffed as it is. You have to manage your infrastructure along with your development.

Rating **Neutral**

Topics **Affordable housing, Existing communities/neighborhoods, Infrastructure**

Source **Online**

The market should dictate the price of housing without any public money to offset costs.

Rating **Neutral**

Topics **Market rate housing**

Source **Online**

Equitable & Affordable East Bank

Seems like 'affordable', 'safe', and 'riverfront' aren't compatible. Even if you build a bridge and clear those invasive plants...expensive and where will everyone park?

Rating **Neutral**

Topics **Affordable housing, Connect across river, Parking, Waterfront access**

Source **Online**

This plan needs to provide better use of the Cumberland River. With out adequate dock space with over night hook ups Nashville is missing out on revenue and visitors to the city

Rating **Neutral**

Topics **Boating access**

Source **Online**

Concepts:1.☐roportionate affordable housing units. In the presentation hosted by Nashville planning and Walk Bike Nashville- it was estimated that 20,000 to 50,000 residential units (more likely 30k) could be in the four new neighborhoods. Mayor Cooper's 2022 affordable housing task force stated that their needs to be an additional 53,758 units at a rate of 4,800 per year (page 28). The four East Bank neighborhoods should take on an equitable share. Metro needs to define affordability.2.☐inance: lessons from the Music City Center's CBID. It seems reckless to favor new neighborhoods while forsaking... Nashville.3.☐Where are the schools? Schools (page 49). Consider UT- Nashville. 4.☐There is no option 'B' (Page 63). Whether or not there is going to be a new stadium is a political decision. But so is the decision to not have a stadium. Should Nashville refuse to build a first class (possibly domed) stadium, the NFL will leave Nashville. Continue the grid.

Rating **Neutral**

Topics **Affordable housing, Existing communities/neighborhoods, Financial impact, Stadiu**

Source **Online**

Housing must stay affordable for Nashvillians within this new development, mixed income housing is amazing, but there must be a clear path of making sure units stay affordable, and not become another 12th South where Nashvillians can not afford to live in it or near it. The action steps in Point 2 in the Executive Summary must be carried out to the fullest to protect the livability of these new neighborhoods and to support the affordable housing, childcare, and food availability in these areas.

Rating **Neutral**

Topics **Affordable housing, Implementation**

Source **Online**

We need housing for people that are willing to work and be part of the downtown development. Housing should be affordable and close to the area that they are working. In this case, I support the equitable and affordable concept. However, I do not support building low cost/free housing for those that are living off the system and are demanding access to the nice things that our tax dollars are being used to develop. Related to the existing low-income housing in Nashville (section 2 on the map), what is the plan to address the high crime rate for this area so that it is not repeated in the newer, expanded multi-level housing?

Rating **Neutral**

Topics **Affordable housing, Crime**

Source **Online**

Not sure eliminating parking for Nissan Stadium/downtown events, including the Grand Prix for businesses and housing will work. Although I've just glance over, there was no mention of parking for stadium events. No tailgating?!?

Rating **Neutral**

Topics **Improve auto access/parking, Stadium**

Source **Online**

How will you handle increased traffic in this area?

Rating **Neutral**

Topics **Improve auto access/parking**

Source **Online**

Equitable & Affordable East Bank

While low income housing is noble in concept, it's unlikely that this can be incorporated successfully in this area while making it a place where businesses want to invest. The key is to keep the area clean and safe so that families and businesses will want to move into this area.

Rating **Neutral**
Source **Online**

Topics **Market rate housing**

Seems rushed. Communities normally take decades to evolve. This plan appears to expedite development when the city lacks the infrastructure to drive more traffic to the downtown core. Should the Titans suddenly become a lackluster team, the finances will go sour because attendance will decline and the revenue from nearby businesses will not support the bonds.

Rating **Neutral**
Source **Online**

Topics **Financial impact**

I live downtown and would love to see the east bank development but I truly am so concern that our Mayor/Govnr do not have a grip on this city. We need to put a stop to anymore development so we can catch up our infrastructure and review how many people are actually moving into Nashville. Our city (especially downtown) is filthy, crime ridden and unsafe with no sidewalks. This is not the Nashville it use to be. When are we going to just stop and concentrate on getting it right/better or are we so money driven we do not care about our communities.

Rating **Neutral**
Source **Online**

Topics **Against East Bank redevelopment, Crime**

Please define what the hell you mean by Affordable.

Rating **Neutral**
Source **Online**

Topics **Affordable housing**

I support housing on the east bank. I also support utilizing the natural river as a valued resource to attract boating visitors to downtown away from the bridge structures. There is a tremendous opportunity for the international boating community to visit Tennessee and Nashville by water. This untapped resource in downtown Nashville should be a priority. The Cities with a vibrant boating community bring an international element to the boating community and marina revenues.

Rating **Neutral**
Source **Online**

Topics **Boating access, Housing mix**

Nothing new here

Rating **Neutral**
Source **Online**

Topics **Uncertain**

The East Bank vision does not seem equitable to all of Nashville. Nor do we know that it will be affordable to build, to maintain, or to live.

Rating **Somewhat disagree**
Source **Online**

Topics **Affordable housing**

The Vision Plan does not represent the Middle Tennessee and Davidson County Resident Boaters equally and equitably. Of all the Plans this use case is the only one potentially generates revenue stream. All other public access spaces are a cost base.

Rating **Somewhat disagree**
Source **Online**

Topics **Boating access**

I don't know if I believe that you should control the pieces of an area that will be luxurious.

Rating **Somewhat disagree**
Source **Online**

Topics **Market rate housing**

Equitable & Affordable East Bank

The idea of 3600+ units in that area that already feels choked with traffic at certain times of the day and during any kind of event feels like too much when alternative transportation is not being adequately addressed in this city. We are building more, more, more without doing anything to the woefully lacking transportation infrastructure. Traffic and parking is a nightmare and there aren't enough consistent, affordable, and reliable alternatives. There is also not nearly enough green space in this plan.

Rating **Somewhat disagree**

Topics **Improve auto access/parking, Open space**

Source **Online**

I do not feel that the Vision Plan represent the Middle Tennessee and Davidson County Resident Boaters equally and equitably. A marina would be a money generating operation for dining, football games, downtown Nashville merchants etc. What is being described thus far is a taxpayer burden via Metro funding.

Rating **Somewhat disagree**

Topics **Boating access**

Source **Online**

The phrasing of this question is "push polling" -- more a sales pitch than an effort to gather information. You should change the survey to find out what people think, not what you want to hear. Despite the named aspiration, the concept is not sufficiently equitable and affordable. Nashville needs vastly more affordable housing. According the the mayor's Affordable Housing Task Force, the greatest need is for households earning less than 30% of AMI. Cayce Place doesn't provide any NEW affordable housing -- just one-for-one replacement. We need many thousands of units more. A roof over people's heads is more important than a roof over a stadium.

Rating **Somewhat disagree**

Topics **Affordable housing**

Source **Online**

Most of the are is in a flood plain. A 500 year floodplain doesn't mean once every 500 years but a 1 in 500 chance year round. It's foolish to put homes and businesses in a flood plain which will flood again.

Rating **Somewhat disagree**

Topics **Flood protection**

Source **Online**

It is obvious that Nashville needs a huge park like Central Park in New York. There's no place to even walk a dog downtown. I lived down there for six years. All Nashville Politicians care about is drawing even more crowds and over-development. That is the last thing we need.

Rating **Somewhat disagree**

Topics **Open space**

Source **Online**

Worried about current business being displaced.

Rating **Somewhat disagree**

Topics **Existing communities/neighborhoods**

Source **Online**

Not enough attention has been given to boaters who use the East Bank including, but not limited to, fuel and docking options for day and overnight stays.

Rating **Somewhat disagree**

Topics **Boating access**

Source **Online**

It is already really hard to get in and out of East Nashville, especially during rush hour traffic and events at Nissan Stadium. Adding more to the area without a new exit off the interstate, designed for East Nashville neighbors, makes me nervous. I also don't want this area to be filled with AirBnBs, bachelorette parties, and more party atmosphere. I already can't take my kids downtown.

Rating **Somewhat disagree**

Topics **East Nashville, Improve auto access/parking, No tourists**

Source **Online**

Equitable & Affordable East Bank

The flowery language and warm fuzzies smell of BS. What is meant by affordable?

Rating **Somewhat disagree** Topics **Affordable housing**
Source **Online**

Concerned it will raise rent prices in East Nashville and displace residents

Rating **Somewhat disagree** Topics **Affordable housing, East Nashville**
Source **Online**

Concerned about displacing my business for a new road.

Rating **Somewhat disagree** Topics **Spine road / multimodal**
Source **Online**

Environmental impact. High prices for middle class.

Rating **Somewhat disagree** Topics **Affordable housing**
Source **Online**

The Vision Plan does not represent the Middle Tennessee and Davidson County Resident Boaters equally and equitably. Of all the Plans this use case is the only one that generates revenue stream. All other public access spaces are a cost base.

Rating **Somewhat disagree** Topics **Boating access**
Source **Online**

I am all for the equitable part of the concept but the 'affordable' part gives me pause. So much emphasis is being given to 'affordable housing' in this plan yet the area in question is prime property. Based on the plan, we will have a \$2 billion stadium, the new state of the art Oracle campus, and then some low cost (read: for poorer folks) residential buildings. This does not make sense to me. Why not have luxury residences such as condos built for professionals to lease to help recover some of the costs of these projects? If not, then it seems that folks like me who are upper middle class will end up footing the bill for an area we will rarely use/visit.

Rating **Somewhat disagree** Topics **Affordable housing, Financial impact, Market rate housing**
Source **Online**

I support affordable mixed use housing. However, I have little confidence that Metro is willing to stick with a commitment to hold developers to what affordable means. Example: The River Run apartment fiasco. Also, high-rise housing is generally not suitable for families or the under paid employees of our community. It is largely being occupied by high earning millennials and Gen-Xers hired by companies like Amazon and Oracle. Metro need to get tough on corporations rather than enticing them on tax breaks. Their tax breaks cost us mightily in the long run. There needs be way more focus on the needs of the disadvantaged and the homeless in our community.

Rating **Somewhat disagree** Topics **Affordable housing, Implementation**
Source **Online**

What do these words actually mean? Will white people be allowed to live there? I have my doubts...it's an extremely high crime area as it is and it's only going to get worse because the mayor and council simply don't care.

Rating **Somewhat disagree** Topics **Crime, Diversity**
Source **Online**

Equitable & Affordable East Bank

Prime real estate near downtown and the river should be utilized for its most valuable use case. The highly compensated Oracle employees will need somewhere to live and if they push out farther into East Nashville from there they'll end up raising the prices of those neighborhoods. Nashville does need more affordable housing but this doesn't strike me as the best place for it. If it's developed as luxury condos, apartments, and townhomes, couldn't the resulting tax dollars be used to help build affordable housing in North Nashville or elsewhere in East? This is not a case of destroying affordable housing to replace it with luxury housing. As you note frequently in the report there is currently zero housing on the East Bank of any kind. If there is affordable housing included here I would push for it to be a small proportion.

Rating **Somewhat disagree** Topics **Market rate housing**
Source **Online**

I want PROOF the current residents are able to make the move from their current Cayce homes to the new “affordable housing.” The rest of the plan is mostly ok

Rating **Somewhat disagree** Topics **Affordable housing**
Source **Online**

My very first thought is this was planned by folks with " degree's " I was just at The Village community meeting with the Mayor & a concerned citizen said that statement .The same thing was said of how lived experience is not paid to input on what we need in the spaces we also live in , historically & systemically it's normally outsourced. This may be an amazing plan for some but is it inclusive of ALL humans who will suffer because of it is the root of what we are speaking about . Non profit's like mine thankfully finally have The Village to teach us how to be ready for " competitive grants " But in this Housing crisis could you please not only read my survey & implement what I say without me ? Honestly , that's as far as it will grow without the ones that lived the experience & can change the entire cities infrastructure / economy if only heard .I don't have a degree but I have real life fast , climate friendly , weather compatible solutions again if only heard .

Rating **Somewhat disagree** Topics **Inclusiveness**
Source **Online**

Great concept. Too much jargon. Give us details on how you’re going to achieve this and fund it.

Rating **Somewhat disagree** Topics **Implementation**
Source **Online**

Market will serve everyone the best

Rating **Somewhat disagree** Topics **Market rate housing**
Source **Online**

The area can also be utilized to bring revenue into the city. The river is an excellent resource to entice boaters. This would allow residents of the greater Nashville area a special and unique route into town adding excitement and romance. Exited people of means spending money could provide an excellent source of income to the city, and to those who depend on the entertainment industry for income.

Rating **Somewhat disagree** Topics **Boating access, Financial impact**
Source **Online**

Affordability, Access, Environmental & Sustainability measures are not sufficiently forward thinking.

Rating **Somewhat disagree** Topics **Affordable housing**
Source **Online**

Equitable & Affordable East Bank

I have not heard in the meetings how the plan benefits the community and how the plan would create generational wealth for Nashville and its citizens. Something like "This would also benefit the people of South Nashville, because.." or "This would additionally benefit the people of North Nashville by..." I would be able to put more belief in this plan.

Rating **Somewhat disagree**

Topics **Existing communities/neighborhoods**

Source **Online**

Need to have more for boaters traveling through Nashville. Docks. Gas. Food & provisions. It would bring so many boaters = more revenue for Nashville.

Rating **Disagree**

Topics **Boating access**

Source **Online**

It's a flood zone. Increasing utilization on the East Bank will put more homes and businesses in potential flood situations while also increasing the possibility of flooding on the West Bank.

Rating **Disagree**

Topics **Flood protection**

Source **Online**

It's not equitable. Zero small business that currently operate in this region that drive a significant direct source of revenue to the city and a large sales tax presence we're not consulted or responded to.

Rating **Disagree**

Topics **Small businesses**

Source **Online**

Seems impactable or would require substantial public funds to subsidize the real cost of new construction. Public funds should not be focused on one group but utilized to develop infrastructure. That will encourage private funds that can be used as investor and developers determine to be cost effective.

Rating **Disagree**

Topics **Financial impact**

Source **Online**

Once again Nashville is wasting the value of the waterfront. You would think we could figure it out with a look at Knoxville and Chattanooga. With a modest investment in more docks kept under proper repair (unlike the current City embarrassment) with power, water and proper policing, the City could bring in a significant new source of revenue for local businesses and restaurants.

Rating **Disagree**

Topics **Boating access**

Source **Online**

Affordable housing in this location will only be 'affordable' for the original sale, then it will be subject to market forces and essentially a lower quality product. Also, it would likely manifest in the form of apartments.

Rating **Disagree**

Topics **Affordable housing, Housing mix**

Source **Online**

The current equitable and affordable part of east nashville caye homes is currently a large part of east nashville and brings the most crime to the area. The new east bank should not be focused on this and I worry it will bring down the potential of the area. Currently not safe after dark between 5th and 9th and I would hate for this investment to be the same way.

Rating **Disagree**

Topics **Affordable housing, Crime**

Source **Online**

I believe that we need to focus on the established neighborhoods of Nashville. They have far to long been ignored.

Rating **Disagree**

Topics **Existing communities/neighborhoods**

Source **Online**

Equitable & Affordable East Bank

Until we have a more specific commitment to affordable housing on public land, it is difficult to supportNumber of units% AMIPerpetual affordability

Rating **Disagree** Topics **Affordable housing**
Source **Online**

I think what would be more effective is placing this money in already established neighborhoods and communities.

Rating **Disagree** Topics **Existing communities/neighborhoods**
Source **Online**

I think the East Bank provides an opportunity to greatly increase the tax base for the city. Certainly the entire community should have access to the river, green space, etc, but it would make more sense for the concept to maximize property value so that more funds are available for affordable housing units in less expensive areas of the city.

Rating **Disagree** Topics **Financial impact, Open space**
Source **Online**

Where are people going to park? I would appreciate seeing an area for children with sensory disorders. I think this could be a really great idea but not interested in more shops and restaurants. I would like to see something free for families and have a strong consideration for people with disabilities.

Rating **Disagree** Topics **Improve auto access/parking, Inclusiveness**
Source **Online**

Equitable to who? the investorsAffordable to who? Affordability is driven by market forces not government. Unless you want to enslave people to the government.Unless your going to give free land and builders will build at cost affordable homes, then affordable will not happen.Let me remind you when McWherter back in the 90's torn down all the public housing off roberston rd. and rebuilt new home at a cost of \$300,00 each for a 1,000sqft home. I was working with a build who was building 2800-3200 sqft homes at a cost \$185,000+/-So don't give this B.S. about government doing affordable housing.Have you gotten a firm price from Mr. Icons heirs to how much they want for the scrap yard? That stretch of highway at shelby is the worst bottleneck in this state and unless you can alleviate the traffic around there forget it! you aint getting my support not matter how much lipstick you put on this pig.

Rating **Disagree** Topics **Affordable housing, Market rate housing**
Source **Online**

Boaters are not being considered at all, and they are a vital part of the community needing fuel and docking options.

Rating **Disagree** Topics **Boating access**
Source **Online**

Please invest in affordable housing in existing neighborhoods, preferably ones that are not in a floodplain like East Bank. As someone who works in the stormwater industry, I think it is a horrible idea that we are potentially putting this much investment and housing into a known floodplain.

Rating **Disagree** Topics **Affordable housing, Existing communities/neighborhoods, Flood protection**
Source **Online**

Too much building has turned Nashville into a generic city .

Rating **Disagree** Topics **Unique character**
Source **Online**

Bad timing. Our infrastructure is a mess. Fix that first.

Rating **Disagree** Topics **Existing communities/neighborhoods**
Source **Online**

Equitable & Affordable East Bank

The principles of equity and affordability are correct, but the plan seems in actuality to be destined to create a tourist facing district only meant to service a new Titans stadium first, tourists second. Further, the attempts to separate this plan from the stadium proposal is a farce. The reality is it is neither equitable nor promoting of affordability to build a \$2 Billion football stadium, which is an outrageous expense to incur considering all of Nashville's other needs.

Rating **Disagree**

Topics **Affordable housing, Existing communities/neighborhoods, Stadium**

Source **Online**

There is not enough housing in the plan.

Rating **Disagree**

Topics **Housing mix**

Source **Online**

Equal but classy. Keep honky tonk vibe on Broadway, east bank should be clean, classy, mixed use (eating, outdoor spaces, exercise, and focal points (views of Broadway / downtown) and accessible without having to cram on one pedestrian bridge (think titans games) continuous riverwalk to showcase river (build in flood control, marinas, affordable/ free attractions (fountains, activity areas, viewing points, bridges, etc).

Rating **Strongly disagree**

Topics **Flood protection, Neighborhood services, Waterfront access**

Source **Online**

The recently released "State of Neighborhoods" report that was issued by N2N gives a complete picture of the overall state of the neighborhoods in Davidson County. When you read the report you will see that we are at a crisis point in needs not being met and the Planning and Zoning Commission turning a deaf ear to the requests of neighborhood leaders. We do not need to spend money on the East Bank, but on the neighborhoods that need many infrastructure improvements.

Rating **Strongly disagree**

Topics **Existing communities/neighborhoods**

Source **Online**

The plan does not provide for enough supply of housing to ensure affordability. Too many resources are devoted to parking which drives up costs and reduces affordability.

Rating **Strongly disagree**

Topics **Affordable housing, Limit cars / parking**

Source **Online**

We have crumbling infrastructure everywhere. We need to invest in repairing our existing infrastructure, rather than creating new things to maintain. We need to stop trying to build to support businesses that are known to be bad actors.

Rating **Strongly disagree**

Topics **Existing communities/neighborhoods**

Source **Online**

Too many roads for cars. No streets wide enough for cars.

Rating **Strongly disagree**

Topics **Limit cars / parking**

Source **Online**

We don't need this boondogle, not when there are other ways the City could spend its money to more directly benefit the citizens. It appears the powers that be are only interested in downtown and tourists. Abandon or at least shelve, this project and focus on the needs and wants of people who live in other parts of Nashville.

Rating **Strongly disagree**

Topics **Existing communities/neighborhoods**

Source **Online**

I do not believe we need a new neighborhood for rich people downtown. Why don't you try doing public works in literally any other part of the city, dipshits. My neighborhood barely even has sidewalks.

Rating **Strongly disagree**

Topics **Existing communities/neighborhoods**

Source **Online**

Equitable & Affordable East Bank

Waste of money

Rating **Strongly disagree**
Source **Online**

Topics **Against East Bank redevelopment, Financial impact**

We don't need a new neighborhood and we don't need to fund the Titans. Let the Titans pay all of the bill for covering the stadium. This is not a taxpayer responsibility.

Rating **Strongly disagree**
Source **Online**

Topics **Stadium**

"Equitable" and "affordable" will only make the East Bank a crime ridden area. The focus should be on providing a world-class destination that encourages tourists and locals alike to visit and spend money. It does not need to be "affordable"; it needs to be classy and iconic. Nashville already has an extreme homeless issue. It is scaring off tourists. The affordable housing should not be placed in an area that is intended to attract tourist. Otherwise, it will only be a matter of time before the word gets out that its unsafe to visit the East Bank.

Rating **Strongly disagree**
Source **Online**

Topics **Crime, Economic development, Tourism support**

Your focus on race is deplorable.

Rating **Strongly disagree**
Source **Online**

Topics **Race**

More condos and less apartments

Rating **Strongly disagree**
Source **Online**

Topics **Homeownership**

Overall - Not enough detail on how these businesses and housing will be dedicated to locally supported business and people. We don't need more big chain businesses and Airbnb's or high priced condos at the price to the taxpayer and displaced residents. This doesn't do anything for Nashville locals, which is what the mayor promised he would deliver.

Rating **Strongly disagree**
Source **Online**

Topics **Implementation, No tourists**

East bank will be flooded in ten years. I guarantee it.

Rating **Strongly disagree**
Source **Online**

Topics **Flood protection**

Targeting BIPOC, as listed in 4.2, because of their race is not only racially discriminatory and therefore evil, but it is also not as good of a demographic indicator of oppression as things like parental education levels, wealth, and incarceration history.

Rating **Strongly disagree**
Source **Online**

Topics **Diversity**

Make the titans pay for their own stadium. How are you going to build this concept through the middle of Carl Ichan's scrap yard or the train tracks?

Rating **Strongly disagree**
Source **Online**

Topics **Stadium**

Equitable & Affordable East Bank

Neighborhoods throughout the city are dying from over-gentrification and under-investment by the city. Before building an entirely new neighborhood, the city needs to improve transportation, including public transportation, do something about the lack of affordable housing, and show residents that it cares about the people who already live here, not just about "new investments."

Rating **Strongly disagree**
Source **Online**

Topics **Affordable housing, Existing communities/neighborhoods**

"Affordable" as defined here is far from being what Nashville really needs. We need CHEAP housing, and it needs to be owned by Metro so it always stays cheap. Nashville does not need a new football stadium, and if the titans demand one they can get a new one somewhere else.

Rating **Strongly disagree**
Source **Online**

Topics **Affordable housing, Stadium**

There is nothing distinct in this plan - nothing that makes it relevant to Nashville and the Nashville brand. I see no creativity or appreciation for the ""space between the notes"" that is Nashville. This plan could be for any city. Build it for Nashville versus the current politically driven national narrative.

Rating **Strongly disagree**
Source **Online**

Topics **Unique character**

Land for road expansion only taken from a few landowners. We feel all property owners should have been treated equally and land should have been taken from more land owners. Land and property owners should be treated fairly.

Rating **Strongly disagree**
Source **Online**

Topics **Private property**

This plan does solve the issue with homeless. Between this project and the Titan stadium this will increase property taxes. The plan benefits the rich friends of the mayor.

Rating **Strongly disagree**
Source **Online**

Topics **Financial impact, Homelessness, Stadium**

We don't need more development on the water. If people want to take their boats on it they can take it to the boat ramp. Additionally, the environment surrounding the river is vital to preserve for animals and wildlife.

Rating **Strongly disagree**
Source **Online**

Topics **Boating access, Native landscaping / habitat, River quality**

Stop using tax dollars to fund buildings for billionaires.

Rating **Strongly disagree**
Source **Online**

Topics **Financial impact**

My opinion is, it's just another name for gentrification. Have the families that already live there been thought of

Rating **Strongly disagree**
Source **Online**

Topics **Existing communities/neighborhoods**

Leave it alone, let private business develop what is profitable... aka capitalism.

Rating **Strongly disagree**
Source **Online**

Topics **Private property**

Equitable & Affordable East Bank

I think it should be open to all with a built real affordable apartment system for the folks to live on that work in the city.

Rating **Strongly disagree**

Topics **Affordable housing**

Source **Online**

The plan does not take full advantage of the river. I'd suggest that you build a waterfront similar to the riverfronts in Chattanooga, Knoxville and Memphis. They have a focus upon using the river for commercial purposes - mainly restaurants, river walks, paddle sports, docks, services and marinas for boaters (both day usage and overnight docking). This could be a key revenue source - both for business and generate tax revenues - a benefit for the city that, in turn, could pay for all of the services that Nashville wants to provide.

Rating **Strongly disagree**

Topics **Waterfront access**

Source **Online**

We must not ignore the history of East Nashville and it's people. I have seen no mention of this as they building this new development. African American history gets lost again.

Rating **Strongly disagree**

Topics **Historic preservation/interpretation**

Source **Online**

How are you determining what is affordable especially since the major rent hike in the city

Rating **Strongly disagree**

Topics **Affordable housing**

Source **Online**

This entire area is prone to flooding. Nashville is overrun with building & developing right now & it needs to stop. Affordable living is not rents or housing starting at \$1500 per month or more. There is nothing affordable about this. The location & the chance of flooding on a consistent basis is history. This is NOT a good idea for this area. There are also the chances of there being hazardous material buried there as well as possible burial grounds that are, as of now, unknown.

Rating **Strongly disagree**

Topics **Affordable housing, Against East Bank redevelopment, Flood protection, Soil conta**

Source **Online**

The plan does not show how it will help those without housing. It does included much for small business and Nashville has a transit problem it does address that nor does equitable income for those who are in low income ratio.

Rating **Strongly disagree**

Topics **Homelessness, Small businesses, Transit**

Source **Online**

As a neighborhood leader, and a participant in the Neighbor 2 Neighbor Non-Profit, I know neighborhoods are suffering greatly. The report entitled, "State of the Neighborhoods" that was recently published, my community is not the only one begging the Planning Department to make decisions based on a comprehensive look at an entire neighborhood. Instead the Planning Department just sees a proposed development and views it "with blinders on" as if they don't remember they just approved a development on the same street that is already stressed to the max. Schools are over-crowded, traffic snarls are at an all time high, air quality is poor, fire and police protection is not nearly sufficient. We do not need to spend the dollars we know will eventually be spent on such a development as the East Bank. First, our infrastructure needs should be met in the existing neighborhoods.

Rating **Strongly disagree**

Topics **Existing communities/neighborhoods**

Source **Online**

Transit will be a huge part of the equitable aspect. Market rate units become more affordable when transit is available. Units should also become more affordable when Parking is NOT required or mandated not to be built. Limiting parking and the subsequent construction cost of parking (especially below grade) could help thi gs be more affordable.

Rating **Strongly disagree**

Topics **Affordable housing, Parking, Transit**

Source **Online**

Equitable & Affordable East Bank

I don't believe that low income Nashville residents should be pushed from their homes whether they rent or own the property the idea of low income residents being forced to move out of county or into affordable housing units for urbanization and infrastructure is getting out of hand. I seen that Nashville plans to have 52,500 affordable housing units by 2030. Nashville is already getting congested, the plans to make the city better is great but I plans to continue my life here as I get older. I want to be a home owner with my own property and land not a condo or townhouse owner and definitely not living in an "affordable housing unit" for the rest of my life.

Rating **Strongly disagree**

Topics **Affordable housing**

Source **Online**

No viable support for boaters. No slip, no fuel, no sanitation services. No one is going to leave their boat tied up to an unsecured dock next to low rent housing in order to spend money in local venues.

Rating **Strongly disagree**

Topics **Affordable housing, Boating access, Waterfront access**

Source **Online**

With cost of all the build out it no be affordable

Rating **Strongly disagree**

Topics **Affordable housing**

Source **Online**

We have an opportunity through these efforts to utilize the Cumberland River to deliver additional activities and revenue sources via the river. Ideally Nashville could develop a marina or overnight amenities for boaters both locals and visitors. Enabling water activities would diversify our cities attractions and allow additional visitors to our city.

Rating **Strongly disagree**

Topics **Boating access**

Source **Online**

Need facilities for boats ;marinas; daily docks;gas; accessible restaurants; handicap walkways; transportation stops for boat owners to go into Nashville

Rating **Strongly disagree**

Topics **Boating access**

Source **Online**

I do not choose or feel a need to pay for a "new" neighborhood when my tax money is not used to maintain or support my neighborhood. My property will lose value to the shiny new city & I will be forced to pay for all of it.

Rating **Strongly disagree**

Topics **Existing communities/neighborhoods, Financial impact**

Source **Online**

Looks good on paper - but your information leave a lot of questions still to be answered.

Rating **Strongly disagree**

Topics **Implementation**

Source **Online**

Instead of spending money on something "shiny and new," why not address the existing problems of Nashville: inadequate and ineffectual public transportation; solid waste issues; lack of recycling; pot holes; inadequate numbers of police, fire and EMTs; poor performance in schools; lack of sidewalks and bike lanes; upgrade signalization devices; stop giving away the city and address the needs of the citizens.

Rating **Strongly disagree**

Topics **Existing communities/neighborhoods, Financial impact**

Source **Online**

Use tax \$ for fixing our existing problems. Reclaim Brookmead Park. Fix the roads, pick up the trash, replace worn out water and sewage systems. Lower taxes if nothing else.

Rating **Strongly disagree**

Topics **Existing communities/neighborhoods, Financial impact**

Source **Online**

Equitable & Affordable East Bank

I am not yet convinced this concept will catalyze an "equitable and affordable" East Bank. I am concerned this plan will do more harm than good for residents of existing nearby neighborhoods through a rise in property taxes and an increased strain on infrastructure. I do not believe the affordable housing piece of this is fledged out enough. There are simply not enough units to move the needle on our housing crisis, especially considering the public infrastructure costs the project brings. What is the net benefit to Metro taxpayers?

Rating **Strongly disagree**

Topics **Affordable housing, East Nashville, Existing communities/neighborhoods, Financial**

Source **Online**

Flood zone. Should be open green space. Cost of infrastructure and new stadium is outrageously high and burden fir taxpayers.

Rating **Strongly disagree**

Topics **Financial impact, Flood protection, Open space, Stadium**

Source **Online**

I believe in Equality. Not Equity. Equity is reverse racism. One nation, One people, Equal rights.

Rating **Strongly disagree**

Topics **Race**

Source **Online**

Section 8 housing is a joke and will drag down the entire area. No reasonable person wants to live in a building paying market with neighbors who are living in similar accommodations are paying a fraction of that. If you pay nothing, you care nothing - it will drag down not only the individual building but the entire area around it. You can't demand a hand out and prime real estate, sec 8 housing can go elsewhere.

Rating **Strongly disagree**

Topics **Affordable housing, Market rate housing**

Source **Online**

Equitable and affordable appears to be unaffordable for the essential low wage unskilled workers. Taking away the parking that is used daily by downtown workers, reducing the vehicle traffic lanes, and removing on-street parking also makes the downtown core less affordable and accessible to the essential low wage unskilled workers. Will the affordable and equitable housing provide free parking for the residents and their visitors, and will the affordable price be available to the Section 8 housing vouchers?

Rating

Topics **Affordable housing, Improve auto access/parking**

Source **Online**

This survey only asks us to validate concepts within the plan, rather than the scope of the plan, nor does it ask us to consider this plan in the context of other civic priorities.

Rating

Topics **About survey**

Source **Online**

What are Nashville's overarching goals? Does it have a visionary purpose? Is it all about consumer culture or do we also want to be able to organize together as a community to improve the world in different ways? What outlets will be available for people to be able to come together as a community and volunteer to use their skills and gifts outside of their everyday jobs? People want to be part of something greater than themselves and to be part of making a positive impact locally and globally. Nashville has strengths. It needs to look to the communities it has already and improve and develop them further. It has a strong music community and biomedical sciences community among others. How do we play upon the strengths we have and build on them, empower them with resources they need, and have outlets available for them to volunteer in meeting Nashville's overarching goals? What goals does Nashville have that it can use its community to accomplish (healthcare, sustainability, etc.)?

Rating

Topics **Community spaces, Existing communities/neighborhoods**

Source **Online**

Equitable & Affordable East Bank

Nashville gets compared to Atlanta all the time, with Atlanta's traffic and sprawl as the cautionary tale we should work to avoid, but I think the more relevant lesson comes from Atlanta's goal to build 5,000+ affordable units along the Beltline. My understanding is that Atlanta initially struggled to reach that goal precisely because it was a goal and not a policy mandate; I think they have only been able to approach the goal more recently due to Atlanta's Inclusionary Zoning requirement. Since we lack that "stick", I don't think Nashville can expect to get the same results using only "carrots"...

I am very happy with the overarching goals that have been outlined for the East Bank; I think you all and Metro Planning have done a remarkable job to set up the "Overton window" to get broad support for affordable housing as a major element of the East Bank plan. But I agree with Kelsey: I think using Metro's land -- and Kelsey had a great thought that Metro could swap land with some of the private owners to create a more diversified patchwork of public/private ownership -- is the best and only way to ensure genuine affordability in the East Bank.

Rating
Source [Email](#)

Topics [Affordable housing](#)

Any development plan needs to include affordable housing.

Rating
Source [Online](#)

Topics [Affordable housing](#)

I did not see anything about affordable or workforce housing. This was requested many times by many people. I need to know why this request was ignored. If people working in the area, live in the area. You cut down on transportation, absenteeism, tardiness. It should make it easier to hire dedicated workers.

I also want this to be for Nashvillians, not tourists.

Rating
Source [Email](#)

Topics [Affordable housing](#), [No tourists](#)

I support the noble ambitions of this East Bank initiative, however I see no mention or consideration of enhancing the riverfront infrastructure to encourage and enable better boating access and use of this area. It would be unfortunate to miss this opportunity to provide expanded and improved docking provisions, fueling options, marinas, restaurants, etc., which would generate considerable revenue and extend the use of this entire area.I support the noble ambitions of this East Bank initiative, however I see no mention or consideration of enhancing the riverfront infrastructure to encourage and enable better boating access and use of this area. It would be unfortunate to miss this opportunity to provide expanded and improved docking provisions, fueling options, marinas, restaurants, etc., which would generate considerable revenue and extend the use of this entire area.

Rating
Source [Online](#)

Topics [Boating access](#)

It's critical that this amazing opportunity is utilized to provide housing for all. The convenience of this location makes it perfect for residents that work in the downtown area. In the absence of a robust transit system - proximity to work is critical and makes all things more affordable.

Rating
Source [Online](#)

Topics [Housing mix](#)

Equitable & Affordable East Bank

Page 41 of the pdf/page 57 of the draft study:

• In the section titled guiding principles for future housing goals, I would make the bullet point expand to all rooms sizes. The bullet currently reads in the draft plan: “Dedicated unites in a building should be comparable to unrestricted unites in terms of bedroom size and quality.” I think this should expand to not just name bedroom size, rather replacing the word ‘bedroom’ with the word ‘room’.

• Will affordable housing include owner-occupied units as well as rental units? My comment would be to include owner-occupied and rentals, but the majority of housing being dedicated to owner-occupied to support building generational wealth.

Rating

Topics **Affordable housing**

Source **Email**

- Housing equity – Metro:

- Fully support the goals relating to housing equity (affordable and attainable housing) – it will require a robust conversation on how that may be defined through long term develop agreements, but that is critical to the success.

- Housing Equity- Private: I believe the housing equity approach and long term development agreements should apply to all areas within the East Bank, not just o Metro -owned parcel, for this to be considered a success. The privately owned parcels are benefitting from the upzoning and infrastructure, etc and should participate in the housing solution perhaps at a minimum of 10% of product.

Rating

Topics **Affordable housing**

Source **Email**

I strongly believe that any housing developed on Metro land needs to be affordable, prioritizing 0-60% but allowing up to 120% AMI. The market will take care of market-rate folks on the privately owned land. The city’s most valuable resource is its land – which is the one thing it truly has control over. I might be getting cynical watching our real estate market, but without inclusionary housing policies that actually guarantee private developers will participate, we’ll be relying on creating and “selling” incentives to people whose primary motivation is profit. I imagine Metro would spend far more in incentives – and the requisite time and energy for marketing, technical assistance, and ongoing compliance – hoping to entice private developers to get a fraction of the affordability. 70% of Nashvillians are in the 0-120% AMI income brackets. If we want an East Bank that is representative of the city at large, then we need all units on Metro land – as well as a significant portion of privately owned land – to serve that population.

If I’m wrong and we’re able to get developers to buy into one of the existing programs *at scale and depth of affordability* then by all means, have at the market rate. But I would much rather see us set a higher bar for the plan, and phase out restrictions if we feel that we’ve reached a critical mass. If we start too low we’ll never solve our housing crisis and will end up with an East Bank that is only accessible to a lucky few.

Rating

Topics **Affordable housing**

Source **Email**

1. Please provide the actual costs, the breakdown of financial responsibilities for residents, public/private businesses, agencies, etc. to best disclose actual equitable and affordable. 2. What percentage of responsibility for payments will filter to residents, citizens, tourists, etc.?3. What physical, mental, and/or emotional health, safety, welfare are associated with developing infrastructures of this magnitude? 4. How are emergency services, fire safety, policing, Codes, Public Works, etc. calculated in the financial processes for this proposal/plan?5. More data variables are required before I can honestly agree or disagree.

Rating

Topics **Financial impact**

Source **Online**

Safe & Simple Connections

Rating	Percentage
1 Strongly agree	40.3%
2 Agree	24.1%
3 Somewhat agree	9.9%
4 Neutral	9.3%
5 Somewhat disagree	4.2%
6 Disagree	4.4%
7 Strongly disagree	7.7%

The more opportunities to use public transit and access distinct bike lanes and wide sidewalks the better. When cities are planned to be easily navigated by more than cars people are more likely to use transportation that's not cars. I'd love to see wider, safer bike lanes and sidewalks with direct routes to the other side of the river throughout the East Bank AND East Nashville. It would be incredible to connect the existing East Nashville neighborhoods to these newly developed ones so the expanded car free transportation alternatives draw everyone on this side of the river to connect with downtown and the river.

Rating **Strongly agree** Topics **East Nashville, Support bike/ped, Transit**
Source **Online**

We absolutely need a multi-modal bridge connection between east Nashville and Lebanon Pike for local traffic. Multi-modal should at minimum include vehicle, pedestrian, bicycle, bus rapid transit. It should also include room for a future potential light rail line (perhaps sharing space with the bus rapid transit lane).

Rating **Strongly agree** Topics **Connect across river, Support bike/ped, Transit**
Source **Online**

To encourage the execution of this plan by the private sector I believe Metro needs to commit to funding and constructing the basic infrastructure - public roads, water, storm and sewer.

Rating **Strongly agree** Topics **Infrastructure, Street grid**
Source **Online**

Not having our major transit paths have to run through downtown first, then back out again is important -- that is the downfall of many spoke-and-wheel city plans. Being able to use the "webs" (lateral connections between pikes) strengthens our lacking east-west connectivity. I think the city-wide connection from Brick Church Pike / White's Creek Pike --across the East Bank -- into Murfreesboro Road and to the airport is incredibly spot-on! Especially, thinking how these connections feed out into a regional transit plan. These are the areas with the highest ridership, some of the greatest need, and most available existing infrastructure capacity.

Rating **Strongly agree** Topics **Transit**
Source **Online**

Lot of good elements here. The main problem is that the spine street as shown looks like it's designed for high-speed, high-volume traffic, which will destroy any attempt to make the neighborhood pedestrian-friendly. Nobody wants to cross 6 lanes of whizzing traffic that can kill you with one mistake. No one wants to sip coffee on a patio next to cars blaring by at 50 mph. If you spend 15 minutes watching tourists trying to get across KVB to get downtown, you can see how "multimodal" it is.

Rating **Strongly agree** Topics **Limit cars / parking, Spine road / multimodal**
Source **Online**

Safe & Simple Connections

The more mass transit options the better. If those options also allow the surrounding area (such as Mt. Juliet) easier access to Nashville, all the better. And for those who are against the idea of mass transit, remind them, the more people that take th

Rating **Strongly agree**
Source **Online**

Topics **Transit**

Multimodal connections are key to support the cities overall growth.

Rating **Strongly agree**
Source **Online**

Topics **Support for section**

Boating and docks are an important aspect to any multimodal transportation plan around the east bank. The river offers opportunities for lots of water based activities and transportation.

Rating **Strongly agree**
Source **Online**

Topics **Boating access**

Love it!

Rating **Strongly agree**
Source **Online**

Topics **Support for section**

Pedistreian and bike access from east Nashville to the existing east bank area is currently impossible. Fixing the barrier that I-24 creates is paramount to the successful integration to the city as a whole. I'm skeptical about building a new street to bring cars from Dickenson/Ellington/ect is going to in any way make the area MORE pedistreian friendly.

Rating **Strongly agree**
Source **Online**

Topics **East Nashville, Support bike/ped**

I'm in favor of developing the riverfront downtown to include more outfitter access and river activation / activities.

Rating **Strongly agree**
Source **Online**

Topics **Boating access, Waterfront access**

I believe that cars should be given the least priority to this project. I'm hoping, as are most Nashvillians, that transit, pedestrian, and cycling will be the main transportation focus.

Rating **Strongly agree**
Source **Online**

Topics **Limit cars / parking, Support bike/ped, Transit**

-
- * Bike lanes should be present on the boulevard. The only conflict points with buses would be crossings, and those occur with or without the bike lanes.
 - * Bike and pedestrian experience on bridges should be considered far more carefully
 - * The lack of alleys is concerning. If delivery vehicles can pull into drives as temporary parking, they will
 - * Having the level of performance for cars be the metric which every alternative is negotiated against corrupts this plan's multimodal goals from the start. Why not start with providing safe bike and pedestrian access everywhere and work backwards to see how much space is left for cars?
 - * Having car-free spaces and providing access to private property are not mutually exclusive

Rating **Strongly agree**
Source **Online**

Topics **Limit cars / parking, Spine road / multimodal, Support bike/ped, Urban form**

The titans stadium already makes its absolutely impossible to drive out of east Nashville to the rest of the city during games. It is extremely important that metro comes up with excellent ways of managing traffic and a street map that makes sense in order to support even more traffic on the east bank.

Rating **Strongly agree**
Source **Online**

Topics **Improve auto access/parking, Stadium**

Safe & Simple Connections

so excited about the multiple connections a BUS HUB ON OUR SIDE OF THE RIVER!, and the bicycle connectivity. love it!

Rating **Strongly agree**
Source **Online**

Topics **Support bike/ped, Transit**

I love the idea of the dedicated bike lanes and protected bike/pedestrian paths. We need this throughout Nashville!

Rating **Strongly agree**
Source **Online**

Topics **Support bike/ped**

Dedicate bike paths off the roads are more effective than protected bike lanes on the roads. People should be able to live anywhere in East Bank and get to downtown on a bike or walking with almost no time spent sharing a road with cars.

Rating **Strongly agree**
Source **Online**

Topics **Support bike/ped**

Definitely think more bike lanes the better!

Rating **Strongly agree**
Source **Online**

Topics **Support bike/ped**

I am a car owner and street-parker in East Nashville, but I have found that biking is far-and-away the best way to commute around East Nashville because it avoids traffic, is safer, and is all around more enjoyable! I also commute to downtown Nashville by bike on Davidson Street and strongly support maintaining a safe, dedicated bike corridor from East Nashville to downtown along the river.

Rating **Strongly agree**
Source **Online**

Topics **Support bike/ped**

We should prioritize people over cars - bigger sidewalks and hard barriers between car lanes and bike lanes (include landscaping with trees in to barriers).

Rating **Strongly agree**
Source **Online**

Topics **Limit cars / parking**

I fully support the proposed BRT infrastructure and improved pedestrian and bicycle infrastructure.

I do hope that the proposed East Bank and River North greenways follow through with ample off-street connectors and connecting greenways to bike lanes to bike routes. This would allow the greenways to truly be used for transportation, and not just recreation.

Ideally some day in the not-so-distant future Nashville will roll back the clocks to the 1920s and have a comprehensive LRT network in addition to the proposed BRT routes... but this is a start at least.

Rating **Strongly agree**
Source **Online**

Topics **Greenways, Support bike/ped, Transit**

Docs for transit boaters to come from a hickory lake for the day and return or to doc overnight. Fuel facilities are necessary to encourage cruising from a lake or from the Rock Harbor area.

Rating **Strongly agree**
Source **Online**

Topics **Boating access**

Bike access and lanes are crucial to any current and future transportation within cities.

Rating **Strongly agree**
Source **Online**

Topics **Support bike/ped**

Safe & Simple Connections

Love the focus on bus and biking options. This will allow pedestrians to travel through this part of town with dignity.

Rating **Strongly agree**
Source **Online**

Topics **Support bike/ped, Transit**

Biking and greenways could transform the area! I think this is the most important feature.

Rating **Strongly agree**
Source **Online**

Topics **Greenways, Support bike/ped**

This seems highly conceptual based on our city's history with public transpo Good Luck!

Rating **Strongly agree**
Source **Online**

Topics **Transit**

Walking and biking are key to the success of the East Bank truly feeling like a part of Nashville and not another appendage like Metro Center. The issue I have with the current plan as drawn in the separate bike facilities off of the main East Bank Boulevard. We are well known for our tourism and no matter what, there are going to be people on electric scooters and bicycle bikes trying to navigate the area. Incorporating space for all of the needs on the central spine and most activated street is essential since people will flock to it whether the additional space is there or not. The Gulch is an excellent example of what to avoid. There isn't the room, but people will take scooters there without concern for their own safety. The system should be designed with any street with vehicle speeds over 20 MPH to have curb separated bike facilities, but fully separate from pedestrian ways to minimize conflict.

Rating **Strongly agree**
Source **Online**

Topics **Spine road / multimodal, Support bike/ped**

i agree with the concept abstractly. i have strong doubts about Metro's willingness to bring the concept to reality, having seen the current proposal.

Rating **Strongly agree**
Source **Online**

Topics **Implementation**

Great ideas and please focus on a the Greenway Extension and also 5.3 with the different street tiers. More protected bike lanes would be great to keep everyone safe!

Rating **Strongly agree**
Source **Online**

Topics **Greenways, Support bike/ped**

I'm thrilled at the possibility of finally have dedicated transit lanes. Maybe this city will actually take investment in transit seriously.

Rating **Strongly agree**
Source **Online**

Topics **Transit**

I am all for anything that eases traffic into downtown. Moving things like truck stops, warehouses, and other industrial type venues which invite large slower moving vehicles out of the downtown area will help this. So many large trucks on the roads during rush hours make them so much worse. Providing more corridors into downtown will be very nice! I like the bike lanes/walking lanes being off the actual roads. Having them similar to the greenways just off but parallel to the roads would be great and much safer. I like the idea of the better bus routes/stops. I am concerned, however, that it will be a stretch for Nashville residents to give up their cars/trucks/SUVs.

Rating **Strongly agree**
Source **Online**

Topics **Greenways, Limit cars / parking, Support bike/ped, Transit**

Safe & Simple Connections

huge fan of the bike access

Rating **Strongly agree**
Source **Online**

Topics **Support bike/ped**

Please making biking and walking a key and prioritized focus of this. Less cars, more safe ways for people to get around.

Rating **Strongly agree**
Source **Online**

Topics **Limit cars / parking, Support bike/ped**

I am very happy about the plans for improved pedestrian and bicycle infrastructure, but we also NEED light rail! Several places I've travelled have light rail stations nestled within businesses or stadiums. This creates a safer and more comfortable user experience and can also boost business and the economy.

Rating **Strongly agree**
Source **Online**

Topics **Support bike/ped, Transit**

At the very least, It is critical to connect Dickerson to the new blvd. Murfreesboro should also be connected to the new blvd via new bridge along 5th Ave on the east side

Rating **Strongly agree**
Source **Online**

Topics **Support for section**

Providing safe public transportation will greatly improve a diverse population's willingness to move to Nashville and STAY here. The best and brightest throughout the world come to the US to work and live. However, they are mostly located in urban areas with public transportation. Nashville needs to think big to attract the best and brightest. Ultimately it will be beneficial from a humanistic perspective as well as a financial perspective.

Rating **Strongly agree**
Source **Online**

Topics **Economic development, Transit**

One transportation mode is watercraft on the river and that seems to always be overlooked in development.

Rating **Strongly agree**
Source **Online**

Topics **Boating access**

Will allow more people to move safely and fluidly in and out of the area.

Rating **Strongly agree**
Source **Online**

Topics **Support for section**

Connectivity is important especially with less parking for titans games

Rating **Strongly agree**
Source **Online**

Topics **Managing events**

Lots of bus lanes and bike lanes that connect up to other greenways would be amazing

Rating **Strongly agree**
Source **Online**

Topics **Greenways, Support bike/ped, Transit**

Safe & Simple Connections

I really think a good, flat walkable and biking network is extremely important. As someone who bikes around the area, there are so many hills and road obstacles that get in the way from a safe and fun journey into the city. I think it is important to have this area prioritize walking and biking as it is very close to the greenway connections. I would enjoy the opportunity to be able to ride from Stones River Greenway into the East Bank and not have to worry about vehicular traffic or sharing the road with other motorists.

There should be several parking garages that are at least 5 stories high to accommodate vehicles, so that this area can be walkable and bike-able. (Think how downtown Franklin has parking garages)

Rating **Strongly agree**

Topics **Parking, Support bike/ped**

Source **Online**

Metro Nashville simply cannot handle the amount of traffic it currently experiences. Properly planning ahead for this issue can ease some of the problems we're seeing with the density of the area. Creating safer, more pedestrian friendly streets can decrease reliance on vehicles to get around. Including infrastructure for ride sharing pickup/drop-off can reduce/eliminate traffic build-ups on major streets. Likewise, providing areas/alleys where local deliveries and loading/unloading can occur without blocking the public right of way can alleviate traffic blocks, keep back of house services away from the public experience, and preserve a cleaner streetscape. Finally, planning for public transit infrastructure is vital for a healthier Downtown/East. The more people that can eliminate their dependency on the car, the better this city will become. With much of the Downtown area already in development, could the East Bank become a transit hub for the city?

Rating **Strongly agree**

Topics **Limit cars / parking, Support bike/ped, Transit, Urban form**

Source **Online**

This is a great idea, and should be implemented in EXISTING NEIGHBORHOODS. I drive by bellevue middle school every day, and there are no sidewalks, bikelanes, or even shoulders on the road. Kids are forced to walk in the road.

Rating **Strongly agree**

Topics **Existing communities/neighborhoods**

Source **Online**

All new streets should be multimodal. All new intersections should be roundabouts unless there are compelling reasons why a traffic signal is the best solution.

Rating **Strongly agree**

Topics **Support for section**

Source **Online**

Nashville's public transit is not something to be proud of. It is not practical to anybody who owns a vehicle. By providing safe and efficient alternative modes of transportation, it will be better for the surround communities and the environment.

Rating **Strongly agree**

Topics **Transit**

Source **Online**

I am concerned that there isn't a more comprehensive look at how the potential for this multimodal concept would support active transportation use through the city and into the region. It seems very localized to the East Bank.

Rating **Strongly agree**

Topics **Lack of citywide impact**

Source **Online**

The fewer vehicles driving through the area the better. It should be a safe area where people feel safe walking and biking with a large parking lot or garage easily accessible for people to get to then walk around.

Rating **Strongly agree**

Topics **Support bike/ped**

Source **Online**

Safe & Simple Connections

Totally agree. People need to be able to walk safely around East Nashville without fear of being mugged, beaten, or worse. They also need safe lanes for pedestrians and bicyclists. Most people do not feel safe walking after dark due to the crime. I am amazed that the high crime rate was not specifically addressed as chapter in the summary. You can build and make things nice, but if the thugs are not addressed, nothing will change.

Rating **Strongly agree**

Topics **Crime, Support bike/ped**

Source **Online**

Love it! Hope that the main boulevard has severe traffic calming measures and doesn't pose an unfriendly barrier bisecting the neighborhood. Replicating the current state of streets like Jefferson or Rosa Parks would be disastrous for the safety, livability, and continuity of the neighborhood.

Rating **Strongly agree**

Topics **Support bike/ped**

Source **Online**

Overall, I strongly support increasing the number of bike, pedestrian, and transit facilities on the east bank. I have the following concerns with the draft concept:

- No bike lanes were provided on the Boulevard. Cyclists will end up biking on the boulevard to get to destinations on that road and to access the bridges that cross the river.
- It does not seem like any consideration has been given to loading/access for businesses on the "side" roads. Delivery trucks will stop in the bike lane if it is not fully protected. Demonbreun hill is a perfect example.
- I would prefer to see protected bike lanes at a different grade than the sidewalk (like 12 south). Pedestrians will walk in the bike lane if it's at the same level.
- Overall, this plan is car-centric. A 6-lane boulevard will not be inviting to pedestrians and cyclists no matter how wide the sidewalk is. Increasing the tolerance for car delay is still basing the design on the vehicular experience.

Rating **Strongly agree**

Topics **Limit cars / parking, Spine road / multimodal, Support bike/ped, Transit**

Source **Online**

I strongly support the safe and simple multimodal connections concept, and I think Metro needs to include a bridge connection from East Nashville to the Murfreesboro Pike corridor to help reduce congestion in/around the East Bank and -- most importantly -- to connect those neighborhoods more meaningfully.

Rating **Strongly agree**

Topics **Connect across river, East Nashville**

Source **Online**

Fully support this concept, but the bike lanes need to be protected. Without a physical barrier, cars will invade bike space. Even in the case of buffer zones. A recent study from the University of Colorado Denver and the University of New Mexico found that cities whose bike lanes were physically protected lowered the rate of injury and death by 44% on average, for everyone.

Rating **Strongly agree**

Topics **Support bike/ped**

Source **Online**

A long time coming!!!

Rating **Strongly agree**

Topics **Support for section**

Source **Online**

Safe & Simple Connections

Wide thoroughfares with space for pedestrians and bicycles are a must. The addition of green space and plantings in the streets would be a huge boon for this area as well. The renderings from this chapter remind me of newer neighborhoods in Dallas, Chicago, and NYC that are so inviting. Nashville needs these types of spaces badly. We would gain so much from having more usable, amenitized, outdoor space near our urban core. Especially if this could be accessed via public transit from other parts of the city.

Rating **Strongly agree**

Topics **Public spaces, Streetscaping, Support bike/ped, Transit**

Source **Online**

Think of reginal connector, community/regional connector, community connector and neighborhood connector. Retain industrial, historical and other elements that can be used as public art .

Rating **Strongly agree**

Topics **Arts / Public art, Unique character**

Source **Online**

I feel strongly that we need a comprehensive plan for the mobility improvements needed east of the interstate, where tens of thousands of people already live and work. Specifically, the community needs to understand the specific improvements to Shelby, Woodland, and Main Street.

Rating **Strongly agree**

Topics **East Nashville, Implementation**

Source **Online**

Multi-modal streets make for safer streets for all users - including car drivers.

Rating **Strongly agree**

Topics **Road safety**

Source **Online**

Yay bike lanes that are protected. I do hope that it's also clear to pedestrians that these bike lanes are just that--for bikes. Riding through the Gulch, tourist pedestrians aren't clued in about this.

Rating **Strongly agree**

Topics **Support bike/ped**

Source **Online**

Continuing the BRT across KVB to the Music City Center is critical to encourage downtown residents and visitors to use public transportation to access the east bank instead of driving. The interstate exits and on-ramps must be reconfigured and in several cases removed throughout this study area by TDOT to allow for the flow of traffic on the interstate to move with less merging.

Rating **Strongly agree**

Topics **Connect across river, Improve auto access/parking**

Source **Online**

Please increase the presence of protected bike lanes so the bikes and scooters could be used for everyday commuting, not just recreational use. Only see bike lanes on the two north south routes. How do you move between them safely?

Also, main retail/restaurant street is central spine road but I can't ride my bike there?

This is a unique chance to make a truly walkable, bikeable non-car lifestyle option because we have a blank slate unlike any where else in the city. Please create this option. Thx.

Rating **Strongly agree**

Topics **Spine road / multimodal, Support bike/ped**

Source **Online**

Car free is my preference! (No personal motor vehicles)

Rating **Strongly agree**

Topics **Support bike/ped, Transit**

Source **Online**

Safe & Simple Connections

Bikes!

Rating **Strongly agree**
Source **Online**

Topics **Support bike/ped**

The bridge connecting Murfreesboro Pike and Lebanon Pike areas to East Bank and River North should be a top priority, not a 'maybe one day' wish list item.

Rating **Strongly agree**
Source **Online**

Topics **Connect across river**

Prioritizing pedestrians is key. creating a roads that are pleasant to walk through and are safe. Currently, walking around Nashville with my young children is not enjoyable given the stress of reckless drivers. Also, in general cars/traffic ruin the peace/ambiance of being outside

Rating **Strongly agree**
Source **Online**

Topics **Support bike/ped**

Bus hub, transit and bike lanes/greenways are my highest priority for development of the East Bank.

Rating **Strongly agree**
Source **Online**

Topics **Greenways, Support bike/ped, Transit**

Pollution = minimum
eco-friendly = maximum

Rating **Strongly agree**
Source **Email**

Topics **Support bike/ped**

I support this concept, but there isn't anything particularly visionary presented in this proposal. We have a blank slate and an opportunity to dream bigger!! This vision still prioritizes cars, even after the statement that all modes will be prioritize

Rating **Strongly agree**
Source **Online**

Topics **Limit cars / parking**

The protected bike lanes and new greenways should all be developed. Make the East Bank as bike friendly as possible.

Rating **Strongly agree**
Source **Online**

Topics **Support bike/ped**

I will always advocate for more transit and multimodal opps. I live in Bellevue -- one day I hope the suburbs are included.

Rating **Strongly agree**
Source **Online**

Topics **Transit**

Love the multimodal connections. Maximize sidewalks over roads, please.

Rating **Strongly agree**
Source **Online**

Topics **Support bike/ped**

I think Nashville here has an opportunity to not just capture the potential of this land, but show the potential that our city has by using this project as a green gem. By this I mean: how can we make it more sustainable? Will the buses have better routes and schedules (not only in this area, but all over town)? Have we thought about trains?

Rating **Strongly agree**
Source **Online**

Topics **Transit**

Safe & Simple Connections

I strongly agree with every aspect of this plan.

Rating **Strongly agree** Topics **Support for section**
Source **Online**

I think it's important to provide more walking/biking trails so that people can get around downtown and the river without necessarily needing a car.

Rating **Strongly agree** Topics **Support bike/ped**
Source **Online**

I support Nashville having a robust public transit system for locals to move about the city. As a resident in East Nashville I am vehemently opposed to any transit system whose sole purpose is to extend a lower Broadway/Honky Tonk style bachelorette party scene into East Nashville.

Rating **Strongly agree** Topics **No tourists, Transit**
Source **Online**

I do not live in Nashville, but do own property in West Nashville. When I visit, I bring my own vehicle to travel around the city during the days, then I rely on ride share services at night. It wasn't until I began tuning into the MetroNashville YouTube channel that I learned of WeGo. I hope the East Bank Project is able to make connections to all points in the city, via all modes of transportation.

Rating **Agree** Topics **Transit**
Source **Online**

Multimodal includes boats. The plan should include a large marina thereby allowing locals and travelers to visit our city via the Cumberland River. Nashville should embrace, rather than just build around the Cumberland River which was and still is an important element in Nashville.

Rating **Agree** Topics **Boating access**
Source **Online**

A train that runs around the downtown loop would be great.

Rating **Agree** Topics **Transit**
Source **Online**

Can we please have designated days that the bike lanes are swept? In some parts of the city it's more dangerous to ride in the bike lane than the traffic lane because of all of the rocks and debris.

Rating **Agree** Topics **Support bike/ped**
Source **Online**

The Safe & Simple Multimodal Connections concept is great, but it seems like cars are still given too much focus and not enough transit and transit-related projects are proposed. Although this is a step in the right direction, anyone would agree that this is definitely not enough to solve the transportation problem in Nashville.

Rating **Agree** Topics **Transit**
Source **Online**

This should also include boat traffic as a user.

Rating **Agree** Topics **Boating access**
Source **Online**

Safe & Simple Connections

This is fine but is basically just cars, bikes, and pedestrians, which is what we already have. How will these new areas connect with and support change in the rest of the city. It's currently wildly dangerous to travel by bike or as a pedestrian in the rest of the city in general.

Rating **Agree**
Source **Online**

Topics **Support bike/ped**

I have concerns about the idea of rerouting major arteries through what I hope will be a pedestrian, bike friendly neighborhood.

Rating **Agree**
Source **Online**

Topics **Limit cars / parking, Support bike/ped**

Making the area easy to get to and get around in via multiple forms of transportation should be a priority. If people feel that connecting to the area is too difficult, then they will not go there.

Rating **Agree**
Source **Online**

Topics **Support for section**

I think as design furthers, there needs to be a closer look taken to street sections. If we are trying to not create another Broadway, it would be better to not provide 20' wide sidewalks. Also, if we want a more pedestrian friendly environment on the main road do we just reduce or eliminate on-street parking so that it is more focused on buses and peds? Im really concerned about living in east Nashville and access in and out when all of this gets developed.

Rating **Agree**
Source **Online**

Topics **Limit cars / parking, Street grid**

I hope that there will be less focus on expanding car access to the East Bank and significantly more funding allocated toward creating more functional bus lines (it shouldn't take an hour to go 6 miles on the bus) AND prioritizing two-way protected bike lanes. Drivers in this area are not trained to share the road because they've never been incentivized to behave that way -- that has to change if we want to make roads safe enough to encourage commuter biking from East to downtown.

Rating **Agree**
Source **Online**

Topics **Limit cars / parking, Support bike/ped, Transit**

Not enough specifics in the description to really say how I feel

Rating **Agree**
Source **Online**

Topics **Uncertain**

Yes - I'm sure you all are aware of the general public's thoughts on current and future accessibility and transportation...

This is a rare opportunity to re-grid the inefficient East Bank, add at least 1 new bridge near I-24 where proposed (I think options A and B should be strongly considered together), and add the "spine" connector that has been discussed.

I believe some of the recent and upcoming developments in the traditional downtown core will cause future expansion issues given their proximity to main roads (no room to expand, add parking, and future utility work will be difficult). The East Bank offers an opportunity to build a futuristic city with way more accessibility and public transportation.

We need to consider the "what comes next". We are already noticing some outstanding activity along Dickerson Pike, Trinity Lane, and throughout the expansive East Nashville areas. You can set the precedent for future East-side developments and growth with this work.

Rating **Agree**
Source **Online**

Topics **Existing communities/neighborhoods, Street grid**

Safe & Simple Connections

Would love more (efficient) public transit in Nashville

Rating **Agree** Topics **Transit**
Source **Online**

Be sure to provide connectivity for the greenways over (under) the central connector and over the bridges to downtown. Allow people to safely walk or bike to work. I support complete streets and mass transit. Let's drive down total housing plus transport costs (and save energy and improve our air) by making cars unnecessary. Don't mandate parking spaces for every new unit -- instead charge a lot for parking spaces to reflect the true cost of cars to the community.

Rating **Agree** Topics **Greenways, Limit cars / parking, Spine road / multimodal, Support bike/ped, Trans**
Source **Online**

Blvd should have bike lanes on it in addition to the side streets. If only one were to get them it should be the Blvd because of its north south connection, how busy it is, and the fact that its the major transit route. Being a bike commuter I would prefer to have access to the busy street rather than the sides ones. With their speed at 25 and being only two lanes I feel fine riding on the street in those areas, I don't need to have protection there compared to needing it on the Blvd.

With this being a 20+ year vision I also think we'd want to plan for future transit options and biking hopefully would be a major mode. We should plan to have it in the space now instead of trying to retrofit it into a design that lacks it. It's easier to remove something than try to add it in after the fact.

Rating **Agree** Topics **Spine road / multimodal, Support bike/ped, Transit**
Source **Online**

That doesn't describe your plan.

Rating **Agree** Topics **Opposed**
Source **Online**

Connectivity, especially walk and bike options are key. Don't make this a car-centric development. Prioritize the needs of Nashvillians who live here.

Rating **Agree** Topics **Support bike/ped**
Source **Online**

Need to coordinate transit routes with places people start and finish trips, to minimize transfers and waits. A mobility hub won't fix gaps in the map.

Rating **Agree** Topics **Transit**
Source **Online**

The boulevard should connect more seamlessly to Davidson Street which is the spine of east as you continue south toward Shelby Park.

Rating **Agree** Topics **Spine road / multimodal**
Source **Online**

I am very excited about opportunities for more and better transit. Would love a plan to connect this to Five Points.

Rating **Agree** Topics **East Nashville, Transit**
Source **Online**

No one takes BRT. It's not successful - it's a panacea for public transit supporters. Advocate for light rail. Use East Bank as an opportunity to run streetcars to East Nashville.

Rating **Agree** Topics **Transit**
Source **Online**

Safe & Simple Connections

Yes, but when you connect with other neighborhoods, are those going to get sheltered bus stops, too? Protected bike lanes?

Rating **Agree**
Source **Online**

Topics **Support bike/ped, Transit**

I support any city initiative that will increase the availability and accessibility of public transit.

Rating **Agree**
Source **Online**

Topics **Transit**

My main concern is how Titan's game day traffic will be addressed. It already overwhelms the surrounding neighborhoods, causes delays on 1-24, and shuts down area roads, will there be enough public transport to and from the stadium to incentivize people to use it instead of parking all over the East Bank Area? I see that the plan does address this in chapter 7, but since our public transport is already so under-utilized by the people who would likely be attending the games (read: wealthier folk who drive their own cars and can afford \$150/person tickets) I'm not convinced that it would be effective.

Rating **Agree**
Source **Online**

Topics **Managing events, Stadium, Transit**

There should be minimal buffered bike lanes. When bikers are off to the side without any actual physical deterrent, it can actually be more dangerous for the bikers. Additionally, there is already almost no enforcement of any laws surrounding driving or the roads as is. In the case of buffered bike lanes or other forms of bike lanes that aren't physically protected, automobile drivers will use it to park, pull off to the side, etc.

Rating **Agree**
Source **Online**

Topics **Support bike/ped**

Connectivity is key to ensure they can get to surrounding areas.

Rating **Agree**
Source **Online**

Topics **Existing communities/neighborhoods**

A protected two lane bikeway is CRUCIAL.

Rating **Agree**
Source **Online**

Topics **Support bike/ped**

regional mass transit will be critical to Nashville's growth.

Rating **Agree**
Source **Online**

Topics **Transit**

We would like to incorporate a 200' Observation Wheel into the development.

Rating **Agree**
Source **Online**

Topics **Amenities**

Instead of removing the tracks on the CSX main, why not convert it to passenger rail? It would allow East Nashville residents to quickly get to East Bank and downtown, and cut emissions and parking needs as well. I realize this would be complicated with CSX but man I'm so tired of them parking their freight in my neighborhood and blocking our way.

Rating **Agree**
Source **Online**

Topics **Transit**

This is at least a better direction- but overflowed cost still needs addressed

Rating **Agree**
Source **Online**

Topics **Implementation**

Safe & Simple Connections

East Bank should be as compact as possible to minimize any need for car travel within the district by residents. To that end, the city should focus on pedestrian-first streetscape standards, with very narrow ROW and very short block lengths. This should be the most walkable place in the city, frankly.

Rating **Agree**
Source **Online**

Topics **Support bike/ped**

I think it would be beneficial to have direct transit to the airport, if not within the new vision for the east bank, but somewhere downtown.

Rating **Agree**
Source **Online**

Topics **Transit**

I like what I see in this plan, I only wish we could incorporate a light rail system that is available much more than the Music City Star is.

Rating **Agree**
Source **Online**

Topics **Transit**

streets should have sufficient room for bikes & pedestrians as well as outdoor dining. ensure that delivery trucks do not block bike lanes

Rating **Agree**
Source **Online**

Topics **Support bike/ped**

I like the greater connectivity across the East Bank that the plan is proposing and that it won't be relying as much on downtown's hub and WeGo Central. The plan figures don't seem to address the MusicCity Star connectivity so I'd be interested in proposed services connecting to the Star. I'm also curious if a streetcar or light rail concept was explored or would be more viable for East Bank Blvd. I think people would be more likely to use it if it weren't a bus or BRT. I'd also like to see more thought put into events management since that's currently one of the biggest disruptions to mobility downtown and near the stadium.

Rating **Agree**
Source **Online**

Topics **Managing events, Transit**

I would hope that the plans will allow for future growth or improvement not currently budgeted for, such as light rail. Although we wouldn't want seas of asphalt as are currently on the East Bank, adequate parking to include charging stations, should also be a part of the plan.

Rating **Agree**
Source **Online**

Topics **Transit**

New connections to Cayce/East Nash should be maintained in Concept A as well.

Rating **Agree**
Source **Online**

Topics **East Nashville**

Please be mindful of those with ADA limitations.

Rating **Agree**
Source **Online**

Topics **Inclusiveness**

Safe & Simple Connections

Please don't forget about the boating community. The Cumberland River will allow boaters to come in from all over!!! If we provide a destination spot that accommodates boats and their needs -- they will come and spend time and money in our beautiful city. But you MUST provide the infrastructure required to do this -- not just a run of docking along the river -- a marina would be key and this area allows for that. Please take the opportunity to look into the concept --- I believe you will miss out on a huge opportunity if you do not look more into providing a infrastructure for boating.

Rating **Agree**

Topics **Boating access**

Source **Online**

Sure. It's good. It doesn't move the needle anywhere near as much as the Affordable Housing concepts.

Rating **Agree**

Topics **Affordable housing**

Source **Online**

Nashville is far behind other cities in transportation. We have no real rail service to speak of and for a rapidly growing city, it is sorely needed.

Adding bus lanes and bike lanes look nice in the photos but let's address the bigger issue of transportation and traffic.

Rating **Somewhat agree**

Topics **Transit**

Source **Online**

The strength of this plan is the attention to transportation.

Rating **Somewhat agree**

Topics **Support for section**

Source **Online**

The mobility component needs more thought and these are primary areas in which I see opportunity to further thought and improvements:

- For the Central Boulevard to be truly multi-modal, it needs to include bicycle infrastructure. It seems like a miss to have such a prominent corridor within this district and lack bicycle infrastructure. I appreciate the infrastructure and thought on the adjacent streets and the care put forth to consider this plan, but it still seems that looking to the future, bicycles should be included in the multimodal aspect of the boulevard. Perhaps we remove one of the car lanes to accommodate this width.

- One of the many benefits of biking is to be able to get to in very close proximity to your destination. It is unclear how bicycles get to a boulevard destination and park in close proximity. This needs more development and clarity as it's important to creating a neighborhood that is navigable and built for bicycles.

Rating **Somewhat agree**

Topics **Spine road / multimodal, Support bike/ped**

Source **Online**

Like to see more focus on transit aside from cars

Rating **Somewhat agree**

Topics **Transit**

Source **Online**

I am not in support of widespread taking private property to make this happen. This needs to be a cooperative effort with property owners along with other interest groups.

Rating **Somewhat agree**

Topics **Private property**

Source **Online**

Safe & Simple Connections

Bicycle and pedestrian infrastructure needs to be the most important component of this plan, followed by ideas for future public transportation. Building infrastructure for cars will only attract more cars and discourage other forms of mobility. Walkable, bikeable neighborhoods are a boon to business, as people traveling in those manners stop and spend money! People in cars do not.

Rating **Somewhat agree** Topics **Economic development, Support bike/ped, Transit**
Source **Online**

In terms of safety is side walks and some type of metal barricades to protect pedestrians. In terms of bus the buses need to be able to pull into a designated area to pick up and drop off customers just leaving the bus to block the road isn't wise people

Rating **Somewhat agree** Topics **Support bike/ped, Transit**
Source **Online**

I like the expressly dedicated bike lanes (not "buffered" ones). Wondering why the current rail system in place by river wasn't explored for light rail with possible extensions to the north into proposed Oracle campus or The Riverside Project, and Shelby Park to the south. Any added greenways are great, but connecting them are a big plus.

Rating **Somewhat agree** Topics **Support bike/ped, Transit**
Source **Online**

In my opinion, public transportation within the City will only be successful when the solution for regional public transportation to the surrounding cities outside of Metro is accomplished. Regional participation to share the cost is the most cost effective way for long term financial support.

Rating **Somewhat agree** Topics **Transit**
Source **Online**

Prioritize transit over cars. Period.

Rating **Somewhat agree** Topics **Transit**
Source **Online**

Star train should be used as mode of transportation on rail lines around city

Rating **Somewhat agree** Topics **Transit**
Source **Online**

For activities at the proposed stadium, not enough specifics for ameliorating noise, traffic congestion, pollution, and quality of life disruptions

Rating **Somewhat agree** Topics **Stadium**
Source **Online**

This is the time to plan for a passenger train of some sort. The AMP was a great idea, and needed, 10yrs ago. A commuter rail line at key points in key neighborhoods is needed even more today and this East Bank redevelopment is the perfect time to jump start that process again. Do the pre planning work now for a commuter rail in this East Bank area that can tie into other neighborhoods for ease of travel in and out of town.

Rating **Somewhat agree** Topics **Transit**
Source **Online**

With mixed use business and residential planned for this area the roads (multimodal) will be desperately needed to help the flow of traffic and serve these communities.

Rating **Somewhat agree** Topics **Improve auto access/parking**
Source **Online**

Safe & Simple Connections

This must be consistent with travel throughout Nashville, either as an example to roll out to other areas of Nashville, or constant with whatever exists.

Rating **Somewhat agree**

Topics **Uncertain**

Source **Online**

Please put physical barriers between the road and the bike lane!!!! It is soooo dangerous to bike in East! We need a physical barrier so people do not park in the bike lanes or hit bikers.

Rating **Somewhat agree**

Topics **Support bike/ped**

Source **Online**

I think the tunnel/light rail should be re-considered for this side of the river. The opportunity is there and the federal infrastructure bill may cover a large portion of the expense. Perhaps there can be a multi-modal transit center with light rail, buses, bicycles, underground parking, etc. The existing rail property may be utilized to access other areas of the city, especially if put underground.

Rating **Somewhat agree**

Topics **Connect across river, Transit**

Source **Online**

I agree that the Plan should meet this goal & it is a step in the right direction. On the one hand, this Plan provides more transit options than most places in the City. On the other hand, the proposed transit options are difficult to navigate, at best. This Plan fails to actually provide for east-west bike lanes on all side streets. I think they were supposed to be assumed, but we should not assume this. The failure to include a bike lane on the Boulevard makes it where riders cannot easily come in and out of the most important part of the District. Finally, I like that there is a concept plan for BRT, but the failure to plan for the growth of that system in this Plan just reads as a lack of belief in the proof of concept idea, even if there is an earnest belief in transit by those who drafted this Plan. We need to see how the stadium will tie into the current and proposed Star system to actually believe that the City is serious about this being a transit oriented space.

Rating **Somewhat agree**

Topics **Spine road / multimodal, Street grid, Support bike/ped, Transit**

Source **Online**

While the Vision is clearly superior to what is on the East Bank today, it still feels much too auto-centric. I appreciate the extensive sidewalks and bikeways, however, this is an opportunity to create an Amsterdam, Copenhagen, Paris, or Times Square. Entire streets should be reserved for pedestrians and cyclists.

We know that both road capacity and parking capacity lead to more congestion. Parking maximums should be a principle of the vision as well as streets designed to Vision Zero standards. Streetlights should be LED and dark sky compliant.

Additionally, while I support the dedicated lane for BRT and the new transit hub, it will only succeed if the dedicated lanes extend beyond the footprint of the East Bank area (same with bicycle infrastructure).

Finally, the time horizons are tricky: the stadium is likely to be completed by 2026 or 2027 while it seems like much of the infrastructure may take longer (or much longer). I hope there's a plan for sequencing the vision properly.

Rating **Somewhat agree**

Topics **Limit cars / parking, Stadium, Support bike/ped, Transit**

Source **Online**

Let's stay focused on technology and 21st Century solutions...not the solutions of the 19th and 20th Centuries .

Rating **Somewhat agree**

Topics **Uncertain**

Source **Online**

Safe & Simple Connections

I am skeptical of the second hub system for transit. I’m more skeptical of the overall medium density of the development when old town Nashville, and any number of cities built before auto orientation, offers a clear example of an economically resilient, culturally flourishing, and dense community. The idea that what should be a core downtown neighborhood can only support 10k people sounds like constraintment by transit engineers who would never build another downtown again.

Rating **Somewhat agree** Topics **Market rate housing, Transit**
Source **Online**

We need protected bike and pedestrian lanes, less car cut through and more pedestrian zones.

Rating **Somewhat agree** Topics **Support bike/ped**
Source **Online**

The roads should be as narrow as possible to make drivers uncomfortable and slow down. Thru truck traffic should be banned on these streets. I think instead of investing in a bus only system, this would be the chance for nashville to begin adopting trains, especially with the creation of a new transfer station. Maintain the concrete separation between the road and the bike lanes for safer bike traffic.

Rating **Somewhat agree** Topics **Limit cars / parking, Support bike/ped, Transit**
Source **Online**

We need the cycle tracks to continue along the waterfront drive and as shown along the water. Please create a plan for utilities now; otherwise, NES and fiber optic will prevent any tree-lined streets.

Rating **Somewhat agree** Topics **Implementation, Support bike/ped**
Source **Online**

This looks like a buzzword being thrown around. Dont insult boat owners. We can all share the rivers and keep them clean.

Rating **Somewhat agree** Topics **Boating access, River quality, Waterfront access**
Source **Online**

would like the see the main thoroughfare have more bike and pedestrian space and less room for cars.

Rating **Somewhat agree** Topics **Limit cars / parking, Support bike/ped**
Source **Online**

While the concept of establishing a grid system and main thoroughfare is a good notion, however development does not occur in a silo and stoppage in time. A long, drawn 'vision' and 'study' process has put a de facto moratorium on development in this area - which was designated by federal, state, and local entities as an opportunity zone to encourage development. If metro seeks to accomplish these lofty plans, it needs to be held accountable the same way and private entity would be. The vision document has been a result of 1+ years of work and countless taxpayers spent, and yet there is nothing in the document that remotely suggests a timeline for approvals and execution. Metro and Planning need to have clear and transparent timelines for decisions and execution that they are upheld to. It is outlandish that amidst 80 pages a detail of fluff in the vision document that there isn't any mention of a project timeline and dates that it can commit to.

Rating **Somewhat agree** Topics **Implementation, Street grid**
Source **Online**

We need more boat docking facilities.

Rating **Somewhat agree** Topics **Boating access**
Source **Online**

Same as above

Rating **Neutral** Topics **Uncertain**
Source **Online**

Safe & Simple Connections

I am unsure about the feasibility of the transit options. We need commitment to extend beyond the East Bank to be truly effective, otherwise it's just like a monorail in Disney World.

Rating **Neutral**
Source **Online**

Topics **Transit**

I'm for the biking and bus/public transit. However, unless those systems are truly improved.... I think people will keep driving. Especially since so many people probably live out of biking distance.

Rating **Neutral**
Source **Online**

Topics **Support bike/ped, Transit**

I don't know what this is unless it the pedestrian bridge by Oracle.

Rating **Neutral**
Source **Online**

Topics **Uncertain**

Seems like buzzword soup to me. If it were a priority, then this is something that would be currently underway. Actions speak louder than words.

Rating **Neutral**
Source **Online**

Topics **Implementation**

Adding buses to this area is a great idea in concept except that Nashvillians, by and large, do not use the bus system. Someone who does not already utilize buses will not begin using buses to access this area. It will be congested with car traffic and buses with 0-8 people on them.

Rating **Neutral**
Source **Online**

Topics **Transit**

If the Downtown Partnership has information that they can share that shows where the downtown workers who currently use the weekday Titan's Stadium parking (whether they pay for the shuttle or not), does the Safe & Simple Multimodal Connections Concept provide adequate and free transportation options for the essential downtown workers? Wishing that the essential workers will use a bicycle, scooter, or bus does not make that a realistic option.

Rating **Neutral**
Source **Online**

Topics **Improve auto access/parking**

I support more public transit, is that what you mean?

Rating **Neutral**
Source **Online**

Topics **Transit**

Doubt it will work. Having lived in Chicago and New York, commuting and frequent use of public transportation is a mindset that Nashville masses have never experienced. If residents don't "hop on" the concept, the multi-model system will wither away.

Rating **Neutral**
Source **Online**

Topics **Transit**

Communities are functional when people can get to jobs and services. Any environment that facilitates walking, biking, and public transit will be better for individuals as well as our Nashville air.

Rating **Neutral**
Source **Online**

Topics **Support bike/ped, Transit**

Safe & Simple Connections

What is this? Safe & simple doesn't sound like a good plan to me. There needs to be thought into how this side of town can connect with an eventual larger transit system. Specifically light rail downtown to connect the dense neighborhoods. East bank/east Nashville is a perfect place to start something like this.

Rating **Neutral**

Topics **Transit**

Source **Online**

I have not heard in the meetings how the plan benefits the community and how the plan would create generational wealth for Nashville and its citizens. Something like "This would also benefit the people of South Nashville, because.." or "This would additio

Rating **Neutral**

Topics **Existing communities/neighborhoods**

Source **Online**

The concept is all right; it is just not appropriate to even be discussing an East Bank neighborhood when all our existing neighborhoods are in so much pain.

Rating **Neutral**

Topics **Existing communities/neighborhoods**

Source **Online**

Dedicated bus lanes are a good idea, maybe dress up the BRT a bit to make people feel like it's a rail line. In no scenario should a rail line or street cars be considered here.

Too much focus on dedicated bike lanes. They give city planners their jollies but aren't used widely by the public.

Rating **Neutral**

Topics **Spine road / multimodal, Street grid, Transit**

Source **Online**

This is the most confusing survey I have ever seen. Where do I even find info about these concepts? All I see are plan A and plan B. I support NOT moving the stadium.

Rating **Neutral**

Topics **About survey, Stadium**

Source **Online**

Dedicating a large portion of the infrastructure funding to this is a mistake. Look at Seattle for example. They've cut out traffic lanes everywhere for bike lanes that are barely used. Further snarling traffic and putting additional pressure on local businesses and workers. Also, adding a large bus station with dedicated bus lanes in the middle doesn't make sense if bus ridership isn't way up between now and the time of development. Mass transit struggles across the SE, including Nashville. One super bus friendly street doesn't change anything for Nashville.

Rating **Neutral**

Topics **Improve auto access/parking, Transit**

Source **Online**

This plan needs to provide dockage for over night stays on the river with access to downtown and city

Rating **Neutral**

Topics **Boating access**

Source **Online**

Safe & Simple Connections

Concepts:

1. Done: East Bank has four neighborhoods- not a North South connection to the airport. Regional transportation improvements (Page 31). Putting aside the that the Mayor has publicly stated that the heart of this development's proposal is this connection, Nashville's core should be a destination, not as was said repeatedly in the four presentations I attended a throughput.
2. Continue historic car-free streets.
3. Same day and Riverside. Should the 'riverside' design be the primary thoroughfare for bikes, may this at least be to closer to the river as to not be obstructed by events.

Rating **Neutral**
Source **Online**

Topics **Limit cars / parking, Managing events, Spine road / multimodal**

Needs more bike lanes, more green space, more explanation on how the bus hub would work.

Rating **Neutral**
Source **Online**

Topics **Open space, Support bike/ped, Transit**

Will raise property taxes. When are you going to widen Nolensville road? The area has grown by leaps and bounds. Need better transit such as light rail.

Rating **Neutral**
Source **Online**

Topics **Existing communities/neighborhoods, Financial impact, Transit**

If the vision is truly a vision, why aren't we pulling in new and interesting concepts from other countries? Bike lanes on every street—including the boulevard. Breaking the grid with bike highways raised above the street leading into the greenway. Why not a pedestrian street with alley access for deliveries in the back? Having a sidewalk, bike lane, and car travel on S 2nd, but maybe also considering making it a shared street, designed with pavers and allow all modes to also travel freely in the street. This is a brand new neighborhood—we can be more creative and set a global example for something gorgeous, unique, and livable. Let's design for the future rather than current American precedents!

Love that you are planning to eliminate highway access in the area, support redoing James Robertson bridge, and rerouting the trains! This is great set up to encourage the recycling plant to move outside of downtown, and take back our riverfront.

Rating **Somewhat disagree**
Source **Online**

Topics **Greenways, Street grid, Support bike/ped**

What has been described thus far in the vision is very one sided and not really what I would consider Multimodal. There is no mention of water access for boats, ferry's, paddle boards, kayaks and canoes. To me it appears to cater to the squeaky wheel of affordable housing and green taxpayer services.

Rating **Somewhat disagree**
Source **Online**

Topics **Boating access**

The Vision Plan does not represent the Middle Tennessee and Davidson County Resident Boaters as there is a lack of mode for Marina Space, Dock Space, Mooring, Fuel, and Entertainment access for the boating community

Rating **Somewhat disagree**
Source **Online**

Topics **Boating access**

Walkways and bike paths are fine. Marinas are not.

Rating **Somewhat disagree**
Source **Online**

Topics **Boating access, Support bike/ped**

Safe & Simple Connections

The plan tries to cram too much into too small an area. I do not believe that we need a new stadium or any stadium as the centerpiece to such a development opportunity. It serves 60,00 people for eight days a year. Build a new stadium in a different area

Rating **Somewhat disagree**

Topics **Stadium**

Source **Online**

It remains to be seen that it will, in fact, be safe and simple. Easy to say; not so easy to deliver.

Rating **Somewhat disagree**

Topics **Implementation**

Source **Online**

I just want to make sure river activations are still accessible. It's important for the community to be able to boat and kayak without difficulty getting to the water. It shouldn't be over run with business. The downtown area is already so congested. I'm worry about traffic and infrastructure. This new concept seems like an unnecessary money grab that will make locals quality of life decline.

Rating **Somewhat disagree**

Topics **Existing communities/neighborhoods, Waterfront access**

Source **Online**

I do not support SCOOTERS, or ELECTRIC BIKES where people will be walking. We will need adequate parking because I am not feeling safe on the BUSSES in this city anymore. If RESIDENTS are going to be able to access this we need to be able to DRIVE there

Rating **Somewhat disagree**

Topics **Improve auto access/parking**

Source **Online**

I'm worried about how this will affect residents that have been there for years. I also do not support a new stadium.

Rating **Somewhat disagree**

Topics **Existing communities/neighborhoods, Stadium**

Source **Online**

Who is funding transit? I'm not sure how this proposal actually improves our ability to use the bus system if the system continues to be underfunded. I would love a better cycling infrastructure though.

Rating **Somewhat disagree**

Topics **Support bike/ped, Transit**

Source **Online**

Still feel this is a one sided view we experience the traffic daily & people speeding where there are kids , rerouting of our streets to entertain Nashville noone ever stops to think when there are blockades we are trapped in or out of our neighborhoods .

Rating **Somewhat disagree**

Topics **Existing communities/neighborhoods**

Source **Online**

Make the bike lanes wider. Please separate pedestrians from people on bicycles so we can avoid conflict. Please make the primary road 2 vehicle lanes instead of 4. 4 lanes only encourages speeding and I see that the speed limit is going to be "25" ... trust me, no one will be going 25 on a road that wide. 40 will be the minimum Make the roads for cars narrower and make bike lanes wider. Better yet, just get rid of car lanes. The bus plan is alright. Also, make the sidewalks wider too. Seriously, cars should be the last priority and it seems like they are still #1 priority in this plan.

Rating **Somewhat disagree**

Topics **Limit cars / parking, Spine road / multimodal, Support bike/ped**

Source **Online**

Affordability, Access, Environmental & Sustainability measures are not sufficiently forward thinking.

Rating **Somewhat disagree**

Topics **Affordable housing**

Source **Online**

Safe & Simple Connections

I'd really like to see a light rail in this area or even monorail system. Why are we choosing a rapid bus system when it's difficult to get people to ride buses now? If we're starting from scratch, why can't there be a system that is fast and built for the future separate from roads?

Rating **Somewhat disagree** Topics **Transit**
Source **Online**

There need to be free trolleys, more sidewalks, and more park Woodlands as per above.

Rating **Somewhat disagree** Topics **Open space, Support bike/ped, Transit**
Source **Online**

The Vision Plan does not represent the Middle Tennessee and Davidson County Resident Boaters as there is a lack of mode for Marina Space, Dock Space, Mooring, Fuel, and Entertainment access for the boating community

Rating **Somewhat disagree** Topics **Boating access**
Source **Online**

Rental cost. Environmental damage .

Rating **Disagree** Topics **Affordable housing**
Source **Online**

Oh please.

Rating **Disagree** Topics **Opposed**
Source **Online**

The primary street design works great if there is sufficient ridership/adoption. Nashville does not and will not have sufficient use of bus systems to justify such a massive use of space instead of letting busses use the same lanes as other cars.

Rating **Disagree** Topics **Transit**
Source **Online**

I would love to see the full price tag of the East Bank development and proposed new Titans stadium put towards investment in multimodal transit throughout the whole city, rather in one new area. My neighborhood doesn't even have sidewalks and I live within a couple blocks of an elementary school.

Rating **Disagree** Topics **Existing communities/neighborhoods, Financial impact**
Source **Online**

There is very little about boater utilization. Look at other cities and how the water fronts have encouraged boater use with well built marina and transient boater facilities.

Rating **Disagree** Topics **Boating access**
Source **Online**

The mobility concepts make no sense, East Bank Boulevard appears in reality to accomplish only having a large boulevard intended to service large events at a new football stadium, and bizarrely, as a relief valve for I-24, not as a true urban core street. Further, building an outrageously expensive new bridge seems meant only as an additional offramp for stadium events (and which is very cynically damaging to the Napier community at the same time). Bicycle options seem marginalized and insincere. Finally, the entire strategy's success rests in very large part upon something that is very unlikely to happen- to reroute the CSX infrastructure. This only receives a short mention, and so it is irresponsible to talk about the broader vision when it is destined to deliver much less in reality.

Rating **Disagree** Topics **Existing communities/neighborhoods, Stadium, Street grid, Support bike/ped**
Source **Online**

Safe & Simple Connections

It would be nice to see Cayce homes be incorporated in the walk/bike traffic and updated landscaping. I am unsure what the plan is for the scrap yard and rail tracks.

Rating **Disagree** Topics **Affordable housing, East Nashville, Support bike/ped**
Source **Online**

Again, we need to go much farther in making public transit the star of the East Bank, not something we work around.

Rating **Disagree** Topics **Transit**
Source **Online**

It could be expanded as above

Rating **Disagree** Topics **Uncertain**
Source **Online**

Safe my butt, you can't even keep us safe now with a shortage of police, how about putting money into that first then build this project. Safe roads and walkways are useless if the homeless and the criminals hang out along the route.

Rating **Disagree** Topics **Crime, Existing communities/neighborhoods, Homelessness**
Source **Online**

Mutimodel is great. We need to get specific about who will live in the east bank housing.

Rating **Disagree** Topics **Affordable housing, Support bike/ped, Transit**
Source **Online**

I would love safe and simple multimodal connections, but those are not provided. The east bank should be designed for very minimal car traffic. There's no reason to have a huge multimodal boulevard with two cars lanes and no bike lanes except to route traffic off the interstate right through the heart of this "new neighborhood"

Add bike lanes to the main boulevard and remove a car travel lane. We don't need to make it easier to get around the city by cars we need to make it easier to get around the city by other modes.

Rating **Disagree** Topics **Limit cars / parking, Spine road / multimodal, Support bike/ped**
Source **Online**

This doesn't seem like a multimodal connection plan to me. It seems like a plan that prioritizes cars and also has some bike lanes and a big bus stop squeezed in. There is no need for East Bank Boulevard to be a 4-lane highway cutting through the neighborhood right next to the interstate highway. The neighborhood is small enough that cars will be mostly unnecessary. If I was designing a safe multimodal plan, the car infrastructure would consist of small one way streets that provide access to loading zones and handicap parking spaces.

Rating **Disagree** Topics **Limit cars / parking**
Source **Online**

Compared to other areas of our city, this is a marginal improvement on multimodal infrastructure. For this project, a marginal improvement is not enough. We have the closest thing to a blank slate. There should be robust transit, bike, and pedestrian facilities throughout the project. The boulevard should be a complete street. Full stop. A lack of bike lanes on the boulevard is a glaring omission from this project. We should not limit our imagination going as far as streets without cars completely and a complete street network.

Rating **Disagree** Topics **Limit cars / parking, Support bike/ped, Transit**
Source **Online**

Safe & Simple Connections

I support the concept but not the design that is currently in place. All of the public input up to this point has overwhelmingly been in favor of prioritizing walking, biking, and transit over cars. You have done the opposite. We do not need a new 6-lane arterial that is designed to move high volumes of car traffic through the center of the East Bank. The boulevard is the focal point of the entire development that leads to all of the major businesses and attractions. People walking and biking should be the priority, but instead they're relegated to side streets and forced to risk their lives to have the same access as those in cars. People are going to die trying to cross this street and trying to walk and bike along it. This is an enormous opportunity to finally do something right and create a truly safe, complete street, and you're blowing it. You have a clear mandate from the community to do better. I hope you will reconsider rather than repeating the same mistakes.

Rating **Disagree**
Source **Online**

Topics **Limit cars / parking, Spine road / multimodal, Support bike/ped, Transit**

Once again catering to special interest groups at the expense of Middle class Nashvillians. If 2 percent rides abike to work in Nashville I owe you _500.00.The city does need a First class mass transit system and a slow bus taking up a road lane isn't it.

Rating **Disagree**
Source **Online**

Topics **Transit**

The East Bank Blvd is car-centric design that will undermine all other mobility options. It guarantees that the only mode of transportation that gives you full access to the entire east bank is the automobile. It is too wide to offer safe crossings, will further separate East Nashville from the rest of the city, and will make accessing any of the river crossings more difficult and dangerous for cyclists coming from the north or south. The one clear message from the community from the prior survey was "DO NOT DESIGN THIS FOR CARS" and that message appears to have been ignored. As designed now, this also looks like it will pull even more cars from the Rosebank and Inglewood through Shelby Park on Davidson Rd, further turning that "park" and "greenway" into more unsafe roadway.

Rating **Strongly disagree**
Source **Online**

Topics **Limit cars / parking, Spine road / multimodal**

This is Boston's big dig, but worse

Rating **Strongly disagree**
Source **Online**

Topics **Difficulty**

Again, we need to fix what we have. Nashville as a whole runs completely counter to the ideas expressed in this concept. It is not a safe city to bike or walk in. We should be trying to make the city as a whole safer, instead of saying that we are going to do with something new what we have failed to achieve for decades throughout the city.

Rating **Strongly disagree**
Source **Online**

Topics **Existing communities/neighborhoods**

Must have transit and new roads.

Rating **Strongly disagree**
Source **Online**

Topics **Improve auto access/parking, Transit**

Enough already - no need to extend downtown at the expense of the old Nashville population.

Rating **Strongly disagree**
Source **Online**

Topics **Existing communities/neighborhoods**

You barely mention parking issues in your brochure, especially as to whether or no you are reducing the number of parking spaces at Nissan Stadium, in both Option A or Option B. Nor do you really address the issues with tourist traffic and delivery trucks to all these new establishments within this development once it is completed. It doesn't look or sound logical at all.

Rating **Strongly disagree**
Source **Online**

Topics **Improve auto access/parking**

Safe & Simple Connections

Just say NO

Rating **Strongly disagree**
Source **Online**

Topics **Opposed**

YOU HAVE NOT CONSIDERED EAST NASHVILLIANS. During events two of our three interstate ramps are blocked. The north-south boulevard isn't a benefit to us because we already know how to get two blocks north in our neighborhood, and this boulevard will be congested, and inconvenient for us. During events it will become a street party, creating even more congestion and traffic. WE NEED TO GET TO THE AIRPORT, kid's soccer games, the mall - places that require access to the interstate. This plan doesn't help with that.

Rating **Strongly disagree**
Source **Online**

Topics **East Nashville, Improve auto access/parking**

Beautiful and successful cities that enjoy the benefit of water have a thriving nautical element. This plans appears to be satisfied with the barges being the only boats on the river. Where are the docks? Where is the access for boating - beyond canoes an

Rating **Strongly disagree**
Source **Online**

Topics **Boating access**

Much like a budget, the infrastructure plan is a much better statement of values and priorities than any rhetoric and this plans definitively prioritizes cars over people. No matter what you try to name it, even in the artist rendition you are showing of the centerpiece blvd infrastructure it is telling that there are no people. The road continues to the horizon with no way for pedestrians to cross. The travel lanes are wide and straight maximizing speeds with nothing to calm traffic. This kind of design would rival Dickerson for most dangerous in this area which is saying something. Bicycles would have to mix with auto traffic on a wide fast road. Pedestrians would have to cross auto traffic that is basically the same width as the highway. We are going even further into the past of urban planning and no other city would do this in an urban area with such a clean slate.

Rating **Strongly disagree**
Source **Online**

Topics **Limit cars / parking, Support bike/ped**

Use these concepts to address multimodal issues across the city; too many neighborhoods have been ignored or their needs addressed for photo ops.

Rating **Strongly disagree**
Source **Online**

Topics **Existing communities/neighborhoods**

The East Bank should not be a transportation hub. Primary transportation within the East Bank should be pedestrian and Titans parking/driving. Any transportation hub should be on the edge of the East Bank and let people walk to the river

Rating **Strongly disagree**
Source **Online**

Topics **Limit cars / parking**

Bus lanes not bike lanes!

Rating **Strongly disagree**
Source **Online**

Topics **Spine road / multimodal, Transit**

The focus of the riverfront should be to retain the beauty of the riverfront while fostering service-commercial usage - a revenue source. Make it attractive to people who enjoy riverfronts - namely restaurant patrons who are looking for a view/scenery, and those who enjoy the water - paddlers (canoes, kayakers, paddle boards) and boaters - both day use and overnight tie-ups. The city could make a lot of money if the riverfront was used for recreational / commercial usage.

Rating **Strongly disagree**
Source **Online**

Topics **Waterfront access**

Safe & Simple Connections

Public transportation is unsafe and inefficient. The focus should be on providing accessible parking and multiple parking options. Connecting the East Bank to poorer neighborhoods and government housing through public transportation will only increase crime.

Rating **Strongly disagree** Topics **Crime, Improve auto access/parking, Transit**
Source **Online**

Instead of making it easy for rich people and tourists to travel within downtown, how about you make it easier for normal people who have been priced out to the edges of the city to get anywhere?

Rating **Strongly disagree** Topics **Existing communities/neighborhoods, No tourists**
Source **Online**

We think it will create chaos. Another route would have been better.

Rating **Strongly disagree** Topics **Uncertain**
Source **Online**

Consideration for current established residencies and businesses.

Rating **Strongly disagree** Topics **Existing communities/neighborhoods, Small businesses**
Source **Online**

Being able to have the choice between walking, riding a bike, taking the bus and driving a car is a requirement of a city. If we cannot achieve this where we have a blank slate like the East Bank, then we are failing as a city as a whole.

Rating **Strongly disagree** Topics **Support bike/ped, Transit**
Source **Online**

Leave it alone, let private business develop what is profitable... aka capitalism.

Rating **Strongly disagree** Topics **Private property**
Source **Online**

Safe housing this housing if any will not be allotted for current Nashvillians but those people looking to move to Nashville would probably end up getting the house unless the plan specifically states that Current Nashville has first bid to housing at affordable rate for them. Safe means that you will invest some for police officers and fire, and EMS services which it does not show it includes.

Rating **Strongly disagree** Topics **Affordable housing, Existing communities/neighborhoods**
Source **Online**

Stop using tax dollars to fund buildings for billionaires

Rating **Strongly disagree** Topics **Financial impact**
Source **Online**

The whole thing is built around a brand new automobile road of highway scale width. There is no safe way to ride a bicycle or even to safely walk across this monstrosity of a road. This is nuts: wider than Dickerson, or Main/Gallatin, or Shelby so topping all of the deadliest roads in EN in width with similar lack of traffic calming. THE MANDATE SHOULD BE TO CREATE AN AMAZING BRAND NEW PLACE TO SPEND TIME BUT INSTEAD THIS IS JUST A SECOND HIGHWAY TO SPEED THROUGH EAST NASHVILLE! I would prefer to leave the East Bank as it is now so if this is what you plan please don't bother.

Rating **Strongly disagree** Topics **Limit cars / parking, Spine road / multimodal**
Source **Online**

Safe & Simple Connections

Multimodal is not a good word for our present system. There are no rail systems involved in our current system and public works was a better description of the present system.

Rating **Strongly disagree**
Source **Online**

Topics **Transit**

Read this as escape routes for thugs.

Rating **Strongly disagree**
Source **Online**

Topics **Crime**

Second is our interstate system that runs through downtown. The first time I came to visit was when I was living in Atlanta in 1997. When I moved there this was a place on my bucket list I wanted to check out so drove here for a visit. I remember when I first drove in I thought that's got to be a mess during rush hours because they have three interstates merging through downtown. Fast Forward to 2009 and I moved here and the interstates are still the same. I couldn't even believe nothing had changed. Well now it's 2022 and not once have I heard one discussion of what is going to happen with this traffic problem and all these interstates merging. If we add how many more residents to the downtown area it is going to just create more of a disaster for those going in and out.

I have lived in Miami, Atlanta, Greensboro, Austin, Houston, Dallas and Greensboro. I have seen flooding and road issues in all these places and would think this year with all the info we have based on what other cities have endured we would think more before all this building.

Google Texas interstate overpasses. This is what Nashville should have done so long ago.

Here is a link if you want to take a look:

<https://stock.adobe.com/images/aerial-massive-highway-intersection-stack-interchange-with-elevated-road-junction-overpass-and-high-rise-building-at-houston-texas-this-five-level-freeway-interchange-carry-heavy-rush-hour-traffic/225661543>

Thank you for allowing us to offer our thoughts, ideas and concerns. I live near 440,24 and 40 off of Murfreesboro Pike so am 4.5 miles from Music City Center. I spend most of my time within the city limits supporting local businesses. I just want this project to move forward as long as everything has been thought about.

Rating
Source **Email**

Topics **Improve auto access/parking**

I am concerned that this opportunity will be lost to make a truly bike-friendly part of Nashville. Most of Nashville is not friendly to bicyclists, either commuter riders or leisure riders. PLEASE make sure that walkers and bicyclists have ample space and access to this new development.

Rating
Source **Online**

Topics **Support bike/ped**

I am providing feedback on east bank project- thank you for the opportunity. As a transplant from Boston I would suggest you look to that model for connected greenways throughout the city. The east bank plan looks good but Nashville would be so much better if there was coordinated development between downtown, gulch and midtown with greenways interconnected, as opposed to the sporadic green square of pocket park. There is also desperate need for public transportation. What happened to the concept of a gondola to go from midtown to downtown and perhaps even to east Nashville. Thank you

Rating
Source **Email**

Topics **Greenways**

Safe & Simple Connections

I support the noble ambitions of this East Bank initiative, however I see no mention or consideration of enhancing the riverfront infrastructure to encourage and enable better boating access and use of this area. It would be unfortunate to miss this opportunity to provide expanded and improved docking provisions, fueling options, marinas, restaurants, etc., which would generate considerable revenue and extend the use of this entire area. I support the noble ambitions of this East Bank initiative, however I see no mention or consideration of enhancing the riverfront infrastructure to encourage and enable better boating access and use of this area. It would be unfortunate to miss this opportunity to provide expanded and improved docking provisions, fueling options, marinas, restaurants, etc., which would generate considerable revenue and extend the use of this entire area.

Rating

Topics **Boating access**

Source **Online**

It looks great, but you simply cannot fail to have a bike lane along the main artery divided road. Unthinkable

Rating

Topics **Support bike/ped**

Source **Email**

2. Clarify that bus service is slow moving (20 mph) not highway

Rating

Topics **Transit**

Source **Email**

- Spine road: The spine road serves a really important N-S function, but may be providing an overreliance on that street. See below for comments on width and consider some incremental reduced width to allow for better cross connection.

- Street cross-sections: Several of the street cross sections may possibly be overly wide and result in creating more division than connection because of that. Consider “right sizing” some of the pedestrian zones to create a more comfortably scaled pedestrian area (esp for Primary Secondary and Tertiary). Many of our best walkable streets in the world are 10 and 12’ wide for pedestrian walks in such populated cities such Paris, London, Toronto, Vancouver, etc. Sometimes too wide feels uncomfortable and can feel very empty. Consider 10’ -10’ -8’ wide pedestrian walks for Primary, Secondary, Tertiary to incrementally reduce widths, and consider no on-street parking for Primary and very limited if any on street parking for Secondary to reduce overall street section and make the street comfortable for crossing. In urban design/retail work, one would refer to the narrower cross section providing the ping pong affect for making persons feel they can easily cross the street – better for engagement, retail success and comfort. Provide the outdoor dining within the property boundary for activation and not intruding on the pedestrian zone.

Rating

Topics **Spine road / multimodal, Street grid, Support bike/ped**

Source **Email**

Safe & Simple Connections

East Nashville resident here. Haven't made it to the meetings, but wanted to weigh in on the plan you guys released for the east bank. The document looks great, thanks for the effort that has gone into putting this together. I'm excited about the new neighborhood, and I'm hoping (perhaps naively) that we're going to be serious this time about the priorities that are listed in the vision plan.

I want to put in my two cents that the number one place where we go wrong in recent decades is designing all of our infrastructure around too many lanes to facilitate speedy high-volume traffic to and from the interstates. When that's where y'all start, all the other priorities fall by the wayside. You can't build a pedestrian-friendly neighborhood around a road like KVB. Nobody wants to walk their kid across giant crosswalks traversing eight travel and turning lanes with our crazy drivers flying along them as fast as they can get away with. And of course when developers see high-capacity roads, they build everything on top of huge parking garages and only expensive projects make the cut. Instead of a neighborhood streetscape that's pleasant, healthy, and accessible for a full spectrum of Nashvillians that live and work there, we end up with yet another traffic-clogged commuter neighborhood with a small live/work/play component for the rich.

The East Bank Blvd concept, which is described as transit/pedestrian prioritized, seems currently to be just another iteration of KVB, but with bus lanes added. Its real priority is obviously cars, giving them four travel lanes and presumably even more turn lanes, which will make intersection crosswalks another high-stakes adventure for the pedestrians that care to venture across. Anyone can sit at KVB & 1st (a "complete street") for 10 minutes to see how multi-modal-friendly that turned out. As shown, the EBB would serve as a big friction point to anyone trying to get across on foot (as KVB does today), and will attract garage-facing developments instead of outward-facing ones that thrive on pleasant streetscapes. The speed limit is supposed to be 25 mph, but it takes one glance at the design to know that people will drive much faster than that. If you're serious about that speed and care at all about pedestrian safety, I'm begging you to design for it throughout the east bank. Narrow the lanes, add raised crosswalks, etc. Are we really going to spend our money putting in brand new streets that are still dangerous and will get people killed?

Something that I'd like to see more details on is fixing pedestrian/bike/scooter connectivity to downtown. There are many people trying to get around outside of cars today, but other than the pedestrian bridge the current options to get across the river are terrible, and this will be a huge impediment as the east bank gets developed. What can we do to make the Main St, Woodland, and KVB bridges viable ways for actual humans to cross the river? We need that a **lot** more than we need 5 car lanes on Main, 4 on Woodland, and certainly more than we need 6 on KVB. Let's use that space for people!

We also need to fix these parking requirements. This is classic over-regulation; there is absolutely no reason for metro to dictate this to developers anywhere, but certainly not on the east bank, if we're really trying to make other modes viable. Forcing developers to build unneeded parking subsidizes driving vs. other modes and destroys the viability of many affordable projects. On the contrary, if we're serious about building pedestrian neighborhoods, we should have parking maximums, at least in the Central Waterfront neighborhood, to push out developments that might drown the area in traffic.

Rating

Topics **Support bike/ped, Transit**

Source **Email**

Planning for pedestrians and bikes and public buses is essential. Less cars and asphalt and more people friendly.

Rating

Topics **Limit cars / parking, Support bike/ped, Transit**

Source **Online**

Safe & Simple Connections

I wanted to provide some feedback in addition to my survey responses. First, thank you for all the time and thought put into the plan. The time, consideration, and analysis is evident and appreciated. It is impossible to think about everything and this additional feedback is based on attending multiple meetings and meaningful discussion:

- Not having bike infrastructure on the boulevard creates a condition for bicyclists whose destination is on the boulevard. With the absence of bike lanes, bicyclists whose destination is the boulevard don't have adequate infrastructure to get to their destination. One of the many benefits of cycling is getting in very close proximity to your destination. Its not feasible to expect cyclists to walk 2 mins or more to their final destination. The lack of infrastructure will result in people riding on the sidewalk to feel safe and arrive at the bike parking for their destination. I highly encourage more thought into incorporating bike infrastructure on the boulevard and perhaps doing this by dropping a car lane or further studying the pedestrian zone or ROW width.
- For the circulation and mobility to work, the connections east and west are just as critical as improving the north-south circulation. The river and interstate are huge barriers and create many challenges for those of us that live in East Nashville. TDOT must improve the interchanges for the overall mobility and infrastructure to work for today, tomorrow, and the long term future. the interchanges need to be improved to allow multi-modal circulation east and west while accommodating the interstate needs that are safe and efficient.
- It will also be critical to locate the Titans stadium and infrastructure in a way that does not effect circulation on event days. Today, events at Nissan, all but close E-W mobility. We must address this in this plan and create infrastructure that functions with events and allows the east bank neighborhood and adjacent neighborhoods to fully function even on event days.
- I fully support a connection to the south and believe this is critical to providing another connection across the river and a way to connect south in a way that does not rely on the interstate. This should be a multimodal connection and should be prioritized.

Thank you for all your time, thought, expertise and care put into this plan. I hope that we can incorporate meaningful feedback like this into the plan before this goes to PC and updates the MCSP. I know my personal feedback cannot be solely incorporated, but my hope is that it spurs further creative thought on how we can further improve the vision plan today for a successful East Bank tomorrow.

My survey response covered many of the other aspects. I wanted to use this email to add additional thoughts around circulation and mobility.

Rating
Source **Email** Topics **Connect across river, Managing events, Spine road / multimodal, Stadium, Stadium**

-
3. Build the new bridge over the river connecting to Lebanon and Murfreesboro Pike.
 4. Support the road widening and improved connection northward to Whites Creek Pike, Brick Church Pike, and Trinity Lane. This supports improved connections to historically disadvantaged north Nashville, and improves connections to the quickly densifying Trinity Lane corridor and proposed and under-construction large developments along the north bank of the river at Trinity Lane. Massive amount of development has been approved along Trinity Lane.
 5. Bikeways must be separate from cars and from pedestrians on sidewalks. The design along 12th AVE S in the Gulch, where the bike lane is painted onto the sidewalk is completely ineffective now, because the bike lane is now filled with pedestrians on the sidewalk, forcing bicycles to use the vehicle lanes instead of the bike lanes painted onto the sidewalks. Bike lanes must be completely separate from sidewalks with barriers and not just paint.

Rating
Source **Email** Topics **Spine road / multimodal, Street grid, Support bike/ped**

Safe & Simple Connections

I understand there are 2 pedestrian bridges planned. This would be a great opportunity to begin a mass transit system for Nashville, similar to Chicago's.

An elevated train system that could start with going east-west across these 2 bridges, allowing pedestrian traffic also. One could continue east to Hermitage and the other to Madison. The west lines could continue to The Nations and Bellevue. Then these lines could connect with north-south lines to Brent wood and Antioch.

With the continued growth, Nashville needs to start somewhere!! PLEASE

Rating
Source **Email**

Topics **Transit**

-
1. The Multimodal Connections appear reasonable, however, consider the following.
 - a. Nashville does not appear to provide studies in this presentation that support mass numbers of individuals and/or businesses under these heightened, unusual, unique modifications to assure physical, mental, emotional health, safety, and welfare to the community at-large.
 - b. The agencies/business assigned to develop our interstate systems and streets have proven that more research and thought processes, versus eager desires for growth, is necessary and proper to promote future successes
 - c. More data variables are required before I can honestly agree or disagree.

Rating
Source **Online**

Topics **Uncertain**

Hi,

Please remove 1 of the car lanes going in each direction on the boulevard. There's no way it can be safe for people outside cars with 2 vehicle lanes.

It's obvious the boulevard design starts with car capacity and not safety in mind. Cars should be 'guests' in this space.

Also please remove all minimum parking requirements in the entire East Bank.

There's lots of good stuff in the overall plan. You can tell a lot of effort went into it & I appreciate your hard work. But the double car lane on the boulevard betrays misguided priorities.

Thank Yo

Rating
Source **Email**

Topics **Parking, Spine road / multimodal**

Safe & Simple Connections

I very much enjoyed reading through the East Bank planning study on the Nashville.gov website. I thought most of it was very well thought out – but I had one suggestion for you guys on the issue of rerouting CSX to south of the city. While I very much understand how this would remove barriers to the East Bank, my thought was that IF CSX would be amenable to doing this, it would be a PERFECT opportunity to utilize the old CSX rail spike (two directions btw) to create a light rail that serves a huge portion of East Nashville, connecting to Germantown and Bicentennial Mall! It could be a huge reduction of traffic down Ellington in the mornings and could open up high density developments along the train tracks to house people who work downtown and want to take the train downtown.

Just a thought!

Rating

Topics **Transit**

Source **Email**



REROUTE THE RAILROAD
CSX currently operates through Nashville via the Nashville Terminal Subdivision, which diverges into two corridors, the Main and the Radnor Cutoff. The Main runs directly through downtown Nashville and crosses the Cumberland River on a bridge northbound, providing rail access to the East Bank north of the river. The Main continues south to Hart Lane, where it converges with the Radnor Cutoff.
The future development of the East Bank could face challenges based on the current location of the Nashville Terminal Subdivision - Main. A feasibility study is under development to understand the design constraints and potential infrastructure investments associated with the upgrade of the Radnor Cutoff. Additional study and coordination with CSX will be required to evaluate the viability of this approach.

Why is there no definition of what this is? Are you intentionally trying to steer an outcome?

Rating

Topics **Uncertain**

Source **Online**

Respect for the River

Rating	Percentage
1 Strongly agree	54.5%
2 Agree	23.0%
3 Somewhat agree	7.5%
4 Neutral	6.0%
5 Somewhat disagree	2.2%
6 Disagree	1.4%
7 Strongly disagree	5.5%

It will be a wonderful place for boater like myself to stop and enjoy Nashville on their way to their Destin or as a destination!

Rating **Strongly agree** Topics **Boating access**
Source **Online**

Tourists and residents alike are looking for ways to get on the river near Downtown. Please help them. Marinas, non motorized boats, paddlers, SUP's. There is room for all of that! Let's make our city a waterfront town!

Rating **Strongly agree** Topics **Boating access**
Source **Online**

I dig it.

Rating **Strongly agree** Topics **Support for section**
Source **Online**

We know that the Cumberland River will flood again due to climate change. We must do everything we can to build our infrastructure around the river in a sustainable way that protects the river and the community from flooding.

Rating **Strongly agree** Topics **Flood protection**
Source **Online**

This is crucial! We need to protect development from future flooding and safeguard against a repeat of the 2010 flood. Don't build in the 100 year flood plain! Restore the riparian zone and use those areas for riverside parks and natural areas.

Rating **Strongly agree** Topics **Flood protection, Native landscaping / habitat, Open space**
Source **Online**

As an East Nashville resident, I am greatly concerned about the effect of climate change on this community. Climate change will make floods and torrential storms more frequent. All development that takes place in and around the Cumberland will require great sensitivity to mitigate those effects. I support that the entire project is dedicated to ameliorating climate change as much as possible, particularly through the multimodal transportation plan.

Rating **Strongly agree** Topics **East Nashville, Flood protection**
Source **Online**

If this plan doesn't solve the issue of PSC spewing who-knows-what into the air and letting it seep into the ground, then what's the point. That site is a blight and a blemish on the landscape.

Rating **Strongly agree** Topics **Soil contamination**
Source **Online**

Respect for the River

I strongly agree with every aspect of this plan, but this is the best and smartest part of the plan for both the environment, the enjoyment of Nashville residents, and responsible fiscal management (decreasing the risk that taxpayer dollars will be needed to manage flooding and repair flooded utilities).

Rating **Strongly agree**
Source **Online**

Topics **Financial impact, Flood protection**

I often forget we have a river, the only exception being when I cross the Pedestrian bridge and am reminded how lucky we are. More access to the river is wonderful! We should take care of this beautiful treasure.

Rating **Strongly agree**
Source **Online**

Topics **Waterfront access**

The river should be included as a focal point and something to be treasured. Should be accessible, multiple access points, from both sides of the river (eg Broadway) . Riverwalk with boat / yacht parking will allow Nashvillians to experience, and not just see, the river. Elegant River cruises (dinner / sightseeing only, not party barges / drinking parties) should be available on the river. Seriously Check out Chicago's new riverwalk which includes restaurants, walking paths, resting places, fountains, and boating) it's beautiful and is becoming a tourist draw.

Rating **Strongly agree**
Source **Online**

Topics **Boating access, Connect across river, Waterfront access**

It would be nice to see the use of the river :)

Rating **Strongly agree**
Source **Online**

Topics **Waterfront access**

We need to be more mindful that people and planet are connected

Rating **Strongly agree**
Source **Online**

Topics **Support for section**

Would like to see a focus on river transportation (water taxi) and preemptively banning bachelorette barges.

Rating **Strongly agree**
Source **Online**

Topics **Boating access, No tourists**

Resiliency and river access! Recreation on the river - paddling, boating, dining, parks - would be an amazing addition to the city.

Rating **Strongly agree**
Source **Online**

Topics **Waterfront access**

We should do as much as possible to activate recreation on the riverfront. I would love to see this become like the Charles River Esplanade in Boston.

Rating **Strongly agree**
Source **Online**

Topics **Waterfront access**

Need plans so area not effected by flood

Rating **Strongly agree**
Source **Online**

Topics **Flood protection**

Do something about the homeless people living down by the river.

Rating **Strongly agree**
Source **Online**

Topics **Homelessness**

Respect for the River

Creating an active riverfront on the east bank and providing connections to Shelby Park and the south bank is crucial to its long term success. Area-wide stormwater resiliency planning is very necessary. Flood mitigation should be prioritized for all development proposals on Metro owned land as well as required for privately owned developments.

Rating **Strongly agree**

Topics **Flood protection, Waterfront access**

Source **Online**

It was crazy to learn how much of the East Bank area is impervious surfaces. With global warming upon us, we should expect more major storm events and ensure our stormwater (and sewer) capabilities can handle heavy rain events.

Curiously, there was no mention of a flood wall. This was a project that Metro Water supported following the 2010 flood.

Rating **Strongly agree**

Topics **Flood protection**

Source **Online**

I would like to see as much connection and interaction with the water as is feasible (Milwaukee is a great example of a place that's done this well)

Rating **Strongly agree**

Topics **Waterfront access**

Source **Online**

providing safe and secure dockage for recreational and transient boaters should be part of the plan.

Rating **Strongly agree**

Topics **Boating access**

Source **Online**

Agree, it's an underappreciated landmark for downtown Nashville.

Rating **Strongly agree**

Topics **Support for section**

Source **Online**

I doubt that boating will be a core part of the East Bank. More successful ideas would include riverside attractions. But the need for a more sustainable water's edge is key. The open spaces should be populated with native plants. This really should be a talking point as this week Southern California is ripping out turf grass for native arid plants. Nashville must prepare for a more tumultuous climate future where the buffer zones and green spaces upstream of them are resilient.

Rating **Strongly agree**

Topics **Landscaping, Waterfront access**

Source **Online**

Filtration and return

Rating **Strongly agree**

Topics **Flood protection**

Source **Email**

Nashville does need to embrace this incredible asset.

Rating **Strongly agree**

Topics **Waterfront access**

Source **Online**

As an AGLCA (America's Great Loop) member and boater here in Nashville I want my city to shine as a destination port for all the other "Loopers". As a Gold Looper (completed the loop) I have seen many city docks, some good, some bad. Nashville is not in the good category. This is a great opportunity for Nashville to welcome both local boaters and visiting boaters. And as other cities have realized, it can be a profit center (fuel, dockage, cruise lines, vendors, boat shows, etc.). If you respect the river, then make a place for those who actually travel the Cumberland River.

Rating **Strongly agree**

Topics **Boating access**

Source **Online**

Respect for the River

The 2010 flood hit Nashville at a time before it was truly on the national radar and such a huge magnet for investment. We absolutely have to protect downtown as best we can as well as the new East Bank development.

Additionally, a beautiful waterfront would be yet another draw to Nashville tourism and hospitality. People love to be on the water. We have water in the middle of our entertainment district but almost no way to appreciate it. This is a huge opportunity. I love the Buffalo Bayou project as a guidepost for us.

Rating **Strongly agree**

Topics **Flood protection, Tourism support, Waterfront access**

Source **Online**

I strongly support development of the river area for better access, allowance for more outdoor recreation, parks and connectivity, but especially creating access and a space for boaters including docks to access downtown from the river and marinas with fuel and amenities.

Rating **Strongly agree**

Topics **Waterfront access**

Source **Online**

The river needs to be cleaned up. It looks and feels filthy. Not a place for recreation. Those that are responsible for its pollution and demise over the years should be held accountable. I look forward to when this is a show piece for our community.

Rating **Strongly agree**

Topics **River quality**

Source **Online**

There should not be development in the 100 year flood plane. These events are becoming more frequent.

Rating **Strongly agree**

Topics **Flood protection**

Source **Online**

The River is an important part of our city. I appreciate that we are taking the time and effort to improve its situation.

Rating **Strongly agree**

Topics **Waterfront access**

Source **Online**

The Cumberland River is one of the original reasons that Nashville is located where we are. A clean & healthy river could provide a whole array of health, recreation, and food resources, as well as transportation and business uses. Businesses, however, must use responsibly without pollution.

Rating **Strongly agree**

Topics **River quality**

Source **Online**

Long over due, all this riverfront space needs to be embrace as part of the vital downtown concept

Rating **Strongly agree**

Topics **Waterfront access**

Source **Online**

Absolutely central, along with equity and affordability.

Rating **Strongly agree**

Topics **Support for section**

Source **Online**

There are concerns about flooding in new developments. This needs to be a key priority. For example, in Washington, DC Georgetown has a similar community along the water that goes underwater often.

Rating **Strongly agree**

Topics **Flood protection**

Source **Online**

Respect for the River

Love it! So glad to see the nature based water solution doubling as public green space. Truly designing within the context of the watershed. Aside from the main park, would also love for native habitats throughout the Eastbank to contribute to urban ecology, flood resiliency, green space access, and fight against heat islands.

Rating **Strongly agree**
Source **Online**

Topics **Native landscaping / habitat**

Downtown needs a transit dock for larger boats. With that those boats need electric hook-ups and water available. They also need to be located in an area of downtown to allow walking to restaurants and places of interest. These boat owners can help to pump money into the Nashville downtown community.

Rating **Strongly agree**
Source **Online**

Topics **Boating access**

Facilities for transient boaters (dockage, power, water, etc.) would bring lots of additional visitors to the area who will spend money at local bars, restaurants, and shops.

Rating **Strongly agree**
Source **Online**

Topics **Boating access**

We need to open the river to boat traffic - locals and tourists!

Rating **Strongly agree**
Source **Online**

Topics **Boating access**

Activating the river is very exciting and I fully support. Again, limiting cars/traffic and prioritizing the human/pedestrian experience.

Rating **Strongly agree**
Source **Online**

Topics **Support bike/ped, Waterfront access**

We have traveled to Nashville by boat and stayed several days. The creation of more dockage with power and water would be an attraction for the public to view vessels docked and visiting their city.

Rating **Strongly agree**
Source **Online**

Topics **Boating access**

This plan is desperately needed to help with flooding of this area as in 2010. I would also suggest that permeable surfaces be explored for the surface parking lots that will undoubtedly be needed for the stadium and the residential buildings.

Rating **Strongly agree**
Source **Online**

Topics **Flood protection, Parking**

As a female small business owner of River Queen Voyages operating for 8 years since 2015 in the footprint of the East Bank plan, I fully support the activation of the river and better access to the East Bank. I also support moving the stadium in order to intentionally and intelligently plan for stormwater mitigation and flood damage reduction in the future. We would like to be considered for any storefront space in the Central Waterfront district for our kayak rentals, river scavenger hunts, and pontoon rentals. Kudos to the Metro Planning Department for a well thought-out and researched plan for the East Bank. My hope is that the plan is funded quickly and we can activate this very under-utilized space in the city.

Rating **Strongly agree**
Source **Online**

Topics **Waterfront access**

Respect for the River

Part of respecting the river is not allowing massive structures to go in on the Cumberland’s banks. Very concerned about the possible CA South condo project at 690 Davidson. This is not tenable environmentally and will ruin the possible future of the waterfront, downtown to Shelby Park.

Rating **Strongly agree** Topics **Urban form, Waterfront access**
Source **Online**

Once again, the need to protect the River is always a priority. However, the River's health and well-being is not dependent on building the East Bank Development.

Rating **Strongly agree** Topics **River quality**
Source **Online**

I think that it is important to have a welcoming riverfront for boaters from all around the country that travel our great river. Many cities like Louisville, Cincinnati, Pittsburgh, Paducah, Chattanooga have done this very well. We need dockage, 50amp power pedestals, at a minimum, diesel and gas fueling and restrooms with shoes would be a plus.

Rating **Strongly agree** Topics **Boating access**
Source **Online**

This is critical. Do not build for big dollars and not consider ecology and long term vision and benefits of planning for our natural landscape and climate change. the river is a unique component that should be cleaned up and better utilized for nature space.

Rating **Strongly agree** Topics **River quality**
Source **Online**

The concept needs a bigger focus on the river and how citizens of Nashville and traveling boaters from all over can use the wonderful river banks. People routinely travel to Nashville in their boats from Chicago, Chattanooga, Knoxville, and southern area

Rating **Strongly agree** Topics **Boating access**
Source **Online**

floating dockage with dual 30 amp or 50 amp power towerswater supplygas and diesel fuelbathroom facilities with showers and laundry

Rating **Strongly agree** Topics **Boating access**
Source **Online**

I am a boater so environmental preservation is extremely important for me and generations of my family to follow.

Rating **Strongly agree** Topics **River quality**
Source **Online**

Finally we look at the River as a recreation opportunity rather than a highway for industry.

Rating **Strongly agree** Topics **Boating access, Waterfront access**
Source **Online**

i have a fair amount of faith that the city can find the environmental scientists and engineers to make this work

Rating **Strongly agree** Topics **Support for section**
Source **Online**

Respect for the River

Improving river access is essential for the East Bank's success. The integration of the waterfront should become a model for future development in the city to celebrate our river rather than turning its back on it. The potential for a public dock would also be a key component and a nice addition for boating on the Cumberland.

Rating **Strongly agree**
Source **Online**

Topics **Boating access, Waterfront access**

As a boater who travels thru that area, a safe place to stop (with power & water available) would give us the opportunity to visit Nashville more often.

Rating **Strongly agree**
Source **Online**

Topics **Boating access**

River access for water recreation (kayak etc) would be ideal.

Rating **Strongly agree**
Source **Online**

Topics **Waterfront access**

Myself and several other boaters would visit Nashville by boat more frequently if secured docks with the power and water were available. Thank you for your consideration.

Rating **Strongly agree**
Source **Online**

Topics **Boating access**

We really need to make this a great boating experience by providing additional slips with all the boating traffic that allows boaters to come and enjoy downtown Nashville

Rating **Strongly agree**
Source **Online**

Topics **Boating access**

I like the idea of orienting toward the river and providing more parks. This will be great once connected to the Greenway and also Shelby Park. Then I would echo the quote about seeing canoes, kayaks, and paddle boards. Then also restaurants, wine bars, etc along the river. This would be a huge value to the community.

Rating **Strongly agree**
Source **Online**

Topics **Neighborhood services, Public spaces, Waterfront access**

Would love to see focus on environmental impacts on wetland wildlife and educational displays and outreach regarding it.

Rating **Strongly agree**
Source **Online**

Topics **Native landscaping / habitat**

I strongly believe that respecting the River means that there will not be any additional marinas on the River. The Cumberland is a dangerous waterway and additional yachts, large power boats etc are not needed. The currents and flow are constantly changing due to the dams which will be dangerous for novice and drunk boaters. The barge traffic, buoys, and other underwater hazards also cause safety concerns. Additional marinas and powerboats will destroy the River for existing users throughout the area (not just downtown). The River should be maintained as a source of peaceful recreation (including fishing) for residents. Also, the wakes from these boats will cause further shoreline erosion. Additional services for non motorized boats would not be an issue.

Rating **Strongly agree**
Source **Online**

Topics **Boating access**

Respect for the River

Yes! Anything we can do to protect our waterways - the flora and fauna that live there as well as protecting our infrastructure from flooding and erosion - this should be a priority. I'd love to see efforts to clean the water as well. As we're adding housing and commercial buildings along the river, we want to make sure that we're not making the water even dirtier than we already are.

Rating **Strongly agree** Topics **Flood protection, River quality**
Source **Online**

really value having some sort of infrastructure that helps clean the river, an outdoor classroom that teaches students about the river ecologies, and more public/play in and around the river like boating and other water traffic

Rating **Strongly agree** Topics **Boating access, Native landscaping / habitat, Open space, River quality**
Source **Online**

Community education about water is essential.Flooding medeation essential

Rating **Strongly agree** Topics **Flood protection, River quality**
Source **Online**

This is the most important part of this development. RESPECT THE RIVER - all the storm water management in the world won't make building sandcastles logical. Significant areas should be returned to natural habitat for wildlife and native species that work better in this environment than restaurants and high-tech businesses. No wonder Nashville was voted the least sustainable city in the US! Still can't get out of that ""Growth is Progress"" mentality.

Rating **Strongly agree** Topics **Native landscaping / habitat, Support for section**
Source **Online**

I like that a park as planned leading from the stadium to the river. However I think Concept buildings are crammed too close to the river edge in this area.. They should be backed off to open up our beautiful skyline view from this area. If we’re going to respect the river we need to do that.

Rating **Strongly agree** Topics **Open space, Urban form**
Source **Online**

Nashville has an excellent opportunity to make the riverfront an outstanding recreational asset from the perspective of boaters on the River. Currently, there is very little dockage for boaters or quality riverfront amenities. This is a missed opportunity

Rating **Strongly agree** Topics **Boating access**
Source **Online**

Would love to see some attention paid to the cleanliness of the river as well. efforts should be taken to clean and maintain the cleanliness of the river.

Rating **Strongly agree** Topics **River quality**
Source **Online**

As a boater we respect our waterways and want to be certain pleasure crafts are considered when these concepts are being developed.

Rating **Strongly agree** Topics **Boating access**
Source **Online**

Respect for the River

I think this is a tremendous opportunity. Much of the flooding in 2010 could have been prevented had the corp of engineers handled things differently. Working with them on their contingency plans is vital to prevent another 2010 event not to mention much more cost effective than building flood walls, etc.

Rating **Strongly agree**

Topics **Flood protection**

Source **Online**

Making as much of the riverfront accessible for boating and parks is a key goal...even if this means moving the stadium.

Rating **Strongly agree**

Topics **Stadium, Waterfront access**

Source **Online**

We do need to have strict rules and enforcement for what happens on the riverfront. The Cumberland River already suffers from pollutions issues and we need to ensure this does not continue

Rating **Strongly agree**

Topics **River quality**

Source **Online**

Docks, marinas, boat houses and other access points to the river should be abundant along the east bank

Rating **Strongly agree**

Topics **Boating access**

Source **Online**

Is there any more time to provide input on this plan. I was the founding member of the US National White Water Center in Charlotte, NC and I now live here. When we built the center we envisioned something special for Charlotte and it has delivered. This same type of concept would far exceed what was accomplished in Charlotte, NC. I would love to provide input on how a public private relationship can provide income and taxes to support environmental recreation. It is a major win for Charlotte today and could be a major win for Nashville. The financial model is incredible and it provides excellent uses for locals as well as tourists.

Rating **Strongly agree**

Topics **About survey, Boating access**

Source **Online**

we need to emphasize the river as much as possible.

Rating **Strongly agree**

Topics **Waterfront access**

Source **Online**

A cleaner, more accessible river front needs to happen.

Rating **Strongly agree**

Topics **Waterfront access**

Source **Online**

We just came back from a trip on the Cumberland River from Kentucky Dam Marina to Nashville staying at the docks located by the pedestrian bridge. It seems like this is a gold mine waiting for development. It was so fun to stay there HOWEVER, it would be nice to see a facility more developed with better docks, better electric hookups (we could only get partial power. No other marina causes us any problem), water, bathrooms with showers, and Wi-Fi. Secure and safe dockage is of utmost importance. Good luck.

Rating **Strongly agree**

Topics **Boating access**

Source **Online**

Would like to see more river access more transient docks, marinas, stores by and restaurants that are accessible by the water.

Rating **Strongly agree**

Topics **Boating access**

Source **Online**

Respect for the River

Development should follow federal requirements to not increase risk of flooding by increasing impervious surfaces

Rating **Strongly agree**
Source **Online**

Topics **Flood protection**

There is a great need for safe affordable dockage, fuel, water, electric for transient boaters wanting to stop and visit Nashville.

Rating **Strongly agree**
Source **Online**

Topics **Boating access**

We tried twice to make the trip from Green Turtle Bay to Nashville in our boat. Once we couldn't get a reservation and once we had to turn back in Clarksville due to engine issues. We are now doing "The Loop," but once we are back at GTB, we will try again

Rating **Strongly agree**
Source **Online**

Topics **Boating access, Implementation**

Please make available a marina and transient dockage including power, water and fuel. Many boaters would visit Nashville if suitable accommodations were available.

Rating **Strongly agree**
Source **Online**

Topics **Boating access**

Very interested in transient dockage, fuel, and water for boaters with safe, walking access to Nashville restaurants, attractions, and parks.

Rating **Strongly agree**
Source **Online**

Topics **Boating access**

It is important to insure that boaters have access to dockage, water, fuel, and pump out services. The downtown Nashville area is a stop and side trip for many people who travel the inland rivers. Their economic impact to the city will be suppressed if they

Rating **Strongly agree**
Source **Online**

Topics **Boating access**

They need to add docks, hook up availability, and a fuel option! The Cumberland River is a navigable river meaning you can get to anywhere in the world if you want to! We need to capitalize on this if we plan to spend all this money on the "East Bank" project. I would think it could possibly be a stop for "Great Loopers"!

Rating **Strongly agree**
Source **Online**

Topics **Boating access**

I think this is something that is desperately needed in Nashville. I have lived here my whole life, and every time I visit another riverfront or waterfront city I wonder why we aren't taking advantage of our beautiful waterway downtown. It has the potential to be the anchor and centerpiece of a new downtown that encompasses the current downtown core as well as the East Bank. Let's get inspiration from other waterfront cities with parks/museums/paths on the water. Look at Oslo, London, and even Pittsburgh!

Rating **Strongly agree**
Source **Online**

Topics **Waterfront access**

Our planet is changing and development without this focus is irresponsible.

Rating **Strongly agree**
Source **Online**

Topics **Flood protection**

Respect for the River

Chattanooga, Knoxville, St. Louis, Cincinnati, Pittsburgh and so on have nice river fronts for boaters, we have nothing! Let’s consider some sort of amenities.

Rating **Strongly agree** Topics **Boating access**
Source **Online**

That will be the first time.

Rating **Strongly agree** Topics **Support for section**
Source **Online**

i really love how the plan accounts for flooding, flood management, and creating resilient neighborhoods. i am concerned about connectivity to the river via 'marinas' and how that relates to creating equitable neighborhoods. i'd prefer a community center instead - especially one with a pool. :)

Rating **Strongly agree** Topics **Flood protection, Neighborhood services**
Source **Online**

This is the best part of the plan as it brings attention to a severely under-tapped resource. A mix of restaurants, parks, and ecological preservation areas along the river would be a welcomed addition.

I do have extreme concern about how long the parks and ecological areas would be useable. Metro has allowed the steps on the Downtown side of the river to become an open air drug market and homeless camp. I fear they will do the same with the east side of the river rendering the space unusable.

Extended greenways are a nice idea as well but will be limited in practice for the same reason mentioned above. I know many women who do not feel safe using them alone do to the presence of aggressive mentally ill and or drug addicted homeless individuals.

Rating **Strongly agree** Topics **Greenways, Homelessness, Neighborhood services, Open space, Waterfront access**
Source **Online**

Nobody likes flooding

Rating **Strongly agree** Topics **Flood protection**
Source **Online**

Open space and floodplain connectivity for resilience and a wide, naturalized river bank and buffer to support our region's biodiversity.

Rating **Strongly agree** Topics **Flood protection, Native landscaping / habitat, Open space**
Source **Online**

Protect and maintain the Cumberland River so it becomes a living, vital partner in the daily lives of Nashvillians.

Rating **Strongly agree** Topics **River quality**
Source **Online**

America's Great Loop Cruisers' Association is a group of 9,000 boaters with a passion for the boating adventure known as America's Great Loop. Nashville is a popular side trip on the Great Loop, and a vibrant waterfront with dockage available for visiting boaters would bring many visitors to Nashville.

Rating **Strongly agree** Topics **Boating access**
Source **Online**

Respect for the River

our river is great, would love to be able to make more use of it and potentially launch a kayak from a dock while also putting in more habitat on the bank for fish and birds

Rating **Strongly agree** Topics **Boating access, Native landscaping / habitat**
Source **Online**

Would love to see the river more utilized

Rating **Strongly agree** Topics **Waterfront access**
Source **Online**

Nashville needs to embrace the river as a feature and asset to the city!

Rating **Strongly agree** Topics **Waterfront access**
Source **Online**

Provide free pump out of black water tanks in several locations

Rating **Strongly agree** Topics **Uncertain**
Source **Online**

Great overall vision, but keep roads away from the river. Businesses should front, with roads behind. Look to the Nábřežie Eurovea development in Bratislava for inspiration. Primarily look at the sidewalk level activation with restaurants, and the green

Rating **Strongly agree** Topics **Support bike/ped, Waterfront access**
Source **Online**

Stormwater mitigation should be TOP priority for this area considering the 2010 flood as well as climate change.

Rating **Strongly agree** Topics **Flood protection**
Source **Online**

Engagement and connectivity to the river is critical to the success of these newly neighborhoods.

Rating **Strongly agree** Topics **Waterfront access**
Source **Online**

Your plans sounds like the right thing to do. I would add a marina facility that could cater to resident boating as well as provide docking for traveling boats. Boaters, in general, bring expendable revenue as they enjoy their boats and/or cities.

Rating **Strongly agree** Topics **Boating access**
Source **Online**

As an avid boater - we would eagerly bring our boat to Nashville for extended stays if there was an adequate secure marina that included docks to accommodate overnight stays, fueling docks and marina restaurants! There is much untapped revenue that not only local boaters would bring to the area, but boaters from throughout from the mid-west, eastern and southern US! Nashville has not adequately capitalized on the gem that is the heart of Nashville!

Rating **Strongly agree** Topics **Boating access**
Source **Online**

The East Bank of the river needs additional docks and the West Bank needs the barge-destroyed dock replaced. It is ridiculous that a vibrant city like Nashville, with a river running through the heart of it, has virtually no facilities or amenities for b

Rating **Strongly agree** Topics **Boating access**
Source **Online**

Respect for the River

the river has almost no role in downtown nashville - other than being an obstacle to get over. we should engage the river as an amenity on both banks from downtown to germantown .

Rating **Strongly agree** Topics **Waterfront access**
Source **Online**

Nashville should have a real waterfront that includes recreation boating and marinas like Chattanooga and Clarksville, even Knoxville has better facilities than Nashville. Boaters that travel full time in their boat (including those traveling the Great Loop) would make the trip to Nashville if such facilities existed. Also, there are many boaters on Old Hickory Lake that would travel through the Old Hickory Lock to visit and stay at a Nashville water front.

Rating **Strongly agree** Topics **Boating access**
Source **Online**

For over two centuries, the river has been a critical travel artery, starting with our founders, and continuing to this day with barge traffic, recreational offerings, and the a major source of drinking water.

Rating **Strongly agree** Topics **Boating access, Waterfront access**
Source **Online**

river taxi to opryland, shelby park, TSU, Nations

Rating **Strongly agree** Topics **Boating access**
Source **Online**

The rebuilding of the slope is crucial!

Rating **Strongly agree** Topics **Flood protection**
Source **Online**

I love the concept of trying to work with the river and taking into account the potential for flooding. There should also be ""staggered"" buildings to allow more views of the riverfront.

Rating **Strongly agree** Topics **Urban form, Waterfront access**
Source **Online**

This is an excellent idea and something I have never understood why it wasn't a priority here. Both the environmental factors, but also making the riverfront a destination. People love dining and doing activities along the water (while not actually having to be IN the water). Making it a focal point of the city while also respecting the environmental factors should be a priority.

Rating **Strongly agree** Topics **Waterfront access**
Source **Online**

I’m in favor of developing the riverfront downtown to include more outfitter access and river activation / activities.

Rating **Strongly agree** Topics **Boating access, Waterfront access**
Source **Online**

The respect for the river is not substantial enough. There needs to me more emphasis placed on this part of the plan. The river regularly floods this area and the plan seems to gloss over the most important part, the river floods and must be respected.

Rating **Strongly agree** Topics **Flood protection**
Source **Online**

Respect for the River

We have a boat on Old Hickory Lake and cruise downtown several times a year. Providing facilities on the riverfront for boaters would make it more attractive and would generate fees for the city and additional income for local businesses. Chattanooga's riverfront is an excellent example of what is possible. Thanks!

Rating **Strongly agree**

Topics **Boating access**

Source **Online**

Would love to see east bank be predominantly green spaces and spaces that support nature thriving.

Rating **Strongly agree**

Topics **Native landscaping / habitat, Open space**

Source **Online**

My thoughts above do not hamper this initiative.

Rating **Agree**

Topics **Uncertain**

Source **Online**

Connecting to greenways is CRUCIAL.

Rating **Agree**

Topics **Support bike/ped**

Source **Online**

CAVEAT: Designs for implementing the plan should include a team from other states and/or countries more versed in riparian rights, designs, techniques, longevity studies, and other expertise, etc. for calculating risks of harm during and after the developmental processes.

Rating **Agree**

Topics **River quality, Waterfront access**

Source **Online**

Increased risk of flooding seems quite likely during the planning horizon. Active steps taken today are extremely important. That said, talk of 100, 500 year flooding events seems naive. Parts of Houston had 500 year floods in successive years, and the

Rating **Agree**

Topics **Flood protection**

Source **Online**

The river is the most under-utilized asset in our city. I'm glad to see it as a focus.

Rating **Agree**

Topics **Waterfront access**

Source **Online**

The river concept seems to incorporate flood mitigation, recreational use on land, and recreational use on water. I think these are really important. I do not, however, see any specific plans re the potential historical nature of these sites. What sort of archeological research has been done? How are we honoring the 1000s of years of heritage of this site as a place where people lived and were buried? How are we making certain that this was or was not part of the Trail of Tears and honoring those who suffered mass forced migration through this route? That key piece of our history is missing from this plan.

Rating **Agree**

Topics **Flood protection, Historic preservation/interpretation, Waterfront access**

Source **Online**

As the 2010 flood proved, you better respect the river. From the plan, it appears the new construction will be elevated above the 500 year flood plan level. That is going to be a lot of dirt moving! I think having park space/walking/biking areas along the river is a great idea. Care will need to be taken to keep it from being overrun by the homeless community.

Rating **Agree**

Topics **Flood protection, Homelessness, Waterfront access**

Source **Online**

Respect for the River

As a native of Nashville I am excited to see the development on the east bank, however I don't see facilities for boat dockage. We have a beautiful waterway and downtown area that should be accessible by water as well as land. Docking space for boats should

Rating **Agree**
Source **Online**

Topics **Boating access**

We would like to incorporate a 200' Observation Wheel into the development.

Rating **Agree**
Source **Online**

Topics **Amenities**

Riverfront will be a cool place to visit and hang out - similar to that in downtown Chicago or other areas with rivers. It is an underutilized area.

Rating **Agree**
Source **Online**

Topics **Waterfront access**

The riparian area should be as natural as possible and consist of only native species. The example in the plan in Houston is not a riparian area, it is all grass. A pier should not be permitted in this area. Boats are dangerous for kayakers, paddlers, and even small scale boats. It is unlikely this will provide a safe environment for the "water pedestrians". I also believe the 100 year floodplain is an outdated model for this and should try and reflect 500 to prevent displacing the people who will live there.

Rating **Agree**
Source **Online**

Topics **Boating access, Flood protection, Native landscaping / habitat**

My first time visiting Nashville, I went with my 19 year old niece, while taking her home to Maine from college, and we visited lower Broadway. To my surprise, she felt the energy of lower Broadway was too overwhelming for her. So, we walked away from the noise and ended up at the riverfront. If not for her aversion to fun, I may have never known the Cumberland river existed. Since then, I thought Nashville was missing a huge opportunity to add excitement to the river. Since that first visit, I've made a handful of trips back, and each time, I take a moment to sit by the river, while daydreaming about what this river could be. My vision looks a lot like the sketch on page "6.6 Activate the River", of the marina lined with dockside bars and cafes.

Rating **Agree**
Source **Online**

Topics **Waterfront access**

Any riverfront that isn't completely made out of concrete sounds good to me.

Rating **Agree**
Source **Online**

Topics **Waterfront access**

Yes to the green space and river access. Parks need to be safe - patrolled and well lit. Even Capitol View playground is now a haven for homeless.

Rating **Agree**
Source **Online**

Topics **Homelessness, Waterfront access**

Many boaters are concerned with the safety and location of the current T dock location and would like these concerns addressed in future planning: 1)Safety: The location for the entrance of the dock is in a location that is somewhat hidden if there are no

Rating **Agree**
Source **Online**

Topics **Boating access**

Respect for the River

Yes, we need to work with our natural resources and landscapes.

Rating **Agree**
Source **Online**

Topics **Native landscaping / habitat**

The river is terribly underutilized. Water is central to life, and finding ways to make it a centerpiece of the city is a great idea. I love the idea of acting the waterfront with restaurants and a marina, bridging this connection between land and the river that right now appears so informal. Maximizing views of the river, formalizing green spaces that abut the riverbank, and opening the riverfront as a formal entrance/exit to the city can produce a diverse public interaction with one of the city's most accessible natural features.

Rating **Agree**
Source **Online**

Topics **Boating access, Waterfront access**

Excited by the floodplain concepts, limiting flooding onto hardscape.

Rating **Agree**
Source **Online**

Topics **Flood protection**

I agree that the river needs to be a bigger focus of downtown and it is overdue. Outdoor enthusiasts are doing their best to make use of what's there, but it's not easy. Most major cities in Tennessee have a nicer riverfront than Nashville (our capital city), especially Chattanooga, making it a destination for boaters and pedestrians alike. Respect for the River could make improvements that will draw locals and visitors to stay longer and spend money in downtown businesses again and on the new waterfront. As is, there is very limited space for visitors by water whether by kayak or cruiser. I'm anxious to see the concept include those coming to enjoy our downtown river spaces regardless of it being by land or water. I truly believe, if we build it ... they will come.

Rating **Agree**
Source **Online**

Topics **Boating access**

Allowing for a flood zone is a great idea and I strongly support that. Having zones that people can't access and let it go wild should be part of the park system.

Its hard to tell solely from the concepts but respecting the riparian buffer is a big concern for based on how it is now, so treating the edge with thought/care is my number one priority. We are proposing the biking and park along that edge so we need to make sure we allow it to still function as a proper rivers edge too

If the river is at a healthy state where people are confident to go swimming in it there could be some exciting interventions right in the water. Helping to connect people to the river even more so.

Rating **Agree**
Source **Online**

Topics **Flood protection, Open space, River quality, Waterfront access**

I appreciate the effort to restore the riparian zone for flood mitigation and the health of the river. I understand that there will be development pressures to push into this zone. Resist!

Rating **Agree**
Source **Online**

Topics **Flood protection**

I want to see innovative park design like those in Boston and the Bay Area that account for potential flood events with strategic built-in barriers. I also hope the transit hub won't be too close to the water, since that might mitigate the benefit of moving a bunch of the existing industry away from the river.

Rating **Agree**
Source **Online**

Topics **Public spaces, River quality, Transit**

Respect for the River

The river and its integrity must be respected. Why not clean it up? It's horribly polluted. And the homeless are allowed to live downtown and push one another into the river.

Rating **Agree**

Topics **Homelessness, River quality**

Source **Online**

full-service marina is a need for metro Nashville east bank to thrive and have long term positive impact on the city and help sustain the east bank and take it to another level as other city's blessed with a waterway so close to its downtown core and walk

Rating **Agree**

Topics **Boating access**

Source **Online**

Need to consider the damage that can be caused by a major flood such as occurred in 2010. We should not build up areas close to the river that are prone to flooding but keep the majority of the new development away from the river.

Rating **Agree**

Topics **Flood protection**

Source **Online**

Must have. See prior notes

Rating **Agree**

Topics **Support for section**

Source **Online**

I think it would be great to have many restaurants along the river instead of just parks. Love the parks concept but I think it would enhance the experience for everyone if you added that kind of restrictive zoning to force restaurants in those places.

Rating **Agree**

Topics **Neighborhood services, Open space**

Source **Online**

No bachelorette party barges, please.

Rating **Agree**

Topics **No tourists**

Source **Online**

Much should be done to clean the river to make it a great recreational area.

Rating **Agree**

Topics **River quality**

Source **Online**

We should strongly consider activating the Cumberland river access to the East & West banks of downtown. Cities a fraction of our size have created amazing access for boat traffic to engage that area. The possibilities range from simple dock availability with or without amenities to a more robust vision of marina and tourist interests. All would compliment what has been developed over the years on both banks. The city & state would benefit from the increased traffic and resulting taxes.

Rating **Agree**

Topics **Boating access**

Source **Online**

I believe our River needs to be revamped. The river is completely polluted and we could do better. Also, the accessibility could be better as well. Let's get more people out to enjoy the beauty of what it could be.

Rating **Agree**

Topics **River quality, Waterfront access**

Source **Online**

Respect for the River

As a boater and kayaker I fully embrace the Respect for the River. As long as the barge traffic goes through downtown and is not separated from recreational use, the river will not be seen as friendly by recreational users.

Rating **Agree**
Source **Online**

Topics **Boating access**

Would rather see a focus on river and recreation than a stadium

Rating **Agree**
Source **Online**

Topics **Stadium, Waterfront access**

More needs to be done to identify and set development standards for building in/near the floodplain, since the majority of the 330 acre study area is +/- 10 feet. Identifying the right development standards that can become part of the UDO guidelines, stormwater requirements, etc. is very important. Metro should start looking into grant applications for pre-development/implementation feasibility study funding -- Rockefeller, NOAA, Enterprise Communities, etc.

Rating **Agree**
Source **Online**

Topics **Flood protection**

I think the city has never utilized the River. We need the docks on west side repaired and marina built- just look to Chicago, Chatt, Paducah, and Knoxville for examples of boating, etc on riverfront. Our lack of use remains an embarrassment and I don't think plan does anything.

Rating **Agree**
Source **Online**

Topics **Boating access**

We must respect the river for sure -- it has devastating power as we saw in 2010. The design must always keep this in mind.

Rating **Agree**
Source **Online**

Topics **Flood protection**

How will that contribute to mote affordable housing

Rating **Agree**
Source **Online**

Topics **Affordable housing**

We need more park space for intermural field play--see Plan to Play!

Rating **Agree**
Source **Online**

Topics **Open space**

No dog parks in the flood plain.

Rating **Agree**
Source **Online**

Topics **Flood protection, Open space**

If RESIDENTS are going to be able to access this we need to be able to DRIVE there and as a SENIOR citizen I want reasonable parking not \$30 to park my car!

Rating **Agree**
Source **Online**

Topics **Improve auto access/parking**

Increase green space, art installations (i.e theme: buffalo) from local artist.

Rating **Agree**
Source **Online**

Topics **Arts / Public art, Open space**

Respect for the River

Love the idea of the a massive central park for the community with the added bonus of it serving as stormwater management. Curious how resilient the options would truly be if the stadium stays.

Rating **Agree** Topics **Flood protection, Public spaces, Stadium**
Source **Online**

Set up the parks for the people, help heal the river. The river will not be respected by a new massive football stadium.

Rating **Agree** Topics **Public spaces, Stadium**
Source **Online**

Treat our rivers well.

Rating **Agree** Topics **River quality**
Source **Online**

I am for marine infastrucure and development to promote a river lifestyle for locals and for a river based vistor experience that is not in our current offerings. There are vessels voyaging the inland rivers that would love to come here if there was a offering that would support their journey. There is a large # of localy owned vessels looking for new destinations to visit and return to on an regular basis that would allow them to come to Nashville without the perceived negatives of what many consider "New Nashville" Boats typical don't have to deal with traffic, hotels, and crime is much lower in the marine environment. I support short and long term marina slips, places to provision, places to eat, excercise,and be entertained within walking distances. These vessels need fuel, water, waste removal, service, and maintenance facilities to continue on their journey. Many community/tourism trends come and go, but the Nautical lifestyle has lived and will last forever.

Rating **Somewhat agree** Topics **Boating access**
Source **Online**

I would love to see the addition of a marina.

Rating **Somewhat agree** Topics **Boating access**
Source **Online**

We need better handling of floodplains throughout the whole of the city.

Rating **Somewhat agree** Topics **Existing communities/neighborhoods, Flood protection**
Source **Online**

While I would love to see more River use, I also don't want to create more pollution and damage to the ecosystem. Your proposal doesn't mention what kind of recreation—kayaks? Paddle boarding? Not sure we need more boats and jet skis in the Cumberland.

Rating **Somewhat agree** Topics **River quality, Waterfront access**
Source **Online**

As long as all residents people are welcomed with out discrimination.

Rating **Somewhat agree** Topics **Inclusiveness**
Source **Online**

Respect for the River

I wholeheartedly support the restoration of the river bank and optimization of stormwater management in to reduce the risks of flooding, while at the same time connecting the riverfront with outdoor spaces and pedestrian/cycling infrastructure. It would be great if there were some more "natural" parks included; perhaps incorporated into the proposed Wharf Park. See Montrose Point Bird Sanctuary in Chicago for an example of the vibe.

I don't like the idea of new docks, small marinas, and related land uses included in the Respect for the River concept. Small human-powered watercraft (canoes, kayaks, paddleboats) seem inoffensive enough. However, the idea of a hoard of yachts on the Cumberland river makes me shudder. The party buses are bad enough - do we really want to clog such an important economic resource with "transportainment" boats and barges?

Rating **Somewhat agree** Topics **Boating access, Flood protection, Public spaces, Support bike/ped, Waterfront acce**
Source **Online**

I do support the Respect for the River concept but it could easily include a Marina that could be part of the flood control and water mitigation aspect that will be needed in the area.

Rating **Somewhat agree** Topics **Boating access**
Source **Online**

I enjoy the idea of the using the river to kayak, but my major concern is boat traffic and any excess metals that have found there way into the river. I have witnessed metal falling into the river from the recycle plant when barges are loaded up, so I do not feel confident that anyone should be in the water with the threat of rusty metal cutting you.

Rating **Somewhat agree** Topics **Boating access**
Source **Online**

We need to make sure that development doesn't make flooding and run off issues worse in nashville.

Rating **Somewhat agree** Topics **Flood protection**
Source **Online**

One area that should receive attention and has currently been excluded, s the need for a marina for boats with ability to buy gas, dock overnight etc. Bringing more of the boating community to the downtown area will greatly enhance the plan and stimulate increased revenue for the city.

Rating **Somewhat agree** Topics **Boating access**
Source **Online**

I think with increased development and rooftops, while there's recommendations for more parks and bioswales, there should also be a push for greener building and development. Permeable pavement materials, green roofs, and other stormwater green infrastructure should be integrated into the streets and buildings themselves, rather than just adding landscaping and bioswales. I think more should be done.

Rating **Somewhat agree** Topics **Green buildings**
Source **Online**

I'd like the chances of flooding to be decreased but again, I am thinking about how this will affect long term residents.

Rating **Somewhat agree** Topics **Existing communities/neighborhoods, Flood protection**
Source **Online**

Respect for the River

Resiliency and environment aspects are good. However, we should not put as much emphasis on public waterfront event space. Nashville already lots of great waterfront areas for large events, and there is a risk of oversaturation. See Suttree Landing in Knoxville, or Miller Park in Chattanooga - these parks were well designed but are often sitting empty without the crowds as illustrated in concept.

Instead consider devoting more of the waterfront space to a publicly accessible nature reserve/conservancy, much like Lincoln Park in Chicago. This would create opportunities for people to enjoy and learn about nature right in the heart of downtown.

Rating **Somewhat agree**

Topics **Native landscaping / habitat, Waterfront access**

Source **Online**

The best way to respect the river would be to not build a massive playground next to it.

Rating **Somewhat agree**

Topics **River quality**

Source **Online**

The plans should be more focused on non-motorized ways to interact with and preserve the river. What good are kayak ramps if the Titans prohibit access? Where are the railings and banisters like they have in Chattanooga to make it easier to get crafts down to the river (and back up)

Rating **Somewhat agree**

Topics **Support bike/ped, Waterfront access**

Source **Online**

The Vision Plan does not represent the Middle Tennessee and Davidson County Resident Boaters as Marina Space is not mentioned in the current vision as a part of "...variety of river oriented activities". Added bonus is the Marina space could be part of Flood mitigation planning.

Rating **Somewhat agree**

Topics **Boating access, Flood protection**

Source **Online**

Respect for the river is important. No one understands rivers more than barge owners and motorboat enthusiasts.

Rating **Somewhat agree**

Topics **Boating access, Waterfront access**

Source **Online**

We much find ways to engage the river in a resilient manor. This engagement should be focused on recreation and access, while balancing it with improving the ecology and performance of the river bank corridor. These should compliment one another. The park spaces need to be thoughtfully programmed and be more than event and multi-purpose spaces. Successful urban and waterfront parks, include food and beverage, regular programming, a mix of open/green spaces and supporting structures. Providing more than an open, event type lawn will be critical to creating a neighborhood that is for Nashvillians first. Programming and uses shall be rich and appeal to a wide variety of ages and be meaningfully designed to accommodate and encourage a experiences and stays that are longer than 1 or 2 hours.

Rating **Somewhat agree**

Topics **Native landscaping / habitat, Neighborhood services, Public spaces, Waterfront ac**

Source **Online**

I would like to see much more areas for dockage on the East Bank. I bring my boat to Titans games and just to dock on the East Bank 4 or 5 times a year. I would like to see a marina, with gas pumps and a restaurant. This is a very important item to me.

Rating **Somewhat agree**

Topics **Boating access**

Source **Online**

Respect for the River

Though again, I think there needs to be a more comprehensive and robust understanding of equity beyond access to green space. Being open and accessible to all (equal), is not the same as an equitable community benefit.

Rating **Somewhat agree**

Topics **Public spaces**

Source **Online**

Nashville needs more transient boat docking facilities

Rating **Somewhat agree**

Topics **Boating access**

Source **Online**

Making the riverfront more desirable and accessible for Nashvillians needs to happen. I like elements of the plan. None of the public land should be dedicated to marinas or other luxury/exclusive amenities.

Rating **Somewhat agree**

Topics **Boating access, Waterfront access**

Source **Online**

The river needs to be restored in so many ways beyond this developmental dream. It has become an environmental catastrophe. The idea of a marina with boat docks for pleasure boats and kayaks needs to take second place to efforts to clean up the river.

Rating **Somewhat agree**

Topics **River quality**

Source **Online**

This is an embarrassing level of marketing jargon. Tell is real facts. What is the water quality of the river? How will this project directly contribute to a healthier natural ecosystem around the river? Real data not buzzwords.

Rating **Neutral**

Topics **River quality**

Source **Online**

Still a little worried, the flood is still in my memory banks. Also the last plan I saw for the proposed Oracle campus had a small creek/river flowing through it. Is that still in the works and how would that affect this project.

Rating **Neutral**

Topics **Flood protection, Oracle**

Source **Online**

Metro does not seem to currently maintain the greenways in most of the city. Where will the funding for maintaining the new public spaces come from? Will Metro also allocate adequate funding to maintain the existing greenways and public space and keep those spaces safe for all residents?

Rating **Neutral**

Topics **Existing communities/neighborhoods, Greenways, Implementation**

Source **Online**

I could not find this information in the drafts provided

Rating **Neutral**

Topics **About survey**

Source **Online**

The river is perhaps our most important asset in this city. We must take care of her!!!

Rating **Neutral**

Topics **Waterfront access**

Source **Online**

This all came up years ago...was destroyed by Metro Govt at urging of Titans Football owners

Rating **Neutral**

Topics **Uncertain**

Source **Online**

Respect for the River

I am not for sure what this plain entails.

Rating **Neutral** Topics **Uncertain**
Source **Online**

How much respect do you have for the river when you're turning a collective blind eye to the dumping of garbage and waste into it every day?

Rating **Neutral** Topics **River quality**
Source **Online**

I like that this green space concept is the most people-first. Although courting the boating crowd? No, that's not Nashville.Nashville should pursue grants for floodwalls/ climate resiliency.

Rating **Neutral** Topics **Boating access, Flood protection, Open space**
Source **Online**

I am not much in favor of high end uses on the river front that could exclude access for people of lower income. I'm also concerned about flood control.

Rating **Neutral** Topics **Flood protection, Waterfront access**
Source **Online**

Maintenance costs as we continue to see climate change. The landscape of this feature will significantly change over the years and subsequently change the dynamic for the area/community

Rating **Neutral** Topics **Native landscaping / habitat**
Source **Online**

Clean the river and stop dumping trash in it. Then it might be safe to get in it.

Rating **Neutral** Topics **River quality**
Source **Online**

I don't know how we can effectively program on the river with giant barges coming through. Also, I don't want the river to be filled with party boats for bachelorettes.

Rating **Somewhat disagree** Topics **No tourists, Waterfront access**
Source **Online**

Obviously respecting natural resources is a good thing, as is affordable housing and multimodal transit, but it does not change the fact that I am actively against the East Bank development. It prioritizes corporations (notably, one that just laid off a ton of people!) and a football stadium over residents.

Rating **Somewhat disagree** Topics **Against East Bank redevelopment**
Source **Online**

There is not enough in the way of amenities for boaters. There is an immense opportunity here! The boater population (vessels over 35' in length) that want to come to downtown is large, and it continues to grow. As the surrounding river communities (Mt

Rating **Somewhat disagree** Topics **Boating access**
Source **Online**

Respect for the River

I don't think we are really respecting the river. We can see evidence that the entire east bank flooded in 2010, and that will presumably happen again, this project does nothing to solve that except moving the titans stadium to the on patch of land that didn't flood in 2010.

Rating **Somewhat disagree** Topics **Flood protection, Stadium**
Source **Online**

Be inclusive of those who live in Nashville & Visitors not just what you think visitors might want to see we live here .

Rating **Somewhat disagree** Topics **No tourists**
Source **Online**

The Vision Plan does not represent the Middle Tennessee and Davidson County Resident Boaters as Marina Space is not mentioned in the current vision as a part of "...variety of river oriented activities". Added bonus is the Marina space could be part of Flood mitigation planning. In addition, the information as presented may lead to additional West Bank flooding as well as flooding in the new East Bank areas.

Rating **Somewhat disagree** Topics **Boating access, Flood protection**
Source **Online**

Affordability, Access, Environmental & Sustainability measures are not sufficiently forward thinking.

Rating **Somewhat disagree** Topics **Affordable housing**
Source **Online**

The Shelby's Bend neighborhood is highly unlikely to be realized as a true portion of this project and so with that in mind, the biggest eyesore.

Further, the function of the Parks Department is highly dysfunctional, as evidenced for example by the continued animosity towards e-bikes on greenways. The dysfunction within Parks bodes very poorly for the likely quality of the greenways supposedly to be included here.

One item apparently lacking from the plans is a reference to concessions and related services in these parks that would allow people to actually enjoy these parks for several hours at a time. Metro Parks have almost no such offerings at any of their parks. Contrast this with Piedmont Park in Atlanta and Atlanta's Beltline, which are both about a decade ahead of anything Metro Parks has to offer.

Rating **Somewhat disagree** Topics **Green buildings, Open space, Support bike/ped**
Source **Online**

Unclear what considerations are made for children and adults with disabilities for the river concept. It would be nice to see an education center near the water, educate the public on why this river is special.

Rating **Somewhat disagree** Topics **Inclusiveness, River quality, Waterfront access**
Source **Online**

But again this has missed the boat...literally. Large spaces should be made for pleasure craft - both smaller boats and those that would dock overnight bringing hundreds of dollars per person per night as those boater would eat and drink in Nashville and support local businesses as well as the Titans.

Rating **Somewhat disagree** Topics **Boating access**
Source **Online**

There is no inclusion in the plan for recreational boat access!

Rating **Disagree** Topics **Boating access**
Source **Online**

Respect for the River

The use of the river is not being consider which should boating possible use

Rating **Disagree** Topics **Boating access**
Source **Online**

Don't build on the river banks you won't have to worry about floods.

Rating **Disagree** Topics **Flood protection**
Source **Online**

Leaders are missing the point. We need a nice and working river front with marinas and access for boaters to downtown

Rating **Disagree** Topics **Boating access**
Source **Online**

The amphitheater in Cumberland park seems unnecessary and the kayak launching like a giveaway to businesses aimed at tourists (locals know the water is too dirty for repeated, long-term exposure).

Both sides of the Schuylkill in Philadelphia are a good model that would be more used by locals and less of an expansion of downtown tourism.

Rating **Disagree** Topics **No tourists, Waterfront access**
Source **Online**

Marina is badly needed and will be a true asset. Boaters spend money and take care of the river more than anyone.

Rating **Disagree** Topics **Boating access**
Source **Online**

There needs to be docks with slips for short term and long term rentals of the slips. Adding a water based restaurant with gas and other supplies would bring in additional revenue and a new way for nashville to enjoy nashville

Rating **Strongly disagree** Topics **Boating access**
Source **Online**

Need access to the River and docks.

Rating **Strongly disagree** Topics **Boating access**
Source **Online**

Docking for boats

Rating **Strongly disagree** Topics **Boating access**
Source **Online**

Stop taxing Nashville natives to hand cash over to California billionaires.

Rating **Strongly disagree** Topics **Financial impact**
Source **Online**

The changing of the current riverbank system will only benefit the rich with fancy boats not the normal tax payer

Rating **Strongly disagree** Topics **Boating access**
Source **Online**

Respect for the River

This is an inadequate response to the river. The river and associated amenities should be the focus and primary stimulus for the area.

Rating **Strongly disagree**

Topics **Waterfront access**

Source **Online**

Zero respect to the river given. These concepts are not even close to realistic. Zero engagement with businesses that use the river today.

Rating **Strongly disagree**

Topics **Waterfront access**

Source **Online**

We have an opportunity through these efforts to utilize the Cumberland River to deliver additional activities and revenue sources via the river. Ideally Nashville could develop a marina or overnight amenities for boaters both locals and visitors. Enabling water activities would diversify our cities attractions and allow additional visitors to our city.

Rating **Strongly disagree**

Topics **Boating access**

Source **Online**

The Cumberland river is very powerful and has the ability to wipe out everything you propose to build. All of the construction you propose is just going to send more pollution downstream.

Rating **Strongly disagree**

Topics **Flood protection, River quality**

Source **Online**

Make the most of the riverfront!!!

Rating **Strongly disagree**

Topics **Waterfront access**

Source **Online**

However, I support a modified version where there is also access for boat traffic to dock, access and enjoy. Many opportunities exist to allow for those who love the river already to incorporate the new East Bank plans.

Rating **Strongly disagree**

Topics **Boating access**

Source **Online**

Are you familiar with the concept of a flood plane?

Rating **Strongly disagree**

Topics **Flood protection**

Source **Online**

The Cumberland is a huge commodity that Nashville does not activate enough. Chicago, San Antonio, Boston all activate their waterfronts in different and successful ways that should be incorporated into our development plans.

Rating **Strongly disagree**

Topics **Waterfront access**

Source **Online**

You have the perfect setting for a boat approachable back drop to allow more ways to draw people from afar and near to visit the city . Please consider setting aside funding for boats to be able to hook up to power and water for overnight visits .

Rating **Strongly disagree**

Topics **Boating access**

Source **Online**

The river is a key component of domestic shipping. This isn't Austin.

Rating **Strongly disagree**

Topics **Waterfront industry**

Source **Online**

Respect for the River

Will the Corps of Engineers recommendations be shared publicly? Is this being addressed because private money will be invested to prevent flooding, and if there is no private funding, then no investment into the river and the city??

Rating **Strongly disagree**
Source **Online**

Topics **Flood protection**

Again... what does this mean?

Rating
Source **Online**

Topics **Uncertain**

The one image that seems to be providing the most consternation that I heard at the presentation and got comments tonight is the marina image for a couple of reasons that you may want to be aware of as you are prepping for so many more meetings and open houses over the next few weeks. These are some of the specific comments or concerns:

- the amount of marina/dock etc shown in the channel of the River which may be particularly difficult w the Corps
- the amount of development right at the river's edge
- biggest one: the FFEs shown for those buildings at the River would not meet MWS requirement for elevation above flood elevation (normal pool elevation is 385 and a bldg FFE would have to be 416' min and ideally a few feet higher for long term sustainability/ resiliency

I thought you might want to be aware of that feedback while so many other areas of the plan seem to be generally supported...

Rating
Source **Email**

Topics **Flood protection, Waterfront access**

How have you provided respect? There is NO recreational boating provision.

Rating
Source **Online**

Topics **Boating access**

The river should be a resource to the community, we need to make it more accessible, clean, safe for us to use like this proposal suggests.

Rating
Source **Online**

Topics **River quality, Waterfront access**

This a great opportunity to rewild the riverfront to allow for better storm management while adding recreational opportunities. Would love to expand on the idea of Cumberland Park and see even more recreation beyond traditional playgrounds — skate/bike park, pickle ball/tennis courts, climbing wall, kayaking, sculpture parks. Something along the lines of James River Park in Richmond, VA. <https://jamesriverpark.org/>

Rating
Source **Online**

Topics **Flood protection, Native landscaping / habitat, Open space, Waterfront access**

7. Not enough emphasis is placed on ensuring river access points for recreational kayaking, canoeing, paddle boarding, and other small craft. More river access points should be included for these purposes.

Rating
Source **Email**

Topics **Boating access, Waterfront access**

Respect for the River

I have been a resident of Nashville since 2009. I am excited about the growth that this city has experienced since I moved here.

I am extremely concerned about flooding. Obviously I was here for the 2010 flood so saw first hand what happened on the Cumberland River.

Two of the cities I have lived in prior to Nashville were Miami Beach and Houston. So I know first hand about the dangers of flooding.

What my huge concern about this development is all the drawings I see of the proposed buildings; everything is built at ground level. It appears to have residential, retail and restaurants. How could no one be concerned about flooding from the river at ground level?

Everyone has seen what has happened in the last ten years and we keep having more and more flooding events all over the world. Look at Hurricane Ian. Biggest hurricane disaster in FL history. I see people saying we are going to rebuild and I think to myself are you insane?

I really would like to know what is the plan to prevent flooding and why do the proposed drawings I have seen show so much being built at ground level.

Rating

Topics **Flood protection, Urban form**

Source **Email**

Nashville has grossly failed to develop the riverfront for decades. Nashville is not too far off the Great American Loop for thousands of boaters that do the loop every year. Great cities that have developed their water fronts well have generated entire economies just from the water front activity. Don't miss this opportunity to develop the waterfront and extend Nashville's failure to develop the waterfront for decades more.

Rating

Topics **Boating access, Waterfront access**

Source **Online**

I support the noble ambitions of this East Bank initiative, however I see no mention or consideration of enhancing the riverfront infrastructure to encourage and enable better boating access and use of this area. It would be unfortunate to miss this oppo

Rating

Topics **Boating access**

Source **Online**

I support utilizing the natural river as a valued resource to attract boating visitors to downtown away from the bridge structures. There is a tremendous opportunity for the international boating community to visit Tennessee and Nashville by water. This untapped resource in downtown Nashville should be a priority. The Cities with a vibrant boating community bring an international element to the boating community and marina revenues.

Rating

Topics **Boating access**

Source **Online**

I just wanted to share my support for removing asphalt, reconnecting the river to the floodplain, developing green spaces, parks, greenways, access to the river and restoring riparian areas. We absolutely must take into account the increased risk of flooding and also recognize that green spaces are what makes cities livable and enjoyable, while also providing cooling and other environmental benefits.

It would also be wonderful to have parks accessible from the pedestrian bridge that residents and tourists could enjoy

Rating

Topics **Flood protection, Public spaces**

Source **Email**

Respect for the River

Basically all you can do are the river activities right now. The area already built at the river where you can get on the boat rides and rent canoes is so badly built. It is unsafe to those who go down to get in the water. The concrete area is poorly designed and difficult to walk on not to mention the homeless issue and the filth!

Rating
Source **Online**

Topics **Homelessness, Waterfront access**

I agree - you have an opportunity to change the mindset around the Cumberland River through beautification, access, and pushing for more public and recreational uses. Much of the East Bank sits within a decently significant flood zone so there will likely be opportunities to work with engineers to 1) design it so some worst case scenarios don't happen and 2) allow for more public access to these parks.

However, I think you need to get Metro to enforce some of the laws and keep non-housed individuals from abusing and ruining these areas like they have Brookmeade Park in West Nashville and the metro-owned land near Hermitage and Lindsley Avenues.

Rating
Source **Online**

Topics **Flood protection, Homelessness, Waterfront access**

The Nashville waterfront is such an under-developed opportunity! There is the need for docks, fuel, water, and supplies in downtown Nashville. This would create a revenue stream when boaters stop in Nashville for the day, overnight or for a week...tax re

Rating
Source **Online**

Topics **Boating access**

Neighborhoods for Nashville

Rating	Percentage
1 Strongly agree	38.2%
2 Agree	26.3%
3 Somewhat agree	10.5%
4 Neutral	12.4%
5 Somewhat disagree	3.4%
6 Disagree	2.3%
7 Strongly disagree	6.9%

Neighborhoods that are resilient are those where proximity to others is abundant. These are prosperous neighborhoods where transit options only multiply the base level prosperity existent even without transit. A community design where transit turns a disconnected community into a connected community is one where the original design was flawed. So I want to emphasize that we are looking to build urban areas not just missing middle density along transit corridors. And, looking at the renderings, I believe the density is too little. Again, countless templates for economically and culturally wealthy cities have been provided for us from the thousands of years humans built cities before cars.

Rating **Strongly agree** Topics **Market rate housing, Transit**
Source **Online**

A reduction of overall parking in this area would be great to help reduce the cars and traffic in what is already anticipated to be a high traffic area. Housing should be affordable and dignified; no more 600 sq ft apts for 2000. That won't suffice for anyone.

Rating **Strongly agree** Topics **Affordable housing, Limit cars / parking**
Source **Online**

All parking garages should be multi-level, and preferably underground to maximize use of space. Buildings should be required to have either green roofs or solar panels. Parking should include generous amounts of electric vehicle charging, as a large percentage of vehicles will be electric in the future.

Rating **Strongly agree** Topics **Green buildings, Parking**
Source **Online**

Will we actually get buried utilities in these neighborhoods like all the pretty renderings suggest and our friends in surrounding counties (Williamson, Wilson, etc) build?

Rating **Strongly agree** Topics **Infrastructure**
Source **Online**

I have attended a few presentations by the Mayor's Office and Planning and must say the presentation has been dreadfully unexciting. This IS an exciting plan!!! And to build the support you need, you need to work on your sales pitch. Get people excited and behind you. The Imagine plan is a great, forward thinking plan the City needs, but the presenters need some caffeine to deliver the message. Let's get this thing passed!!

Rating **Strongly agree** Topics **Support for section**
Source **Online**

Neighborhoods for Nashville

Open space is great. incorporate the stadium design into its surroundings it should mimic an open-air pavilion more so than a enclosed form that doesn't respond to its context.

Rating **Strongly agree** Topics **Open space, Stadium**
Source **Online**

Nashville should focus tax payer resources on the people who live hear instead of on events and entertainment.

Rating **Strongly agree** Topics **Existing communities/neighborhoods, Financial impact**
Source **Online**

Agree so long as the structure is pro development. All of this is for naught if the deal structure is so restrictive for affordability that nothing actually gets built. We all want an expanded safe neighborhood where we can take our families - away from the more wild scenes on Broadway.

Rating **Strongly agree** Topics **Market rate housing, No tourists**
Source **Online**

Love it! Biggest concern is how well the stadium and related traffic/parking needs are integrated into the neighborhood.

Rating **Strongly agree** Topics **Stadium**
Source **Online**

Love it, I am very concerned about only paying lip service to affordable and equitable housing. I worry about a split between luxury and affordable coming out highly favorable towards luxury. I don't want to see a majority of the units unaffordable.

Rating **Strongly agree** Topics **Affordable housing**
Source **Online**

Again: lots of existing neighborhoods need love.

Rating **Strongly agree** Topics **Existing communities/neighborhoods**
Source **Online**

The human scale relationships between buildings and the street are what make East Nashville strong. These human-to-building scale relationships make the fabric approachable. I get that increased density is part of the vision, and it should be, but special care must be exerted to incentivize human-scale relationships at the ground plane (first 3 stories). The form-based guidelines in The Gulch and SoBro have fallen short here, so I hope lessons can be learned and applied to the East Bank plan. Making this area into a series of streets and blocks that feel like they are "designed for Nashvillians" instead of for tourists or the economy is of paramount importance to setting the stage for the first phases of development so they become a template for what to do in later phases (especially years from now when the original implementors/enforcers of the spirit of the plan have gone).

Rating **Strongly agree** Topics **East Nashville, Urban form**
Source **Online**

Yes. As a native it is exhausting that everywhere is overrun by tourists now. I don't see how this is possible though especially because of the potential for Airbnb in the new condos/apartments being built in the plan.

Rating **Strongly agree** Topics **No tourists**
Source **Online**

It's a great idea to design the new neighborhood for real families. That means making it safe to cross the street. Go cross KVB and 1st with an 8-year-old and see if that road design is a good ""neighborhood for nashvillians"".

Rating **Strongly agree** Topics **Inclusiveness, Support bike/ped**
Source **Online**

Neighborhoods for Nashville

I've relocated to Nashville from the east coast. I've lived in cities (NYC, Philly, DC) and in the suburbs of those areas. The one thing that struck me in relocating is how not walker friendly this city is as a whole. From East Nashville, to Sylvan Park, to The Nations, to Green Hills. Sidewalks lead to nowhere (or there are none) and cars rule the road. I love walking and having the option to bike safely. Until the city makes this a priority, drivers never will share or respect walkers and bikers. Its nice to see this for one area but would love to see this applied to the city as a whole. It would make such an improvement.

Rating **Strongly agree** Topics **Support bike/ped**
Source **Online**

in favor of developing the riverfront downtown to include more outfitter access and river activation / activities.

Rating **Strongly agree** Topics **Boating access, Waterfront access**
Source **Online**

NO NEW STADIUM. It's a waste and the city could use more upgrades to infrastructure, non-car transportation and safety. HOW ABOUT SIDEWALKS???????

Rating **Strongly agree** Topics **Stadium, Support bike/ped**
Source **Online**

I think this is a good concept. Having the James Robetson Parkway bridge land at the current N 1st street intersection like Woodland Street would restore Main St and make that particular neighborhood much more cohesive

Rating **Strongly agree** Topics **East Nashville**
Source **Online**

love our neighborhoods, hopefully this will be easy to get to from shelby park or five points

Rating **Strongly agree** Topics **East Nashville**
Source **Online**

I love the idea of vibrant neighborhoods in East Nashville. I am a builder/developer in East Nashville and I love the changes I have seen in this area in recent years.

Rating **Strongly agree** Topics **Support for section**
Source **Online**

Yes, we definitely need more green residential living space. One additional idea is to pre-plan plenty of EV chargers for the continued growth of the city. Tesla Superchargers too.

Rating **Strongly agree** Topics **EV chargers, Public spaces**
Source **Online**

Would really love to not get prices out of east Nashville in the future!!

Rating **Strongly agree** Topics **Affordable housing, East Nashville**
Source **Online**

See above.

Rating **Strongly agree** Topics **Uncertain**
Source **Online**

How will it become a reality?

Rating **Strongly agree** Topics **Implementation**
Source **Online**

Neighborhoods for Nashville

Turn the page away from downtown and help the many neglected neighborhoods

Rating **Strongly agree** Topics **Existing communities/neighborhoods**
Source **Online**

I believe I saw a recommendation that would allow a 30-story building. As Nashville has prospered and built high and dense, I think we begin to lose the sense of neighborhoods and also lose a sense of geography. We become disconnected from each other as well as the needs of nature whether its animals, plants, trees and the effects on climate.

Rating **Strongly agree** Topics **Limit density, Unique character**
Source **Online**

City politicians have snubbed neighborhoods for decades, focusing on downtown, the airport, etc. Upper income households have fled the city to surrounding suburbs because of the lack of neighborhood supports and inferior schools. To make the neighborhood concept work, the public safety budget needs to be doubled so there is a public safety presence in every neighborhood. When I grew up in Chicago, there were walking cops everywhere. And, consequently, lots of walking neighbors.

Rating **Strongly agree** Topics **Crime, Existing communities/neighborhoods**
Source **Online**

In "The Tennessean's" August 23, 2022 edition, there was a picture of a rendering of a park proposed for Imagine East Bank. It left me "cold" with all the unwelcoming, sharp angled walkways. People wouldn't stay on these paths, and would just walk across the grass, to cut corners. It would be hard to maintain, and eventually become an eye-sore. Naturally- curving, meandering paths would serve the area better, and give the park a more natural, classic look and feel. If not already planned, I'd also recommend that a fountain be installed in the middle of the park, to add charm and some cooling effect in the warm tourist months, and a place to sit down. Just because the surrounding building designs are all very modern, doesn't mean the park paths have to be. It would be a big mistake to follow the modern design proposed for a lovely city park. Thank you very much.

Rating **Strongly agree** Topics **Open space**
Source **Online**

I'd love to see even more engagement with the river as a source of enjoyment.

Rating **Strongly agree** Topics **Waterfront access**
Source **Online**

I really like the idea of creating four neighborhoods with distinct character and neighborhood centers. Allowing the Central Waterfront area to be an entertainment district, while letting the other three neighborhoods have more of an urban mixed use and residential neighborhood more suitable for daily urban life.

Rating **Strongly agree** Topics **Neighborhood services, Unique character**
Source **Online**

But you should be doing something way different that what this plan currently offers. And it's a bit ironic that you want Nashvillians to embrace this development, yet you are not having any neighborhood meetings to discuss this face to face with the tax payers who are going to be paying for this. All we get is this lousy survey? You have got to be kidding!

Rating **Strongly agree** Topics **About survey, Financial impact**
Source **Online**

I used to take the drain downtown on Friday nights and Uber home that evening. Being able to bring my boat would allow me to actually shop downtown during the day instead of just enjoying the nightlife. I have a great number of boater friends and we are very excited about the possibilities.

Rating **Strongly agree** Topics **Boating access**
Source **Online**

Neighborhoods for Nashville

Children's Museum!

Rating **Strongly agree**
Source **Online**

Topics **Public spaces**

Living on the river! Yes! 10x Yes! The revenue this will bring will be huge.

Rating **Strongly agree**
Source **Online**

Topics **Economic development**

Density in developments should be encouraged in order to achieve residential populations that will support active streetscapes with retail, restaurants, and groceries. Similar allowable heights as the DTC's SoBro sub-district in the Central Waterfront neighborhood seem appropriate and a step down going north and south.

Rating **Strongly agree**
Source **Online**

Topics **Housing mix**

we can develop the area for both residents and visitors, but should avoid the excessively touristy elements (honky tonks, party busses, mediocre national chains that focus on tourist areas.) do not allow an area to develop retail solely based on bars/restaurants/tourist shops. spread these out so no single area ends up with the crowds and density of lower Broadway

Rating **Strongly agree**
Source **Online**

Topics **No tourists**

If RESIDENTS are going to be able to access this we need to be able to DRIVE there and as a SENIOR citizen I want reasonable parking not \$30 to park my car!

Rating **Strongly agree**
Source **Online**

Topics **Improve auto access/parking**

Make sure working class Nashvillians are prioritized in this concept. They've been pushed out of town and fully support the economy of Nashville. If they are gone, we will all have nothing.

Rating **Strongly agree**
Source **Online**

Topics **Affordable housing, Existing communities/neighborhoods**

This is the most attractive concept within the presentation. As a downtown resident and employee myself, I would encourage additional neighborhoods that are walkable, include their own grocery and restaurant options, and focus slightly less on tourism and super luxury buildings for once, we can't afford them. Let this project be about the Nashville local, everything for the last decade has been for the benefit of the tourist or super wealthy. Regular people - from service industry to middle class workforce, need places to live that are not \$2-3000/month for a one-bedroom apartment or located an hour away. We all moved here years ago to live in Nashville - not a suburb. I don't want to move elsewhere due to traffic, long commutes, lack of affordable housing nearby, etc.

Rating **Strongly agree**
Source **Online**

Topics **Neighborhood services, No tourists, Support for section**

Nashville is the only city that know that has so much river frontage that does not take advantage of the economic impact of what the boating industry brings to a community.

Rating **Strongly agree**
Source **Online**

Topics **Boating access**

Include the developing areas of Lebanon Pike and points east into this concept with the prioritization of connecting them via the proposed bridge over the Cumberland. To not do so will only result in more (unbearable...) interstate traffic from residents

Rating **Strongly agree**
Source **Online**

Topics **Connect across river**

Neighborhoods for Nashville

This is almost laughable. The Community Plan in my area is regularly ignored, or worse--changed without notice to residents.

Rating **Strongly agree** Topics **Existing communities/neighborhoods**
Source **Online**

We need more housing in Nashville!

Rating **Strongly agree** Topics **Housing mix**
Source **Online**

designated bike and pedestrian spaces and green spaces.

Rating **Strongly agree** Topics **Public spaces, Support bike/ped**
Source **Email**

I have lived lived in cities where everything required to support good quality of life is within walking distance. However, that walking distance also includes having easy access to mass transit that provides access to the greater city limits. This is particularly important for Nashville's older citizens and those with mobility concerns. The more independent we can make our citizens, the better.

Rating **Strongly agree** Topics **Neighborhood services, Transit**
Source **Online**

We need safe a safe bike network and add a transit connection over KVB. Love the new bridge idea!

Rating **Agree** Topics **Support bike/ped, Transit**
Source **Online**

There are no affordable art studios for fine art/creatives in Nashville. Perhaps using part of the parking garage would be a good way to enliven parking situations with artists' bays, 400 sq ft is fine. Our city is making us invisible.

Rating **Agree** Topics **Arts / Public art**
Source **Online**

With a statement like neighborhood for nashvillians the place needs to be home grown. So having those local shops over chains and giving people a variety of things to do in a small area. I think some of the places that represent nashvillians the best are ones that have a bit of chaos and are disorganized in their form. That helps build a unique space that truly is its own and has the owners use innovative ideas to make their space fun. Those moments are what make a place feel like home to me, and make me excited to explore more of the cities cracks.

So if there are ways for us to break the grid up, create smaller pockets that seem hidden or specialized for the local community, it could help establish a sense of belonging/its been here a while. Too often developments look too new/untouched/planned that it could exist anywhere, so what can we do with our clean slate of land to provide unique experiences for the people that will call this place home

Rating **Agree** Topics **Neighborhood services, Unique character**
Source **Online**

Small and/or local business are already having a tough time because of Nashville's growth. Lately a lot of small business favorites have closed doors because the property is worth more. Usually some type of chain business or houses get put up in its place. What will be done to try to avoid the same thing happening to new and small business that may open in East Bank?

Rating **Agree** Topics **Small businesses**
Source **Online**

Neighborhoods for Nashville

Extensive bike lanes and greenways

Rating **Agree**
Source **Online**

Topics **Greenways, Support bike/ped**

Parks for neighbors are not lawns and hard scape. They must include amenities like playgrounds, picnic pavilions, walking loops, ball courts and other recreation activities.

Rating **Agree**
Source **Online**

Topics **Open space**

The primary focus of Metro-owned land (or ideally the Nashville Recycling / PSC Metals area) should be a world-class state of the art multi-use domed stadium. Then, I would suggest Metro leaves the vast majority of their land for initial uses of public parks / green space and parking surfaces / decks (monetized but reasonable). Once that project is done, Metro should sit on their hands for 8+ years to 1.) let developers come in and do the rest of the work on privately-held land, 2.) see what the feedback on the East Bank is at that time and focus future developments on anything that gets missed or is needed at that time, 3.) let the land become more and more valuable and then target ground leases you see in larger metros.

Rating **Agree**
Source **Online**

Topics **Against East Bank redevelopment, Stadium**

Really glad you all are thinking about how the space can be used. Would love to know what, if anything, Metro can do to ensure affordable places to shop, dine, etc. make it to the East Bank and aren't priced out.

Rating **Agree**
Source **Online**

Topics **Neighborhood services**

I have heard a lot of feedback about this project saying people want something that is not a tourist attraction, I want to agree with them but the fact remains that we were probably all tourists here at one point and that's how we fell in love with this city. That being said I think this area should house affordable activities, restaurants, vendors and stores. If you want expensive fashion, go to Green Hills; if you want party bars, go to Broadway; if you want trendy and hip food or activities, go to East Nashville; I think this area should be a place where you can hang out for a day with friends and family and not break the bank to have a good time. Simple, affordable fun and living.

Rating **Agree**
Source **Online**

Topics **Neighborhood services**

There is great need for high density mixed-use urban, walkable neighborhoods in Nashville. I am in full support of the proposed East Bank developments as an attempt to satisfy that need. I think the large amount of metro-owned land will help in this regard.

That being said, good luck getting some of the industrial businesses, particularly those in the proposed Shelby's Bend neighborhood, to be willing to sell anytime soon. The large petroleum, recycling, mulch, and steel businesses there are already in perfect locations for their respective industries (proximity to the river, rail, highway, and an urban core). They have little to no incentive to move. I expect it will take both policy pressure and immense monetary compensation before those businesses even consider moving elsewhere.

FYI there is a typo on page 101 of the 2022-08-22 draft. First sentence of Shelby's Bend future conditions section - "Given the neighborhood's cuurect conditions and common ownership..."

Rating **Agree**
Source **Online**

Topics **Support for section, Typo**

Neighborhoods for Nashville

East Nashville neighborhoods currently bear a lot of the burden of the city's tourism and entertainment efforts. Even when events are hosted downtown, the bridges and connections that East residents use to get around to work/school/etc. are often impacted (i.e. blocked) during concerts, games, road races, and so forth.

Rating **Agree**
Source **Online**

Topics **East Nashville, No tourists**

Keeping the charm of neighborhoods verses making everything a high rise or tearing everything down. Nashville has lost many areas that once felt comfortable and are now a fast pace environment, no hometown feel.

Rating **Agree**
Source **Online**

Topics **Unique character**

For land owned by Metro, the priority should be for public spaces (on the river, parks, walking paths, biking paths, etc). The public sector will produce enough mixed-use developments in and around the region without too much public land being allocated

Rating **Agree**
Source **Online**

Topics **Public spaces**

The East Bank should be a neighborhood accessible for the residents that live there as well as contain sufficient park space, open space, and dedicated pedestrian streets to make all Nashvillians feel at home. Making the area less auto-centric can help make this happen.

Rating **Agree**
Source **Online**

Topics **Public spaces, Support bike/ped**

Should be affordable but classy and desirable.

Rating **Agree**
Source **Online**

Topics **Affordable housing, Unique character**

Seems like a very cool concept. I like that it is segmented into areas that will have more appeal to tourists and others that will be more functional for locals. Routing Titans traffic is a huge opportunity because it is currently a disaster. Routing Titans traffic is also a big hurdle.

Rating **Agree**
Source **Online**

Topics **Stadium**

Agree if done correctly. Focus on the people who live here, not tourists!

Rating **Agree**
Source **Online**

Topics **Implementation, No tourists**

I absolutely think neighborhoods should be a part of this concept. People want to live downtown and if your do this right and MAKE IT AFFORDABLE, you will be able to allow others to do this. I still say a marina and full blown waterfront area will be a huge draw for this concept -- do NOT leave this part out. Again - take a look at other riverfront cites and see what they have done ---- at least explore the opportunities to put in a marina with overnight docks, riverboat cruises, shuttles to downtown --- we need to make this a unique to NASHVILLE kind of place!! Always loved taking the General Jackson to the Titans games -- but that went to the wayside. We need to showcase our riverfront and provide dockage, marina, rentals, etc that only a riverfront city can do!!!! Please do not waste this opportunity to truly showcase Nashville as a wonderful riverfront city with a top notch marina and boating facilities.

Rating **Agree**
Source **Online**

Topics **Affordable housing, Boating access, Unique character**

Neighborhoods for Nashville

How bout dealing with homelessness first????    

Rating **Agree** Topics **Homelessness**
Source **Online**

So excited to see this project come to fruition! The concept art looks incredible, cant wait to see how Metro pull it off!

Rating **Agree** Topics **Support for section**
Source **Online**

We would like to incorporate a 200' Observation Wheel into the development.

Rating **Agree** Topics **Amenities**
Source **Online**

I saw little in the plan related to how this builds a "Neighborhood for Nashville" environment. Would be nice, but am not sure how a big development centered on a football/entertainment venue would accomplish that.

Rating **Agree** Topics **Stadium**
Source **Online**

I like the expansion of the greenway, and support that the river can be a central feature of our downtown instead of an afterthought. Greenspaces are important to me as a resident of East Nashville, and new public spaces should be beautiful, functional, and designed for nature and people.

Rating **Agree** Topics **Greenways, Public spaces**
Source **Online**

The idea of walkable neighborhoods is fabulous, but parking greatly diminishes the walkability of an area.

Rating **Agree** Topics **Limit cars / parking**
Source **Online**

Maximize green space with dense housing.

Rating **Agree** Topics **Open space**
Source **Online**

Love the idea of different themes for the areas.

Rating **Agree** Topics **Support for section**
Source **Online**

I'm a little skeptical about the property owner's in the Shelby's Bend area would sale or agree with the plan. Also, the plans to put a MLB stadium near the Bridge Building, have they disappeared?

Rating **Agree** Topics **Implementation, Stadium**
Source **Online**

Can we get some single-family housing? Like Atlanta - mix the craftsman-style housing with nice landscaping amongst the highrises. Make it feel more like home/like Nashville.

Rating **Agree** Topics **Housing mix**
Source **Online**

Neighborhoods for Nashville

The extent of pollution contamination beneath the top soil should be analyzed in addition to normal testing. Lead issues in fishtown, Philadelphia are a good example of the risk that lie under the surface.

Rating **Somewhat agree**

Topics **Soil contamination**

Source **Online**

Be sure the neighborhoods are mixed income with half of all housing for people below 30% of AMI. Spectacular views, lovely riverfront parks, and easy accessibility to downtown will make this prime space for luxury housing -- so folks with higher incomes

Rating **Somewhat agree**

Topics **Affordable housing**

Source **Online**

I cannot strongly agree without knowing a specific number for affordable housing, and what price points would those homes be; additionally, what qualifications will it take to qualify for those homes.

Rating **Somewhat agree**

Topics **Affordable housing**

Source **Online**

I am having trouble seeing how the multimodal networks will work and connect to other neighborhoods

Rating **Somewhat agree**

Topics **East Nashville, Support bike/ped**

Source **Online**

It's hard to believe these will be actual neighborhoods, and not a new East Gulch entertainment district with some offices and Oracle campus. Neighborhoods need schools and grocery stores. Where is the neighborhood market m. elementary and high school planned?

Rating **Somewhat agree**

Topics **Neighborhood services**

Source **Online**

Good in theory, but we can't get away completely from downtown.

Rating **Somewhat agree**

Topics **Uncertain**

Source **Online**

As mentioned above, adding 'affordable housing' to this mix may not be the best plan. Otherwise, I am all for having a combination of new construction and open spaces. I do fear, however, that once all this is done and it ends up not being used as expected, the open spaces will be converted to more construction due to the value of the property. Hopefully it will work out as the plan describes! Best of luck!

Rating **Somewhat agree**

Topics **Affordable housing, Public spaces**

Source **Online**

Nashvillians need a place to live and play without having to be part of the tourist scene. However, they need to help pay for the capital infrastructure to make this happen. Life and fun are not free!

Rating **Somewhat agree**

Topics **No tourists**

Source **Online**

Neighborhoods for Nashville

Neighborhoods engender naturally and are a result of market demand that then spurs development. Unless metro wants to buy all of the acreage in the east bank and develop it themselves, it cannot seek to control the creation of neighborhoods artificially or via a street grid.

That said, walkable, approachable neighborhoods are a great thing. However, like with equitable and affordable concepts, the actions of metro are not aligned with this. It has approved (and even highlighted in the vision doc summary) developments with tremendous density and scale on the east bank, while specific lower-scale developments that are more approachable (and more affordable by nature) have drawn the short end of the stick in the east bank infrastructure process enacted by metro. Not every resident can afford or wants to live in a tower and towers don't provide for the creation of good neighborhoods.

Rating **Somewhat agree**
Source **Online**

Topics **Affordable housing, Market rate housing, Street grid, Support bike/ped**

I love this concept, but a common theme among East Nashvillians (and those who don't make it over) is that East Nashville is an island. It's important that this plan incorporates connection points to Germantown, SoBro, etc.

Rating **Somewhat agree**
Source **Online**

Topics **Connect across river**

Need more senior communities that local Nashvillians can afford.

Rating **Somewhat agree**
Source **Online**

Topics **Affordable housing, Inclusiveness**

Nashville definitely needs to stop catering only to tourists and build/plan for Nashvillians. That includes making sure new builds, can't turn into airbnbs. All of the new condos around me in East Nashville are now airbnbs because they are zoned commercial, thus, allowing them to be bought for that purpose (which also inflates real estate prices). They make really annoying neighbors. I have lived in East Nashville for over 20 years. There was a lot more diversity, both racially and socioeconomically, when we bought then. It was a better neighborhood in many ways. Affordable to all sorts and eclectic. I have lived in many places and Nashville does a horrible job of building and planning for locals. It feels like it's all about the tourist dollars these days. Well, locals have to drive in this town (and teach our new teen drivers) and right now it's awful. More and more builds with no decent transportation plan is only going to make it worse.

Rating **Somewhat agree**
Source **Online**

Topics **Diversity, No tourists**

Think through transportation first in this order: Pedestrians > people on bicycles > Public transportation > Uber/lift/taxis > Private vehicles. And, if we are building for the future, we would not be building roads to accommodate more cars. This just creates a more dangerous city for all of us. I would build the boulevards with only public transportation access and access by foot and bike. Ban cars already.

Rating **Somewhat agree**
Source **Online**

Topics **Limit cars / parking, Support bike/ped, Transit**

I'd like for planning to answer the question--Neighborhoods for which Nashvillians? If it's neighborhoods for all Nashvillians then intentional planning decisions should reflect that principle.

Rating **Somewhat agree**
Source **Online**

Topics **Inclusiveness**

These need to be workforce housing focused.

Rating **Somewhat agree**
Source **Online**

Topics **Affordable housing**

Neighborhoods for Nashville

The park/green space in both of the proposed concepts seems very limited, particularly if the city expects substantial housing additions (plus increased pedestrian/bike traffic). As a downtown resident, the area already feels very concrete dense (LOL at the ridiculous overuse of the Church Street Park for dogs, perpetually killing the de minimis grass). With downtown housing growing, and more growth east, I don't think an expanded riverfront path fully answers the needs of local residents.

Rating **Somewhat agree**
Source **Online**

Topics **Open space**

Wait to maintain and attract local and small businesses. This area should keep in mind the people are already live here! We also need to keep in mind economic diversity. I loved that there was mixed use zoning- but I am afraid of a the tech bros.

Rating **Somewhat agree**
Source **Online**

Topics **Inclusiveness, Small businesses**

I am native to Nashville which is hard to find these days. I believe we could invest in already established neighborhoods instead of building something new that will only drive prices up and further push locals out of our great city of Nashville. People moved here for the hometown local feel of Nashville and you are erasing it. It is our duty to preserve Nashville not change it to match other mega cities. Invest in locals, don't push us out.

Rating **Somewhat agree**
Source **Online**

Topics **Existing communities/neighborhoods, Unique character**

I am interested in Metro committing to an actual percentage of new housing builds being affordable -- and defining affordable adequately to reflect the median income of the city, rather than the county at large, since we know that urban core housing prices are astronomical compared to the rest of the county. East Bank development absolutely MUST include space for lower income households.

Rating **Somewhat agree**
Source **Online**

Topics **Affordable housing**

The neighborhood concepts sound good, except that it's still including too much parking within the neighborhood. Ideally parking would be isolated around the outside of the area so that the space within the neighborhood can actually be a neighborhood. Putting street parking right in front of buildings is definitely convenient for the drivers who grab those spots, but for everyone else it's just wasted space. What if drivers exited the interstate onto a ramp that led directly to a parking garage? Wouldn't it be better to put all the parking in a couple of good locations instead of having cars searching through the neighborhood trying to find a spot?

Rating **Somewhat agree**
Source **Online**

Topics **Limit cars / parking**

Nashville needs to first support the availability of transient boat docking facilities to Davidson County taxpayers first before accepting reservations from residents of surrounding counties.

Rating **Somewhat agree**
Source **Online**

Topics **Boating access**

I think this sounds fantastic, but will be difficult to achieve. We desperately need affordable housing, but along with it we need affordable grocery stores, daycare, transportation, activities, etc. We can't offer affordable housing when the only grocery store nearby is a Whole Foods. I hope this plan will strive to bring affordability in all aspects.

Rating **Somewhat agree**
Source **Online**

Topics **Affordable housing, Implementation, Neighborhood services**

Neighborhoods for Nashville

Development should encourage neighborhoods where people can both live and work and have easy access to schools, jobs, and grocery/retail.

Rating **Somewhat agree**

Topics **Neighborhood services**

Source **Online**

Building for Nashvillians and letting tourists enjoy that instead of the other way around is the right answer for our city's future.

Rating **Somewhat agree**

Topics **No tourists**

Source **Online**

East Bank should not be an extension of the downtown entertainment district in any way shape or form. Ban STRs and build low income and affordable housing. AFFORDABLE. Make things AFFORDABLE for Nashvillians, not transplants, not tourists — for our teachers, our service industry workers, our government employees, etc & their families. The rest of East Nashville is no longer affordable to realistic human beings. We have our fair share of 3000+ sq ft homes for 2 people. Affordable DENSITY + green spaces.

Rating **Somewhat agree**

Topics **Affordable housing, Market rate housing, No tourists**

Source **Online**

I like the grand scheme of Neighborhoods for Nashvillians, but think each neighborhood's character should develop organically.

Rating **Somewhat agree**

Topics **Unique character**

Source **Online**

The vision is unclear how it creates a meaningful neighborhood for Nashvillians. To me this comes from the infrastructure (pedestrian and bicycle infrastructure), a vibrant and rich parks and open space, and a true mix of uses that provide the every day affordable needs for its residents. This includes groceries, schools, service retail, restaurants that provide a variety of price points, and a variety of public space. While some may argue this is beyond the scope of a vision plan, I would argue the vision sets the stage for this to develop in the next phases. This vision plan needs more content that addresses these needs to create a neighborhood that is truly for Nashvillians.

Rating **Somewhat agree**

Topics **Neighborhood services, Open space, Support bike/ped**

Source **Online**

Don't let east and north Nashville cast the vision for the entire county..

Rating **Somewhat agree**

Topics **East Nashville**

Source **Online**

The Vision Plan does not represent the Middle Tennessee and Davidson County Resident Boaters as none of the development of outdoor spaces include proposals for river access space. This would open access for the greater boating community including recreational boaters, canoe/kayak boaters, boats for hire as a revenue generation and job provider for Nashville residents. This would be a wonderful “persona” for one of your neighborhoods as well.

Rating **Neutral**

Topics **Boating access**

Source **Online**

Sounds nice. Do I trust Mayor John “The Right-Wing Tourist’s Best Friend” Cooper to do anything to support our actual neighborhoods? Of course not.

Rating **Neutral**

Topics **Existing communities/neighborhoods**

Source **Online**

Neighborhood need to plan for diverse income. How many 80% and lower units

Rating **Neutral**

Topics **Affordable housing**

Source **Online**

Neighborhoods for Nashville

Right now it looks like the affordable housing is mostly designated for the land that is least likely to be developed, meaning it won't happen.

Rating **Neutral** Topics **Affordable housing**
Source **Online**

If there is plentiful, affordable housing for families on the East Bank, it seems there will be need for a new school as well.

Rating **Neutral** Topics **Neighborhood services**
Source **Online**

Neighborhoods for Nashvillians should include more than the concentration of Shelby Park area and East Nashville. People in Old Hickory, Hermitage, Madison, Donelson and more who are boaters and would like to use the River as a highway to the downtown area would like to be included in the Nashvillians Concept. It seems to be very inner city focused and equity driven for down town residents, mainly east Nashville.

Rating **Neutral** Topics **Boating access**
Source **Online**

Boaters are Nashvillians too

Rating **Neutral** Topics **Boating access**
Source **Online**

I'm less concerned with this concept and focused on housing and green space, sustainable future options that reprioritize people and nature over cars and buildings.

Rating **Neutral** Topics **Affordable housing, Support bike/ped, Transit**
Source **Online**

Do what Chattanooga has done with their riverfront. It's a joy to sit at a restaurant that overlooks the river, plus walking the riverfront and boating along the river. We live in Middle Tennessee but frequently travel to Chattanooga to enjoy their riverfront. Something that Nashville has neglected but can rectify! Look to the river for its beauty and commercial potential just like most riverfront / waterfront cities have done. Nashville has, for too long, turned its back on the riverfront. It has such potential to be enjoyed by all of us in Middle Tennessee as well as our many tourists and visitors. I think that you're ignoring the potential for tax revenues and commercial success along the riverfront - particularly the East Bank!

Rating **Neutral** Topics **Boating access, Waterfront access**
Source **Online**

I think there are a lot of great proposals on the table. But, I live in Clarksville, so my input is probably a little prejudice and one-sided. I am a boater, and my wife and I ventured to Nashville via the Cumberland, it's unfortunate that the only option with a decent dock appears to be by the stadium, which has to be reserved at \$56 a trip and is not always available. Consequently, we end up in Kentucky and spend our money else where besides Nashville, which is likely similar for other boaters on the Cumberland.

Rating **Neutral** Topics **Boating access**
Source **Online**

I don't think this kind of development is for Nashvillians. Transplants, sure.

Rating **Neutral** Topics **Existing communities/neighborhoods**
Source **Online**

I can't support it until you release actual details about funding, mitigating flood waters, and including affordable housing.

Rating **Neutral** Topics **Affordable housing, Flood protection, Implementation**
Source **Online**

Neighborhoods for Nashville

The idea of building new neighborhoods where there is currently an industrial area is a fine one, but should not be built at the expense of other existing neighborhoods. Designate the neighborhoods, lay out the streets and the zoning, and build them up organically.

None of that involves a new football stadium.

Rating **Neutral** Topics **Existing communities/neighborhoods, Stadium**
Source **Online**

All this jargon seems disingenuous to me. You want to renovate the stadium. I get it. Would like to what private companies have consulted and lobbied metro government regarding this plan. There is a serious lack of transparency regarding the economic impacts and what entities are positioning themselves to benefit from this tac payer subsidy. How will this get paid for?

Rating **Neutral** Topics **Financial impact, Stadium**
Source **Online**

I would like to see low income housing be a major part of the design. I think it would make a huge difference if section eight was in a beautiful spot.

Would love to see more thought for people with disabilities. Shopping and restaurants exist in other spots around town, but it would be nice to see something to make east bank really special.

Rating **Somewhat disagree** Topics **Affordable housing, Inclusiveness, Neighborhood services**
Source **Online**

You keep using the word “affordable” but, I’m not sure you know what that means

Rating **Somewhat disagree** Topics **Affordable housing**
Source **Online**

The question is neighborhoods for which Nashvillians. Spending billions of dollars on this rather and exclusive development will siphon money away from the current infrastructure needs of already established urban neighborhoods. The length of time it has taken to lay the new gas pipeline on Franklin road is but one of many examples of poorly managed infrastructure projects. What of the lack of adequate sidewalks in so many of Nashville's neighborhoods? What of the outdated condition of much of our sewer and fresh water systems? And what of the catastrophe that lower Broadway has become, to the extent that most residents of Nashville don't step foot in that part of the city anymore? The lack of regulation and management of that area of the city is well demonstrated by the fact that Garth Brooks decided to build a police facility on his newly developed Broadway property

Rating **Somewhat disagree** Topics **Existing communities/neighborhoods**
Source **Online**

a “committee”. Another one to decided what to decide

Rating **Somewhat disagree** Topics **Opposed**
Source **Online**

I think this is one of the weaker sections of the plan. It basically reiterates the previous sections and talks about urban design. I think the purpose of this section should be to demonstrate how the space will be more localized and local-focused, rather than a tourist center like the rest of downtown. I wish the plan better demonstrated how the events and economy of the east bank will be local focused.

Rating **Somewhat disagree** Topics **Neighborhood services, No tourists**
Source **Online**

Neighborhoods for Nashville

I don't see real strategies on how this can be a neighborhood for people of all race, ages, and incomes.

Rating **Somewhat disagree** Topics **Affordable housing, Diversity**
Source **Online**

The Vision Plan does not represent the Middle Tennessee and Davidson County Resident Boaters as none of the development of outdoor spaces include proposals for river access space. This would open access for the greater boating community including recreational boaters, canoe/kayak boaters, boats for hire as a revenue generation and job provider for Nashville residents. This would be a wonderful “persona” for one of your neighborhoods as well. Take a look at other cities with downtown rivers (Chattanooga and Knoxville are TN examples) and notice the increased tax base and safer communities.

Rating **Somewhat disagree** Topics **Boating access**
Source **Online**

Again, is this just something the mayor says to get the black vote? Probably knowing him...

Rating **Somewhat disagree** Topics **Diversity**
Source **Online**

Would need high-volume parking solutions that come at little to no cost to the consumer. As much as I wish it were so, we can't rely on the public utilizing multi-modal public transportation in a city that has always prioritized personal automobiles. Many downtown workers use the space (Nissan/riverfront area) for free parking, and it would be hindering to thousands of workers to not provide an effective replacement.

Rating **Somewhat disagree** Topics **Improve auto access/parking**
Source **Online**

Affordability, Access, Environmental & Sustainability measures are not sufficiently forward thinking.

Rating **Somewhat disagree** Topics **Affordable housing**
Source **Online**

I have a hard time believing this area will really be affordable for median income Nashvillians. It feels like something that is a nice dream, but hard to imagine will happen in reality.

Rating **Somewhat disagree** Topics **Affordable housing**
Source **Online**

I have not heard in the meetings how the plan benefits the community and how the plan would create generational wealth for Nashville and its citizens. Something like "This would also benefit the people of South Nashville, because.." or "This would additio

Rating **Somewhat disagree** Topics **Existing communities/neighborhoods**
Source **Online**

Nashvillians have shown over and over again that they like public park spaces, walkable, car free communities (see, eg, the Arcade, Fifth & Broad, every college campus in the spring, Centennial Park). Integrating those ideas into this space would have been a good effort at making this a space loved by Nashvilleans, but that has gone unrealized in the Plan.

Additionally, it is unclear how this Plan protects the space from just becoming another party/tourism district. We know that we have very little power to govern uses that private developers will place here and that the financing for the stadium is dependent on hotel taxes collected in the area. Ultimately, it may be impossible for this to truly be a Nashville neighborhood in the sense that we're currently used to those, and this Plan shouldn't sell that bill of goods. It would be better if this Plan was honest with Nashvillians about what it can and can't do and what the real goals are.

Rating **Somewhat disagree** Topics **Implementation, No tourists, Open space, Stadium**
Source **Online**

Neighborhoods for Nashville

Maintain the waterfront property for greenspace and docks - not multi-family dwellings.

Rating **Disagree**
Source **Online**

Topics **Open space, Waterfront access**

Again, I support the vision, but do not believe that this plan as written will deliver real benefits for Nashvillians. What actual plans are there for affordable housing? What are the thresholds for affordability? Will there be deeply affordable housing to support low income tenants who have the most housing need? How is the neighborhood plan connected to good quality jobs for low-income Nashvillians? Finally, although no residents will directly be displaced via development on the East Bank, there will be an effect throughout surrounding neighbors as property taxes increase, as rents increase etc. What displacement measures will you put in place to protect surrounding neighbors and Nashvillians?

Rating **Disagree**
Source **Online**

Topics **Affordable housing, East Nashville, Financial impact**

We have existing neighborhoods and areas of Nashville that need attention before creating new spaces. Please focus on maintaining existing parks and greenways instead of creating new ones. For example, we live close to Brookmeade Greenway which is currently an unsafe and unusable park due to crime and drug use by the homeless population that lives there. There are literally tons of trash pulled out of that “public,” “community” space every year. It is unacceptable to spend tax dollars on new areas when Metro can’t properly maintain its existing areas.

Rating **Disagree**
Source **Online**

Topics **Existing communities/neighborhoods**

I support the idea of neighborhoods for nashvillians, but this doesn’t seem to be a neighborhood for nashvillians. Instead it’s a neighborhood to attract new oracle employees and for the people who aren’t here yet.

Rating **Disagree**
Source **Online**

Topics **Existing communities/neighborhoods**

Downtown is the worst place to have to drive thru, down to, away from. This is not going to improve the congestion, and not encourage many from the suburbs from making the trip to come. So who's the really for? all of Davidson county or just downtown residence.

It really doesn't matter what i think, your going to build it anyway and hope they come.

Rating **Disagree**
Source **Online**

Topics **Existing communities/neighborhoods, Limit cars / parking**

Please, please, please consider East Nashvillians in this concept. We need to be able to access the interstate. Also include incentives to keep the drunk bachelorette and transportainment out of this plan. Nashvillians avoid downtown unless absolutely necessary. Please incentivise developers to develop for residents, not tourists.

Rating **Disagree**
Source **Online**

Topics **East Nashville, Improve auto access/parking, No tourists**

I do not agree with densely populated areas. The traffic is already a nightmare, and it is getting worse. It also creates long wait times at businesses because of the overpopulation. Because of this I am starting to feel like Nashville and the surrounding

Rating **Disagree**
Source **Online**

Topics **Limit density**

More neighborhoods for affordable housing brings more crime.

Rating **Disagree**
Source **Online**

Topics **Affordable housing, Crime**

Neighborhoods for Nashville

Build more affordable housing for low-income households.

Rating **Disagree**
Source **Online**

Topics **Affordable housing**

four 'neighborhoods' in the east bank area? not real hot on this idea, don't really see why it matters

Rating **Disagree**
Source **Online**

Topics **Unique character**

I support more jobs for Nashville natives but I feel this money could be better used towards existing neighborhoods.

Rating **Strongly disagree**
Source **Online**

Topics **Existing communities/neighborhoods**

Building housing in a flood zone is a terrible idea.

Rating **Strongly disagree**
Source **Online**

Topics **Flood protection**

We need to build more sidewalks and concentrate on building strong community involvement

Rating **Strongly disagree**
Source **Online**

Topics **Support bike/ped**

These are not Nashville residents friendly. This is my opinion. None of this will benefit Nashville except to put money in these consultants pockets & whoever else is involved in this.

Rating **Strongly disagree**
Source **Online**

Topics **Existing communities/neighborhoods**

We already destroyed the neighborhoods.

Rating **Strongly disagree**
Source **Online**

Topics **Existing communities/neighborhoods**

Again, this seems like wordsmithing to me. We have great neighborhoods that need investment and attention. Why is so much time being dedicated to this hypothetical one?

Rating **Strongly disagree**
Source **Online**

Topics **Existing communities/neighborhoods**

Everything the Nashville government turns to shit. Do less.

Rating **Strongly disagree**
Source **Online**

Topics **Against East Bank redevelopment**

These concepts seem unrealistic and again, to really be window dressing around creating a tourist-focused stadium district. The Shelby's Bend neighborhood is highly unlikely to be realized as a true portion of this project, and so this again sets up a dynamic for reality to be far more modest than this plan.

Any neighborhoods truly meant for Nashvillians must fully ban short-term rentals from the entire East Bank. Without a total ban, short term rentals will slowly spread and grow and drive out actual residents at the same time. The risk of the East Bank becoming a ghost town Monday-Wednesday and then a party district Thursday-Sunday is very high.

Rating **Strongly disagree**
Source **Online**

Topics **No tourists**

Neighborhoods for Nashville

Read this as low rent housing for drug addicts and drug dealers.

Rating **Strongly disagree**
Source **Online**

Topics **Crime**

1. No' to the 'East Bank BRT.' Branching systems originated in suburbia and should stay there. A full grid would be far more effective. This large of a road will divide would be neighborhoods just like the existing boarders of neighborhoods- by the major thoroughfares- West End by... West End. Shelby by... Shelby. Belmont by Belmont and so on.

Listen to historic Nashville, there need for a broad street on the East Bank is not the need of the would be neighborhood, but so that regional priorities (not as this title suggests for Nashvillians).

2. The sales tax agreement strongly encourages development that brings the highest revenue. Rumored to have Dave and Busters as the Anchor, the vision statement may say the right things about equity and diversity, but will only accelerate Nashville away from being a place to live, work, and play. We don't need casino adjacent development. We need housing and funding for a crumbling infrastructure.

Rating **Strongly disagree**
Source **Online**

Topics **Financial impact, No tourists, Spine road / multimodal, Transit**

We should not invest in A new neighborhood until we have invested in the neighborhoods that already exist that needs attention too, such as (Antioch, Bordeaux, etc. sidewalks, in Antiich, particularly police station, shops, restaurants and landscaping, even trash along roads and streets are not being treated as it should.

Rating **Strongly disagree**
Source **Online**

Topics **Existing communities/neighborhoods**

Clean up East Nashville and push the bums out. East Nashville is quickly becoming very unsafe.

Rating **Strongly disagree**
Source **Online**

Topics **East Nashville, Homelessness**

This is talking out of both sides of your mouths. Try it - you'll like. . . Oops, sorry you didn't. I guess it did not work for you, too late.

Rating **Strongly disagree**
Source **Online**

Topics **Opposed**

Leave it alone, let private buisness develop what is profitable... aka capitalism.

Rating **Strongly disagree**
Source **Online**

Topics **Private property**

Who are the neighbors. Mixed income housing is essential.The low trust for metro gov means specifics and commitments are needed.

Rating **Strongly disagree**
Source **Online**

Topics **Affordable housing, Implementation**

It is imperative that we tie into East Nashville and Downtown, but with a focus on residents rather than tourists. The titans will bring people to the area in game days, but to make this a successful neighborhood, this needs to be a 24/7 activated area and not rely on a renovated Nissan Stadium or new stadium.

Rating **Strongly disagree**
Source **Online**

Topics **East Nashville, No tourists, Stadium**

Neighborhoods for Nashville

I think it's going to be for tourists and transplants. I don't think current Nashvillians will want to live or hang much over there.

Rating **Strongly disagree** Topics **No tourists**
Source **Online**

Four neighborhoods - which no one will be able to afford to live in. Address the homeless issue, work-force housing, the exodus of Nashvillians to outside the county, gentrification of north Nashville.

Rating **Strongly disagree** Topics **Affordable housing**
Source **Online**

Please make sure there are a lot of activity areas for children.

Rating **Strongly disagree** Topics **Inclusiveness, Open space**
Source **Online**

Frankly, this is bullshit. This is not for Nashvillians, this is for Amazon and Oracle

Rating **Strongly disagree** Topics **Against East Bank redevelopment, Existing communities/neighborhoods**
Source **Online**

Green space, parking garages, bike lanes, and some sort of rail will all make this a successful area.

Rating Topics **Open space, Parking, Support bike/ped, Transit**
Source **Online**

I am coming and do not know much about proposal but the development should be all user friendly and include advantages offered with such a beautiful piece of waterfront. Crazy not to encourage more use and tourism to help our city thrive. Water taxi or ferry back and forth handicapped accessible features. Affordable .

Rating Topics **Boating access, Inclusiveness**
Source **Online**

I'm insufficiently informed on this concept to offer an opinion. Sorry about that.

Rating Topics **Uncertain**
Source **Online**

We already have neighborhoods that have been gentrified and paved over with the same ugly design plans.

Rating Topics **Urban form**
Source **Online**

Start listening to the local and stop putting all your ideas around money.Many are loosing hope in this town!

Rating Topics **Existing communities/neighborhoods**
Source **Online**

Neighborhoods for Nashville

1. East Bank Park; Central Waterfront: the proposed centerpiece park is not large nor expansive enough for befitting a first-rate, large growing city. The park is undersized for the amount of development and density proposed within the area. The park seems cramped between towers on both sides. From within the park, it appears that the view across the river towards downtown would be a tunnelized view, and should be more wide and expansive. Suggest enlarging the central park, with sides angled such that there is a wide, expansive view toward the river from in the middle of the park. Enlarge the park to be appropriately sized for a first, class central park. Ensure views from the park towards downtown are not a constrained tunnel view towards the river. The riverfront and the park should be very large and expansive, with big sky views and river views and a full view of the entire downtown skyline.

2. Stadium should be replaced with new. The plan is better with the stadium relocated away from river, accommodating the central park

9. All utilities shall be buried.

Rating
Source **Email** Topics **Flood protection, Open space, Stadium, Urban form, Waterfront access**

With mixed use business and residential planned for this area the roads (multimodal) will be desperately needed to help the flow of traffic and serve these communities. Please keep a reasonable balance in the #s of units and character of these neighborhoods. With thoughtful planning it should be great.

Rating
Source **Online** Topics **Housing mix, Improve auto access/parking**

6. All development within the planning area shall exceed the minimum tree planting requirements by 50%. The urban core has an embarrassingly low and unacceptable tree canopy cover. This development must help offset the rest of downtown and be planned as an urban forested set of neighborhoods. The proposal does not include enough emphasis on ensuring the new neighborhoods are completely tree filled with dense urban tree canopy.

8. Canopy producing street trees shall be required along all public and private streets.

10. Forest restoration zones should be provided interspersed throughout the neighborhood. These could be densely tree-planted pocket parks throughout the area with dense tree canopy. Nature trails and play areas could be located underneath the canopy of the dense trees. These could be interesting small tree filled areas.

Rating
Source **Email** Topics **Greenways, Native landscaping / habitat, Open space**

??????

Rating
Source **Online** Topics **Uncertain**

Neighborhoods are great - a stadium is not.

Rating
Source **Online** Topics **Stadium**

I'm very interested to see how this will be possible....

Rating
Source **Online** Topics **Support for section**

Neighborhoods for Nashville

- VERY supportive of all of the principles
- I see suggestions in chapter 7 for potential connections to Cayce Place (and between Woodland and Shelby) and feel that the additional under interstate connections to east Nashville neighborhoods even if bike/ped only, provide a much stronger sense of connection. Would love to see that more fully integrated.
- I continue to be a strong proponent of activated public space with activated uses that attract families such as dining and usable kiosks to promote active guided recreation and games / food and beverage much like other great public parks (Klyde Warren, Bryant Park, etc etc with permanent kiosks). This helps to “bring the gap” across wide public spaces to keep users engaged and the space activated.
- Please consider activation of the stadium (when that in included in conversation) to also provide a continuous activated front onto the park that is used on a daily basis to continue activation and “bridge the gap” as noted above.

Rating

Topics

East Nashville, Neighborhood services, Public spaces, Stadium, Support bike/ped

Source

Email

Entire plan

Rating	Percentage
--------	------------

- Block sizes? I had some concern about block sizes that appeared too small to accommodate a parking plate or an office footprint and just wanted to be sure that the framework works for implemented urban development - I believe the 3-400' blocks which I see written is generally good, yet some of the plans seemed to be much smaller.
- Develop language in the framework plan would note activated uses for the engagement of the public park and within the public park with great operators. That requires changes within Metro Parks and perhaps even more discussion of enterprise funds, which I think is warranted.
- Perhaps Metro Development parcels could indicate a minimum mix of uses to be further defined in the implementation process or mechanism to assure a vital mix?

Rating Topics **Implementation, Public spaces, Urban form**
Source **Email**

Pages 12 and 13 of the pdf/pages xxiii-xxv of the draft study:

- It doesn't appear that the color-coded legend is reflected in the map (East Bank and River North shading).

Rating Topics **Document edit**
Source **Email**

Logistics: I realize this may be early in the process, yet these are the biggest questions that I hear of how might it be implemented, even if a rough process

- Understanding projected overall cost and distribution(who are potential players even if they are not fully defined yet? – local , State, Fed, master developer, etc etc) and finance options
- Understanding of phasing – this is so comprehensive given the utility needs, grading, the stormwater mitigation approach that it is difficult to see how it can be phased to allow access or even the ability to implement – I realize this is early in the implementation process, but it raises big questions for how to achieve it

Rating Topics **Implementation**
Source **Email**

Page 23 of the pdf/page 21 of the draft study:

- What is the SP zoning for and why is it in the draft plan?
- Why 25 acres and why SP zoning in a specific location in this draft plan?

Rating Topics **Document edit**
Source **Email**

Page 48 of pdf/page 70 of draft study:

- I would specify planting native trees when discussing tree-lined sidewalks

Page 66 of the pdf/page 107 of the draft study:

- I would specify planting native trees when discussing prioritizing tree planting (in the 'great streets' section).

Rating Topics **Native landscaping / habitat**
Source **Email**

Entire plan

- Why isn't the proposed east bank park discussed in the narrative? The rest of the parks are identified on the map are. I would recommend adding narrative about this proposed east bank park.
- I would make terminology consistent to make the 'west Riverfront park' title the same in both places on this page (in the box titled 'existing riverfront park programs' the park is titled 'west riverfront park', but on the map it is titled 'riverfront park').

Rating
Source **Email**

Topics **Document edit, Public spaces**

I am from Nashville and lived in downtown Nashville for six years. It's obvious what Nashville needs is a huge park downtown like Central Park in New York. This entire area should be devoted to natural Woodlands.

Rating
Source **Email**

Topics **Public spaces**

- Page 67 of the pdf/page 108 of the draft study:
- I would recommend adding language regarding requiring the re-use of grey water and installation of solar panels, energy efficiency minimums, and green-building requirements.

Rating
Source **Email**

Topics **Green buildings**

I don't know where the link to the survey is, but can we please just get rid of the giant landfill in the middle of the city before we work on any other projects?

Rating
Source **Email**

Topics **Soil contamination**

- Page 68 of the pdf/page 109 of the draft study:
- I would recommend adding required loading zones to be used for not only loading, but also pickup and drop off of passengers (often used by ride share operations). This is sorely lacking in downtown, and I see the need in the future in the east bank.

Rating
Source **Email**

Topics **Improve auto access/parking**

1.helpful to get a clarification on the horizon for this plan. I'd like 20 years

Rating
Source **Email**

Topics **Planning horizon**