



Metropolitan Council

**PROPOSED AMENDMENTS PACKET
FOR THE COUNCIL MEETING OF
TUESDAY, MARCH 3, 2026**

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SUBSTITUTE ORDINANCE BL2025-1168

An ordinance to amend Title 17 of the Metropolitan Code of Laws, the Zoning Ordinance of The Metropolitan Government of Nashville and Davidson County, by applying a Commercial Compatibility Overlay District to various properties located on Buchanan Street between 21st Ave N and Interstate 65 (~~15.78~~ 15.58 acres), all of which is described herein (Proposal No. 2026CCO-001-001).

NOW, THEREFORE, BE IT ENACTED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. That Title 17 of the Code of Laws of The Metropolitan Government of Nashville and Davidson County, is hereby amended by changing the Official Zoning Map for Metropolitan Nashville and Davidson County, which is made a part of Title 17 by reference, as follows:

By applying a Commercial Compatibility Overlay District to various properties located on Buchanan Street between 21st Ave N and Interstate 65 (~~15.78~~ 15.58 acres), being various Property Parcel Nos. as designated on various Maps of the Official Property Identification Maps of The Metropolitan Government of Nashville and Davidson County, all of which is described by lines, words and figures on the attached property owner list and sketch, which is attached to and made a part of this ordinance as though copied herein.

Section 2. Be it further enacted, that the Metropolitan Clerk is hereby authorized and directed, upon the enactment and approval of this ordinance, to cause the change to be made on various Maps of said Official Zoning Map for Metropolitan Nashville and Davidson County, as set out in Section 1 of this ordinance, and to make notation thereon of reference to the date of passage and approval of this amendatory ordinance.

Section 3. The Metropolitan Clerk is directed to publish a notice announcing such change in a newspaper of general circulation within five days following final passage.

Section 4. This Ordinance shall take effect upon publication of above said notice announcing such change in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

Brandon Taylor
Member of Council

APN	Owner	PropAddr	PropCity	PropS	PropZi
08107052400	UNITY PROPERTIE NASHVILLE, LLC	1000 BUCHANAN ST	NASHVILLE	TN	37208
08111050000	GROUNDDED DEVELOPMENT, LLC	1001 BUCHANAN ST	NASHVILLE	TN	37208
08107052300	UNITY PROPERTIE NASHVILLE, LLC	1002 BUCHANAN ST	NASHVILLE	TN	37208
08111050100	1003 BUCHANAN ST GROUP, LLC	1003 BUCHANAN ST	NASHVILLE	TN	37208
08107052200	UNITY PROPERTIES NASHVILLE, LLC	1004 BUCHANAN ST	NASHVILLE	TN	37208
08107052000	SOWETO, LLC	1008 BUCHANAN ST	NASHVILLE	TN	37208
08111048500	GROUNDDED DEVELOPMENT, LLC	1009 BUCHANAN ST	NASHVILLE	TN	37208
08111048300	GROUNDDED DEVELOPMENT, LLC	1011 BUCHANAN ST	NASHVILLE	TN	37208
08107051800	1012 BURCHANAN II, LLC	1012 BUCHANAN ST	NASHVILLE	TN	37208
08111048200	GROUNDDED DEVELOPMENT, LLC	1013 BUCHANAN ST	NASHVILLE	TN	37208
08111048100	GROUNDDED DEVELOPMENT, LLC	1015 BUCHANAN ST	NASHVILLE	TN	37208
081074X00100CO	MORTON, SKYLOR	1100 BUCHANAN ST	NASHVILLE	TN	37208
081074W00100CO	1102 BUCHANAN QOF, GP	1102 A BUCHANAN ST	NASHVILLE	TN	37208
081074W00200CO	1102 BUCHANAN QOF, GP	1102 B BUCHANAN ST	NASHVILLE	TN	37208
081074W90000CO	O.I.C. RESIDENCES AT 1102 BUCHANAN	1102 C BUCHANAN ST	NASHVILLE	TN	37208
081074B00101CO	1104 A BUCHANAN LLC	1104 A BUCHANAN ST	NASHVILLE	TN	37208
081074B00201CO	1104 B BUCHANAN LLC	1104 B BUCHANAN ST	NASHVILLE	TN	37208
081074B90001CO	O.I.C. ELEVEN-FOUR BUCHANAN STREET	1104 C BUCHANAN ST	NASHVILLE	TN	37208
081110F00500CO	CEPHAS PROPERTIES, LLC	1106 A BUCHANAN ST	NASHVILLE	TN	37208
081110F00400CO	CEPHAS PROPERTIES, LLC	1106 B BUCHANAN ST	NASHVILLE	TN	37208
081110F00300CO	CEPHAS PROPERTIES, LLC	1106 C BUCHANAN ST	NASHVILLE	TN	37208
081110F00200CO	CEPHAS PROPERTIES, LLC	1106 D BUCHANAN ST	NASHVILLE	TN	37208
081110F00100CO	WILD IRIS INVESTMENTS LLC	1106 E BUCHANAN ST	NASHVILLE	TN	37208
081110F90000CO	O.I.C. EIGHTEEN HUNDRED CEPHAS STREET	1106 F BUCHANAN ST	NASHVILLE	TN	37208
08111045300	ALABDI, FAWAZ & NABIL	1107 BUCHANAN ST	NASHVILLE	TN	37208
08111045100	ARNOLD'S FRIED CHICKEN HOLDINGS LLC	1110 BUCHANAN ST	NASHVILLE	TN	37208
08111045200	DIXON MEMORIAL UNT. METHODIST CH., INC.	1111 BUCHANAN ST	NASHVILLE	TN	37208
08111045000	VUKELICH, FRANK M	1112 BUCHANAN ST	NASHVILLE	TN	37208
08111044900	VUKELICH, FRANK M	1114 BUCHANAN ST	NASHVILLE	TN	37208
08111044800	VUKELICH, FRANK M	1116 BUCHANAN ST	NASHVILLE	TN	37208
08111041400	FARMINGTON 3 TRUST, THE	1200 BUCHANAN ST	NASHVILLE	TN	37208
08111044700	BONATOPIA PROPERTIES	1201 BUCHANAN ST	NASHVILLE	TN	37208
08111041100	BUCHANAN PARTNERS, LLC	1206 BUCHANAN ST	NASHVILLE	TN	37208
08111041900	YAFAI, HAFIZ	1207 BUCHANAN ST	NASHVILLE	TN	37208

08111041800	YAFAI, HAFIZ	1209 BUCHANAN ST	NASHVILLE	TN	37208
08111041700	YAFAI, HAFIZ	1211 BUCHANAN ST	NASHVILLE	TN	37208
08111041500	YAFAI, HAFIZ	1213 BUCHANAN ST	NASHVILLE	TN	37208
08111040900	BUCHANAN PARTNERS, LLC	1400 BUCHANAN ST	NASHVILLE	TN	37208
08111035200	DAVENPORT, EDNA	1401 BUCHANAN ST	NASHVILLE	TN	37208
081110K90000CO	O.I.C. 1402 BUCHANAN CONDOMINIUMS AMENDE	1402 B BUCHANAN ST	NASHVILLE	TN	37208
081110K10300CO	1402 BUCHANAN ST, LLC	1402 BUCHANAN ST #103	NASHVILLE	TN	37208
081110K10100CO	1402 BUCHANAN ST, LLC	1402 BUCHANAN ST #107	NASHVILLE	TN	37208
081110K20100CO	1402 BUCHANAN ST, LLC	1402 BUCHANAN ST #201	NASHVILLE	TN	37208
081110K20200CO	1402 BUCHANAN ST, LLC	1402 BUCHANAN ST #202	NASHVILLE	TN	37208
081110K20300CO	1402 BUCHANAN ST, LLC	1402 BUCHANAN ST #203	NASHVILLE	TN	37208
081110K20400CO	1402 BUCHANAN ST, LLC	1402 BUCHANAN ST #204	NASHVILLE	TN	37208
081110K20500CO	1402 BUCHANAN ST, LLC	1402 BUCHANAN ST #205	NASHVILLE	TN	37208
081110K20600CO	1402 BUCHANAN ST, LLC	1402 BUCHANAN ST #206	NASHVILLE	TN	37208
081110K20700CO	1402 BUCHANAN ST, LLC	1402 BUCHANAN ST #207	NASHVILLE	TN	37208
081110K20800CO	1402 BUCHANAN ST, LLC	1402 BUCHANAN ST #208	NASHVILLE	TN	37208
08111040700	1410 BUCHANAN STREET, LLC	1406 BUCHANAN ST	NASHVILLE	TN	37208
08111035300	1409, LLC	1409 BUCHANAN ST	NASHVILLE	TN	37208
08111040600	1410 BUCHANAN STREET, LLC	1410 BUCHANAN ST	NASHVILLE	TN	37208
08111035400	1411, LLC	1411 BUCHANAN ST	NASHVILLE	TN	37208
08111030900	FORD, LLOYD & ELLA LOUISE	1500 BUCHANAN ST	NASHVILLE	TN	37208
08111030800	FORD, LLOYD & ELLA LOUISE	1502 BUCHANAN ST	NASHVILLE	TN	37208
08111031000	GANAWAY, STEVE	1503 BUCHANAN ST	NASHVILLE	TN	37208
08111030700	FORD, LLOYD & ELLA LOUISE	1504 BUCHANAN ST	NASHVILLE	TN	37208
08111030600	JAMES OLDHAM REVOCABLE TRUST-2007	1506 BUCHANAN ST	NASHVILLE	TN	37208
08111030400	FAIMONT NORTH PARTNERS, LLC	1510 BUCHANAN ST	NASHVILLE	TN	37208
08111021200	DON HARDIN GROUP, LLC	1600 BUCHANAN ST	NASHVILLE	TN	37208
08111024300	THE CROSSROADS CAMPUS	1601 BUCHANAN ST	NASHVILLE	TN	37208
08111024200	THE CROSSROADS CAMPUS	1603 BUCHANAN ST	NASHVILLE	TN	37208
08111021000	DON HARDIN GROUP, LLC	1604 BUCHANAN ST	NASHVILLE	TN	37208
08111021400	THE CROSSROADS CAMPUS	1609 BUCHANAN ST	NASHVILLE	TN	37208
08111021300	1613 BUCHANAN ST PROPERTIES, LLC	1613 BUCHANAN ST	NASHVILLE	TN	37208
08111020900	ROBERTSON, DJ REVOCABLE TRUST	1618 BUCHANAN ST	NASHVILLE	TN	37208
08111048400	TM INVESTMENT, LLC	1736 ARTHUR AVE	NASHVILLE	TN	37208
08111007300	CWC PROPERTIES, LLC AND DCS PROPERTIES	1755 DR D B TODD JR BLVD	NASHVILLE	TN	37208

08111024000	THE CROSSROADS CAMPUS	1757 16TH AVE N	NASHVILLE	TN	37208
08111020800	1800, LLC	1800 DR D B TODD JR BLVD	NASHVILLE	TN	37208
08107063100	BARLOWE, KRISTIN & CLAUER, JAMES	1801 12TH AVE N	NASHVILLE	TN	37208
08111001200	DRUMWRIGHT, ANTHONY H.	1801 DR D B TODD JR BLVD	NASHVILLE	TN	37208
081074X00200CO	MORTON, SKYLOR	1803 11TH AVE N	NASHVILLE	TN	37208
081074X90000CO	O.I.C. HILLSBORO HILL HALLS	1803 B 11TH AVE N	NASHVILLE	TN	37208
08107040200	ALCHEMY ACQUISITIONS, LLC	1804 CEPHAS ST	NASHVILLE	TN	37208
08108050800	AGAPE PROPERTIES OF MUSIC CITY, LLC	900 BUCHANAN ST	NASHVILLE	TN	37208
08112002700	909 BUCHANAN PARTNERS	903 BUCHANAN ST	NASHVILLE	TN	37208
08108002400	ONTHEBUC LLC	904 BUCHANAN ST	NASHVILLE	TN	37208
08112002600	909 BUCHANAN PARTNERS	905 BUCHANAN ST	NASHVILLE	TN	37208
08112002500	909 BUCHANAN PARTNERS	909 BUCHANAN ST	NASHVILLE	TN	37208
081083M10300CO	910 CAB, LLC	910 BUCHANAN ST	NASHVILLE	TN	37208
081083M90000CO	O.I.C. BUCHANAN POINT CONDOMINIUMS	910 HM BUCHANAN ST	NASHVILLE	TN	37208
08112002400	909 BUCHANAN PARTNERS	911 BUCHANAN ST	NASHVILLE	TN	37208
081083M10200CO	910 CAB, LLC	912 BUCHANAN ST	NASHVILLE	TN	37208
081083M10100CO	910 CAB, LLC	914 BUCHANAN ST	NASHVILLE	TN	37208
081083M20100CO	CAVA GROUP, INC	916 BUCHANAN ST #201	NASHVILLE	TN	37208
081083M20800CO	CAVA GROUP, INC	916 BUCHANAN ST #202	NASHVILLE	TN	37208
081083M20200CO	CAVA GROUP, INC	916 BUCHANAN ST #203	NASHVILLE	TN	37208
081083M20700CO	CAVA GROUP, INC	916 BUCHANAN ST #204	NASHVILLE	TN	37208
081083M20300CO	CAVA GROUP, INC	916 BUCHANAN ST #205	NASHVILLE	TN	37208
081083M20600CO	CAVA GROUP, INC	916 BUCHANAN ST #206	NASHVILLE	TN	37208
081083M20400CO	CAVA GROUP, INC	916 BUCHANAN ST #207	NASHVILLE	TN	37208
081083M20500CO	CAVA GROUP, INC	916 BUCHANAN ST #208	NASHVILLE	TN	37208
08108002600	SEIBEL, HOWARD E. & GI SOON	918 BUCHANAN ST	NASHVILLE	TN	37208

SUBSTITUTE ORDINANCE BL2025-1169

An ordinance to amend Title 17 of the Metropolitan Code of Laws, the Zoning Ordinance of The Metropolitan Government of Nashville and Davidson County, by applying a Commercial Compatibility Overlay District to various properties located on Buchanan Street between 24th Ave N and 21st Ave North (~~5.64~~ 4.17 acres), all of which is described herein (Proposal No. 2026CCO-002-001).

NOW, THEREFORE, BE IT ENACTED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. That Title 17 of the Code of Laws of The Metropolitan Government of Nashville and Davidson County, is hereby amended by changing the Official Zoning Map for Metropolitan Nashville and Davidson County, which is made a part of Title 17 by reference, as follows:

By applying a Commercial Compatibility Overlay District to various properties located on Buchanan Street between 24th Ave N and 21st Ave North (~~5.64~~ 4.17 acres), being various Property Parcel Nos. as designated on various Maps of the Official Property Identification Maps of The Metropolitan Government of Nashville and Davidson County, all of which is described by lines, words and figures on the attached property owner list and sketch, which is attached to and made a part of this ordinance as though copied herein.

Section 2. Be it further enacted, that the Metropolitan Clerk is hereby authorized and directed, upon the enactment and approval of this ordinance, to cause the change to be made on various Maps of said Official Zoning Map for Metropolitan Nashville and Davidson County, as set out in Section 1 of this ordinance, and to make notation thereon of reference to the date of passage and approval of this amendatory ordinance.

Section 3. The Metropolitan Clerk is directed to publish a notice announcing such change in a newspaper of general circulation within five days following final passage.

Section 4. This Ordinance shall take effect upon publication of above said notice announcing such change in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

Brandon Taylor
Member of Council

2026CCO-002-001

See attached list

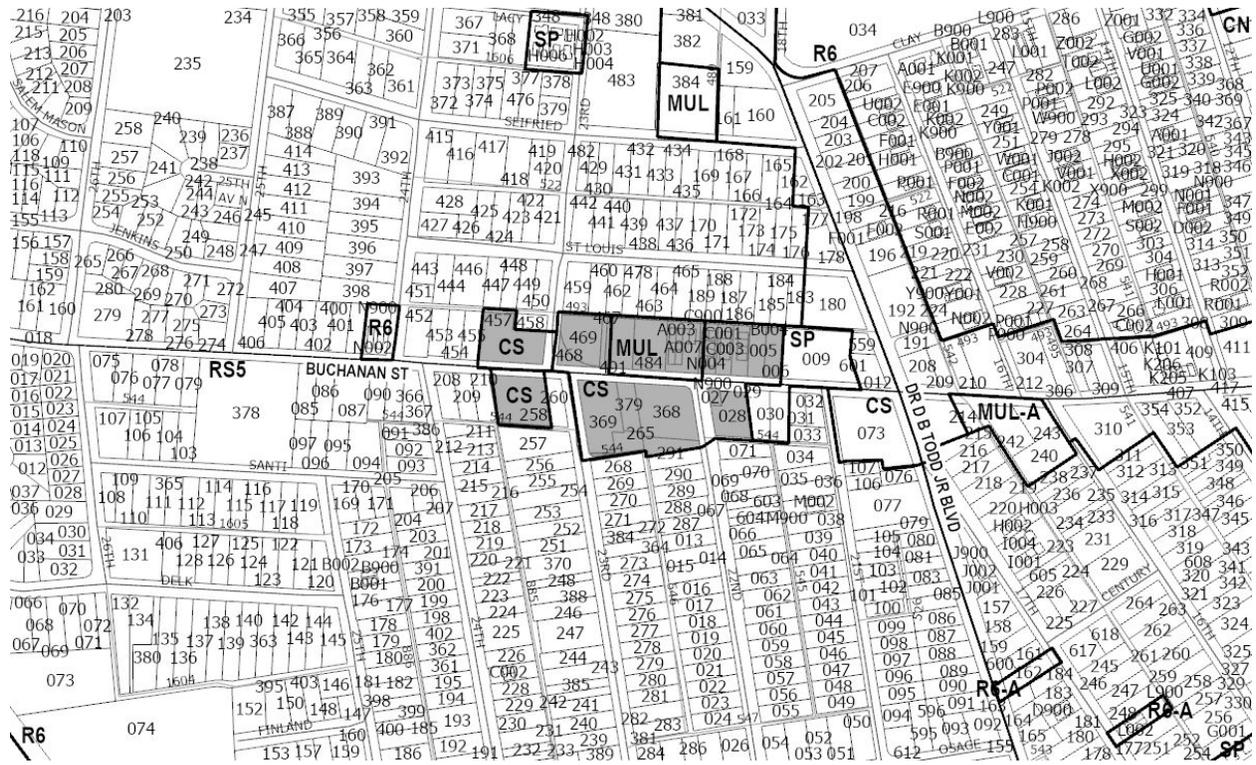
Subarea 08, North

Nashville District 21

(Brandon Taylor)

Application fee paid by: Fee waived by Council

A request to apply a Commercial Compatibility Overlay District for various properties located on Buchanan Street between 24th Ave N and 21st Ave North (5.64 4.17 acres), requested by Councilmember Brandon Taylor, applicant; various property owners.



APN	Owner	PropAddr	PropCity	PropSt	PropZip
08106049100	SOUTHERN PREMIER HOLDINGS, LLC	0 BUCHANAN ST	NASHVILLE	TN	37208
081110C00400CO	LINDAHL, ALICE	2110 D BUCHANAN ST	NASHVILLE	TN	37208
081110B90000CO	O.I.C. BUCHANAN STREET TOWNHOMES	2108 BUCHANAN ST	NASHVILLE	TN	37208
08111000500	HENRY, EDDIE	2106 BUCHANAN ST	NASHVILLE	TN	37208
08110025800	SMITH, MICHAEL A.	2305 BUCHANAN ST	NASHVILLE	TN	37208
08110037900	STOUT, ROBERT L. & YVONNE E.	2207 BUCHANAN ST	NASHVILLE	TN	37208
08111002700	934 JEFFERSON, LLC	2111 BUCHANAN ST	NASHVILLE	TN	37208
08110029100	MACEDONIA MISSIONARY CHURCH, TRUSTEES	1749 22ND AVE N	NASHVILLE	TN	37208
081110B00200CO	M & J GENERAL PARTNERSHIP	2108 B BUCHANAN ST	NASHVILLE	TN	37208
081110B00400CO	M & J GENERAL PARTNERSHIP	2108 D BUCHANAN ST	NASHVILLE	TN	37208
081110B00300CO	M & J GENERAL PARTNERSHIP	2108 C BUCHANAN ST	NASHVILLE	TN	37208
081110B00100CO	M & J GENERAL PARTNERSHIP	2108 A BUCHANAN ST	NASHVILLE	TN	37208
081110C00300CO	LINDAHL, ALICE	2110 C BUCHANAN ST	NASHVILLE	TN	37208
081110C00200CO	LINDAHL, ALICE	2110 B BUCHANAN ST	NASHVILLE	TN	37208
081110C00100CO	LINDAHL, ALICE	2110 A BUCHANAN ST	NASHVILLE	TN	37208
081110C90000CO	O.I.C. 2110 BUCHANAN STREET CONDOMINIUMS	2110 BUCHANAN ST	NASHVILLE	TN	37208
08106046700	RANSOM TEMPLE SECOND CUMBERLAND PRESB. CHURCH ET AL	0 BUCHANAN ST	NASHVILLE	TN	37208
08106048400	SOUTHERN PREMIER HOLDINGS, LLC	2204 BUCHANAN ST	NASHVILLE	TN	37208
08111000600	1507 PARTNERSHIP	2104 BUCHANAN ST	NASHVILLE	TN	37208
08111002800	2109, LLC	2109 BUCHANAN ST	NASHVILLE	TN	37208
08110036900	MYERS, WILLIE	2209 BUCHANAN ST	NASHVILLE	TN	37208
08110036800	BUCHANAN PLAZA CENTER, INC	2203 BUCHANAN ST	NASHVILLE	TN	37208
08110026500	STOUT, ROBERT L.	1744 23RD AVE N	NASHVILLE	TN	37208
08106046900	RANSOM TEMPLE SECOND CUMBERLAND PRESB. CHURCH ET AL	2210 BUCHANAN ST	NASHVILLE	TN	37208
08106046800	ADAM & JACOBSON INVESTMENTS, LLC	2212 BUCHANAN ST	NASHVILLE	TN	37208
081100A00200CO	130 NW 30 STREET, LLC	2200 B BUCHANAN ST	NASHVILLE	TN	37208
081100A00100CO	130 NW 30 STREET, LLC	2200 A BUCHANAN ST	NASHVILLE	TN	37208
081100A00600CO	130 NW 30 STREET, LLC	2200 F BUCHANAN ST	NASHVILLE	TN	37208
081100A00300CO	130 NW 30 STREET, LLC	2200 C BUCHANAN ST	NASHVILLE	TN	37208
081100A00700CO	O.I.C. V GORDON TOWNHOMES AT BUCHANAN	2200 BUCHANAN ST	NASHVILLE	TN	37208
081100A00400CO	130 NW 30 STREET, LLC	2200 D BUCHANAN ST	NASHVILLE	TN	37208
081100A00500CO	130 NW 30 STREET, LLC	2200 E BUCHANAN ST	NASHVILLE	TN	37208
081110N90000CO	O.I.C. BUCHANAN ESTATES	2112 D BUCHANAN ST	NASHVILLE	TN	37208
081110N00400CO	2112 BUCHANAN STREET, LLC	2114 A BUCHANAN ST	NASHVILLE	TN	37208
081110N00600CO	2112 BUCHANAN STREET, LLC	2114 C BUCHANAN ST	NASHVILLE	TN	37208
081110N00500CO	2112 BUCHANAN STREET, LLC	2114 B BUCHANAN ST	NASHVILLE	TN	37208
081110N00200CO	2112 BUCHANAN STREET, LLC	2112 B BUCHANAN ST	NASHVILLE	TN	37208
081110N00100CO	2112 BUCHANAN STREET, LLC	2112 A BUCHANAN ST	NASHVILLE	TN	37208
081110N00300CO	2112 BUCHANAN STREET, LLC	2112 C BUCHANAN ST	NASHVILLE	TN	37208
08106045700	GARDNER, DORIS & ANDREW, JR.	2300 BUCHANAN ST	NASHVILLE	TN	37208

SUBSTITUTE ORDINANCE BL2026-1273

An ordinance to amend Title 17 of the Metropolitan Code of Laws, the Zoning Ordinance of the Metropolitan Government of Nashville and Davidson County, to make various changes to the Downtown Code (DTC), all of which is described herein (Proposal No. 2026Z-002TX-001)

WHEREAS, The Council of The Metropolitan Government of Nashville and Davidson County adopted the Downtown Code (DTC) on February 2, 2010; and

WHEREAS, The Metropolitan Government recognizes the importance of updating, clarifying, and refining the Downtown Code (DTC) standards to encourage high quality, sustainable urban development; and

WHEREAS, the DTC standards provide opportunities for businesses to thrive, while enhancing the character of Downtown through mixed-use development, housing choices, and commercial and entertainment opportunities; and

WHEREAS, the refinement of the DTC standards will continue to ensure a quality urban experience for the citizens and businesses of Metropolitan Nashville and Davidson County; and

WHEREAS, The DTC requires updates from time-to-time as downtown continues to grow and evolve as a neighborhood; and

WHEREAS, the *Imagine East Bank* vision plan supports the changes proposed as part of this text amendment.

NOW, THEREFORE, BE IT ENACTED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. That Chapter 17.37 of the Metropolitan Code is hereby amended by deleting the Downtown Code (DTC) in its entirety and replacing it with Exhibit A, which adds the East Bend Subdistrict and makes various changes to incorporate the subdistrict into the document.

Section 2. Be it further enacted, that the following conditions shall be completed, bonded or satisfied as specifically required:

1. Planning staff shall coordinate with NDOT, EBDA, Metro Water Services, and applicable property owners on an MCSP amendment to establish a proposed urban street grid for the area that prioritizes Vision Zero safety objectives and enables the fulfillment of planned utility infrastructure, including stormwater and sewer.
2. Planning staff shall submit the East Bend Public Realm Design Framework to the Downtown Code Design Review Committee for adoption as design guidance on applicable properties.

~~Section 2. Be it further enacted, that this ordinance shall take effect immediately after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.~~

Section 3. The Metropolitan Clerk is directed to publish a notice announcing such change in a newspaper of general circulation within five days following final passage.

Section 4. This Ordinance shall take effect upon publication of above said notice announcing such change in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

Jacob Kupin
Member of Council

NASHVILLE DOWNTOWN CODE

Chapter 17.37 of the Metropolitan Nashville and Davidson County Zoning Code

Attachment to Ordinance No. BL2009-586
as adopted on February 02, 2010

Amended by Ordinance No. BL2011-896
as adopted on May 17, 2011

Amended by Ordinance No. BL2012-142
as adopted on May 15, 2012

Amended by Ordinance No. BL2013-376
as adopted on March 19, 2013

Amended by Ordinance No. BL2015-1048
as adopted on April 21, 2015

Amended by Ordinance No. BL2015-1053
as adopted on August 04, 2015

Amended by Ordinance No. BL2015-1253
as adopted on August 18, 2015

Amended by Ordinance No. BL2016-133
as adopted on September 06, 2016

Amended by Ordinance No. BL2017-827
as adopted on August 15, 2017

Amended by Ordinance No. BL2020-334
as adopted on August 21, 2020

Amended by Ordinance No. BL2021-868
as adopted on October 19, 2021

Amended by Ordinance No. BL2021-869
as adopted on October 19, 2021

Amended by Ordinance No. BL2021-923
as adopted on November 16, 2021

Amended by Ordinance No. BL2022-1412
as adopted on November 15, 2022

Amended by Ordinance No. BL2022-1472
as adopted on November 15, 2022

Amended by Ordinance No. BL2025-761
as adopted on May 20, 2025

Amended by Ordinance No. BL2025-799
as adopted on May 20, 2025

Document Contact Information

Planning Department staff provides consultations for developing within the Downtown Code.

Call (615) 862-7190 or email planningstaff@nashville.gov to schedule a meeting.



The Planning Department does not discriminate on the basis of age, race, sex, color, national origin, religion or disability in access to, or operation of, its programs, services, and activities, or in its hiring or employment practices. For ADA inquiries, contact Randi Semrick, ADA Compliance Coordinator, at (615) 862-7230 or e-mail her at randi.semrick@nashville.gov. For Title VI inquiries contact Shirley Sims-Saldana or Denise Hopgood of Human Relations at (615) 880-3370. For all employment-related inquiries call (615) 862-6640.

Section I: Introduction

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Section I : Introduction

Section I: Introduction

The Downtown Code and the Downtown Plan

The Downtown Code (DTC) implements the community vision set forth in the Downtown Community Plan: 2007 Update. Through the community planning process, stakeholders reached a common vision for the future of Downtown. The Plan envisions multiple distinct neighborhoods within Downtown, each with its own character and scale, which contribute to the vitality of Downtown as the center of the city and the region.

The DTC regulates the physical form of buildings to ensure each makes a positive contribution to a complete urban environment. By ensuring a specific and predictable urban form, the DTC ensures that all new construction makes a positive contribution to the public realm – streets and open space – and that all investments are held to the same standard.

While the DTC is a regulating document, the Downtown Plan contains placemaking tools and guidelines and should be used as a companion document to the DTC.

The Guiding Principles of the Downtown Plan have directed the standards in the DTC and are as follows:

Ensure that Downtown remains the civic, commercial and entertainment center for Nashville, Middle Tennessee and the Southeast.

- The regulations of the DTC clarify the vision for each neighborhood in Downtown. Under the DTC, certain areas are allowed to have high-rise towers, while others are zoned for neighborhood-scale development, while still others are allowed to be more transitional with support uses necessary to sustain urban business.
- In recent years, nearly all projects in Downtown have sought rezoning or variances to existing zoning. The DTC alleviates this need by allowing significantly greater development rights, in forms based on construction norms and urban design objectives, than existing zoning. The DTC also allows the modification of standards for site-specific issues.

Provide opportunities for continued growth while preserving and enhancing the character that inspires residents and businesses to move Downtown.

- The Downtown Plan called for areas of increased height and density within Downtown. The Plan extended the boundaries of the Core – the tallest and most intense neighborhood – and provided guidance regarding additional height in other neighborhoods. The DTC codifies these opportunities in the subdistrict standards for these neighborhoods.
- Similarly, the Downtown Plan acknowledged the difficulty of developing within the sky exposure plane in some neighborhoods. The DTC modified the allowable form of buildings by allowing additional height at the street in exchange for an overall height-cap. The result is that properties, and

thus neighborhoods, will have the same intensity as in CF zoning but in a form that is aligned with typical construction methods and creates a more predictable urban environment.

- The form and shape of development under CC and CF zoning is unpredictable. The DTC provides clear direction on minimum development and maximum development. For instance, the Gulch is zoned for a specific character, while Sulphur Dell is zoned for something different. This ensures certainty about the character and scale of development in each neighborhood.
- In an urban environment, the street level design and function of a building is of the utmost importance. The interaction of the building with the street should enliven the street, making it comfortable, safe and interesting for pedestrians. The DTC is based on frontage design – storefront, stoop, porch, industrial, and civic – and includes standards on glazing, vehicular access, landscaping, and active uses on the ground level. Correctly designed, these attributes will contribute to safe and interesting streets to result in vibrant neighborhoods and a healthy Downtown.
- A safe and interesting urban environment attracts people. People who feel comfortable in Downtown – enjoying available activities, prospering from the businesses and services, and lingering in the spaces and places – want to be Downtown. The DTC fosters this desirable urban environment through the attention to pedestrian-oriented design, appropriate scale and massing, and neighborhood creation.

Create strategic mixed use to facilitate Downtown's transformation into a 24/7 community.

Section I: Introduction

The Downtown Code and the Downtown Plan

- The Plan calls for a “thoughtful mixture of uses including residential, retail and office, to ensure that Downtown doesn’t close at 5 p.m. or even after the concert ends or the restaurants close, but is instead a welcoming home for a diverse residential population.” Multiple stories encourage multiple uses within each building, increasing the likelihood that one of the uses will be active at any given hour. Compare this to one story buildings which lack activity during the off-hours of the single use.
- To be viable, Downtown must accommodate numerous services and functions. By promoting form over use, the DTC allows for a mixture of uses. Because various functions occur at different times of the day – working, shopping and recreating during the day, entertainment and home-life at night – mixed-use, 24/7 neighborhoods use existing infrastructure more efficiently and function in a more sustainable way.
- “Since 2000, Downtown has experienced an unprecedented residential boom. In 2000, there were approximately 1500 dwelling units in Downtown. As of 2006, over 2600 new residential units were under construction, planned or proposed...Since 2000 there has been over \$500 million in capital investments in residential construction, with another \$400 million planned or proposed.” In addition, “since 2000, Downtown office building development has grown modestly with \$140 million of development completely or under construction.” These strong numbers increase the viability of Downtown. To continue this good momentum, the emphasis must be on place-making as well as development. The DTC encourages the creation of mixed-use, sustainable neighborhoods that have flexibility to address the needs of citizens over time.

Create and nurture urban neighborhoods.

- As stated in the Plan, “While residential *development* has flourished in recent years, the creation and enhancement of urban *neighborhoods* is still a goal. Residential living will thrive in Downtown when residents feel that they are part of a neighborhood, supported by shared public spaces and the services and amenities needed for daily life.” The DTC directly addresses the development characteristics of neighborhood design: building mass and scale, frontage design, and open space design.
- To create these distinctive urban neighborhoods, the DTC aligns the regulations of each subdistrict with the intended character of the neighborhood. For instance, the South Gulch is envisioned to continue as a high-rise and mid-rise, mixed-use neighborhood. The DTC codifies mid-rise height in the general subdistrict and allows high-rise buildings on key intersections and along important streets. In contrast, the North Gulch is envisioned to be a low-rise neighborhood – to preserve Capitol views and transition into the Hope Gardens and John Henry Hale neighborhoods. The DTC codifies this vision by capping the overall height, allowing for less intense development such as two story houses and townhouses, and encouraging porch and stoop frontages. These are two examples of how the DTC aligns the zoning of neighborhoods with the vision cast during the community planning process.
- “...the Downtown Plan encourages walking as a primary mode of transportation in Downtown. Walking is encouraged in the Downtown Plan by making the walk safe, interesting, and comfortable...” Streets are the most plentiful open space in Downtown and should prioritize the pedestrian experience while appropriately accommodating vehicular traffic. The DTC emphasizes frontage design, requires active ground level uses, and sets standards for vehicular activity.
- The DTC prioritizes the location of vehicular access points per street type – Primary, Secondary, Tertiary, Other, and Alley. By prioritizing, instead of regulating, the DTC allows flexibility for site-specific solutions to be reached in collaboration between the developer and Metro departments.
- While the DTC sets standards on the development of private property, active and attractive streets must be created by a collaborative process with all Metro Departments. As development proposals are offered, Metro will retain a commitment to creating a strong pedestrian-oriented urban environment. “As Downtown becomes home to many of its workers, and mass transit options into Downtown improve, providing welcoming routes for pedestrians will provide benefits in terms of improved mobility and reduced traffic congestion.”

Section I: Introduction

The Downtown Code and the Downtown Plan

- The DTC references the Downtown Streetscape Design Guidelines, and the Major and Collector Street Plan created by Metro Public Works and Metro Planning, and requires their use.

Protect and reuse historic structures and districts.

- The DTC has a subdistrict for 2nd Avenue and Lower Broadway that reinforces the historic zoning overlay for these streets. To encourage the adaptive reuse of the historic structures, this subdistrict is eligible for transfer of development rights through the Bonus Height Program.
- The creation of the Core Historic subdistrict encourages the preservation of the existing historic buildings between 3rd and 5th Avenues North, while allowing for appropriately scaled and appropriately detailed infill.
- The creation of the Rutledge Hill subdistrict encourages the preservation of the existing historic buildings in this historic residential area, while allowing for appropriately scaled and appropriately detailed infill.
- During the community planning process, the preservation of views to the Capitol building was identified as important to the development of neighborhoods north of Capitol Hill. The maximum building heights in subdistricts north of Capitol Hill are limited to the elevation of the base of the Capitol building to ensure this that this important civic view is preserved.

Create environmentally sustainable and energy efficient development.

- In order to meet the sustainability goals of the Downtown Plan and to achieve Metro Government's vision of Nashville as the greenest city in the US, the DTC encourages urban infill and energy efficient development.
- By location alone, urban infill is more energy efficient than green-field development because it utilizes existing streets and infrastructure. By emphasizing mixed-use, walkable neighborhoods within Downtown, the DTC reinforces Metro Government's commitment to sustainability and responsible use of resources. Part of being sustainable is using existing under-utilized infrastructure – water lines, sewer lines, electricity, and streets – in lieu of creating new infrastructure and continuing green-field consumption.

- Location, however, does not ensure sustainability. The creation of the DTC emphasizes the need for a denser Downtown to provide citizens with all daily needs within walking distance, the need for buildings that can be adapted for new uses over time, the preservation and adaptive reuse of existing buildings, and the addition of street trees and open spaces.
- In addition to encouraging sustainable urbanity, the DTC encourages the measurement of energy efficient development through the US Green Building Council's LEED program. (LEED may be substituted for a different nationally-recognized, third-party system of overseeing green building and/or sustainable development practices.)
- The Bonus Height Program of the DTC provides height bonuses for new construction that meets the standards of LEED silver, gold or platinum. LEED takes credits a project for its urban environment, but also for the sustainability of the building itself. The public benefit associated with LEED certification is significant. The lighter the building treads on the infrastructure of the city, the lighter the burden on the city to maintain the infrastructure. This helps the city function better as a whole. The bonuses are appropriately scaled for each subdistrict and are offered in exchange for the level of contribution of this important public benefit.

Create “great spaces” throughout Downtown for the enjoyment of citizens and visitors.

- In some areas of Downtown, open space is appropriately scaled and designed for the envisioned intensity of the neighborhood. In most areas, however, open space is dramatically lacking. The DTC identifies ¼ mile radius neighborhoods (about a five minute walk from edge to center) within Downtown to show the open space deficiencies. For every quarter mile neighborhood, there should be at least a quarter acre of well-designed public open space. This open space may be provided by public or private initiatives.
- The Downtown Plan recommended that Downtown have unique types of open space available to meet the needs of citizens. The DTC provides standards for the creation of these open spaces: greens, squares, plazas, courts and pocket parks/playgrounds. The open spaces will serve as important “great spaces” to help create the vital and functioning neighborhoods envisioned by the

Section I: Introduction

The Downtown Code and the Downtown Plan

Downtown Plan.

- The Bonus Height Program of the DTC provides height bonuses for the development of public open spaces. To be eligible for the height bonus, the development must follow the standards for open space design. The bonuses are appropriately scaled for each subdistrict and are offered in exchange for this important public amenity.

Provide for improved mobility in and through Downtown to support other principles for healthy growth in Downtown.

- “The Downtown Plan encourages walking as a primary mode of transportation in Downtown.” The DTC standards focus on the interaction between the building and street – the frontage of the building – to make the pedestrian realm safe, comfortable and interesting. This goal will be reached when public and private entities remain committed to creating a pedestrian-oriented Downtown.
- The Downtown Plan notes that “as Downtown becomes home to many of its workers, and mass transit options into Downtown improve, providing welcoming routes for pedestrians will provide benefits in terms of improved mobility and reduced traffic congestion.” While the DTC sets standards on the development of private property, improved transportation options must be created by a collaborative process between the public and private sectors.

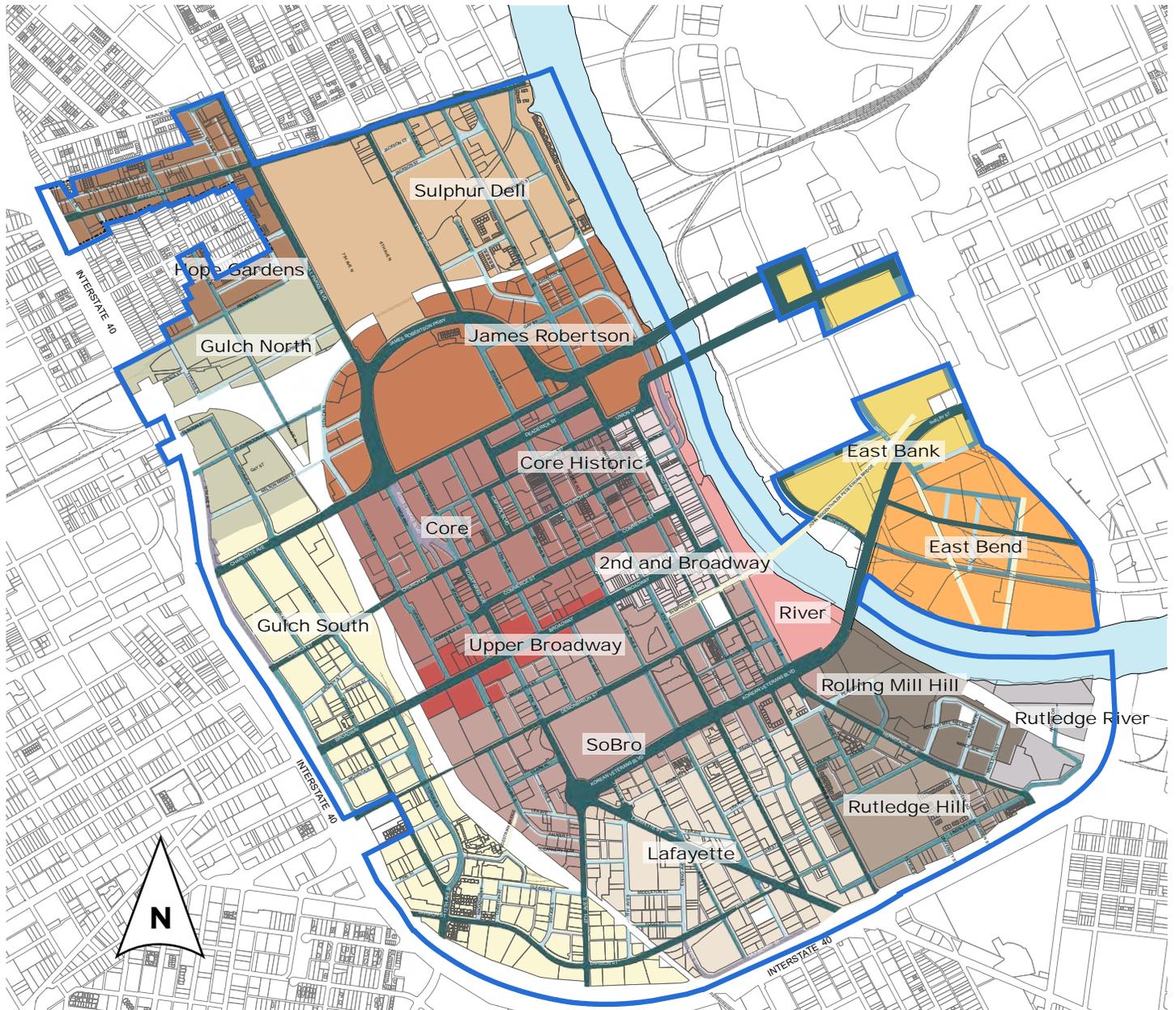
The Downtown Plan sets forth the common vision for the future of Downtown, and acknowledges that “the creation of the Downtown envisioned by the community can only be achieved through cooperative efforts of the public and private sectors and through the informed involvement of residents, businesses and investors in Downtown. Adherence to these guiding principles in the development actions of both the public and private sector will create the Downtown Nashville that the community has envisioned – an expanding, vibrant Downtown with opportunities for growth and development that embody the urban experience of a great city.” The DTC is one of several tools to strengthen Downtown through public and private investments.

By focusing on the creation of distinctive neighborhoods, pedestrian-oriented development, the DTC reaches toward the goal of an economically healthy, socially vibrant, and sustainable Downtown.

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Section I: Introduction

DTC Regulating Plan: Subdistrict Boundaries



 James Robertson Subdistrict - page 18	 Upper Broadway Subdistrict - page 26	 Lafayette Subdistrict - page 38	 Hope Gardens Subdistrict - page 50
 Core Subdistrict - page 20	 SoBro Subdistrict - page 34	 Rutledge Hill Subdistrict - page 40	 Sulphur Dell Subdistrict - page 52
 Core Historic Subdistrict - page 22	 River Subdistrict - page 32	 Rutledge River Subdistrict - page 44	 East Bank Subdistrict - page 54
 2nd and Broadway Subdistrict - page 28	 Rolling Mill Hill Subdistrict - page 42	 Gulch South Subdistrict - page 48	 East Bend Subdistrict - page 59
	 Gulch North Subdistrict - page 46		 DTC Boundary

Section I: Introduction

Application of the DTC

General Provisions

If necessary, to adhere to the laws and regulations of Federal, State, or local departments or agencies, the regulations in this chapter may be modified. Such modifications may be approved by the Planning Commission, the DTC Design Review Committee or Planning Staff, in accordance with the Modifications section of this Chapter.

To the extent that the provisions of the Downtown Code is inconsistent or in conflict with the provisions of the Gateway Urban Design Overlay District that is also zoned DTC, the provisions of the DTC zoning shall be controlling; however, any provisions of the Gateway UDO may be used provided that the standards of the DTC zoning are met.

Applicable Chapters and Sections of the Zoning Code

In addition to the standards set forth within this document, the following Chapters and Sections of the Metro Zoning Code shall apply to properties with DTC zoning.

- All of Chapter 17.04 GENERAL PROVISIONS AND DEFINITIONS
- Within Chapter 17.08 ZONING DISTRICTS AND LAND USE TABLES
 - » Section - 17.08.010 Zoning districts established.
 - » Section - 17.08.020 Zoning districts described.
- All of Chapter 17.16 LAND USE DEVELOPMENT STANDARDS
- Within Chapter 17.20 PARKING, LOADING AND ACCESS
 - » Section - 17.20.040 Adjustments to required parking
 - » Section - 17.20.050 Handicapped parking.
 - » Section - 17.20.060 Parking area design standards.
 - » Section - 17.20.070 Queuing requirements for drive-through facilities.
 - » Section - 17.20.130 Loading space requirements.
- Within Chapter 17.24 LANDSCAPING, BUFFERING AND TREE REPLACEMENT
 - » Section - 17.24.010 Purpose and intent.
 - » Section - 17.24.020 Landscape plan required.
 - » Section - 17.24.030 Standards for form and quality of plants.
 - » Section - 17.24.040 Spacing standards.
- Article II. Tree Protection and Replacement
 - » Section - 17.24.090 Removal of protected trees.
 - » Section - 17.24.100 Replacement of trees.
 - » Section - 17.24.110 Protection of trees during development activities.
 - » Section - 17.24.120 Less desirable trees.
 - » Section - 17.24.160 Interior planting requirements.
 - » Section - 17.24.170 Nonconforming parking areas.
- All of Chapter 17.28 ENVIRONMENTAL AND OPERATIONAL PERFORMANCE STANDARDS
- All of Chapter 17.32 SIGN REGULATIONS
- All of Chapter 17.36 OVERLAY DISTRICTS, except Article XII, Urban Zoning Overlay (UZO) District.
- All of Chapter 17.40 ADMINISTRATION AND PROCEDURES, except as otherwise provided for within this document.

Section I: Introduction

Application of the DTC: How to Use this Document

How to Use this Document

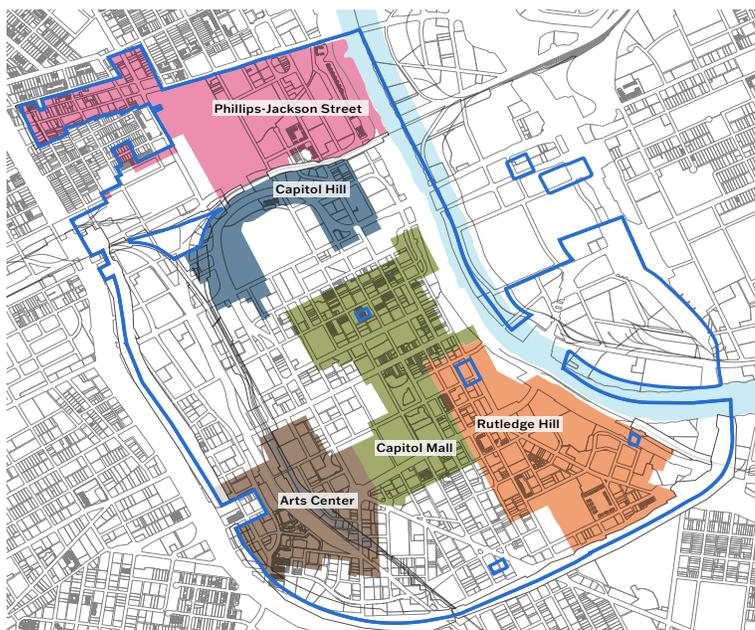
The Downtown Code is organized by Subdistricts and Street Types, as identified on the Regulating Plan.

To determine the standards which apply to a particular property:

- On the Regulating Plan, identify the Subdistrict in which the property is located and on what type of street(s) it fronts.
- Consult the Building Regulations for development standards relevant to the Subdistrict.
- Consult the Use Table for uses allowed in each Area.
- Consult the General Standards section for guidance on development standards for all Subdistricts.

Subdistricts and Areas

- Downtown Nashville consists of numerous neighborhoods with unique character. The development standards for the DTC are organized by Subdistricts, which establish the zoning of each neighborhood to create or maintain the envisioned character.
- The DTC is divided into 5 Areas (North, South, West, East and Central), which establish the allowed uses.
- The DTC includes General Standards that apply to all Subdistricts.



MDHA redevelopment districts.

Regulating Plan

- The Regulating Plan is the official zoning map of the DTC. The Subdistrict boundaries are shown on the series of maps which comprise the Regulating Plan.
- Subdistrict boundaries extend to the centerline of all abutting public street right-of-ways. Any properties not within the subdistrict boundaries of the regulating plan including, but not limited to, rail and river corridors shall be considered an open space subdistrict.
- Unless otherwise regulated by the DTC subdistrict standards, property that is within more than one subdistrict may apply for a minor modification to use the standards of either subdistrict. If the Executive Director of the Planning Department finds that additional consideration is warranted, then the modification request may be submitted to the Downtown Code/MDHA Design Review Committee as a major modification.

Overlapping Plans

Within the area governed by the DTC, there exist other regulations and design guidelines intended to work in conjunction with the DTC. The DTC does not exempt development from complying with the regulations of other Federal, State, and Local departments and agencies. These departments and agencies should be contacted during the development process to address their rules, regulations and policies.

Section I: Introduction

Application of the DTC: Modifications

Modifications to the Standards

Based on site-specific issues, an applicant may seek modifications to the standards of this document.

Any standard within the DTC may be modified, insofar as the intent of the standard is being met, the modification results in better urban design for the neighborhood as a whole, and the modification does not impede or burden existing or future development of adjacent properties.

The DTC, the Downtown Plan and any other policies and regulations from governing agencies shall be consulted when considering modifications. Any standards that shall not be modified are explicitly noted in this document.

Modifications may be approved by Planning staff, the Downtown Code Design Review Committee (DTC DRC) or the Planning Commission.

- Minor modifications – deviations of 20 percent or less – or modifications explicitly noted herein as minor may be approved by Planning Staff.
- Any determination made by the Planning Staff may be appealed to the DTC DRC.
- Major modifications – deviations of more than 20 percent – and modifications of standards without numbers may be approved by the DTC DRC. Within MDHA redevelopment districts, the MDHA DRC shall act as the DTC DRC.
- Any determination made by the DTC DRC or the MDHA DRC regarding standards of the DTC may be appealed to the Planning Commission by the applicant or the Planning Department.
- All building permits for modifications authorized by the Planning Staff, DTC DRC, or Planning Commission must be obtained within three years from the date of approval.

Variations and Special Exceptions

Variations and special exceptions that are not specifically for standards of the DTC zoning district shall follow the procedures of Chapter 17.40, Articles VII and VIII of the zoning code. Standards specific to the DTC zoning district may be modified based on the modifications section of this document.

Overall Height Modifications

Prior to reviewing requests for modifications to overall height, the Executive Director of the Planning Department shall determine whether the development proposal has exhausted efforts to use all appropriate bonuses available in the Bonus Height Program. The Executive Director's decision may be appealed to the DTC DRC/MDHA DRC. If it has been determined that all efforts have been exhausted to use the Bonus Height Program, the applicant shall hold a community meeting providing notices to property owners within 300 feet, and the Planning Commission shall review the modification request and may grant, at its discretion, additional height for exceptional design, including but not limited to unique architecture, exceptionally strong streetscape, contribution to the skyline, improvement of the project's relationship to surrounding properties, and improvement to the character of the neighborhood. In some instances, consideration may be given where a project results in implementation of significant community improvements (e.g. quality open space, upgrading public infrastructure, or others determined by the policies of Metro departments) and/or contributes to the implementation of community improvements determined by the policies of Metro departments.

Application Process

The DTC DRC shall review and approve a DTC Concept Plan for a site prior to approval of a DTC Final Site Plan. A recommendation from the Nashville Department of Transportation and Multimodal Infrastructure shall be required for a DTC Concept Plan.

- The DTC, the Downtown Plan, other policies, official guidelines (such as the Downtown Code Design Guidelines), regulations from governing agencies, and other best practices shall be consulted when considering a DTC Concept Plan. No standard within the DTC shall relieve a project of the review process associated with a Concept Plan application.
- Modifications shall be requested concurrently with the DTC Concept Plan.
- Within MDHA redevelopment districts, the MDHA DRC shall act as the DTC DRC and final MDHA approval shall act as the DTC Concept Plan.
- Any determination made by the Planning Staff may be appealed to the DTC DRC. Any determination made by the DTC DRC or the MDHA DRC regarding standards of the DTC may be appealed to the Planning Commission by the applicant or the Planning Department.

Section I: Introduction

Application of the DTC: Design Review and Compliance

Design Review Committee

The DTC DRC is subject to the rules and procedures adopted by the Planning Commission. The DTC DRC will consist of eight (8) voting members.

One member shall be nominated by each of the following with confirmation by the Planning Commission:

- Chamber of Commerce
- Civic Design Center
- Downtown Partnership
- Urban Residents Association

One member shall be appointed by the following:

- Mayor
- Vice-Mayor, on behalf of the Metro Council
- Historic Commission
- Planning Commission

Each member shall be a design professional, with a degree or several years of experience in architecture, landscape architecture, planning or urban design. The members nominated by the Nashville Area Chamber of Commerce and the Nashville Downtown Partnership shall be exempt from this requirement.

Each term shall be four years, with the appointees of the Mayor, Vice-Mayor and Planning Commission serving an initial two-year term upon adoption of the DTC. Any vacancy occurring during the unexpired term of any members shall be filled in the manner prescribed herein for the original selection of the members of the DTC DRC. A new mayor and/or new vice mayor may appoint a new representative after the term of the existing representative has expired.

Compliance with the DTC shall be required according to the following:

- Level 1: An addition of twenty-five percent or less of the square footage of the existing building
 - » Shall not increase the degree of nonconformity.
- Level 2: An addition of more than twenty-five percent of the square footage of the existing building or 1000 square feet, whichever is greater
 - » Improvements to the sidewalk corridor according to the *Major and Collector Street Plan*.

- » Where possible, the addition of street trees
- » Parking lot landscaping standards
- » Shall not increase the degree of nonconformity.
- Level 3: Redevelopment after the demolition or destruction of more than five percent and less than fifty percent of the existing building
 - » Improvements to the sidewalk corridor according to the *Major and Collector Street Plan*.
 - » Where possible, the addition of street trees
 - » Parking lot landscaping standards
 - » To the extent practicable, new construction shall be in compliance with applicable standards of the DTC.
- Level 4: Redevelopment after the demolition or destruction of more than fifty percent of the existing building
 - » All standards of the DTC
 - » Improvements to the sidewalk corridor according to the *Major and Collector Street Plan*.
- Level 5: New construction of buildings, parking, open space, etc
 - » All standards of the DTC
 - » Improvements to the sidewalk corridor according to the *Major and Collector Street Plan*.

Signage Compliance

- For those properties within Historic Zoning Overlays, the sign standards of the CF zoning district shall apply, along with historic zoning district design guidelines.
- For those properties not within Historic Zoning Overlays, the sign standards of the DTC zoning district shall apply.
- No new billboards are allowed within the DTC boundaries.

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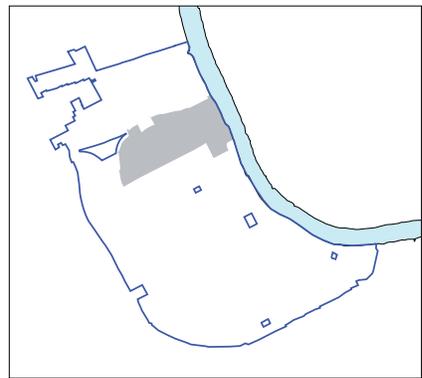
Section II: Subdistrict Standards

Section II: Subdistrict Standards

James Robertson Subdistrict: Regulating Plan



The James Robertson Subdistrict is the primarily civic area surrounding Capitol Hill. The Downtown Plan emphasizes “preserving the James Robertson neighborhood’s treasured civic and open space resources, while encouraging redevelopment to offer a mixture of uses...while recognizing that the area’s uses will continue to be dominated by government activities.” The importance of the State Capitol as a Nashville and Tennessee landmark also warrants maintaining views of the Capitol from all vantage points to the west, north and east. The DTC allows a maximum height of 560’ above sea level (the elevation of the base of the capitol building) to preserve these views.



Legend

- James Robertson Subdistrict
- Primary Street
- Secondary Street
- Tertiary Street
- Other Street
- Alley

Section II: Subdistrict Standards

James Robertson Subdistrict: Building Regulations

FRONTAGE

A Allowed Frontage Types with Required Build-to Zone

Primary Street

- Storefront Frontage
 - » James Robertson Boulevard
 - West of 3rd Ave 20'-30'
 - East of 3rd Ave 0'-10'
 - » Charlotte Avenue 0'-10'
- Stoop Frontage
 - » James Robertson Boulevard
 - West of 3rd Ave 20'-30'
 - East of 3rd Ave 5'-10'
 - » Charlotte Avenue 5'-10'

Secondary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'

Tertiary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'

B Facade Width

- Primary Street 80% of lot frontage min.
- Secondary Street 80% of lot frontage min.
- Tertiary Street 60% of lot frontage min.

Remaining lot frontage may be used for pedestrian amenities and shall not be used for parking.

C Min. Building Depth 15' from building facade

A building liner is required surrounding parking structures on the all floors facing James Robertson Blvd.

HEIGHT

D Max. elevation of 560'

Step-back*

Step-back required for all buildings 8 stories or greater on all public streets and Open Space

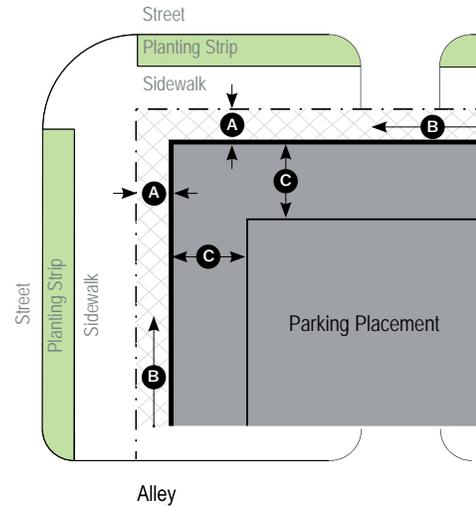
E Step-back between 4th and 8th stories

F Min. step-back depth 15'

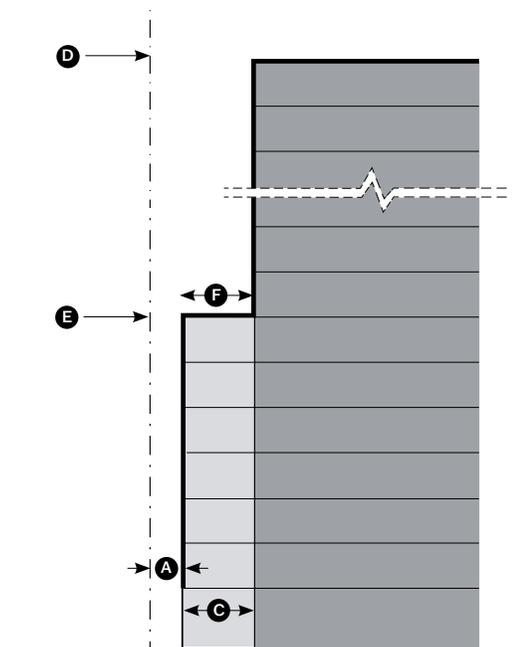
*see page 64 for full description

SIDEWALK & PLANTING

Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.



Building Plan



Building Section

NOTES

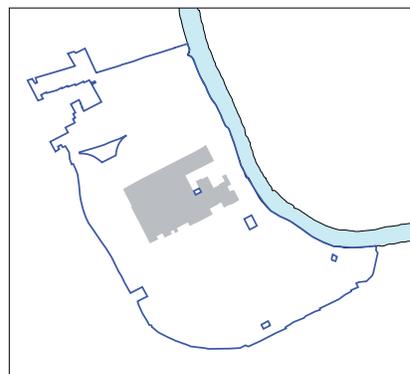
Uses: page 65; General Standards: page 69

Section II: Subdistrict Standards

Core Subdistrict: Regulating Plan



The Core is the heart of the Downtown business district, the economic engine of the Middle Tennessee region, and a significant economic force in the Southeast. It is the densest neighborhood in Downtown and has the greatest height allowances. Pedestrian comfort and safety should be prioritized with an interesting sidewalk realm, activity on the ground level of buildings, and controlled vehicular access.



Legend	
	Core Subdistrict
	Primary Street
	Secondary Street
	Tertiary Street
	Other Street
	Alley

Section II: Subdistrict Standards

Core Subdistrict: Building Regulations

FRONTAGE

A Allowed Frontage Types with Required Build-to Zone

Primary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'

Secondary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'

Tertiary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'

B Facade Width

Primary Street 80% of lot frontage min.

Secondary Street 80% of lot frontage min.

Tertiary Street 60% of lot frontage min.

Remaining lot frontage may be used for pedestrian amenities and shall not be used for parking.

C Min. Building Depth

15' from building facade

HEIGHT

D Max.

30 stories

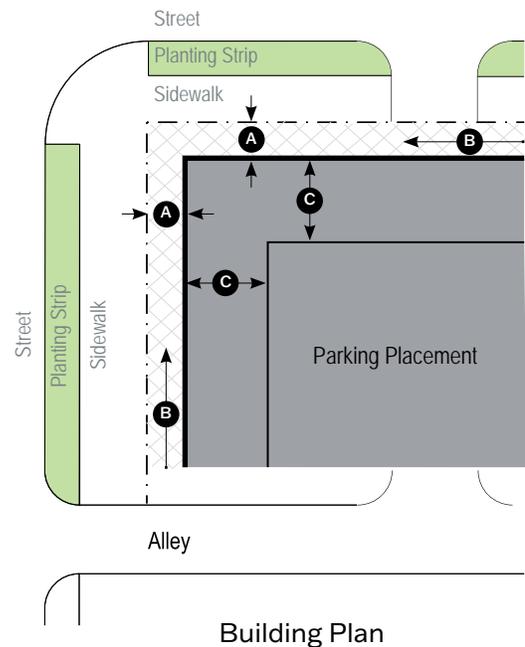
Additional height available through the Bonus Height Program

SIDEWALK & PLANTING

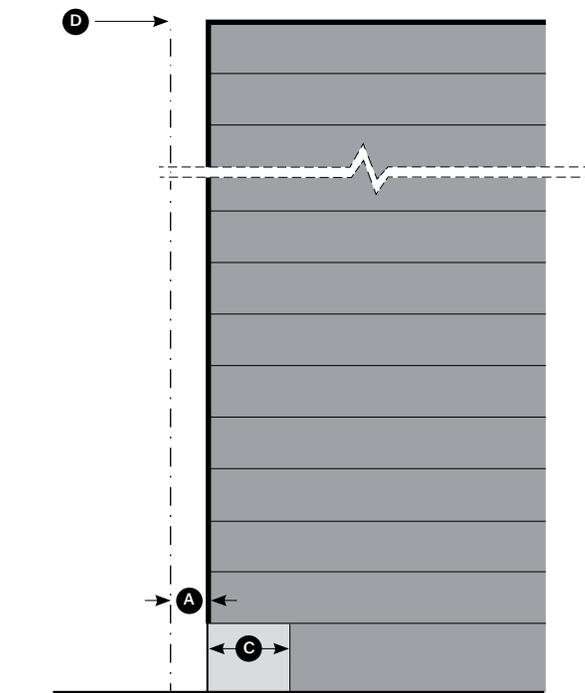
Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

NOTES

Uses: page 65; General Standards: page 69



Building Plan



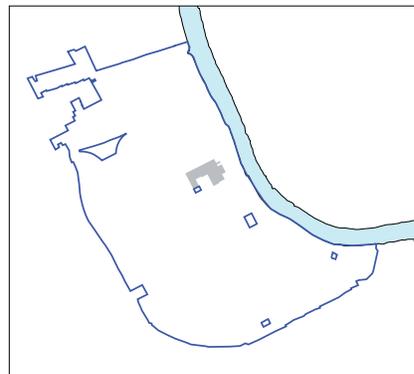
Building Section

Section II: Subdistrict Standards

Core Historic Subdistrict: Regulating Plan



The Core Historic neighborhood has two historic urban spaces – the Arcade and Printers’ Alley. This neighborhood is comprised several historic buildings, many of which have been recently renovated. The height maximums for this subdistrict reflect historic urban design features – lower buildings mid-block and taller buildings to “book-end” the blocks at the corners. The adaptive reuse of historic buildings is encouraged and new construction should be of appropriate scale and detailing, maintaining the existing storefront rhythm. Pedestrian comfort and safety should be prioritized with an interesting sidewalk realm, activity on the ground level of buildings, and controlled vehicular access.



Legend

- Core Historic Subdistrict
- Primary Street
- Secondary Street
- Tertiary Street
- Other Street
- Alley
- Pedestrian Frontage

Section II: Subdistrict Standards

Core Historic Subdistrict: Building Regulations

FRONTAGE

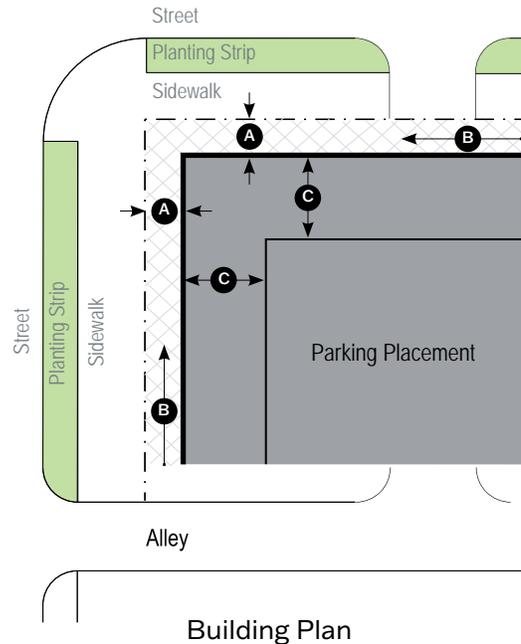
- A Allowed Frontage Types with Required Build-to Zone**
- Primary Street
- Storefront Frontage 0'
 - Stoop Frontage 5'-10'
- Secondary Street
- Storefront Frontage 0'
 - Stoop Frontage 5'-10'
- B Facade Width**
- Primary Street 95% of lot frontage min.
- Secondary Street 95% of lot frontage min.
- C Min. Building Depth** 15' from building facade
- A building liner is required surrounding parking structures on all floors facing public streets and Open Space.

SIDEWALK & PLANTING

Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

NOTES

Uses: page 65; General Standards: page 69

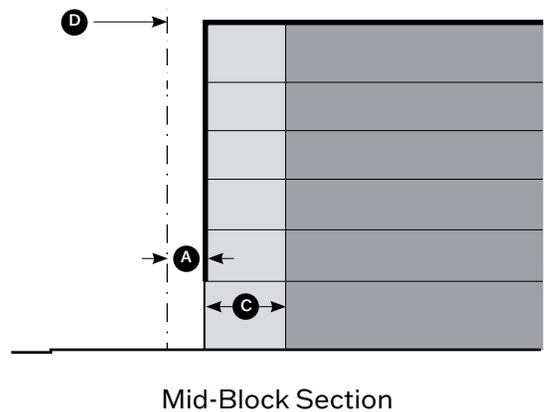
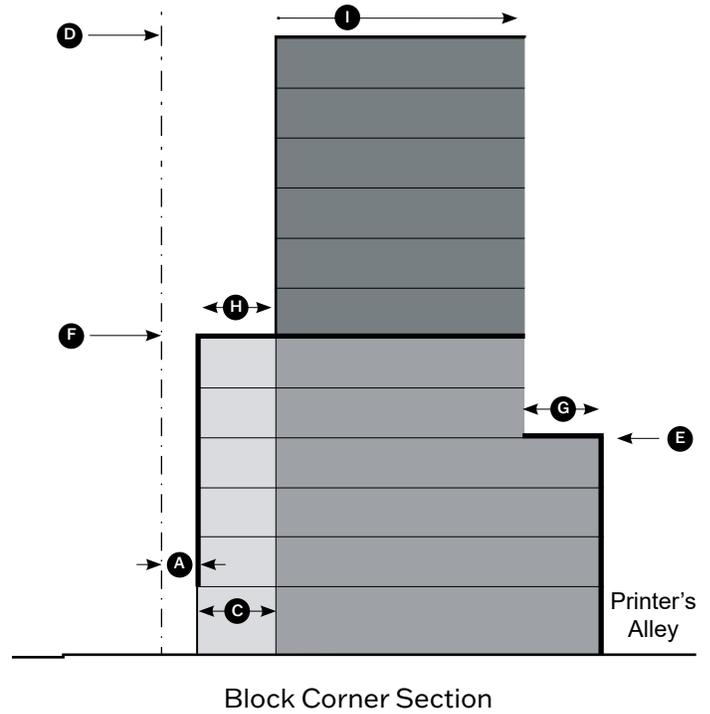


Section II: Subdistrict Standards

Core Historic Subdistrict: Building Regulations

HEIGHT

D Max.		
On Corners	10 stories	
Mid-Block	6 stories	
Step-back		
Step-back after		
E	• On Printer's Alley	4 stories
F	• All Others	6 stories
Depth		
G	• On Printer's Alley	10' min.
H	• All Others	10' min. and max.
Step-back not required for buildings fronting Church Street. Buildings 6 stories or less shall not step-back and all stories shall occupy the Build-to Zone.		
I Max. Tower Dimensions	90' x 90'	

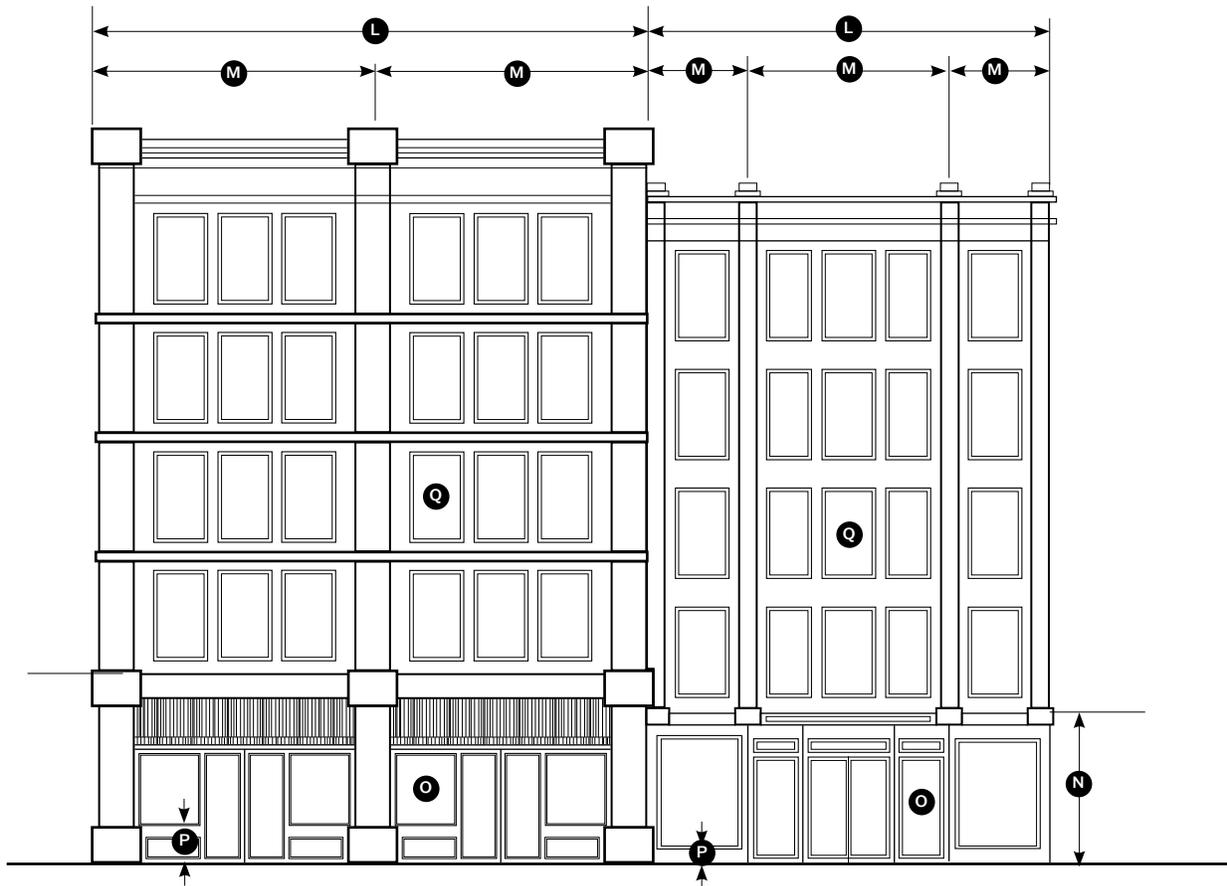


Section II: Subdistrict Standards

Core Historic Subdistrict: Building Design and Facade Articulation

BUILDING DESIGN AND FACADE ARTICULATION

- L Primary building divisions** 20'-50' wide
 - M Secondary building divisions** 5'-25' wide
Secondary building divisions are defined by solid vertical elements that consist of changes in materials or planes within the facade.
 - N First Floor height** 16' min.
- Windows**
- O Ground floor - 60% glazing required from 2 feet above grade to the finished floor of the 2nd story**
 - P Window sill height** 18"-24"
 - Q Upper Floors - Windows shall be vertically oriented at a ratio of 2:1 or greater.**

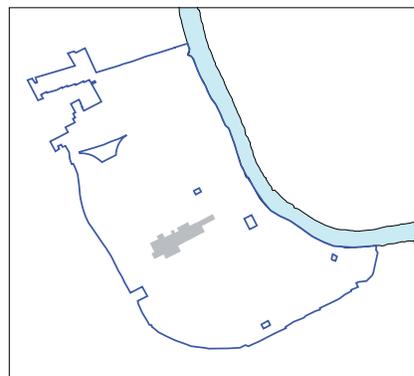


Section II: Subdistrict Standards

Upper Broadway Subdistrict: Regulating Plan



The Upper Broadway area is one of the most important gateways into Downtown. Several civic and cultural buildings front this urban corridor. Maintenance and adaptive reuse of historic buildings is encouraged, and the height and scale of new buildings should be in-keeping with the existing urban pattern. When properties front more than one street, Broadway should be the Principal frontage.



Section II: Subdistrict Standards

Upper Broadway Subdistrict: Building Regulations

FRONTAGE

A Allowed Frontage Types with Required Build-to Zone

Primary Street

- Storefront Frontage 0-5'

Secondary Street

- Storefront Frontage 0'-5'

**Civic Frontages are encouraged in this subdistrict.

B Facade Width

Primary Street 80% of lot frontage min.

Secondary Street 80% of lot frontage min.

Remaining lot frontage may be used for pedestrian amenities and shall not be used for parking.

C Min. Building Depth 15' from building facade

A building liner is required surrounding parking structures on all floors facing Broadway and Open Space.

HEIGHT

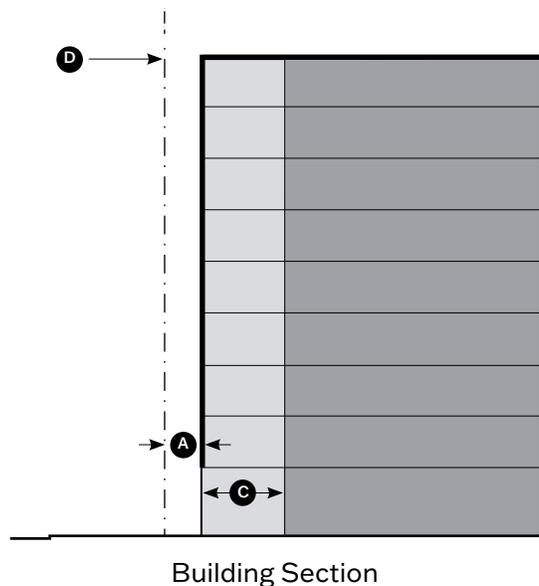
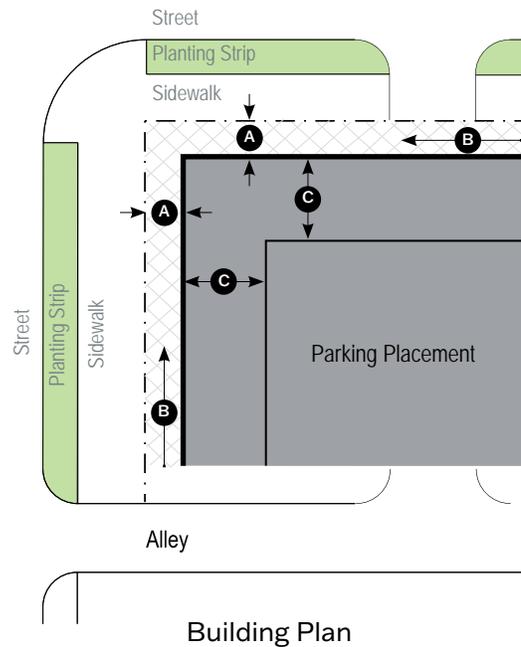
D Max. 100'

SIDEWALK & PLANTING

Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

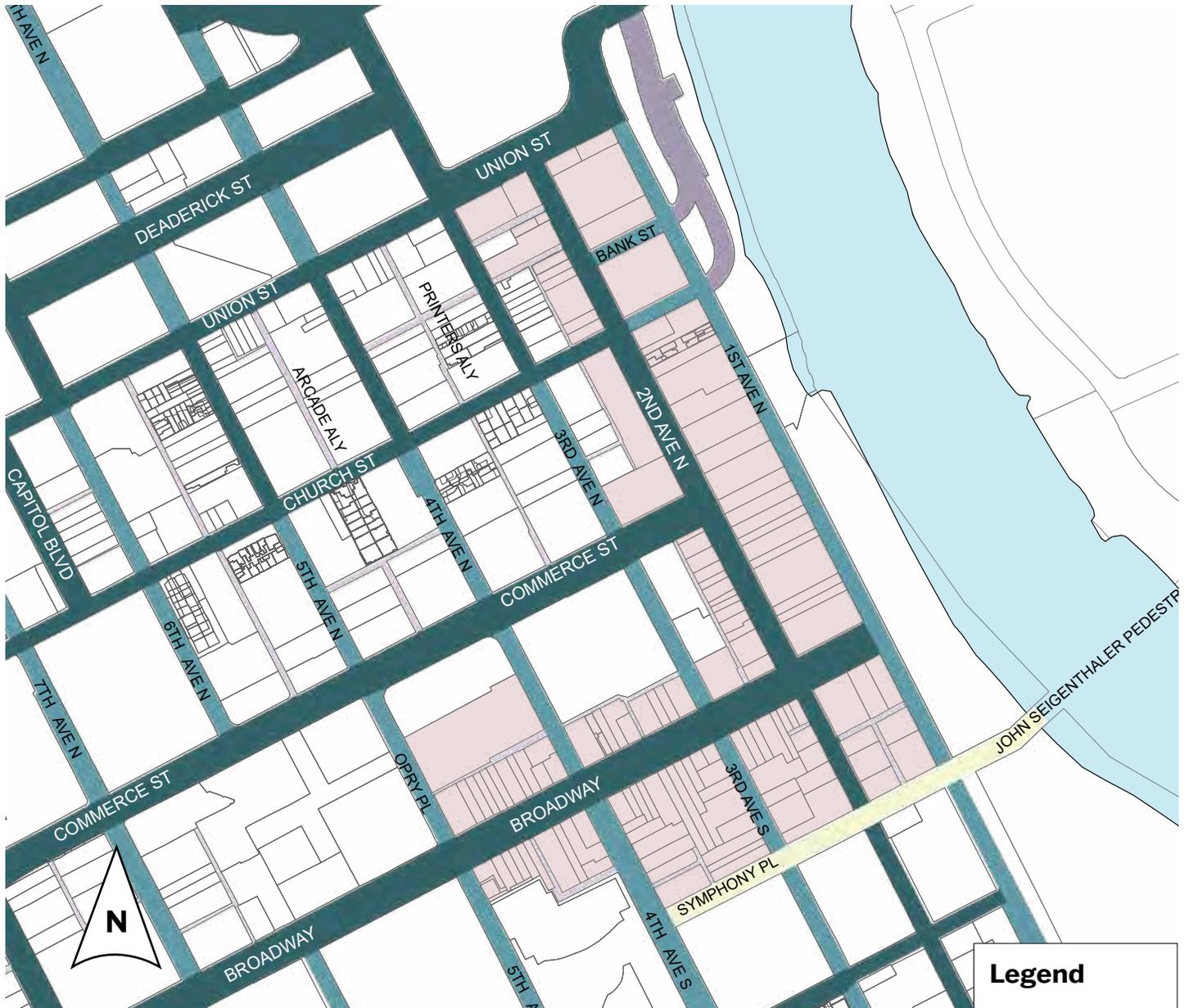
NOTES

Uses: page 65; General Standards: page 69

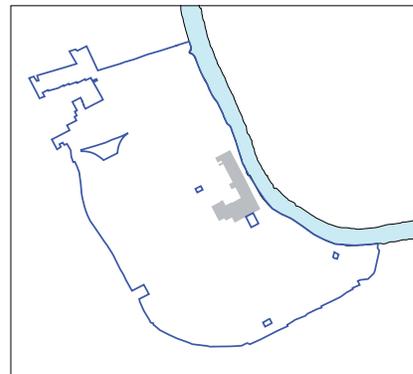


Section II: Subdistrict Standards

2nd and Broadway Subdistrict: Regulating Plan



Second and Broadway is the heart of Downtown; where the main street of the city meets the Cumberland River. The Downtown Plan encourages maintaining “the low-scale, pedestrian-friendly historic character” and adaptively reusing existing historic structures “in order to respect, maintain, and enhance not only individual structures, but the existing character of the Second and Broadway neighborhood as a whole.” With the exception of the Stahlman building on the northeast corner of 3rd and Union, this neighborhood is overseen by two historic zoning overlays: The Second Avenue Historic Zoning Overlay and The Broadway Historic Zoning Overlay. Property owners must contact the Metro Historic Commission for additional details.



Legend

- 2nd and Broadway Subdistrict
- Primary Street
- Secondary Street
- Other Street
- Alley
- Pedestrian Frontage

Section II: Subdistrict Standards

2nd and Broadway Subdistrict: Building Regulations

FRONTAGE

A Allowed Frontage Types with Required Build-to Zone

Primary Street

- Storefront Frontage 0'

Secondary Street

- Storefront Frontage 0'

B Facade Width

Primary Street 100% of lot frontage min.

Secondary Street 100% of lot frontage min.

C Min. Building Depth

15' from building facade

HEIGHT

D Min. 40'

E Max. at the Street

- On Broadway 5 stories to a max. height of 65'
- On 2nd Ave 8 stories to a max. height of 105'
- On Union St 12 stories to a max. height of 180'
- All other streets 8 Stories to a max. height of 105'

F Min. Step-Back Depth

- On Broadway 30'
- On all other streets 20'

G Max. Height 1 additional story

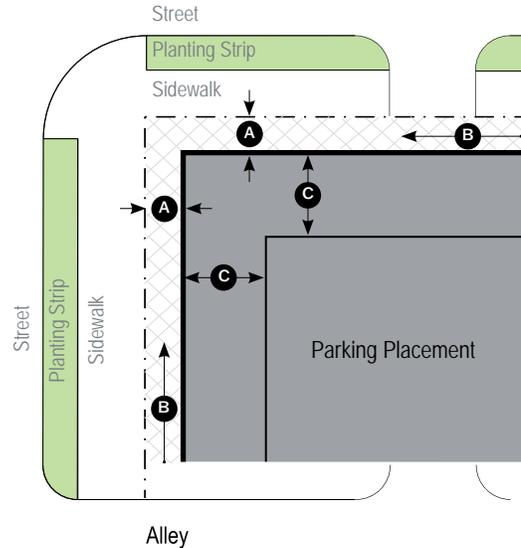
- Within 150' of the right-of-way of Broadway, height shall not exceed 6 stories or 80'
- Between 150' and 200' of the right-of-way of Broadway, height shall not exceed 7 stories or 90'.

SIDEWALK & PLANTING

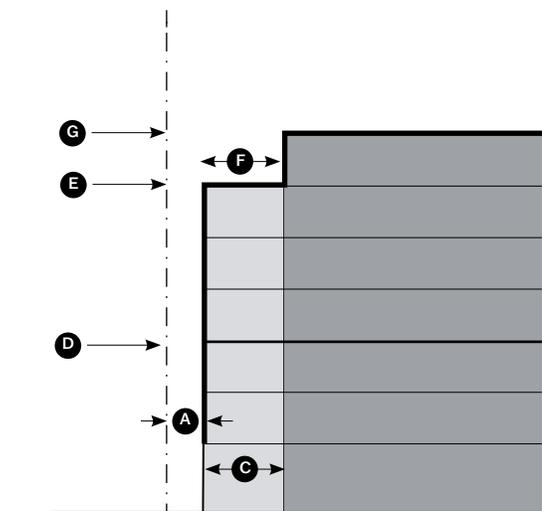
Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

NOTES

Uses: page 65; General Standards: page 69



Building Plan



Building Section

Section II: Subdistrict Standards

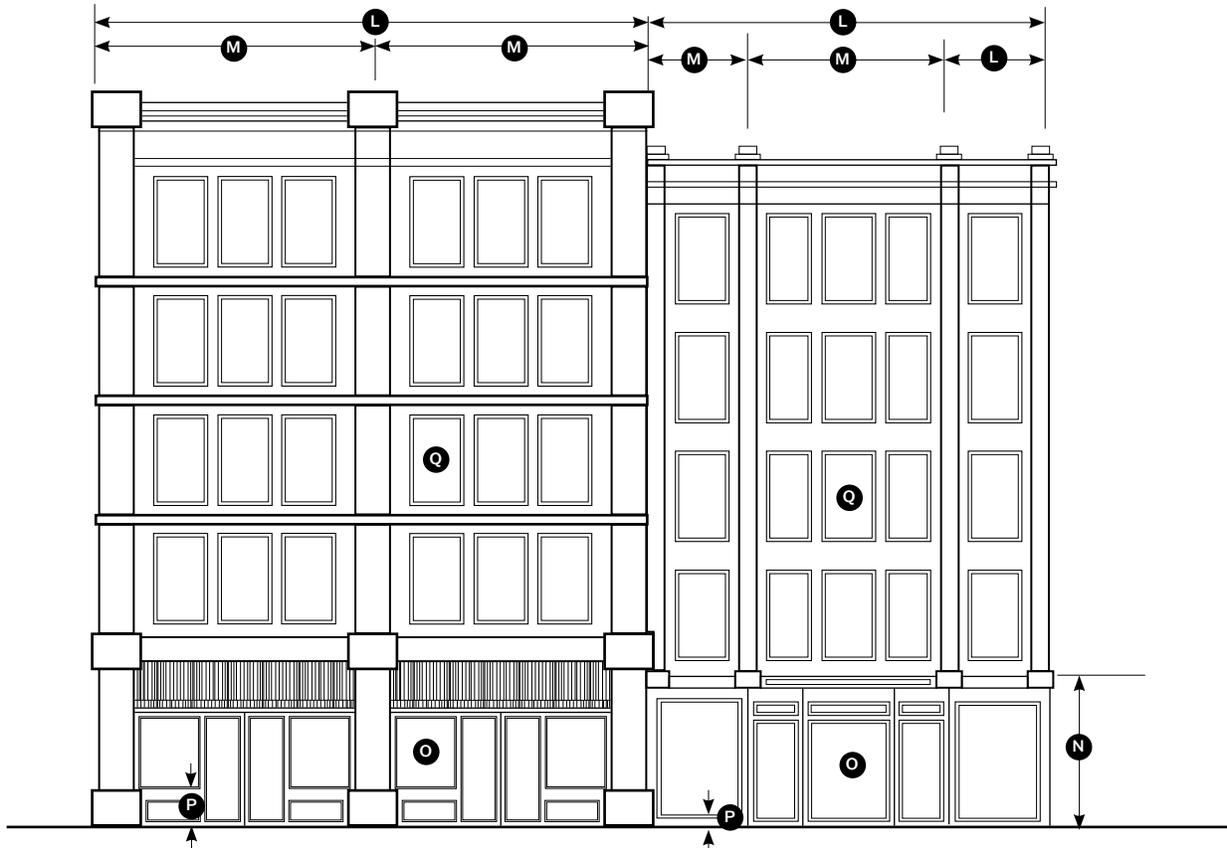
2nd and Broadway Subdistrict: Building Design and Facade Articulation

BUILDING DESIGN AND FACADE ARTICULATION

- L Primary Building Divisions** 20'-50' wide
- M Secondary Building Divisions** 5'-25' wide
Secondary building divisions are defined by solid vertical elements that consist of changes in materials or planes within the facade.
- N First Floor Height** 16' min.

Windows

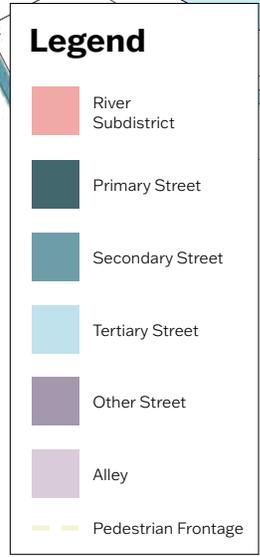
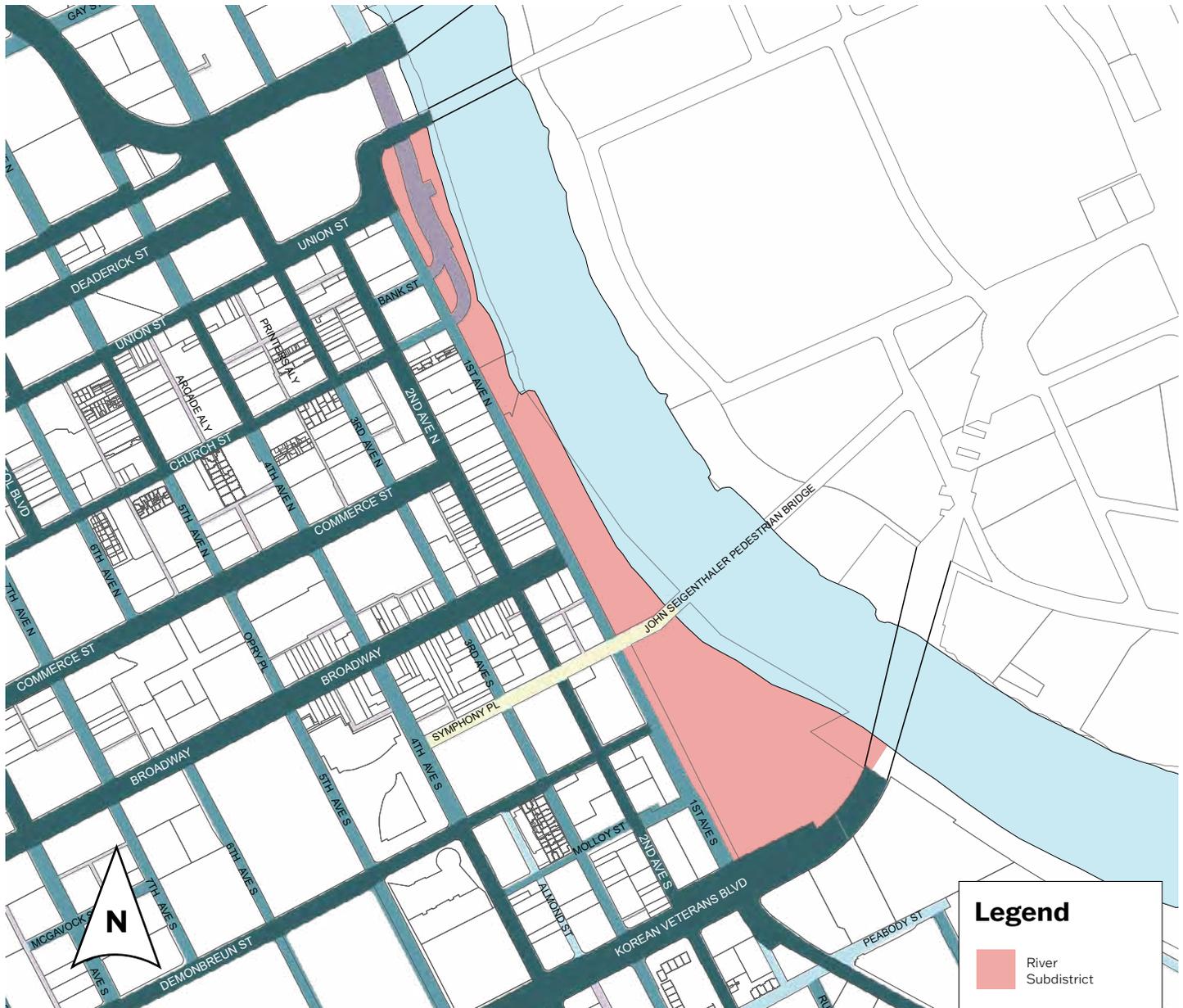
- O Ground floor - 60% glazing required from 2 feet above grade to the finished floor of the 2nd story**
- P Window sill height** 18"-24"
- Q Upper Floors - Windows shall be vertically oriented at a ratio of 2:1 or greater.**



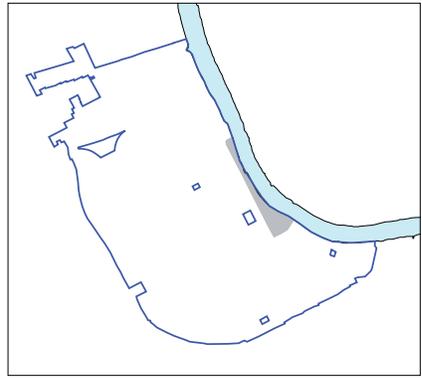
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Section II: Subdistrict Standards

River Subdistrict: Regulating Plan



The River subdistrict is a unique area between 1st Avenue South and the Cumberland River. This area is owned by the city and is envisioned to be an amenity for all residents and visitors. New development should be done in conjunction with the Parks Department's *Riverfront Redevelopment Plan* and should treat the river as an amenity while keeping a strong urban edge along 1st Avenue South and the boulevard. The maximum height is low in order to maintain views of the river from many vantage points in Downtown.



Section II: Subdistrict Standards

River Subdistrict: Building Regulations

FRONTAGE

A Allowed Frontage Types with Required Build-to Zone

Primary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'

Secondary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'

Tertiary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-15'

B Facade Width

Primary Street	80% of lot frontage min.
Secondary Street	80% of lot frontage min.
1st Avenue	70% of lot frontage min.
Tertiary Street	60% of lot frontage min.

Remaining lot frontage may be used for pedestrian amenities and shall not be used for parking.

C Min. building depth 15' from building facade

HEIGHT

D Max. 10 stories

Step-back*

Step-back required for buildings 8 stories or greater on 1st Avenue frontage

- E Step-back between 4th and 8th stories
- F Min. step-back depth 15'

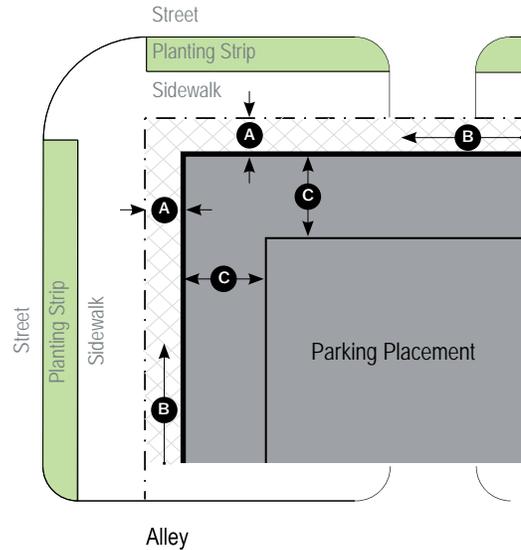
*see page 64 for full description

SIDEWALK & PLANTING

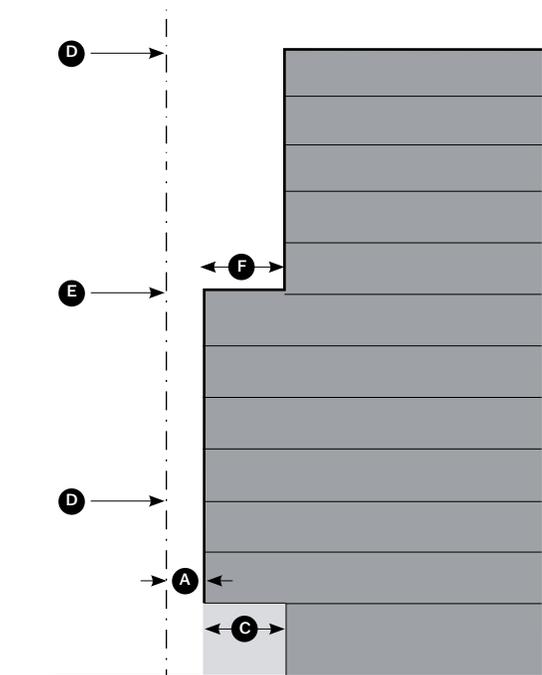
Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

NOTES

Uses: page 65; General Standards: page 69



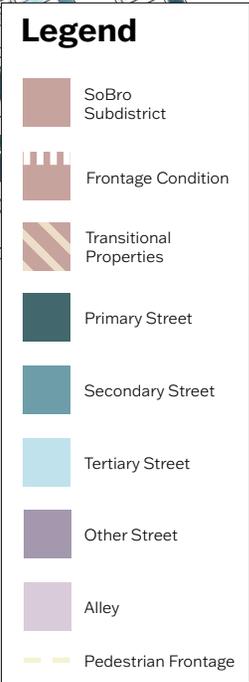
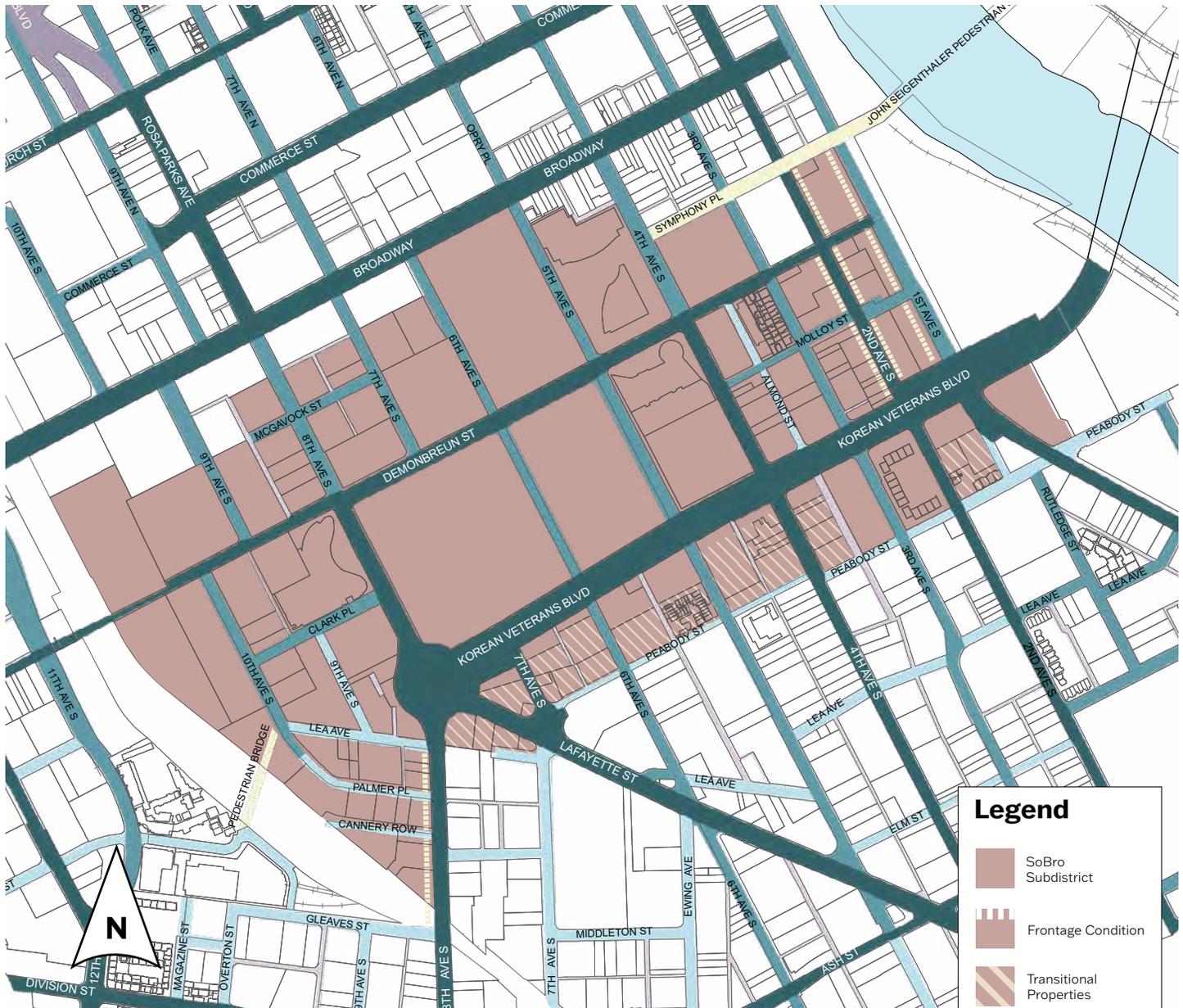
Building Plan



Building Section

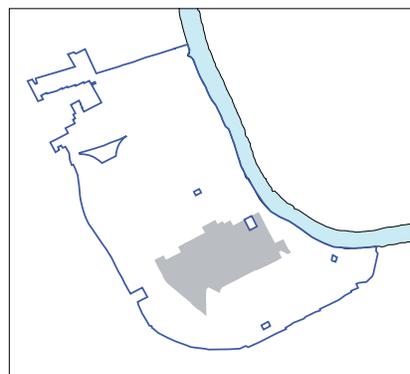
Section II: Subdistrict Standards

SoBro Subdistrict: Regulating Plan



The SoBro neighborhood is intended to be a high-intensity, mixed-use neighborhood emphasizing cultural and entertainment uses with a mix of residential and office uses. SoBro is an extension of the Core in height and intensity, but it is also a transition to the lower, mid-rise Lafayette neighborhood.

Properties with frontage on the boulevard, and Transitional Properties that consolidate to have frontage on the boulevard, shall be part of the SoBro Subdistrict. Properties south of the boulevard – Transitional Properties – without frontage on the boulevard, shall be part of the Lafayette Subdistrict.



Section II: Subdistrict Standards

SoBro Subdistrict: Building Regulations

FRONTAGE

A Allowed Frontage Types with Required Build-to Zone

Primary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'

Secondary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'

Tertiary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-15'

B Facade Width

Primary Street	80% of lot frontage min.
Secondary Street	80% of lot frontage min.
Tertiary Street	60% of lot frontage min.

Remaining lot frontage may be used for pedestrian amenities and shall not be used for parking.

C Min. Building Depth 15' from building facade

HEIGHT

D Min.

- On Korean Veterans Blvd & the roundabout 3 stories or 35'

E Max.

- West side of 1st Ave frontage and east side of 2nd Ave frontage unless fronting KVB 15 stories
- 8th Avenue frontage, south of the roundabout 8 stories within 100' of 8th Ave; 30 stories beyond 100' of 8th Ave stories
- Subdistrict general 30 stories

Additional height available through the Bonus Height Program

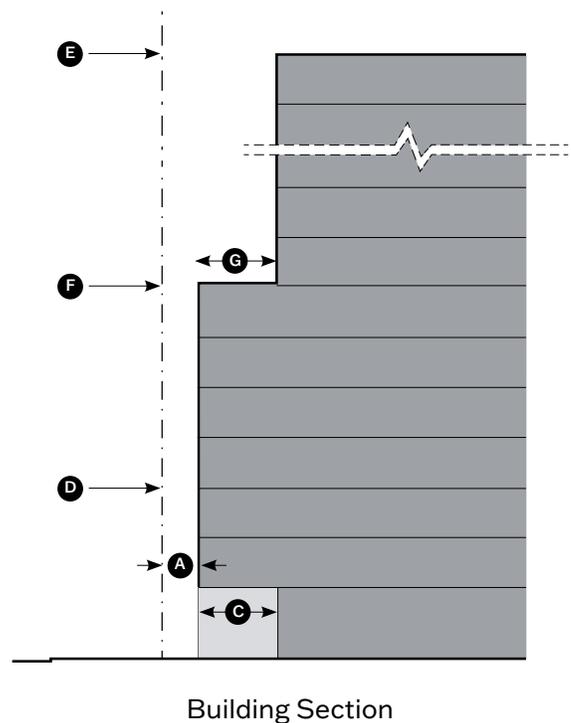
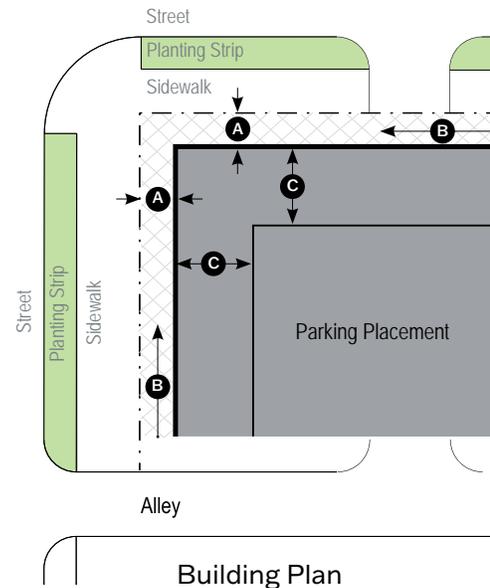
Step-back*

- | | |
|-----------------------------------|---------------------|
| F Step-back between | |
| • Buildings taller than 7 stories | 4th and 8th stories |
| G Min. step-back depth | 15' |

*see page 64 for full description

SIDEWALK & PLANTING

Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.



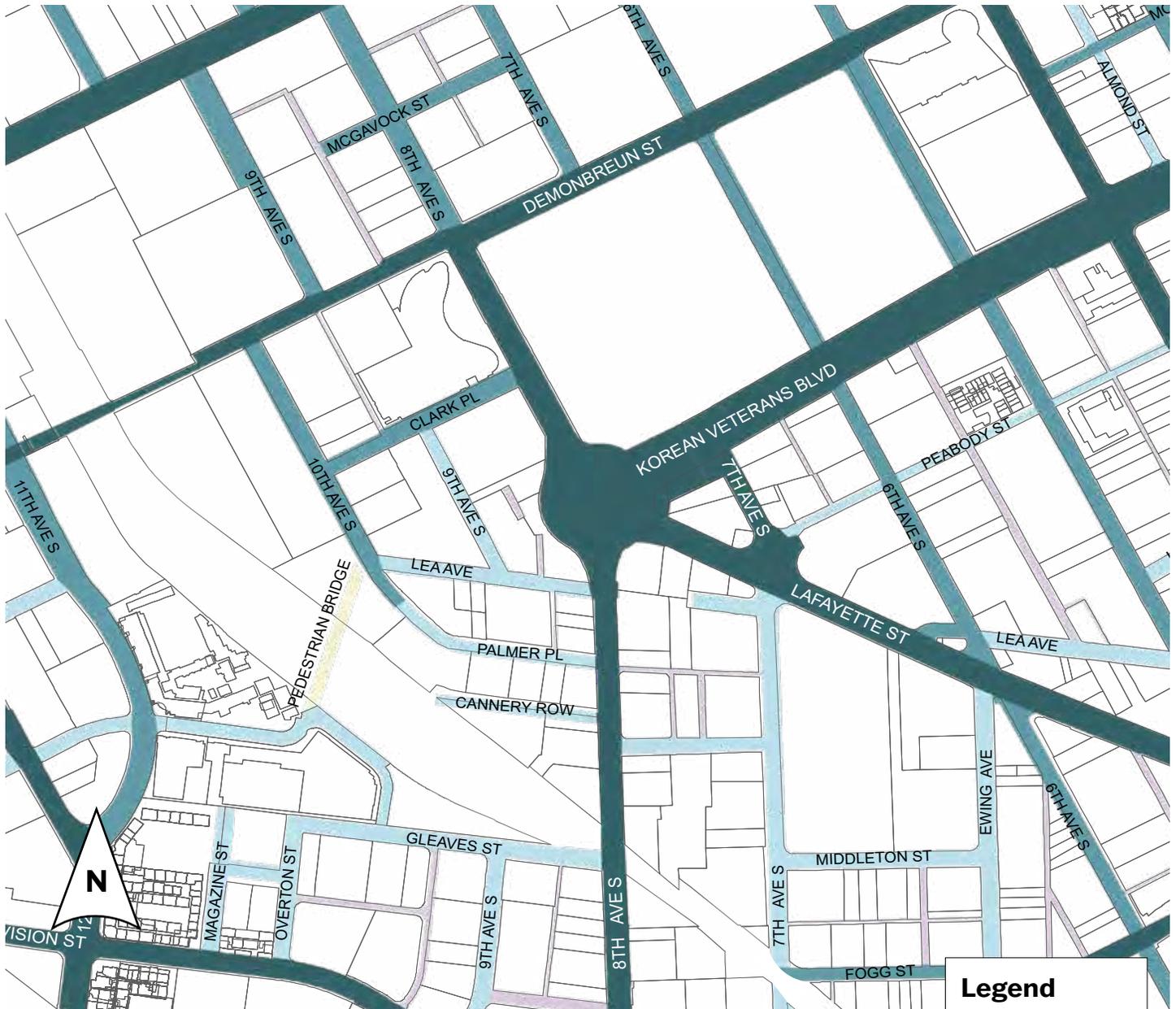
NOTES

All standards of the Gateway UDO shall apply to development along the boulevard except maximum height at the street, step-back depth, overall height, and floor area ratio. The review process for the DTC and the UDO will be consolidated.

Uses: page 65; General Standards: page 69

Section II: Subdistrict Standards

SoBro Subdistrict: Regulating Plan



Buildings fronting the future roundabout shall respond to the circle with a facade perpendicular to the radius of the roundabout or a curved facade concentric with the roundabout.

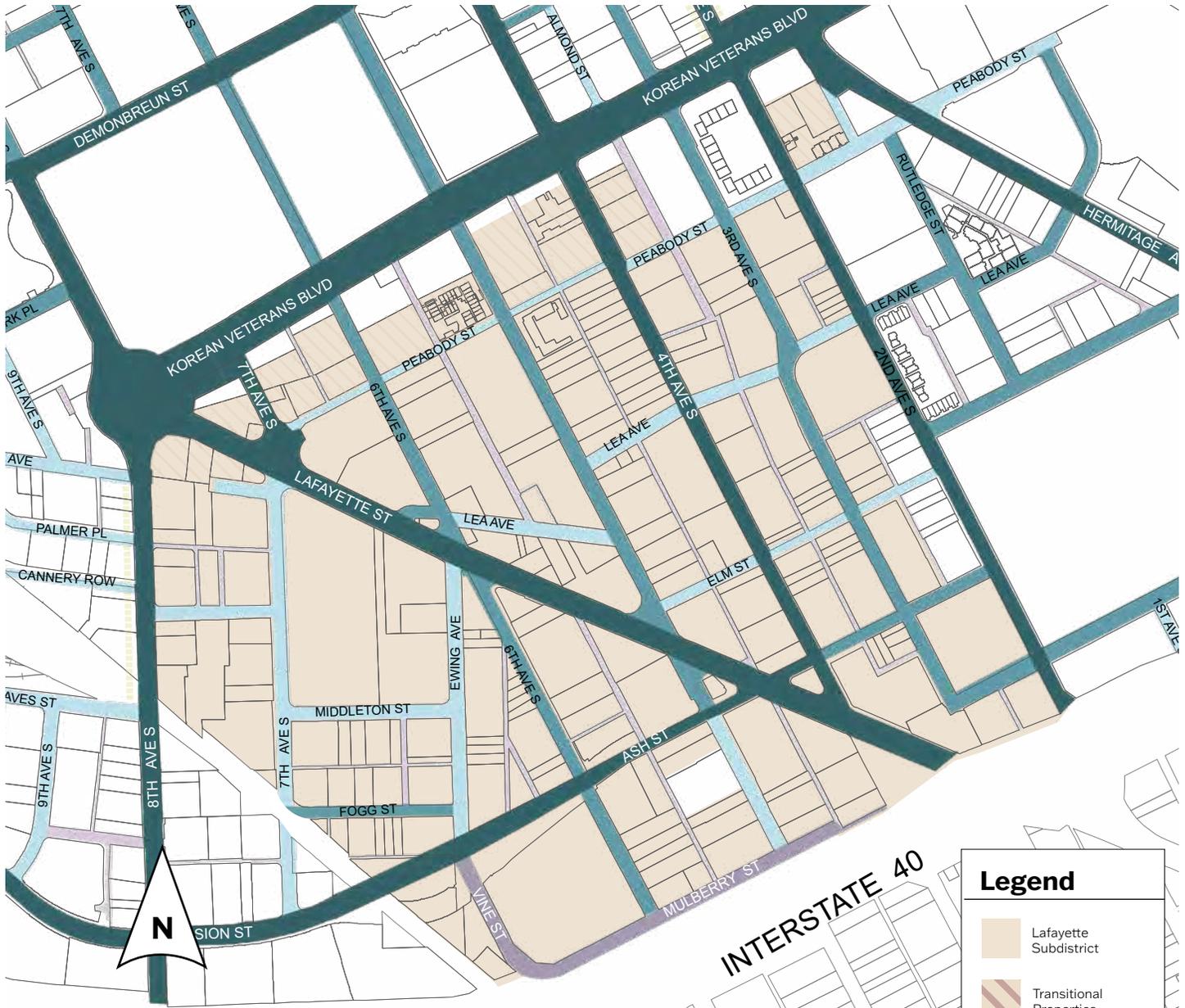
Curvilinear architectural elements such as arcades are encouraged.

Only Storefront Frontage shall be permitted fronting the roundabout.

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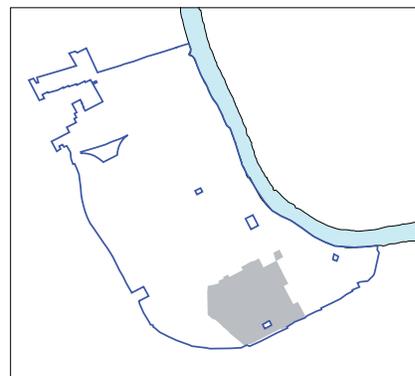
Section II: Subdistrict Standards

Lafayette Subdistrict: Regulating Plan



The Lafayette neighborhood is currently a primarily industrial and business services environment with strong transportation connections to the Gulch, SoBro, Midtown, and South Nashville neighborhoods. This neighborhood will likely retain many of the industrial and business service uses while accommodating a greater variety of uses. The neighborhood is primarily low-rise and should act as a transition from the height of the Core and SoBro to the single-family neighborhoods to the South.

Transitional properties that consolidate to have frontage on the boulevard shall be part of the SoBro Subdistrict. Transitional properties that do not consolidate to have frontage on the boulevard shall be part of the Lafayette Subdistrict.



Section II: Subdistrict Standards

Lafayette Subdistrict: Building Regulations

FRONTAGE

A Allowed Frontage Types with Required Build-to Zone

Primary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'

Secondary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'
- Porch Frontage 10'-15'

Tertiary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'
- Porch Frontage 10'-15'

Industrial Frontage is allowed in this Subdistrict.

B Facade width

- Primary Street 80% of lot frontage min.
- Secondary Street 80% of lot frontage min.
- Tertiary Street 60% of lot frontage min.

Remaining lot frontage may be used for pedestrian amenities and shall not be used for parking.

C Min. building depth 15' from building facade

HEIGHT

D Min.

- On the roundabout 3 stories or 35'

E Max.

- Transitional Properties 15 stories
- On Lafayette St 12 stories
- Subdistrict general 8 stories

Additional height available through the Bonus Height Program

Step-back *

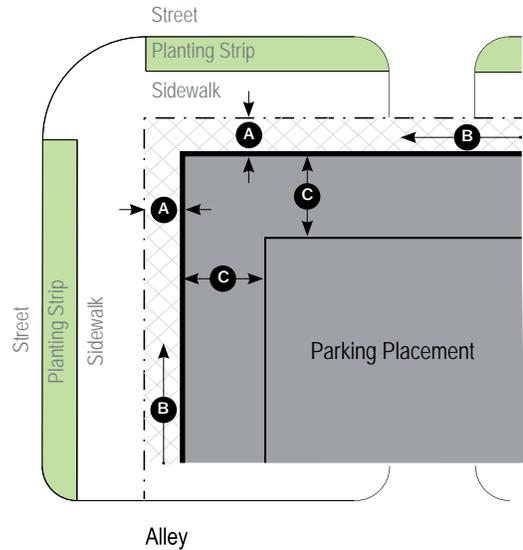
Step-back required for all buildings 7 stories or greater fronting public streets

- F Step-back between 4th and 7th stories
- G Min. step-back depth 15'

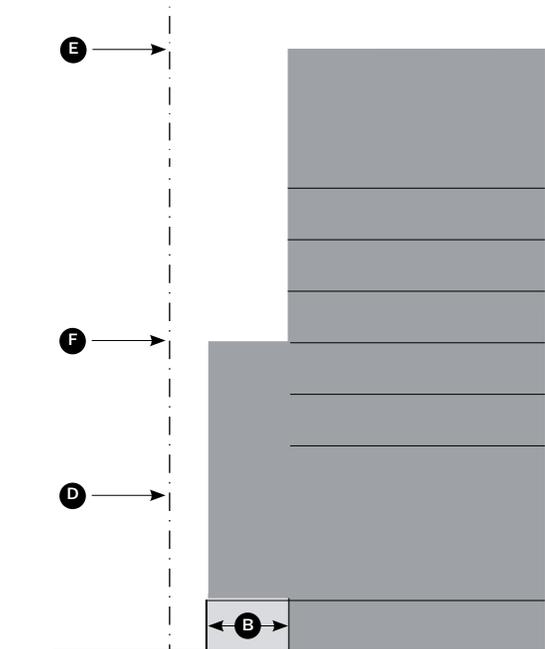
*see page 64 for full description

SIDEWALK & PLANTING

Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.



Building Plan



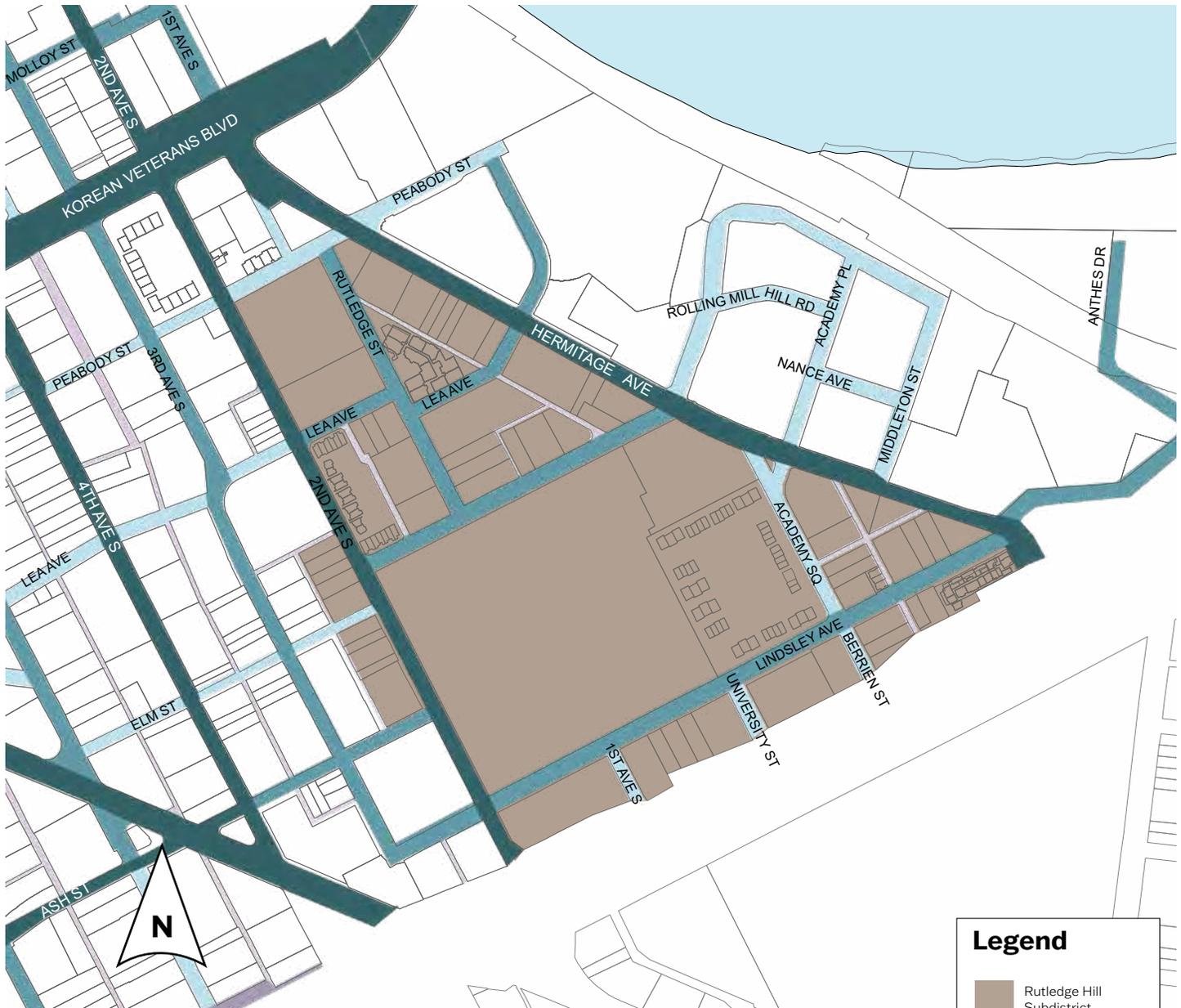
Building Section

NOTES

Uses: page 65; General Standards: page 69

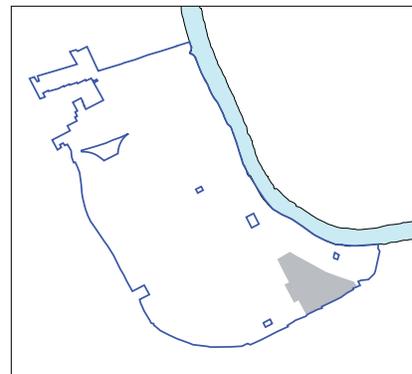
Section II: Subdistrict Standards

Rutledge Hill Subdistrict: Regulating Plan



The Rutledge Hill neighborhood includes a variety residential and civic historic buildings. This area is largely intact and new buildings of complimentary height, scale and massing.

Some of these properties are governed by a National Register District that regulates development, restoration and demolition. Property owners must contact the Metro Historic Commission for additional details.



Legend	
	Rutledge Hill Subdistrict
	Rutledge Hill Historic Subdistrict
	Primary Street
	Secondary Street
	Tertiary Street
	Alley

Section II: Subdistrict Standards

Rutledge Hill Subdistrict: Building Regulations

FRONTAGE

A Allowed Frontage Types with Required Build-to Zone

Primary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'

Secondary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'
- Porch Frontage 10'-15'

Tertiary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'
- Porch Frontage 10'-15'

B Facade width

Primary Street 80% of lot frontage min.

Secondary Street 60% of lot frontage min.

Tertiary Street 60% of lot frontage min.

Remaining lot frontage may be used for pedestrian amenities and shall not be used for parking.

C Min. building depth 15' from building facade

HEIGHT

D Max.

- Primary and Secondary streets 6 stories
- Tertiary streets 4 stories

Additional height available through the Bonus Height Program

Step-back

E Step-back required for all buildings fronting public streets

F Step-back after 4 stories

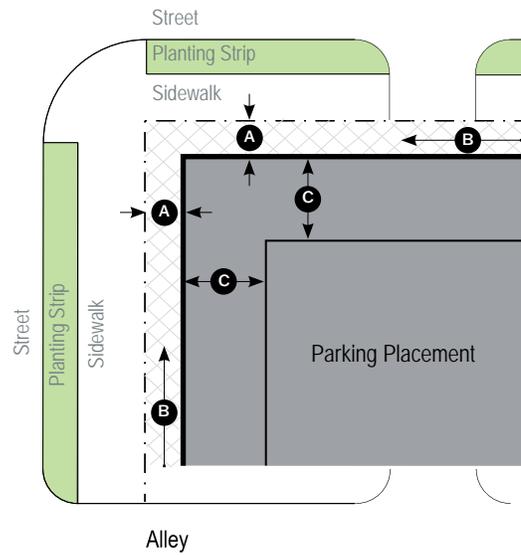
Min. step-back depth 15'

SIDEWALK & PLANTING

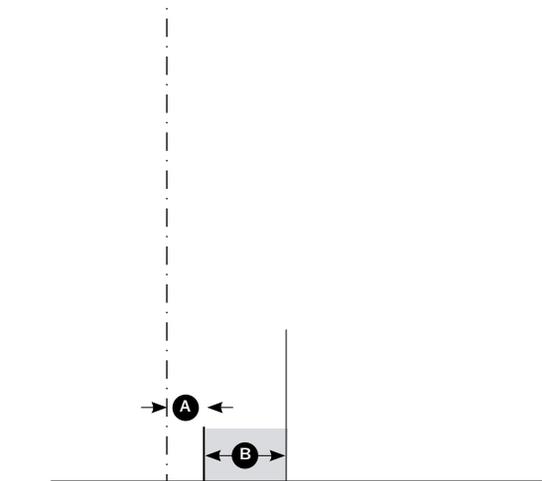
Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

NOTES

Uses: page 65; General Standards: page 69



Building Plan



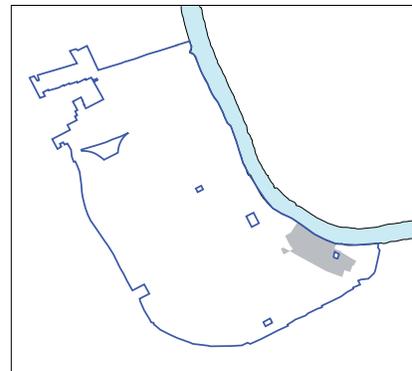
Building Section

Section II: Subdistrict Standards

Rolling Mill Hill Subdistrict: Regulating Plan



The redevelopment of the Rolling Mill Hill neighborhood is overseen by the Metropolitan Development and Housing Agency (MDHA) through the Master Plan and Development Guidelines for Rolling Mill Hill.



Legend	
	Rolling Mill Hill Subdistrict
	Rolling Mill Hill Historic Subdistrict
	Primary Street
	Secondary Street
	Tertiary Street
	Alley

Section II: Subdistrict Standards

Rolling Mill Hill Subdistrict: Building Regulations

FRONTAGE

- A Allowed Frontage Types with Required Build-to Zone**
All streets 0-20'

- B Facade width**
Minimum 25% of the lot frontage or 25', which ever is greater.
Remaining lot frontage may be used for pedestrian amenities and shall not be used for parking.

- C Min. building depth** 15' from building facade
A building liner is required surrounding parking structures on the ground floor facing public streets and Open Space.

HEIGHT

- D Max. height at the street** 65'

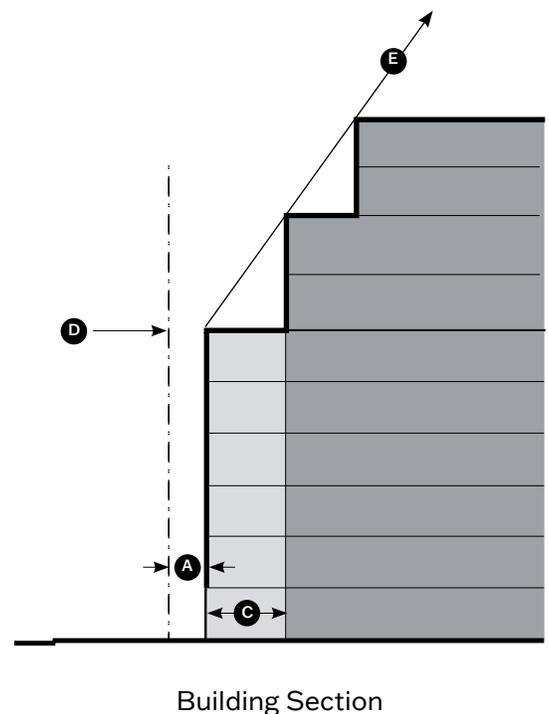
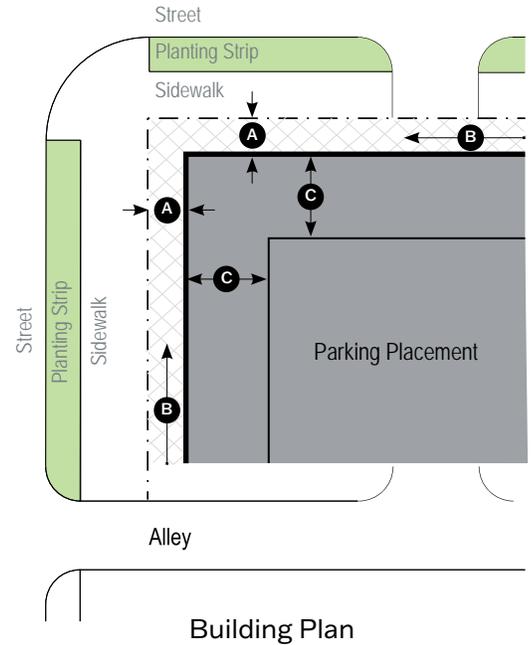
- E Height Control Plane**
Applies from all streets and Open Space.
1 foot horizontal to 1.5 feet vertical

SIDEWALK & PLANTING

Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

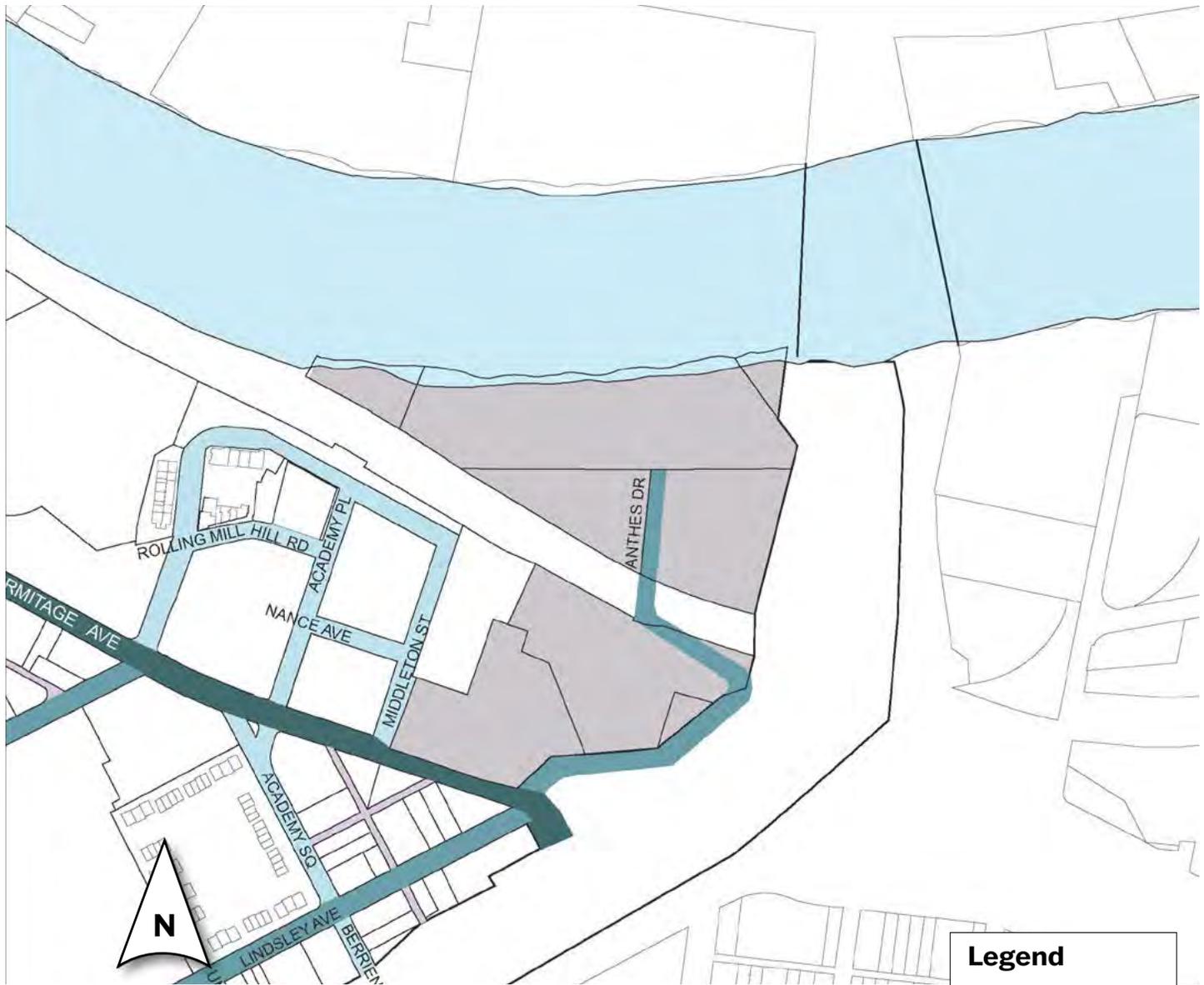
NOTES

Uses: page 65; General Standards: page 69



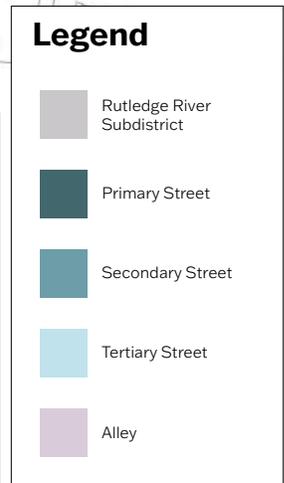
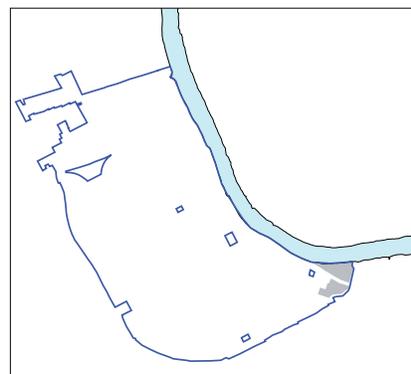
Section II: Subdistrict Standards

Rutledge River Subdistrict: Regulating Plan



The Rutledge River neighborhood is situated in a somewhat isolated area along the Cumberland River. Redevelopment of this area should make the most of the riverside location and the adjacent commuter rail line, while preserving the historic building on Hermitage Avenue.

New streets within the Rutledge River Subdistrict shall be Secondary or Tertiary Streets.



Section II: Subdistrict Standards

Rutledge River Subdistrict: Building Regulations

FRONTAGE

A Allowed Frontage Types with Required Build-to Zone

Primary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'

Secondary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'
- Porch Frontage 10'-15'

Tertiary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'
- Porch Frontage 10'-15'

Industrial Frontage is allowed in this Subdistrict.

B Facade width

- Primary Street 80% of lot frontage min.
- Secondary Street 80% of lot frontage min.
- Tertiary Street 60% of lot frontage min.

Remaining lot frontage may be used for pedestrian amenities and shall not be used for parking.

- C **Min. building depth** 15' from building facade

HEIGHT

- D **Max.** 9 stories
Additional height available through the Bonus Height Program

Step-back *

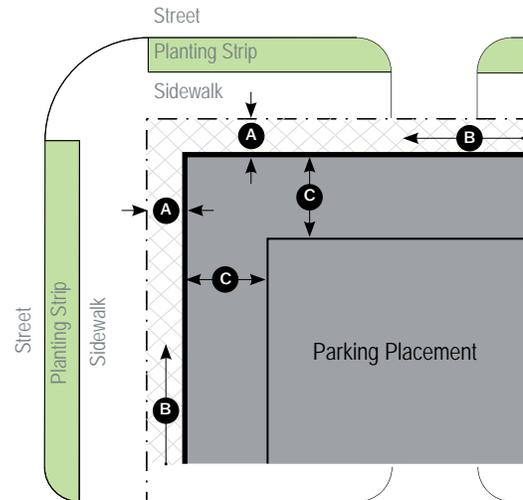
- E Step-back required for all buildings 7 stories or greater fronting public streets
 - F Step-back between 4th and 7th stories
Min. step-back depth 15'
- *see page 64 for full description

SIDEWALK & PLANTING

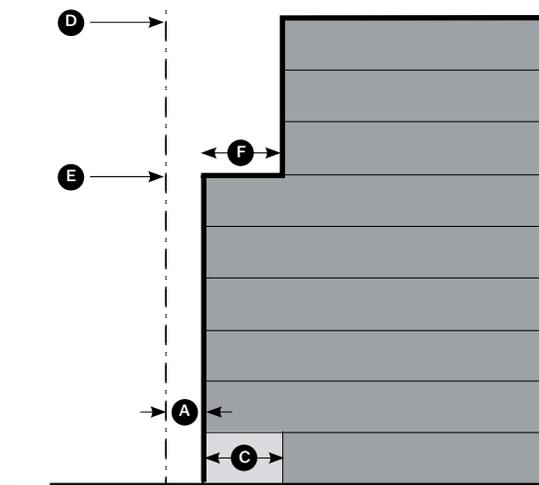
Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

NOTES

Uses: page 65; General Standards: page 69



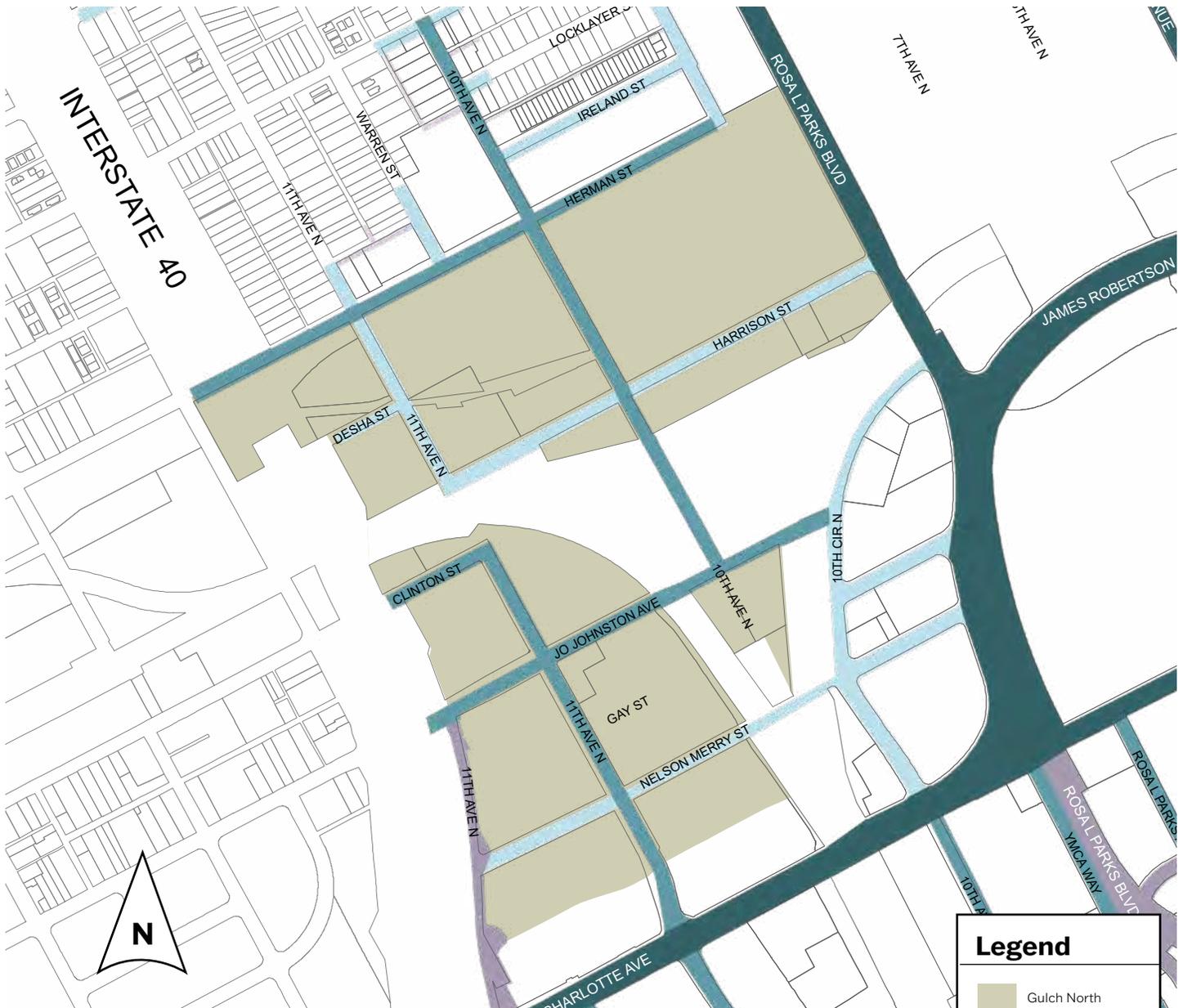
Building Plan



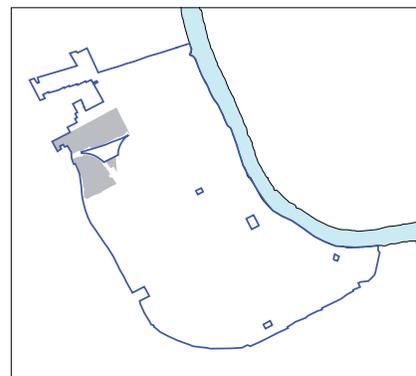
Building Section

Section II: Subdistrict Standards

Gulch North: Regulating Plan



The North Gulch neighborhood is an area of transition within Downtown. Bordered on the north and west by single-family residential neighborhoods, on the east by prominent state government landmarks, and on the south by industrial, The North Gulch is envisioned to be a unique area that integrates and harmonizes these diverse uses and building types. Redevelopment of this area should make the most of the existing industrial buildings, interstate access and the internal railroad lines.



Legend	
	Gulch North Subdistrict
	Primary Street
	Secondary Street
	Tertiary Street
	Other Street
	Alley

Section II: Subdistrict Standards

Gulch North: Building Regulations

FRONTAGE

A Allowed Frontage Types with Required Build-to Zone

Primary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'

Secondary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'
- Porch Frontage 10'-15'

Tertiary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'
- Porch Frontage 10'-15'

Industrial Frontage is allowed in this Subdistrict on streets north of Harrison Street, including Harrison Street.

B Facade width

Primary Street	80% of lot frontage min.
Secondary Street	60% of lot frontage min.
Tertiary Street	60% of lot frontage min.

Remaining lot frontage may be used for pedestrian amenities and shall not be used for parking.

C Min. building depth

15' from building facade

HEIGHT

D Max.

7 stories

- Buildings fronting Herman St 4 stories

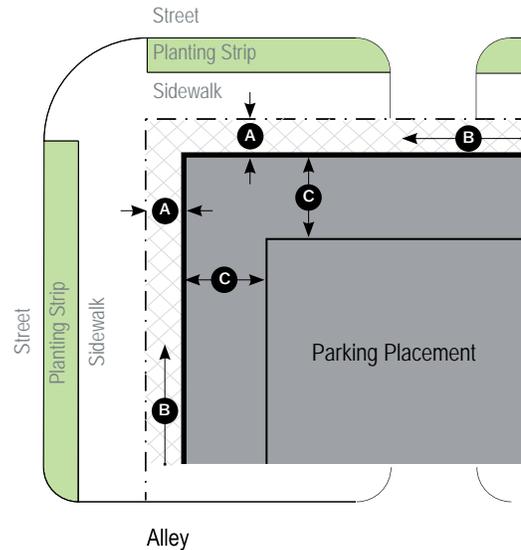
Additional height available through the Bonus Height Program

SIDEWALK & PLANTING

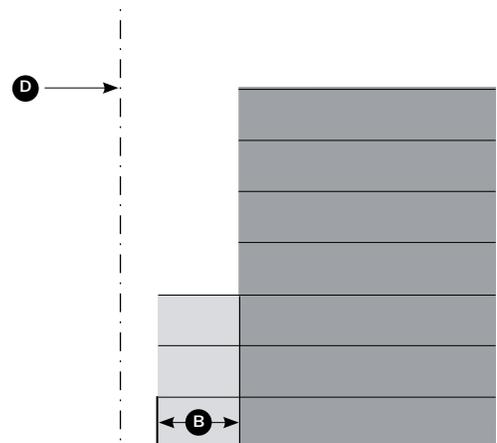
Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

NOTES

Uses: page 65; General Standards: page 69



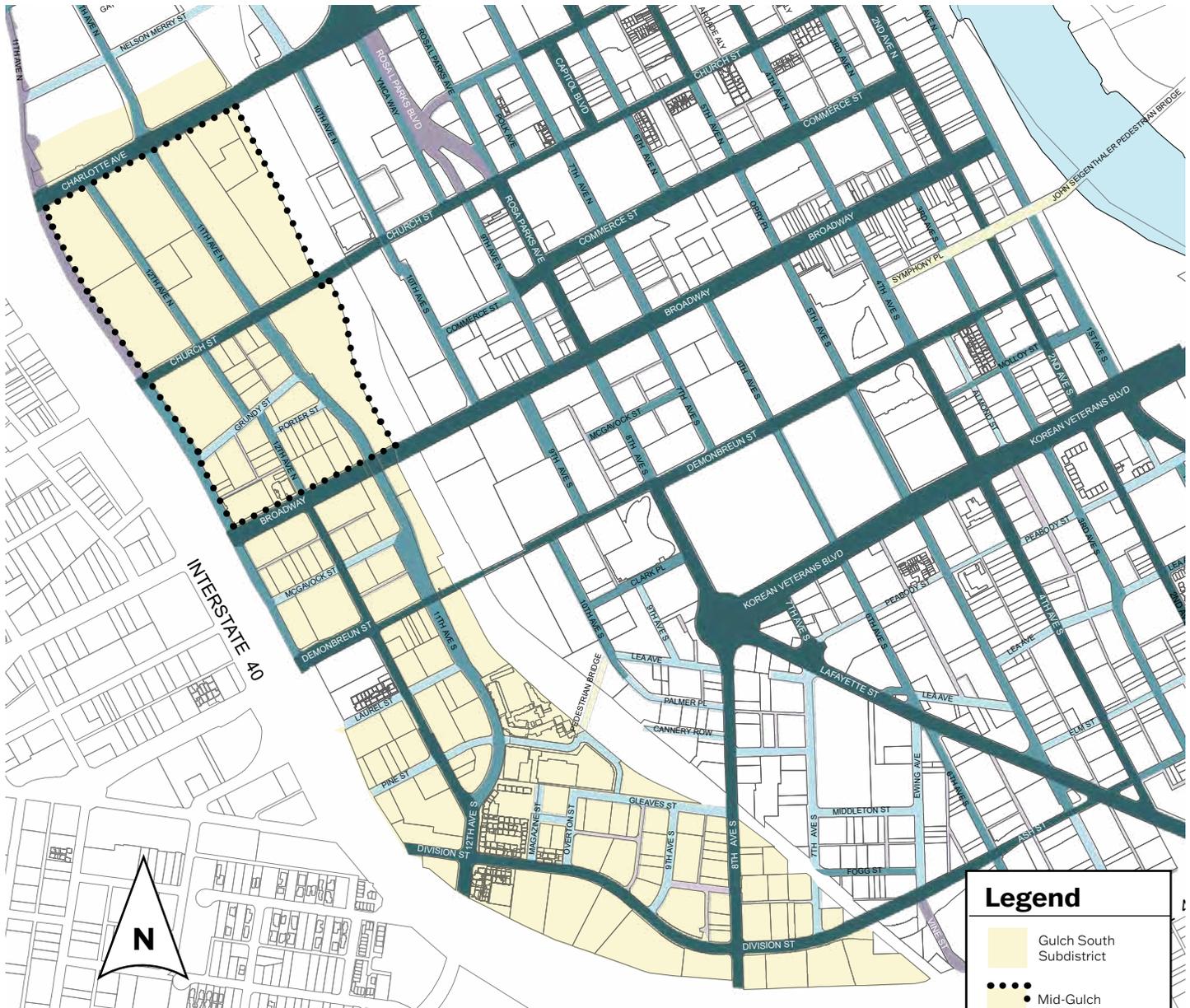
Building Plan



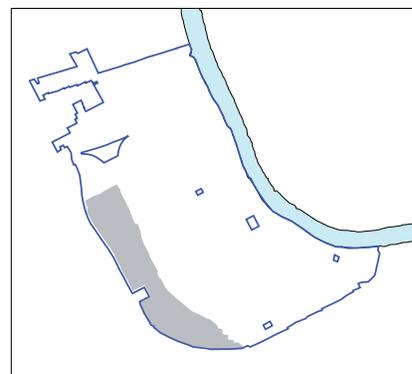
Building Section

Section II: Subdistrict Standards

Gulch South: Regulating Plan



The Gulch South neighborhood is an eclectic neighborhood of business services, restaurant, and retail with many new residential buildings. The area is a link between Downtown and Midtown and is envisioned to be mixed-use mid-rise buildings with opportunities for additional height at key intersections and along important streets. Connectivity - vehicular, rail, bicycle and pedestrian - should be preserved and additional connectivity is strongly encouraged.



Legend	
	Gulch South Subdistrict
	Mid-Gulch Properties
	Primary Street
	Secondary Street
	Tertiary Street
	Other Street
	Alley

Section II: Subdistrict Standards

Gulch South: Building Regulations

FRONTAGE

A Allowed Frontage Types with Required Build-to Zone

Primary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'

Secondary and Tertiary Streets

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'
- Porch Frontage 10'-15'

B Facade width

Primary Street	80% of lot frontage min.
Secondary Street	80% of lot frontage min.
Tertiary Street	60% of lot frontage min.

Remaining lot frontage may be used for pedestrian amenities and shall not be used for parking.

C Min. building depth 15' from building facade

HEIGHT

D Max.

- On Church St, Broadway, Demonbreun 15 stories
- Gulch South Intersections (12th Ave and Broadway, 12th Ave and Demonbreun, 12th Ave and Division, 8th Ave and Division) 20 stories
- Mid-Gulch Intersections (11th Ave and Broadway, 11th Ave and Church, 11th Ave and Dr. MLK Boulevard) 20 stories
- Mid-Gulch Properties 10 stories
- Subdistrict General 10 stories

Additional height at intersections applies to frontage within 150 feet of the intersection. The distance from street intersections shall be measured from the nearest intersection of the existing right-of-way lines or extensions thereof. For streets designated to be widened at a future time by the adopted MCSP, measurement shall be made from the ultimate right-of-way.

Additional height available through the Bonus Height Program

Step-back*

Step-back required for buildings 8 stories or greater along public streets

- E Step-back between 4th and 8th stories
- F Min. step-back depth 15'

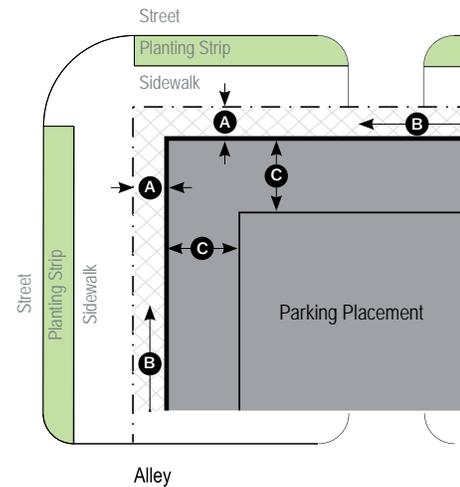
*see page 70 for full description

SIDEWALK & PLANTING

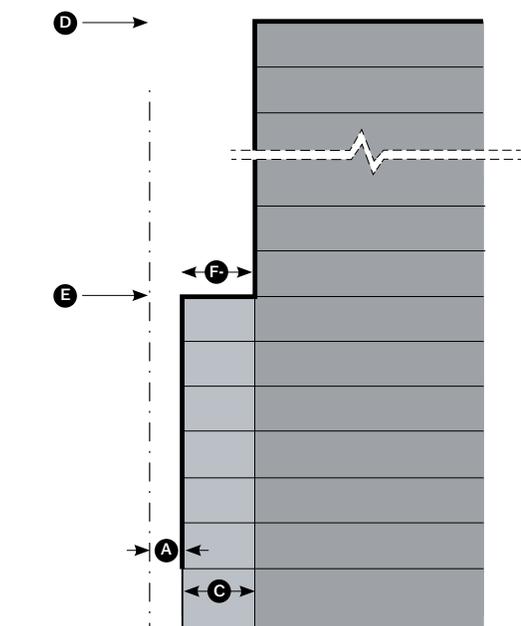
Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

NOTES

Uses: page 63; General Standards: page 69



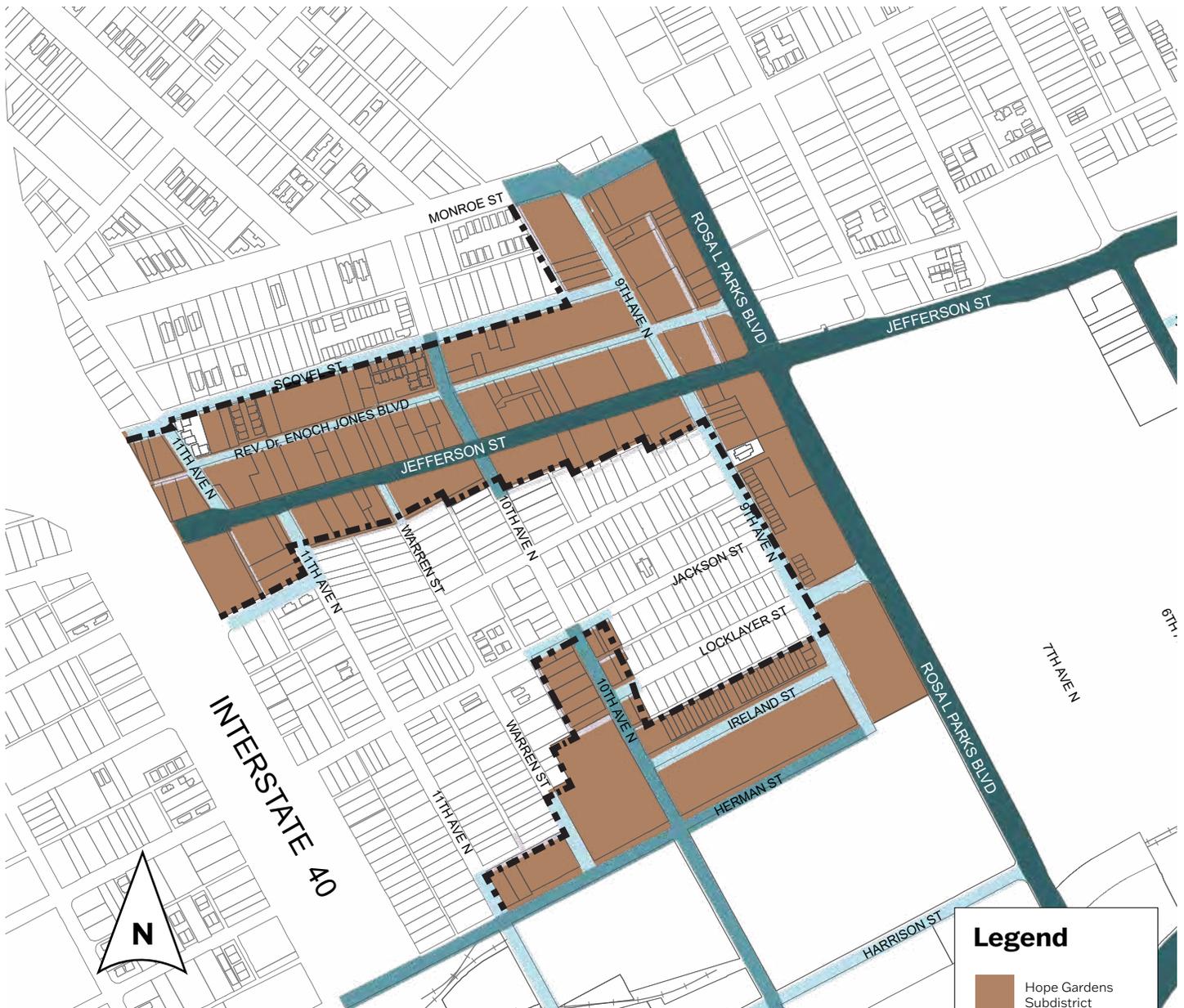
Building Plan



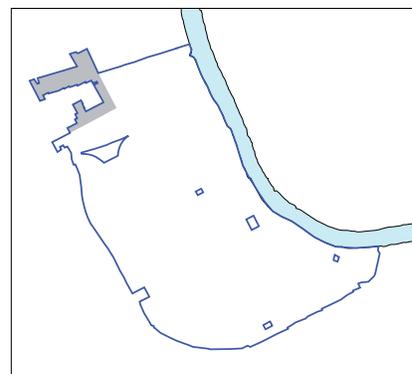
Building Section

Section II: Subdistrict Standards

Hope Gardens Subdistrict: Regulating Plan



The Hope Gardens subdistrict includes the commercial and multi-family areas surrounding the single-family residential at the center of the Hope Gardens neighborhood. Development along the major streets – Jefferson Street and Rosa Parks Boulevard – should be low-rise and should transition in height and mass near the single-family areas. The existing commercial, residential and industrial uses are all important factors within this area and can be maintained while providing opportunities for mixed-use. The harmonization of these many uses – through the regulation of the building forms – will ensure the vitality of this mixed-use neighborhood.



Section II: Subdistrict Standards

Hope Gardens Subdistrict: Building Regulations

FRONTAGE

A Allowed Frontage Types with Required Build-to Zone

Primary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'

Secondary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'
- Porch Frontage 10'-15'

Tertiary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'
- Porch Frontage 10'-15'

Industrial Frontage is allowed in this Subdistrict along Herman Street only.

B Facade width

Primary Street	80% of lot frontage min.
Secondary Street	60% of lot frontage min.
Tertiary Street	60% of lot frontage min.

Remaining lot frontage may be used for pedestrian amenities and shall not be used for parking.

C Min. building depth 15' from building facade

A building liner is required surrounding parking structures on the ground floor facing public streets and Open Space.

HEIGHT

D Max.

- Primary Street 7 stories
- Secondary Street 4 stories
- Tertiary Street 3 stories

Additional height available through the Bonus Height Program

Step-back

Step-back required for properties abutting the single family neighborhood. Step-back shall be measured from the abutting property line.

- E Step-back required after 3 stories
- F Minimum step-back depth 30'

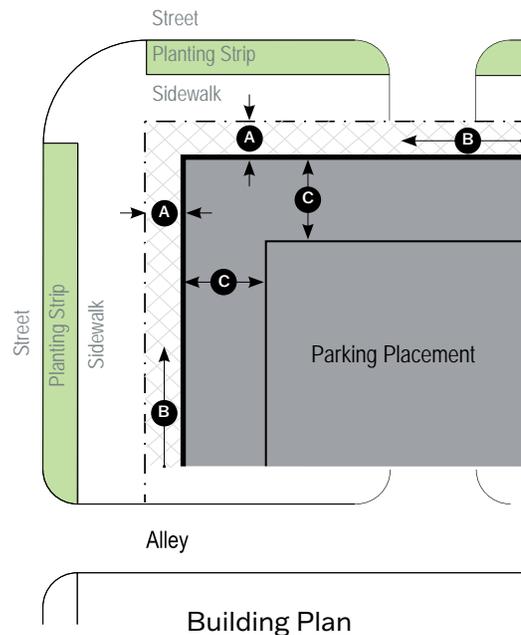
BUFFER

Landscape Buffer

A landscaped buffer in accordance with 17.24.240 B-5 shall be required along any property line directly abutting a single or two-family zone district.

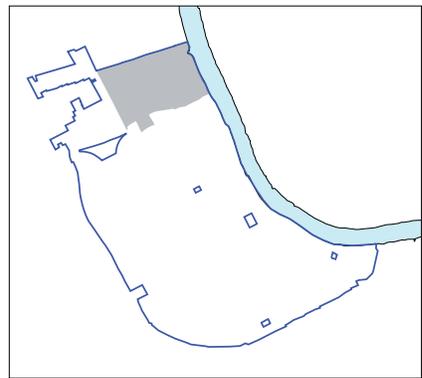
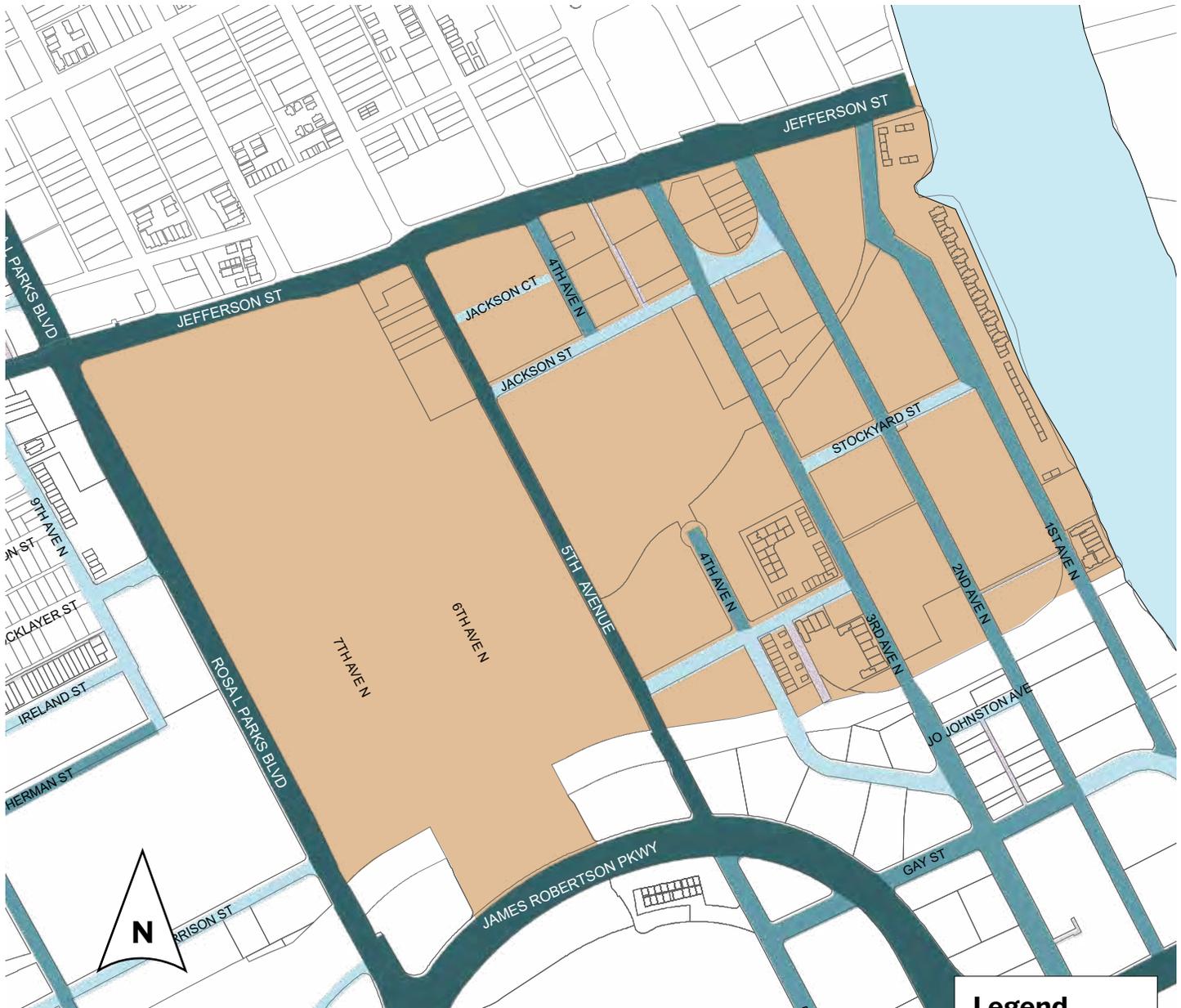
NOTES

Uses: page 65; General Standards: page 69



Section II: Subdistrict Standards

Sulphur Dell: Regulating Plan



Section II: Subdistrict Standards

Sulphur Dell Subdistrict: Building Regulations

FRONTAGE

A Allowed Frontage Types with Required Build-to Zone

Primary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'

Secondary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'
- Porch Frontage 10'-15'

Tertiary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'
- Porch Frontage 10'-15'

B Facade width

Primary Street 80% of lot frontage min.

Secondary Street 80% of lot frontage min.

Tertiary Street 60% of lot frontage min.

Remaining lot frontage may be used for pedestrian amenities and shall not be used for parking.

C Min. building depth 15' from building facade

HEIGHT

D Max.

- Primary Street 7 stories
- Secondary Street 5 stories
- Tertiary Street 4 stories

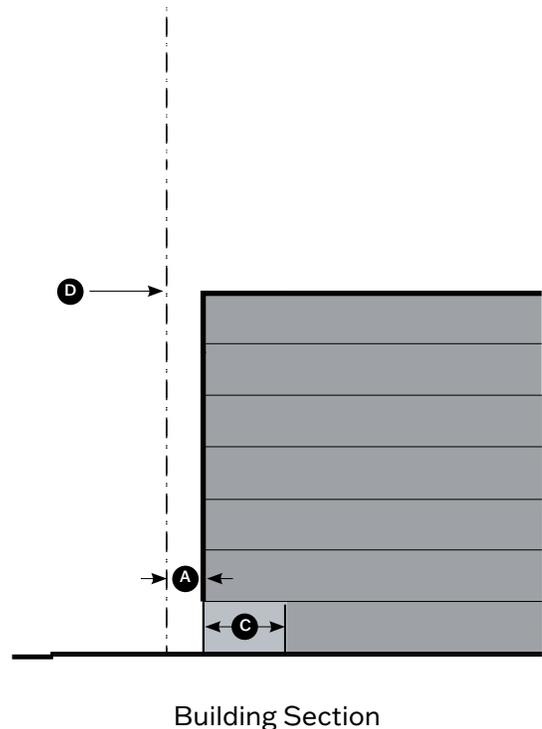
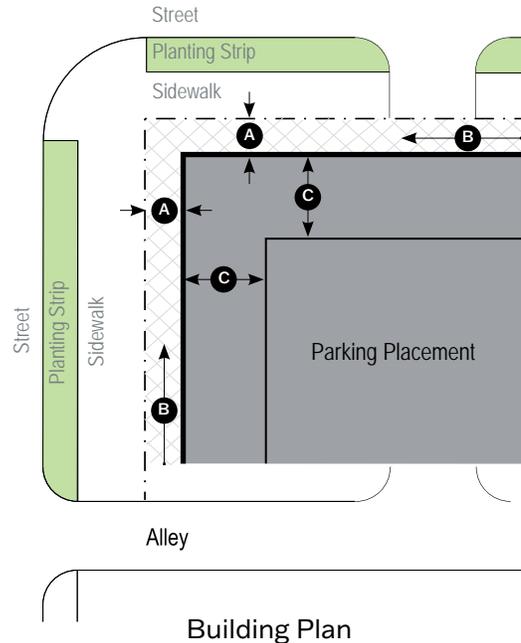
Additional height available through the Bonus Height Program

SIDEWALK & PLANTING

Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

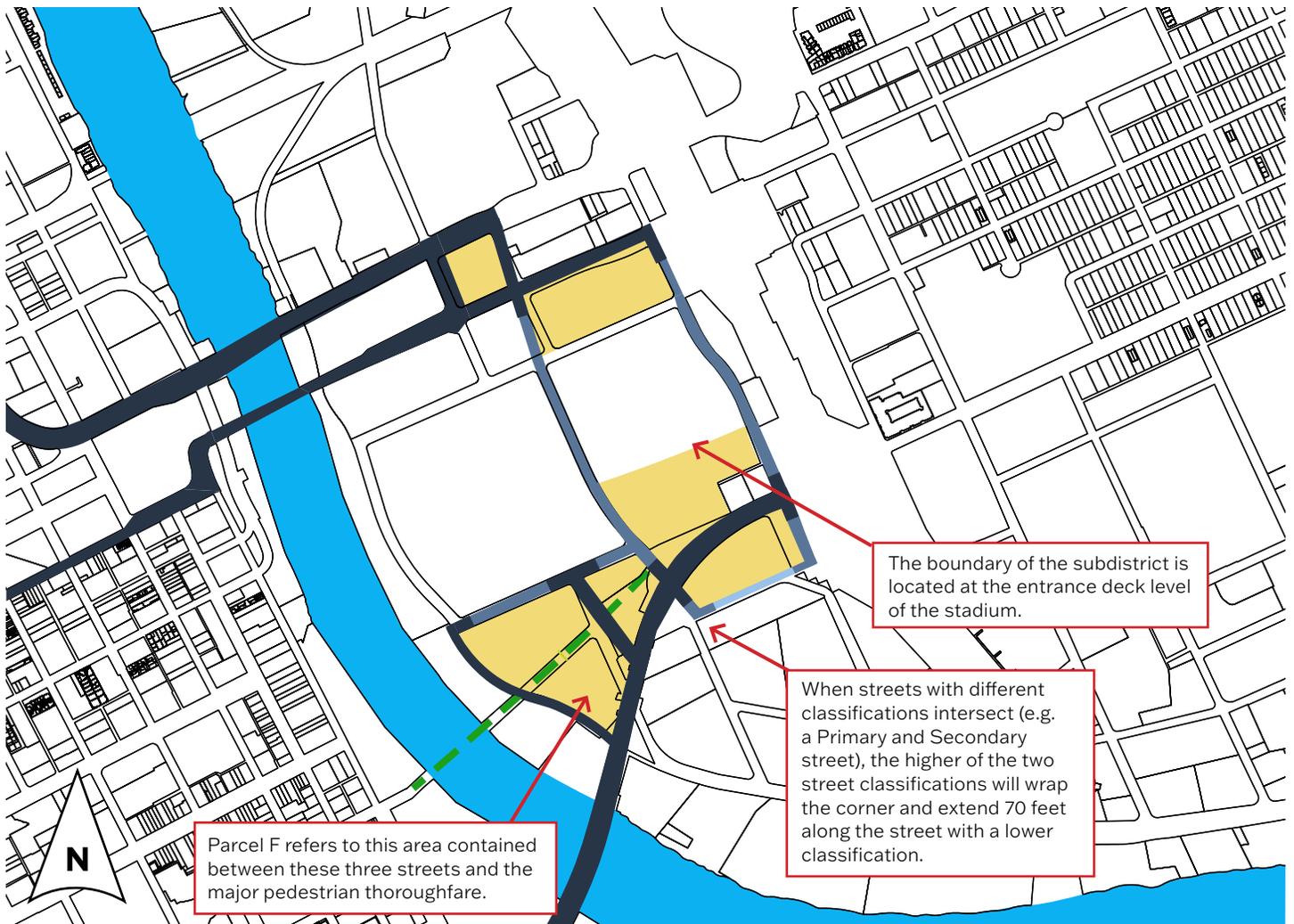
NOTES

Uses: page 65; General Standards: page 69

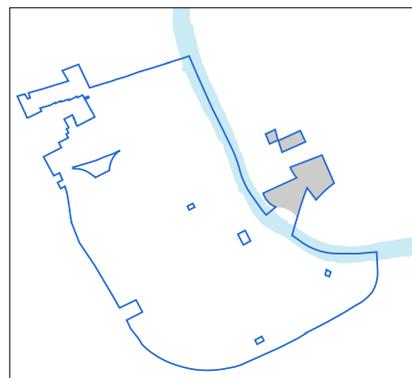


Section II: Subdistrict Standards

East Bank: Regulating Plan



The East Bank subdistrict, situated on the east side of the Cumberland River, is an emerging neighborhood envisioned by the *Imagine East Bank Vision Plan*. While historically the East Bank's relationship with the Cumberland River has been commercial and industrial, the East Bank is a transformative opportunity to properly address the physical backdrop of the city. The East Bank is intended to create accessible public spaces, provide high-quality housing options accessible at every economic level, expand the network of locally-owned businesses throughout the city, and create a robust multimodal transportation network that will improve both local and regional connectivity.



Legend

- East Bank Subdistrict
- Primary Street
- Secondary Street
- Tertiary Street
- Other Street
- Alley
- Major Pedestrian Thoroughfare

Section II: Subdistrict Standards

East Bank: Building Regulations

HEIGHT

Max. height See Diagram A
Properties within the East Bank subdistrict are ineligible to earn additional height through the Bonus Height Program.

PARKING STRUCTURES

Above-ground prohibited See Diagram B
No above-ground vehicular parking structure (lined, screened, or otherwise) shall be included in the areas described in Diagram B. If parking is to be included in these areas, it shall be located underground.

PLAZAS

Location and min. size See Diagram C
Publicly-accessible plazas, meeting the open space standards outlined in DTC Section IV: General Standards, are required in the approximate location and size described in Diagram C. All open space types are permitted within other areas of this subdistrict, provided they meet the standards referenced above.

SIDEWALK & PLANTING

Improvements to the sidewalk corridor according to the General Standards, the Major and Collector Street Plan, and the *Imagine East Bank Vision Plan* and the *Guidance for East Bank Complete Streets* document. For projects within the subdistrict, compliance with *NDOT Best Practices Curb Management* document should be followed, specifically regarding the design, implementation, and enforcement of short-term loading (goods movement) passenger access, metered parking, etc.

NOTES

Uses: page 63; General Standards: page 69

The DTC's existing street network is well-established, which is not the case in the East Bank subdistrict. In order to manage access and loading, mid-block alleys are strongly encouraged to be established. These alleys will ensure back-of-house operations are not street-facing.

Modifications related to the planned transit facility on Metro property within the East Bank Subdistrict shall be considered as minor modifications to allow flexibility given their specialized use.

Projects shall comply with other *NDOT* and *Planning* guiding documents and adopted policies.

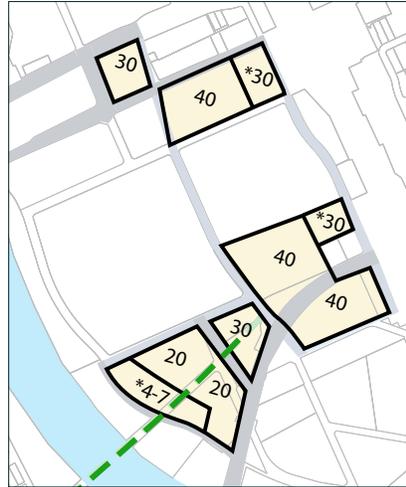


Diagram A

- 40** 40 stories max. height
- 30** 30 stories max. height
- *30** 30 stories max. height within 150' of Interstate Drive
- 20** 20 stories max. height
- *4-7** 4-7 stories max. height within 75' of Waterside Drive, except that within 100' of Korean Veterans Boulevard, the max. height shall be 20 stories.

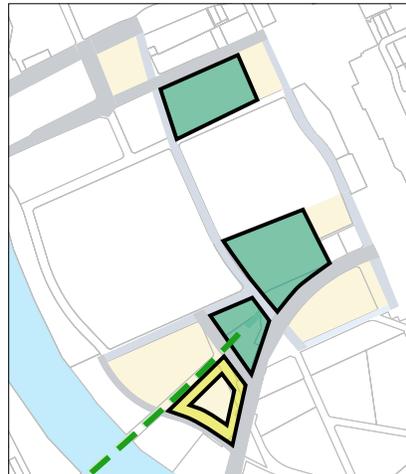


Diagram B

- Green** Above-ground vehicular parking structure prohibited
- Yellow** Above-ground vehicular parking structure prohibited, except for when it is located below an active use on an elevated frontage (Korean Veterans Boulevard, Shelby Avenue, or Major Pedestrian Thoroughfare) and fully lined on Waterside Drive. See diagram on Page 57 for intent illustration and Page 85 for additional parking requirements.



Diagram C

- 60k** 60,000 square foot plaza required
- 40k** 40,000 square foot plaza required

Section II: Subdistrict Standards

East Bank: Building Regulations

PODIUM STANDARDS

Any portion of a building below the building's required step-back, or where a step-back is not required, below the 7th story.

A Allowed Frontage Types with Required Build-to Zone

All street frontages

- Storefront Frontage 0'-10'

Major Pedestrian Thoroughfare

- Storefront Frontage 5'-20'

*Civic Frontages are allowed and encouraged in this subdistrict. See Page 86 for details on the associated standards.

B Facade width

Primary Street 80% of lot frontage min.
90% of lot frontage max.*

Secondary Street and Open Space 70% of lot frontage min.
90% of lot frontage max.*

Tertiary Street and Major Pedestrian Thoroughfare 60% of lot frontage min.
90% of lot frontage max.*

*Maximum facade widths only apply to street or major pedestrian thoroughfare segments over 375' in length (measured from edge of intersection to edge of intersection).

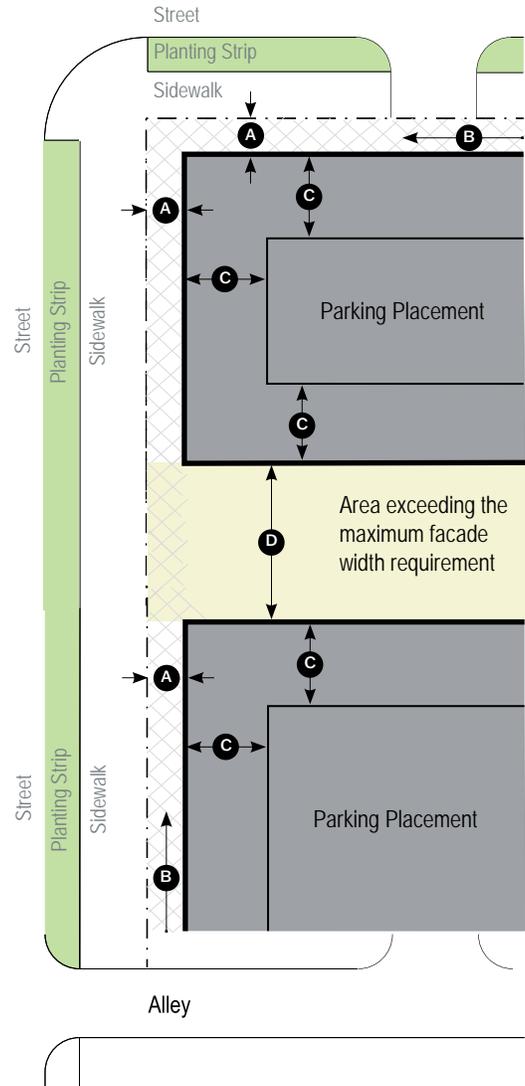
Portions of a parcel's facade width that exceed the maximum facade width percentage requirement:

- shall be used for pedestrian activity and/or circulation that connects to other streets, open spaces, or pedestrian bridge.
- shall not be located at the intersection of two streets or at the intersection of a street and the pedestrian bridge.

C Min. building depth 15' from building facade

A habitable building liner is required for any side and all levels of an above-ground vehicular parking structure facing public streets, open spaces, or the pedestrian bridge.

D Building spacing 75' max., exclusive of streets



Building Plan

Section II: Subdistrict Standards

East Bank: Building Regulations

PODIUM STANDARDS CONTINUED

Any portion of a building below the building's required step-back, or where a step-back is not required, below the 7th story.

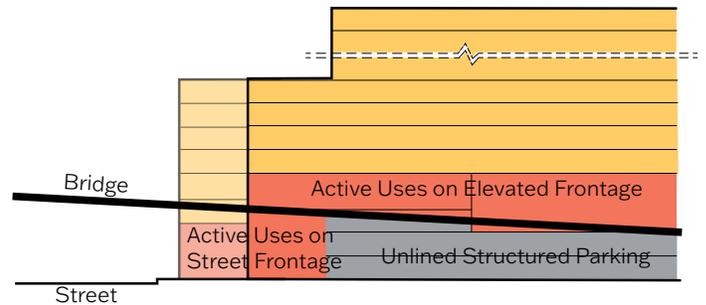
Specific to Waterside Drive frontages

The building façades shall be composed of a minimal, high-quality material palette, and those selected materials shall operate harmoniously at a human and pedestrian scale. Use of masonry is encouraged. These elevations shall be organized with a cohesive and continuous vertical rhythm of divisions along the entirety of the Waterside Drive frontage. This rhythm shall be defined by vertical articulations that consist of planar changes within the façade as well as vertically-proportioned openings.

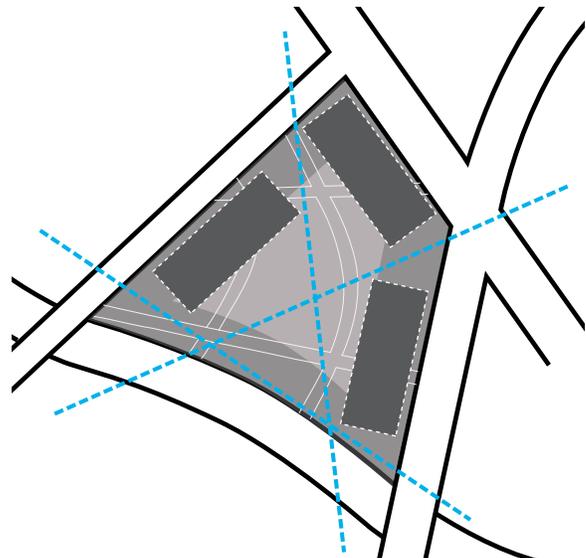


Specific to Parcel F

Above-ground vehicular parking structure is prohibited, except for when it is located below an active use on an elevated frontage (i.e., Korean Veterans Boulevard, Shelby Avenue, or the Major Pedestrian Thoroughfare), and lined on Waterside Drive, therefore physically screened from the public realm.



Pedestrian access and connections through Parcel F should be maximized. This includes high levels of site porosity, with meaningful connectivity from the Major Pedestrian Thoroughfare and Waterside Drive to bridge-level and below bridge-level public spaces, as well as through the parcel internally. Vertical connections between the bridge level and grade are encouraged.



Section II: Subdistrict Standards

East Bank: Building Regulations

TOWER STANDARDS

Any portion of a building above the building's required step-back, or all stories above the 7th floor for buildings without a step-back requirement.

E Step-back

Step-back after:

- Primary Streets No step-back required
- Secondary and Tertiary Streets Encouraged, but not required
- Major Pedestrian Thoroughfare After the 7th story

F Depth:

- All street frontages No step-back required
- Major Pedestrian Thoroughfare 15'

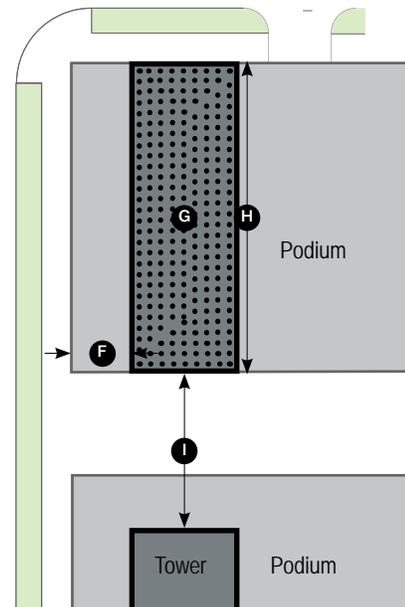
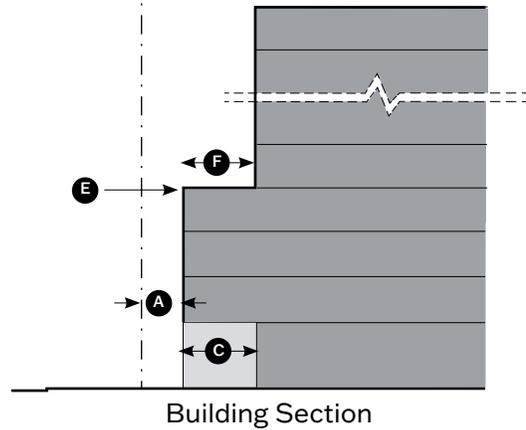
G Max. Floorplate 16,000 Square Feet

H Max. Facade Length 200'

I Tower Spacing 75' min.

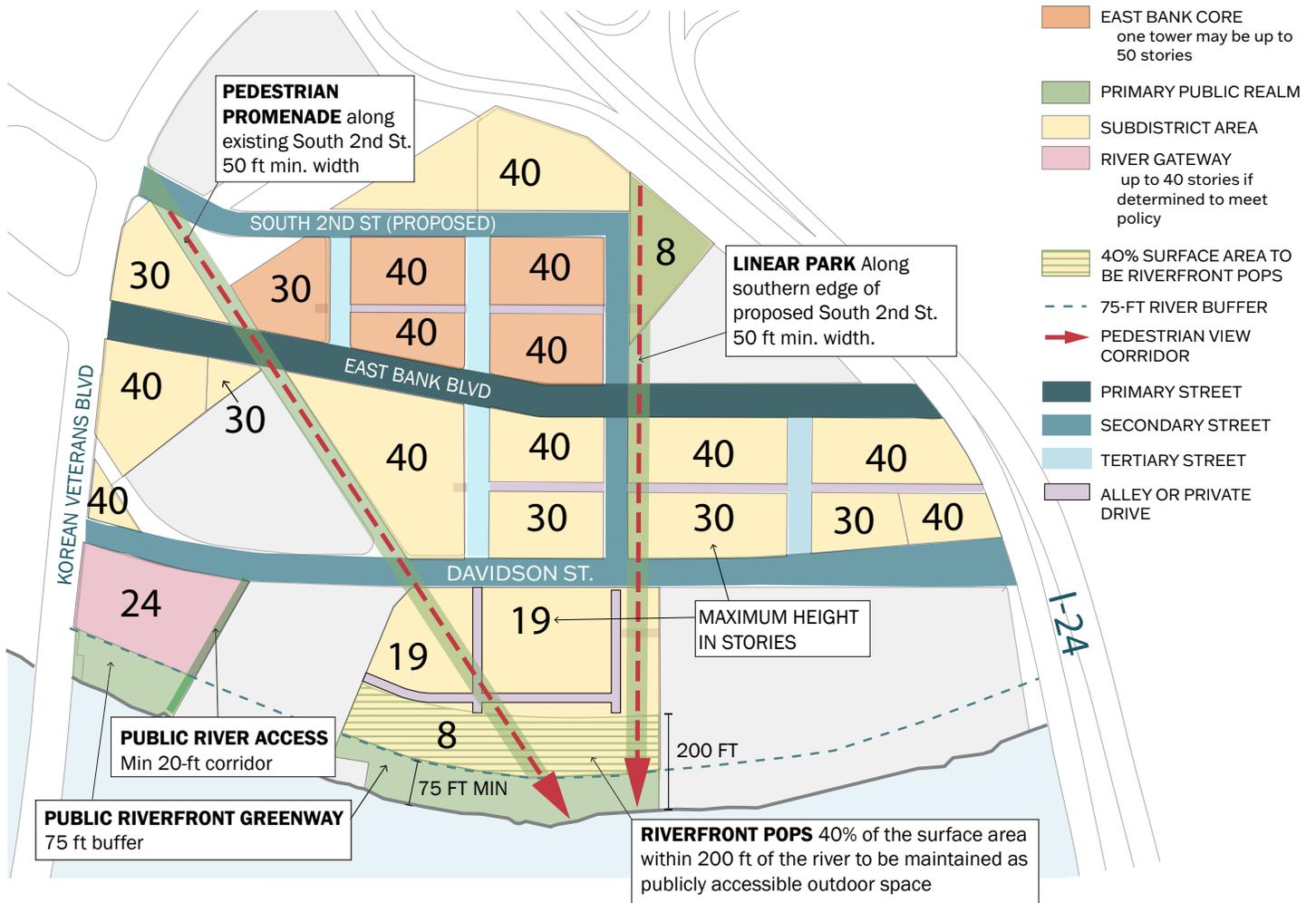
Placement & Orientation

- In order to preserve views of the Downtown skyline and the Cumberland River, tower floorplates shall maintain a ratio of between 1:1 and 3.3:1.
- The longest facade of a tower floorplate shall be oriented parallel to east-west streets or pedestrian corridors (including, but not limited to James Robertson Parkway, Main Street, Woodland Street, Korean Veterans Boulevard, Shelby Avenue, Victory Avenue, or the major pedestrian thoroughfare) for towers fronting these corridors.
- The tower floorplate ratio shall be computed by means of the smallest rectangle which will encompass the extreme limits of the floorplate's form.
- Tower floorplates that deviate from the tower floorplate ratio standards (such as office uses) may be approved via minor modification.
- Towers of significant height are encouraged to reduce their floorplate size or max. facade length at the tops of their form.



Section II: Subdistrict Standards

East Bend: Regulating Plan



The East Bend Subdistrict occupies a key stretch of the east bank of the Cumberland River, positioned between the Central Waterfront to the north and the Shelby Hills neighborhood to the south and east. While the area has long served industrial uses, it is planned to evolve into a vibrant, mixed-use urban riverfront district. The vision for East Bend emphasizes orientation and porosity to the river, safe and simple pedestrian and bike connectivity, human-scaled architecture, and compatibility with surrounding context.

A well-connected, high-quality public realm is central to the regulating plan for East Bend. A defined urban street grid supported by alleys for service access and back-of-house functions creates the structure for a safe, walkable urban fabric. This framework organizes development into compact blocks, supports multimodal mobility, and fosters safe, intuitive movement throughout the district.

PRE-DEFINED PUBLIC REALM

A central tenet of the urban framework for this neighborhood is a pre-defined public realm, composed of three primary elements—a 75-ft wide riparian greenway buffer, a 50-ft wide pedestrian promenade, and a 50-ft wide linear park—that orient the neighborhood and provide pedestrian view corridors to the river via publicly accessible pathways. Combined with a mix of active ground-floor uses, these features set the foundation for a lively and inclusive urban setting that reinforces East Bend as a welcoming extension of the broader East Bank.

Important Note: Land Use permissions for the East Bend district shall correspond with the East Land Use area as outlined in Section III: Uses on p.65

Section II: Subdistrict Standards

East Bend: General Regulations

BASELINE REQUIREMENTS

All development within the East Bend Subdistrict, regardless of height proposed, shall adhere to the DTC Bonus Height Program Baseline Requirements for green building certification, upper-level garage liner building, and active and sustainable transportation, as outlined on p.110-111.

Development shall align with the *East Bend Public Realm Design Framework*.

HEIGHT

Minimum Height

Development within the East Bend subdistrict shall be a minimum of 8 stories, excluding property between Davidson Street and the Cumberland River not fronting KVB. Minimum heights shall not apply to small-scale structures used to activate parks and outdoor spaces, such as kiosks, or to civic buildings.

Maximum Height

See Diagram A

Properties within the East Bend subdistrict are ineligible to earn additional height through the Bonus Height Program.

The property shown as River Gateway in Diagram A is entitled to a maximum of 24 stories in height, but may be permitted up to 40 stories in height if, and only if, the proposal is determined to be consistent with adopted policies relating to this property. This determination shall be made by the DTC DRC when a DTC Concept Plan is filed with a recommendation provided by Planning Staff. This determination may be appealed to the Planning Commission.

Exceptional Height in East Bend Core

Within the East Bank Core, one building up to fifty (50) stories is permitted as a focal point. The East Bend Core is defined by the pedestrian promenade to the north, the western edge of South 2nd S, the southern edge of South 2nd St., the eastern edge of East Bank Blvd, per the regulating plan.

Civic Uses

Civic buildings often do not include a standard interior layout and may include more voluminous areas than standard urban buildings. In lieu of the maximum height in stories, Civic buildings between Davidson Street and the Cumberland River are not subject to height limitations in stories. Height of these buildings shall be reviewed when civic frontage is proposed.

STRUCTURED PARKING

ACTIVE-USE LINER REQUIREMENTS

Structured parking shall not be visible from the public realm. All structured parking above-grade shall have habitable liners along street, river, and outdoor space frontages at the ground level.

For hotel and residential uses, all structured parking above grade shall have habitable liners along street, river, and outdoor space frontages.

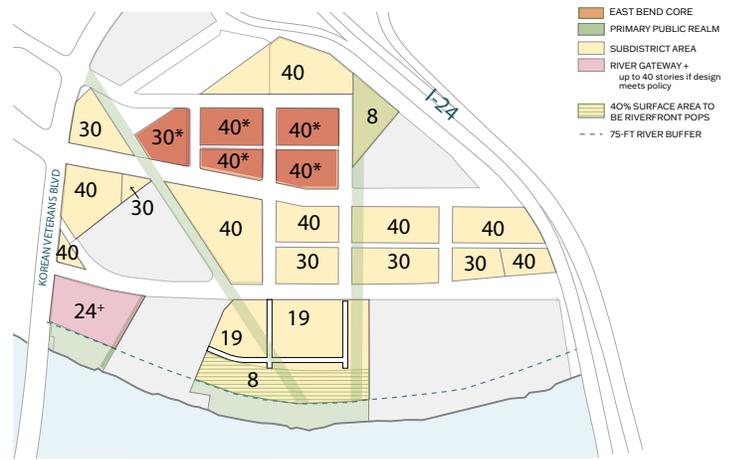


Diagram A: Maximum height by location

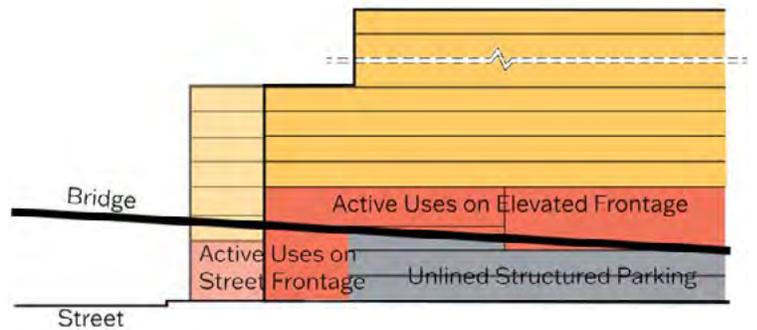


Diagram B: Active-use liner requirements adjacent to elevated viaducts

For office uses above the ground level, where habitable liners are infeasible, structured parking may be screened using cladding that integrates with the architectural characteristics of the habitable portion of the building and surrounding built context, subject to staff approval.

For structures adjacent to elevated viaducts or roads other than the interstate, an active liner shall be provided for the frontage-level and above. Levels completely below the elevated frontage and along the viaduct may be unlined (see Diagram B).

For property adjacent to KVB at Davidson St., a liner is required on any stories between the Davidson St elevation and two stories above the KVB elevation.

Adjacent to the interstate, where habitable liners are infeasible, structured parking visible from the elevated roadway may be screened for a maximum of two levels using cladding that integrates with the architectural characteristics of the habitable portion of the building and surrounding built context, subject to staff approval.

Section II: Subdistrict Standards

East Bend: General Regulations

PREDEFINED PUBLIC REALM

LOCATION AND MIN. SIZE See Diagram C

Publicly accessible outdoor spaces, adhering to the outdoor space standards in the DTC Section IV: General Standards, are required in the approximate location size defined in Diagram C and character described in the *East Bend Public Realm Design Framework*. This includes the following Predefined Public Realm elements:

1. A 75-ft minimum, Public Riverfront Greenway easement, measured from the floodway;
2. A 50-ft wide Pedestrian Promenade along the existing South 2nd Street right of way from its intersection at KVB to the river;
3. A Linear Park, minimum of 50-ft wide, from I-24 to the river (per Diagram C) that serve as pedestrian view corridors from the neighborhood to the river;
4. For development within 200 ft of the floodway, excluding the 75 ft riparian buffer, 40% of the surface area shall be preserved as publicly accessible outdoor space;
5. And, a 20-ft wide public pedestrian access corridor from Davidson St to the river shall be provided on the parcel at Davidson St, KVB, and the river.

All outdoor space types are permitted within the subdistrict, provided they meet the standards in DTC Section IV.

West of Davidson St, it may be appropriate for the linear character of the Promenade or the Linear Park to visually terminate on a civic structure or space, so long as a publicly accessible physical connection to the river remains intact.

STREETS AND CONNECTIVITY

Where property is adjacent to a viaduct or elevated roadway, other than the Interstate, development shall provide a publicly accessible and ADA compliant vertical connection from the viaduct level to the ground plane.

FUTURE STREETS PLAN See Diagram D

Improvements to the sidewalk corridor shall meet the DTC General Standards, the Major and Collector Street Plan, the East Bank Streetscape Design Guidelines, the *Imagine East Bank* vision plan, and the Guidance for East Bank Complete Streets.

Compliance with NDOT Best Practices Curbside Management document should be followed, especially regarding the design, implementation and enforcement of short-term loading (goods movements), passenger access, metered parking, etc.

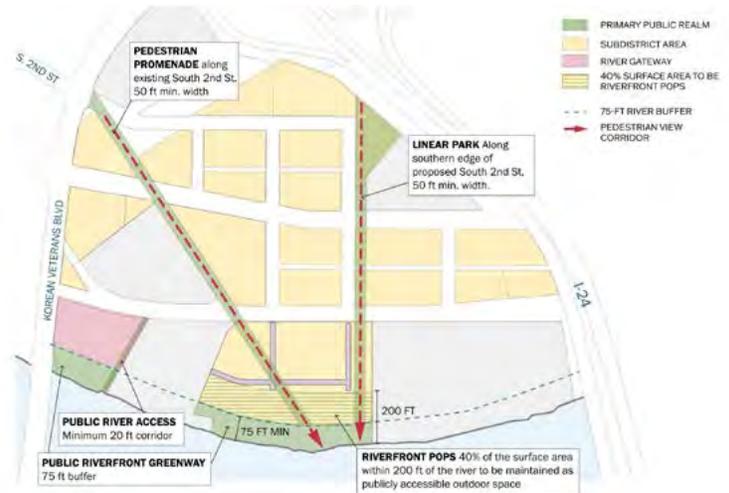


Diagram C: Predefined Public Realm Plan

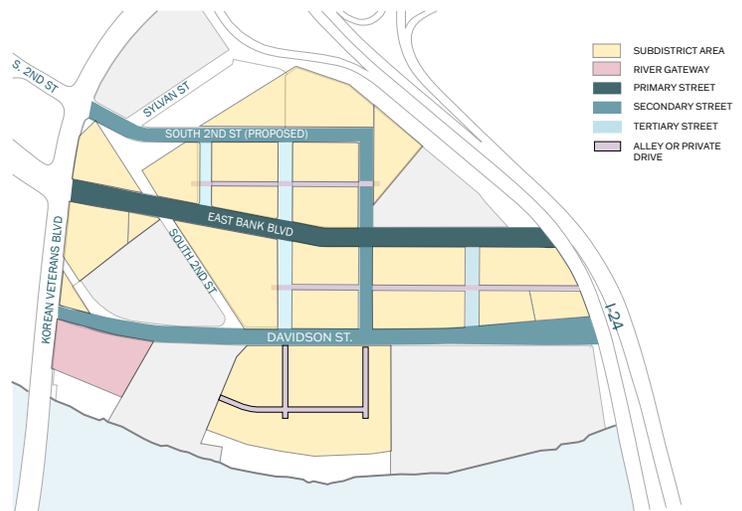


Diagram D: Future Streets Plan

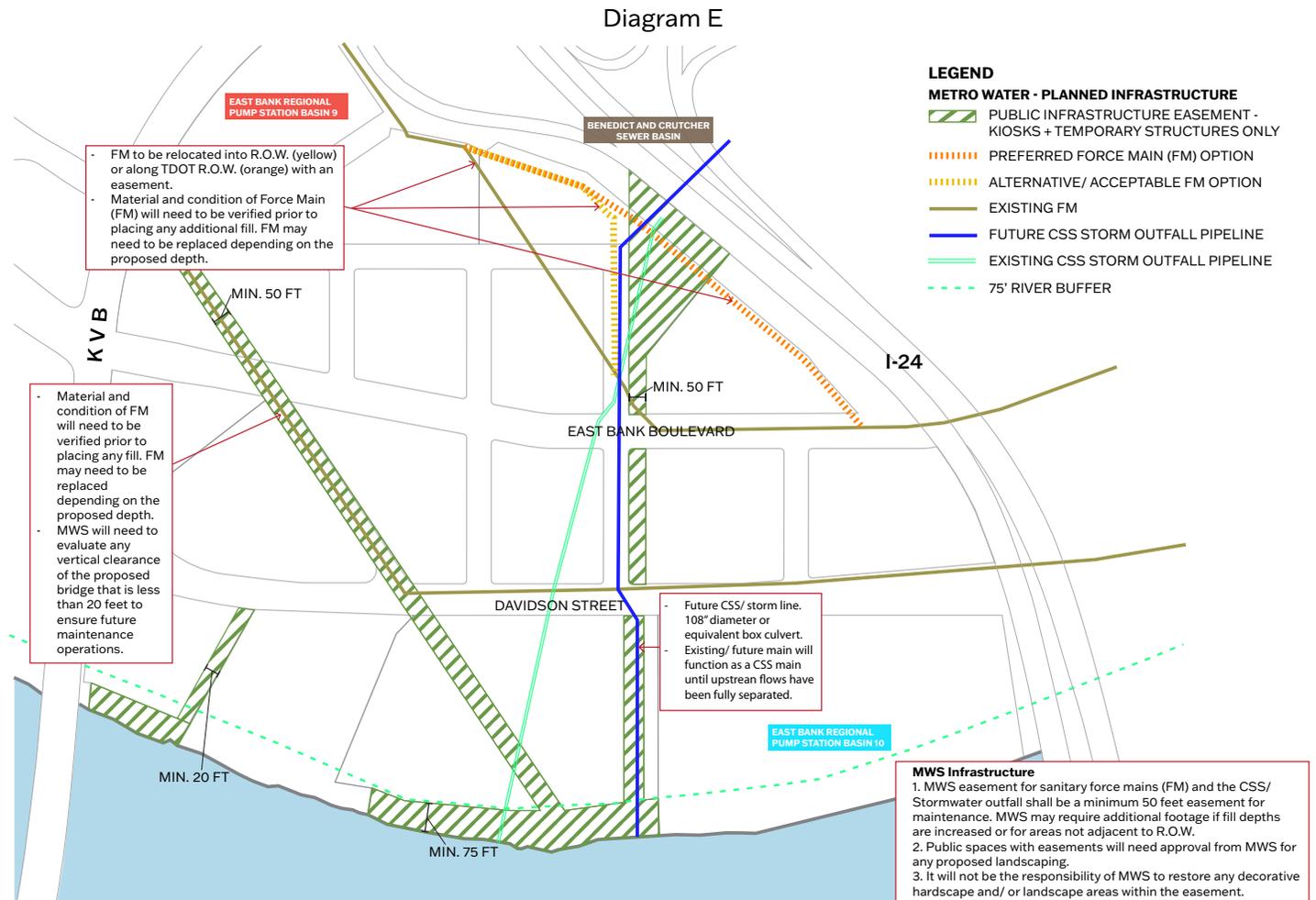
Section II: Subdistrict Standards

East Bend: General Regulations

FUTURE STREETS & INFRASTRUCTURE

Future Streets Plan: Diagram D;

Public Realm & Infrastructure Plan: Diagram E



EAST BEND FUTURE PUBLIC INFRASTRUCTURE DIAGRAM

Most of the Downtown Code (DTC) area benefits from a fully built-out network of streets and public utilities. In contrast, the East Bend Subdistrict will require the establishment of new infrastructure systems to support its future development. This includes the coordinated design of streets, stormwater facilities, and sanitary sewer service.

The streets shall be designed and constructed in accordance with the East Bend Future Streets Plan. This network includes mid-block alleys that provide access for loading, utilities, and other back-of-house functions. The alleys are intended to keep service operations away from primary public frontages, helping create a safe, comfortable, and pedestrian-oriented street environment.

The East Bend Public Realm and Infrastructure Plan identifies the preferred locations and easement needs for future stormwater and sewer infrastructure. These systems should be placed within future rights-of-way consistent with the Future Streets Plan or situated within or adjacent to publicly accessible open spaces in a manner that maintains access, visibility, and long-term maintenance capability.

All projects shall comply with Metro's guiding documents adopted policies and coordinate with the appropriate departments, including NDOT and Metro Water Services.

Section II: Subdistrict Standards

East Bend: Building Regulations

PODIUM STANDARDS

MAXIMUM PODIUM HEIGHT ABOVE GRADE

- Eight stories for parcels east of Davidson St.
- Six stories between Davidson St. and the river, excluding development west of Davidson St. at KVB.
- For development between Davidson St. and the river at KVB, the top of the podium shall meet the elevation of KVB, and may be up to two stories above the elevation of KVB.

A ALLOWED FRONTAGE TYPES WITH REQUIRED BUILD-TO ZONE

Primary Street

- Storefront frontage 0'-10'

Secondary Street

- Storefront frontage 0-15'
- Stoop frontage 5'-10'
- Porch Frontage 10'-15'

Tertiary Street

- Storefront frontage 0'-15'
- Stoop frontage 5'-10'
- Porch Frontage 10'-15'

Predefined Public Realm

- Storefront frontage 5'-20'
- Stoop frontage 5'-10'
- Porch Frontage 10'-15'

*Civic frontages are allowed and encouraged in this subdistrict. See page 86 for details on the associated standards.

B PODIUM FACADE LENGTH

The maximum facade length within the build-to zone is 270 feet.

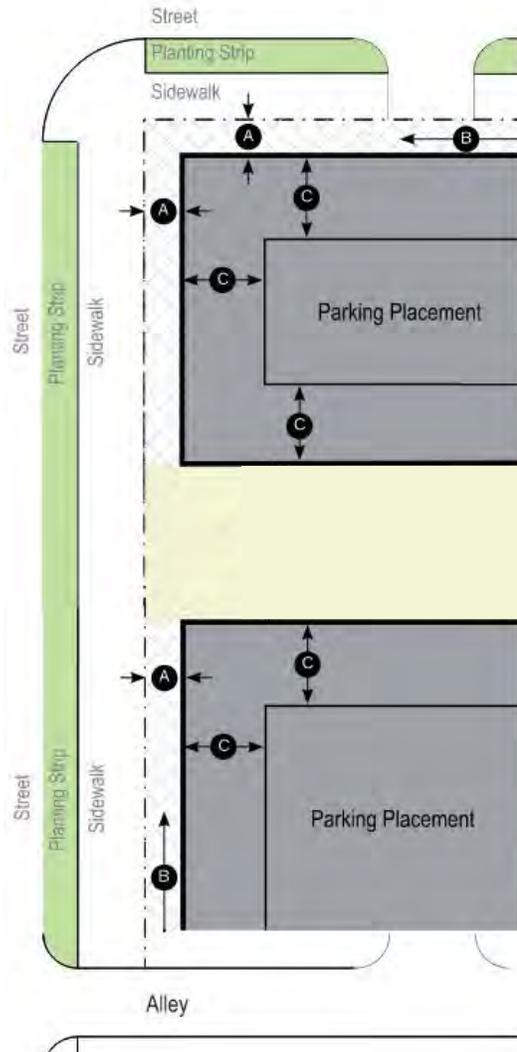
FACADE ARTICULATION

Façade divisions are elements that articulate a large facade, providing a noticeable sense of modulation, hierarchy, rhythm, and interest. Façades greater than 20 ft shall be articulated at regular intervals, per the delineations below:

- Primary divisions: 20-60 ft
- Secondary divisions: 5-30 ft

Articulation Strategies

- Massing shifts
- Multiple façade systems
- Volumetric façade articulation
- Building structure articulation
- Façade depth changes
- Fins and shade elements



Section II: Subdistrict Standards

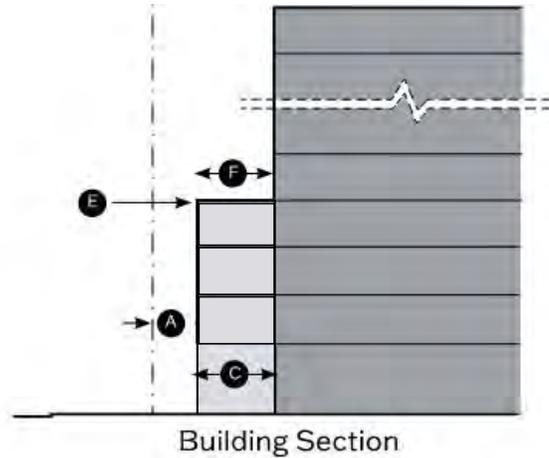
East Bend: Building Regulations

FACADE WIDTH AS % OF LOT FRONTAGE

Primary Street	80% min/90% max
Secondary Street and major pedestrian thoroughfare	70% min/90% max
Tertiary Street and outdoor space	60% min/90% max

C Min. Building Depth

A habitable (conditioned) liner – with a minimum of 15' from building facade – is required for all sides and levels of an above-ground vehicular parking structure facing public streets, outdoor spaces, or the riverfront, with exceptions for structured parking adjacent to- and completely underneath an elevated viaduct (KVB or I-24) and office uses per the Structured Parking section.



TOWER STANDARDS

E F Any portion of a building above the maximum podium height

Step-back

No step-back is required in this district for all frontages.

Maximum number of towers two per block face

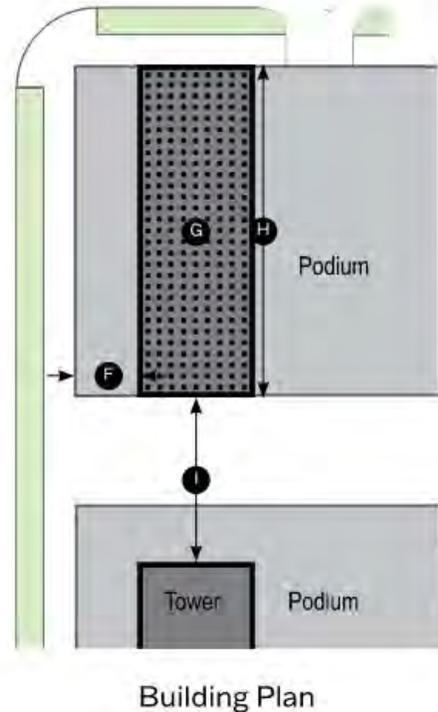
G **Maximum Tower Floorplate** 18,000 sq. ft.

Additional floorplates exceeding 18,000 sq. ft. may be permitted via modification, provided all other design requirements are met. Only one tower exceeding 18,000 sq. ft. is permitted per block.

Office Uses: Up to three office towers may be eligible to extend floorplates up to 26,000 sq. ft., limited to one office tower per block.

H **Maximum Tower Facade Length** 200'

I **Minimum Tower Spacing** 75'
Lesser separation may be appropriate across street and open space widths.



PLACEMENT AND ORIENTATION

For property adjacent to I-24, towers shall be oriented a minimum of 35 degrees off-parallel to I-24 to ensure visual porosity to the neighborhood.

To preserve pedestrian viewsheds of the Downtown Skyline and the Cumberland River:

- Towers shall not be oriented to obstruct views of the river or to impede primary pedestrian view corridors as depicted in the Regulating Plan for this subdistrict.
- Towers shall be oriented generally perpendicular to the river, for property between Davidson St and the river.

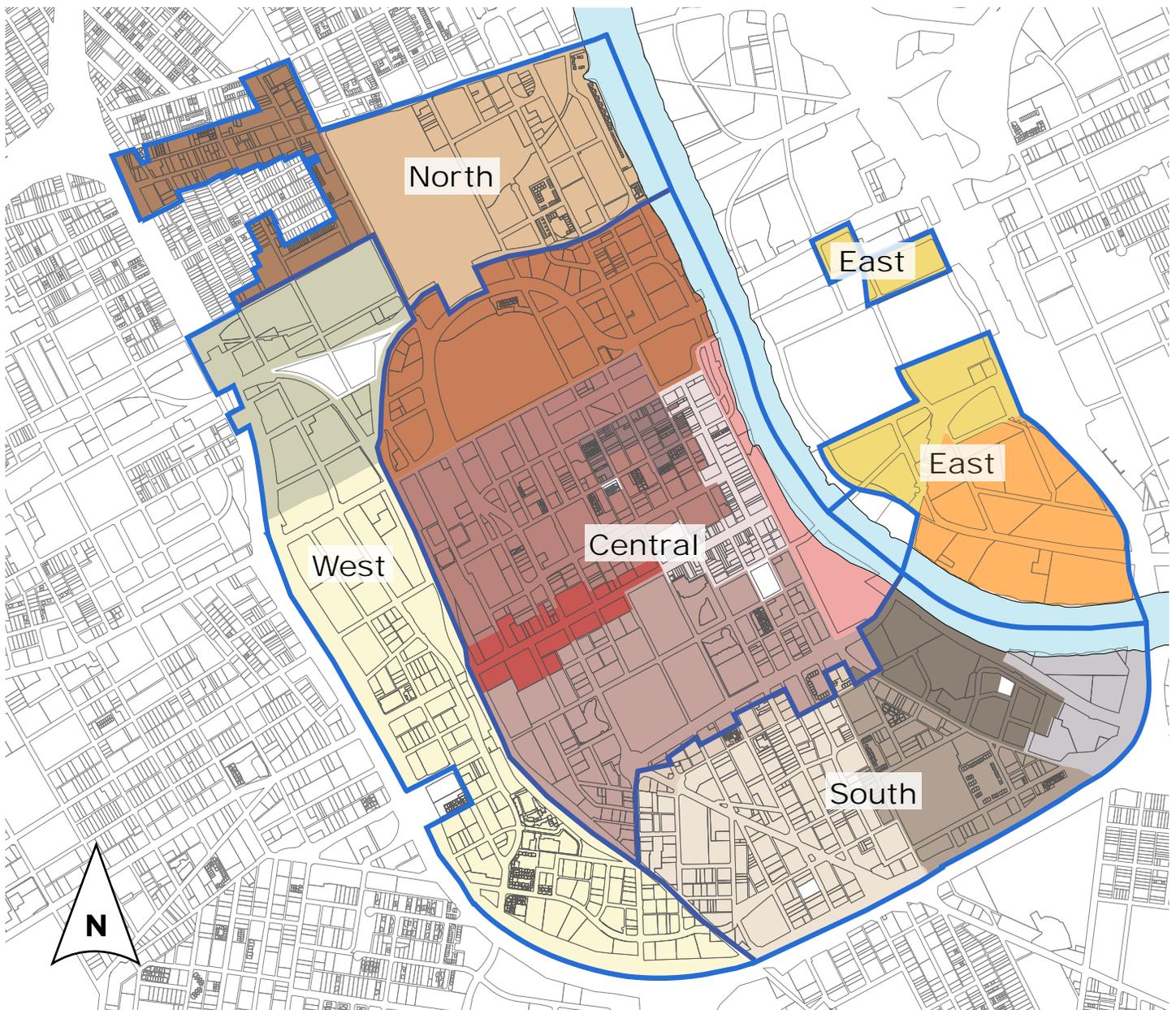
Section III: Uses

Section III: Uses

Use Areas

Land uses within the DTC are determined by Area – Central, South, West, North, and East. To create a sustainable and mixed-use Downtown, the form-based zoning of each subdistrict regulates the shape, scale, and placement of the buildings, and allows a variety of uses. Use Area boundaries are the same as Subdistrict boundaries. To determine the allowed land uses, locate the property on the Area Plan, and refer to the Area column on the Land Use Chart for the allowed uses.

In the event of a conflict between the following Land Use Chart within DTC and the Zoning District Land Use Table within Chapter 17.08, this Land Use Chart shall apply. Uses Permitted with Conditions or Permitted by Special Exceptions or Accessory shall follow the standards of Chapter 17.16. Land uses with an asterisk have conditions specific to the DTC. If standards within Chapter 17.16 and the DTC conflict, the stricter shall apply.



Section III: Uses

Use Tables

P: Permitted by right PC: Permitted with conditions SE: Special Exception A: Accessory O: Overlay District	North	South	East	West	Central
Residential Uses:					
Single-family	P	P		P	P
Two-family	P	P		P	P
Multi-family	P	P	P	P	P
Elderly housing	P	P	P	P	P
Mobile home dwelling					
Accessory apartment	P	P	P	P	P
Accessory dwelling, detached					
Boarding house	P	P	P	P	P
Consignment sale	P	P	P	P	P
Domesticated hens					
Garage sale	A	A	A	A	A
Historic bed and breakfast homestay	P	P		P	P
Historic home events	P	P		P	P
Home occupation	P	P		P	P
Rural bed and breakfast homestay					
Security residence					
Short-term rental property (STRP)-OO	A	A		A	A
Institutional Uses:					
Correctional facility	P	P		P	P
Cultural center	P	P	P	P	P
Day care center (up to 75)	P	P	P	P	P
Day care center (over 75)	P	P	P	P	P
Day care home	P	P	P	P	P
Day care - Parent's day out	P	P	P	P	P
School day care	P	P	P	P	P
Monastery or convent	P	P	P	P	P
Orphanage	P	P	P	P	P
Religious Institution	P	P	P	P	P
Educational Uses:	P	P	P	P	P
Business school	P	P	P	P	P
College or university	P	P	P	P	P
Community education	P	P	P	P	P
Dormitory	P	P	P	P	P
Fraternity/sorority house	P	P	P	P	P
Personal instruction	P	P	P	P	P
Vocational school	P	P	P	P	P
Office Uses:					
Alternative Financial Services					
Financial Institution	P	P	P	P	P
General Office	P	P	P	P	P
Leasing/sales office	P	P	P	P	P
Other Uses:					
Agricultural activity					
Cemetery	P	P		P	P
Mineral extraction					
On-site agricultural sales					
Pond/lake	P	P	P	P	P

P: Permitted by right PC: Permitted with conditions SE: Special Exception A: Accessory O: Overlay District	North	South	East	West	Central
Commercial Uses:					
Animal Boarding Facility	P	P	P	P	P
ATM	P	P	P	P	P
Auction house	P	P	P	P	P
Automobile convenience	P	P		P	P
Automobile parking	P	P	P	P	P
Automobile repair	P	P		P	P
Automobile sales, new	P	P		P	P
Automobile sales, used					
Automobile service	P	P		P	P
Bar or nightclub	P	P	P*	P	P
Bed and Breakfast Inn	P	P	P	P	P
Beer and cigarette market	P	P	P	P	P
Boat storage					
Business services	P	P	P	P	P
Carpet cleaning	P	P		P	
Car Wash		PC			
Community gardening (commercial)	P	P	P	P	P
Community gardening (non-commercial)	P	P	P	P	P
Custom assembly	P	P	P	P	P
Donation Center drop-off	PC	PC		PC	PC
Flea market	P	P	P	P	P
Funeral home	P	P	P	P	P
Furniture store	P	P	P	P	P
Grocery store	P	P	P	P	P
Home improvement sales	P	P	P	P	P
Hotel/motel	P	P	P	P	P
Inventory stock	A	A	A	A	A
Kennel/stable					
Liquor stores	P	P	P	P	P
Major appliance repair	P	P	P	P	P
Mobile storage unit	PC	PC		PC	PC
Mobile vendor					
Restaurant, fast-food	P	P	P*	P	P
Restaurant, full-service	P	P	P*	P	P
Restaurant, take-out	P	P	P*	P	P
Retail	P	P	P	P	P
Self-service storage	P	P		P	P
Short-term rental property (STRP) Not OO	PC	PC		PC	PC
Vehicular rental/leasing					
Vehicular sales and services, limited		P	P	P	P
Wrecker services		P			

* For purposes of this section, "Bar" shall mean a business property at which less than 50 percent of the total revenue is generated by food sales and holding either (a) a limited service restaurant permit issued by the Tennessee Alcoholic Beverages Commission or (b) a beer permit for on premises consumption if not licensed by the Tennessee Alcoholic Beverage Commission. "Total Square Footage" shall mean the sum of the interior first and second floor areas of all buildings located on the parcels within the area marked as East on Exhibit 1 excluding (a) those located on Parcel C and (b) hotels. No more than 25% of the Total Square Footage may be occupied at any time by Bars.

^ In the boundaries of the Second Avenue Historic Preservation Overlay, automobile parking as the Principal Use or stand alone use is not permitted.

Section III: Uses

Use Tables

P: Permitted by right PC: Permitted with conditions SE: Special Exception A: Accessory O: Overlay District	North	South	East	West	Central
Medical Uses:					
Animal hospital					
Assisted care living	P	P	P	P	P
Hospice	P	P	P	P	P
Hospital	P	P	P	P	P
Medical appliance sales	P	P	P	P	P
Medical office	P	P	P	P	P
Medical or scientific lab	P	P	P	P	P
Nonresidential drug treatment facility	P	P	P	P	P
Nursing home	P	P	P	P	P
Outpatient clinic	P	P	P	P	P
Rehabilitation services	P	P	P	P	P
Residence for handicapped, more than eight	P	P	P	P	P
Veterinarian	P	P	P	P	P
Communication Uses:	P	P		P	P
Amateur radio antenna	P	P		P	P
Audio/video tape transfer	P	P	P	P	P
Communications hut	PC	PC	PC	PC	PC
Multi-media production	P	P	P	P	P
Printing and publishing	P	P	P	P	P
Radio/TV studio	P	P	P	P	P
Satellite dish	P	P	P	P	P
Telecommunication facility	PC	PC	PC	PC	PC
Industrial Uses:	P	P	P	P	P
Artisan distillery	P	P	P	P	P
Asphalt plant					
Building contractor supply	PC	PC		PC	
Compressor station					
Concrete plant					
Distributive business wholesale	PC	PC		PC	
Fuel storage	A	A		A	P
Heavy equipment, sales and services					
Hazardous operations					
Manufacturing, artisan	PC	PC	PC	PC	
Manufacturing, heavy					
Manufacturing, medium					
Microbrewery	P	P	P	P	P
Research services	P	P	P	P	
Scrap operation					
Tank farm					
Tasting room					
Warehouse	PC	PC		PC	
Waste Management Uses:					
Collection center					
Construction/demolition landfill:					
Construction demolition waste processing	PC	PC		PC	PC
Medical waste	A	A	A	A	A
Recycling collection center	P	P	P	P	P
Recycling facility					
Sanitary landfill					
Waste transfer					

P: Permitted by right PC: Permitted with conditions SE: Special Exception A: Accessory O: Overlay District	North	South	East	West	Central
Transportation Uses:					
Airport, medium or large commercial service					
Airport/heliport					
Boat dock (commercial)	P	P	P		P
Bus station/landport	P	P	P	P	P
Bus transfer station	P	P	P	P	P
Commuter rail	P	P	P	P	P
Helistop	SE	SE	SE	SE	SE
Motor freight					
Park and ride lot					
Railroad station	SE	SE	SE	SE	
Railroad yard					
Water taxi station	P	P	P	P	P
Utility Uses:					
Power/gas substation	P	P	P	P	P
Power plant	A	A	A	A	A
Reservoir/ water tank	P	P	P	P	P
Safety services	P	P	P	P	P
Waste water treatment	SE	SE	SE	SE	SE
Water/sewer pump station	P	P	P	P	P
Water treatment plant	SE	SE	SE	SE	SE
Wind energy facility (small)	PC	PC	PC	PC	PC
Wind energy facility (Utility)			P		
Recreation and Entertainment Uses:					
Adult entertainment	O	O		O	O
After hours establishment	PC	PC		PC	PC
Camp					
Club	P	P	P	P	P
Commercial amusement (inside)	P	P	P*	P	P
Commercial amusement (outside)	P	P	P*	P	P
Country club	P	P	P	P	P
Drive-in movie					
Driving range					
Fairground					
Golf course					
Greenway	P	P	P	P	P
Park	P	P	P	P	P
Racetrack					
Recreation center	P	P	P	P	P
Rehearsal hall	P	P	P	P	P
Sex club					
Small outdoor music event			P		
Stadium/arena convention center	P	P	P	P	P
Temporary festival	P	P	P	P	P
Theater	P	P	P	P	P
Theatre					
Zoo					

Section IV : General Standards

Section IV: General Standards

Calculations

Measurement from “Grade”

- Unless otherwise indicated, reference to measurements from “grade” shall be calculated using the average elevation along the public right-of-way fronting the property. Thus, grade will generally be measured from the public sidewalk, not from grade on site.
- When buildings are set back from the property line more than 15 feet, grade shall be measured as the average existing elevation at the building facade.
- In the event that the base flood elevation, as established by FEMA, is higher than the sidewalk or grade elevations, the height of the first story, shall be measured from 1 foot above the base flood elevation.
- The minimum ground floor height for all frontage types is 14 feet from grade.

Measurement of Height

- Unless otherwise specified herein, the height of buildings shall be measured in stories.
- The maximum height for an individual story shall not exceed 25 feet from finished floor to finished floor for each of the first 2 stories, 18 feet floor to floor above the second story, and 25 feet for the top story of buildings greater than 5 stories.
- The minimum building height shall be 25 feet. This applies to all buildings except those designed for single-family use, two-family use, or multi-family use with residential on the ground floor.
- The maximum height for a raised foundation is 6 feet above grade.
- Basements are not considered stories for the purposes of determining building height.
- Building height shall be measured from each Street Frontage (excluding Other streets alleys) or Open Space.
- The height of a parking structure concealed by a building liner may be equal to the height of the liner, regardless of the number of stories. If there is no liner to conceal the parking structure, its height is limited by the maximum number of stories allowed.
- The height of fences, walls and hedges shall be measured in feet from the average sidewalk elevation.

Step-backs

- If a building step-back is specified to occur between a range of stories, that range shall include the lower and upper story bounds. For example, the James Robertson Subdistrict specifies a 15’ step-back between the 4th and 8th stories. Therefore the required stepback can occur on the 4th, 5th, 6th, 7th, or 8th story.
- To allow for facade variation, stories within the range may be permitted to step-back to a lesser extent or not at all, so long as the minimum step-back depth is met by the upper story bound of the required step-back range.

Fenestration and Glazing

- Except as specifically referenced herein, façade glazing and opening standards shall include windows, doors and openings in parking structures and shall apply to all areas of the building façade facing a public street or open space (excluding Other streets and alleys) as follows:
 - » First Floor: façade area measured from the finished floor to a height 14 feet above the finished floor.
 - » Upper Floors: façade area from finished floor to finished floor.
 - » Openings for vehicular access to parking structures on the first floor shall not be included in calculation of total façade area or glazed area.
 - » The DTC recognizes the need for building systems and functionality including interior mechanical systems, fire safety egress, other building code issues and their impact of the feasibility of building fenestration. Areas of the façade affected by these elements shall not be counted toward minimum glazing requirements.

Section IV: General Standards

Street Character

The public right-of-way, including streets, sidewalks and public utility infrastructure, plays both a functional and social role in the life of the city and its citizens. Streets organize the city, help to define space, and link destinations. The street is also a public place where people congregate, shop, socialize and live. Active, attractive streets are critical to the continued growth and success of Downtown. The DTC includes urban design tools to make working, living and playing in Downtown lively, safe and comfortable.

The DTC uses Street Types as an urban design and organizing tool. All streets are classified on the Regulating Plan as Primary, Secondary, Tertiary, Other, or Alley.

Where alleys exist and are in working condition, or where new alleys can be created, the DTC prioritizes alleys for access and loading. The location of vehicular access from all other streets shall be determined on a case-by-case basis.

The Downtown Plan: 2007 Update calls for “a strong emphasis on expanding other modes of transportation including walking, cycling and transit.” The DTC emphasizes walking, cycling and transit as primary modes of transportation within Downtown through the urban design of individual buildings, blocks, and neighborhoods.

All Streets

- Streets refer to publicly or privately owned right-of-way. They are intended for use by pedestrian, bicycle, transit and vehicular traffic and provide access to property.
- Streets consist of vehicular lanes and the Sidewalk Corridor. The vehicular lanes, in a variety of widths, provide traffic and parking capacity and may include bicycle paths. The Sidewalk Corridor contributes to the urban character of each neighborhood. It may include pedestrian paths, landscaped planters, street furnishings and street trees.
- Pedestrian safety, comfort, and accessibility should be a primary consideration of street design and dimensioning.
- When alleys are present, vehicular access from alleys is preferred. Vehicular access from public streets shall be considered in the following order: Other Streets, Secondary Streets, Tertiary Streets and then Primary Streets as approved by Metro departments.



Section IV: General Standards

Street Character

Street Types

- **Primary Street:** Primary Streets accommodate high levels of pedestrian activity and high levels of vehicular traffic. On Primary Streets, active uses – residential, retail, restaurant or office – lining parking structures and on the first floor of buildings, and restricted vehicular access enhance the pedestrian experience. Primary streets provide the opportunity for more intense, urban development including shallow Build-to Zones and, in some cases, increased building height. Pedestrian comfort on these streets is of highest importance. Primary streets should have a continuous street wall, wide sidewalks between 15 and 20 feet to provide room for street furniture such as benches, trash receptacles, and bicycle parking. Primary Streets have the highest level of urban activity such as, outdoor dining, retail displays, and community activities like markets, parades, and music. Street trees provide protection from the sun and rain, reduce stormwater runoff and air pollution, and provide aesthetic value to the city. Trees should be planted in wells with tree grates to allow for the uninterrupted flow of pedestrian traffic.
- **Secondary Street:** Secondary Streets have moderate levels of pedestrian activity and moderate levels of vehicular traffic. Secondary Streets may be mixed-use or more residential in character. The Build-to Zone is generally shallow, and building heights are limited. In mixed-use areas, a continuous street wall should be maintained and sidewalks should be between 12 and 15 feet wide to accommodate pedestrian traffic. In residential areas, the required minimum façade width is limited – allowing for more space between buildings – and sidewalks may be narrower. Both tree wells and open landscaped planters are appropriate depending on sidewalk width.
- **Tertiary Street:** Tertiary Streets are the less important than Primary and Secondary streets. They may function as “back of house” for buildings with multiple street frontages. Care should be taken to make these streets as pedestrian-friendly as possible while accommodating loading and access needs.



Broadway is a Primary Street due to the high intensity of urban activity.



Third Avenue south of Broadway is a Secondary Street within a mixed-use area.



Ninth Avenue North is a Secondary Street within a residential area.

Section IV: General Standards

Street Character

- **Other Street:** Other Streets are streets that do not fall into any of the other street categories. They may have high or moderate levels of vehicular traffic, but often have no access to property and limited pedestrian activity. Building height along these streets is regulated by the other property frontages. Buildings do not front on these streets and may be built up to the property line.
- **Alley:** Alleys are service roads that provide shared access to property. Public utilities as well as access to mechanical equipment and trash should be located off an alley whenever possible. Where alleys exist and are in working condition, or where new alleys can be created through the dedication of new right-of-way, alleys are prioritized for access and loading.



Other Streets are less traveled by pedestrians and have limited access for vehicles from adjoining lots.

Sidewalk Corridor

- The Sidewalk Corridor is the portion of the right-of-way between the vehicular lanes and the property line or building façade.
 - » The primary function of the Sidewalk Corridor is to provide a safe, comfortable, and convenient route for pedestrian travel that is separated from vehicular movements.
 - » The Sidewalk Corridor is a public space that should include pedestrian amenities such as seating, shade trees, places to congregate, trash receptacles and outdoor dining.
 - » The Sidewalk Corridor may accommodate public utilities such as electric poles and vaults, water and sewer lines, bus stops and traffic signals.
- As property develops within the DTC boundaries, property owners shall consult with Metro Planning and Public Works to make the necessary improvements to the streetscape in accordance with *the Major and Collector Street Plan, the Downtown Streetscape Elements Design Guidelines, the Strategic Plan for Sidewalks and Bikeways* and Title 17.20.120 Provision of sidewalks.



Alleys provide access for parking and service areas.

Section IV: General Standards

Street Character

Street Trees

Shade-producing street trees shall be planted in the public right-of-way along the length of the lot frontage at a maximum spacing of fifty feet and a maximum spacing of thirty feet within the East Bank subdistrict or in accordance with the regulations of Metro departments and agencies.

Tree Quality

Tree species shall be chosen from the *Urban Forestry Recommended and Prohibited Tree and Shrub List* based on tree size and planting area provided or an alternative species deemed appropriate by the Urban Forester.

- At planting trees, shall meet the requirements for street trees set out in the *American Standard for Nursery Stock*.
- All nursery stock used as street trees shall be vigorous, healthy and free of diseases or infestation.
- Planting Area Dimension
 - » The following standards are minimum standards. All development is encouraged to provide street trees with the largest area of pervious surface and volume of soil that can be accommodated.
 - » Trees shall be accommodated in planting areas with a minimum depth of 3 feet and a minimum soil volume of 400 cubic feet.
 - » The minimum pervious opening at grade shall be 24 square feet.
 - » Tree vaults shall have the capability to drain water.
 - » Planting areas shall not inhibit ingress/egress from buildings or pedestrian traffic along the Sidewalk Corridor.

Future Streets

Downtown thrives on a connected system of streets which allow easy access within neighborhoods and to other parts of the city. There are, however, places for improvement. The Future Streets Plan shows how streets could be realigned, connected and created in the future to improve mobility within Downtown.

Properties near an area highlighted for change on the Future Streets Plan shall consult with the Planning Department and the Department of Public Works to discuss the potential change.

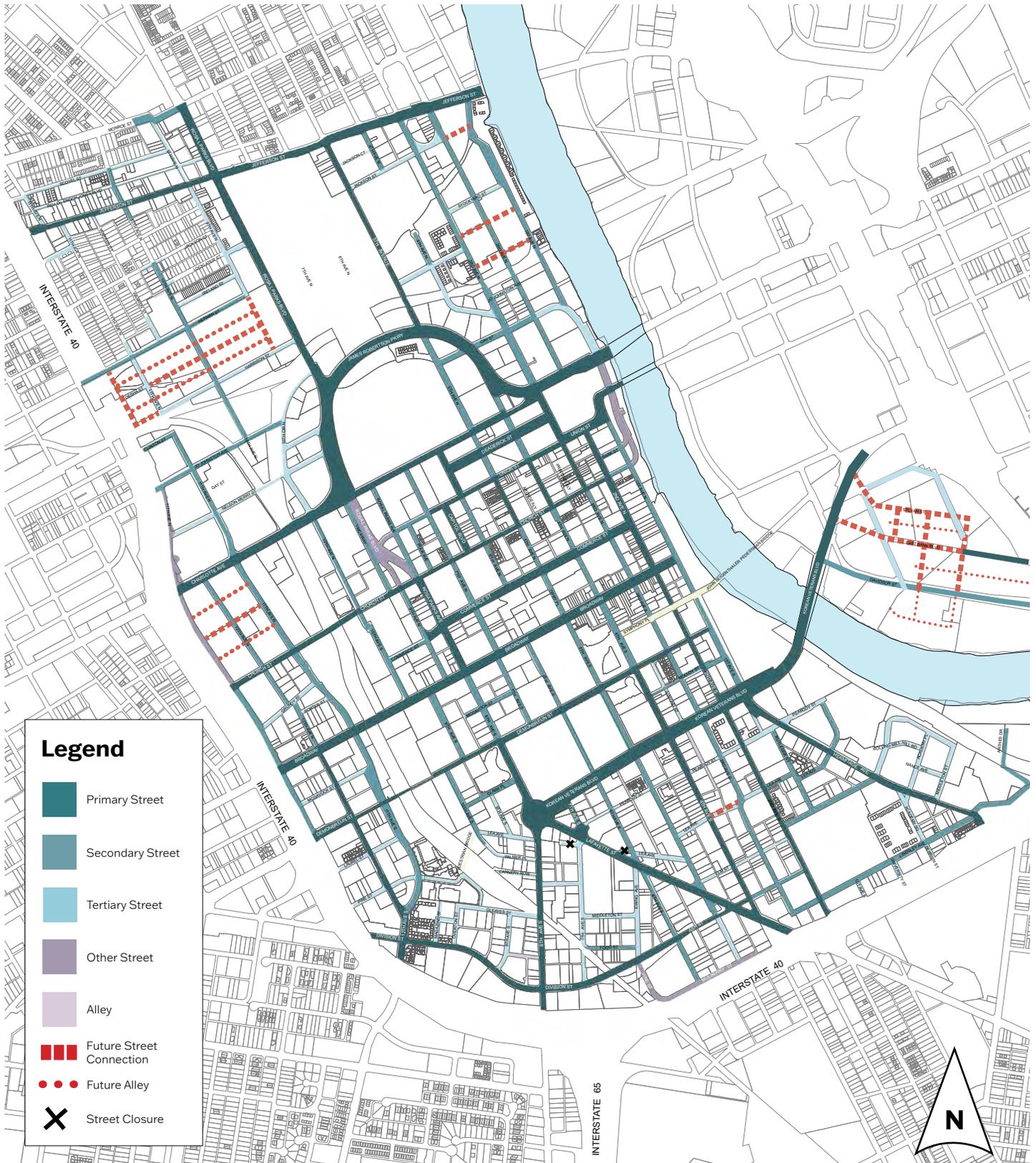
Future streets within the East Bank subdistrict shall follow the dimensions established by *Imagine East Bank*.

Multimodal Transportation Network

Downtown is envisioned to accommodate all modes of travel with an emphasis on multimodal transportation. As property develops, properties shall implement the Priority Bike Network recommendations of the WalknBike Nashville plan.

Section IV: General Standards

Future Streets Plan



Section IV: General Standards

Lots and Frontages

Frontages

A Frontage is the specific way in which the building face addresses the street. It is the transition and interaction between the private and public realms. Building Frontages define the character and form of the public spaces within each neighborhood. The following standards shall apply to all development within the DTC.

- Buildings shall front a street (excluding alleys), open space, or a pedestrian passage.
- Principal and Minor Frontages
 - » Every property shall establish one Principal Frontage along a street.
 - » When a lot fronts more than one street the following priority shall be given when establishing the Principal Frontage: Primary Street, Secondary Street, Tertiary Street, Other Street.
 - » Any other frontage(s) shall be treated as a Minor Frontage.
 - » In the instance a property fronts multiple Primary streets, any may be chosen as the Principal Frontage or all may be treated as the Principal Frontages.
 - » Along a Minor Frontage, the façade width may be reduced to the maximum depth of the building along the Principal Frontage. The remaining lot width shall be defined with a knee-wall according to the Walls and Fences section of the DTC.
 - » Along a Minor Frontage, modifications may be granted for the reduction of ground level garage liners and/or glazing requirements.
- Façade Width
 - » The minimum façade width is the minimum amount of the frontage that must be defined by a building and is designated as a percentage of the frontage.
 - » If a single lot frontage is greater than two hundred feet, the façade width may be reduced to a minimum of one hundred and fifty feet in length.
- Open Space Frontages
 - » When building facades front on open space the standards of the adjacent street type (excluding Tertiary) shall apply unless otherwise noted.

- » All buildings fronting open space shall have a minimum of one primary pedestrian entrance on the open space.
- Pedestrian Passage Frontages
 - » When building facades front on a pedestrian passage the standards of the adjacent street type (excluding Tertiary) shall apply.
 - » All buildings fronting a pedestrian passage shall have a minimum of one primary pedestrian entrance on the pedestrian passage.

Build-to Zone

- The Build-to Zone is the specified depth along a property's street frontage(s) in which the required minimum façade width must be located. The depth is Subdistrict and Street Type specific.
- Depending on site conditions the front of the Build-to Zone may begin at different locations.
 - » When the existing sidewalk meets the Major and Collector Street Plan standards for sidewalk width, the Build-to Zone begins at the back of the sidewalk/property line.
 - » When the existing sidewalk does not meet the Major and Collector Street Plan standards for sidewalk width, the sidewalk shall be widened on site and the Build-to Zone begins at the back of the new sidewalk.
 - » When utility or pedestrian easements exist along the street frontage of a property the Build-to Zone shall begin at the back of the easement.
 - » When buildings front an Open Space the Build-to Zone shall begin at the back of the Open Space.
- Attachments
 - » Structures, including porches, stoops, and balconies shall not encroach beyond the front of the Build-to Zone.
 - » Elements such as stairs, awnings, and landscaping may encroach beyond the front of the Build-to Zone. Any encroachments into the right-of-way must follow the Mandatory Referral process.
- Entrances
 - » All buildings shall have at least one pedestrian entrance on the Principal Building Frontage. This may be access to a lobby shared by individual tenants.

Section IV: General Standards

Lots and Frontages

- » Corner entrances are appropriate on corner lots.
- Glazing
 - » All street level exterior windows must be clear and fully transparent.
 - » Modifications may be permitted insofar as it is determined that tinting does not substantially diminish the effect of the building wall or the pedestrian character of the street.
- Vehicular Access
 - » When calculating the minimum façade width, access to structured parking shall be counted as part of the required façade width, and access to surface parking shall not be counted part of the required façade width. That is, access to surface parking is allowed in the “remaining” area, after the façade width requirement has been met. Surface parking is not allowed in the “remaining” area.

Active Use

- An active ground floor use requirement shall mean a habitable space occupied by retail, office, institutional, or lobby uses, specifically excluding parking and mechanical uses. Active uses are those programmed spaces that generate pedestrian street activity and interaction. Residential units, short term rental property units, and hotel units are also specifically excluded on the ground floor of all Primary streets. Hallways, storage rooms, fitness centers, and other ancillary spaces are not considered active uses.
- An active use is required on the ground floor of all Primary streets, Secondary streets, Open Space and pedestrian passages. An active use is encouraged on Tertiary streets, particularly if the that street is the only public street frontage.
- Where a building fronts two streets, pedestrian passageways, bridges open spaces, or a combination thereof, on the same vertical plane, the frontage standards shall be applicable to both elevations, except that measurements of height shall be taken from the higher elevation. Alternatives may be reviewed by minor modification.
- The term “active use” and “building liner” are synonymous.

Materials

- All façade materials, exclusive of clear fenestration, shall be high quality and selected from the following list: masonry, masonry panels, textured metal, metal paneling, precast concrete, precast concrete panel, fiber cement panel, fiber cement siding, spandrel glass (on upper stories only), or materials substantially similar in form and function. This requirement applies to any façade visible from a public street, open space, or interstate in all subdistricts.
- Alternative façade material may be used if determined to be appropriate by the Planning Staff. Any determination made by the Planning Staff may be appealed to the DTC DRC.
- Modifications may be permitted insofar as it is determined that these materials are necessary to further an established, overriding policy goal and will not significantly diminish the pedestrian experience.

Auto-oriented canopies and awnings

- Auto-oriented canopies and awnings, for uses such as drive-thrus and gas station pumps, may be attached to a building according to the following:
 - » The building shall comply with all Frontage standards.
 - » The canopy and/or awning shall be lower in height than the primary building.
 - » The setback of the canopy and/or awning shall be a minimum of 15 feet from the back of the Build-to Zone.
- Exteriors
 - » Any new roof or complete resurfacing of an existing room must use a roofing material having an SRI of 29 or greater for room slopes greater than 2:12 or SRI of 78 for slopes less than or equal to 2:12.

Section IV: General Standards

Lots and Frontages: Specific to Storefront Frontage

The Storefront Frontage has a limited Build-to Zone that is close to the street, with building entrances accessible at sidewalk grade. The Storefront Frontage has substantial glazing on the facade at ground level, space for pedestrian-oriented signage, awnings, retail display, and other design features conducive with creating an active commercial streetscape.

The Storefront Frontage is commonly used for general commercial, office, retail, restaurant, lobby, etc.



Section IV: General Standards

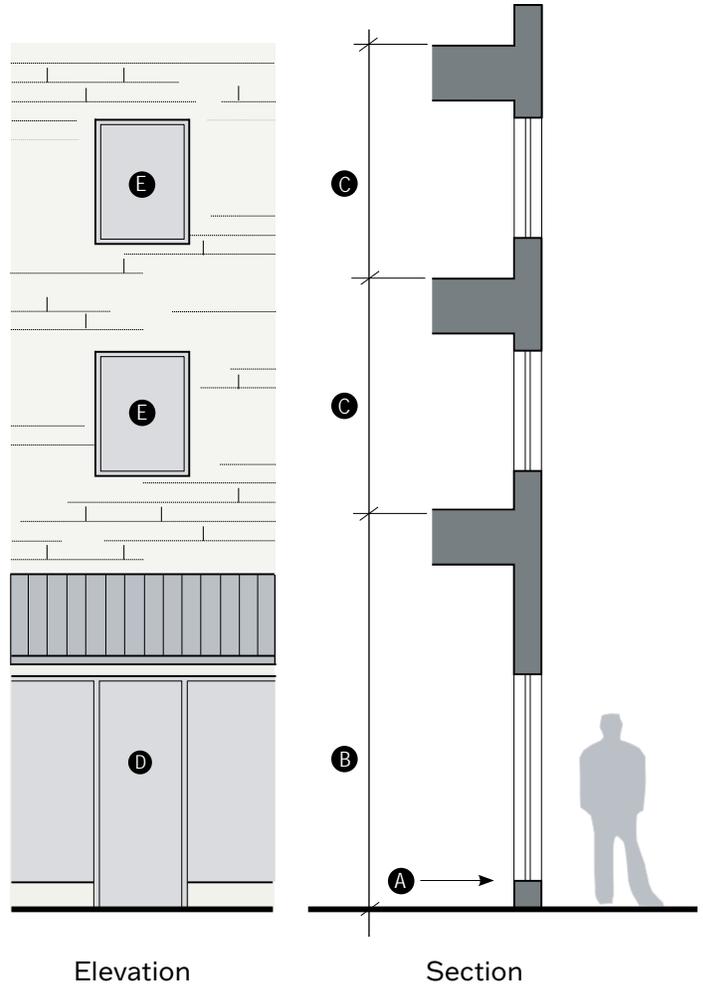
Lots and Frontages: Specific to Storefront Frontage

STOREFRONT FRONTAGE

A	Max. sill height	3 ft
B	Min. ground floor height	14 ft from grade
C	Min. upper floor(s) height	10 ft floor to floor
D	Min. ground floor glazing	Principal Frontage 60% from grade to 14 ft Minor Frontage 40 % from grade to 14 ft
E	Min. upper floor(s) openings	25% from floor to floor

NOTES

Where Storefront frontage is allowed, modifications may be given to allow for a Storefront arcade. All Storefront Frontage standards shall be met on the facade behind the arcade.



Section IV: General Standards

Lots and Frontages: Specific to Stoop Frontage

The Stoop Frontage has a limited to moderate Build-to Zone with the first floor elevated from the sidewalk grade. This frontage type utilizes a stoop - a small landing connecting a building entrance to the sidewalk by a stair or ramp - to transition from the public sidewalk or open space into the building.

Stoops are generally provided externally, but may be provided internally as necessitated for ADA compliance.

The Stoop Frontage is generally used for residential and live-work buildings, but may be appropriate for other uses.



Section IV: General Standards

Lots and Frontages: Specific to Stoop Frontage

STOOP FRONTAGE

- A First floor elevation**

Min.	18" from grade
Max.	5 ft from grade
 - B Min. ground floor openings** 30% floor to floor
 - C Min. upper floor(s) openings** 25% from floor to floor
- Stoop**
- D** Min. stoop width 5 ft
 - E** Stoops may not extend beyond the front of the Build-to Zone.
 - F** Steps may extend beyond Build-to Zone, but may not encroach into the public Right-of-Way.

NOTES

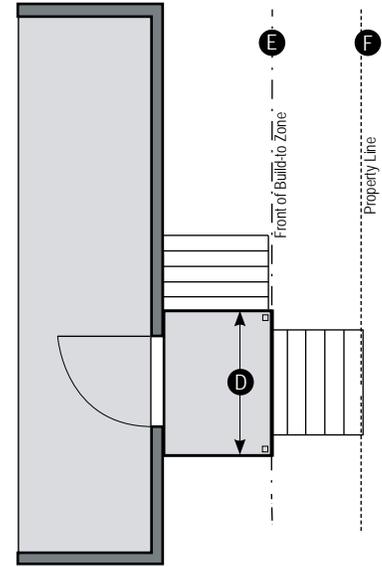
Greater first floor elevation allowed by modification for:

- Property with significant elevation change across the site at the street frontage.
- Development that incorporates below grade basement floors that are accessible from the exterior of the building.

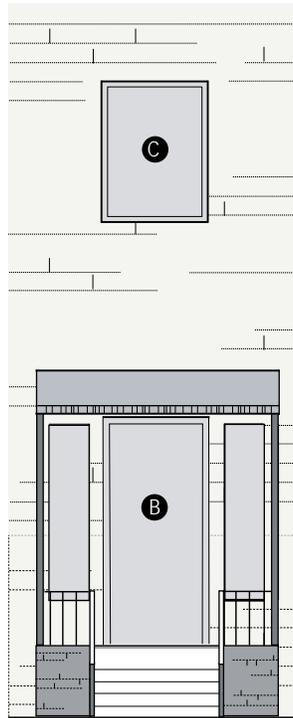
Transition to first floor elevation may be accommodated on the interior of the building to allow for compliance with ADA accessibility requirements.

Entries shall not be recessed more than 4 feet from the facade of the building.

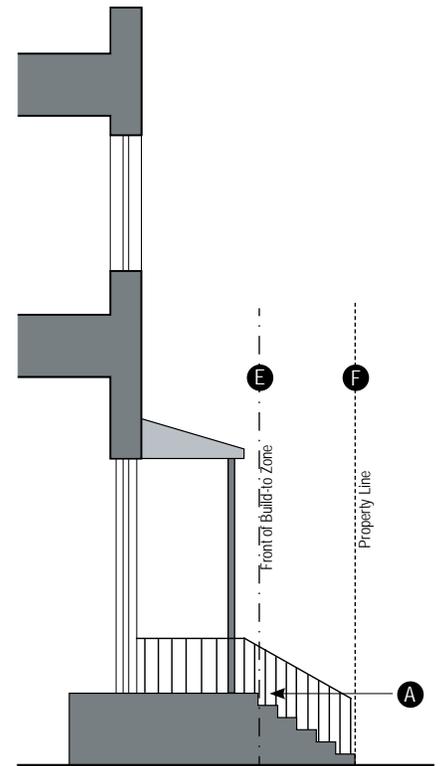
Doors shall face the street.



Plan



Elevation



Section

Section IV: General Standards

Lots and Frontages: Specific to Porch Frontage

The Porch Frontage has a moderate Build-to Zone with the first floor elevated from the sidewalk grade. The Porch Frontage utilizes a porch - an open air room appended to the mass of a building with floor and roof but no walls on at least two sides - to transition from the public sidewalk or open space into the building.

The Porch Frontage is primarily used for residential buildings.



Section IV: General Standards

Lots and Frontages: Specific to Porch Frontage

PORCH FRONTAGE

A	First floor elevation	
	Min.	18" from grade
	Max.	5 ft from grade
B	Min. ground floor openings	30% floor to floor
C	Min. upper floor(s) openings	25% from floor to floor
Porch		
D	Min. porch depth	5 ft
E	Stoops may not extend beyond the front of the Build-to Zone.	
F	Steps may extend beyond Build-to Zone, but may not encroach into the public Right-of-Way.	

NOTES

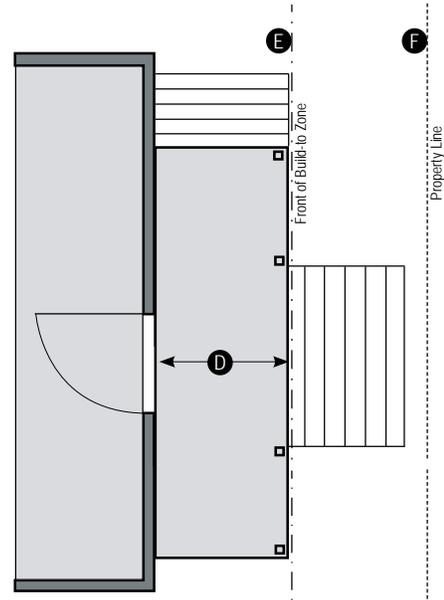
Greater first floor elevation allowed by modification for:

- Property with significant elevation change across the site at the street frontage.
- Development that incorporates below grade basement floors that are accessible from the exterior of the building.

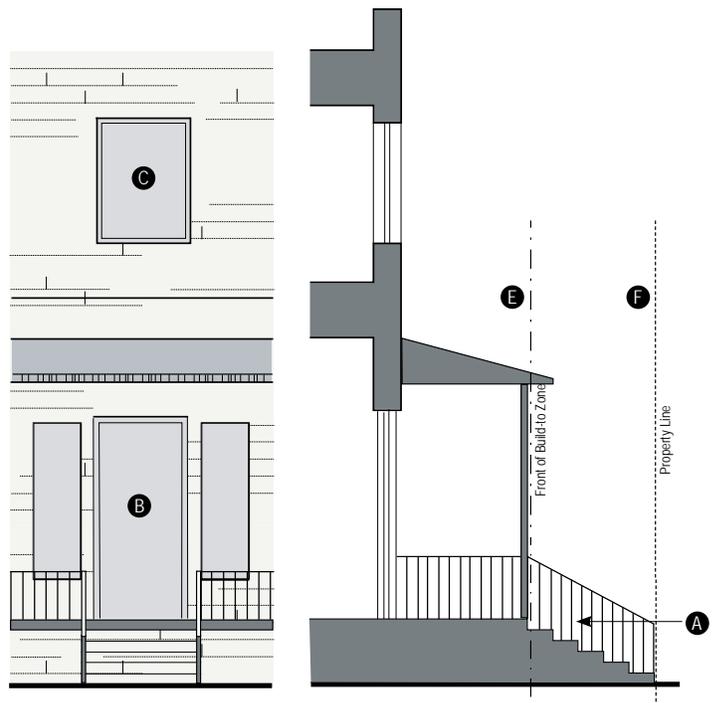
Transition to first floor elevation may be accommodated on the interior of the building to allow for compliance with ADA accessibility requirements.

Entries shall not be recessed more than 4 feet from the facade of the building.

Doors shall face the street.



Plan



Elevation

Section

Section IV: General Standards

Lots and Frontages: Specific to Industrial Frontage

The Industrial Frontage shall be used to adapt existing buildings to the standards of the DTC and for new construction of buildings intended for industrial uses. The Industrial Frontage shall be allowed only in specified subdistricts on specified streets and shall be prohibited on Primary Streets.

The Industrial Frontage mitigates the negative impact of the “blank wall” on the street by requiring the Build-to Zone to be entirely landscaped with drought-resistant plantings. All landscaping shall be in a functioning bioswale, or irrigated using drip irrigation or sub-surface irrigation. If drought-tolerant species are used, no irrigation is required.

A primary pedestrian entrance is required on the Principle Facade.

Associated vehicular entrances shall comply with the Parking and Access and Mechanical, Screening and Loading standards.

Section IV: General Standards

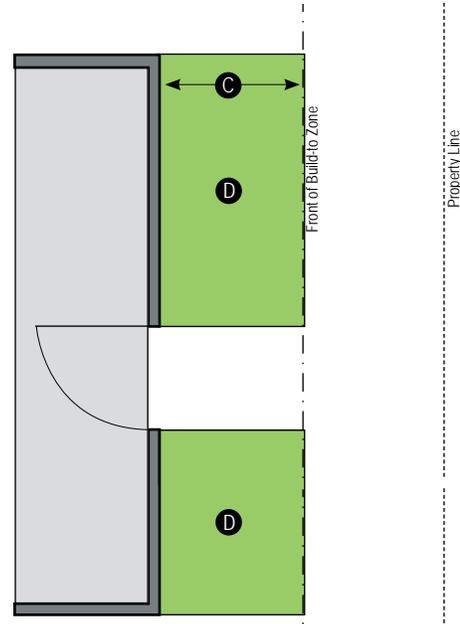
Lots and Frontages: Specific to Industrial Frontage

INDUSTRIAL FRONTAGE

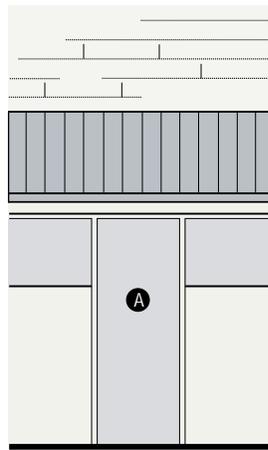
A Front door	Required on Principle Facade
B Min. Building Height	25 ft from grade
C Build-to Zone	5-10 ft
D Landscaping	Entire Build-to Zone shall be landscaped with drought resistant species; in a bioswale or irrigated
E Min. landscaping height	2'-6"

NOTES

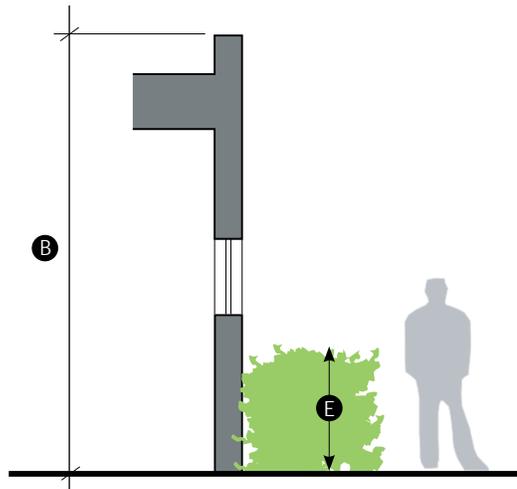
Industrial Frontage is prohibited on Primary streets. A building intended for an industrial use, with frontage on a Primary street shall comply with the standards of another frontage type on the Primary street.



Plan



Elevation



Section

Section IV: General Standards

Lots and Frontages: Specific to Civic Frontage

Civic buildings are designed and constructed for community use or benefit by governmental, cultural, educational, public welfare, or religious organizations. Civic buildings are inherently unique structures that present opportunities for unusual and iconic design within the urban fabric. Civic buildings should be designed with prominence and monumentality.

A Civic building shall be oriented to streets and public spaces and follow the intent of the particular subdistrict in which it is located with regard to pedestrian orientation, massing, and articulation.

Key architectural features should act as community focal points. Where possible, street axes should be terminated by the primary building form or architectural feature. Towers, spires, and other vertical forms are encouraged.

Civic buildings may include the following: community buildings, libraries, post offices, schools, religious institutions, publicly owned recreational facilities, museums, performing arts buildings, and municipal buildings.

Civic buildings shall be reviewed by minor modification.



Section IV: General Standards

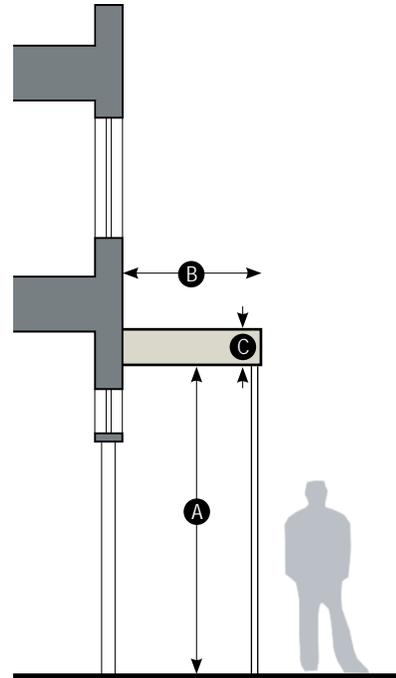
Canopies and Awnings

CANOPIES

A Clearance	
Minimum from sidewalk	8'
Minimum with ROW encroachment	14'
Maximum	25'
B Maximum projection	within 2' of curb
C Maximum canopy height	4'

NOTES

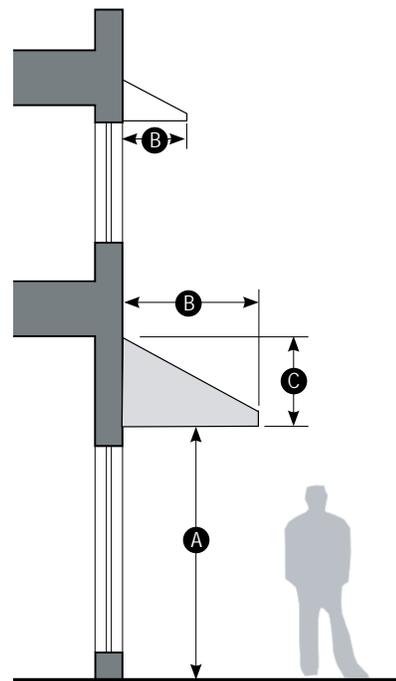
Canopies shall be permitted only over pedestrian and vehicular building entrances, and shall not be permitted above windows. Canopies shall be constructed as a roof-like structure. Fabrics and non-rigid plastic are prohibited.



Section

AWNINGS

A Clearance	
Minimum from sidewalk	8'
Minimum with ROW encroachment	14'
B Maximum projection	
First floor	4' from facade
Upper floors	2' from facade
C Maximum awning height	5'



Section

See the Lots and Frontages section for details on auto-oriented canopies and awnings.

Encroachments in the public right-of-way must meet Metropolitan Government's current clearance standards and be approved under the mandatory referral process prior to installation.

Section IV: General Standards

Parking and Access: General

Parking Requirements

- No parking is required within the boundary of the DTC.

Parking and Access General Standards

- In addition to the Parking and Access standards of the DTC the following shall apply:
 - » 17.20.050 Handicapped parking, 17.20.060 Parking area design standards, and 17.20.130 Loading space requirements.
- When alleys are present, vehicular access from alleys is preferred. Access from public streets shall be considered in the following order: Other Streets, Tertiary Streets, Secondary Streets and then Primary Streets as approved by Metro departments. Reviewers shall consider the public safety, street character, and pedestrian experience.
- Vehicular / Pedestrian Conflict
 - » Where driveways to parking facilities or drop-off areas cross the Sidewalk Corridor, priority shall be given to the pedestrian realm and the following design elements shall be required:
 - » The DTC and MCSP sidewalks and tree planting standards shall be maintained for any pedestrian islands created.
 - » Bollards or other protective device shall be used to separate pedestrian and vehicular areas.
 - » Distinction between vehicular lane and pedestrian areas shall be indicated through changes in grade, color, texture and/or material.
- To reduce stormwater fees and impact, utilize Low Impact Development strategies published in Metro Water Services Stormwater BMPs for hardscaping, including parking and drive lanes.

EV Parking Standards

- EVSE-Installed parking spaces are reserved for EVs and provide drivers the opportunity to charge their electric vehicle using EV charging stations rated at a minimum of 32amp 7.2kW. These spaces should be installed per the requirements of the National Electrical Code (NFPA 70) as adopted and amended by the State of Tennessee.
- EV-Capable parking spaces prepare for future Electric Vehicle Supply Equipment (EVSE) installation by providing dedicated electrical capacity in the service panel (40amp breaker for every two EV-Capable spaces). These spaces do not require wiring to the space or a receptacle.
- Charging equipment must be mounted on the wall or on a structure at the end of the EV parking space provided.
- No charging devices may be placed within the dimensions of the space, on the sides, or entrance to a space.
- When cords and connectors are not in use, retraction devices or locations for storage shall be located sufficiently above the pedestrian surface and the parking lot as to reduce conflicts with pedestrians and vehicle maneuvering.
- Cords, cables, and connector equipment shall not extend across the path of travel in any sidewalk or walkway.
- All EVSE-Installed parking spaces shall be signed as “Reserved for Electric Vehicle Charging”

Section IV: General Standards

Parking and Access: Specific to Structured Parking

Vehicular Access

- Vehicular openings to parking structures shall not exceed thirty-five feet in width.
- Vehicular openings shall have a minimum spacing of thirty-five feet.

Pedestrian Access

- All parking structures with parking available to the public shall have a clearly marked pedestrian entrance, separate from vehicular access, on street frontages. A publicly accessible building lobby may meet this requirement.

Location and Lining

- On the ground level, parking structures shall be located behind a liner building with an active use that is a minimum of fifteen feet deep.
- Upper level habitable liners are encouraged on all streets and are required on James Robertson Parkway and within the East Bank subdistrict. Underground parking is encouraged on all projects but is required on certain sites. See subdistrict standards for details.
- Upper level facade treatments /cladding is required on all public street frontages, including any facades visible from the Interstates. Facade treatments shall integrate or complement the architectural characteristics of the habitable portion of the building and the surrounding built context. Openings for natural ventilation are permissible when integrated into the facade design. Landscape buffering may be considered as an alternative at appropriate locations, such as Interstate frontages.
- All underground parking shall not be visible from the surface of the earth. Underground parking that is completely below grade may extend beyond the façade of the building. Underground parking may not encroach into the right-of-way.

Quantity

- The number of stories of structured parking without upper level habitable liners on all public street frontages and open spaces shall not exceed the number of levels of underground parking.



Appropriate upper level facade treatment with full cladding



Appropriate upper level facade treatment with natural ventilation integrated into the facade design



Inappropriate upper level facade treatment

Section IV: General Standards

Parking and Access: Specific to Surface Parking

General Standards for Surface Parking

Parking area screening and landscaping standards shall apply to all surface parking lots including, but not limited to, public and private parking facilities, driveways and access aisles, the outdoor display of automobiles and other vehicles that are for sale or lease.

Perimeter Screening Standards for Surface Parking

Parking areas adjacent to public streets and open space shall be separated from the edge of the right-of-way and/or property line by a perimeter landscape strip a minimum of five feet in width which shall be landscaped per the standards of this section.

All perimeter landscape strips adjacent to public streets and open space shall include a fence or wall in accordance with the Fence and Wall Standards.

Parking areas shall be separated from adjacent side lot lines by a perimeter landscape strip a minimum of 5 feet in width, which shall be landscaped per the standards of this section.

A two and one-half foot landscape strip may be provided if the required trees are to be planted in tree islands located adjacent to the property line.

Two adjacent properties may share equally in the establishment of a seven-foot (minimum) planting strip along the common property line. In instances where the common perimeter planting strip is part of a plan for shared access, each owner may count the respective area contributed toward that common planting strip toward the interior planting area requirements for the lot.

Berms are not permitted in any landscape strips.

Interior Planting Requirements

Parking areas shall be landscaped in accordance with the interior planting requirements of Title 17.24.160.

Parking areas with less than twelve thousand square feet in total area shall be exempt from the interior and side lot line planting requirements.

Landscape Materials

Perimeter landscape strips along public streets, open space and side lot lines.

Trees shall be installed at a rate of one tree for every thirty feet of frontage. Spacing may be adjusted with the approval of the Urban Forester based upon tree species, the presence of utilities, and the dimensions of the planting strip.

Evergreen shrubs and trees shall be installed at appropriate spacing to fully screen vehicles to a minimum height of two and one-half feet.

Plantings within fifteen feet of driveways or street intersections shall be maintained to a maximum height of two and one-half feet.

Plantings shall not obstruct views onto site as to impede the security of users.

Tree and shrub species shall be chosen from the Urban Forestry Recommended and Prohibited Tree and Shrub List or an alternative species deemed appropriate by the Urban Forester.

At planting, trees shall be a minimum of six feet in height and two caliper inches.

All landscaping shall be in a functioning bioswale, or irrigated using drip irrigation or sub-surface irrigation. If drought-tolerant species are used, no irrigation is required.

At planting, all landscaping shall meet the standards for size, form and quality set out in the American Standard for Nursery Stock (ANSI Z60.1, latest edition).

All nursery stock shall be vigorous, healthy and free of diseases or infestation.

Section IV: General Standards

Mechanical, Service, and Loading

Applicability

The following elements shall be shielded from view from adjacent public streets, pedestrian corridors, and open spaces.

- Refuse collection, dumpsters, recycling bins, and refuse handling areas that accommodate a dumpster or five or more trash or recycling cans.
- Building or ground-mounted mechanical equipment, including, but not limited, to transformers, backflow preventors, telephone risers, equipment cabinets, generators, or similar devices.
- Mechanical equipment on roofs.
- Air conditioning or similar HVAC equipment.
- Loading docks, berths, or similar spaces including, but not limited, to service entrances and maintenance areas.
- Outdoor storage of materials, equipment, and vehicles.

Location and Access

- Applicable site elements shall be located along the alley, along an interior property line, or internal to the property.
- Service elements, such as loading docks, should not be accessible from Primary streets, unless a Primary street is the only frontage.
- Trash and recycling collection shall be located below grade or internalized within blocks. Direct access to street frontage is prohibited.
- Where access to loading areas and service elements cross the Sidewalk Corridor, priority shall be given to the pedestrian realm and the following design elements shall be required:
 - » The DTC and MCSP sidewalks and tree planting standards shall be maintained for any pedestrian islands created.
 - » Bollards or other protective device shall be used to separate pedestrian and vehicular areas.
 - » Distinction between vehicular lane and pedestrian areas shall be indicated through changes in grade, color, texture and/or material.

Screening Standards

- Applicable site elements shall be fully screened at all times, including immediately following planting if vegetative materials are to be used.

- Refuse collection and refuse handling areas shall be screened by a walled enclosure with gates in accordance with the Fence and Wall Standards of the DTC.

Screening Methods

- Vegetative Materials:
 - » Vegetative materials shall be planted in two rows in staggered fashion.
 - » All trees shall be evergreen with a minimum height at time of planting of at least six feet above the root ball.
 - » All shrubs shall be evergreen with the minimum height and spacing necessary to fully screen the item intended for screening (but no less than thirty inches in height) at the time of planting.
 - » Vegetative material shall be located immediately adjacent to the element being screened in a planting area a minimum of four feet wide.
- Fencing and Walls
 - » Screening is permitted through the use of a fence or wall constructed in accordance with the Fences and Walls Standards of the DTC.
- Parapet Walls
 - » Parapet walls or other techniques included as an integral part of the building design shall be used to totally screen any rooftop mechanical equipment from view from adjacent public rights-of-way or open space.
- Integrated Building Elements or Features
 - » Building design or other structural features (e.g., knee walls, alcoves, wing walls, roof extensions, etc.) may also be used to fully or partially enclose site features required to be screened.
- Alternative Screening Methods
 - » Alternative screening methods or materials that are not listed may be used following approval by the Planning Commission or its designee, provided that they are determined to be comparable to screening methods described in this subsection.

**In order to properly locate and screen mechanical equipment, approval may be required from applicable Metro departments and agencies.

Section IV: General Standards

Fences and Walls

Location

- Permitted Locations: Fences and walls constructed in accordance with the standards in this section may be constructed within:
 - » The Build-to Zone.
 - » A utility easement only through the express written consent from the utility or entity holding the easement.
 - » A required landscape area, Tree Protection Zone, or open space.
- Prohibited Locations: No fence or wall shall be installed that:
 - » Encroaches into a right-of-way (without approval through the Mandatory Referral process).
 - » Blocks or diverts a natural drainage flow on to or off of any other land.
 - » Compromises safety by blocking vision at street intersections or obstructs the visibility of vehicles entering or leaving driveways or alleys.
 - » Blocks access to any above ground or pad-mounted electrical transformer, equipment vault, fire hydrant or similar device.

Appearance

- All fences shall be installed so that the finished side shall face outward; all bracing shall be on the inside of the fence.
- Fences and walls shall be constructed of any combination of brick, stone, masonry materials, treated wood posts and planks, rot-resistant wood, or metal. Chain link fencing shall be coated with dark green or black vinyl when visible from a public street or open space (excluding alleys).
- Chain-link fences are prohibited within the Build-to Zone.
- Razor wire is prohibited within the Build-to Zone.
- Fences and walls used to screen refuse areas shall be opaque and include gates that prohibit unauthorized users to access the area.

Standards by function and location

- Fences and walls within the Build-to Zone shall not exceed four feet in height.
 - » Modifications may be made in order to properly secure playgrounds and parks.
 - » The height of fences and walls along a sidewalk shall be measure from sidewalk grade.
- Fences and walls within the Build-to Zone that are greater than three feet high shall be a minimum of thirty percent transparent to allow visibility into the property.
- Fences and walls used to screen parking shall be a minimum of two and one-half feet above the grade of the parking lot.
 - » When a fence or wall is combined with plantings the majority of the plantings shall be between the right-of-way and the fence or wall.
- Fences and walls used to screen mechanical, loading and refuse elements shall be a minimum of two feet taller than the element being screened.
- All other fences and walls shall have a maximum height of ten feet measured from grade.
- Fences surrounding athletic fields and courts may exceed the previous height limitations.

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Section IV: General Standards

Outdoor Space

Introduction

NashvilleNext envisions enjoyable outdoor spaces as vital elements of Downtown’s urban neighborhoods, integral to livability, and accessible within one-quarter mile to any Downtown resident. The Downtown Code (DTC) incorporates the goals of NashvilleNext and promotes a range of outdoor space types – that can form a cohesive network that serves the diverse needs of residents and visitors, while bolstering environmental resiliency and a vibrant public realm. As functional infrastructure, outdoor spaces should link adjacent greenways, parks, play areas, plazas, natural areas, as well as passive and recreational facilities to form an expansive and universally accessible public realm.

All proposed outdoor spaces shall comply with this section, whether publicly- or privately-owned.

Metro-Owned Outdoor Spaces

Metro Parks and Greenways are a critical and valued component of Downtown’s public realm, operated and maintained by the Metro Parks Department. In addition, some alleys and shared streets may function as outdoor spaces, for a specific event or throughout the year, though they are located within Metro rights-of-way (ROW). These outdoor spaces shall follow the standards set out by their respective governing departments with consideration for applicable easements and operating agreements.

Privately-Owned Public Spaces (POPS)

Privately-owned public spaces (POPS) are publicly accessible and welcoming outdoor spaces owned, operated, and maintained by a private entity, on privately-owned property. POPS proposed within the DTC shall meet the design and operations standards set forth in “Outdoor Space General Design Standards” (page 90). POPS that meet pertinent eligibility requirements and design criteria may be eligible for the POPS Bonus Option within the DTC Bonus Height program (page 106).

As a vital and welcoming element of the DTC’s public realm, POPS shall:

1. Be accessible and enjoyable for all users regardless of ability, by complying with applicable code standards for access for persons with disabilities.
2. Provide clear signage at each street frontage that describes the space as publicly accessible and outlines the terms of use for the space.
3. Be generally accessible during daylight hours, with minimal closures, throughout the year.

Overview

Any proposed outdoor space in the DTC shall be reviewed for how they address four fundamental design components (page 90-96):

- | | |
|------------------------------------|-----------------------------------|
| A Site Context and Response | C Fixtures and Furnishings |
| B Site Design and Layout | D Materials |

Depending on the outdoor space’s typology (page 95), type-specific requirements may apply (page 103-104).

How to Use this Section

Throughout the rest of this section, *intent*, *requirements*, and *recommendations* are included for outdoor space design and operations standards. *Intent* statements are included to guide applicants, the DRC, and Staff in their interpretations of the section. The *requirements* are mandatory and, as such, are subject to the typical DTC modification procedure for any proposed variance from the standard. *Recommendations* are not mandatory, but are provided as suggestive guidance to demonstrate best practices. Variance from the *recommendations* shall not be subject to the DTC modification process.

Section IV: General Standards

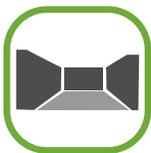
Outdoor Space

Typology

The DTC is comprised of a diverse array of outdoor spaces, categorized by the types listed below. Several typologies have type-specific requirements (page 103-104).

While some types in this list—such as alleys or outdoor dining areas—could be found on private property or within public right-of-way, the standards in this section apply only to private property.

DTC Outdoor Space Types without type-specific requirements	DTC Outdoor Space Types with type-specific requirements (page 103-104)
<ul style="list-style-type: none"> • Court or Courtyard: an enclosed outdoor space adjacent to and associated with a neighborhood building. • Paseo (Passage): a narrow, pedestrian-only connection between buildings, which may be roofed over and/or lined by active uses. • Play Structure: a play fixture or facility designed for active use for all age groups, which may or may not be enclosed. • Plaza: a paved public space intended to support civic, religious, or commercial gatherings, accommodating air and light in the urban fabric. • Pocket Park: small, publicly accessible outdoor spaces—usually less than 0.5 acres—typically found in dense urban areas where access to larger parks or green spaces is limited. • Greenway or Shared-Use Path: paved off-road facilities designed for travel by a variety of nonmotorized users, including pedestrians, bicyclists, skaters, joggers, and others. • Other, as deemed appropriate by MPC staff. 	<ul style="list-style-type: none"> • Alley (private only): a narrow access point serving the non-primary frontage of buildings, typically paved to the edges without curbs, designed for either vehicular or pedestrian use. • Dog Park (Dog Run): an outdoor, enclosed space intended to meet the physical needs of dogs in the urban environment. • Green Infrastructure: natural or semi-natural areas designed and managed to deliver ecosystem services such as purifying stormwater, mitigating stormwater runoff, improving air quality, enhancing biodiversity, providing habitat, mitigating the urban heat island effect, offering space for recreation, and assisting in climate mitigation and adaptation. • Outdoor Dining Areas: outdoor spaces designated for the consumption of food or drinks. • Playground: a play area intended for active recreation primarily designed for children. • Splash Pad (Spray Park): a recreation area featuring interactive water elements for play and cooling. • Through Block Plazas: outdoor spaces located midblock that connect two street frontages.



Court or Courtyard



Play Structure



Pocket Park



Alley (Private Only)



Dog Park (Dog Run)



Outdoor Dining Areas



Playground



Paseo (Passage)



Plaza



Greenway or Shared-Use Path



Green Infrastructure



Splash Pad (Spray Park)



Through Block Plazas

Section IV: General Standards

Outdoor Space: Design Standards

A Site Context and Response Design Standards

Outdoor spaces shall intentionally respond to and complement the existing site context and urban fabric, including a sensitive consideration of topographical conditions, slope, aspect, circulation patterns, and surrounding buildings and infrastructure.

- Requirements:
 - » Solar orientation studies shall be provided at summer and winter solstice to ensure both sunny and shaded areas to optimize seasonal comfort.
 - » POPS shall be visible from the primary street frontage or next hierarchical street type.
 - » POPs shall generally be located at the same grade level as adjoining sidewalks and streets. Minor changes in elevation, not to exceed 30 inches above or below the adjacent sidewalk, are permitted. Additional flexibility may be considered for POPS larger than 10,000 square feet.
 - » Sites adjacent to rail corridors or the Interstate shall provide noise buffers. Sight lines for railroads may be maintained.

Outdoor spaces shall improve multimodal connectivity within Downtown.

- Requirements:
 - » Internal paths for circulation are required to connect each of the street frontages on which an outdoor space fronts to building entrances and major design features.
 - » If a site is adjacent to or abuts an existing or planned Metro Park or Greenway, it shall provide an accessible and direct pedestrian connection to that resource. (Refer to Plan to Play for planned Metro Parks and Greenways.)
 - » If a site is within 100 feet of a transit stop, an accessible and direct pedestrian path shall be provided to connect the outdoor space to the transit stop or adjacent sidewalk.

Outdoor spaces shall maximize their relationship to and views of the Cumberland River, where relevant.

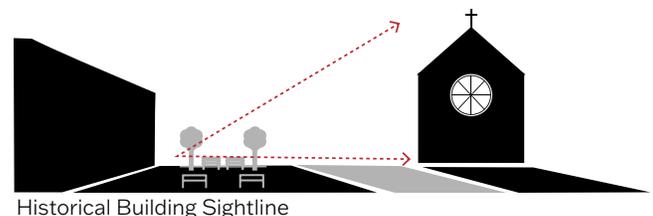
- Requirements:
 - » If a sight line to or view of the Cumberland River exists from a proposed site, the sight line shall

be preserved through the orientation of the outdoor space where feasible.

- » If public access to the waterfront is currently provided on a site, it shall be preserved and enhanced.
- Recommendations:
 - » WEDG (Waterfront Edge Design Guidelines) are encouraged for riverfront properties.

Outdoor spaces shall respect historic and culturally significant structures and landmarks, where relevant.

- Requirements:
 - » If a sight line to or view of a nationally or locally designated historic place or landmark exists from a proposed site, the sight line shall be preserved through the orientation of outdoor space where feasible.
 - » If an outdoor space is proposed adjacent to a national or locally designated place or historic landmark, the design shall acknowledge the historic resource using at least one of the following design techniques:
 - ◇ Site design that enhances visual or physical connectivity to the resource
 - ◇ Site layout that complements the resource
 - ◇ Programming that complements the use or character
 - ◇ Best practices for designing in a historical context shall be followed, including utilizing complementary building materials, vegetation, and design styles. Department of Interior Standards shall be used when designing adjacent to historic landmarks.



Section IV: General Standards

Outdoor Space: Design Standards

B Site Design and Layout Design Standards

Outdoor spaces shall maximize human comfort, support livability, and advance quality of life.

- Requirements:
 - » A site shall be designed so that occupiable outdoor spaces receive at least partial shade during the summer.
 - » Refuse collection:
 - ◇ Refuse bins shall be placed in visible locations, near seating areas and within 10-20 feet of each entrance or access point.
 - ◇ One refuse bin shall be required for every 1,500 square feet of outdoor space to ensure convenient access throughout the site.
 - ◇ All refuse bins shall be covered.
- Recommendations:
 - » A site should strive to be designed in a way that occupiable outdoor spaces receive sun for at least one hour on a winter day.
 - » Refuse bins should be located throughout the site.

Outdoor spaces shall engender safety and security.

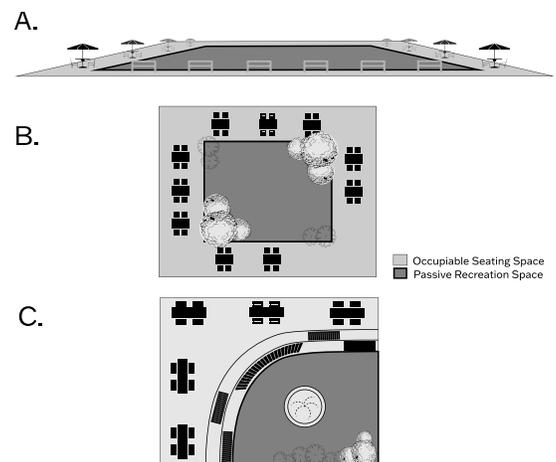
- Requirements:
 - » Provide lighting as specified by section 17.28.100 of the Metro zoning code for safety, visibility and expected nighttime activity.
- Recommendations:
 - » Specify light fixtures that complement the design of the space and enhance the overall ambiance.
 - » Consider solar-powered and energy efficient fixtures, as well as energy-saving features such as timer and motion control.
 - » Minimize short-wavelength (bluish) light.

Outdoor spaces shall encourage gathering, socialization, and active use within public spaces.

- Requirements:
 - » A minimum of half of the seating provided shall be primary seating—i.e. chairs or benches with backs and arm rests. The other half of the seating may be informal seating such as steps,

planters, pedestals, seat walls, etc.

- Recommendations:
 - » In busy pedestrian areas or along expected pedestrian routes seating should be spaced at a rate of one linear foot of seating per 200 feet of outdoor space. In outdoor spaces such as plazas, seating may be placed at one linear foot of seating for every 30 square feet of plaza to ensure easy accessibility and inclusive mobility.
 - » Hostile or unwelcoming architectural elements, such as spikes and the excessive use of bollards, are discouraged.
 - » Provide a range of seating options, including benches with backs and armrests, as well as tables that accommodate wheelchairs.
 - » Pair seating areas with shade, water features, outdoor dining, views, and children's play areas.
 - » Consider modular designs that can be rearranged to accommodate different activities and events.
 - » Design seating arrangements at a variety of scales and groupings for a range of gatherings, from smaller and informal to larger programmed events.



Seating examples for occupiable outdoor space

Section IV: General Standards

Outdoor Space: Design Standards

C Fixtures and Furnishings Design Standards

No single fixture or furnishing in this section is mandatory within the DTC. However, if one from the provided list is proposed, it shall comply with the associated design requirements.

C1 Art Fixtures and Furnishings

Intent:

To enrich the cultural and visual character of a place by showcasing creative works that reflect the community's identity, values, and history, while offering opportunities for reflection, inspiration, and public engagement. Art, including but not limited to sculpture, murals, water features, and environmental artwork are encouraged within or adjacent to outdoor space.

Requirements:

- Art shall not obstruct pedestrian or vehicular circulation patterns or contribute to congestion.
- Art shall be reviewed for potential safety hazards for pedestrians or motorists, including but not limited to, obstructed site lines and creation of potentially adverse distractions or movements.
- Art shall be of an appropriate size and scale for the space in which it is being proposed.
- Art shall be appropriately lit.
- Art shall not interfere with the entrance or egress areas at driveways, bus stops and parking bays.
- Art shall not disrupt curb use activities such as crosswalk ramps, access to benches, loading zones, access to parked vehicles, fire hydrants, traffic signals, and utilities.
- Art shall maintain unobstructed access to above and below ground utilities.
- A declaration of the entity responsible for the ongoing maintenance of the work shall be included in the final site plan for the site.

Recommendations:

- Art should be relevant to the community, reflecting the local culture, history, or community values, ensuring it resonates with users of the space.

- Ensure that art pieces are thoughtfully integrated into the site design— placed and positioned to enhance the space and overall design intent.
- Consider pieces that encourage interaction, such as sculptures that can be touched or sound installations that respond to movement. Art should be damage resistant.

C2 Bicycle Racks and Corrals Fixtures and Furnishings

Intent:

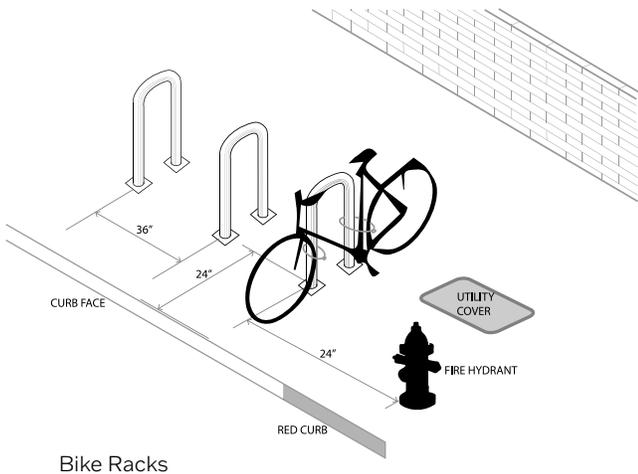
To provide the necessary support for bicycle transportation to and from the site and within the surrounding area.

Requirements:

- Bike parking provided for designated open space may count towards the minimum publicly available spaces required for principle uses located within the UZO per section 17.20.135 of the Metro zoning code.
- Short-term bike parking shall be provided at 0.5 spaces per acre, with a minimum of 4 spaces per open space.
- Required bike parking shall be dispersed among visible and accessible locations including:
 - » along each street fronted by the open space.
 - » within a maximum distance of 50 feet from an entrance
- Bike parking shall be visible from within the Outdoor Space.
- Locate bike racks in well-lit, highly visible areas for security and ease of access.
- Materials shall be selected for high durability, low maintenance, and rust resistance.
- Bike racks shall provide two points of contact (such as an inverted U). Components of rack shall be less than 2" in diameter to allow for locking of bicycle to the frame.
- Bike racks shall be spaced at a minimum 36" to accommodate to bikes between racks.
- When adjacent to a wall, vegetation, or curb, bike racks shall have a minimum clearance to surroundings by 24" minimum.

Section IV: General Standards

Outdoor Space: Design Standards



Bike Racks

Recommendations:

- Rack use should be intuitive and recognizable for first-time users. Wayfinding signage accompanying the racks or station is encouraged.
- Racks should be provided at seating areas and at entrances to the space or intersection points with greenways or other walking paths.
- Parking stations should accommodate a variety of bicycle sizes, shapes, and attachments.
- Consider providing lighting for bike racks proposed in a location likely to see use outside of daylight hours or locating racks near existing lighting.
- Racks should be sturdy and well anchored. Security features such as specialty racks, tamper-proof mounting techniques, or active surveillance are encouraged.

C3 Bollards Fixtures and Furnishings

Intent:

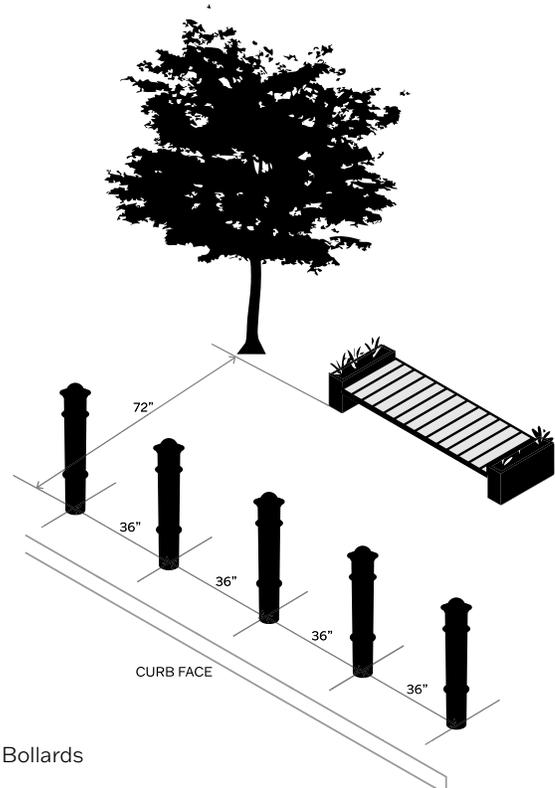
To enhance safety, direct circulation by creating a barrier between pedestrian-oriented spaces, cycle paths, and vehicular zones, and to secure vulnerable sites.

Requirements:

- A minimum of 36 inches of clearance to any streetlight pole, traffic signal pole, or other utility pole is required.
- A minimum of 72 inches of clearance to base of any tree without a tree-well is required.
- A minimum of 72 inches of clearance to installed seating is required.
- A minimum of 36 inches of spacing between bollards is required.

Recommendations:

- Explore alternative methods of creating a perimeter around or within a site as a first option, including but not limited to grade or material changes, vegetation, lighting, signage, and sculptural or architectural elements that contribute to the overall design intent.
- Bollards with internal lighting are encouraged.
- Retractable or removable bollards are preferred.



Bollards

Section IV: General Standards

Outdoor Space: Design Standards

C4 Drinking Fountains Fixtures and Furnishings

Intent:

To improve comfort and safety for visitors, especially in warmer weather and for those participating in active recreation or transportation.

Requirements:

- Ensure fountains are ADA-compliant, with options for users of different heights and abilities.

Recommendations:

- Consider fountains that include bottle-filling stations to reduce plastic waste and accommodate modern user needs.
- Position fountains within 3-5 feet of pathways to make them easily accessible.
- Position fountains within 10-20 feet of seating areas to provide convenient access to drinking water without disturbing those seated.
- Position fountains in easily accessible, high-traffic areas, ideally near restrooms, playgrounds, and seating areas.

C5 Shade Structures and Canopies Fixtures and Furnishings

Intent:

To increase comfort and safety of the public realm by providing a place of respite for visitors, especially in warmer months and in areas with little shade.

Requirements:

- Freestanding shade structures shall not be located within the right-of-way or in conflict with circulation paths.
- All portions of the shade structure shall be a minimum of 8 feet from grade to provide vertical clearance.

Recommendations:

- Shade elements can include natural features such as canopy trees, plant foliage, and/ or built structural elements such as awnings, pergolas, etc.
- Position shaded structure to have comfortable spaces along walking pathways, seating areas, waiting areas, and children's play areas, etc.

C6 Steps Fixtures and Furnishings

Intent:

Minimum and maximum step dimensions are specified to ensure that changes in elevation are comfortable, safe, and appropriate to an outdoor space.

Requirements:

- Steps are to have a height between 4 and 6 inches, and a tread depth no less than 15 inches.

Recommendations:

- Landings should be provided at regular intervals.
- Bike channels are recommended for staircases with over four treads.

C7 Water Features Fixtures and Furnishings

Intent:

To enhance the sensory experience of the space, encourage social gathering, and mitigate heat.

Requirements:

- A water feature shall be located where it is highly visible to and usable by the occupants.
- Water features shall be designed to optimize safety—following safe water depth standards, signage best practices, etc.
- Features shall be designed to properly drain and prevent standing or still water.
- Features shall be designed to turn-off during freeze conditions and reduce water-use during droughts.
- When a water feature is specified, outdoor seating shall be provided within 25 feet of the feature.

Recommendations:

- Incorporation of interactive and/or educational water elements are encouraged.
- Features shall be regularly cleaned and treated to prevent algae growth and ensure operations.
- Water features that are usable or visually pleasing when winterized are encouraged.

Section IV: General Standards

Outdoor Space: Design Standards

D Materials Design Standards

D1 Paving and Hardscape Materials

Intent:

To provide accessible, durable hardscape areas that contribute to the beauty, comfort, and functionality of the public realm.

Requirements:

- Paving materials within pedestrian and movement zones shall meet applicable ADA requirements.
- Paving materials shall have a solar reflectance index (SRI) value of at least 29.
- Pervious paving materials shall meet the Metro Stormwater LID standards.

Recommendations:

- Pervious paving materials such as permeable concrete, permeable pavers, decomposed granite, pea gravel, crushed stone, mulch, flexi-pave, and turf-cells are encouraged.
- Use of paving comprised of at least 15% recycled content is encouraged.
- Pervious pavements must account for the native soil infiltration rate, void space, and result in the desired storage and decreased runoff volume.
- The placement of pervious paver systems shall not obstruct the growth of trees.
- Pavement patterns, scouring, coloring, and texture should help to define the function and travel paths of outdoor spaces.

D2 Vegetation Materials

Intent:

To support livability, bolster environmental performance, provide shade, and enhance the character of the public realm.

Requirements (Trees and Shrubs):

- Metro's Urban Forestry and TDU requirements shall be followed.
- A minimum of fifteen percent of trees and shrubs shall be of species native to the Southeastern USA Plains Ecoregion (US EPA Level II, 8.3) and their variants and cultivars (e.g. Dura Heat® River Birch).
- Proposals with ten or more trees shall incorporate minimum of two genera (genus).
- Non-natives shall be of hardy, climate-adapted species that are low-maintenance and urban tolerant.
- Trees shall be spaced according to their mature size and to provide shade to occupiable areas during the warm season months (May-September) at maturity.
- Automatic irrigation systems shall be provided.

Recommendations (Trees and Shrubs):

- Strategically plant trees to provide shade, reduce heat islands, and enhance the space's visual appeal.
- Consider sightlines and ensure trees don't obstruct important views.
- Implement a regular maintenance plan that includes pruning, watering, and monitoring for pests or disease.
- Habitat supportive tree selection is encouraged.
- Enhancing the space's visual appeal by appropriate tree selection is encouraged.

Requirements (Herbaceous and Non-Woody Plants):

- Metro's Urban Forestry and TDU requirements shall be followed.
- A minimum of ten percent of herbaceous plants shall be species native to the Southeastern USA Plains Ecoregion (US EPA Level II, 8.3), their variants or cultivars—e.g. Echinacea purpurea 'White Swan' or Panicum virgatum 'Shenandoah'.
- Plants shall be spaced according to their mature size (typically 12-24 inches for perennials and grasses) to achieve 90 percent or more surface coverage after establishment.
- Automatic irrigation systems shall be provided.

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Outdoor Space: Design Standards

Recommendations (Herbaceous and Non-Woody Plants):

- Landscaping should enhance the visual appeal of the space, providing a mix of textures, colors, and heights.
- Planting designs should consider multi-season interest.
- Lush planting is encouraged to achieve maximum coverage in two to three years.
- Habitat supportive species are encouraged.

D3 Soils Materials

Intent:

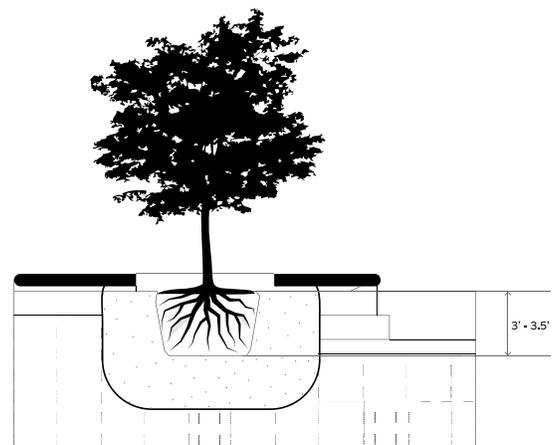
To create a beautiful, sustainable, and functional public realm and ensure the health and longevity of the urban forest.

Requirements:

- Soil depth shall be between 3 and 3.5 feet. Soil depth deeper than 4 feet shall not count towards soil volume.
- Large and medium canopy trees shall be provided with a minimum of 480 cubic feet of soil per tree and a minimum 25 square foot permeable surface area around the trunk (mulch, decomposed granite, tree grate, etc.).
- Understory trees shall be provided with a minimum 240 cubic feet of soil per tree and a minimum 16 square foot permeable surface area around the trunk.
- Tree grates, when proposed, shall be modular and allow for removal as the tree grows in circumference.

Recommendations:

- Soils should be crumbly and loose textured with enough compactness to prevent settlement but loose enough to allow drainage, tree root growth, and infiltration when located within a green infrastructure project. A loam mixture of 40% sand, 40% silt, and 20% clay is recommended.
- Soils specifications located within Low Impact Design or Green Infrastructure projects should provide a medium for plantings to flourish and prevent sedimentation.
- Tree cells are encouraged to maximize soil volumes and urban tree health.



Soil Depth

Section IV: General Standards

Outdoor Space: Operations and Maintenance

E Type Specific Requirements Operations and Maintenance

Property owners are responsible for the timely operations and continued maintenance of all POPS and respective component including fixtures, furnishings, and materials. All outdoor spaces shall be operated and maintained so that they are safe, secure, clean, functional, welcoming, and accessible throughout the year.

E1 Dog Parks and Dog Runs Type-Specific Requirements

Intent:

To enhance livability by providing safe, enclosed recreation spaces for dogs in our urban environment.

Requirements:

- Dog parks entrances shall not be located immediately adjacent to arterials or major roads. Exceptions may be permitted for spaces proposing a landscape buffer or generous setback from the road or corridor, subject to staff discretion.
- Signs describing terms of use shall be placed at the entrance of all dog parks.
- Dog parks shall be enclosed and lit to ensure safety and security.
- Dog parks shall be equipped with double gates for safe ingress and egress.
- Dog parks shall provide waste bags and waste receptacles near all gates and entry points.
- Dog parks shall provide shade and seating.
- Dog parks shall provide water fountains for dogs.
- Dog parks shall provide a hose bib for maintenance and washing.

E2 Green Infrastructure Type-Specific Requirements

Intent:

Green infrastructure shall be designed to enhance stormwater management, bolster environmental resiliency, and contribute to the beauty and character of the public realm.

Requirements:

- Green infrastructure shall comply with Metro Water Services Low Impact Development Standards.
- Green infrastructure areas shall be planted to ensure 90% coverage of the surface area at maturity.
- Green infrastructure shall be composed of a diverse matrix of flood tolerant plants, including those native to the Southeastern USA Plains Level II Ecoregion.
- Green infrastructure shall not be sited to conflict with other programmatic elements or obstruct pedestrian pathways.

Recommendations:

- Bioswales shall be meticulously maintained: regularly remove debris and sediment, manage invasive species, and monitor the health of plantings.
- Ensure that the chosen plantings add to texture and habitat value of the surrounding environment.
- Educational signage is encouraged.

E3 Playgrounds Type-Specific Requirements

Intent:

Play spaces create safe, inclusive, and stimulating environments that promote physical activity, social interaction, and cognitive development for children of all ages and abilities.

Requirements:

- Playgrounds shall provide shade and seating with clear site lines and within 15 feet of play areas for adult supervision of children.
- Playgrounds shall adhere to standards ensuring safety and accessibility, such as the provision of soft surfaces in fall zones.
- Playgrounds shall provide accessible water fountains.

Recommendations:

- These areas should be thoughtfully planned for year-round enjoyment, incorporating shade,

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Outdoor Space: Operations and Maintenance

- protection from wind, by using materials that suit seasonal changes, all while harmonizing with the surrounding built environment.
- Include elements that cater to a range of ages and abilities, ensuring ADA compliance.
- Establish a regular cleaning and inspection schedule to ensure the area remains safe and inviting.
- Interactivity: Provide a mix of physical and sensory play opportunities, such as climbing structures, water play, and musical elements.
- Provide separate play zones with appropriate equipment for younger and older children. Splash pad or spray parks.

E4 Outdoor Dining Areas Type-Specific Requirements

Intent:

Provide valuable food-service amenities to users of outdoor spaces.

Requirements:

- Outdoor dining within right-of-way—e.g. sidewalk cafes or streateries--shall comply with all applicable regulations of Metro departments regarding use of this space.
- The perimeter of outdoor dining areas shall be clearly defined. Barriers of a minimum height of 30 inches and maximum height of 42 inches shall be provided on the curb side of outdoor dining adjacent to a vehicular travel lane.
- Outdoor dining facilities shall provide appropriate waste receptacles within 10 feet of the primary entrance.
- Outdoor dining on private property (e.g. food vendors, kiosks, and shared outdoor dining spaces) shall be publicly accessible.

Recommendations:

- Provide heating devices during the cool season and shade structures during the warm season to extend the seasons.
- Provide generous entrances and circulation paths to accommodate the various demands of an outdoor dining facility.

E5 Splash Pads and Spray Parks Type-Specific Requirements

Intent:

To engender vibrancy, livability, and provide spaces for multigenerational play.

Requirements:

- Splash pads shall be equipped with adequate, shaded seating within 20 feet for adult supervision.
- Splash pads surfaces shall meet NSF/ANSI 50 Safety standard for slip resistance, impact absorption, and cleanability.
- Splash pads shall provide appropriate signage outlining terms of use.

Recommendations:

- Design areas appropriate to different age groups with gentler water features for younger children.
- Design gentle slopes for water features to drain into depressions and other desired areas.
- For safety of younger children any features within water play areas, should be smooth and rounded, avoid sharp angular surfaces.
- Splash pads are encouraged on South-facing sites with ample sun during the warm season.

E6 Through-Block Plazas Type-Specific Requirements

Intent:

Increase pedestrian connectivity by providing through-block passageways and spaces.

Requirements:

- Through block plazas shall contain at least one circulation path at least 10 feet in width connecting the two streets. This path is not required to be direct or linear—that is, it can meander.

Recommendations:

- Provide human-scale plantings and furnishings to engender a comfortable scale.
- Program with '18-hour' uses—such as outdoor cafes—to bolster safety and security.

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Section IV: General Standards

Bonus Height Program

Introduction

The Bonus Height Program (BHP) is a voluntary program available to properties zoned Downtown Code (DTC). It allows properties to earn additional building height in exchange for contributing to specified programs that provide benefits to the public or advance the quality of urban design required by the DTC's base standards. The Bonus Height shall be permitted, up to the sites Bonus Height Maximum, if the proposed development contributes to specific public benefits in the amount and manner set forth herein. The BHP is entirely optional and compliance with the specified programs is only required if an applicant is requesting Bonus Height. The BHP does not prohibit applicants from achieving by-right entitlements, outlined in the DTC.

The DTC, the Downtown Plan, other policies, official guidelines (such as the Downtown Code Design Guidelines), regulations from governing agencies, and other best practices shall be consulted when considering a DTC Concept Plan. No standard within the DTC shall relieve a project of the review process associated with a Concept Plan application.

The contents hereinafter, developed over a two-year public process and becoming effective on May 30, 2025 (BL2025-799), should be considered as phase one of an update to the BHP. A second phase, that will introduce an attainable housing bonus, will be developed and incorporated into the DTC in 2025.

General Standards

- Multiple Bonus Options may be utilized insofar as the total Bonus Height does not exceed the site's Bonus Height Maximum.
- Transfer-Eligible Bonus Height may be transferred one time to a Receiving Site within the DTC, provided it does not exceed the Bonus Height Maximum of the Receiving Site.
- Transfer-Eligible Bonus Height that has been earned through previous iterations of the DTC Bonus Height Program may still be Transfer-Eligible in its full amount, provided it does not exceed the Bonus Height Maximum of the Receiving Site and provided that the original site remains vested in its BHP entitlements.
- Earned Bonus Height and Transfer-Eligible Bonus Height may NOT be applied on top of any Historic Asset.
- Earned Bonus Height and Transfer-Eligible Bonus Height may NOT be applied to a site in which a Historic Asset was demolished after the effective date of this bill, and within the 10 years prior to the request for Bonus Height, unless the demolition was caused by events outlined under "Civil Emergency" in Chapter 2.08, Article II of the Metropolitan Code of Ordinances.

Bonus Height Certification

- Prior to obtaining building permits, any project seeking Bonus Height must submit a Bonus Height Certification application for review. This application is certified by the Metropolitan Planning Commission at their regular meetings as an administrative action. No public hearing is required.
- The Bonus Height Certification application may require exhibits including, but not restricted to, those that demonstrate a project's compliance with the BHP, a declaration of restrictive covenants, and/or other commitments to adhere with the standards outlined within this section. A full list of submittal requirements can be found on the Metropolitan Planning Department's website.

Section IV: General Standards

Bonus Height Program

Baseline Requirements

Applicability: In order to earn Bonus Height through Bonus Options or Transfer-Eligible Bonus Height, new development of 50,000 GSF (gross square feet) or greater shall fulfill Baseline Requirements.

New development under 50,000 GSF is not required to meet the Baseline Requirements. However, if the development does meet the Baseline Requirements, it shall be eligible for the corresponding Bonus Height Award, described below.

Bonus Height Award: Fulfillment of the Baseline Requirements shall yield a flat-rate two stories of Bonus Height – each equal to the Typical Bonus Floorplate Area (in SF) of the proposal.

Modifications: The DTC modification types and decision processes, outlined on page 14, shall be used when evaluating modifications to the BHP's Baseline Requirements. However, modifications to the BHP's Baseline Requirements may also be considered based on site-specific conditions that make the fulfillment of said requirement an unsuccessful implementation of the desired use(s) on the site or an unsuccessful result of site or architectural design.

Bonus Height Program Overview

Baseline Requirements (page 110-111)

- A** Green Building Certification
- B** Upper-Level Garage Liner Building
- C** Active and Sustainable Transportation

Fulfillment of the BHP's three Baseline Requirements yields a flat-rate **+2 Stories** of Earned Bonus Height.

Bonus Options (page 112-116)

- 1** Elevated Green Building Certification
- 2** Preservation
- 3** Privately-Owned Public Spaces (POPS)
- 4** Neighborhood Support Space
- 5** Reduction of Vehicular Parking
- 6** Underground Parking

Fulfillment of any Bonus Option yields an amount of Earned Bonus Height, determined by the Bonus Option's *Bonus Height Calculation* methodology.

Note:

When Bonus Option 2 (Preservation) is utilized, Baseline Requirement A (Green Building Certification) will not be required to be fulfilled to earn the **+2 Story** flat-rate Bonus Height Award.

Section IV: General Standards

Bonus Height Program

Definitions

In addition to the following definitions, which are intended to be used solely for DTC properties, please reference Section 17.04.060 - Definitions of general terms, as outlined in the Metropolitan Code of Ordinances.

- **Applied Bonus Height:** Earned Bonus Height that has been constructed on the same site where it was earned.
- **Available Bonus Height:** The difference between a site's Bonus Height Maximum and Maximum Height.
- **Baseline Requirement:** Requirements that must be fulfilled before Bonus Options become available for use.
- **Bonus Height:** Any building height that exceeds a site's Maximum Height.
- **Bonus Height Maximum:** The height (in stories) a site can build by utilizing the Bonus Height Program.
- **Bonus Option:** Optional requirements that, if fulfilled, yield Bonus Height.
- **Cultural Asset:** A structure or site that is not a Historic Asset, but that still is important to history, culture, and/or worth preserving for other reasons. These assets may or may not be identified by the Metropolitan Historic Zoning Commission as eligible for listing on the National Register of Historic Places (NRE) or worthy of conservation (WOC).
- **Earned Bonus Height:** Bonus Height earned through the culmination of one or more Bonus Options.
- **Gross Square Feet (GSF):** The entire square footage of a building, whether used by the building's occupants or not. GSF typically includes areas such as the building core, maintenance and operations areas, stairwells, elevator shafts, equipment areas, attics, garages, balconies, excavated basement areas, mezzanines, corridors and walkways.
- **Historic Asset:** A structure or site listed on the National Register of Historic Places (NR) OR designated as a National Historic Landmark (NHL).
- **Maximum Height:** The entitled height (in stories) a site can build without utilizing the Bonus Height Program.
- **Protected Asset:** At least one of the following must be true:
 - » The structure or site is located within a local historic overlay (as outlined in Chapter 17.36, Article III, of the Metropolitan Code of Ordinances).
 - » The structure or site is protected pursuant to a declaration of restrictive covenants (per the requirements of Path #2 under the Preservation Bonus) on file with the Davidson County Register of Deeds.
 - » The structure or site has a Preservation Easement held by Historic Nashville, Inc. (HNI), or another similar entity.
 - » The structure was built pre-1865 (see Chapter 16.28.195 of the Metropolitan Code of Ordinances) and therefore has additional protections against demolition.
- **Receiving Site:** A single parcel or group of adjacent parcels with common ownership, or up to two adjacent parcels without common ownership on which Transferred Bonus Height can be constructed.
- **Transfer-Eligible Bonus Height:** Earned Bonus Height that has not been applied at the same site where it was earned, or Earned Bonus Height that exceeds the earning site's Bonus Height Maximum.
- **Transferred Bonus Height:** Bonus Height that has been transferred from the site where it was earned and constructed on another site.
- **Typical Bonus Floorplate Area:** The average size of a building's bonus floorplates, calculated as the GSF of the building's bonus floors divided by the number of stories that exceed the site's Maximum Height.

Section IV: General Standards

Bonus Height Program: Bonus Height Chart

	Maximum Height	Bonus Height Maximum
Central		
James Robertson		
	560' above sea level	560' above sea level
Core		
	30 stories	unlimited stories
Core-Historic		
	6 stories on the interior of blocks; 10 stories on the corners	10 stories
Upper Broadway		
	100'	100'
Second and Broadway		
Second	8 stories in 105'	8 stories in 105'
Broadway	5 stories in 65'	5 stories in 65'
SoBro		
General, or 8th Avenue frontage south of roundabout (beyond 100' from frontage)	30 stories	unlimited stories
West side of 1st and East side of 2nd	15 stories	30 stories
8th Ave frontage south of roundabout (within 100' frontage)	8 stories	11 stories
River		
	10 stories	10 stories
South		
Lafayette		
General	8 stories	18 stories
Transitional Properties	15 stories	22 stories
Lafayette Street	12 stories	20 stories
Rutledge Hill		
Primary and secondary	6 stories	7 stories
Tertiary	3 stories	3 stories
Rolling Mill Hill		
	65' with a SEP of 1:1.5	65' with a SEP of 1:1.5
Rutledge River		
	9 stories	12 stories
West		
Gulch North		
General	7 stories	10 stories and below 560' above sea level
Fronting Herman Street	4 stories	4 stories
Gulch South		
General	10 stories	18 stories
Mid-Gulch Properties	10 stories	18 stories
Fronting Church, Broadway, Demonbreun	15 stories	23 stories
Gulch South Intersections	20 stories	30 stories
Mid-Gulch Intersections	20 stories	30 stories
North		
Hope Gardens		
Primary	7 stories	8 stories
Secondary	4 stories	5 stories
Tertiary	3 stories	3 stories
Sulphur Dell		
Primary	7 stories	8 stories
Secondary	5 stories	6 stories
Tertiary	4 stories	5 stories

Section IV: General Standards

Bonus Height Program: Baseline Requirements

A Green Building Certification Baseline Requirement

Significance: Green building certification helps ensure the longevity of Downtown Nashville's building stock by requiring sustainable design, construction, and operational practices that reduce carbon, water, energy, and waste. By establishing baseline sustainability targets for new development, Downtown Nashville will become more future-focused and ecologically friendly.

Requirements:

1. Sites located in a LEED for Neighborhood Development (LEED ND) [see below note] neighborhoods shall be LEED Certified.
2. All other sites shall obtain LEED Silver Certification.

Alternative Compliance: Applicants may propose an equivalent, nationally recognized, third-party system of overseeing green building and/or sustainable development practices uses to Planning Staff. If proposing to use an alternate certification system, applicants must demonstrate how each credit in the proposed system is directly comparable to the LEED-equivalent credit.

Notes:

Bonus Height may be earned through the Green Building Certification Bonus Option (page 106) for Gold-level or higher certification.

When Bonus Option 2 (Preservation) is utilized, Baseline Requirement A (Green Building Certification) will not be required to be fulfilled to earn the +2 Story flat-rate Bonus Height Award.

Only sites within the following LEED ND neighborhoods shall qualify for the 'LEED Certified' Green Building Certification Baseline Requirement: The Gateway to Nashville (ID:0010102848) and The Gulch (ID:0010102851).

B Upper-Level Garage Liner Building Baseline Requirement

Significance: The Downtown Code does not require any vehicular parking; however, vehicular parking spaces may be provided up to the maximum number prescribed in Chapter 17.20, Article II of the Metropolitan Code of Ordinances. Reducing the visual and physical impacts of vehicular parking by locating upper-level structured parking behind liner buildings, enhances Downtown Nashville's pedestrian experience and architectural design quality.

Requirements:

1. All upper-level structured parking must include habitable liners (conditioned space), at least 15 feet in depth, along all street, interstate, and outdoor space frontages.
2. Upper-level structured parking on non-street-facing property lines does not require habitable liners, but must be enclosed with solid, fire-rated materials, ensuring compatibility with potential future adjacent redevelopment.
3. The above requirements are encouraged but shall not apply to buildings with 80% or more of their GSF comprising of Office uses. However, these buildings must screen upper-level structured parking with solid wall cladding, along all street, interstate, and outdoor space frontages. In this scenario, the following shall also apply:
 - a. Screening elements should have a gap of no more than 18" from the outer face of the screen element to the wall.
 - b. Screening elements beyond 60' continuous length should be interspersed with different patterns and articulation strategies.
 - c. To screen vehicular headlights and mechanical equipment, screening elements, including rooftop parapets, shall be semi-opaque (minimum 60% transmission) up to 4 feet in height from each garage finish floor level. Otherwise, a mix of transparent and opaque materials shall be used.
 - d. Design of the screening elements should maintain appropriate relationships to building design and should be maintained in good condition at all times.

Note: Refer to DTC pages 88-89 for additional requirements for structured vehicular parking.

Section IV: General Standards

Bonus Height Program: Baseline Requirements

C Active and Sustainable Transportation Baseline Requirement

Significance: Downtown Nashville's recent growth has brought unprecedented amounts of single occupancy vehicle trips, traffic congestion, and air pollution. By integrating active and sustainable transportation modes in new development, traffic congestion will be reduced and moving around Downtown will become easier.

Requirements: Heightened bicycle parking standards, provisions for provided vehicular parking, and multimodal transportation information shall be required. Note: Any facilities required through this Baseline Requirement shall not be eligible for Bonus Height through the Neighborhood Support Space Bonus Option. However, facilities provided in excess of these requirements may be eligible for the Bonus Option.

- **Ample Bicycle Parking Capacity:** Bicycle parking shall be provided for all uses in a development (as outlined in Section 17.20.135 of the Metropolitan Code of Ordinances), however, the maximums on number of bicycle parking spaces shall not apply.
- **Bicycle Commuter Amenities:** Amenities for bicycle commuters, along with at least 50% of a development's required bicycle parking, shall be located together in a secure place, accessible by its users by either lock and key or key fob technology. The secure location shall be easily accessed from the exterior of the building and an access route plan shall be provided at Concept Plan submittal. The following bicycle commuter amenities must be provided:
 - » For any development with 100,000 GSF of non-residential uses, at least two combined shower/changing rooms and clothing lockers shall be provided. Two additional combined shower/changing rooms and additional clothing lockers shall be provided for every additional 200,000 GSF of non-residential uses in the development.
 - » Residential uses containing 10 or more units, and non-residential uses with more than 50,000 GSF shall provide at least one bicycle repair station or equivalent facility for bicycle repair and maintenance.
 - » For the purposes of charging e-bikes, one standard electrical outlet shall be provided for every five bicycle parking spaces.
 - » For the purposes of storing non-standard bicycles (such as cargo or adaptive bikes), at least one required bicycle parking space shall be 120 inches long and 30 inches wide.
- **Electric Vehicle Parking:** Where new vehicular parking is being provided, Electric Vehicle (EV) parking, in accordance with the DTC's EV Parking Standards (page 82), shall be provided as follows:
 - » For multifamily and hotel uses that provide more than 50 vehicular structured parking spaces, 2% of spaces shall be EVSE-Installed and 10% of spaces shall be EV-Capable.
 - » For office and institutional uses that provide more than 200 vehicular structured parking spaces, 2% of spaces shall be EVSE-Installed and 10% of spaces shall be EV-Capable.
- **Sustainable Vehicle Preferential Parking:** Where new vehicular parking is being provided, at least five of the most desirable vehicular parking spaces (meaning closest to the ground floor and the building's lobby) shall be reserved for tenants/employees/visitors who use a sustainable vehicle such as an EV, plug-in hybrid, carpool, or vanpool. These parking spaces shall be signed as "Reserved for Sustainable Vehicles (EVs, Plug-In Hybrids, Carpools, or Vanpools)". Two additional vehicular parking spaces should be signed as described above, for each 100,000 GSF of building space.
- **Multimodal Transportation Information:** Office, institutional, hotel, and multifamily lobbies shall include a display (e.g., information kiosk or digital screen) that provides information on the surrounding multimodal transportation options. Information shall be location-specific and shall include transit and shuttle maps and schedules, bike maps, location of car share, bike share, dockless mobility options, and any preferential carpool parking spaces.

Section IV: General Standards

Bonus Height Program: Bonus Options

1 Elevated Green Building Certification Bonus Option

Significance: Green building certification helps ensure the longevity of the building stock in Downtown Nashville by requiring sustainable design, construction, and operational practices that reduce carbon, water, energy, and waste.

Eligibility: New development that achieves LEED Gold, Platinum, or Zero Certification shall be eligible for this bonus.

Prior to Bonus Height Certification, applicants shall:

- For LEED Gold and Platinum, provide pre-certification scorecards.
- For LEED Zero, provide prescriptive design solutions that would confirm that LEED Zero is feasible once the building is occupied.
- For LEED Zero, execute a declaration of restrictive covenants committing the property owner to provide Planning staff with annual reports showing compliance with LEED Zero in perpetuity, which declaration shall be reviewed and signed by the Executive Director of the Metropolitan Planning Commission, or their designee and recorded with the Davidson County Register of Deeds.

Alternative Compliance: Applicants may propose an equivalent, nationally recognized, third-party system of overseeing green building and/or sustainable development practices uses to Planning Staff. If proposing to use an alternate certification system, applicants must describe how each credit in the proposed system is demonstrably similar to the LEED-equivalent credit.

Bonus Height Calculation: The bonus height awarded shall be:

- 4 Stories for LEED Gold or equivalent
- 20 Stories for LEED Platinum or equivalent
- 40 Stories for LEED Zero or equivalent

Notes:

Each story of bonus height shall be equal to the Typical Bonus Floorplate Area (in SF) of the proposal.

A site receiving Transfer-Eligible Bonus Height from a Sending Site that used the Preservation Bonus Option, and seeking its own Bonus Height through the BHP, shall not be required to fulfill the Green Building Certification Baseline Requirement. However, the Receiving Site shall be eligible to use the Green Building Certification Bonus Option and receive two stories of Bonus Height for Silver-level certification, or what is already offered for Gold-level or higher certification.

Section IV: General Standards

Bonus Height Program: Bonus Options

2 Preservation Bonus Option

Significance: The preservation and/or re-use of Downtown Nashville's historic or otherwise culturally significant structures and sites is critical to maintaining the history and identity of our city.

Required Applicability: This Bonus Option must be used for sites containing an unprotected Historic Asset(s), that are seeking Bonus Height through the BHP.

Eligibility: Any Historic Asset – or any Cultural Asset that receives written permission from the Metropolitan Planning Commission, or its designee – shall be eligible for this bonus if the asset's preservation is formalized through one of the following paths:

- **Path #1:** An asset eligible for an Historic Overlay (as defined in Chapter 17.36, Article III of the Metropolitan Code of Ordinances) shall apply for and receive approval to place an Historic Overlay on the property from the Metropolitan Council. This requires recommendations from the Metropolitan Historic Zoning Commission and the Metropolitan Planning Commission.
- **Path #2:** An asset ineligible for an Historic Overlay (as defined in Chapter 17.36, Article III of the Metropolitan Code of Ordinances) must obtain a determination as to its ineligibility from the Metropolitan Historic Zoning Commission. The owner shall then record a declaration of restrictive covenants (to be reviewed and signed by the Executive Directors of the Metropolitan Planning Commission and the Metropolitan Historic Zoning Commission, or their designees) with the Davidson County Register of Deeds, containing the following information:
 - » A list/description of the features of the structure or site to be preserved and general guidance on preservation created by the Metropolitan Planning Commission and Historic Zoning Commission, as to matters within their jurisdiction, or their designees.

- » An agreement to preserve those defining features of the structure or site, as identified by the Metropolitan Planning Commission and Historic Zoning Commission, as to matters within their jurisdiction, or their designees, in perpetuity by requiring that any exterior alterations, including demolition in whole or in part, be reviewed and approved by the Metropolitan Planning Commission and Historic Zoning Commission, as to matters within their jurisdiction, or their designees, following the Commission's processes and policies. If applicable, The Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings, and any other design guidance may be referenced.
- » An agreement to forfeit any future claim for additional building intensity or development, including any type of variance of the preserved building.
- » The building/site area being preserved (in square feet), and the amount of bonus height (in square feet) being derived from its preservation.

Bonus Height Calculation: The bonus height awarded shall be the greater of the two calculations:

- 16,000 SF of bonus height for each unbuilt story, up to the site's Maximum Height.
- 24,000 SF of bonus height for every 10,000 GSF of preserved structure or site.

If the Earned Bonus Height yielded from this Bonus Option is unable to be applied on the same site, or on an adjacent site, without applying the Bonus Height on top of the preserved structure (or another similar impact to the preserved structure), the Earned Bonus Height will be doubled and shall only be permitted to be transferred off-site.

Section IV: General Standards

Bonus Height Program: Bonus Options

3 Privately-Owned Public Space (POPS) Bonus Option

Significance: A vibrant public outdoor space network is essential to a functional and livable Downtown Nashville. These spaces improve quality of life by promoting mental and physical health and providing a sense of community and social cohesion. Furthermore, public outdoor spaces provide opportunities for built-in resiliency through quality design.

Eligibility: Any POPS proposed in the DTC that meets the Outdoor Space General Standards (page 88), the POPS Performance Requirements outlined hereinafter, and fulfills at least one of the following two paths, may be eligible for this bonus:

- **Path #1: Sustainable Site Design.** The proposed POPS shall obtain SITES certification or WEDG verification.

Alternative Compliance: Applicants may propose an equivalent, nationally recognized, third-party system of overseeing resilient or sustainable site design to Planning Staff. If proposing to use an alternate certification system, applicants must describe how each credit in the proposed system is demonstrably similar to the SITES or WEDG-equivalent credit.

- **Path #2: Priority Outdoor Programming.** The proposed POPS shall incorporate outdoor programming (see table to the right), as follows:

Area of POPS	Minimum Requirement
Less than 5,000 SF	1 priority element + 1 amenity
5,000 - 10,000 SF	1 priority element + 2 amenities OR 2 priority elements + 1 amenity
Greater than 10,000 SF	2 priority elements + 2 amenities

Priority Elements
<ul style="list-style-type: none"> • Active recreation feature—e.g. bocce, lawn bowling, corn hole, basketball court, pickleball court • Conditioning element—mistert, shade structure, shelter, or pavilion • Outdoor food service such as open-air café, concessionaire, or retail kiosk • Fountain or reflecting pool • Play facility or play area—e.g. swings, see-saws, slides • Playground • Passive recreation feature—e.g. game tables and seating • Interactive public art other than murals • Public restrooms • Water feature—e.g. splash pad • Docked bike-share (pending NDOT approval) • Stairs or vertical connection to a viaduct or other elevated public space • Greenway connections
Amenities
<ul style="list-style-type: none"> • Bike parking and repair station • Community garden • Dog Park • Fitness Equipment • Sculpture art • Gathering space with flexible seating and tables • Performance Stage • Pollinator or sensory garden • Water fountain

Notes:

Applicants are encouraged to propose other Priority Elements and Amenities, similar to those described above, to Planning Staff for consideration. Appeals to Staff decisions may be made to the DRC.

Transfer-Eligible Bonus Height may be transferred one time to a Receiving Site within the DTC, provided it does not exceed the Bonus Height Maximum of the Receiving Site.

Section IV: General Standards

Bonus Height Program: Bonus Options

POPS Performance Requirements:

- *Maximize Human Comfort and Safety*
 - » Occupiable outdoor spaces shall be designed with shade elements or canopy trees, so that the habitable or occupiable area has a minimum of 15-20% shade coverage during the warm season months of May through September.
 - » Specified light fixtures shall be Dark Sky compliant
- *Bolster Sustainability and Resilience to Climate Change*
 - » Refuse bins shall be provided and shall accommodate trash and recycling separately with clear, distinguishing labels.
 - » A minimum of twenty-five percent of trees and shrubs shall be of species native to the Southeastern USA Plains Ecoregion (US EPA Level II, 8.3) and their variants and cultivars—e.g. Dura Heat® River Birch.
 - » A minimum of fifteen percent of proposed herbaceous plants shall be species native to the Southeastern USA Plains Ecoregion (their variants or cultivars—e.g. Echinacea purpurea ‘White Swan’ or Panicum virgatum ‘Shenandoah’).

Bonus Height Calculation: The bonus height awarded shall be equal to the area of the POPS (in SF) multiplied by the total number of unbuilt stories over the POPS, up to the proposed building height, or the site’s Bonus Height Maximum – whichever is greater.

POPS (or portions thereof) that are located underneath cantilevered building footprint are not eligible for Bonus Height unless the space is activated by a civic, institutional, or neighborhood support use.

Additional multipliers, outlined below, may be used to increase the Earned Bonus Height yielded by this Bonus Option.

- *Pervious Surface:* For POPS that include pervious surfaces that meet the DTC’s Open Space General Standards (page 95) within their boundaries, an additional two SF of Bonus Height shall be awarded for every square foot of pervious surface provided (landscaped areas excluding turf or sod and tree canopy), and an additional one SF of Bonus Height shall be awarded for every one square foot of semi-pervious surface (turf, permeable pavers, or permeable asphalt).
- *Deficiency Area:* For POPS located within a deficiency area (an area that lacks another publicly accessible open space within a ¼-mile radius), an additional two SF of Bonus Height shall be awarded for every square foot of POPS provided.
- *Sustainable Site Design:* For POPS that demonstrate sustainable site design by obtaining either SITES or WEDG certification, an additional two SF of Bonus Height shall be awarded for every square foot of POPS provided.
- *Priority Outdoor Programming:* For POPS that include at least one priority element from the list above, an additional five SF of Bonus Height shall be awarded for every square foot of space dedicated to the priority element(s) and amenities provided.

Section IV: General Standards

Bonus Height Program: Bonus Options

4 Neighborhood Support Space Bonus Option

Significance: Downtown Nashville is made up of several distinct neighborhoods, with thousands of residents. Complete neighborhoods are places where residents' daily needs can be met. Spaces for services, amenities, or businesses that contribute to these needs are important to ensuring Downtown Nashville's neighborhoods are complete.

Eligibility: Neighborhood Support Spaces shall be occupied by those uses that are generally located on the ground floor (with possible exceptions for upper or lower levels with direct access to the public ROW) and that achieve one of the following:

1. Spaces that fulfill an individual's daily or weekly needs
2. Spaces that strengthen the surrounding community
3. Spaces for non-profits or other organizations that directly serve a community

Applicants shall propose the list of potential uses for the space at Concept Plan submittal for review by Staff. Appeals to Staff decisions may be made to the DRC.

Prior to Bonus Height Certification, a declaration of restrictive covenants with the following information shall be reviewed and signed by the Executive Director of the Metropolitan Planning Commission, or their designee and recorded with the Davidson County Register of Deeds:

- The reservation of the Neighborhood Support Space for at least 15 years. Adherence to this standard shall be checked annually by the Metropolitan Planning Commission or its designee. The Neighborhood Support Space may be occupied by one or multiple tenants in the 15-year timeframe.
- The building area being reserved for the Neighborhood Support Space (in square feet), and the amount of bonus height (in square feet) being derived from it.

Bonus Height Calculation: The bonus height awarded shall be the area (in square feet) reserved for Neighborhood Support Space(s), multiplied by 15.

5 Reduction of Vehicular Parking Bonus Option

Significance: Already the most walkable, bike-friendly, and transit-focused part of the city, Downtown Nashville does not require vehicular parking spaces by code. Parking maximums exist to limit the number of parking spaces that new development can include. The reduction of vehicular parking spaces within a Downtown Nashville development further supports our shared mobility goals – encouraging pedestrian activity, bicycling, and transit ridership.

Eligibility: Developments that provide fewer vehicular parking spaces than what parking maximums allow (as outlined in Chapter 17.20, Article II of the Metropolitan Code of Ordinances) shall be eligible for this bonus.

Bonus Height Calculation: The bonus height awarded (in square feet) shall be equal to the number of vehicular parking spaces that the development would be allowed, but is not providing, multiplied by 255 (the typical area needed for one parking space and its portion of the drive aisle).

6 Underground Parking Bonus Option

Significance: The DTC does not require any vehicular parking, however, vehicular parking spaces may be provided up to the maximum number prescribed in Chapter 17.20, Article II of the Metropolitan Code of Ordinances. Reducing the visual and physical impacts of vehicular parking, enhances Downtown Nashville's pedestrian experience and architectural design.

Eligibility: Developments that provide either a portion of or all vehicular parking spaces within an underground structured parking garage shall be eligible for this bonus.

Bonus Height Calculation: The bonus height awarded shall be:

- 1 Story for developments where the number of upper-level structured parking levels with habitable liners on all public street frontages and open spaces do not exceed the number of underground parking levels.
- 2 Stories for developments where all vehicular parking is located underground.

Note: Each story of bonus height shall be equal to the Typical Bonus Floorplate Area (in SF) of the proposal.

Section V : Sign Standards

Section V: Sign Standards

Introductory Provisions

Intent

The purpose of these regulations is to set specific sign standards that accomplish the following:

- Establish reasonable and improved standards for Downtown business identification;
- Encourage creative and innovative approaches to regulating signs consistent with the principles of the Downtown Community Plan;
- Promote economic vitality in Downtown;
- Enhance the overall visual environment in Downtown by discouraging signs that contribute to the visual clutter of the streetscape;
- Ensure signs are designed for the purpose of identifying a business in an attractive and functional manner; and
- Ensure signs reinforce the existing and envisioned character and are complementary to the architectural design of Downtown.

Applicability

- These sign regulations apply to all properties zoned DTC and are not in an Historic Zoning Overlay. See map on Page 122.
- In addition to the standards set forth within this section, the following Sections of the Metro Zoning Code shall apply to all regulated signage within the DTC.
- Section 17.04.06 - Definitions of general terms
- Within Chapter 17.32 SIGN REGULATIONS:
 - » Section 17.32.020 - General Provisions
 - » Section 17.32.040 - Exempt signs
 - » Section 17.32.050 - Prohibited signs
 - » Section 17.32.060 - Permitted on-premises temporary signs
 - » Section 17.32.145 - Landmark signs
 - » Section 17.32.160 - Computations
- Within Article XI. Sign Procedures
 - » 17.40.490 - Permits and compliance tag.
 - » 17.40.510 - Unsafe, illegal, dilapidated and abandoned signs

Sign Permit Applications

Applications for sign permits shall be made with and reviewed by the Codes Department. All sign applications that do not involve Modifications shall

only require Codes Department approval, regardless of whether the property is subject to additional design guidelines (e.g. MDHA redevelopment districts).

Applicants for sign permits shall submit the following information. Incomplete applications will not be accepted.

- Design and details of the signage depicting size and shape (including height, width and depth), anchoring, materials, lighting and other data necessary to determine compliance with the requirements of this section and with the requirements of the Metropolitan building code and the Metropolitan electrical code. Additional information may be required by Codes.
- Drawings and specifications, including building elevations or artist's rendering depicting the sign faces, and dimensions indicating sign placement on the building.
 - » For ground signs and signs seeking a ROW encroachment, the distance of the signs from the corner of the building or property line should be included.
- A site plan, drawn to scale, depicting the location of the proposed signage and all relevant features of the site, including location and size of other regulated signs.
- The property address, applicant and sign designer's name and contact information.

Common Sign Plan

A common signage plan regulates signage for multiple businesses or tenants within one building or complex. A common sign plan is mandatory for all new developments and sign Modifications.

- A common signage plan shall provide for consistency among signs with regard to at least four of the following: materials; location of each sign on the building; sign proportions; color scheme; lighting; lettering or graphic style.
- The common signage plan shall establish an allowable area of signage for existing and future tenants with regard to all allowed signs types.
- The common signage plan shall indicate existing nonconforming signs as well as the amount and location of on-premises signage to be allocated to each tenant under the new plan.

Section V: Sign Standards

Modifications

Sign Permit Modifications

Requests for modifications to sign standards are reviewed through the process outlined on pages 14 and 15. Modifications are reviewed by Planning staff and either the MDHA Design Review Committee or the DTC Design Review Committee. The applicant may appeal a decision through the process described on pages 14 and 15. All sign Modifications are Major Modifications. Two additional types of Modifications for signage related permits may be requested and are outlined below.

Modifications for Exceptional Design

Creative signage that does not fit the specific regulations of this section may be considered by the appropriate reviewing body (listed above), based on its merits, as they relate to all of the following design criteria:

- architecture
- the configuration or location of the building or property
- building scale
- legibility
- technical competence and quality in design, construction and durability

Applications for this type of Modification require submittal of a common sign plan for the property in question. Approval of any related structures (i.e. canopy) will require review by all applicable agencies. Exceptional design modifications shall not permit electronic changeable copy where it is otherwise not permitted.

Modifications for Tourist-oriented Businesses

Tourist-oriented businesses within DTC zoning may receive Modifications to allow greater sign area and use of digital technology. To qualify as a tourist-oriented business a business shall:

- have a minimum permanent fixed seating capacity of 500; and
- offer lawful activities or services to the general public of cultural, historical, recreational, educational, or entertainment purposes.

Applications for this type of Modification require submittal of a common sign plan for the property in question. Approval of any related structures (e.g.

canopy) will require review by all applicable agencies. Tourist-oriented business Modifications shall be reviewed according the design criteria listed under Modifications for Exceptional Design, above, in addition to the following:

- Large electronic or illuminated signs shall not adversely impact residential or hotel uses.
- All signs shall conform to the lighting standards of the DTC.
- See page 134 for additional information on changeable copy.

Right-of-way Encroachments

Where a sign is proposed to encroach into the public right-of-way an application shall be made with the Public Works Department in addition to the sign permit application with the Codes Department. Both applications shall include the requirements of the Public Works Department available at their website: <http://www.nashville.gov/pw/permits.asp>, in addition to the submittal requirements listed on the previous page.

Nonconforming Signs

Nonconforming Signs

Sections 17.40.660 and 17.40.690 of the Metro Zoning Code apply. This section further clarifies them.

Building Signs

A sign shall be brought into compliance with the provisions of the above mentioned sections if a sign permit is required to rebuild the sign. This does not include a panel change in a non-conforming cabinet sign, which shall be permitted. All new panels shall conform to all illumination standards herein.

Ground Signs

An existing ground sign may change the face or panel of a sign that does not meet the area or height standards within this section. However, in no instance shall there be an increase in the degree of nonconformity. All new panels shall conform to all illumination standards herein.

A sign shall be brought into compliance with the provisions of this title if at any time the sign is altered, repaired, restored or rebuilt to the extent that the cost exceeds fifty percent (50%) of the estimated replacement cost of the sign (in current dollar value). All permits within any six consecutive calendar months

Section V: Sign Standards

General Standards

shall be aggregated for purposes of measuring the fifty percent standard.

Repair and Maintenance

If the alteration or repair is caused by involuntary damage or casualty, the sign may be altered or repaired to its pre-damaged condition. A sign may be removed and taken off-site for repair and maintenance. The sign must be returned to the original location within 120 days of removal.

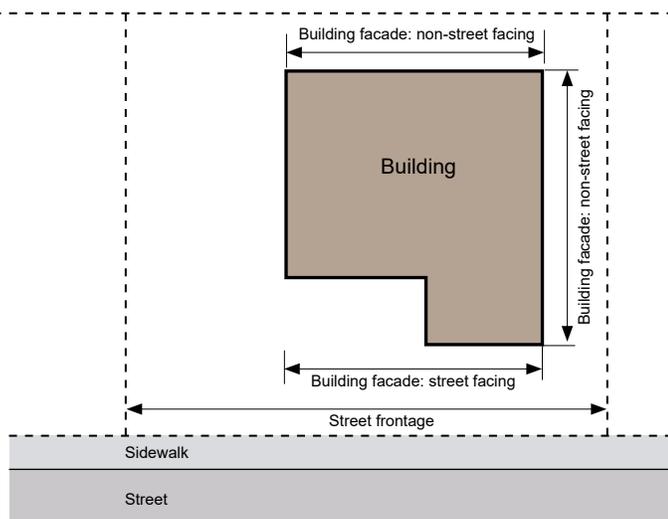
Materials

All permanent, on-premises signs shall be constructed of a rigid, weatherable material such as hard plastic, wood, MDO plywood, aluminum, steel, PVC, glass and/or Plexiglas. On-premises, permanent signs shall not be constructed of nonrigid materials including, but not limited to, vinyl, fabric, canvas, or corrugated plastic. The provisions of this subsection shall not apply to approved, permitted canopies, awnings, and porticoes.

Voluntary Removal of a Legally Non-conforming Ground Sign

Any property voluntarily removing a legally non-conforming ground sign shall be permitted to a bonus to one hundred fifty percent (150%) of the building signs allocated to the property. For example, if a property is allocated 200 sq ft of building signs, the property will be allowed 300 sq ft of buildings signs if a legally non-conforming ground sign is removed.

Building Facade and Street Frontage Measurement



Other Sign Types

Non Street-Facing Signs

Non street-facing building facades and alley frontages, not otherwise regulated, are allocated 1 square foot of sign area per 1 linear foot of building facade, to a maximum of the sign area permitted for the primary street frontage.

This includes lots adjoining open spaces, pedestrian walkways, or parking areas. Ground signs are not permitted on non street-facing building facades or alley frontages.

Temporary Signs

Temporary signs shall follow the standards of 17.32.060.

Murals

Only the company name, text relating directly to products or services sold on site, and logos shall count toward the sign area allocation. Otherwise, murals are exempt from this code.

Auto-oriented canopy/awning Signs

The allocation of signage for auto-oriented canopies and awnings shall be measured as walls signs and shall only be used on the canopy/awning. See the Auto-oriented Canopies and Awnings section of the Downtown Code for information on the design of canopies and awnings.

Parking Lot Signs

A pole-mounted projecting sign is allowed for surface parking lots with no associated building. One sign per street frontage is allowed. The maximum size shall be 36 square feet per sign. The side of the sign shall be attached to the pole, and the pole will be considered the "building facade". All projecting sign standards shall apply (Page 114); parking lot signs shall follow the standards of a one-story building.

Section V: Sign Standards

Street Types

Pedestrian Streets

- Pedestrian streets are roadways with high pedestrian activity and slower moving vehicular traffic. Buildings along these streets are located at the back of the sidewalk creating a streetscape with active uses including retail, office and entertainment businesses.
- Pedestrian streets are generally located in the Downtown core, where more of the original street wall remains intact, and less opportunities exist for surface parking.
- Some streets outside of the Downtown core, such as Korean Veterans Boulevard (KVB), require Pedestrian designation. The MDHA and UDO standards for KVB require pedestrian-focused building design and streetscape. The standards for Pedestrian Street signage allow greater flexibility for such streets.

Gateway Streets

- Gateway streets are wider roadways that serve pedestrians, but focus primarily on automobile traffic and typically carry traffic at higher speeds than Pedestrian Streets.
- Generally located on the fringe of Downtown, Gateway streets serve as the key automobile entry points into Downtown.

Transitional Streets

- Transitional streets currently contain a mix of different building characters, transitioning from more auto oriented buildings and uses to a more mixed use pedestrian environment.
- As these street redevelop, buildings will be sited close to the sidewalk with a more pedestrian focus.

Interstate

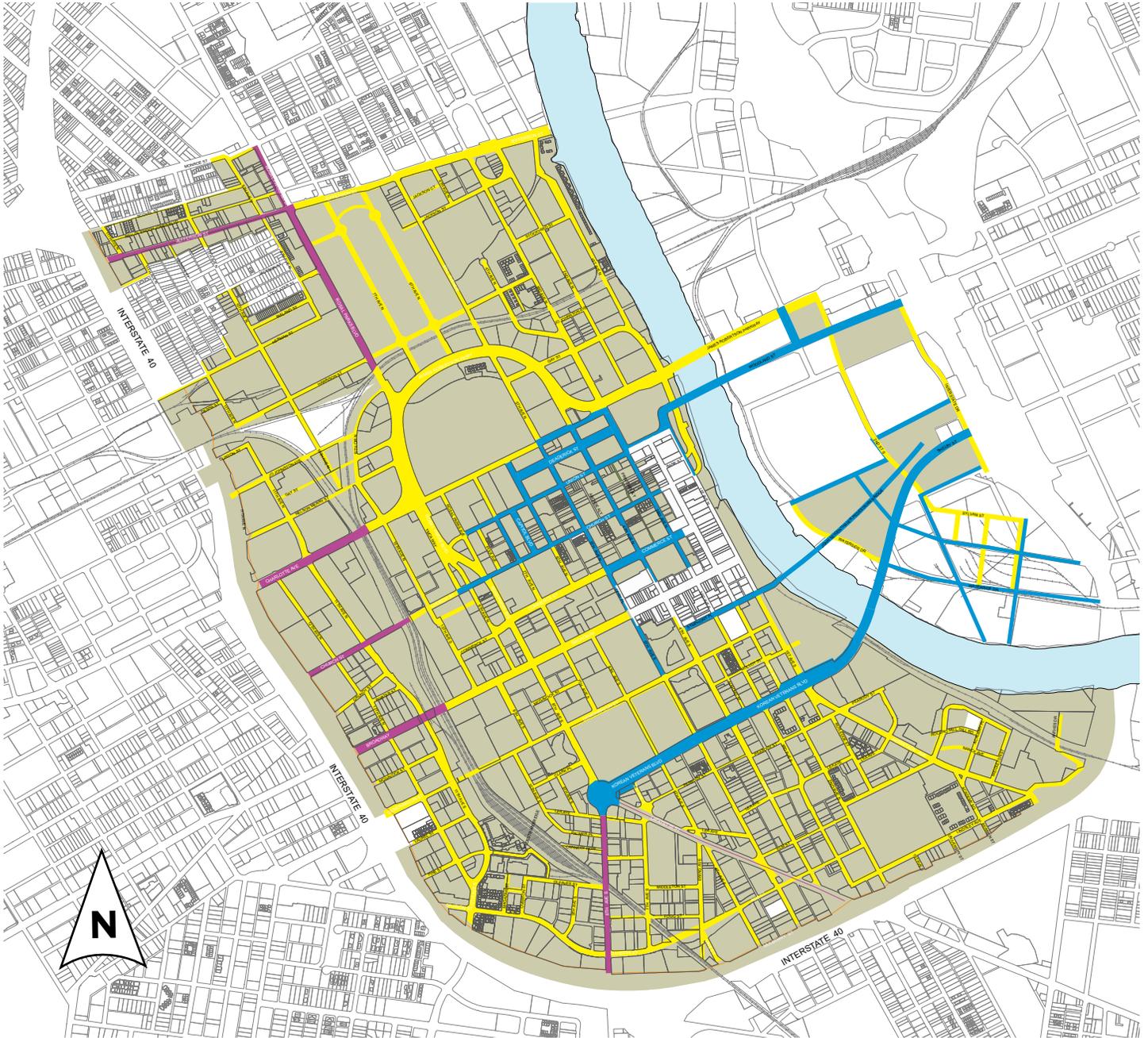
- Many properties are visible from the interstate loop which moves vehicles into and through Downtown.
- The opportunity to advertise to the interstate must be balanced with the safety of drivers and preservation of Nashville's iconic skyline.

Printers' Alley

- Printers' Alley is a unique, iconic alley in Downtown. As a public, pedestrian-only street with businesses on the ground floor and upper floors, unconventional standards apply to this street only.

Section V: Sign Standards

Signs: Map of Street Types for Signage Standards



Legend

	Transitional Street		Interstate
	Pedestrian Street		Printers' Alley
	Gateway Street		Applicable properties

- New streets that are not in existence as of the adoption of this ordinance shall be categorized as Transitional Streets.
- Properties within an Historic Zoning Overlay and/or with SP zoning are not subject to the sign standards of DTC zoning.

Section V: Sign Standards

Determining Sign Entitlements

Use this page as a guide to determine the sign entitlements of a property. You will need to know the length of the building on all street frontages, the length of alley frontages, and the length of all interior property lines.

STEP 1

What Street Types is the property on? Page 124-125

- Pedestrian
- Transitional
- Gateway
- Interstate
- Printers' Alley

STEP 2

How much square footage of signage is allowed? Pages 124-125

- Pedestrian
 - Building _____
 - Ground _____
 - Skyline _____
- Transitional
 - Building _____
 - Ground _____
 - Skyline _____
- Gateway
 - Building _____
 - Ground _____
 - Skyline _____
- Interstate
 - Building _____
 - Skyline _____
- Printers' Alley
 - Building _____
 - Skyline _____

STEP 3

What are the standards for the signs? Pages 122-134

STEP 4

What are the illumination standards for signs? Pages 133

STEP 5

Is changeable copy allowed? Page 134

STEP 6

- For a multi-tenant development: submit a Common Sign Plan to the Codes Department. Page 118
- For an individual tenant: submit a Sign Plan Proposal to the Codes Department. Page 118
- Additional types of signs may be allowed, depending on site conditions. Page 120

KEEP IN MIND

- There is no limit to the number of Building Signs per property.
- Sign entitlements are limited only by the total amount of square footage of signs allowed on the property, the maximum sizes of signs and the required placement of signs.
 - » For example, if a building is allowed 100 sq ft of Building Signs, that can be used in one 100 sq ft sign or in five 20 sq ft signs. The only limit is the maximum dimensions of the sign type.
- Non street-facing facades are allowed signs. Page 120
- Contact the Codes Department with questions.

Section V: Sign Standards

Allocation of Sign Area by Street Type

The maximum sign area for each type of sign is determined by the Street Type and is established in the following tables. Specific requirements for each sign type are shown on the subsequent pages.

For each cell in the table below, there is a maximum allowed sign area that may be utilized with any combination and any number of signs associated with that cell, unless otherwise noted.

The measurements for "linear feet" shall be at grade.

Pedestrian Street Type	
Building Signs	
Wall Sign Awning Sign Canopy Sign Projecting Sign	1.5 square foot of sign area per 1 linear foot of building facade or 36 square feet, whichever is greater. When a Projecting Sign is used on the building, an additional 0.5 square feet of sign area per 1 linear foot of building facade shall be permitted, for a total of 2.0 square feet per 1 linear feet of building facade.
Shingle Sign	9 square feet per sign
Ground Signs	
Monument Sign	24 square feet
Skyline Signs - area determined by average height of building	
75' to 100'	480 square feet
101' - 200'	600 square feet
201' and taller	720 square feet

Transitional Street Type	
Building Signs	
Wall Sign Awning Sign Canopy Sign Projecting Sign	1.5 square foot of sign area per 1 linear foot of building facade or 36 square feet, whichever is greater. Where no ground sign exists, an additional 0.5 square feet of sign area per 1 linear foot of building facade shall be permitted for a total of 2.0 square feet per 1 linear feet of building facade.
Shingle Sign	9 square feet per sign
Ground Signs	
Monument Sign	32 square feet Properties with 300 or more feet of frontage are allowed one additional monument sign of an additional 32 square feet
Skyline Signs - area determined by average height of building	
75' to 100'	480 square feet
101' - 200'	600 square feet
201' and taller	720 square feet

Gateway Street Type	
Building Signs	
Wall Sign Awning Sign Canopy Sign Projecting Sign	1.5 square foot of sign area per 1 linear foot of building facade or 36 square feet, whichever is greater. Where no ground sign exists, an additional 0.5 square feet of sign area per 1 linear foot of building facade shall be permitted, for a total of 2.0 square feet per 1 linear feet of building facade.
Shingle Sign	9 square feet per sign
Ground Signs	
Monument Sign	64 square feet Properties with 300 or more feet of frontage are allowed one additional monument sign of an additional 64 square feet
Skyline Signs - area determined by average height of building	
75' to 100'	480 square feet
101' - 200'	600 square feet
201' and taller	720 square feet

More Street Types on next page

Section V: Sign Standards

Allocation of Sign Area by Street Type

The maximum sign area for each type of sign is determined by the Street Type and is established in the following tables. Specific requirements for each sign type are shown on the subsequent pages.

For each cell in the table below, there is a maximum allowed sign area that may be utilized with any combination and any number of signs associated with that cell, unless otherwise noted.

The measurements for "linear feet" shall be at grade.

Interstate Street Type	
Building Signs	
Wall Sign Awning Sign Canopy Sign Projecting Sign	1 square foot of sign area per 1 linear foot of street frontage
Shingle Sign	9 square feet per sign
Ground Signs	Not allowed
Skyline Signs - area determined by average height of building	
75' to 100'	480 square feet
101' - 200'	600 square feet
201' and taller	720 square feet

Printers' Alley Street Type	
Building Signs	
Wall Sign Awning Sign Canopy Sign Projecting Sign	Ground floor: 2.0 square foot of sign area per 1 linear foot of street frontage Second floor: 1.5 square foot of sign area per 1 linear foot of street frontage Upper floors: 1 square foot of sign area per 1 linear foot of street frontage Signage allowed for each floor shall be used on that floor and shall not be redistributed to other parts of the building.
Shingle Sign	9 square feet per sign
Ground Signs	Not allowed
Skyline Signs - area determined by average height of building	
75' to 100'	480 square feet
101' - 200'	600 square feet
201' and taller	720 square feet

Section V: Sign Standards

Building Sign: Wall Sign

Description

A wall sign is a building sign that is attached flat to, or mounted away from but parallel to, the building facade.

A wall sign may be painted on the building facade.

General Provisions

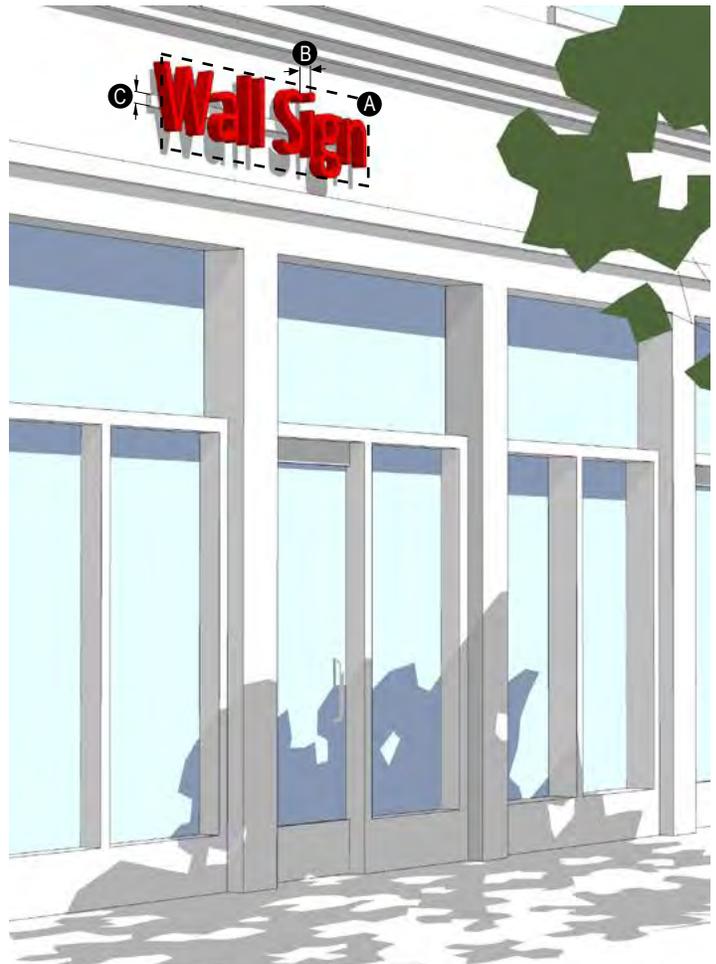
- A wall sign shall either be located lower than the window sills of the third story or at the top of the building, not to be placed below the windows of the highest floor.
- No portion of a wall sign may extend above the roof line or above a parapet wall of a building with a flat roof.
- No portion of a wall sign may extend above the lower eave line of a building with a pitched roof.
- A wall sign cannot cover windows or architectural details.
- An exposed raceway shall be finished to match the background wall or be integrated into the overall design of the sign.
- A wall sign can be externally or internally illuminated in accordance with pages 133.



Design Standards

- | | |
|---------------------------------|--|
| Ⓐ Overall area allocation (max) | See pages 124-125 |
| Ⓑ Projection (max) | 13 inches |
| Ⓒ Exposed Raceway height (max) | 50% of the letter height, OR if the Raceway is used as the sign background, the Raceway may extend 3 inches beyond the largest part of the sign. |

Refer to the Illumination section (pages 133) for additional raceways standards and permitted locations.



Example of raceway incorporated as sign background

Section V: Sign Standards

Building Sign: Awning Sign

Description

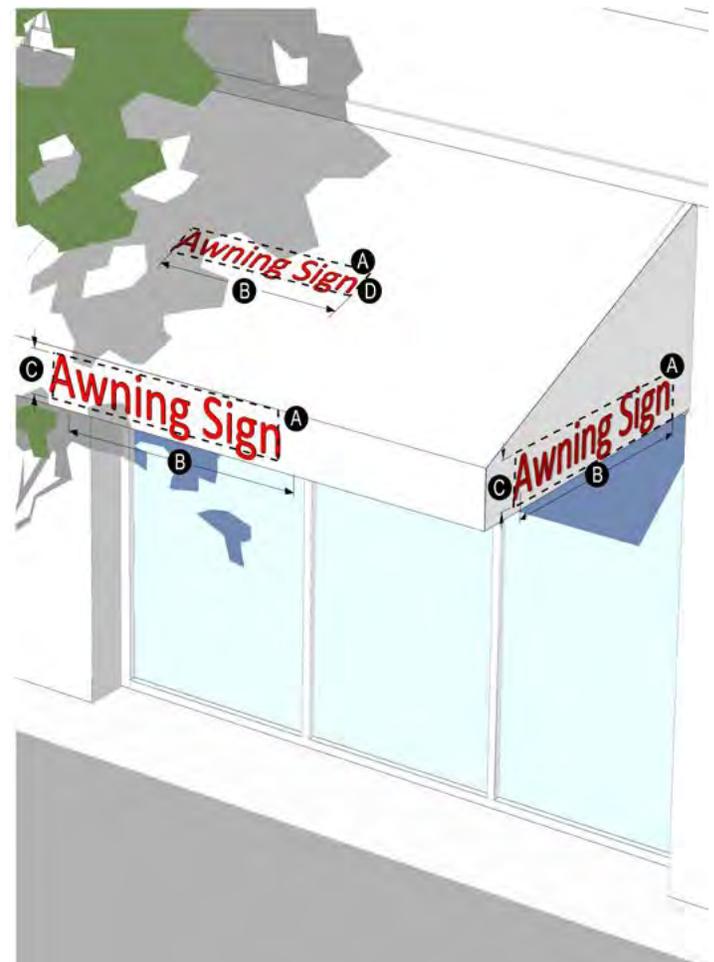
An awning sign is a type of building sign. Graphics and symbols are painted, sewn, or otherwise adhered to the awning material as an integrated part of the awning itself.

General Provisions

- Only awnings on first and second story windows may contain signs.
- A maximum of one sign is allowed per awning face.
- An awning sign may only be externally illuminated.
- See the Awnings section of the Downtown Code for additional information on the design of awnings.

Design Standards

A Overall area allocation (max)	See pages 124-125
B Sign Width (max % of awning width/depth)	75%
C Height of text and graphics on valance (max)	2 feet
D Max area of sloping plane covered by sign	50%



Section V: Sign Standards

Building Sign: Canopy Sign

Description

A canopy sign is a type of building sign that is attached above, below or to the face of a canopy.

General Provisions

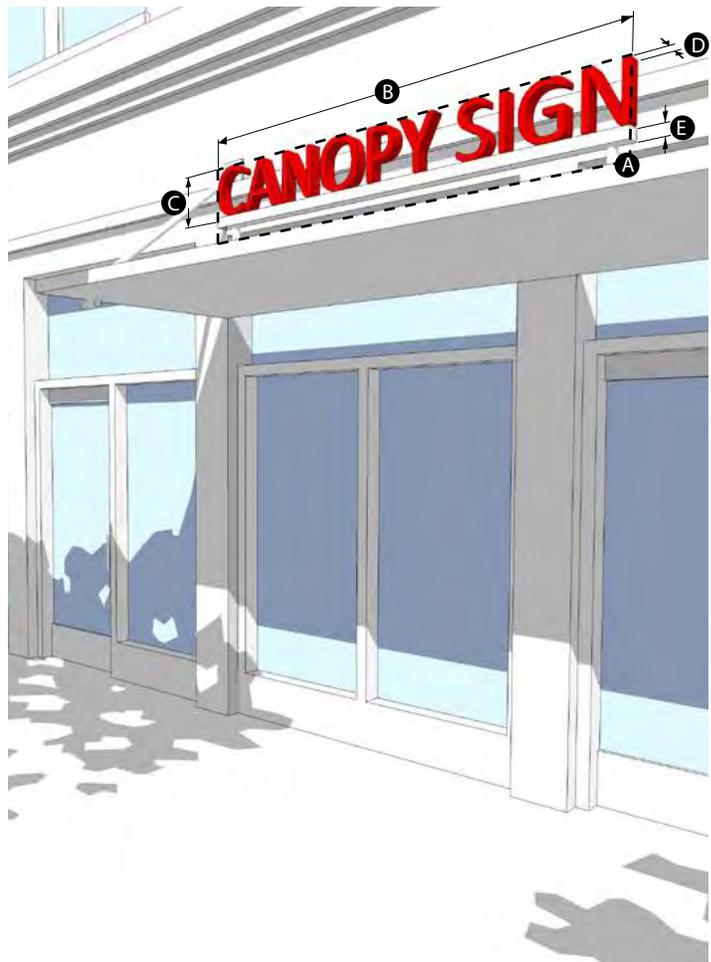
- A canopy sign cannot extend outside the overall length or width of the canopy. However, a canopy sign may extend above or below the canopy provided the sign meets all other design standards.
- Maximum of one sign per canopy face.
- Raceways are permitted for signs extending below or above the canopy.
- A canopy sign can be externally or internally illuminated in accordance with page 133
- Cabinet signs are not permitted as canopy signs.
 - » See the Canopies section of the Downtown Code for additional information on the design of canopies.
- This definition does not include freestanding canopies over fuel pumps. See the Auto-oriented canopy/awning Signs on page 120.



Design Standards

A Overall area allocation (max)	See pages 124-125
B Sign Width (max % of canopy length or depth)	75%
C Height of text and graphics (max)	2 feet
D Depth (max)	13 inches
E Exposed Raceway height (max)	50% of the letter height, OR if the Raceway is used as the sign background, the Raceway may extend 3 inches beyond the largest part of the sign.

Refer to the Illumination section (pages 133) for additional raceways standards and permitted locations.



Section V: Sign Standards

Building Sign: Projecting Sign

Description

A projecting sign is a type of building sign that projects outward from the facade, typically at a ninety degree angle. Projecting signs are typically, but not always, vertically oriented and generally mounted above the first floor.



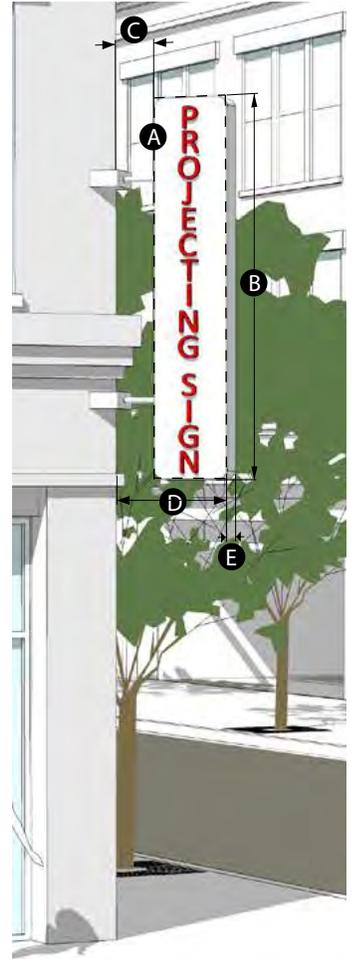
General Provisions

- A projecting sign must be located at least 25 feet from any other projecting sign. When building width prohibits adherence to this standard, flexibility shall be permitted though a Minor Modification to be reviewed by staff.
- A projecting sign may be erected on a building corner when the building corner adjoins the intersection of two streets. Allocation of sign area from both streets may be used, however, in no case shall the sign exceed the maximum dimensional standards below.
- A projecting sign shall be located below the window sills of the fourth story.
- The top of a projecting sign shall not extend above the building eave or top of parapet, except on one story buildings where the top of a projecting sign may have a maximum of 20% of the sign height above the top of the building.
- A projecting sign can be externally or internally illuminated in accordance with pages 133.



Design Standards

A	Overall area allocation (max)	See pages 124-125
B	Height (max)	
	1 story buildings	10 feet
	2 and 3 story buildings	16 feet
	4 or more story buildings	20 feet
C	Spacing from facade (min)	1 foot
D	Projection Width (max)	6 feet
E	Depth of cabinet (max)	18 inches



Section V: Sign Standards

Building Sign: Shingle Sign

Description

A shingle sign is a smaller building sign that projects outward, typically at a ninety degree angle, and hangs from a bracket or support that is located over or near a building entrance.

General Provisions

- Signs shall be located within 8 feet of an active pedestrian building entrance. This does not include service entries or entries that primarily remain locked.
- An active pedestrian entrance at the corner of a building is allowed signs on both streets.
- A shingle sign shall be located below the window sills of the second story.
- A shingle sign shall not be internally illuminated.



Design Standards

A Area (max)	9 square feet
B Height (max)	3 feet
C Spacing from facade (min)	6 inches
D Width (max)	3 feet
E Depth (max)	6 inches



Section V: Sign Standards

Ground Sign: Monument Sign

Description

A monument sign is a ground sign that is attached along its entire length to a continuous pedestal.

General Provisions

- Each property fronting on a Street Type which allows a monument sign is permitted one per street frontage. One additional monument sign is allowed for properties with 300 or more feet of street frontage on one street. Where more than one sign is permitted, signs along the same street frontage shall be spaced a minimum of 200 feet apart.
- A monument sign must be set back at least 5 feet from the front property line.
- A sign erected on the top of a retaining wall is required to meet the standards for a monument sign. The height of the wall shall be included in the overall height calculation. In this case, the 5 foot minimum setback is not required.
- A sign affixed to the face of a retaining wall or seat wall that is an integral part of a plaza or streetscape design may utilize the sign area allocated to wall signs. In this case, the 5 foot minimum setback is not required.
- A monument sign can be externally or internally illuminated in accordance with page 133.



Design Standards

Ⓐ	Sign area (max per sign)	See pages 124-125
Ⓑ	Height (max)	
	Pedestrian Street	5 feet
	Transitional Street	10 feet
	Gateway Street	15 feet
Ⓒ	Depth (max)	18 inches



Section V: Sign Standards

Skyline Sign

Description

A building sign is attached flat to or mounted away from the building facade. Sign may be parallel to the building facade or vertical. Located on the upper band of a building.

General Standards

- A skyline sign is only allowed on buildings greater than 75 feet in height.
- A skyline sign must be located within the top third of the building.
- No portion of a skyline sign may extend above the roof line or above a parapet wall of a building with a flat roof.
- No more than one skyline sign per facade is allowed. However, additional skyline signs may be allowed as a Modification for Exceptional Design. See additional information on page 119
- Raceways are not permitted on skyline signs.
- A skyline sign can be internally (but not externally) illuminated in accordance with page 133.
- Skyline signs may be placed on non street-facing facades through the minor modification process.

Design Standards

Ⓐ Area (max)	See pages 124-125
Ⓑ Height (max)	14 feet
Ⓒ Width (max % of facade length)	60%



Section V: Sign Standards

Illumination

Illumination of signs shall be in accordance with the following requirements:

External Illumination

- External light sources shall be placed close to, and directed onto, the sign and shielded to minimize glare into the street, sidewalks or onto adjacent properties.
- Projecting light fixtures used for externally illuminated signs shall be simple and unobtrusive in appearance. They should not obscure the sign.

Internal Illumination

- Channel letters may be internally lit or back-lit.
- For cabinet signs, the background must be opaque. Only graphics, text and logos may be illuminated, and a halo of one inch around graphics, text, and logos may be non-opaque.
- Exposed neon may be used for lettering or as an accent.

Prohibited Light Sources

The following light sources are prohibited on every Street Type except Printers' Alley:

- Blinking, flashing, chasing, and sequential lighting.
- Bare bulb illumination.

Raceways and Transformers

- Within Redevelopment Districts, raceways may only be permitted by Modification.
- Visible transformers are prohibited.



External light sources



Internally lit channel letters



Back lit channel letters



Internally lit cabinet signs with darker backgrounds

Section V: Sign Standards

Changeable Copy Signs (Manual or Electronic)

Changeable copy signs shall be in accordance with the following requirements:

Description

- Manual changeable copy sign. A sign or portion of a sign that has a readerboard for the display of text information in which each alphanumeric character, graphic or symbol is defined by objects, not consisting of an illumination device. Changeable copy is changed or re-arranged manually or mechanically without altering the face or the surface of the sign.
- Electronic changeable copy sign. A sign or portion of a sign that displays information in which each alphanumeric character, graphic, or symbol is defined by a small number of matrix elements using different combinations of light emitting diodes (LED's), fiber optics, light bulbs or other illumination devices within the sign.

Usage

- Manual changeable copy is allowed in conjunction with a wall sign, pylon sign or monument sign.
- Electronic Changeable copy is allowed in conjunction with a wall sign or a monument sign provided the changeable copy portion is no greater than 50% of the built sign area.
- An electronic changeable copy sign is not allowed in a Redevelopment District or on Interstate frontage.
- Tourist-oriented businesses within Downtown Nashville may receive Modifications to allow greater sign area and use of digital technology in accordance to the process on page 119.

Spacing

- The closest edge of an electronic changeable copy sign must be a minimum distance of 100 feet from any residential zoning district or historic district boundary.
- An electronic changeable copy sign must be separated from another electronic changeable copy sign by at least 50 feet.

Duration

- Any image or message or portion of the image or message must have a static display for minimum duration of eight seconds.
- Transition time must be immediate.
- No portion of the image or message may flash, scroll, twirl, change color or in any manner imitate movement.

Brightness

- The sign must not exceed a maximum illumination of 7,500 nits during daylight hours and a maximum illumination of 750 nits between dusk to dawn as measured from the sign's face at maximum brightness.
- Electronic changeable copy signs must have an automatic dimmer control to produce a distinct illumination change from a higher illumination level to a lower level.

SUBSTITUTE RESOLUTION NO. RS2025-1712

A resolution opposing The Boring Company's proposed tunnels within Nashville and Davidson County; ~~condemning~~ objecting to the company's lack of transparency, inadequate community and Metropolitan Council engagement, and troubling labor and safety practices; affirming that public land and public infrastructure decisions must prioritize the welfare, safety, and expressed needs of Nashville residents; and reiterating the Metropolitan Council's commitment to real, equitable, community-driven transit solutions.

WHEREAS, in July 2025, The Boring Company announced its intention to construct the "Music City Loop," a tunnel between downtown Nashville and Nashville International Airport, despite having conducted little meaningful consultation with Nashville residents, community leaders, or the Metropolitan Council (the "Council"); and

WHEREAS, many Nashville residents have repeatedly expressed frustration that they were never meaningfully consulted about a major infrastructure proposal involving public land that potentially affects environmental, geological, and public safety conditions and shapes long-term transportation planning in the region; and

WHEREAS, the people of Nashville expect-and deserve-a transparent decision-making process for large-scale infrastructure projects, particularly those involving public resources and long-term community impact; and

WHEREAS, on August 12, 2025, then chairs of the Council's Budget and Finance Committee and Transportation and Infrastructure Committee formally requested a joint committee meeting to allow The Boring Company to present comprehensive information regarding the Music City Loop's scope, timeline, safety measures, environmental concerns, and potential fiscal impact, so that Council Members could better respond to constituents' questions and concerns; and

WHEREAS, The Boring Company declined this request, stating that their "intent was to partner with the state" and that they had "no pending legislative ask at the Metro Council," despite the clear need for transparency and public accountability for a project of this scale; and

WHEREAS, following this refusal, a second request was sent expressing appreciation for the company's stated commitment to transparency and community engagement, and respectfully renewing the request for a public informational session, noting that Nashville residents were actively raising concerns, community engagement requires providing Council Members with accurate, timely information and relying solely on media coverage in the absence of a Council briefing was a disservice to constituents. The Boring Company did not ultimately respond to this request; and

WHEREAS, The Boring Company has made public statements asserting that it values transparency, welcomes feedback, and seeks to meet with all forty (40) Council Members, ~~yet in practice has chosen to engage selectively with only some Council Members while declining invitations to meet with the full Council, resulting in an inconsistent flow of information that is not the fault of any individual Council Member but rather a consequence of the company's own engagement choices;~~ and

WHEREAS, in practice, The Boring Company has elected to engage selectively with certain Council Members, resulting in an uneven and inconsistent flow of information that is not

attributable to any individual Council Member but rather to the company's chosen approach to engagement; and

WHEREAS, on November 24, 2025, CEO Steve Davis participated ~~not in a formal Council briefing, but instead~~ in a public social media forum on X (formerly Twitter), stating: "We wouldn't go into a city and fight to build something that is so extensive and labor intensive and an incredibly difficult project. We are still going because everyone has been unbelievably positive," despite clear evidence of significant community concern and many unanswered questions; and

WHEREAS, public land is a public trust, and must only be used in ways that demonstrably and transparently serve the public good - not for speculative private ventures lacking meaningful community engagement; and

WHEREAS, in November 2025, subcontractor Shane Trucking & Excavating walked off the project citing late payments - some reportedly more than 120 days overdue - as well as safety issues including the absence of a permanent safety director, inadequate protective equipment, and other contract breaches; and

WHEREAS, these labor concerns mirror a broader pattern: reports have documented repeated safety violations, fines, and worker-protection failures at The Boring Company's Las Vegas tunneling operations, including ventilation hazards, equipment issues, and inadequate emergency protocols, ~~resulting in federal penalties~~; and

WHEREAS, these repeating safety and labor deficiencies raise profound concerns about the company's ability to conduct tunneling operations safely beneath Nashville's homes, businesses, and public rights-of-way; and

WHEREAS, representatives of The Boring Company appeared before a specially called Transportation and Infrastructure Committee meeting in February 2026; and

WHEREAS, during that meeting, numerous questions from Council Members concerning transparency, environmental impacts, and accommodations for persons with disabilities were not substantively addressed in the public forum, with company representatives instead directing Council Members to submit questions via email rather than providing responses on the record; and

WHEREAS, The Boring Company has a well-documented history of stalled, abandoned, or canceled tunneling projects in Baltimore, Los Angeles, Chicago, Fort Lauderdale, Las Vegas (expansion), Austin, and Abu Dhabi, often after significant public announcements, with little transparency about the causes or consequences of withdrawal; and

WHEREAS, this pattern raises concerns that Nashville could be left with unrepaired excavation sites, stranded infrastructure, or long-term liabilities should the project be delayed, abandoned, or significantly altered; and

WHEREAS, Nashville's limestone and karst geology, sinkhole risks, and history of major flooding require extensive and transparent environmental, geological, and engineering review, which has not been made available to the public or Council; and

WHEREAS, Nashville residents are asking for real, reliable, equitable transit solutions that improve daily mobility for workers, students, seniors, families, and people with disabilities - not projects that prioritize tourism corridors or speculative development; and

WHEREAS, any major transportation project involving public land or public impact must center the needs of Nashville residents and must undergo rigorous community engagement, labor review, environmental study, and public accountability; and

WHEREAS, The Boring Company has repeatedly represented that its proposed project would be constructed and operated at no cost to taxpayers; and

WHEREAS, pending state legislation, House Bill 2450 and Senate Bill 2205, would establish the Subterranean Transportation Infrastructure Coordination Authority, an eleven (11) member governing board supported by a twenty (20) person staff, and would appropriate five million dollars (\$5,000,000) in public funding to administer permits and regulatory oversight for subterranean transportation projects; and

WHEREAS, at present, the only known project that would fall under the jurisdiction of such an Authority is The Boring Company's proposed thirteen (13) mile tunnel project; and

WHEREAS, the proposed legislation would centralize permitting and regulatory authority at the state level, thereby bypassing or preempting local governmental authority and oversight with respect to subterranean transportation infrastructure projects.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. The Metropolitan Council hereby opposes The Boring Company's proposed Music City Loop project due to unresolved concerns regarding safety, labor practices, transparency, environmental impact, geological risk, and lack of meaningful engagement with Nashville residents and their duly elected representatives.

Section 2. The Metropolitan Council requests, in order to make an effort toward creating public trust, that the Boring Company:

- a. Participates in ongoing public briefings before the full Council and relevant committees;
- b. Releases all environmental, geological, safety, and fiscal studies for independent review;
- c. Demonstrates compliance with fair labor and contractor standards, including timely payment and robust safety protections;
- d. Engages in consistent, transparent communication with all Council Members, not selective or informal outreach; and
- e. Provides clear contingency and restoration plans in the event of project delay, alteration, or abandonment.

Section 3. The Metropolitan Council affirms that public land must only be used for public benefit, and any proposal involving public land must undergo rigorous evaluation and community review.

Section 4. The Metropolitan Council remains committed to advancing real, equitable, community-centered transit solutions that meet the needs of Nashville residents and uphold the highest standards of safety, labor protections, environmental stewardship, and public accountability.

Section 5. This Resolution shall take effect from and after its adoption, the welfare of the Metropolitan Government of Nashville and Davidson County requiring it.

SPONSORED BY:

Delishia Porterfield
Member of Council

SUBSTITUTE RESOLUTION NO. RS2026-1800

A resolution ~~requesting~~ acknowledging the Metropolitan Planning Department Housing Division's work to advance affordable housing and requesting continued commitment, in collaboration with other Metro agencies and external partners such as MDHA, and the Metropolitan Development and Housing Agency (MDHA) to study and implement emerging and innovative public housing solutions to effectuate more permanently attainable and affordable housing options within Nashville and Davidson County.

WHEREAS, at the pre-budget public comment period on February 3, 2026, many Nashvillians requested that the Metropolitan Government fund housing solutions to create permanently attainable and affordable housing throughout Nashville and Davidson County; and

WHEREAS, as Nashville has grown over the past couple of decades, it has lost a significant portion of its affordable or attainable housing due to rising rents, increasing property values, and extensive redevelopment; and

WHEREAS, this loss of attainable and affordable housing options has pushed many Nashvillians into surrounding counties or out of the region entirely due to not being able to afford housing within Nashville and cost-burdened many more Nashvillians who remain; and

WHEREAS, the Metropolitan Planning Department Housing Division has launched several innovative tools that address financing needs and long-term affordability including the Nashville Catalyst Fund, Connecting Housing to Infrastructure Program, the Mixed-Income PILOT, the Voluntary Affordable Housing Incentive program, and Nashville's first Limited Equity Cooperative; and

WHEREAS, the Fiscal Year 2025-2026 budget included funding to analyze and calibrate current local subsidies and determine opportunities for new tools or programs; and

WHEREAS, the published Unified Housing Strategy has identified the creation of more housing, including the creation of more housing on publicly owned land, as necessary to increase housing access for all and ensure that Nashville's housing stock is resilient and sustainable; and

WHEREAS, there are surplus and underutilized properties owned by the Metropolitan Government and MDHA that would be appropriate for residential development; and

WHEREAS, the implantation of innovative new public housing solutions on these surplus and underutilized properties would create more permanently attainable and affordable housing options for Nashvillians, creating an opportunity for them to stay in Nashville.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. That the Metropolitan Council hereby requests that the Metropolitan Planning Department Housing Division continue to study and implement emerging and innovative housing solutions including residential development of public land, creative financing tools, and long-term affordability mechanisms. ~~and Metropolitan Development and Housing Agency (MDHA) research emerging and innovative public housing solutions and implement such solutions determined to be locally viable on surplus and underutilized properties owned by the Metropolitan Government or MDHA that are appropriate for residential development.~~

Section 2. That the Metropolitan Council recognizes the existing work underway has been funded in the Fiscal Year 2025-2026 budget and requests that additional funding be included in the Fiscal Year 2026-2027 to support requests from ~~hereby requests that this initiative be funded in the Fiscal Year 2026-2027 operating budget at an amount recommended by the~~

Director of the Metropolitan Planning Department and the President & CEO of the Metropolitan Development and Housing Agency.

Section 3. The Metropolitan Clerk is directed to send a copy of this Resolution to the Director of the Metropolitan Planning Department, the President & CEO of the Metropolitan Development and Housing Agency, and the Mayor.

Section 4. This Resolution shall take effect from and after its adoption, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

Thom Druffel
Members of Council

AMENDMENT NO. _

TO

ORDINANCE NO. BL2025-1114, as amended

Madam President –

I hereby move to amend Ordinance No. BL2025-1114, as amended as follows:

I. By deleting the recital and replacing it with the following:

WHEREAS, surveys distributed to employees of the Department of Emergency Communications in the summer of 2025 have been insightful to the department, and using this type of survey throughout the Metropolitan Government would provide similar benefits; and

WHEREAS, this survey will help to gather policy input, increase employee engagement, and evaluate employees' service in the furtherance of the department's mission.

II. By amending Section 1 as follows:

Section 1. That Title 3 of the Metropolitan Code of Laws is hereby amended by adding the following new Chapter 3.62:

Chapter 3.62 – Annual employee surveys

3.62.010. – Surveys regarding departments, boards, and commissions

A. The department of human resources shall provide annual surveys to the employees of departments and boards and commissions established by the Metropolitan Charter or ordinance to assess:

1. Leadership and management practices that contribute to the performance of the department, board, or commission; and

2. Employee satisfaction with:

a. leadership policies and practices;

b. workplace culture;

c. communication from peers and leadership within the department;

d. individual and workplace morale;

ee. opportunity for professional development and growth; and

ef. opportunity to contribute to achieving the goals of the department, board, or commission.

B. The provisions of this section are intended to supplement and not conflict with the work of the civil service commission, as provided in article 12 of the Metropolitan Charter.

III. By amending Section 2 as follows:

Section 2. The Metropolitan Council requests that the surveys be anonymous, confidential, and collected by the human resource coordinators of each department, board, or commission,

distributed annually on March 15 to completed by March 31, distributed via email with an option to be completed outside of the workplace, provided to the mayor, the relevant department director, or the board or commission, as applicable, and made available to the metropolitan council upon request.

SPONSORED BY:

Jennifer Webb
Member of Council

SUBSTITUTE ORDINANCE NO. BL2025-1114

An ordinance amending Title 3 of the Metropolitan Code of Laws to examine best practices for Metropolitan Government to conduct periodic surveys of employees of ~~require~~ departments, boards, and commissions of the Metropolitan Government ~~to conduct annual employee surveys.~~

~~WHEREAS, surveys distributed to employees of the Department of Emergency Communications in the summer of 2025 have been insightful to the department, and using this type of survey throughout the Metropolitan Government would provide similar benefits.~~

WHEREAS, Ordinance No. BL2025-1114 was introduced on November 4, 2025, and amended on December 4, 2025; and

WHEREAS, the ordinance proposes annual surveys of certain Metropolitan Government employees; and

WHEREAS, anonymous employee surveys can provide broad, thematic observations if they are properly planned and constructed and use methodology that ensures accuracy and fairness; and

WHEREAS, factors that must be considered in conducting surveys include identifying the unique functions and priorities that exist across departments; determining a time and manner to ensure adequate resourcing to plan, develop, conduct, and participate in the surveys and tabulate and analyze results; protecting the anonymity of respondents to increase participation and reduce selection bias; understanding variances between administrative resources in different departments; and identifying optimal frequencies, lengths, and subject matter; and

WHEREAS, the Department of Human Resources has not been allocated funding for either studying best practices for department-specific surveys or conducting such surveys; and

WHEREAS, employees of the Metropolitan Government and the level of service provided by the metropolitan government will be best served by a survey process that takes into account these factors; and

WHEREAS, the Metropolitan Charter places the authority to determine such process with the Director of Personnel, typically referred to as the Director of Human Resources.

NOW, THEREFORE, BE IT ENACTED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. That Title 3 of the Metropolitan Code of Laws is hereby amended by adding the following new Chapter 3.62:

Chapter 3.62 - ~~Annual~~Periodic employee surveys

3.62.010. - Surveys regarding departments, boards, and commissions

A. The department of human resources shall, upon appropriation of adequate funds, commission a study to determine best practices for surveying employees of metropolitan departments, boards, and commissions. Such study shall be completed within six months of funding and shared with the metropolitan council.

B. The department of human resources study shall examine best practices for providing ~~provide annual-periodic~~ surveys to the employees of departments and boards and commissions established by the Metropolitan Charter or ordinance to assess topics consistent with best practice, such as:

1. Leadership and management practices that contribute to the performance of the department, board, or commission; and
2. Employee satisfaction with categories that could include but would not be limited to:
 - a. leadership policies and practices;
 - b. workplace culture;
 - c. opportunity for professional development and growth; and
 - d. opportunity to contribute to achieving the goals of the department, board, or commission.

3. Additional subject matter that could prove beneficial to the surveys' goals.

C. The study shall further examine best practices for survey frequency, distribution and collection methods that protecting the anonymity of respondents, other factors that could help or harm equitable access and treatment, required resources, and any other issues regarding survey administration.

D. The study shall further provide guidance on how survey results are interpreted, maintained, used, and distributed to properly protect from interpretation bias and retaliatory behavior and to achieve the goals of improved workplace culture and actionable change, as appropriate, in response to survey data results. It is intended that ~~S~~survey results shall be provided to the mayor, the director of human resources, the relevant department director, and the board or commission of authority, if applicable, and ~~Survey results shall be~~ made available to the metropolitan council upon request.

BE. The provisions of this section are intended to supplement and not conflict with the work of the civil service commission, as provided in article 12 of the Metropolitan Charter.

~~Section 2. The Metropolitan Council requests that the surveys be anonymous and collected by the human resource coordinators of each department, board, or commission, distributed annually on March 15 to completed by March 31, distributed via email with an option to be completed outside of the workplace, provided to the mayor, the relevant department director, or the board or commission, as applicable, and made available to the metropolitan council upon request.~~

Section 32. This Ordinance shall take effect from and after its adoption, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

SPONSORED BY:

Olivia Hill
Member of Council

SUBSTITUTE ORDINANCE NO. BL2025-1147

An ordinance amending certain access management sections of Chapters 13.08, 13.12 and 17.20 of the Metropolitan Code of Laws to implement the Access Management Manual, which compiles regulations and guidelines for access from private property to the public rights-of-way to modernize the development review process and make streets safer for all modes of transportation.

WHEREAS, in an effort to implement and achieve the Metropolitan Government's transportation goals, the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) has been working with stakeholders to modernize the development review process; and,

WHEREAS, as part of this modernization of the development review process, NDOT has created the Access Management Manual ("Manual") to help plan for new development throughout the county through the implementation of access management requirements, guidelines, and standards that reduce conflict points, improve public safety, and support the buildout of an efficient transportation network; and,

WHEREAS, as set forth in the Manual attached hereto, NDOT has leveraged up-to-date industry research, peer city best practices, and technical standards from leading professional organizations to devise the regulations and guidelines set forth therein; and,

WHEREAS, the Manual is also consistent with Transportation Improvement Program ("Choose How You Move"), WalknBike Nashville, the Vision Zero Action Plan and Implementation Plan, Access 2040, NashvilleNext, Connect Downtown, Metro Nashville's Community Plans, and other transportation analyses adopted by NDOT and other Metro Departments; and,

WHEREAS, NDOT wishes to amend certain sections of Chapters 13.08, 13.12 and 17.20 of the Metro Code to update the development review process and implement the Manual; and,

WHEREAS, NDOT wishes to codify NDOT's authority to update access regulations in the form of the Manual; and

WHEREAS, modernizing the development review process to create a safer transportation network is in the best interest of the people of Metropolitan Nashville and Davidson County.

NOW, THEREFORE, BE IT ENACTED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. That Section 13.08.050 of the Metropolitan Code of Laws section is hereby amended by deleting it in its entirety and replacing it with the following:

13.08.050 - Obstructing visibility at intersections, driveways, or rights-of-way.

No person shall place, or cause to be placed or maintained, any obstruction within the sight visibility triangle of an intersection of public roads or alleyways based on the most current street classifications set forth in the Major and Collector Street Plan. The visibility triangle legs shall be equal; the highest road classification's value shall be utilized, as shown in the table below. Portions of streets or alleyways adjacent to parcels zoned

Downtown Code (DTC), Core Frame (CF or CF-NS), or Mixed Use – Intensive (MUI or MUI-NS) shall be exempt from this provision.

	<u>Intersecting Street B</u>			
<u>Intersecting Street A</u>		<u>Arterial or Collector</u>	<u>Local</u>	<u>Alley</u>
	<u>Arterial or Collector</u>	<u>35 feet</u>	<u>35 feet</u>	<u>35 feet</u>
	<u>Local</u>	<u>35 feet</u>	<u>25 feet</u>	<u>25 feet</u>
	<u>Alley</u>	<u>35 feet</u>	<u>25 feet</u>	<u>:</u>

Table 13.08.050 – Sight Visibility Triangle Values

1. Additional engineering analysis may be required for certain intersections that the NDOT Chief Engineer, or designee, may identify.
2. Sight triangle exceptions may be granted by NDOT Chief Engineer, or designee, given the submittal of a sight distance exhibit demonstrating unobstructed visibility.
3. See 17.12.040 for fence setbacks.

Section 2 4. That Chapter 13.12 of the Metropolitan Code of Laws is hereby amended by deleting it in its entirety and replacing it with the following:

13.12.010 – Driveway and access defined.

The term "driveway" or "access" as used in this chapter, means any portion of the normal sidewalk area –including grass plot, curb, gutter, and sidewalks –of the streets, roadways, and alleys of the metropolitan government intended for use by vehicles as a means of ingress and egress between the public right-of-way and abutting property.

13.12.020 – Director authority to promulgate Access Management Manual and Manual defined.

- A. The Director of the department of transportation and multimodal infrastructure (NDOT), with the approval of the mayor, is authorized to make reasonable and proper rules, regulations, and technical guidelines as may be necessary to establish driveway and access requirements between abutting property and the public right-of-way. All proposed amendments to any rules, regulations, or guidelines shall be posted on the metropolitan government’s website for at least 30 days prior to amendment, and final versions of all rules, regulations and guidelines shall be filed with the metropolitan clerk.
- B. The NDOT Access Management Manual (“Manual”) sets forth the metropolitan government’s policy for all driveway requirements for new and infill land development. The Manual also details best practices for access design. Access constructed on public rights-of-way in the area of the

metropolitan government shall comply with the requirements and standards set forth within the Manual.

13.12.030 – Waiver of Access Management Requirements.

Any request to waive or deviate from the Manual's requirements shall be made by a property owner or their representative in writing to NDOT using the process described in the access waiver form section of the Manual. The request for a waiver must be submitted to and approved by NDOT's chief engineer, or his/her designee, prior to any official site plan submittals to the metropolitan planning department and prior to any official site plan submittals for a building permit application. A waiver from the Manual's requirements may be granted when reasonable site access cannot be achieved under the existing standards. To qualify, a property owner must demonstrate through the access waiver form that the proposed access point is essential for reasonable access to the site and will not significantly impact the transportation system or safety. In such cases, deviation from the Manual's requirements may be warranted to ensure reasonable access to the property.

13.12.040 – Applications—Appeals.

- A. All appeals of NDOT denials of driveway applications and requests for access management waivers (via the NDOT access waiver form) shall be made in writing to the traffic and parking commission.
- B. Appeals of driveway application and request for access management waiver denials may be made only after a driveway application or request for access management waiver has been denied by NDOT. The appeal request to the traffic and parking commission must include a completed access waiver form and the associated NDOT response page, completed and signed.
- C. Once such an appeal is made to the traffic and parking commission, traffic and parking commission staff shall place the appeal on the next eligible agenda for a regular meeting of the commission.
- D. The traffic and parking commission must hear an appeal prior to any official site plan submittals to the metropolitan planning department and prior to any official site plan submittals for a building permit application if an alternate driveway design is desired by the applicant.

Section 3 2. That Section 17.20.130 of the Metropolitan Code of Laws is hereby amended by adding a new subsection F as follows:

F. Lot requirements for off-street loading docks.

- 1. Maneuvering area shall be provided entirely on private property for all vehicles using loading docks or doors.
- 2. The loading dock or door shall be set back far enough from the public right-of-way so that no portion of the public right-of-way is occupied by trucks or other vehicles while loading or unloading.

3. The minimum setback for a loading dock or door shall be forty-five feet from the right-of-way. Where tractor-trailer units will be using the facility, the minimum setback shall be sixty-five feet.
4. For any proposed parking pattern which provides for parking headed into the side property lines at any angle other than ninety degrees, driveways will be approved, subject to all other conditions of this chapter, only if proper one-way operation of the parking area is provided.

Section ~~4~~ ~~3~~. That Section 17.20.150 of the Metropolitan Code of Laws is hereby amended by deleting it in its entirety and replacing it with the following:

17.20.150 – Access Management Manual defined.

The department of transportation and multimodal infrastructure (NDOT) Access Management Manual (“Manual”) sets forth the metropolitan government’s policy for all driveway requirements for new and infill land development. The Manual also details best practices for access design. Access constructed on public rights-of-way in the area of the metropolitan government shall comply with the requirements and standards set forth within the Manual.

Section ~~5~~ ~~4~~. That Sections 17.20.160 through 17.20.190 of the Metropolitan Code of Laws are hereby deleted in their entirety.

Section ~~6~~ ~~5~~: The Metropolitan Clerk is directed to publish a notice announcing such change in a newspaper of general circulation within five days following final passage.

Section ~~7~~ ~~6~~: This Ordinance shall take effect upon publication of above said notice announcing such change in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

Rollin Horton
Member of Council



ACCESS MANAGEMENT MANUAL

Nashville Department of Transportation and Multimodal Infrastructure

ACKNOWLEDGEMENTS

This manual would not have been possible without the collaboration and extra time put in by Metropolitan staff members and the project consultant team at Arcadis. Thank you for your help, feedback and support in improving the safety of all road users in Nashville-Davidson County!

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ACCESS REGULATIONS SUMMARY

This summary chapter compiles all of Metro Nashville’s access regulations that are listed throughout this Access Management Manual. This Manual applies to new and infill land development submitted to Metro Nashville for plan reviews after **{bill effective date}**.

- **For projects where both the TDOT Highway System Access Manual (HSAM) and the NDOT Access Management Manual are applicable, the strictest regulations shall be enforced.**
- Where other access management standards governed by Metro Nashville policies outside this Manual are applicable, **the strictest standard shall be enforced.**
- For access design best practices, review this Manual in its entirety.

Authority of this Manual

The authorization of these regulations is granted to the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) by the Metro Charter, Chapter 4, Section 8.402, and subsequent amendments by the Metro Council. The authority has been conferred to the Metro Government by the Tennessee General Assembly by Title 13, Section 13-3-101 through Section 13-3-304 and Section 13-3-401 through Section 13-3-411, and Title 7, Section 31, of the Tennessee Code Annotated, as amended, and other pertinent statutes for the establishment of regulations governing the subdivision of land, and street transportation system. The standards and guidance within this Manual apply to developments and capital projects on alleys, local, collector, and arterial routes within the jurisdiction of the Metropolitan Government of Nashville and Davidson County.

If any provision of this Manual is proven or held to be invalid or unconstitutional, such invalidity shall not affect the validity of these regulations as a whole, or any part thereof, other than the part determined to be invalid.

Access Location Regulations

When planning a new driveway/access, three key access location principles must be considered, as possible: (*Chapter 3.1*)

1. **Roadway Functional Classification:** Access shall be avoided on high functional classification roadways.
2. **Intersection Functional Area:** Access shall be avoided within the intersection functional area.
3. **Access Conflict Area:** New access points shall not be placed near existing access points.

If access within these three areas is unavoidable, countermeasures shall be employed to mitigate negative impacts on traffic flow and safety. Recommended measures include, but are not limited to:

- **Restricted Access Design** (*Chapter 2.2.2*)
- **Enhanced visibility** for all users (*Chapter 2.4.8*)

Maximum Number of Driveways per Frontage Length

Table 3-2: Maximum Number of Driveways

Lot Frontage	Max Number of Driveways*
0 to 149'	1
150' to 299'	2
Each additional 300'	1

*The maximum number of driveways per lot on an arterial is one (1), unless an exception is granted by NDOT. (*Chapter 3.2.1*)

Driveway Spacing Regulations

- NDOT may require stricter adherence to spacing regulations and access management best practices when evaluating a full-access driveway proposal. If a full-access configuration does not align with the access management regulations outlined in this Manual, NDOT may require restricted access to mitigate adverse effects. This will be determined on a case-by-case basis. (*Chapter 2.2.1*)
- Driveways located along a single lot frontage shall meet minimum access spacing regulations, including both access-to-intersection spacing and spacing between driveways.

Measurements Defined

Access-to-Access spacing is measured along the right-of-way line, starting from the nearest points where the driveways intersect the right-of-way. (*Chapter 3.2.2*)

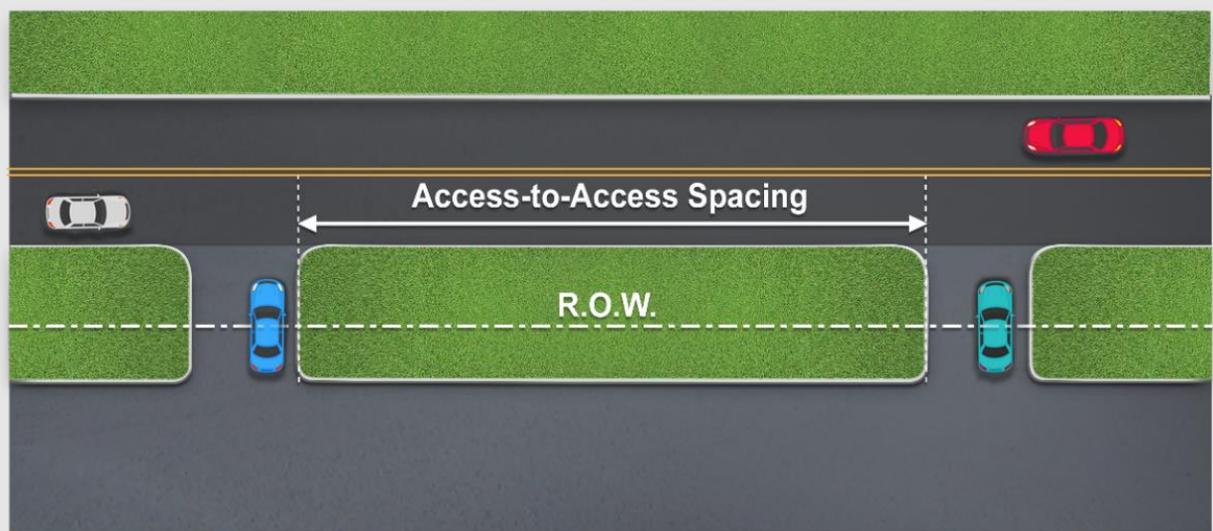


Figure 3-5: Access-to-Access Spacing

Access-to-Intersection spacing is measured from the nearest intersection of the existing right-of-way lines or extensions thereof, as shown in Figure 3-7. For streets designated to be widened at a future time by the adopted Major and Collector Street Plan, measurement shall be made from the future right-of-way lines. (*Chapter 3.2.4*)

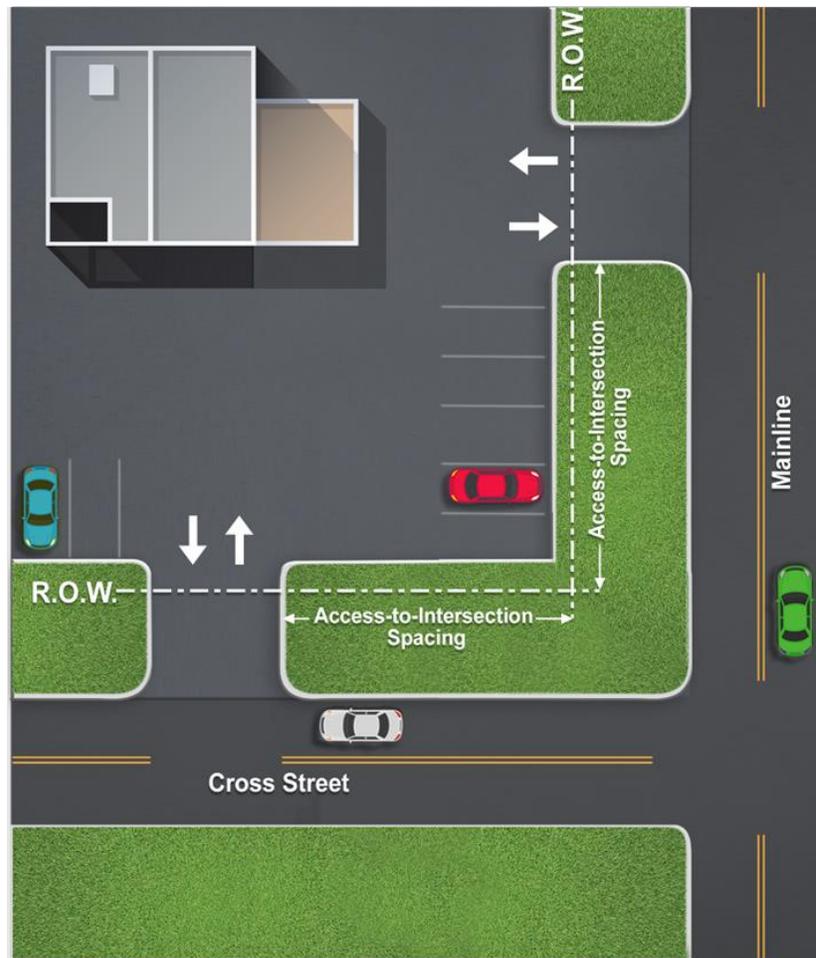


Figure 3-7: Illustration of Access-to-Intersection Spacing

Access-to-Interchange spacing is measured from the gore point of the ramp taper to the nearest point of intersection between the driveway and the existing ROW. (*Chapter 3.2.5*)

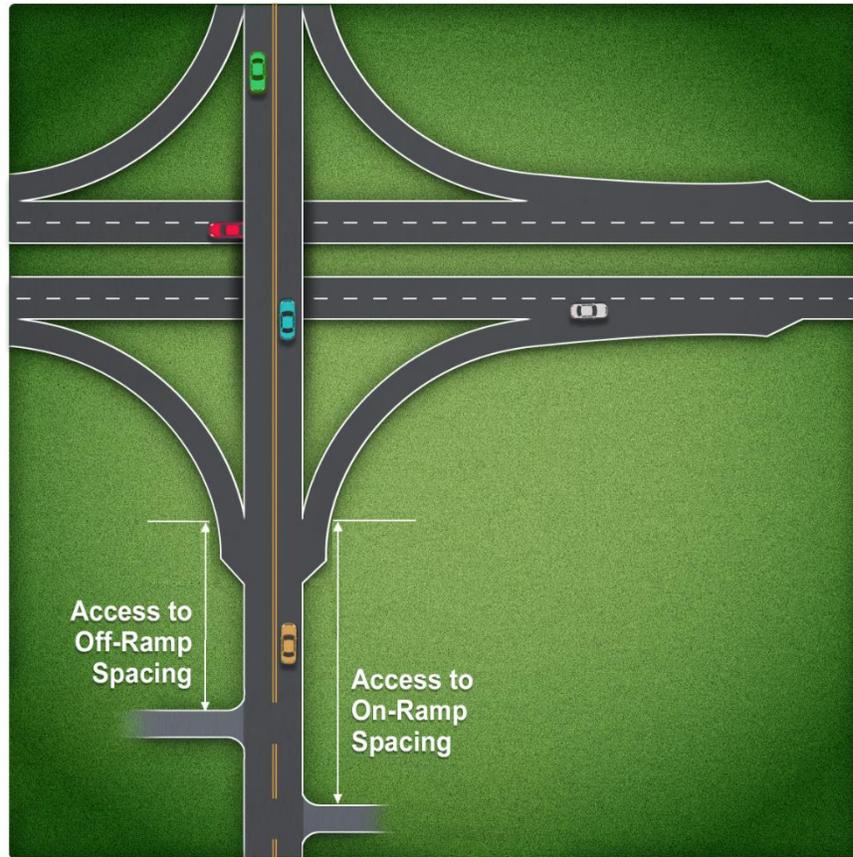


Figure 3-8: Distance from Interchange to Driveway

The **Intersection Functional Area** encompasses the physical intersection as well as the upstream and downstream areas critical for efficient traffic operations. This includes storage lengths for queuing vehicles and maneuvering distances required for through lanes and designated turn lanes. (*Chapter 3.1.2*)

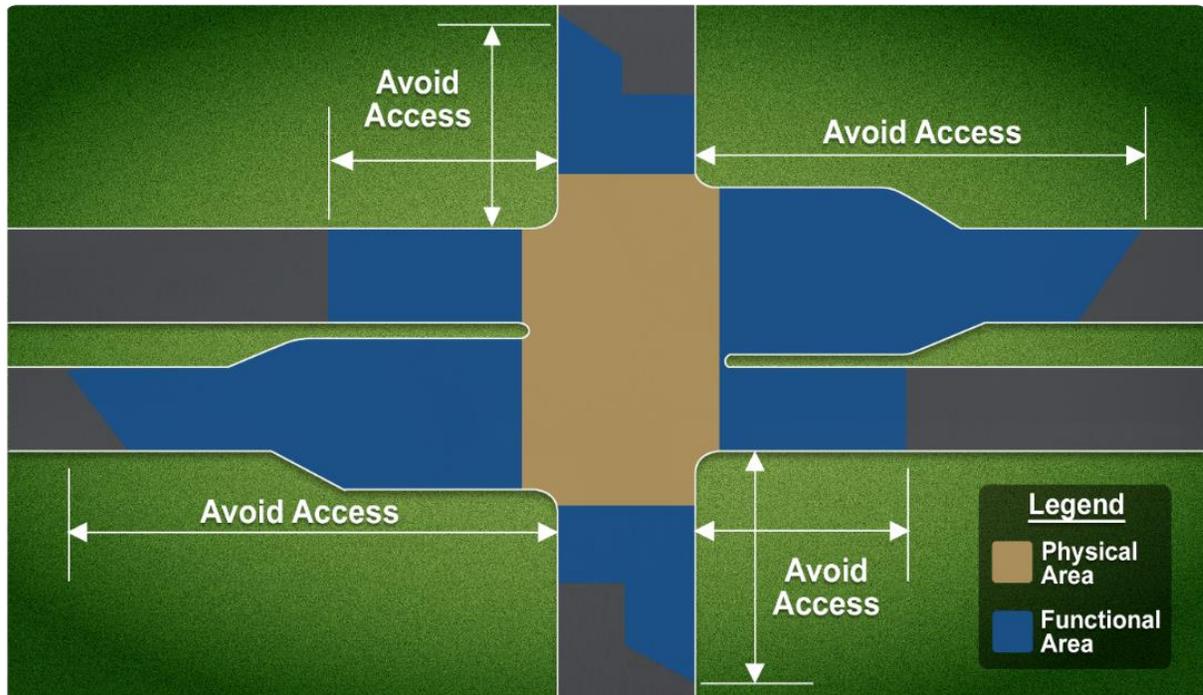


Figure 3-3: Intersection Functional Area

Access to Access Spacing for Single/Two-Family Lots

Table 3-3: Minimum Spacing of Driveways (Same Side of Roadway, SF/2F Residential)

Street Classification	Minimum Spacing (ft)
Arterial Boulevard	30’*
Collector Avenue	30’
Local Street	25’

*Access to SF/2F residences shall not be placed on arterials where an alternative access location is available. (Chapter 3.2.2)

Access to Access Spacing for Non-Single/Two-Family Lots

Table 3-4: Minimum Spacing of Driveways (Same Side of Roadway, Non-SF/2F)

Street Classification	Access Type	
	Full Access	Restricted Access**
Arterial Boulevard	SSD*	100’
Collector Avenue	100’	30’
Local Street	75’	30’

*See Table 3-5 for stopping sight distance (SSD) on level roadways and Table 3-6 for SSD on grades. See the end of this Summary Chapter for more details on Restricted and Shared Access. **See Chapter 2.2.2.

Table 3-5: Stopping Sight Distance on Level Roadways

Design Speed (mph)	Stopping Sight Distance (ft)
15	80
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495

**From AASHTO's A Policy on Geometric Design of Highways and Streets*

Table 3-6: Stopping Sight Distance on Grades

Design Speed (mph)	Stopping Sight Distance (ft)					
	-3%	-6%	-9%	+3%	+6%	+9%
15	80	82	85	75	74	73
20	116	120	126	109	107	104
25	158	165	173	147	143	140
30	205	215	227	200	184	179
35	257	271	287	237	229	222
40	315	333	354	289	278	269
45	378	400	427	344	331	320
50	446	474	507	405	388	375
55	520	553	593	469	450	433

**From AASHTO's A Policy on Geometric Design of Highways and Streets*

Access to Intersection Spacing for Single/Two-Family Lots:

Table 3-7: Single-Family and Two-Family Access-to-Intersection Spacing Regulations

Classification of Road to be Accessed by Driveway	Minimum Access-to-intersection spacing
Local	15'
Collector Avenue	50'
Arterial Boulevard	185'

Access to Intersections (Access-to-intersection spacing) for Non-Single/Two-Family Lots

Table 3-8: Access-to-Intersection Spacing Regulations (Non-SF/2F)

Classification of Cross Street	Classification of Mainline (Road to be Accessed by Driveway)		
	Arterial-Boulevard	Collector-Avenue	Local Street
Arterial Parkway	200'	150'	100'
Arterial Boulevard	200'	150'	100'
Collector Avenue	150'	100'	50'
Local Street	100'	50'	50'

**Alleyways do not have a minimum spacing standard. (Chapter 3.2.4)*

- Access-to-intersection spacing shall be the greater of the distances specified in **Table 3-8** or the full extent of the intersection’s functional area.

Access to Interchange Ramps

Table 3-9: Minimum Access Spacing at Free-Flow Interchange Ramp Terminals

Dimension	Minimum	Desired*
Access to Off-Ramp	250'	590'
Access to On-Ramp	250'	1,100'

**When the desired spacing (TDOT standard) is available, it shall be implemented. When it is not available, the closest to the desired spacing distance shall be implemented. (Chapter 3.2.5)*

Access on Alleyways

Where alley access is available, access shall be placed on the alley.

Access Design Regulations

Driveway Geometry

Table 2-1: Driveway Width Regulations

Driveway Type	Minimum	Maximum
Single- and Two-Family Residential	15’*	22’
Multifamily and Commercial	15’	35’
Industrial	15’	35’

*On lots where 15’ is greater than 40% of the total lot frontage, the minimum driveway width shall be 12’.
(Chapter 2.4.1)

- **Total driveway width** shall not exceed 40% of the property length at which the driveways shall be located, so long as this regulation does not conflict with reasonable access. NDOT does not permit the use of open curb cuts or head-in parking.
- **Driveways for two-way operation** shall be 90 degrees to the centerline of the roadway. (Chapter 2.4.6)
- **Driveway throat length** shall be a minimum of 20 feet for parking areas with 10 or more spaces. (Chapter 2.4.2)
- **Driveway curb ramp grade** shall not exceed 1:96 vertical:horizontal (1/8 inch per foot), per NDOT Engineering Specifications ST-322, ST-323, ST-324, and ST-325. (Chapter 2.4.3)
- **Driveway curb ramp cross slope** shall not exceed 1:48 vertical:horizontal (1/16 inch per foot), per NDOT Engineering Specifications ST-322, ST-323, ST-324, and ST-325. (Chapter 2.4.4)
- **Connection with the through lane – Curve Radius**
 - Where space permits, the curve radius between the edge of the travel lane and the edge of the driveway shall be large enough to accommodate the largest vehicle expected to frequently use the driveway. The maximum radius shall not exceed 20 feet, except when larger curb radii is required to accommodate large vehicle movements, as determined by the NDOT traffic engineer or his/her designee.
 - Where there is on-street parking, the curve radius shall be measured from the edge of the travel lane to the edge of the driveway.
(Chapter 2.4.7)

- **Side Property Line:** The distance between the driveway at the curblineline and the side property line shall not be more than 4 feet.
- **Buffer Strip:** A buffer strip, at least 4 feet wide, must be provided on private property parallel to and adjoining the public right-of-way. This strip is intended to prevent parked vehicles from encroaching on the right-of-way. The buffer strip should extend along the entire length of the property frontage where parking is permitted. It must include a physical barrier, such as a curb or wheel stop, positioned next to the parking area, at a height between 8 inches and 36 inches.
- **Clearance of Obstructions –** Driveways shall be constructed to clear utility poles, light structures, drainage structures, signs, traffic-control devices, fire hydrants and other similar installations, or such facilities shall be relocated at the expense of the property owner or lessee in conjunction with the owners or operating authorities of the facilities affected. *(Chapter 2.4.9)*

Sight Distance

For commercial, multi-family, and mixed-use developments, Access Design shall meet sight distance regulations, such as stopping sight distance and intersection sight distance. Reference the latest edition of *A Policy on Geometric Design of Highways and Streets* (AASHTO) for appropriate sight distance criteria. Coordination with the NDOT Chief traffic engineer or his/her designee is required when sight distance cannot be met. *(Chapter 2.4.8)*

Driveway Alignment

Opposite access points shall be directly across from each other with aligned centerlines, or distant enough from one another to prevent conflicts. If driveways cannot be aligned, the minimum driveway offset distance shall be 200 feet for arterials and 100 feet for collectors. *(Chapter 3.2.3)*

Emergency Access

If an additional emergency access point is required and it cannot meet the regulations set in this Manual or presents a safety concern, then the access must be gated. See NDOT Engineering Specification ST-324A. Emergency access regulations are set by Nashville Fire Code and Nashville Fire Department and must be approved by Metro Fire Department. *(Chapter 3.2.9)*

Access Near Roundabouts

NDOT views roundabouts as a viable and sometimes preferred alternative to signalized intersections. Where roundabouts are used, minimum access-to-intersection spacing

regulations from **Chapter 3.2.4 – Access-to-Intersection Spacing** apply. These values serve as a minimum requirement, but in practice, NDOT prefers driveways to be placed as far from the roundabout as possible. (*Chapter 3.2.6*)

Access Near Railroad Crossings

Driveways near railroad crossings should be avoided. If no feasible alternatives exist and a driveway must be located near a public at-grade railroad crossing, the edge of a commercial or industrial driveway shall not be placed between the stop bar and the edge of the railroad track. Additionally, the driveway shall be set back **at least 15 feet from the edge of the railroad track**. Access placed near railroad crossings require coordination with the railroad operating party (*Chapter 3.2.7*)

Access At or Near Auxiliary Lanes

Driveways shall not cross auxiliary lanes such as right-turn lanes, acceleration lanes, and deceleration lanes. (*Chapter 2.3.3*)

Access at a Signalized Intersection

Where access occurs at a signalized intersection as one of the signalized legs, the intersection shall incorporate protected and dedicated intersection elements including, but not limited to curb extensions, bike and/or pedestrian signal phasing, turn calming, conflict markings, and/or raised intersections/crossings. (*Chapter 4.1*)

Additional Construction Regulations

Driveway Aprons

Driveway apron construction shall be guided by NDOT Engineering Specifications ST-322, ST-323, ST-324, and ST-325.

All driveways shall include a paved apron constructed of a hard surface material. The apron must extend:

- From the edge of the street pavement or the back edge of the sidewalk (if present),
- To the edge of the right-of-way or 10 feet, whichever is greater.
- If the distance between the street pavement or sidewalk and the edge of the right-of-way exceeds ten feet, the NDOT Chief Traffic Engineer or his/her designee is authorized to approve an alternate apron design. (*Chapter 2.4.5*)

Protection of Residential Areas

In order to minimize deterioration and destabilization of residential areas, access for nonresidential properties which abut residential-zoned areas shall be designed to minimize

the intrusion of nonlocal traffic onto residential local and minor local streets while also maintaining reasonable access between public rights-of-way and private property.

Construction – Regulations

Construction of all driveways shall be as required by current regulation, specifications and drawings of NDOT, and to the lines and grades furnished by NDOT. Any work performed prior to furnishing of lines and grades or not meeting specifications and regulations shall be removed or reworked by and at the expense of the person responsible for the work.

Location and Dimension of Driveways

Driveways shall be located in accordance with the rules set forth in the most current version of NDOT’s Access Management Manual. Property owners shall comply with the dimension regulations set forth in the most current version of NDOT’s Access Management Manual. Deviations from the regulations for driveway location and dimension require submittal of the Access Waiver Form to NDOT.

Review of Driveway Applications

While NDOT prioritizes the abutter’s right to reasonable access, NDOT’s chief engineer, or his/her designee, shall give due consideration to the convenience, safety and requisite movement of pedestrian, bicycle, and vehicular traffic on the streets and alleys when reviewing a driveway application.

Duty of Property Owner

It shall be the duty of all persons owning property abutting the streets in the metropolitan government area, who make provision for vehicular access to and from public streets and private properties, to give due consideration to the convenience, safety and requisite movement for all road users. All costs of driveway construction or major driveway repair shall be borne by the owner or lessee of the property to be served.

Construction – Authorization Required

Authorization for driveway construction shall be secured from the traffic and parking commission and NDOT prior to the beginning of construction, such as the cutting of any grass plot, gutter or sidewalk, for the purpose of construction of any driveway.

Authorization – Application

- Applications for authorization of construction, reconstruction or major repair of driveways shall be made on forms prescribed by the traffic and parking commission and NDOT. Applications shall be signed by the property owner or lessee and contractor, if any, and shall be accompanied by a clear drawing or blueprints, in triplicate, showing the exact location and dimensions of the driveway with reference

to the property to be served, and a brief explanation of proposed usage of property and shall include property lines, rights-of-way, nearest intersecting streets and alleys, distance from right-of-way lines to gasoline pumps, structures or other improvements on the property, proposed treatment of public right-of-way adjacent to the driveway, utility poles, fire hydrants, traffic-control devices, parking meters and bus stops near the proposed driveway.

- For more information on Driveway Permit applications, see Chapter 5.1.

Authorization – Expiration

Driveway authorizations are valid for a period of one year from date of approval. Actual construction must begin before expiration of approval. No notice of expiration will be issued, and authorizations will automatically terminate unless renewal is authorized in writing by the traffic and parking commission and NDOT.

Abandoned Driveways

Any driveway abandoned for vehicular use due to changes in property development or use shall be removed and the site reformed to conformity with adjacent existing conditions.

Nonconforming driveways—Notice to remove—Failure to comply

Any person violating any of the provisions contained in this manual shall be notified that the offending driveway construction, reconstruction or repairs shall be removed. Notification shall be made by the Nashville Department of Transportation and Multimodal Infrastructure by NDOT’s chief engineer, or his/her designee, in writing to the property owner or lessee and contractor, if any, to the effect that the offending work must be removed within ten days from the date of notification, and the driveway replaced to conform to the provisions contained in this chapter.

In the event of failure to comply with notification, the metropolitan government will make the necessary driveway corrections and assess the costs against the property abutting driveway.

Downtown and Multimodal Regulations

Vehicle access should be designed to protect vulnerable road users, such as bicyclists, pedestrians, and transit riders commuting to and from bus stops, creating a transportation system that benefits all while ensuring reasonable access for property owners. (*Chapter 4*)

Porte- Cochères

- Porte-cochères should be served by driveway pairs (one ingress-only and one egress-only).

- The one-way driveways shall have a width of 12 - 15 feet and shall be spaced at least 30 feet apart.
- Driveway throat length shall be at least 20 feet from the intersection of the driveway with the traveled roadway to the nearest edge of the covered drop off.
- The width of the covered drop-off should accommodate at least one maneuver lane and one lane for the loading zone.
- At a minimum, 10 feet should be provided per maneuver lane within the drop-off area.
- An alternative, acceptable design for porte-cochères is a site with an ingress-only access that allows egress onto a connected alleyway.
- Porte-Cocheres shall be prioritized on streets of lower functional classification.
- Where applicable, Porte-cochères shall have direct access to the parking garage to contain valet operation movements without having to exit the site. *(Chapter 4.4.1)*

Parking Garage Driveways

- Parking garage entrance/exit points shall be designed with pedestrian safety in mind.
 - The use of electronic signage, audible alarms, signage, convex mirrors, transitional lighting, and detectable warning surfaces should be used to increase visibility between drivers and pedestrians.
- At garage access points, the driveway shall transition smoothly to be flush with the sidewalk. *(Chapter 4.4.2)*

Pedestrian Design

All driveways crossing sidewalks shall be designed in compliance with the latest PROWAG and ADA standards.

Where applicable:

- Design of pedestrian facilities in driveways shall follow NDOT Engineering Specifications ST-322, ST-323, ST-324, and ST-325.
- When the pedestrian sidewalk crosses the existing driveways, the maximum cross slope at any point on a sidewalk is 2%.
- All traffic control devices relating to pedestrian safety at driveways shall be designed in compliance with the most updated ADA and MUTCD guidance.
- For driveways with raised channelized islands, the island should be at least 6 feet in width and have flat area for pedestrians in wheelchairs. *(Chapter 4.2)*

Pedestrian Hybrid Beacon (PHB)

A PHB is a traffic control device used to warn and control traffic with the purpose of assisting pedestrians in crossing a street or highway. Driveways should be located at least 100 feet in advance of and at least 20 feet beyond the PHB. See Chapter 4.2.1 for additional guidance and figures.

Rectangular Rapid Flashing Beacon (RRFB)

A RRFB is another traffic control device used at pedestrian crossings to enhance safety. When access must be placed in proximity to an RRFB, the driveway should be located at least 20 feet beyond or in advance of the crosswalk. See Chapter 4.2.1 for additional guidance and figures.

Transit Design

- Driveway placement near transit stops shall be avoided.
- Boarding and alighting areas shall be ADA- and PROWAG-compliant.
- Reference the latest WeGo Transit Design Guidelines for desirable size and placement of transit stops to ensure a driveway is not placed within that zone.
- On transit corridors, planned or existing transit stops and crosswalks shall take priority over new or retrofitted access points.

Coordination and agreement with NDOT and WeGo shall take place before additional driveways are planned or constructed that impact existing or planned transit stops on those corridors. (*Chapter 4.3*)

Lay-by Policy

Reference the latest NDOT Lay-by Policy for guidance.

Restricted Access

When access spacing regulations cannot be met, and alley access or shared access is unavailable, access design shall restrict turning movements to eliminate high-risk conflict points. Restricted access may be recommended by NDOT as a condition of driveway approval.

If the access regulations set in this Manual cannot be met and restricted access strategies cannot be applied, an Access Waiver Form shall be submitted to NDOT for review.

Restricted access points may include the following:

- Right-In-Right-Out (RIRO) driveways.
- One-way driveways.

- Right-in only or right-out only driveway.
- Shared driveways.
- Access on roadways with a non-traversable median.
- Access on one-way roadways. (*Chapter 2.2.2*)

Right-In-Right-Out (RIRO) Design

If a nontraversable median is not present in the roadway and a RIRO driveway is to be added, a narrow raised landscaped median or vertical delineation (such as flexible pylons¹) shall be designed in coordination with the NDOT Chief Traffic Engineer and his/her designee to actively discourage left turns from the roadway into a RIRO driveway.

RIRO driveways should be 60 degrees to the centerline of the roadway but may be reduced to 45 degrees at the discretion of NDOT. **Coordinate with the Chief NDOT traffic engineer or his or her designee for the design specifications of a RIRO driveway. All RIRO designs require final approval from NDOT.**

One-way Design

One-way driveways shall be designed in coordination with NDOT and in accordance with the latest MUTCD standards.

Shared Access

On arterial classified roads, where the configuration of properties, topography, and/or prior site development layout prevents the access spacing regulations of this Manual from being met, the NDOT Chief Traffic Engineer or his/her designee should encourage joint access driveways or cross access corridors.

- Wherever feasible, the NDOT Chief Traffic Engineer or his/her designee encourages the establishment of a joint-use driveway (shared access) serving two or more abutting properties.
- If a proposed development abuts an existing development with a joint-use driveway, the proposed development should connect its vehicular circulation to the existing joint access and circulation areas.
- If a proposed development abuts an undeveloped property, it may include a joint-use driveway designed to connect to the adjacent property in the future. (*Chapter 2.2.2*)

¹ See *Cost Effective Local Road Safety Planning and Implementation*, pages 24-25. (2011) (ATSSA) [4W3707 Final Report.pdf](#)

Cross-Access Corridors

- The NDOT Chief Traffic Engineer or his/her designee may designate cross-access corridors for properties on arterials and other corridors based on engineering judgment.
- Developments within these corridors must be designed with coordinated parking, access, and circulation systems to support shared use.
- Cross-access designations must be recorded on subdivision plats.
- If a development within the cross-access corridor abuts an existing developed property outside the designated corridor but includes a joint access driveway, the new development may tie into the existing access and circulation system.

Recording Easements

- Site plans that include cross-access corridors or joint-use driveways must grant an easement for access to and from abutting properties.
- This easement must be filed with the Office of the Metropolitan Clerk.

Closing of Interim Driveways

- Once a permanent joint-use driveway or cross-access easement is constructed, all interim driveways shall be closed and removed.
- Property owners shall enter into a written agreement with the metropolitan government, recorded in the public records, to ensure the closure of interim driveways upon completion of the joint-use driveway.

Access Waiver Form

The Access Waiver Form is required for driveways that do not meet the regulations of this manual to justify and document variations from the designated criteria.

Additional analyses beyond the waiver form may be required by NDOT to support proposed deviations from the access management regulations outlined in this Manual.

All driveways will be subject to review and approval by the NDOT Chief Traffic Engineer or his/her designee. The waiver form must be submitted and approved by NDOT prior to any official site plan submittals to the Metropolitan Planning Department or for a Building Permit Application.

If the Access Waiver Form is denied approval from NDOT, then a request can be made to the Traffic and Parking Commission to have a deviating access design. The Access Waiver Form with NDOT's filled out response shall be included in the request made to the Traffic and Parking Commission.

See Chapter 5.2 for more details and **Appendix** for the Access Waiver Form.

1. INTRODUCTION

The Nashville Department of Transportation and Multimodal Infrastructure (NDOT) Access Management Manual establishes clear guidance on the planning, regulation, design, and implementation of access between private property and the public right-of-way. This Manual applies to new and infill land development submitted to Metro Nashville for plan reviews after *{bill effective date}*.

Davidson County is experiencing significant growth, as new developments transform neighborhoods and add thousands of new residents² and over ten million visitors³ to the transportation network every year. New transportation capacity challenges, brought about by significant population growth, warrant a comprehensive approach to access management. This manual serves as a guide for balancing the need to provide reasonable access to adjacent property owners with the responsibility to create and maintain a safe, efficient, and accessible environment for all modes of transportation. By outlining consistent standards and procedures, the manual supports thoughtful decision making that preserves both the integrity and safety of the transportation network and the reasonable access needs of adjacent property owners.

This Manual was created to enact NDOT’s short-term and long-term transportation plans and is a part of the 2022-2026 Vision Zero Action Plan (VZAP)⁴. The VZAP provides a comprehensive strategy to eliminate all traffic fatalities and severe injuries while increasing safety, health, and equitable mobility options for all. Action Item A2-f in the VZAP is to “Adopt a context-sensitive access management policy, specifically targeting the high injury network (HIN)⁵”. This Manual is also an action item of the 2024 Connect Downtown Action Plan, a 10-year plan to transform mobility throughout Middle Tennessee, improve safety, and expand travel options. The NDOT Access Management Manual is also in alignment with NashvilleNext⁶, Davidson County’s 2040 plan, which includes the Major and Collector Street Plan⁷ (MCSP) and the Community Character Manual⁸(CCM).

² <https://www.nashvillechamber.com/blog/press-release-chamber-announces-nashville-msa-grew-by-86-people-per-day-in-2023/>

³ <https://www.visitmusiccity.com/research>

⁴https://www.nashville.gov/sites/default/files/2022-08/NashvilleVZ_ActionPlan_FINAL_Resolution.pdf?ct=1661973337

⁵<https://experience.arcgis.com/experience/74363e0dbb3e43138bc7d451a90817ef/page/High-Injury-Network/>

⁶ <https://www.nashville.gov/departments/planning/nashvillenext>

⁷ <https://www.nashville.gov/departments/planning/major-and-collector-street-plan>

⁸<https://www.nashville.gov/departments/planning/long-range-planning/community-character-manual>

1.1 Purpose of the NDOT Access Management Manual

This Manual is designed to support NDOT’s mission to build and maintain a safe, reliable, multimodal transportation network that elevates the quality of life and prosperity in Davidson County. Specifically, this document provides a comprehensive access management resource to support reasonable access through the following activities:

1. Ensure appropriate access management strategies are implemented when land is developed.
2. Reduce conflict points and improve safety for all road users to align with Vision Zero goals.
3. Integrate with the existing transportation plans and policies of the Metropolitan Government (referred to as “Metro” or “Metro Nashville”) and NDOT.
4. Serve as a design resource of best practices for Metro-led projects.

This Manual serves as the primary access management resource within Davidson County to support the implementation of NDOT’s transportation policies and initiatives.

1.2 What is Access Management?

Access Management is the coordinated planning, regulation, design, and implementation of access between roadways and private property. Intentional access management results in reduced conflict points and promotes safe and efficient system operations for all road users while maintaining reasonable access for property owners.

Access Management is executed through various strategies, including:

- Managing interactions between vehicular access and multimodal facilities.
- Prioritizing the placement of access points at roadways of lower functional classification, lower speeds, and with fewer travel lanes.
- Utilizing driveway channelization and medians to restrict movements and reduce conflicts at access points.
- Determining optimal distances between access points and other roadway features, such as intersections, traffic signals, and other driveways.
- Promoting the use of joint accesses, cross accesses, alley accesses, and frontage roads to reduce the number of access points on roadways.

1.3 Benefits of Access Management

Access management strategies directly result in improved safety, reduced fatal or serious injury crashes, and more efficient traffic operations. These benefits stimulate the economy by reducing travel costs and travel times as well as ensuring local businesses are accessible.

Access management provides these safety, operational, and economic benefits through its support of the modal hierarchy established in Access Nashville 2040 and the NDOT Complete Streets Implementation Guide. The modal priorities are shown in **Figure 1-1**⁹, which places vulnerable road users, people walking, biking, utilizing transit, and using mobility devices as the top priorities of the transportation network.



Figure 1-1: Modal Hierarchy

1.3.1 Safety Benefits

This Manual is in alignment with the USDOT Safe System Approach. From the USDOT:

“The Safe System Approach has been embraced by the transportation community as an effective way to address and mitigate the risks inherent in our enormous and complex

⁹ Figure sourced from the NDOT Complete Streets Implementation Guide

transportation system. It works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. It is a holistic and comprehensive approach that provides a guiding framework to make places safer for people.”

The core principles of the safe systems approach are as follows:

- Death and serious injuries are unacceptable:
 - Access Management strives to eliminate death and serious injury crashes.
- Humans make mistakes:
 - Access Management provides a more forgiving roadway environment with safeguards against user error.
- Humans are vulnerable:
 - Access Management strives to protect the transportation system’s vulnerable users.
- Responsibility is shared:
 - Access Management is a collaborative practice between a diverse set of stakeholders to make the roadway safer for all.
- Safety is proactive:
 - Access Management prevents roadway safety hazards by reducing and eliminating conflicts.
- Redundancy is crucial:
 - Access Management provides a standardized approach for consistency across land development and capital projects in Davidson County.

The safety benefits of access management are largely attributable to the reduction of conflict points on the roadway. Conflict points occur when travelers’ paths intersect and may involve merging, diverging, stopping, weaving, or crossing maneuvers **(Figure 1-2)**¹⁰. Reducing conflict points simplifies the traveling experience and results in fewer collisions.

¹⁰ Adapted from the TRB Access Management Manual (2014)

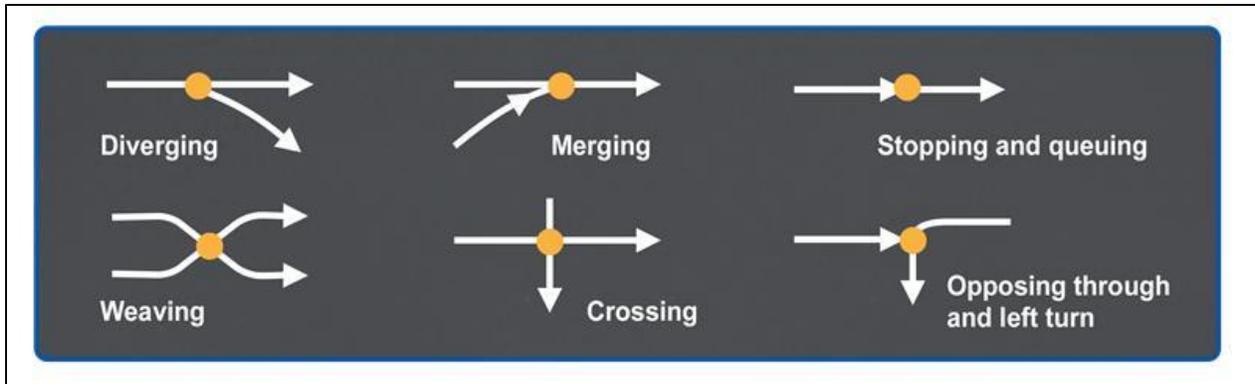


Figure 1-2: Types of Conflict Points

Research¹¹ shows a strong correlation between increased access density and an increased collision rate along roadways. This is caused by motorists having less time to perceive, react to, and avoid a potential collision at a conflict point (e.g., a car pulling out of a driveway). A study conducted by the NCHRP from an analysis of 37,500 collisions suggested that an increase from 10 driveways to 20 driveways per mile increases collision rates by roughly 30%¹². The specific relationship between access point density and collision rate varies according to road geometry, speed limit, and traffic volumes.

Conflict points can also be reduced by simplifying each access point. An additional full-access driveway along a multi-lane roadway introduces several new conflict points for motorists, as shown in **Figure 1-3**¹³. Pedestrian and bicycle movements further add to the complexity and risk associated with each access point. Introducing design techniques such as right-in right-out driveways, medians, and auxiliary lanes can be deployed to reduce collision rates.

Incorporating techniques to promote safe vehicle movements and enhance awareness among motorists and vulnerable road users is critical in access management. Strategies include:

¹¹Gluck, J., H. S. Levinson, and V. Stover. NCHRP Report 420: Impacts of Access Management Techniques. TRB, National Research Council, Washington, D.C., 1999.

Levinson, H. S. Access Spacing and Accidents: A Conceptual Analysis. In *Transportation Research Circular E-C019: Urban Street*

BRW Consulting Group. Statistical Relationship Between Vehicular Crashes and highway Access. Minnesota Department of Transportation, 1998. <http://www.dot.state.mn.us/accessmanagement/pdf/research/statisticalrelationships.pdf>.

Millard, W. Accident Analysis Relating Crashes to Major Access Management Features. Florida Department of Transportation, Tallahassee, 1993.

¹² Gluck, J., H. S. Levinson, and V. Stover. NCHRP Report 420: Impacts of Access Management Techniques. TRB, National Research Council, Washington, D.C., 1999.

¹³ Adapted from the TRB Access Management Manual (2014)

1. **Installing Signage:** When and where the installation of signage is warranted, clear, well-placed signage can provide advance warnings and guide behavior to improve safety.
2. **Improving Sight Distance:** Ensuring unobstructed views at intersections and crossings allows motorists and vulnerable users to see and react to one another in time.
3. **Reducing Speeds:** Implementing measures like speed humps, raised crosswalks, or lower speed limits can mitigate the severity of crashes and increase reaction times.
4. **Reducing Turning Radii:** Sharpening turning angles forces drivers to slow down, making crossings safer for pedestrians and cyclists.
5. **Adding Pedestrian Islands:** Refuge islands provide a safe space for pedestrians to pause when crossing multi-lane roads.
6. **Narrowing Roadway Widths:** Deliberate narrowing through lane reductions or curb extensions (road diets) can slow traffic and create a more pedestrian-friendly environment.
7. **Designing Visual Cues:** Gateway treatments, pavement markings, and shared space designs create environments that foster awareness and cooperation between all users.

These approaches not only enhance safety but also encourage a multimodal perspective in roadway design, aligning with modern urban planning principles.

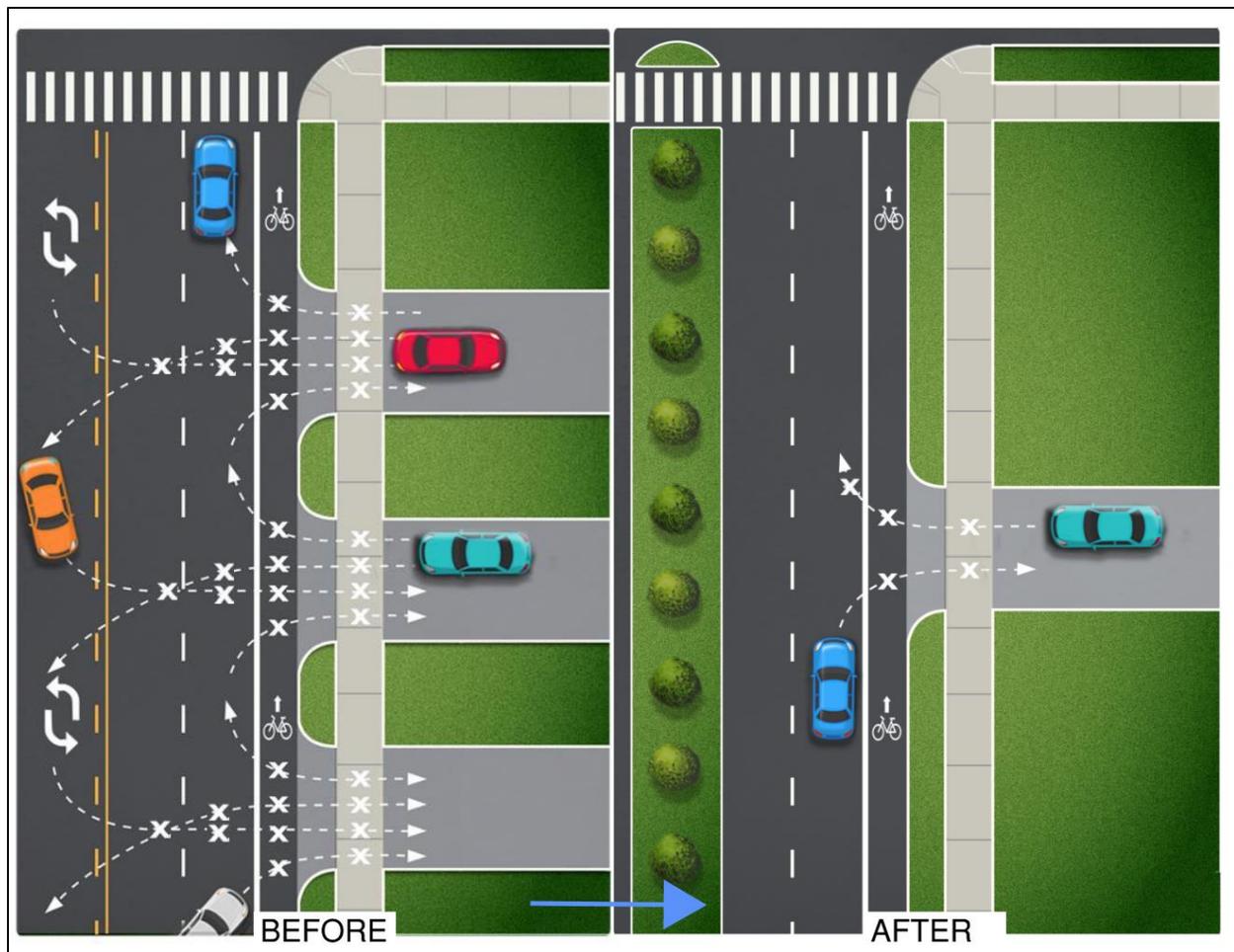


Figure 1-3: Consolidation of Access Points

1.3.2 Operational Benefits

Access management has several operational benefits. Studies show that increasing access spacing along a corridor increases capacity, maintains desired free-flow speed, and reduces travel delay.

Capacity analysis indicates that the typical reduction in free-flow speed (for one direction) is approximately 0.25 mph per access point per mile of road¹⁴. **Table 1-1**¹⁵ summarizes the reduction in free-flow speed caused by increased access density.

¹⁴ Reilly, W. R. Capacity and Level-of-Service Procedures for Multilane Rural and Suburban Highways. Final report, NCHRP Project 3-33. TRB, National Research Council, Washington, D.C., 1990.

¹⁵ Highway Capacity Manual 2010. Transportation Research Board of the National Academies, Washington, D.C., 1990.

Table 1-1: Relationship Between Number of Access Points and Free Flow Speed

Access Points per Mile	Reduction in Free-Flow Speed (mph)
0	0.0
10	2.5
20	5.0
30	7.5
≥40	10.0

Other studies¹⁶ have shown that the cumulative effect of access management techniques such as access spacing, uniform access design, auxiliary lanes (when appropriate), and non-traversable medians significantly improve travel times through a corridor.

Transit and other multimodal operations also receive these speed benefits and gain greater reliability, because of the reduced variability of traffic flows. These benefits are significant for transit operations and directly transfer some of the benefits of access management to multimodal users of the corridor.

1.3.3 Economic Benefits

The effect of access management on businesses largely focuses on techniques that restrict left-turns into and out of a site, such as non-traversable medians. Studies¹⁷ indicate that median projects and other access management improvements generally have no overall adverse impact on business activity, and businesses sometimes experience an increase in activity. The safety and operational advantages of access management benefit businesses and potential customers or employees accessing a site.

While economic impacts often depend on the specific traffic conditions around a site, there are several economic risks associated with uncontrolled access. Poor access management combined with high traffic volumes can increase collisions and travel times, which degrades business value along a corridor.

When access to a business is unsafe, particularly due to left turns across high-volume corridors, customers may go elsewhere. This effect can be seen along an entire corridor with

¹⁶ McShane, W. Access Management and the Relation to Highway Capacity and Level of Service. Florida Department of Transportation, Tallahassee, 1996. The Access Control Demonstration Project. Colorado Department of Transportation, Denver, 1985.

¹⁷ (34) (35) (36) Cunningham, C., M. Miller, S. Smith, D. Findley, D. Carter, B. Schroeder, D. Katz, and R. Foyle. Economic Effects of Access Management Techniques in North Carolina. North Carolina Department of Transportation, Raleigh 2010. Rees, M., T. Orrick, and R. Marx. Police Power Regulation of Highway Access and Traffic Flow in the State of Kansas: Review of Kansas Case Law and Applications to Highway Design. Proc., 4th National Conference on Access Management, Portland, Ore., 2000. <http://www.teachamerica.com/accessmanagement.info/pdf/AM00PAPR.pdf>.

Vu, P., V. N. Shankar, and G. F. Ulfarsson. Is Access Management Good for Business? Business Perceptions of the Effects of Traffic Access Management on Accessibility and Patronage. Transportation Planning and Technology, Vol. 29, No. 4, 2006, pp. 273–293.

uncontrolled access, resulting in degrading property values as travelers avoid busy and unsafe corridors. Further, by controlling the design and location of access points, access management can contribute to the overall visual appeal of roadway networks and surrounding areas, which may also stimulate economic growth.

1.4 Other Plans and Policies

This document is designed to be integrated with the other plans, policies, and processes of Metro Nashville and NDOT. To effectively implement access management strategies, it is important to understand the local characteristics established by Metro’s policy documents.

In addition to the relevant documents listed below, it is recommended that this Manual be used in conjunction with field assessments, sound engineering judgment, and the best practices provided in other relevant strategic policy documents. Relevant documents may be published by national institutions, Tennessee Department of Transportation (TDOT), Metro, and NDOT, including:

- Multimodal Transportation Analysis (MMTA) Guidelines (NDOT)
- Engineering Details and Specifications (NDOT)
- Complete Streets Implementation Guide (NDOT)
- Multimodal Access Closure Policy (Metro)
- Metropolitan Code of Laws (Metro)
- Downtown Code (Metro)
- NashvilleNext (Metro)
- The Community Character Manual (Metro)
- The Major and Collector Street Plan (Metro)
- Subdivision Regulations (Metro)
- WeGo Transit Design Guidelines (Metro)
- Highway System Access Manual (TDOT)
- Roadway Design Guidelines (TDOT)
- Manual for Constructing Driveway Entrances on State Highways (2015) (TDOT)
- The Manual of Uniform Traffic Control Devices (FHWA)
- Vision Zero Action and Implementation Plans (NDOT)
- Connect Downtown Action Plan (NDOT)
- nMotion Transit Plan (WeGo)

- Choose How You Move Transportation Improvement Plan (NDOT)
- Any Urban Design Overlays in a given area (Metro)

These documents are linked on the Access Management Nashville.gov webpage. The most recent version of documents should be referenced in conjunction with this Manual.

1.5 Primary Sources

The primary sources used to develop the NDOT Access Management Manual include:

- TDOT *Highway System Access Manual* (2021)
- TDOT *Manual for Constructing Driveway Entrances on State Highways* (2015)
- TRB *Access Management Manual, 2nd Edition* (2014)
- FHWA *Manual on Uniform Traffic Control Devices for Streets and Highways, 11th Edition* (2023)
- AASHTO *A Policy on Geometric Design of Highways and Streets, 7th Edition* (2018)
- TRB *Highway Capacity Manual, 6th Edition* (2016)
- A Policy on Geometric Design of Highways and Streets (AASHTO)
- Urban Street Design Guide (NACTO)
- Peer Guidelines:
 - *Charlotte Streets Manual* (2023)
 - *Evansville Access Management Manual and Development Guide* (2016)
 - *FDOT Multimodal Access Management Guidebook* (2023)
 - *Fort Worth Access Management Policy* (2018)
 - *Port Authority Roadway Access Management Guidelines* (2017)

Other sources used in development are referenced throughout this Manual.

1.6 Authority of this Manual

The authorization of these regulations is granted to the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) by the Metro Charter, Chapter 4, Section 8.402, and subsequent amendments by the Metro Council. The authority has been conferred to the Metro Government by the Tennessee General Assembly by Title 13, Section 13-3-101 through Section 13-3-304 and Section 13-3-401 through Section 13-3-411, and Title 7, Section 31, of the Tennessee Code Annotated, as amended, and other pertinent statutes for the establishment of regulations governing the subdivision of land, and street transportation system. The standards and guidance within this Manual apply to developments and capital projects on alleys, local, collector, and arterial routes within the jurisdiction of the Metropolitan Government of Nashville and Davidson County.

If any provision of this Manual is proven or held to be invalid or unconstitutional, such invalidity shall not affect the validity of these regulations as a whole, or any part thereof, other than the part determined to be invalid.

“Shall”, “Should”, and “May”

This Manual uses the terms “shall,” “should,” and “may” to establish the level of obligation associated with the standards and guidance herein. The following definitions apply:

- **Shall:** A mandatory condition. When the term “shall” is used, compliance with the specified regulation is obligatory. These regulations must be met when implementing a design or application.
- **Should:** An advisory condition. The term “should” indicates recommended usage. While not mandatory, adherence to these guidelines is advisable and encouraged.
- **May:** A permissive condition. The term “may” signifies an optional or discretionary practice, with no obligation for design or application.

1.6.1 Coordination with the TDOT Highway System Access Manual

The TDOT Highway System Access Manual (HSAM) (2021) applies to all TDOT employees, consultants, and contractors involved in the planning, design, construction, maintenance, and operation of state and federally funded projects, and local governments managing and maintaining transportation projects with funding through TDOT’s Local Programs Development Office. The Geometric Criteria outlined in Volume 3 of the HSAM, which includes protocols for access location and design, applies to the following types of projects:

- New alignment projects
- Roadway widening projects
- Major reconstruction projects

For projects where both the TDOT HSAM and the NDOT Access Management Manual are applicable, the stricter standards shall be enforced.

1.6.2 Applicability of Other Access Management Standards

Where other access management standards governed by policies outside this Manual are applicable, **the strictest standard shall be enforced.** Other applicable access management standards include but are not limited to Urban Design Overlays, the Downtown Code, Subdivision Regulations, and any of the resources listed in **Chapter 1.4.**

2. ACCESS DESIGN

This chapter provides guidance on the proper design and application of various driveway types. Access design is essential for ensuring road user safety and mitigating adverse impacts on traffic flow.

This chapter answers the following key questions:

- What are the important access design considerations for different land uses?
- What are the key driveway geometric standards, and how do they improve access?
- How can access design support the safety and mobility of multimodal road users?

The guidance provided in this chapter should be used in conjunction with the other sections of this Manual and applicable specifications set forth by NDOT and other Metro agencies.

2.1 NDOT Engineering Specifications

NDOT maintains a library of Engineering Details and Specifications all listed on Nashville Davidson County’s website¹⁸ which includes various standards for driveways in the public right of way. Driveways serving single-family or two-family developments have different design and spacing specifications than driveways serving other land uses. This chapter describes the main driveway types guided by this Manual.

2.1.1 Single-Family or Two-Family Access Design

The design of single-family and two-family driveways is guided by **NDOT Engineering Specification ST-322**. “Single-family” means one residential dwelling unit per structure, as defined in the Zoning Code. “Two-family” means (as defined in the Zoning Code):

1. Two attached dwelling units that share the floor of a unit with the ceiling of another unit or a common wall from grade to eave at the front façade which continues for 80 percent of the common side or 20 feet, whichever is greater; or
2. Two detached dwelling units on a single lot which are separated by at least 6 feet.

2.1.2 Multifamily and Commercial Access Design

The design of commercial and multifamily driveways is guided by **NDOT Engineering Specification ST-324**. A commercial driveway is a driveway serving an establishment used for the conduct of a business. Multi-family driveways service three or more dwelling units on a single lot. Access design features of higher-density developments may include three-lane

¹⁸ <https://www.nashville.gov/departments/transportation/developers/details-and-specifications>

cross-sections intended for two-way traffic, driveway channelization and/or driveway pairs, parking areas, internal site circulation, and loading zones.

2.1.3 Access Design for Other Land Uses

The design of driveways serving other land uses besides residential and commercial developments is generally guided by **NDOT Engineering Specification ST-324**. Variations in driveway design may be required to accommodate site-specific needs or larger design vehicles.

2.2 Access Types

Access can be designed to permit or restrict specific vehicular movements entering or facilitates vehicular movement in all directions (left, right, and through). Restricted access permits a limited combination of vehicular movements, the most common of which is a right-in right-out (RIRO).

The type of access that is optimal for a given location depends on multiple factors, such as traffic patterns, roadway geometry, site design, safety concerns, urban setting, and land use. This chapter describes when it is appropriate to apply certain types of access.

2.2.1 Full Access

Full-access driveways create the maximum number of conflict points, warranting careful evaluation of their safety and operational impacts, particularly on higher-volume, higher-speed roadways. NDOT may require stricter adherence to spacing regulations and access management best practices when evaluating a full-access driveway proposal. If a full-access configuration does not align with the access management regulations outlined in this Manual, NDOT may require restricted access to mitigate adverse effects. This will be determined on a case-by-case basis.

Full-access driveways may be a suitable option under one or more of the following conditions:

- The access is along a low-volume, low-speed, and low-functional classification of roadway.
- The access aligns with existing access on the opposite side of the roadway.
- Site design constraints prevent an alternative access configuration.
- Restricted access would cause significant re-routing or U-turn issues.

2.2.2 Restricted Access

Restricted access refers to an access or access configuration that limits vehicular movements to a property and may be recommended by NDOT. Restricted access should be applied when one or more of the following conditions apply:

- The access is located on a higher-speed, higher-volume roadway.
- The access falls within the functional area of an intersection.
- Spacing from adjacent access points is insufficient.
- Left-turn movements cross multiple travel lanes.
- Sight distance is inadequate for safe turning maneuvers.
- Significant pedestrian and bicyclist traffic traverses the access point.
- The access is located on Transit Corridors.

Access restriction is generally accomplished through driveway channelization features, roadway median treatments, or shared access. Access on a one-way street is also considered restricted access, as the full range of vehicle movements is not permitted.

Right-In Right-Out Design

A Right-In Right-Out (RIRO) driveway restricts vehicle movements to right turns only, eliminating left-turn maneuvers when entering and exiting the driveway (**Figure 2-1**)¹⁹. By significantly reducing conflict points compared to full-access driveways, RIRO configurations enhance safety and improve traffic flow, particularly on high-volume arterials.

RIRO driveways should only be placed where a nontraversable median in the roadway prevents left-turning vehicles from violating the access restriction. If a nontraversable median is not present in the roadway and a RIRO driveway is to be added, a narrow raised landscaped median or vertical delineation (such as flexible pylons²⁰) shall be designed in coordination with the NDOT Chief Traffic Engineer and his/her designee to actively discourage left turns from the roadway into a RIRO driveway.

¹⁹ Adapted from TRB Access Management Manual

²⁰ See *Cost Effective Local Road Safety Planning and Implementation*, pages 24-25. (2011) (ATSSA) [4W3707_Final_Report.pdf](#)

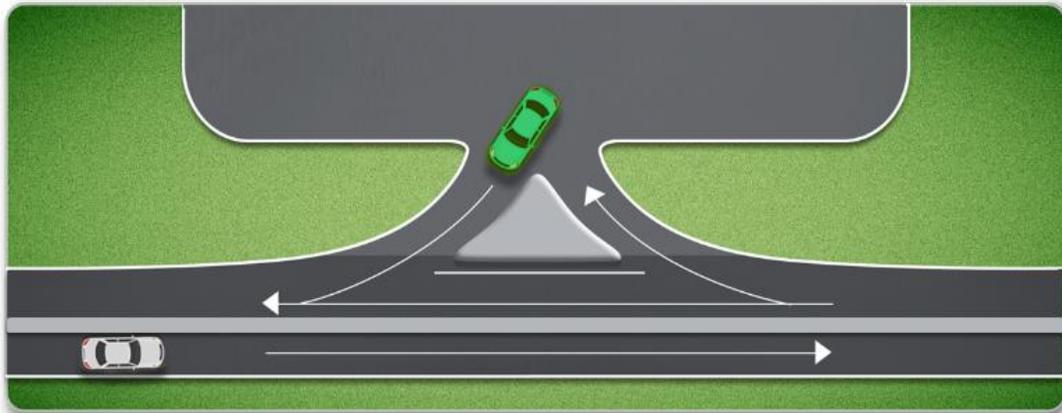


Figure 2-1: Right-in Right-Out with Nontraversable Median

Key Design Considerations

While RIRO driveways can be advantageous, their application depends on the roadway's ability to safely facilitate RIRO-only movements and the site's capacity to accommodate this configuration without creating internal circulation challenges. Effective RIRO designs should include:

- **Turn Calming and Hardening:** Especially for interactions with vulnerable road users.
- **Raised Medians or Channelization:** To enforce restricted movements and prevent left-turn conflicts.
- **Clear Signage:** To guide drivers and ensure compliance.
- **Internal Circulation Planning:** Designed to support safe and efficient loading/unloading, pick-up/drop-off activities, and parking access.
- **Driveway Angle:** RIRO driveways should be 60 degrees to the centerline of the roadway but may be reduced to 45 degrees at the discretion of NDOT.

Coordination with the Chief NDOT traffic engineer or his or her designee is required for the design specifications of a RIRO driveway. All RIRO designs require final approval from NDOT.

Provisions for Bicycle Safety

When a RIRO driveway crosses a roadway with bicycle lanes, additional measures are necessary to prioritize cyclist safety and minimize conflicts. Recommended design features include:

- **Enhanced Pavement Markings:** Clearly delineating bike lanes at driveway crossings.
- **Driver Awareness Signage:** Alerting motorists to crossing cyclists.

- **Raised or Colored Bike Lanes:** Increasing visibility and emphasizing priority for cyclists at conflict points. Reference **Chapter 4.1** for more detailed guidance.

One-Way Access Design

One-way driveways, either ingress-only or egress-only, may be an appropriate design choice if traffic patterns, roadway characteristics, safety concerns, or internal site circulation require the separation of ingress and egress movements. Visual cues such as pavement markings and signage should be placed to help drivers understand the intended direction of travel in a one-way driveway. One-way driveways shall be designed in accordance with the latest MUTCD standards. One-way driveways may allow left turning movements.

Right-in Only or Right-out Only

One-way driveways that restrict left-turning movements using channelizing devices similar to RIRO driveways are referred to as either right-in or right-out only. One-way driveways should be right-in only or right-out only when access is on a higher-speed, higher-volume roadway or when the regulations outlined in **Chapter 3 - Access Location** cannot be met. If non-traversable channelization is not present, a narrow raised landscaped median or flexible pylons should be installed in the roadway.

Porte-cochere Access

Porte-cocheres are typically utilized in downtown settings and involve driveway pairs: one ingress-only and one egress-only. For more porte-cochere guidance, see **Chapter 4.4.1**.

Shared and Cross Access

NDOT encourages private property owners to consolidate access along roadways by incorporating inter-parcel connections, particularly when spacing regulations cannot be met. Combining driveways between parcels reduces conflict points, enhances safety, and promotes more efficient roadway operations.

Where the configuration of properties located on arterial streets precludes spacing of driveway access in accordance with the regulations of this Manual due to topography or prior site development layout, the NDOT Chief Traffic Engineer or his/her designee encourages joint access driveways or cross access corridors.

The following standards apply to shared access and cross-access (**Figure 2-2**):

1. Shared Access

- Wherever feasible, the NDOT Chief Traffic Engineer or his/her designee encourages the establishment of a joint-use driveway (shared access) serving two or more abutting properties.

- If a proposed development abuts an existing development with a joint-use driveway, the proposed development should connect its vehicular circulation to the existing joint access and circulation areas.
- If a proposed development abuts an undeveloped property, it may include a joint-use driveway designed to connect to the adjacent property in the future.

2. Cross-Access Corridors

- The NDOT Chief Traffic Engineer or his/her designee may designate cross-access corridors for properties on arterials and other corridors based on engineering judgment.
- Developments within these corridors must be designed with coordinated parking, access, and circulation systems to support shared use.
- Cross-access designations must be recorded on subdivision plats.
- If a development within the cross-access corridor abuts an existing developed property outside the designated corridor but includes a joint access driveway, NDOT may require that the new development ties into the existing access and circulation system.

3. Recording Easements

- Site plans that include cross-access corridors or joint-use driveways must grant an easement for access to and from abutting properties.
- This easement must be landfilled with the Office of the Metropolitan Clerk.

4. Closing of Interim Driveways

- Once a permanent joint-use driveway or cross-access easement is constructed, all interim driveways shall be closed and removed.
- Property owners shall enter into a written agreement with the metropolitan government, recorded in the public records, to ensure the closure of interim driveways upon completion of the joint-use driveway.

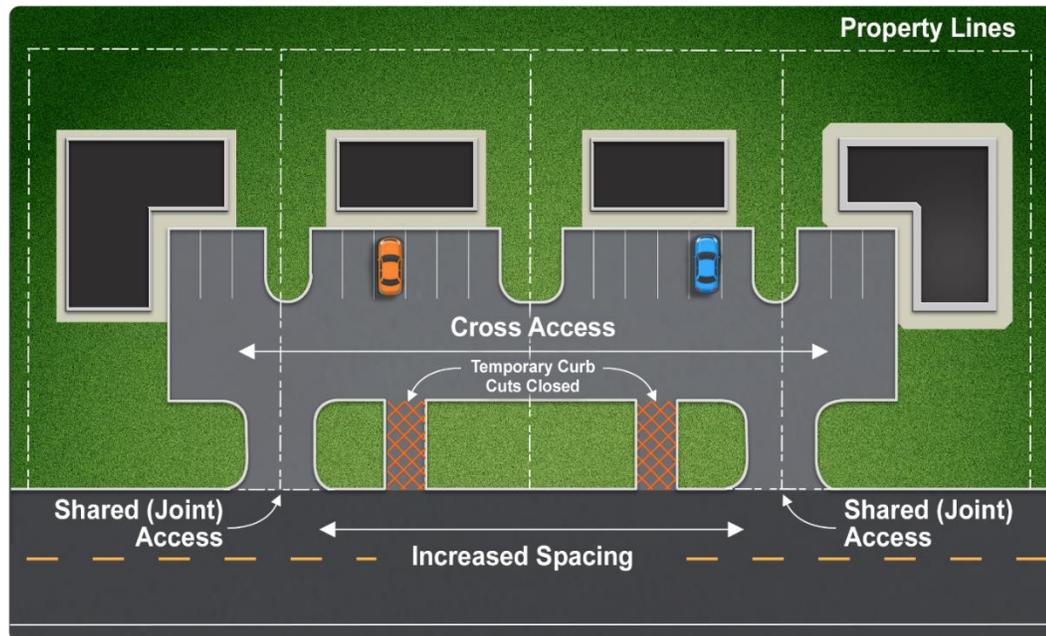


Figure 2-2: Joint (Shared) Access and Cross Access

2.3 Access Design for Roadways with Median Treatments and Auxiliary Lanes

Roadway elements such as medians, two-way left-turn lanes (TWLTLs), and auxiliary lanes play a critical role in access design. These elements influence how vehicles enter and exit driveways, affect traffic flow, and contribute to overall roadway safety. Properly designed access to roadways with these elements helps minimize conflicts, reduce delays, and enhance operational efficiency.

2.3.1 Non-Traversable Medians

A non-traversable median is a physical barrier, such as a concrete divider or landscaped island, that separates opposing traffic flows. These medians are commonly implemented on arterial-boulevards and arterial-parkways to enhance roadway safety and manage traffic operations. Medians can also be implemented as a traffic calming or road diet measure.

Types of Medians

Medians can be designed to allow varying levels of access while improving safety and operational performance. The types of medians include:

1. **No Opening:**
 - Restricts driveway access to **right-in/right-out (RIRO)** movements only.
 - Eliminates left-turn and crossing-through maneuvers, maximizing safety.

2. Median Crossover, No Left Turn Bay:

- Allows all left-turn and crossing-through maneuvers.
- Typically involves higher conflict points and requires careful consideration.

3. Median Crossover, Left Turn Bay:

- Allows all left turn and crossing maneuvers, but the addition of a left turn bay channelizes turning movements.

4. Median Crossover, Directional Left-Turn Bay:

- Permits left-turn movements from one or both sides of the roadway.
- Eliminates crossing-through maneuvers, reducing conflict points.

5. Two-Way Left-Turn Lane:

- Traversable median that allows all left turn and crossing maneuvers.

Figure 2-3 illustrates these types of medians.

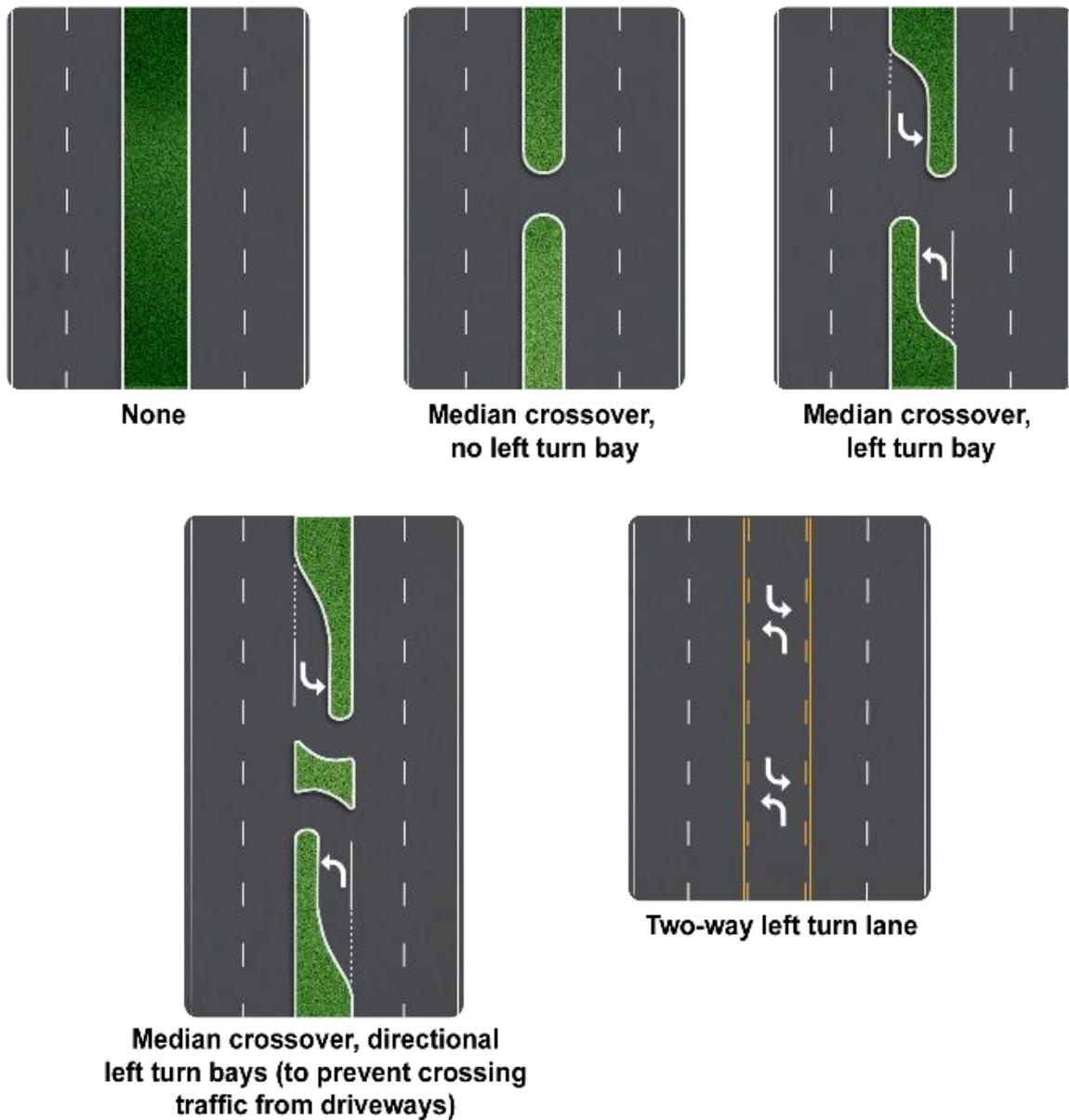


Figure 2-3: Types of Medians

Requesting and Modifying Median Openings

The creation or modification of a median opening may be requested to support development access. Decisions regarding such modifications are determined by the NDOT Chief Traffic Engineer or his/her designee and are based on Multimodal Transportation Studies (MMTAs), safety analysis, and site-specific needs.

NDOT retains the authority to install or modify medians and median openings as part of broader roadway plans. These decisions ensure that access modifications align with safety standards and the overall performance goals of the roadway network.

2.3.2 Two-Way Left-Turn Lanes

Two-Way Left-Turn Lanes (TWLTLs) facilitate crossing-through movements and left-turns from both sides of the roadway. These lanes are a common feature on **arterial-boulevards** and **collector-avenues**.

While TWLTLs can enhance accessibility and reduce the need for U-turns, they also introduce additional conflict points, particularly in high-traffic environments. This necessitates careful planning and design of access to roadways with a TWLTL to balance convenience and safety.

Access Design Considerations for TWLTLs

When designing access on roadways with a TWLTL, consider the following:

1. Driveway Offset and Alignment

- Align driveways directly across the street or ensure sufficient offset distance to prevent adverse jog maneuvers.
- See **Chapter 3.2.3 – Access Alignment on Opposite Sides of the Roadway** for guidance on driveway alignment and offset.

2. Sight Distance

- Ensure that vehicles exiting driveways have adequate sight distance. With a TWLTL, left-turning vehicles must judge gaps in traffic from both directions, requiring clear visibility to prevent collisions.
- See **Chapter 2.4.8 – Sight Distance Regulations** for more guidance on sight distance.

3. Left-Turn Volume

- A driveway experiencing heavy left-turn volumes may warrant additional design features, such as channelization or driveway restrictions, to safely manage traffic flow.
- See **Chapter 2.2.2 – Restricted Access** for further guidance.

4. Queuing

- Access design should account for the possibility of queuing in the TWLTL, especially in areas with high left turn demand. Adequate driveway throat length prevents vehicles from backing up into the main roadway while waiting to turn.
- See **Chapter 2.4.2 – Driveway Throat Length** for further guidance.

2.3.3 Auxiliary Lanes

Driveways shall not cross auxiliary lanes such as right-turn lanes, acceleration lanes, and deceleration lanes.

Right-turn lanes and acceleration lanes may be warranted for signalized driveways at the discretion of the NDOT traffic engineer. Supporting lane warrant analyses may be required as well.

2.4 Driveway Geometrics

This chapter defines the key driveway geometrics to consider when designing appropriate access. Driveway geometrics may be modified to improve safety or accommodate specific land uses, roadway classifications, traffic volumes, traffic speeds, and vehicle types.

2.4.1 Driveway Width

Driveway width is a function of the physical space required to accommodate all driveway users. Driveway width accounts for the number of lanes, the widths of those lanes, the presence and width of a median in the driveway, and the needs of motorized, pedestrian, and bicycle traffic. The number of lanes is dependent on the findings of a traffic analysis. **Table 2-1** provides the minimum and maximum driveway widths per **NDOT Engineering Specifications ST-322, ST-323, ST-324, and ST-325**. The total driveway width shall not exceed 40% of the property length at which the driveways shall be located. The use of open curb cuts and head-in parking is not permitted.

Table 2-1: Driveway Width Regulations

Driveway Type	Minimum	Maximum
Single- and Two-Family Residential	15’*	22’
Multifamily and Commercial	15’	35’
Industrial	15’	35’

*On lots where 15’ is greater than 40% of the total lot frontage, the minimum driveway width shall be 12’.

2.4.2 Driveway Throat Length

Driveway throat length is the distance between the street ROW and the nearest vehicle turning movement (internal driveway, drive-thru queue space, or parking space). The depth of throat length must be sufficient to allow on-site storage of vehicles to prevent “spillback” onto public streets or into site parking areas. Throat length must also be sufficient to allow users to react to conflicts ahead. Driveway throat length shall be a minimum of 20 feet for parking areas with 10 or more spaces.

2.4.3 Curb Ramp Grade

The driveway curb ramp grade shall not exceed 1:96 vertical:horizontal (1/8 inch per foot), per **NDOT Engineering Specifications ST-322, ST-323, ST-324, and ST-325**.

2.4.4 Curb Ramp Cross Slope

The driveway curb ramp cross slope shall not exceed 1:48 vertical:horizontal (1/16 inch per foot), per **NDOT Engineering Specifications ST-322, ST-323, ST-324, and ST-325**.

2.4.5 Driveway Aprons and Curb Ramps

A driveway apron is the portion of a driveway that connects to the street and is sloped to allow vehicles to transition smoothly from the roadway to the driveway. Driveway apron construction shall be guided by **NDOT Engineering Specifications ST-322, ST-323, ST-324, and ST-325**.

All driveways shall include a paved apron constructed of a hard surface material. The apron must extend:

- From the edge of the street pavement or the back edge of the sidewalk (if present),
- To the edge of the right-of-way or ten feet, whichever is greater.

If the distance between the street pavement or sidewalk and the edge of the right-of-way exceeds ten feet, the NDOT Chief Traffic Engineer or his/her designee is authorized to approve an alternate apron design.

The design and construction of the driveway apron must ensure that it does not impede any drainage way, maintaining proper stormwater flow and avoiding localized flooding. This is intended to ensure safe, durable access to private properties while preserving the functionality of the roadway and surrounding infrastructure.

2.4.6 Driveway Angle

The angle at which a driveway connects to the roadway influences the speed at which drivers will complete their turning movement.

- Driveways for two-way operation shall be 90 degrees to the centerline of the roadway.
- RIRO driveways should be 60 degrees to the centerline of the roadway but may be reduced to 45 degrees at the discretion of NDOT.

2.4.7 Driveway Curve Radius

Where space permits, the curve radius between the edge of the travel lane and the edge of the driveway shall be large enough to accommodate the largest vehicle expected to

frequently use the driveway, also known as the *design vehicle*. The maximum curve radius shall not exceed 20 feet, except when larger curb radii is required to accommodate large vehicle movements, as determined by the NDOT traffic engineer or his/her designee. See **Figure 2-4** for an illustration of this parameter.

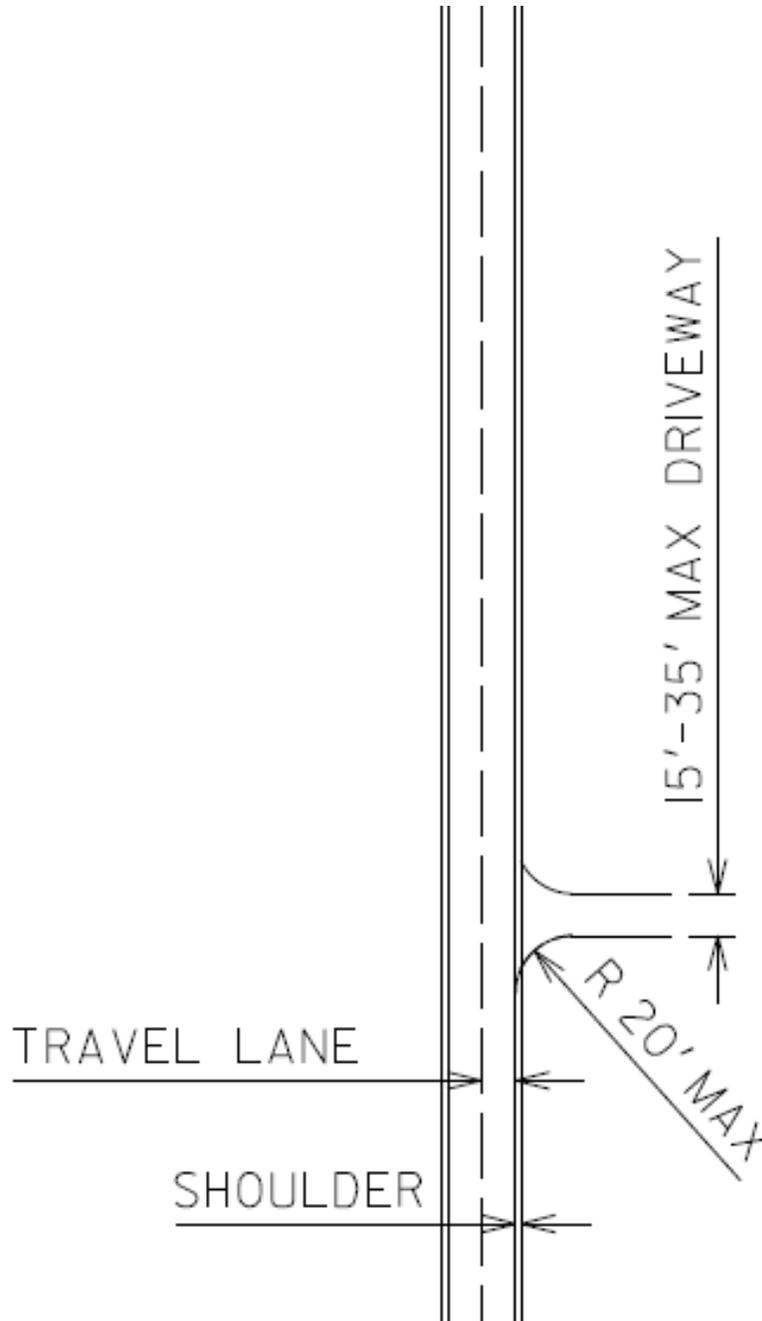


Figure 2-4: Driveway Curve Radius - Connection to Outer Travel Lane

Where there is on-street parking, the curve radius shall be measured from the edge of the travel lane to the edge of the driveway, as shown in **Figure 2-5**.

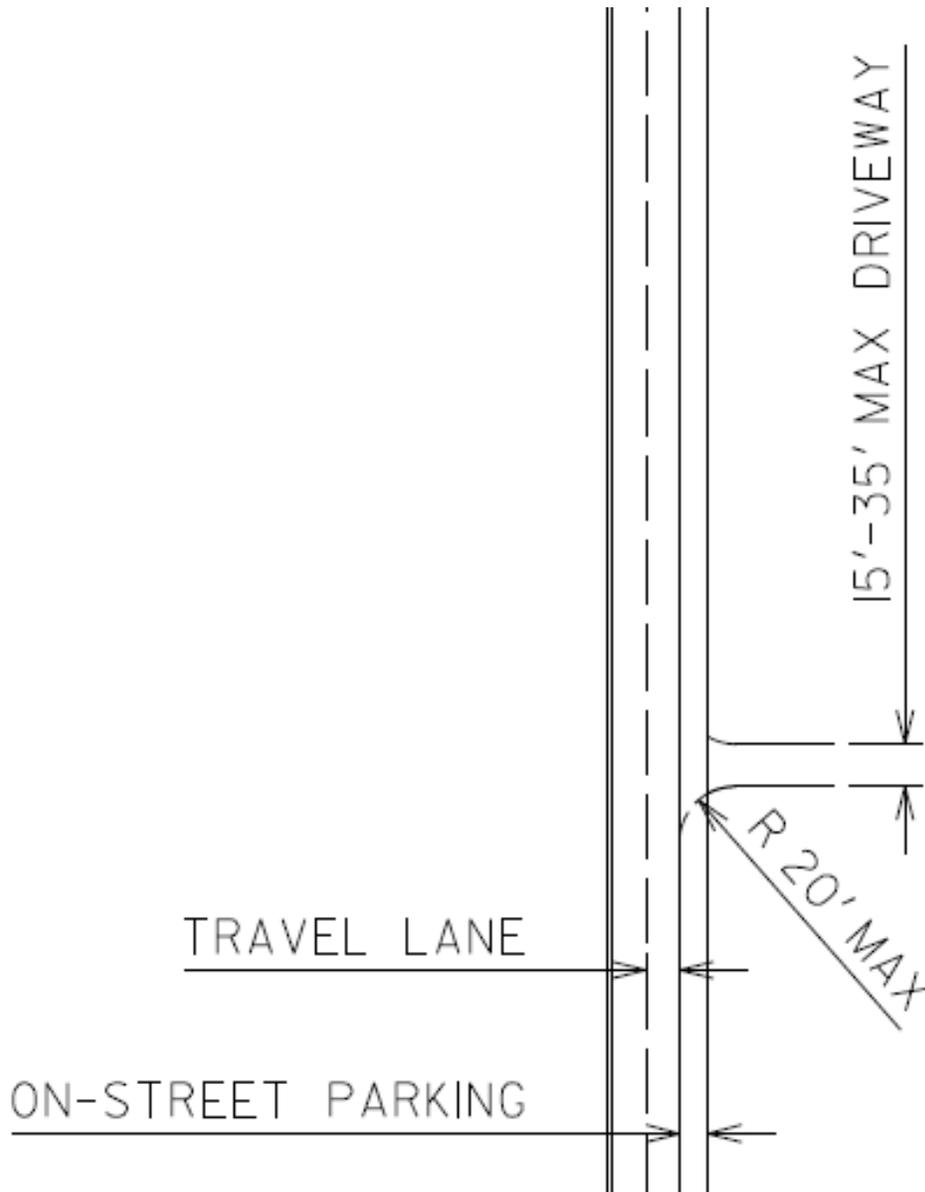


Figure 2-5: Driveway Curve Radius with On-Street Parking

Minimum turning radii of design vehicles are provided in Table 2-5a of AASHTO's **A Policy on Geometric Design of Highways and Streets**. An excerpt of this table is shown in **Table 2-2**. NDOT typically requires that driveways can accommodate the turning movements of an intermediate semi-trailer (WB-40), but design vehicles regulations vary depending on the land use served by the driveway.

Table 2-2: Design Vehicle Turning Radii (AASHTO 2018)

Design Vehicle Type	Passenger Car	Single-Unit Truck	City Transit Bus	Conventional School Bus (65 passenger)	Intermediate Semi-Trailer
Symbol	P	SU-30	CITY-BUS	S-BUS40	WB-40
Minimum Design Turning Radius (ft)	23.8	41.8	41.6	39.1	39.9

2.4.8 Sight Distance Regulations

For commercial, multi-family, and mixed-use developments, Access Design shall meet sight distance regulations, such as stopping sight distance and intersection sight distance. Reference the latest edition of *A Policy on Geometric Design of Highways and Streets* (AASHTO) for appropriate sight distance criteria. Coordination with the NDOT Chief traffic engineer or his/her designee is required when sight distance cannot be met.

2.4.9 Other Design Regulations

The following standards shall be required where applicable:

- **Side Property Line** – The distance between the driveway at the curblines and the side property line shall not be more than 4 feet.
- **Buffer Strip** – A buffer strip, at least 4 feet wide, must be provided on private property parallel to and adjoining the public right-of-way. This strip is intended to prevent parked vehicles from encroaching on the right-of-way. The buffer strip should extend along the entire length of the property frontage where parking is permitted. It must include a physical barrier, such as a curb or wheel stop, positioned next to the parking area, at a height between 8 inches and 36 inches.
- **Clearance of Obstructions** – Driveways shall be constructed to clear utility poles, light standards, drainage structures, signs, traffic-control device, fire hydrants and other similar installations, or such facilities shall be relocated at the expense of the property owner or lessee in conjunction with the owners or operating authorities of the facilities affected.

3. ACCESS LOCATION

This chapter provides guidance on the proper placement of driveways between private property and the public right-of-way. Each driveway must integrate with the complex characteristics of the surrounding area, such as unique traffic patterns, roadway geometries, multimodal infrastructure, and land uses. This chapter addresses the following key questions:

- What are the governing principles of access location?
- Which access spacing dimensions are defined in the Metro Code?
- What are the best practices for providing access to streets in Davidson County?

The guidance provided in this chapter outlines access location best practices that preserve safety and support the desired function of the roadway network.

3.1 Access Location Principles

All driveways are intended to provide **safe, reasonable, and efficient access** to private property while maintaining roadway functionality. A properly located driveway integrates seamlessly into the roadway network, minimizing congestion and collision risks.

When planning a new driveway, three key access location principles must be considered while maintaining reasonable access for property owners. These principles include:

1. **Roadway Functional Classification:** Access shall be avoided on high functional classification roadways where possible.
2. **Intersection Functional Area:** Access shall be avoided within the intersection functional area.
3. **Access Conflict Area:** New access points shall not be placed near existing access points if possible.

3.1.1 Roadway Functional Classification

Roadways are classified based on their intended function and the balance between mobility and access they provide within the transportation network.

Roadways with a higher functional classification—such as arterials—are higher-speed, higher-volume corridors that prioritize mobility over access. Introducing driveways on these roadways increases conflict points and shall be avoided. In contrast, driveways are better suited to lower-functional-classification roadways, such as collectors, local streets, or alleys, where lower speeds and traffic volumes provide a safer environment.

Within Davidson County, the roadway functional classification system includes the following types of roadways:

1. **Arterial:** Higher-speed, higher-volume roadways that facilitate longer trips within the city.
2. **Collector:** Medium-volume roadways that provide circulation within and between neighborhoods.
3. **Local:** Low-speed, low-volume roadways that provide direct access to individual properties.
4. **Alleys:** A street intended to provide access to the rear or side of lots or buildings in urban districts and not intended for the purpose of through vehicular traffic.

Each category is further subdivided based on roadway characteristics, as summarized in **Table 3-1**.

Table 3-1: Roadway Functional Classification System

Functional Classification	Description	Operational Characteristics	Access Characteristics
Arterial-Parkway*	Facilitates cross-town trips; separates vehicles from pedestrians and bicyclists.	Higher-speed; higher-volume	Limited access; no direct driveway access.
Arterial-Boulevard	Serves longer trips within and between communities.	Medium- to higher-speed; higher-volume	Balances access and mobility; access primarily via alleys or side streets.
Collector-Avenue	Provides circulation within and between neighborhoods.	Low-speed; low- to medium-volume	Prioritizes access over mobility; access via alleys, side streets, or driveways.
Local Street	Primarily provides access to adjacent properties; serves short trips.	Low-speed; low-volume	Prioritizes access over mobility; access via alleys or driveways.
Alleys	Provides access to the rear or side of lots or to buildings in urban districts.	Low-speed; Not intended for through traffic	Primary function is access; limited through mobility

**Note: Arterial-Parkways are not addressed in this Manual due to their function as limited access roadways that do not allow driveway access.*

Alley Access Regulation

Alleys serve an important function within the transportation network, providing access to parcels away from higher-speed, higher-volume roads. Where alley access is available, access shall be placed on the alley. **(Figure 3-1)**²¹.



Figure 3-1: Commercial Alley Access

Balancing Mobility and Access

Access management is key to achieving the desired balance of access and mobility for each roadway classification. Arterial-Parkways, for instance, require strict access controls to ensure safe, higher-speed travel over long distances. Conversely, local streets provide frequent and direct property access.

Figure 3-2 illustrates the relationship between access and mobility across different roadway classifications, emphasizing how access management strategies align with functional goals.

²¹ Adapted from NACTO Urban Street Design Guide

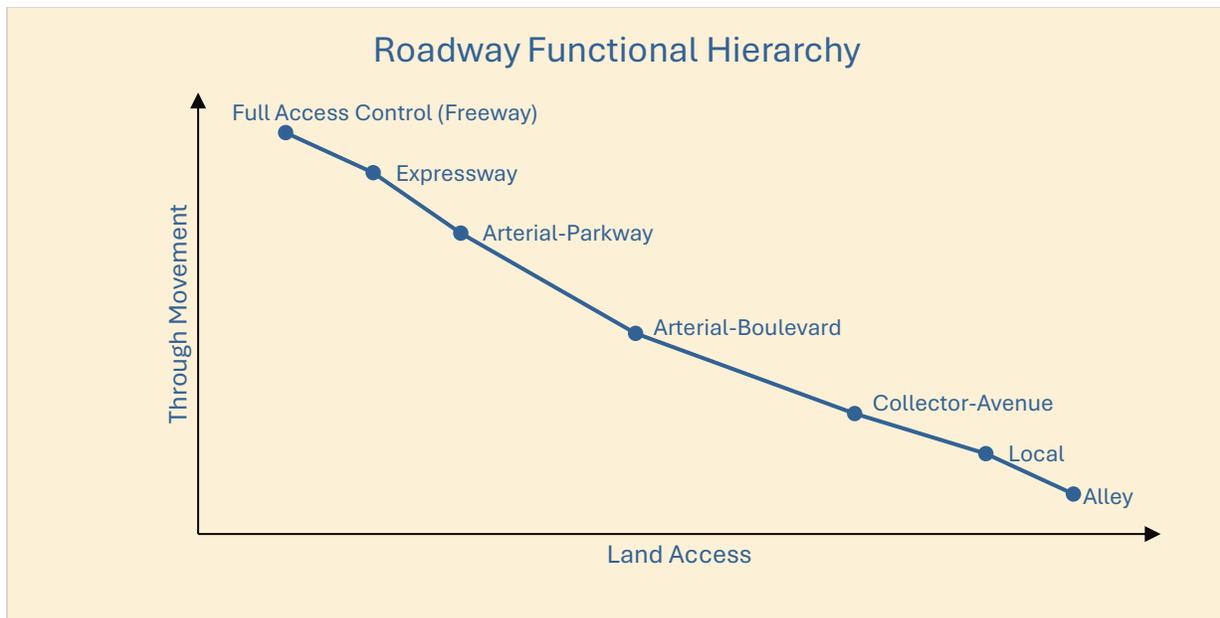


Figure 3-2: Roadway Functional Hierarchy

This Manual aims to facilitate the appropriate balance of mobility and access across the spectrum of roadway functional classifications through the strategic placement and design of driveways.

3.1.2 Intersection Functional Area

Intersections introduce numerous conflict points and are a common location for roadway collisions. The **intersection functional area** encompasses the physical intersection as well as the upstream and downstream areas critical for efficient traffic operations. This includes storage lengths for queuing vehicles and maneuvering distances required for through lanes and designated turn lanes. Within this area, motorists must remain especially vigilant to safely respond to traffic maneuvers.

Figure 3-3²² illustrates the extent of the intersection functional area.

²² Adapted from TRB Access Management Manual

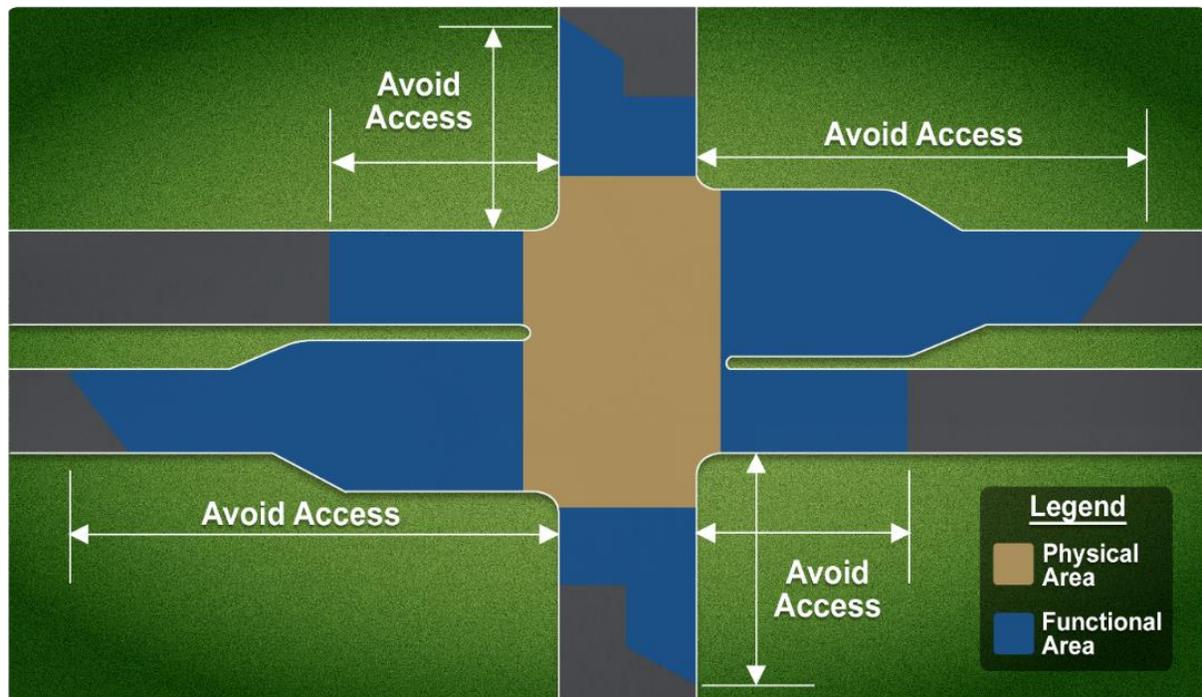


Figure 3-3: Intersection Functional Area

A driveway within the intersection functional area leads to complex driving environments for motorists and increases the risk of collisions and unsafe driving behavior.

Key Features of the Intersection Functional Area

The extent of the functional area typically includes the following roadway features:

- Acceleration lanes
- Deceleration lanes
- Lane taper
- Merge lane
- Exclusive right-turn lanes
- Exclusive left-turn lanes
- Bikeways/bike facilities
- Transit stops
- Pedestrian Crossings

Managing Access Within the Intersection Functional Area

Whenever possible, access points shall be located outside the intersection functional area to preserve safety and operational efficiency. However, if access within this area is

unavoidable, countermeasures shall be employed to mitigate negative impacts on traffic flow and safety. Recommended measures include:

- **Restricted access**
- **Enhanced visibility** for all users

3.1.3 Access Conflict Area

Similar to the intersection functional area, the **access conflict area** encompasses the driveway location, the portion of the roadway required for decision and maneuvering distances, and the vehicle storage length necessary to serve the driveway (**Figure 3-4**). At each conflict area, all users must safely perceive and react to vehicular movements. Closely spaced driveways reduce drivers' visibility and require faster reactions, creating a more complex driving environment. This increases the density of conflict areas, which exacerbates collision risks and compromises roadway safety.

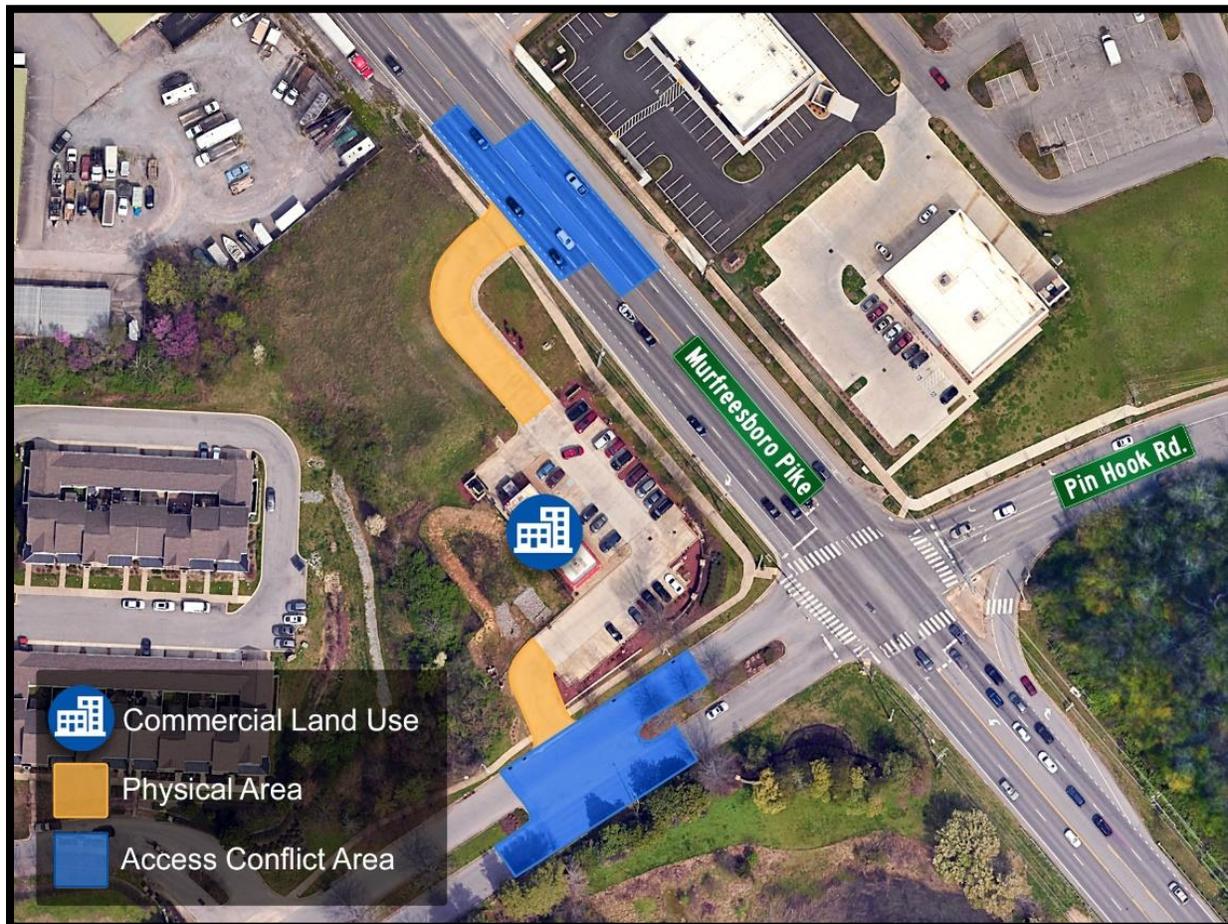


Figure 3-4: Access Conflict Area Illustrated on Access Points in Davidson County

3.2 Access Location Standards

This section defines the access location standards that shall be required of all new and infill land development constructed at or after the time of this Manual’s implementation.

Each standard defined in this section is enforced by the Metropolitan Code of Laws. If a proposed access to private property does not comply with the access dimension standards, an access waiver form shall be completed and approved by NDOT. The access waiver process is described in **Chapter 5.2 - Access Waiver Form**.

3.2.1 Access per Frontage Length on Arterials

On arterials, NDOT allows one entrance to a single property, not including required emergency accesses.

When the need for additional driveways is demonstrated through a traffic study, NDOT may grant an exception to the one driveway policy on arterials based on lot frontage, as shown in **Table 3-2**.

Table 3-2: Maximum Number of Driveways per Frontage Length on Arterials

Lot Frontage	Max Number of Driveways*
0 to 149'	1
150' to 299'	2
Each additional 300'	1

**The maximum number of driveways per lot on an arterial is one (1), excluding any required emergency access points, unless an exception is granted by NDOT.*

Driveways located along a single lot frontage shall meet minimum access spacing regulations, including both access-to-intersection spacing and spacing between driveways.

3.2.2 Access-to-Access Spacing

Access-to-Access spacing is measured along the right-of-way line, starting from the nearest points where the driveways intersect the right-of-way, as shown in **Figure 3-5**.

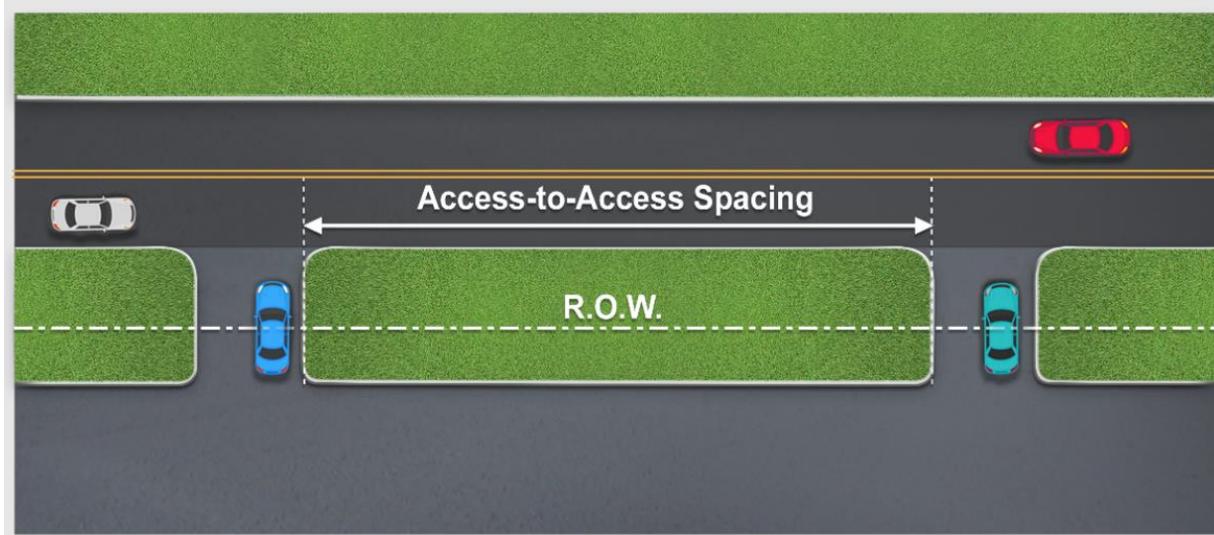


Figure 3-5: Access-to-Access Spacing

Minimum spacing between two adjacent access points is based on roadway functional classification and access type. The minimum spacing for single-family and two-family residential driveways shall follow the standards outlined in **Table 3-3**. The spacing standards for all other land uses shall follow **Table 3-4**. For non-SF/2F land uses, spacing between full-access driveways on arterial-boulevards shall meet stopping sight distance as defined in the AASHTO *A Policy on Geometric Design of Highways and Streets* (2018) and shown in **Tables 3-5 and 3-6**. Spacing standards for restricted access and access on collector-avenues and local streets were developed through the review of peer cities, best practice resources, and the local roadway network. For more information regarding the resources used to develop this Manual, see **Chapter 1.5 – Primary Sources**.

Table 3-3: Minimum Spacing of Driveways (Same Side of Roadway, SF/2F Residential)

Street Classification	Minimum Spacing (ft)
Arterial Boulevard	30’*
Collector Avenue	30’
Local Street	25’

* Access to SF/2F residences shall not be placed on arterials where an alternative access location is available.

Table 3-4: Minimum Spacing of Driveways (Same Side of Roadway, Non-SF/2F)

Street Classification	Access Type	
	Full Access	Restricted Access**
Arterial Boulevard	SSD*	100'
Collector Avenue	100'	30'
Local Street	75'	30'

*See Table 3-5 for stopping sight distance on level roadways and Table 3-6 for stopping sight distance on grades. **See Chapter 2.2.2.

Table 3-5: Stopping Sight Distance on Level Roadways

Design Speed (mph)	Stopping Sight Distance (ft)
15	80
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495

Table 3-6: Stopping Sight Distance on Grades

Design Speed Design Speed Speed (mph)	Stopping Sight Distance (ft)					
	-3%	-6%	-9%	+3%	+6%	+9%
15	80	82	85	75	74	73
20	116	120	126	109	107	104
25	158	165	173	147	143	140
30	205	215	227	200	184	179
35	257	271	287	237	229	222
40	315	333	354	289	278	269
45	378	400	427	344	331	320
50	446	474	507	405	388	375
55	520	553	593	469	450	433

When access spacing regulations cannot be met, and alley access is unavailable, access design shall restrict left-turning movements to eliminate high-risk conflict points.

Restricted access points include the following:

- RIRO driveways
- One-way driveways
- Right-in only or right-out only driveway
- Shared driveways
- Access on roadways with a nontraversable median
- Access on one-way roadways

See **Chapter 2.2.2** for further details regarding restricted access.

3.2.3 Access Alignment on Opposite Sides of the Roadway

Access connections on opposite sides of the roadway present unique challenges for access management. Opposite access points shall be directly across from each other with aligned centerlines, or distant enough from one another to prevent conflicts.

Closely spaced offset driveways result in adverse jog maneuvers (**Figure 3-6**), especially at high speeds. Adequate offset distance allows for distinct turning movements, which results in a safer alternative for roadway users. Two-way left-turn lanes (TWLTL) can facilitate jog maneuvers, but closely spaced offset driveways should still be avoided where a TWLTL is present. See **Chapter 2.3.2 – Two-Way Left-Turn Lanes** for more information about access and TWLTLs.

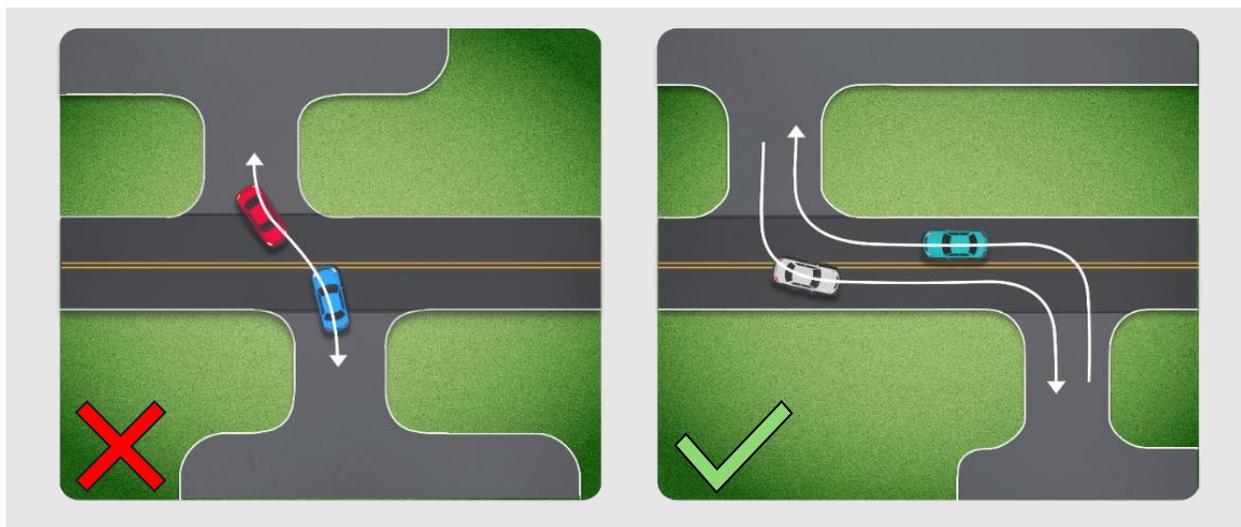


Figure 3-6: Closely Spaced Access Points Causing an Adverse Jog Maneuver (left) and Preferred Offset Access (right)

If driveways cannot be aligned, the minimum driveway offset distance shall be 200 feet for arterials and 100 feet for collectors.

Physically restricted access points, such as RIRO driveways with raised channelizing islands or medians, do not require alignment or substantial offset distances, because they are not creating unsafe left-turn conflicts.

3.2.4 Access-to-Intersection Spacing

Access-to-intersection spacing is in place to prevent the placement of access points within or near the intersection functional area.

Access-to-intersection spacing is measured from the nearest intersection of the existing right-of-way lines or extensions thereof, as shown in **Figure 3-7**. For streets designated to be widened at a future time by the adopted Major and Collector Street Plan, measurement shall be made from the future right-of-way lines.

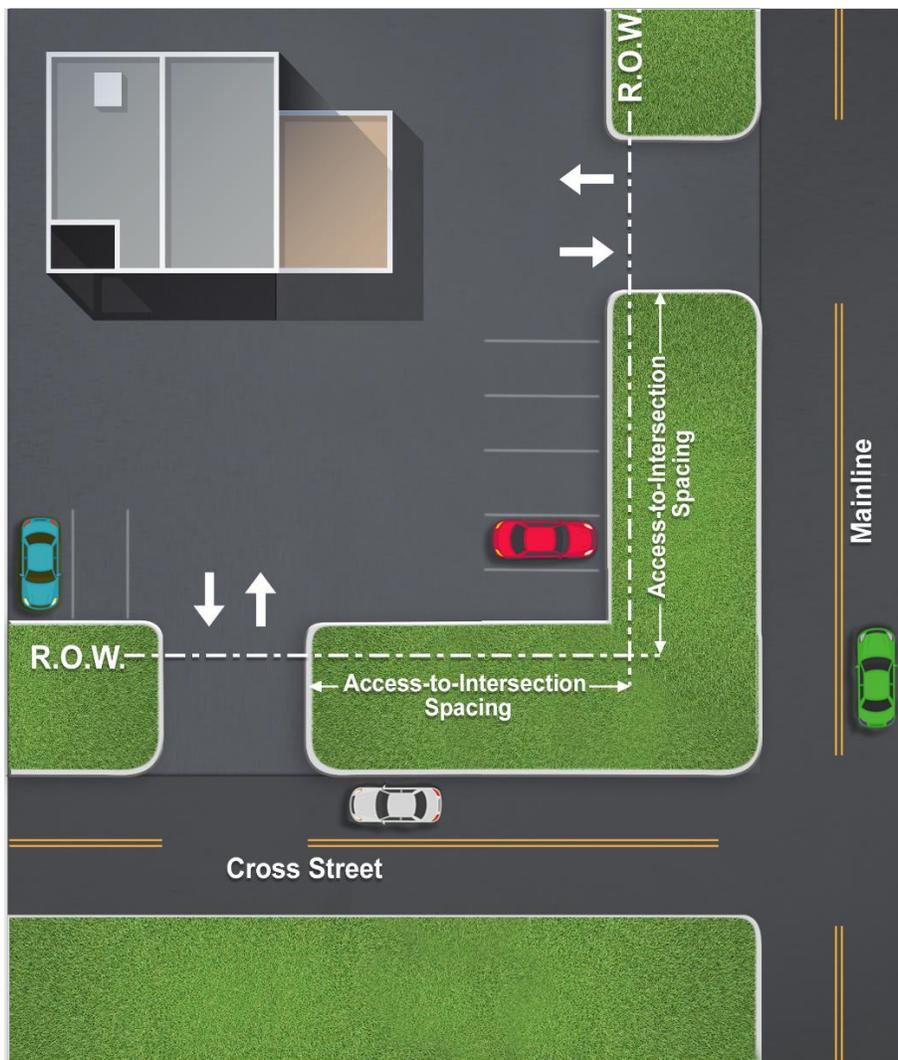


Figure 3-7: Illustration of Access-to-Intersection spacing

For single-family and two-family land uses, the required access-to-intersection spacing shall follow **Table 3-7**.

Table 3-7: Single-Family and Two-Family Access-to-Intersection Spacing Regulations

Classification of Road to be Accessed by Driveway	Minimum Access-to-Intersection Spacing
Local	15'
Collector Avenue	50'
Arterial Boulevard	185'

For driveways serving land uses other than single-family or two-family residences, the minimum access-to-intersection spacing shall be the greater of the distances specified in **Table 3-8** or the full extent of the intersection’s functional area. See **Chapter 3.1.2 – Intersection Functional Area** for more information.

The access-to-intersection spacing regulations in **Table 3-8** are based on the classification of the road to be accessed by a driveway (mainline), and the classification of the intersecting road at the adjacent intersection (cross street).

Table 3-8: Access-to-Intersection Spacing Regulations (Non-SF/2F)

Classification of Cross Street*	Classification of Mainline (Road to be Accessed by Driveway)		
	Arterial-Boulevard	Collector-Avenue	Local Street
Arterial Parkway	200'	150'	100'
Arterial Boulevard	200'	150'	100'
Collector Avenue	150'	100'	50'
Local Street	100'	50'	50'

*Alleyways do not have a minimum spacing standard.

NDOT requires access to be placed outside of the intersection functional area. In cases where the functional area extends beyond the minimum required access-to-intersection spacing distance shown in **Tables 3-7 and 3-8**, the functional area regulation is the applicable standard.

The maximum number of access points permitted on a corner lot is one full access and one restricted access. Exceptions may be granted for specific land uses.

3.2.5 Access-to-Interchange Spacing

This section only applies to free-flow interchange ramp terminals. For spacing from interchange ramps that are controlled by stop signs or traffic signals, access-to-intersection spacing regulations in **Chapter 3.2.4** shall be applied.

Free-flow ramp terminals require that ramp traffic merges and weaves with through-traffic. Access-to-interchange spacing is measured from the gore point (**Figure 3-8**) of the ramp taper to the nearest point of intersection between the driveway and the existing ROW.

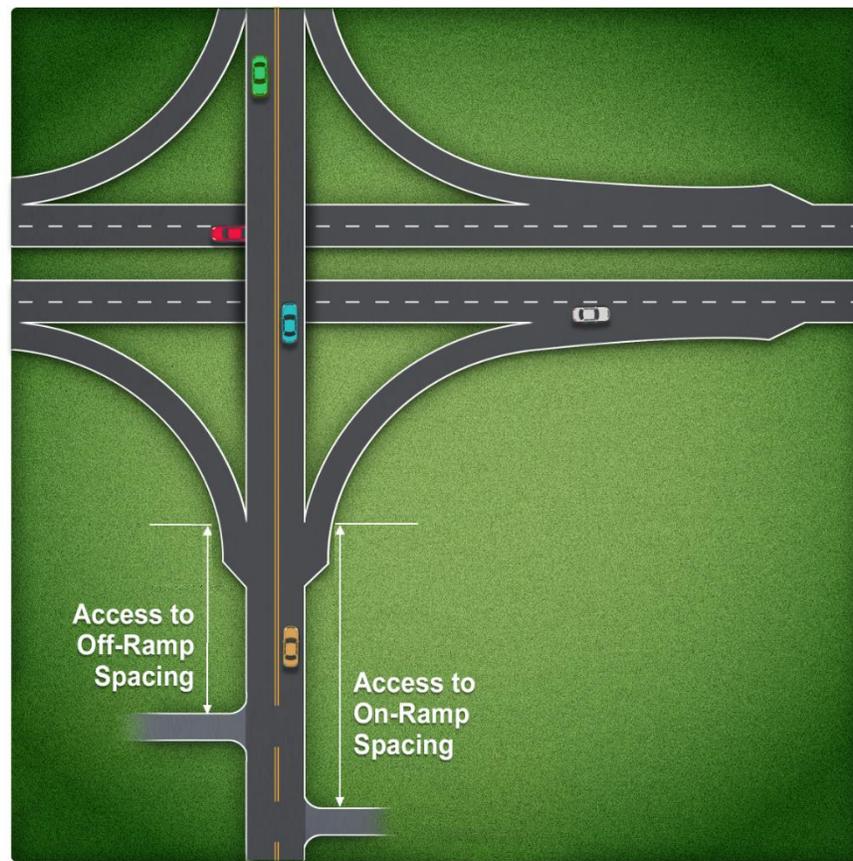


Figure 3-8: Distance from Interchange to Driveway

The minimum and desired access spacing regulations at free-flow interchanges shall follow **Table 3-9**. When feasible, the spacing shall be the desired dimension, which is aligned with TDOT guidance. Otherwise, the access-to-interchange spacing shall be at a minimum of 250 feet.

Table 3-9: Minimum Access Spacing at Free-Flow Interchange Ramp Terminals

Dimension	Minimum	Desired*
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Driveway to Off-Ramp	250'	590'
Driveway to On-Ramp	250'	1,100'

**When the desired spacing is available, it shall be implemented. When it is not available, the closest to the desired spacing distance shall be implemented.*

3.2.6 Access Near Roundabouts

NDOT views roundabouts as a viable and sometimes preferred alternative to signalized intersections. Where roundabouts are used, minimum access-to-intersection spacing regulations from **Chapter 3.2.4 – Access-to-Intersection Spacing** apply. These values serve as a minimum requirement, but in practice, NDOT prefers driveways to be placed as far from the roundabout as possible. Distances are measured along the right-of-way line from the entry or exit point of the roundabout to the nearest point where the driveway intersects the right-of-way line, as shown in **Figure 3-9**.

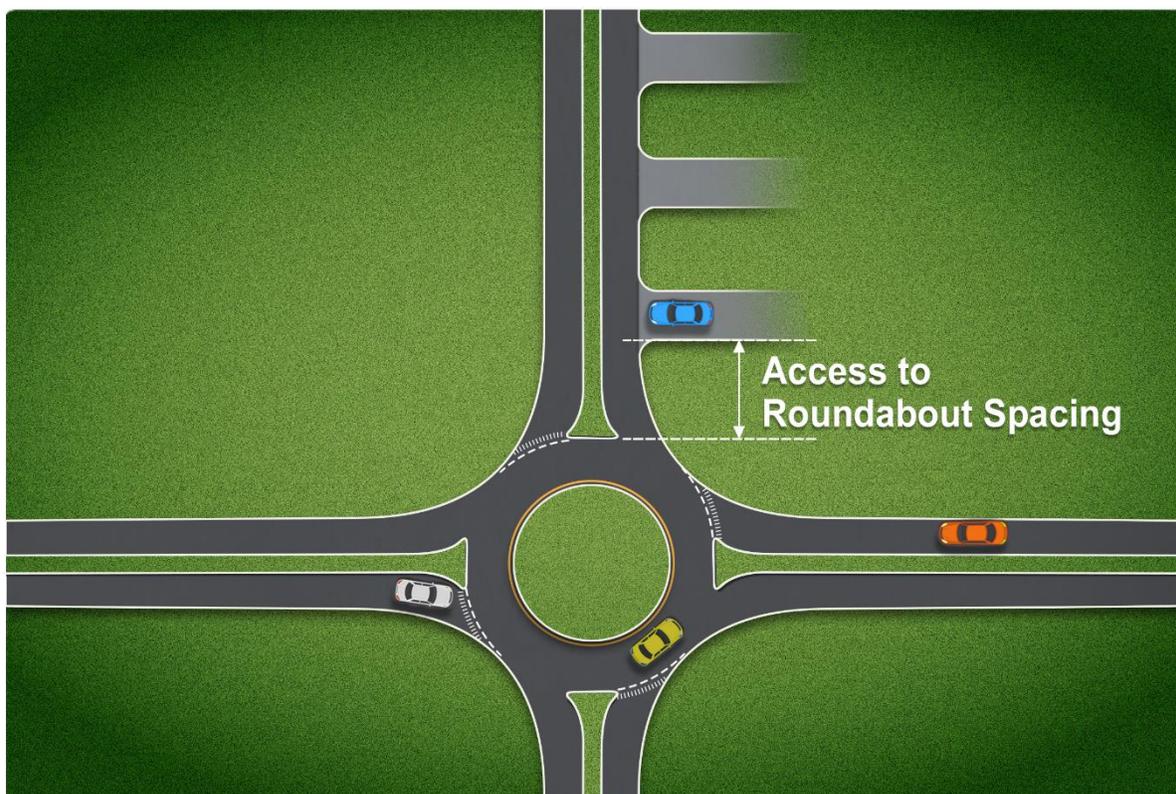


Figure 3-9: Driveway Distance from Roundabout

3.2.7 Access Near At-Grade Railroad Crossings

Driveways near railroad crossings should be avoided. If no feasible alternatives exist and a driveway must be located near a public at-grade railroad crossing, the edge of a commercial or industrial driveway shall not be placed between the stop bar and the edge of the railroad track. Additionally, the driveway shall be set back **at least 15 feet from the edge of the railroad track**. Access placed near railroad crossings require coordination with the railroad operating party.

3.2.8 Emergency Access

If an additional emergency access point is required and it cannot meet the regulations set in this Manual or presents a safety concern, then the access must be gated. See NDOT Engineering Specification ST-324A. Emergency access regulations are set by Nashville Fire Code and Nashville Fire Department and must be approved by Metro Fire Department.

4. MULTIMODAL AND DOWNTOWN REGULATIONS

While access management has traditionally focused on motorized vehicles, it is critical to ensure safe passage and access for bicyclists, pedestrians, and transit users as well. NDOT prioritizes the safety of these multimodal road users and prefers to avoid vehicular access on segments with high multimodal volumes and extensive infrastructure supporting non-vehicular transportation. Vehicle access should be designed to protect vulnerable road users, such as bicyclists, pedestrians, and transit riders commuting to and from bus stops, creating a transportation system that benefits all while ensuring reasonable access for property owners.

4.1 Access Management Guidance for Bicycle Infrastructure

Where access occurs at a signalized intersection as one of the signalized legs, the intersection shall incorporate protected and dedicated intersection elements including, but not limited to curb extensions, bike and/or pedestrian signal phasing, turn calming, conflict markings, and/or raised intersections/crossings. Where a site is unable to provide access at a lower classification street and access is uncontrolled, the access should incorporate raised crossings, turn calming, and conflict markings.

Refer to the MUTCD for bicycle striping standards and NACTO’s *Don’t Give Up at the Intersection* for further supplemental guidance on the design of access near bicycle lanes. **Table 4-1**²³ provides additional design solutions for common concerns faced by bicyclists at driveways.

Table 4-1: Design Considerations Related to Bicyclists

Concern or Issue	Design Response
<p>Bicyclists, motorists in vehicles, and pedestrians need to see each other far enough in advance to avoid collision</p>	<ul style="list-style-type: none"> • Provide horizontal and vertical alignment that provides an adequate advance view of the driveway intersection. • Do not place anything near the roadway that blocks needed sight lines. • Provide a bicycle lane that enhances operations while improving visibility.

²³ Adapted from the TRB Access Management Manual

Concern or Issue	Design Response
Motorists using the driveway facilities need to drive slower when cyclists are present.	<ul style="list-style-type: none"> • Apply turn hardening or traffic calming to driveway designs.
Abrupt change in cross slope causes bicyclists to lose balance.	<ul style="list-style-type: none"> • Where a bicycle path or other similar route crosses a driveway, provide a smooth transition where the bike path cross slope meets the driveway grade.
An abrupt change in surface elevation causes bicyclists to lose control.	<ul style="list-style-type: none"> • Where a bicyclist could turn into or turn out of a driveway, do not permit abrupt changes in surface elevation that could create bumps for the bicyclist. • Raise the bike lane to sidewalk level through a mountable driveway.
Relatively thin bicycle tires are vulnerable to openings in the surface.	<ul style="list-style-type: none"> • Do not have any grate openings that a bicycle tire could drop into. (See NDOT Engineering Specifications ST-506, ST-506a, and ST-506b.) • Provide bicycle stopping sight distance for 0-ft.-tall objects, so that the bicyclists can always see the pavement surface.

Examples of Access Designed for Bicyclist Safety

A driveway on a roadway segment with bicycle traffic creates conflict points with bicyclists in addition to the standard set of vehicular conflict points. Conflict points with vulnerable road users shall be avoided since collisions with non-motorists are more likely to result in serious or life-threatening injuries.

Access should not be placed across existing or planned bike lanes. Access should be restricted (RIRO) where a driveway must cross a bike lane. **Figure 4-1** shows an example on Old Hickory Boulevard of restricted access crossing a bike lane, providing additional measures of safety for bicyclists and driveway users. Also, the pavement markings shown in **Figure 4-1** alert bicyclists that they are entering a high-conflict zone.



Figure 4-1: Restricted Access Intersecting a Bike Lane on Old Hickory Boulevard (Nashville, TN)

Design strategies such as a raised crossing surface on the bike path, painted conflict markings, vegetative buffers, or additional signage should be used to increase bicycle safety while crossing driveways. **Figure 4-2** shows bike lanes on 12th Avenue South that include green pavement markings at driveway crossings and vegetative buffers for an additional measure of protection.



Figure 4-2: Bike Lanes on 12th Avenue South Featuring Green Pavement Markings at Driveway Crossings and Vegetative Buffers (Nashville, TN)

4.2 Access Management Guidance for Pedestrian Infrastructure

Where access connections interact with pedestrian facilities, such as sidewalks, it is important to ensure that the design promotes seamless integration and safety for pedestrians. This includes considering factors such as visibility, signage, maintenance, and accessibility to create a cohesive and user-friendly experience. All driveways crossing sidewalks shall be designed in compliance with the latest PROWAG and ADA standards.

The following information should be addressed where applicable:

- Design of pedestrian facilities in driveways shall follow **NDOT Engineering Specifications ST-322, ST-323, ST-324, and ST-325**.
- For driveways with raised channelized islands, the island should be at least 6 feet in width and have flat area for pedestrians in wheelchairs.
- When the pedestrian sidewalk crosses the existing driveways, the maximum cross slope at any point on a sidewalk is 2%.

Detectable Warning Surfaces

To assist pedestrians with visual impairments, detectable warning surfaces (DWS)/truncated domes should be provided where multi-family, mixed-use, commercial driveways have a yield or stop control at the junction between the sidewalk and the driveway vehicle route. Per PROWAG guidance, detectable warning surfaces are not required for residential driveway crossings. Truncated domes shall be yellow in color. For DWS design regulations, reference **NDOT Engineering Specification 02523**.

PROWAG R208.1 provides the following guidance for applying Detectable Warning Surfaces at driveway-sidewalk crossings:

On pedestrian access routes, detectable warning surfaces indicate the boundary between pedestrian and vehicular routes where there is a flush rather than a curbed connection. Detectable warning surfaces should not be provided at crossings of residential driveways since the pedestrian right-of-way continues across residential driveway aprons. However, where commercial driveways are provided with yield or stop control, detectable warning surfaces should be provided at the junction between the pedestrian route and the vehicular route. Where pedestrian at-grade rail crossings are located within a street or highway, detectable warning surfaces at the curb ramps or blended transitions make a second set of detectable warning surfaces at the rail crossing unnecessary.

Detectable warning surfaces are not intended to provide wayfinding for pedestrians who are blind or have low vision. Wayfinding can be made easier by:

- *Sidewalks that provide a clear path free of street furniture, such as benches, bus stops, traffic signs, lampposts, and waste bins;*
- *Visual contrast between walking and non-walking areas (e.g., planted borders);*
- *Route edges that are clear and detectable by cane;*
- *Direct pedestrian street crossings and curb ramps that are in-line with direction of travel;*

- *Orthogonal intersections that facilitate navigation using parallel and perpendicular vehicle sound cues; and,*
- *Barriers where pedestrian travel or crossing is not permitted.*

All traffic control devices relating to pedestrian safety at driveways shall be designed in compliance with the most updated ADA and MUTCD guidance.

4.2.1 Enhanced Pedestrian Crossings

A **Pedestrian Hybrid Beacon (PHB)** is a traffic control device used to warn and control traffic with the purpose of assisting pedestrians in crossing a street or highway. The beacon consists of two red lenses above a single lens, and the lenses remain “dark” until a pedestrian desiring to cross the street pushes the call button to activate the beacon.²⁴

Driveways should be located at least 100 feet in advance of and at least 20 feet beyond the PHB, as shown in **Figure 4-3**. Where driveways must be placed closer to the PHB, site accommodations should be made through curb extensions or other techniques to provide adequate sight distance. When on-street parking is present, curb extensions should be installed on both sides of the crossing to ensure adequate sight distance is also provided.

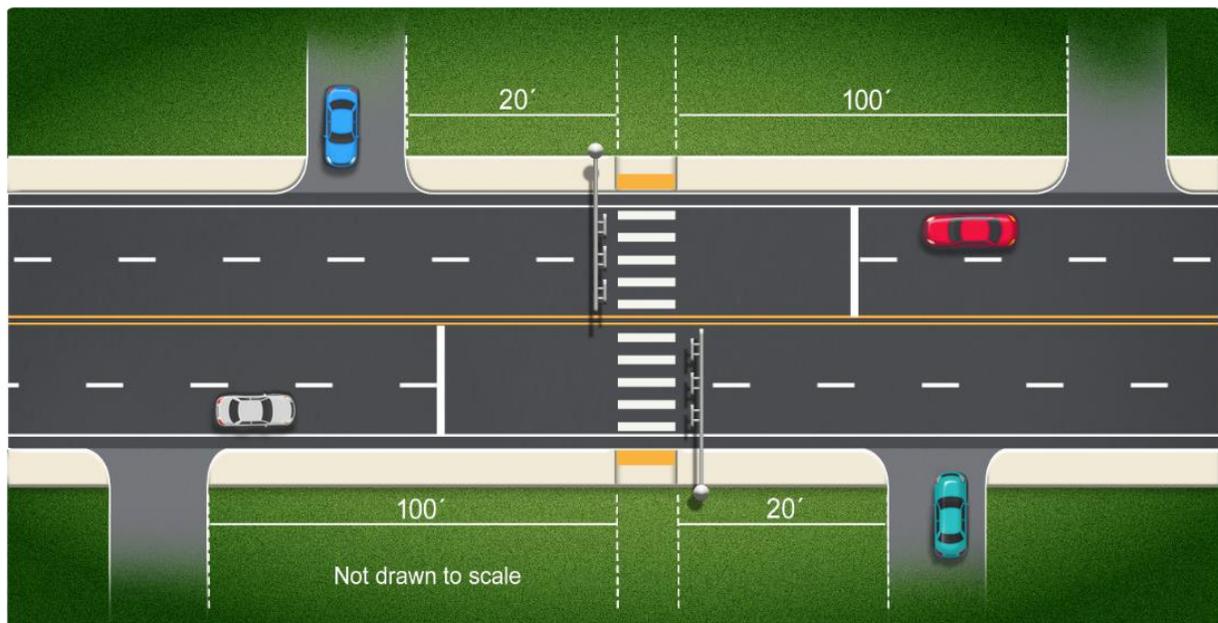


Figure 4-3: Driveway Spacing from PHB

A **Rectangular Rapid Flashing Beacon (RRFB)** is another traffic control device used at pedestrian crossings to enhance safety. RRFBs consist of two, rectangular-shaped yellow

²⁴ [https://highways.dot.gov/safety/proven-safety-countermeasures/pedestrian-hybrid-beacons#:~:text=The%20pedestrian%20hybrid%20beacon%20\(PHB,above%20a%20single%20yellow%20lens.](https://highways.dot.gov/safety/proven-safety-countermeasures/pedestrian-hybrid-beacons#:~:text=The%20pedestrian%20hybrid%20beacon%20(PHB,above%20a%20single%20yellow%20lens.)

indications, each with a light-emitting diode (LED)-array-based light source, which flashes with an alternating high-frequency when activated to increase the visibility of pedestrians crossing.²⁵ When access must be placed in proximity to an RRFB, the driveway should be located at least 20 feet beyond or in advance of the crosswalk, as shown in **Figure 4-4**. When on-street parking is present, curb extensions should be installed on both sides of the crossing to ensure adequate sight distance is also provided.

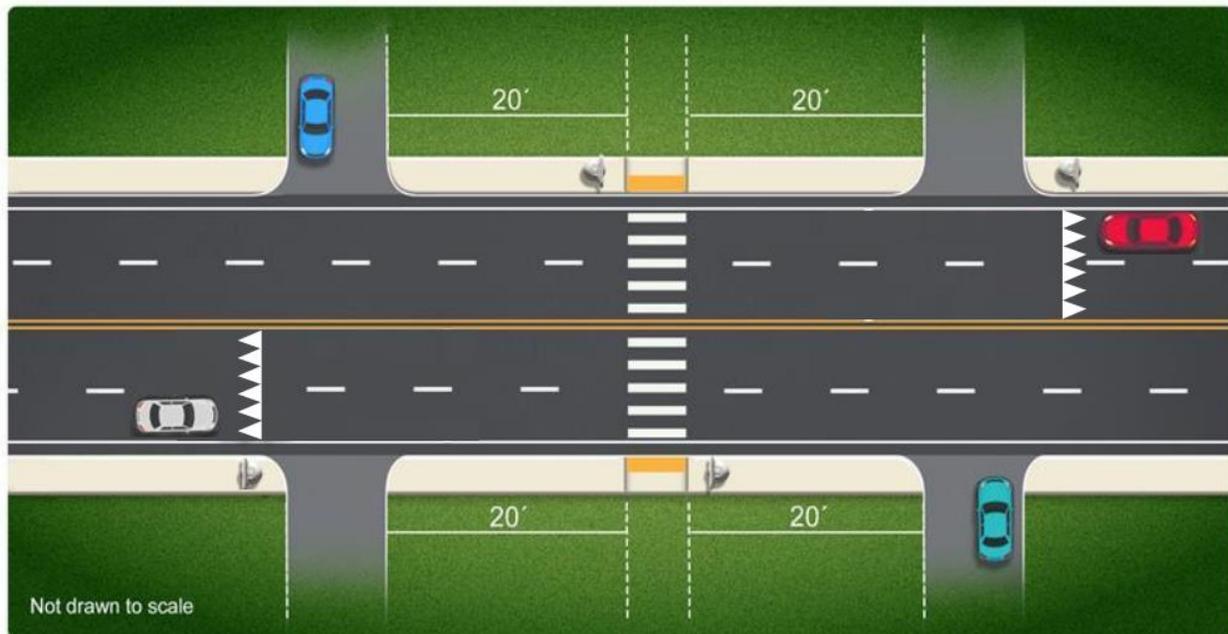


Figure 4-4: Driveway Spacing from Rectangular Rapid Flashing Beacon

Reference the latest edition of the MUTCD, NACTO, and FHWA guides for more detailed standards, guidance, and options regarding PHBs and RFBs.

4.3 Access Management Guidance for Transit Infrastructure

4.3.1 Location of Access Near Transit Stops

Driveways located near transit stops can present visibility issues for bus operators, pedestrians, and vehicles entering and leaving the roadway. Driveway placement near transit stops should be avoided. Driveways should be clear of existing or planned transit stops, including their waiting areas. Transit stops should be ADA- and PROWAG-compliant. Boarding and alighting areas shall be ADA- and PROWAG-compliant. The desirable size and placement of existing and proposed transit stops should be determined with WeGo and by

²⁵ <https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb#:~:text=RRFBs%20flash%20with%20an%20alternating,on%20the%20application%20of%20RRFBs.>

reference to the latest WeGo Transit Design Guidelines before any new or retrofitted access is located near a transit stop.

It is preferred that transit stops are on the far side of intersections and busy driveways. It is preferred that crosswalks are located approximately 10 feet behind a stopped bus. On transit corridors, planned or existing transit stops and crosswalks take priority over new or retrofitted access points.

At existing transit stops, all other options shall be documented and agreed as infeasible by WeGo before a driveway is placed within a transit stop boarding, alighting or waiting area. For such situations, WeGo provides guidance in the WeGo Transit Design Guidelines.

4.3.2 Access on Transit Corridors

All Access corridors; High-Capacity Transit corridors; and Bus Rapid Transit corridors all seek to prioritize transit safety, speed, reliability, comfort, accessibility and mimic the benefits of Light Rail. Turning movements, particularly across curb-side transit lanes, reduce the effectiveness of those benefits, as well as add risk. Strict access management is expected along these planned and existing corridors. Coordination and agreement with NDOT and WeGo shall take place before additional driveways are planned or constructed that impact existing or planned transit stops on those corridors. To identify these corridors, see the Choose How You Move Plan, Connect Downtown Plan, NashvilleNext, and the MCSP.

4.4 Access Management Guidance for Downtown

This Manual provides access management strategies that support the modal hierarchy established in Access Nashville 2040 and the NDOT Complete Streets Implementation Guide. This modal hierarchy places vulnerable road users, people walking, biking, utilizing transit, and using mobility devices, as the top priorities of the transportation network. In the downtown area, where there is a higher volume of multimodal trips, it is especially important to support these vulnerable road users through additional safety design considerations and reduced conflict points. The following section will address specific management concerns for the downtown area.

4.4.1 Porte-cochères

A porte-cochère, otherwise referred to as a covered drop-off, is common in land uses such as hotels, healthcare facilities, residential buildings, retirement communities, convention centers, and retail establishments that need areas for quick pull-through movements. The following design guidance applies to commercial and multifamily developments having a porte-cochère:

- Porte-cocheres should be served by driveway pairs (one ingress-only and one egress-only). (See **Figure 4-5** for an example of an acceptable access configuration for a porte-cochere).
- An alternative acceptable design for porte-cocheres is a site with an ingress-only access that allows egress onto a connected alleyway.
- The one-way driveways shall have a width of 12 - 15 feet and shall be spaced at least 30 feet apart.
- Driveway throat length shall be at least 20 feet from the intersection of the driveway with the traveled roadway to the nearest edge of the covered drop off.
- The width of the covered drop-off should accommodate at least one maneuver lane and one lane for the loading zone.
- At a minimum, 10 feet should be provided per maneuver lane within the drop-off area.
- Porte-cochères shall be prioritized on streets of lower functional classification.
- Where applicable, Porte-cochères shall have direct access to the parking garage to contain valet operation movements without having to exit the site.

The number of maneuver lanes needed is dependent on the trip generation of the development and can be determined by a supplemental traffic analysis.

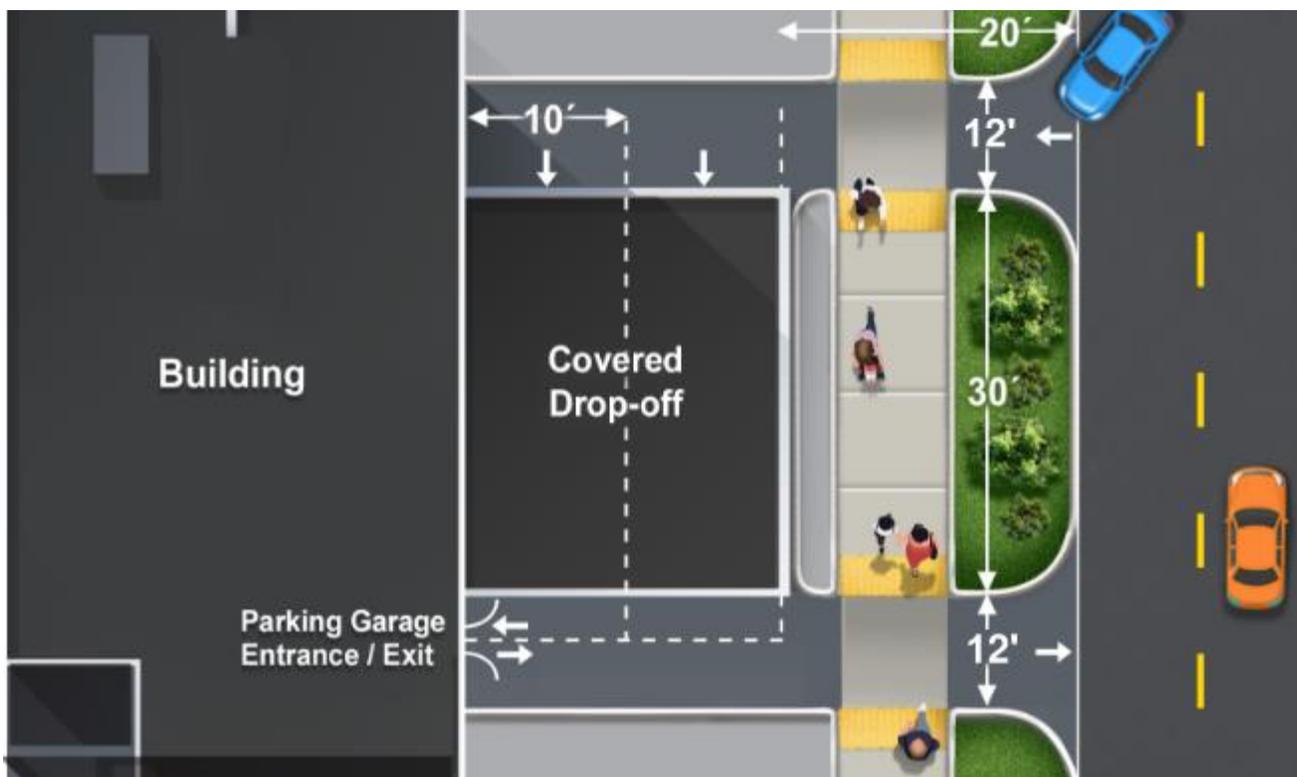


Figure 4-5: Example of an Acceptable Access Configuration for Porte-Cochère

4.4.2 Garage Access

Garage access is typically located in areas such as the Downtown Core where there is a high volume of pedestrians and other vulnerable road users. Parking garage entrance/exit points shall be designed with pedestrian safety in mind. The use of electronic signage, audible alarms, signage, convex mirrors, transitional lighting, and detectable warning surfaces should be used to increase visibility between drivers and pedestrians (**Figure 4-6**)²⁶.

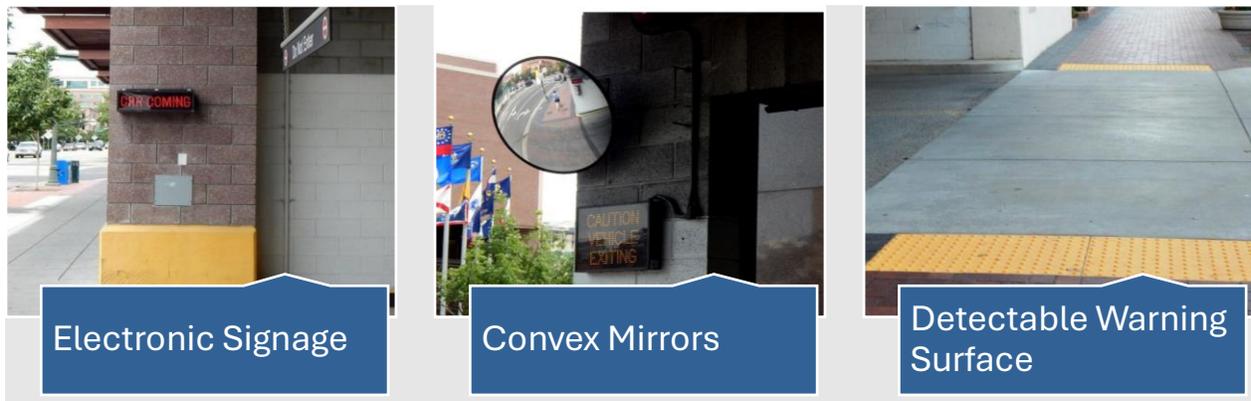


Figure 4-6: Safety Measures for Garage Access

At garage access points, the driveway shall transition smoothly to be flush with the sidewalk, as shown in **Figure 4-7**.²⁶



Figure 4-7: Garage Access Ramp Flush with Sidewalk

4.4.3 Lay-by Policy

Reference the latest NDOT Lay-by Policy for guidance and standards.

²⁶ CCDC Parking Garage Pedestrian Safety Review (Kimley-Horn, 2015)

5. ADMINISTRATION AND IMPLEMENTATION

5.1 Driveway Permitting

NDOT’s driveway permitting process is managed through NDOT’s ePermits system. For new driveways, applicants must apply through ePermits, and a separate permit may be required for sidewalk closures or excavations. For existing properties adding a driveway, applicants must submit a driveway application through ePermits with either a sketch of the property and new driveway, or with other associated building plans. NDOT reviews the application, ensuring all necessary documents are provided. The review process involves coordination with the Right-of-Way Permit Office, as well as Metro Water’s Stormwater division and any other associated departments. An inspector monitors the installation to ensure compliance with the approved plan, and any required waivers are attached to the site plan.

5.1.1 Required Approval

No person may construct or modify any access connection to a roadway within the jurisdiction of the Metropolitan Government of Nashville and Davidson County without approval from NDOT. Approval is typically granted through the permitting process described herein. All requests for connections to an applicable roadway after the date of the adoption of this Manual must be reviewed for conformance with this Manual, except as noted below.

Any access connection constructed without approval after the adoption of this Manual is considered an illegal nonconforming access and may be issued a violation notice and may be closed or removed.

5.2 Access Waiver Form

Flexibility is essential to balance access management objectives with reasonable access for development. This Manual is intended to provide flexibility while maintaining a fair, equitable, and consistent process for access management decisions.

The following reasons may justify deviation from the access management standards:

- Parcel size and/or shape do not allow sufficient distance to apply spacing standards.
- Infill land development and neighboring parcels restrict the ability to meet spacing standards.
- Applying the required standard will lead to operational and/or safety issues, as demonstrated by a traffic study.

The Access Waiver Form is required for driveways that do not meet the regulations of this manual to justify and document variations from the designated criteria.

Additional analyses beyond the waiver form may be required by NDOT to support proposed deviations from the access management regulations outlined in this Manual.

All driveways will be subject to review and approval by the NDOT Chief Traffic Engineer or his/her designee. The waiver form must be submitted and approved by NDOT prior to any official site plan submittals to the Metropolitan Planning Department or for a Building Permit Application.

If the Access Waiver Form is denied approval from NDOT, then a request can be made to the Traffic and Parking Commission to have a deviating access design. The Access Waiver Form with NDOT's filled out response shall be included in the request made to the Traffic and Parking Commission.

See **Appendix** for the Access Waiver Form.

APPENDIX – ACCESS WAIVER FORM

Nashville Department of Transportation and Multimodal
Infrastructure

Access Waiver Form



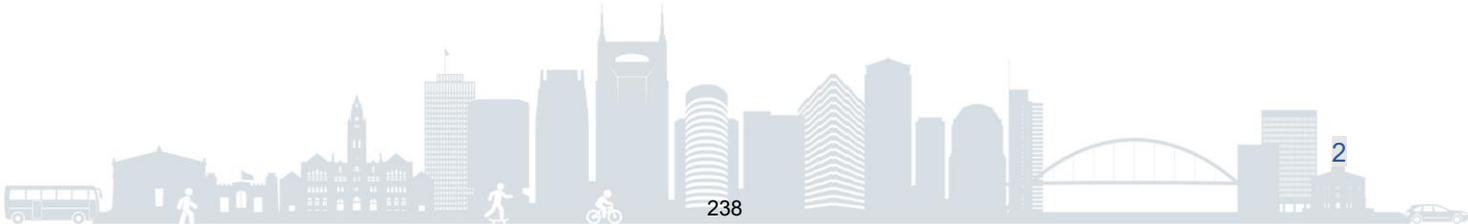
1 Introduction

Submit this waiver form to the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) prior to any official site plan submittals to the Metropolitan Planning Department or for a Building Permit Application. The purpose of this form is to determine if the proposed development cannot meet NDOT’s Access Management requirements or alternative options for access as defined in the NDOT Access Management Manual. Along with this form, the Applicant must also submit a **(1) site plan with clearly shown access location(s) and design, (2) aerial map that identifies the functional area of nearby intersection(s) and/or site access, (3) High Injury Network map, (4) Major and Collector Street Plan (MCSP) map, and any other applicable supporting documentation.**

If approved by NDOT, include this form with all Planning and Building Permit plan submittals.

For additional guidance on completing this form refer to NDOT’s Access Management Manual.

- 1 Introduction 2
- 2 Application Information 3
- 3 Project Review 4
- 4 Multimodal and Safety Review 5
- 5 Access Requirements 7
- 6 NDOT Reviewer Response 9



2 Application Information

Submittal Date

Codes, Planning Case #, or Building Permit #

Project Name

Project Address

Parcel ID(s)

Existing Zoning

Proposed Zoning (if applicable)

Council District

Applicant or Project Developer

Applicant or Project Developer E-mail

Applicant or Project Developer Phone #

Notes



3 Project Review

Number of Proposed Access Points	
---	--

Table 3.1 Proposed Access Locations

	Street & Functional Classification	High Injury Network
1		
2		
3		

Include the street name, followed by the associated functional classification, per MCSP, in parenthesis, in column 1 and 'high', 'medium', 'low', or 'not ranked' for column 2.

Table 3.2 Distance to nearest intersection and/or existing driveways

	Parcel ID of Nearest Driveway or Intersection Street Names	Distance (feet) from Nearest Driveway Edge to Proposed Driveway Edge
1		
2		
3		

Table 3.3 Proposed Trip Generation

Land Use	Size (Square Feet or Dwelling Units)	Peak Hour Trips		Daily Trips
		AM	PM	
Total				

Use additional sheet(s) if necessary. If applicable, alternative peak hours should be shown on an additional sheet.



4 Multimodal and Safety Review

Use the prompts in tables below to provide a high-level overview of the existing or planned multimodal facilities.

Multimodal Review

Table 4.1 Multimodal Mobility Review

<p>Are there bicycle facilities on the roads with a proposed vehicle access point? If yes, provide description.</p>	
<p>Are there pedestrian facilities on the roads with a proposed vehicle access point? If yes, provide description.</p>	
<p>List all transit stops along the property frontage(s) and within a quarter mile of the site.</p>	
<p>Are there any planned multimodal facilities along the property frontage(s)? Reference Metro Nashville and NDOT Transportation Planning Documents.</p>	

Safety Review

Fill out the following section using AASHTOWare Crash Data for the property frontages to the nearest intersection(s). If no crashes occurred within the previous 5 years, then this section can be omitted.

Crashes within the Previous 5 Years? (circle one) **Yes** **No**



Table 4.2 Crash Location and Type Summary

Year	Total Crashes	Crash Location		Crash Type								
		At an Intersection	Along Roadway	Crash Involving Two Vehicles				Crash Involving One Vehicle				
				Head on	Rear-End	Angle	Sideswipe	Pedestrian Involved	Other Non-Motorist	Property	Unknown	
2024												
2023												
2022												
2021												
2020												
Sum												

Table 4.3 Crash Severity Summary

Year	Total Crashes	Crash Severity				
		Fatal	Serious Injury	Minor Injury	Possible Injury	Property Damage Only
2024						
2023						
2022						
2021						
2020						
Sum						

[Insert Crash History Map]



5 Access Requirements

Check the box(es) for the element that is being requested to be waived.

Access Location Requirement(s) Not Met:

- Access per Frontage Length
- Access to Access Spacing
- Access to Intersection Spacing
- Access to Intersection Spacing (Functional Area)
- Access to Interchange Ramp Spacing
- Other: _____
- Not Applicable

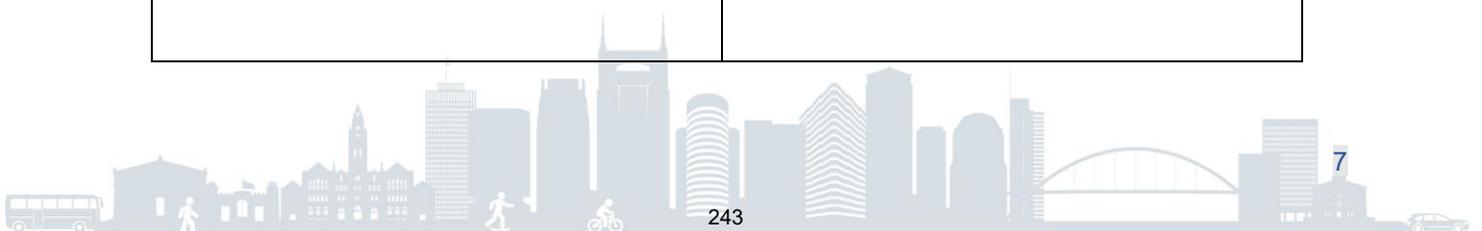
Access Design Requirement(s) Not Met:

- Driveway Width
- Driveway Throat Length
- Driveway Angle
- Driveway Grade
- Driveway Sight Distance
- Other: _____
- Not Applicable

In Table 5.1, include the access requirement as described in the NDOT Access Management Manual in column 1 and what the associated access design or location that is being proposed in column 2.

Table 5.1 Access Requirement Comparison

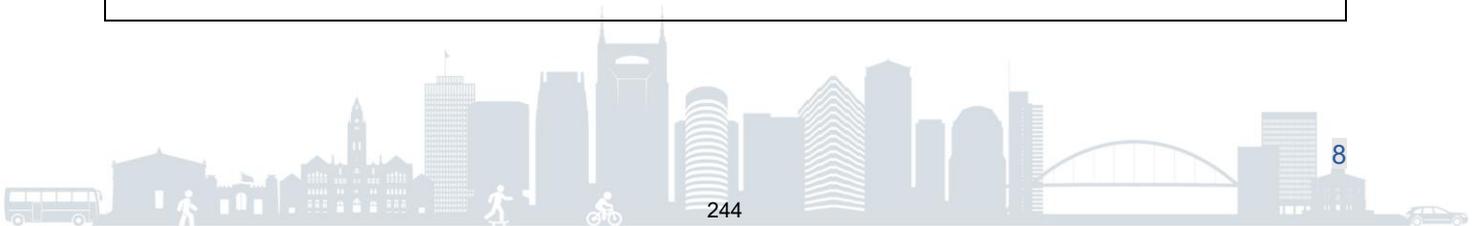
Access Requirement (Checked Above)	Proposed Access Alternative



In Table 5.2, write a thorough narrative providing justification for the deviation from access requirements. Attach additional pages as needed.

Table 5.2 Narrative for Access Waiver

Thorough Description of Alternative Design Need



6 NDOT Reviewer Response

Table 6.1 will be completed and signed by the NDOT Chief Traffic Engineer or his/her designee upon review of the Access Waiver Form.

Table 6.1 NDOT Reviewer Response

NDOT Reviewer Name	
NDOT Reviewer Email	
Date	
Response	<input type="checkbox"/> Approved <input type="checkbox"/> Denied <input type="checkbox"/> More Information Needed
Comments (Reasons for Approval/Denial)	

NDOT Reviewer Signature

Date



AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1287

Madam President –

I hereby move to amend Ordinance No. BL2026-1287 as follows:

- I. By re-numbering the current Section 2 as Section 4, and adding the following as new Sections 2 and 3, respectively:

Section 2. That Chapter 5.11 of the Metropolitan Code of Laws be further amended by deleting the definition of "Tree canopy restoration and maintenance project" in Section 5.11.010 in its entirety, and substituting therefore the following:

"Tree canopy restoration and maintenance project" means a project funded in whole or in part through reserved funding derived from annual building permits revenues, grading permits revenues, or as part of a general obligation bond issue or through the commercial paper program as identified in Section 5.11.020 of this chapter, and which has been approved in accordance with tree canopy restoration and maintenance guidelines.

Section 3. That Chapter 5.11 of the Metropolitan Code of Laws be further amended by adding a new subsection to Section 5.11.020, labeled Subsection D, providing as follows:

D. Appropriations from general fund or transfer of appropriations

In addition to the sources of funding identified in subsections A, B, and C above, additional annual appropriations for the planting, replacement, irrigation, maintenance, betterment, or improvement of trees, tree planting projects, or tree canopy improvement projects may be made from the general fund or by transfer of appropriations under Section 6.11 of the Metropolitan Charter.

SPONSORED BY:

Burkley Allen
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1206

Madam President –

I hereby move to amend Ordinance No. BL2026-1206 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between Fairpointe Planning, LLC and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,
- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,

- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between Fairpointe Planning, LLC and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between Fairpointe Planning, LLC and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1207

Madam President –

I hereby move to amend Ordinance No. BL2026-1207 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between Gresham Smith and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,
- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,

- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between Gresham Smith and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety-six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between Gresham Smith and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1208

Madam President –

I hereby move to amend Ordinance No. BL2026-1208 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between GRW Engineers, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,

- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,
- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between GRW Engineers, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between GRW Engineers, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing

Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1209

Madam President –

I hereby move to amend Ordinance No. BL2026-1209 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between H.W. Lochner, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,

- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,
- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between H.W. Lochner, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between H.W. Lochner, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing

Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1210

Madam President –

I hereby move to amend Ordinance No. BL2026-1210 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between HDR Engineering, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,
- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,

- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between HDR Engineering, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between HDR Engineering, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1211

Madam President –

I hereby move to amend Ordinance No. BL2026-1211 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between Lose & Associates, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,

- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,
- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between Lose & Associates, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between Lose & Associates, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing

Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1212

Madam President –

I hereby move to amend Ordinance No. BL2026-1212 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between Neel-Schaffer, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,

- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,
- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between Neel-Schaffer, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between Neel-Schaffer, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing

Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1213

Madam President –

I hereby move to amend Ordinance No. BL2026-1213 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between Nelson Nygaard Consulting Associates Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,

- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,
- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between Nelson Nygaard Consulting Associates Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between Nelson Nygaard Consulting Associates Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing

Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1214

Madam President –

I hereby move to amend Ordinance No. BL2026-1214 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between Orchards, Hiltz & McCliment, Inc. dba OHM Advisors and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,
- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,

- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between Orchards, Hiltz & McCliment, Inc. dba OHM Advisors and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between Orchards, Hiltz & McCliment, Inc. dba OHM Advisors and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1215

Madam President –

I hereby move to amend Ordinance No. BL2026-1215 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between Parsons Transportation Group, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,
- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,

- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between Parsons Transportation Group, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between Parsons Transportation Group, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1216

Madam President –

I hereby move to amend Ordinance No. BL2026-1216 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between Borra, Himakara Gupta dba Borra Consulting and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,
- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,

- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between Borra, Himakara Gupta dba Borra Consulting and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between Borra, Himakara Gupta dba Borra Consulting and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1217

Madam President –

I hereby move to amend Ordinance No. BL2026-1217 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between CDM Smith Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,
- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,
- Manual on Uniform Traffic Control Devices,

- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between CDM Smith Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between CDM Smith Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1218

Madam President –

I hereby move to amend Ordinance No. BL2026-1218 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between Collier Engineering Co., Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,
- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,

- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between Collier Engineering Co., Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between Collier Engineering Co., Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1219

Madam President –

I hereby move to amend Ordinance No. BL2026-1219 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between Consor North America Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,

- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,
- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between Consor North America Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between Consor North America Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing

Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1220

Madam President –

I hereby move to amend Ordinance No. BL2026-1220 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between Crawford, Murphy & Tilly, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,

- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,
- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between Crawford, Murphy & Tilly, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between Crawford, Murphy & Tilly, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing

Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1221

Madam President –

I hereby move to amend Ordinance No. BL2026-1221 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between AECOM Technical Services, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,

- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,
- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between AECOM Technical Services, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between AECOM Technical Services, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing

Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1222

Madam President –

I hereby move to amend Ordinance No. BL2026-1222 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between Alfred Benesch & Company and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,
- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,

- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between Alfred Benesch & Company and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between Alfred Benesch & Company and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1223

Madam President –

I hereby move to amend Ordinance No. BL2026-1223 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between Alta Planning + Design, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,

- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,
- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between Alta Planning + Design, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between Alta Planning + Design, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing

Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1224

Madam President –

I hereby move to amend Ordinance No. BL2026-1224 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between Arcadis US Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,
- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,
- Manual on Uniform Traffic Control Devices,

- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between Arcadis US Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between Arcadis US Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1225

Madam President –

I hereby move to amend Ordinance No. BL2026-1225 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between Barge Design Solutions, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,
- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,

- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between Barge Design Solutions, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between Barge Design Solutions, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1226

Madam President –

I hereby move to amend Ordinance No. BL2026-1226 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between Jacobs Engineering Group, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,
- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,

- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between Jacobs Engineering Group, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between Jacobs Engineering Group, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1227

Madam President –

I hereby move to amend Ordinance No. BL2026-1227 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between Johnson, Mirmiran & Thompson, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,
- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,

- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between Johnson, Mirmiran & Thompson, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between Johnson, Mirmiran & Thompson, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1228

Madam President –

I hereby move to amend Ordinance No. BL2026-1228 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between KCI Technologies, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,

- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,
- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between KCI Technologies, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between KCI Technologies, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing

Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1229

Madam President –

I hereby move to amend Ordinance No. BL2026-1229 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between Kimley-Horn and Associates, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,
- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,

- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between Kimley-Horn and Associates, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between Kimley-Horn and Associates, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1230

Madam President –

I hereby move to amend Ordinance No. BL2026-1230 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between Lamar Dunn & Associates, Inc. dba LDA Engineering and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,
- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,

- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between Lamar Dunn & Associates, Inc. dba LDA Engineering and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between Lamar Dunn & Associates, Inc. dba LDA Engineering and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1231

Madam President –

I hereby move to amend Ordinance No. BL2026-1231 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between Ragan-Smith Associates, LLC and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,
- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,

- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between Ragan-Smith Associates, LLC and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between Ragan-Smith Associates, LLC and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1232

Madam President –

I hereby move to amend Ordinance No. BL2026-1232 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between Smith Seckman Reid, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,
- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,

- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between Smith Seckman Reid, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between Smith Seckman Reid, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1233

Madam President –

I hereby move to amend Ordinance No. BL2026-1233 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between Stantec Consulting Services, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,

- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,
- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between Stantec Consulting Services, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between Stantec Consulting Services, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing

Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1234

Madam President –

I hereby move to amend Ordinance No. BL2026-1234 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between Volkert, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,
- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,
- Manual on Uniform Traffic Control Devices,

- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between Volkert, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between Volkert, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1235

Madam President –

I hereby move to amend Ordinance No. BL2026-1235 as follows:

I. By deleting Section 2 of the ordinance in its entirety and replacing it with new Sections 2 and 3 as follows:

Section 2. That a written semiannual report, prepared by the Purchasing Agent, shall be delivered to the Metropolitan Council not later than June 30 and December 31 of each year. The semiannual report shall contain the following information:

- A. Total number and dollar amount of projects awarded under the contract;
- B. Detailed expenditures by project awarded under the contract, including amount actually billed by award, amount expected to be billed but not yet billed before completion for any award, amount of payments made under each award by Payment Classification; and
- C. Brief description of the scope of each project awarded under the contract.

Section 3. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

II. By amending Section 2.6 of the contract between WSP USA, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

Professional Standards

If applicable per Exhibit B, CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished under this Contract. CONSULTANT's services shall be performed with the same skill and care that would be exercised by a qualified professional design consultant performing similar services. All aspects of professional services shall be performed or supervised by a licensed architect and/or engineer who is registered in the State of Tennessee. The seal of that architect and/or engineer shall be affixed to all related documentation that includes, but is not limited to, the following: construction plans, engineering studies, and reports.

Applicable Specifications

In general, designs, as they apply to an individual project, shall conform to the current edition requirements of:

- AASHTO Policy on Geometric Design of Highways and Streets,
- METRO's Subdivision Specifications for Streets and Roads,
- Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction,

- Manual on Uniform Traffic Control Devices,
- METRO Fire Code,
- Tennessee Department of Health and Environment Design Criteria for Water Works,
- Tennessee Department of Health and Environment Design Criteria for Sewerage Work,
- METRO Stormwater Management Regulations,
- International Building Code (IBC), - METRO Building Codes: Electrical, Mechanical, and Plumbing, - Americans with Disabilities Act (ADA),
- Occupational Safety and Health Administration (OSHA),
- National Fire Protection Association,
- METRO Department of Water and Sewerage Services Standards,
- Architectural and Transportation Barriers Compliance Board: 36 CFR, Part 119,
- National Association of City Transportation Officials' Urban Street Design Guide and Urban Bikeway Design Guide,
- Normally accepted construction practices, and
- Any other applicable codes and design standards.

III. By amending Section 3.1 of the contract between WSP USA, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

The Contract Term will begin on the date (the "Effective Date") or the date this Contract is approved by all required parties and filed in the Metropolitan Clerk's Office. This Contract Term will end (36) months from the Effective Date.

~~This Contract may be extended for five (5) one year term by letter to be signed by both parties. The option to extend may be exercised by and at the discretion of the Purchasing Agent. However, in no event shall the term of this Contract exceed ninety-six (96) months from the Effective Date.~~

IV. By amending Section 4.3 of the contract between WSP USA, Inc. and the Metropolitan Government of Nashville and Davidson County, attached to the Ordinance as follows:

This Contract is eligible for annual escalation/de-escalation adjustments. The request for adjustment must be in accordance with Exhibit A and submitted by CONTRACTOR to the Purchasing Agent no less than sixty (60) days prior to the annual anniversary of the filing of this Contract with the METRO Clerk's Office. Any such adjustment, if approved by the Purchasing Agent, shall become effective either following the written notice by the Purchasing Agent to the members of the METRO Council of such escalation or de-escalation or on the anniversary of the filing of this Contract with the METRO Clerk's Office, whichever is later.

SPONSORED BY:

Quin Evans Segall
Member of Council

Resolution No. _____

A resolution appropriating a total of \$1,500,000 to The Hospitality Hub of Memphis and amending an interim housing services grant contract between the Metropolitan Government of Nashville and Davidson County, acting by and through the Office of Homeless Services, and The Hospitality Hub of Memphis to increase the grant amount for the operation of interim housing and case management services at 95 Wallace Road, Nashville, Tennessee, 37211.

WHEREAS, Section 7-3-314 of the Tennessee Code Annotated states that metropolitan forms of government may provide financial assistance to nonprofit organizations in accordance with the guidelines of the Metropolitan Government; and,

WHEREAS, Section 5.04.070 of the Metropolitan Code of Laws provides that the Council may, by Resolution, appropriate funds for the financial aid of nonprofit organizations; and,

WHEREAS, Resolution No. RS2022-1699 appropriated a total of \$7,000,000 in American Rescue Plan Act ("ARPA") funds to the Homeless Impact Division of Metropolitan Social Services to establish a low barrier housing collective and to fund competitive grants for support services; and,

WHEREAS, the Metropolitan Council passed Resolution No. RS2025-973, pursuant to which the Metropolitan Government appropriated a total of \$2,469,671 of ARPA funds to The Hospitality Hub of Memphis and approved an interim housing services grant contract for the operation of interim housing and case management services at 95 Wallace Road, Nashville, Tennessee, 37211; and,

WHEREAS, pursuant to the rules of the U.S. Department of the Treasury, all ARPA funds must first be obligated by December 31, 2024, and such obligated funds must then be expended by December 31, 2026, or such unqualified funds must be returned to the federal government; and

WHEREAS, in accordance with guidance issued by the U.S. Treasury, the Metropolitan Council passed RS2024-864, entering into memorandums of understanding containing certain conditions regarding the use of ARPA Funds by and between departments and agencies within the Metropolitan Government to satisfy the requirement to obligate the funds; and,

WHEREAS, such a memorandum of understanding was entered into with the Office of Homeless Services making available a total of \$18,825,649.53 of ARPA funds for the purposes described in prior appropriations, including Resolution No. RS2022-1699, for a low barrier housing collective and competitive grants for support services: and,

WHEREAS, the Office of Homeless Services seeks to appropriate \$1,500,000 from those obligated ARPA funds to increase the grant amount to The Hospitality Hub of Memphis, bringing the maximum liability under the contract to \$3,969,671, for the operation of interim housing and case management services at 95 Wallace Road, Nashville, Tennessee, 37211; and,

WHEREAS, in accordance with the terms of the grant contract, amendments to the grant contract must be in writing and passed by resolution of the Metropolitan Council; and,

WHEREAS, it is to the benefit of the citizens of The Metropolitan Government of Nashville and Davidson County that these funds be appropriated to The Hospitality Hub of Memphis and that Amendment No. 1 to an interim housing services grant contract by and between the Metropolitan Government of Nashville and Davidson County, acting by and through the Office of Homeless Services, and The Hospitality Hub of Memphis, for the operation of interim housing and case management services at 95 Wallace Road, Nashville, Tennessee, 37211, be approved.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. There is hereby appropriated One Million Five Hundred Thousand Dollars (\$1,500,000) from the Metropolitan Government, acting by and through the Office of Homeless Services, to The Hospitality Hub of Memphis, bringing the maximum liability under the contract to Three Million Nine Hundred Sixty Nine Thousand Six Hundred Seventy One Dollars (\$3,969,671) for the operation of interim housing and case management services at 95 Wallace Road, Nashville, Tennessee, 37211.

Section 2. The Metropolitan Government is hereby authorized to amend the grant contract, attached hereto and incorporated herein, with The Hospitality Hub of Memphis for the amount provided herein and the purposes stated herein.

Section 3. That this Resolution shall take effect from and after its adoption, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

APPROVED FOR PROPER BUDGET PROCEDURES:

DocuSigned by:
Aaron Pratt
DB59844A2DE04C4...

Budget Officer

INTRODUCED BY:

Kyomzi Johnson

APPROVED AS TO AVAILABILITY OF FUNDS:

Signed by:
Jennifer Reed/mjw
62437A2A8742469...

Director of Finance

Member(s) of Council

APPROVED AS TO FORM AND LEGALITY:

Signed by:
Matthew Garth
66510020930A41F...

Assistant Metropolitan Attorney

AMENDMENT NO. 1 TO CONTRACT NUMBER L-6425 BETWEEN THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY ACTING BY AND THROUGH METROPOLITAN OFFICE OF HOMELESS SERVICES AND **HOSPITALITY HUB OF MEMPHIS**

This Amendment is entered into pursuant to Resolution RS 2025-973, by and between THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY, ACTING BY AND THROUGH METROPOLITAN OFFICE OF HOMELESS SERVICES (“Metro”) and **HOSPITALITY HUB OF MEMPHIS (Recipient)**.

It is mutually agreed by and between Metro and Recipient, that Grant Contract # L-6425 is hereby amended as follows:

- I. Amend Section B.1. Grant Contract Term to extend the contract term to June 30, 2026. The amended clause will read as follows:

“**Grant Contract Term.** The term of this Grant will begin on the effective date and end on June 30, 2026, or when funds are depleted, whichever occurs first. Metro will have no obligation for services rendered by the Recipient that are not performed within this term.”

- II. Amend section C.1 Maximum Liability to increase by \$1,500,000 for a revised contract total of \$3,969,671. The amended clause will read as follows:

Maximum Liability. In no event will Metro’s maximum liability under this Grant Contract exceed three million nine hundred sixty-nine thousand six hundred and seventy-one dollars (\$3,969,671). The Grant Spending Plan will constitute the maximum amount to be provided to the Recipient by Metro for all of the Recipient’s obligations hereunder. The Grant Spending Plan line items include, but are not limited to, all applicable taxes, fees, overhead, and all other direct and indirect costs incurred or to be incurred by the Recipient.

Subject to modification and amendments as provided in section D.2 of this agreement, this amount will constitute the Grant Amount and the entire compensation to be provided to the Recipient by Metro.

- III. Amend section C.2 Payment Methodology to include increased award amount. The amended clause will read as follows:

Payment Methodology. The Recipient will only be compensated for actual costs based upon the Grant Spending Plan, not to exceed the maximum liability established in Section C.1.

Department will issue reimbursable payments to equal up to \$3,969,671. Upon progress toward the completion of the services as described in section A, the Agency shall submit invoices monthly and any supporting documentation as requested by OHS to demonstrate that the funds are used as required by the Contract, prior to any payment for allowable costs.

Recipient must send all invoices with supporting documentation as defined by the Office of Homeless Services to:

Joseph Marsh
Assistant Director of Administration and Finance
Office of Homeless Services
Joseph.marsh@nashville.gov
615-880-2867

Final invoices for the contract period should be received by Metro Payment Services by no later than 15 days after the end of the grant period. Any invoice not received by the deadline date will not be processed and all remaining grant funds will expire.

- IV. Remove and replace Attachment 1 – Grant Budget Summary with the Grant Budget Summary attached hereto and incorporated herein.

- V. **Effective Date.** This Grant Contract amendment shall not be binding upon the parties until it has been signed by the Recipient and then by authorized representatives of the Metropolitan Government and approved by the Metropolitan Council and filed in the office of the Metropolitan Clerk. The revisions set forth herein shall become effective once the Grant Contract Amendment has been so signed and filed. All other terms and conditions of the Grant Contract not expressly amended herein shall remain in full force and effect.

[THE REST OF THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK]

IN WITNESS WHEREOF, the parties have by their duly authorized representatives set their signatures.

HOSPITALITY HUB OF MEMPHIS

Signed by:
By:  _____
12C08324D050402...

JARAD BINGHAM Chief of Strategy
Title: _____

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METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

GRANT BUDGET SUMMARY

RECIPIENT NAME: Hospitality Hub of Memphis
REVISION DATE: 3/3/2026

THE FOLLOWING IS APPLICABLE TO EXPENSES INCURRED DURING THE CURRENT CONTRACT GRANT PERIOD.

	EXPENSE OBJECT LINE-ITEM CATEGORY	REVISED METRO GRANT FUNDS	REVISED RECIPIENT MATCH	REVISED TOTAL PROJECT
	Salaries and Wages	\$704,324.01	\$0.00	\$704,324.01
	Benefits and Taxes	\$79,984.80	\$0.00	\$79,984.80
	Professional Fees	\$451,628.62	\$0.00	\$451,628.62
	Supplies	\$17,342.33	\$0.00	\$17,342.33
	Meals & Groceries	\$150,775.00	\$0.00	\$150,775.00
	Postage and Shipping	\$397.00	\$0.00	\$397.00
	Occupancy	\$1,535,839.00	\$0.00	\$1,535,839.00
	Equipment Rental and Maintenance	\$7,351.50	\$0.00	\$7,351.50
	Travel/ Conferences and Meetings	\$117,971.24	\$0.00	\$117,971.24
	Security	\$832,940.00	\$0.00	\$832,940.00
	Insurance	\$0.00	\$0.00	\$0.00
	Specific Assistance to Individuals	\$16,666.00	\$0.00	\$16,666.00
	Other Non-Personnel	\$54,451.50	\$0.00	\$54,451.50
	GRAND TOTAL	\$3,969,671.00	\$0.00	\$3,969,671.00

THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY BY AND THROUGH THE METROPOLITAN OFFICE OF HOMELESS SERVICES:

APPROVED:

Signed by:
April Calvin
April Calvin, Director
Office of Homeless Services

2/23/2026
Date

APPROVED AS TO AVAILABILITY OF FUNDS:

Signed by:
Jenine Reed/mjw
Director, Department of Finance

2/24/2026 2/24/2026
Date

APPROVED AS TO RISK AND INSURANCE:

Signed by:
Balogun Cobb
Director of Insurance

2/24/2026
Date

APPROVED AS TO FORM AND LEGALITY:

Signed by:
Matthew Garth
Metropolitan Attorney

2/24/2026
Date

ATTEST:

February 20, 2026

Metropolitan Council Office

Dear Councilmembers,

This letter is an explanation of our intent to submit a late filing for the March 3 council meeting. We have a grant contract amendment that is time-sensitive and any delay could create issues for community agencies and recently housed Nashvillians.

One of our critical interim gap housing projects is nearing the end of their initially awarded amount and needs additional funding to continue their project. This contract supports the work by Hospitality Hub at Rodeway Inn which is currently housing upwards of fifty residents that have recently experienced street homelessness. Hospitality Hub provides case management, resource referrals, and housing navigation services to their clients, many of whom have experienced chronic homelessness. In working with Metro Finance, we have set aside the additional needed funds, but they must be awarded before this project runs out of funds, which will happen in a matter of weeks.

The swift approval of this grant amendment will allow us to continue this urgent community work, which has an immediate impact on some of the most vulnerable Nashville citizens. Thank you in advance for your consideration.

Gratefully,



April Calvin

Director, Office of Homeless Services

RESOLUTION NO. _____

A resolution approving an amendment to a Continuum of Care Grant Agreement between the U.S. Department of Housing and Urban Development and the Metropolitan Development and Housing Agency replacing the original grant recipient with the Office of Homeless Services as the replacement recipient of the Continuum of Care Programming Grant in the amount of \$465,701 for Continuum of Care Planning Activities.

WHEREAS, the Metropolitan Council pursuant to resolution RS2024-215 provided authority to the Office of Homeless Services (“OHS”) to apply to the Nashville Continuum of Care (“CoC”) to be designated as the collaborative applicant for the CoC; and,

WHEREAS, the CoC has voted to designate OHS as its collaborative applicant; and,

WHEREAS, previously the Metropolitan Development and Housing Agency (“MDHA”) was the CoC collaborative applicant and submitted the application for this CoC Programming Grant; and,

WHEREAS, because MDHA was the CoC’s collaborative applicant when the application for this CoC Programming Grant was submitted, the U.S. Department of Housing and Urban Development (“HUD”) awarded the CoC Program Grant Agreement to MDHA, a copy of which is attached (“Grant”); and,

WHEREAS, HUD, MDHA, and OHS desire to amend the Grant removing the recipient MDHA and awarding the Grant to the replacement recipient OHS and approve the transfer of the grant funds from MDHA to OHS; and,

WHEREAS, it is in the interest and benefit of the Metropolitan Government of Nashville and Davidson County, acting by and through OHS, that the Grant be accepted and the Amendment to the CoC Grant Agreement, a copy of which is attached, be approved, and that OHS be authorized to accept the transfer of the Grant funds from MDHA with appropriation of those funds in the amount of \$465,701 to OHS.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. That the Amendment to the CoC Grant Agreement between HUD, MDHA, and the Metropolitan Government of Nashville and Davidson County, acting by and through OHS, attached hereto and incorporated herein, is hereby approved, and the Metropolitan Mayor is authorized to execute the same.

Section 2. That the amount of this grant be appropriated to the Metropolitan Government, acting by and through OHS, based on the revenues estimated to be received and any match to be applied.

Section 3. That this resolution shall take effect from and after its adoption, the welfare of the Metropolitan Government of Nashville and Davidson County requiring it.

APPROVED AS TO AVAILABILITY
OF FUNDS:

Jenneen Reed/adm _____

Director of Finance

INTRODUCED BY:

Kiyomichi Joannis _____

Member(s) of Council

APPROVED AS TO FORM
AND LEGALITY:

Matthew Garth _____
tan Attorney

GRANT SUMMARY SHEET

Grant Name: Continuum of Care Transfer of Funds from MDHA 26

Department: OFFICE OF HOMELESS SERVICES

Grantor: U.S. DEPARTMENT OF HOUSING & URBAN
DEVELOPMENT

**Pass-Through Grantor
(If applicable):**

Total Award this Action: \$465,701.00

Cash Match Amount \$0.00

Department Contact: Allison Cantway
880-2350

Status: CONTINUATION

Program Description:

To accept a grant being transferred from the Metropolitan Development and Housing Agency (MDHA) to the Metro Office of Homeless Services (OHS) as the local HUD Continuum of Care (CoC) Program Collaborative Applicant. These funds are to be used to develop a Continuum of Care system, develop community coordination, evaluating and monitoring projects for program compliance and project outcomes, and preparing and submitting the application to HUD on behalf of the CoC Membership

Plan for continuation of services upon grant expiration:

This grant is renewable on an annual basis to the local Collaborative Applicant, the Office of Homeless Services

Grants Tracking Form

Part One

<input type="radio"/> Pre-Application <input type="radio"/> Application <input checked="" type="radio"/> Award Acceptance <input type="radio"/> Contract Amendment						
Department	Dept. No.	Contact	Phone	Fax		
OFFICE OF HOMELESS SERVICES	053	Allison Cantway	880-2350			
Grant Name:	Continuum of Care Transfer of Funds from MDHA 26					
Grantor:	U.S. DEPARTMENT OF HOUSING & URBAN DEVELOPMENT			Other:		
Grant Period From:	07/01/25	(applications only) Anticipated Application Date:				
Grant Period To:	06/30/26	(applications only) Application Deadline:				
Funding Type:	FED DIRECT	Multi-Department Grant		<input type="checkbox"/> If yes, list below.		
Pass-Thru:		Outside Consultant Project:		<input type="checkbox"/>		
Award Type:	COMPETITIVE	Total Award:		\$465,701.00		
Status:	CONTINUATION	Metro Cash Match:		\$0.00		
Metro Category:	Est. Prior.	Metro In-Kind Match:		\$0.00		
CFDA #	14.267	Is Council approval required?		<input type="checkbox"/>		
Project Description:			Applic. Submitted Electronically?		<input type="checkbox"/>	
To accept a grant being transferred from the Metropolitan Development and Housing Agency (MDHA) to the Metro Office of Homeless Services (OHS) as the local HUD Continuum of Care (CoC) Program Collaborative Applicant. These funds are to be used to develop a Continuum of Care system, develop community coordination, evaluating and monitoring projects for program compliance and project outcomes, and preparing and submitting the application to HUD on behalf of the CoC Membership						
Plan for continuation of service after expiration of grant/Budgetary Impact:						
This grant is renewable on an annual basis to the local Collaborative Applicant, the Office of Homeless Services						
How is Match Determined?						
Fixed Amount of \$		or		% of Grant		Other: <input type="checkbox"/>
Explanation for "Other" means of determining match:						
For this Metro FY, how much of the required local Metro cash match:						
Is already in department budget?			Fund		Business Unit	
Is not budgeted?			Proposed Source of Match:			
(Indicate Match Amount & Source for Remaining Grant Years in Budget Below)						
Other:						
Number of FTEs the grant will fund:		0.00		Actual number of positions added:		
Departmental Indirect Cost Rate		10.00%		Indirect Cost of Grant to Metro:		
				\$46,570.10		
*Indirect Costs allowed?		<input type="radio"/> Yes <input checked="" type="radio"/> No		% Allow.		
				0.00%		
				Ind. Cost Requested from Grantor:		
				\$0.00		
					in budget	
*(If "No", please attach documentation from the grantor that indirect costs are not allowable. See Instructions)						
Draw down allowable? <input type="checkbox"/>						
Metro or Community-based Partners:						

Part Two

Grant Budget

Budget Year	Metro Fiscal Year	Federal Grantor	State Grantor	Other Grantor	Local Match Cash	Match Source (Fund, BU)	Local Match In-Kind	Total Grant Each Year	Indirect Cost to Metro	Ind. Cost Neg. from Grantor
Yr 1	FY26	\$465,701.00						\$465,701.00	\$46,570.10	\$0.00
Yr 2										
Yr 3										
Yr 4										
Yr 5										
Total		\$465,701.00	\$0.00	\$0.00	\$0.00		\$0.00	\$465,701.00	\$46,570.10	\$0.00
Date Awarded:			02/03/26		Tot. Awarded:		\$465,701.00		Contract#:	
(or) Date Denied:					Reason:					
(or) Date Withdrawn:					Reason:					

Contact: juanita.paulsen@nashville.gov
vaughn.wilson@nashville.gov

Rev. 5/13/13
6171



GCP Received 02/10/26

GCP Approved 02/10/26

February 20, 2026

Metropolitan Council Office

Dear Councilmembers,

This letter is an explanation of our intent to submit a late filing for the March 3 council meeting. Our office has been awarded three grant contracts from the US Department of Housing and Urban Development (HUD) that provide critical infrastructure to our local Continuum of Care.

We have been awarded three Continuum of Care grants from HUD that support our shared local Homeless Management Information System (HMIS) database, our Coordinated Entry prioritization program, and planning for the larger CoC. The process has been delayed due to multiple government shutdowns and an award letter being sent to Metro without the relevant contracts. While all three of these contracts are continuation grants, one was initially awarded to the Metropolitan Development and Housing Agency (MDHA) and had to go through a formal grant transfer process as a result. All three of these contracts are used to fund necessary infrastructure for the dozens of agencies that serve the unhoused in Nashville.

The swift acceptance of our HUD grants will allow us to continue this vital community work in our Continuum of Care, and continue to support the local agencies that provide services to Nashville's unhoused residents. Thank you in advance for your consideration.

Gratefully,

A handwritten signature in blue ink, appearing to read 'April Calvin', with a long, sweeping flourish extending to the right.

April Calvin

Director, Office of Homeless Services



METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

FREDDIE O'CONNELL
MAYOR

WALLACE W. DIETZ,
DIRECTOR OF LAW

DEPARTMENT OF LAW
METROPOLITAN COURTHOUSE, SUITE 108
P.O. BOX 196300
NASHVILLE, TENNESSEE 37219-6300
(615) 862-6341 • (615) 862-6352 FAX

February 26, 2026

VIA EMAIL

Calvin Whitaker, Acting Director
Office of Community Planning and Development
United States Department of Housing and Urban Development
710 Locust Street, SW, Suite 300
Knoxville, TN 37902

Dear Mr. Whitaker:

The Continuum of Care Program Grant Agreement, awarded July 24, 2025, Grant Numbers TN0269L4J042408, TN0060L4J042417, and TN0487L4J042400 (the "Agreement"), purports to impose terms and conditions enjoined as to the Metropolitan Government of Nashville and Davidson County by the Preliminary Injunction issued in King County, et al. v. Turner, et al., 2:25-cv-00814 (W.D. Wash. June 3, 2025). These prohibited terms and conditions remain in the Agreement.

The Metropolitan Government withholds consent and objects to the inclusion of any terms and conditions enjoined pursuant to the Preliminary Injunction, including but not limited to the following, which are legally unenforceable:

- This Agreement, the Recipient's use of funds provided under this Agreement (the "Grant" or "Grant Funds"), and the Recipient's operation of projects assisted with Grant Funds are governed by...all current Executive Orders
- The Recipient
 - shall not use grant funds to promote "gender ideology," as defined in E.O. 14168, Defending Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government;
 - agrees that its compliance in all respects with all applicable Federal anti-discrimination laws is material to the U.S. Government's payment decisions for purposes of section 3729(b)(4) of title 31, United States Code;
 - certifies that it does not operate any programs that violate any applicable Federal anti- discrimination laws, including Title VI of the Civil Rights Act of 1964;
 - shall not use any Grant Funds to fund or promote elective abortions, as required by E.O. 14182, Enforcing the Hyde Amendment;

- The recipient must administer its grant in accordance with all applicable immigration restrictions and requirements, including the eligibility and verification requirements that apply under title IV of the Personal Responsibility and Work Opportunity Reconciliation Act of 1996, as amended (8 U.S.C. 1601-1646) (PRWORA) and any applicable requirements that HUD, the Attorney General, or the U.S. Center for Immigration Services may establish from time to time to comply with PRWORA, Executive Order 14218, or other Executive Orders or immigration laws.
- No state or unit of general local government that receives funding under this grant may use that funding in a manner that by design or effect facilitates the subsidization or promotion of illegal immigration or abets policies that seek to shield illegal aliens from deportation.
- Subject to the exceptions provided by PRWORA, the recipient must use SAVE, or an equivalent verification system approved by the Federal government, to prevent any Federal public benefit from being provided to an ineligible alien who entered the United States illegally or is otherwise unlawfully present in the United States.
- Any materially similar terms or conditions to those referenced above.

By virtue of the Preliminary Injunction, and for so long as it or a subsequent order remains in effect, any such nominal reference to the restrained conditions shall not result in those conditions being imposed or enforced against the Metropolitan Government even if the text of those inoperative conditions remains in the documents executed by the Metropolitan Government, or incorporated by reference via any digital signature platform, or via any submittal portal, of any kind whatsoever, that may be operated or utilized by the United States Department of Housing and Urban Development.

The Metropolitan Government's consent is contingent on the challenged terms and conditions being restrained. In the event the Preliminary Injunction expires, the restrained terms and conditions will not be imposed or enforced against the Metropolitan Government of Nashville and Davidson County as to the period that the Preliminary Injunction was in effect. Should the Preliminary Injunction expire, the relevant terms and conditions will not apply unless and until the Metropolitan Government agrees to such terms and conditions at that time.

Sincerely,



Wallace W. Dietz, Director of Law
Metropolitan Government of Nashville and Davidson County

Grant Number: TN0487L4J042400

Period of Performance: 7/1/25-6/30/26

Recipient Tax ID Number: 62-6001585

Recipient UEI Number: W5JTG5ERM5Z6

Replacement Recipient Tax ID: 62-0694743

Replacement Recipient UEI Number: LGZLHP6ZHM55

AMENDMENT TO THE CONTINUUM OF CARE GRANT AGREEMENT

This Amendment to Grant Agreement is made by and between the United States Department of Housing and Urban Development (HUD) and Metropolitan Development and Housing Agency, (the Recipient), of 701 South Sixth Street, Nashville, TN 37206 and Office of Homeless Services (the Replacement Recipient), of 3055 Lebanon Pike, Donelson, TN 37214,

RECITALS

1. HUD and the Recipient entered into a Grant Agreement signed by Recipient on August 29, 2025, and HUD on July 23, 2025, having Grant No. TN0487L4J042400 (the Grant Agreement).
2. The Recipient will no longer continue to be the Recipient of the Grant Agreement because the Office of Homeless Services is going to be the new Collaborative Applicant.
3. The Replacement Recipient has submitted evidence acceptable to HUD that the Replacement Recipient is eligible to be a recipient of a COC program grant and meets the capacity criteria in the Notice of Funding Opportunity under which the grant was awarded.
4. The Replacement Recipient has submitted to HUD all required Application documents and certifications; and all required Technical Submission documents, including certifications, assurances, information, and documentation required to meet any conditions, which HUD has approved.
5. HUD has determined the Replacement Recipient should assume the obligations of Recipient for the remainder of the term of the Grant Agreement.
6. The parties are desirous of amending the Grant Agreement to change the recipient, so that as of the effective date of this Amendment to the Grant Agreement, Replacement Recipient will be bound by the Grant Agreement in place of Recipient.

AGREEMENTS

The Grant Agreement is hereby amended as follows:

1. The Recipient is hereby removed as recipient and replaced with the Replacement Recipient, and Replacement Recipient agrees to be bound by the Grant Agreement in place of Recipient.
2. The definition of the term "Application" is amended to include all certifications and documents submitted by the Replacement Recipient to HUD, on the basis of which HUD approved replacing the Recipient with the Replacement Recipient.
3. Notices to the Replacement Recipient shall be directed to April Calvin, Director, Office of Homeless Services, 3055 Lebanon Pike, Donelson, TN 37214.
4. The Replacement Recipient agrees to complete the project as proposed in the Recipient's application.

This Amendment to Grant Agreement constitutes the entire agreement of the parties as to amendment of the Grant Agreement and will become effective only upon the execution hereof by all parties. The remaining terms of the Grant Agreement remain in full force and effect.

The parties, on the dates set forth below their respective signatures, hereby execute this Amendment to Grant Agreement, as follows:

**UNITED STATES OF AMERICA,
Secretary of Housing and Urban Development**

BY: Calvin R. Whitaker
(Signature)
Calvin R. Whitaker, Acting CPD Director
(Typed Name and Title)
8/19/2025
(Date)

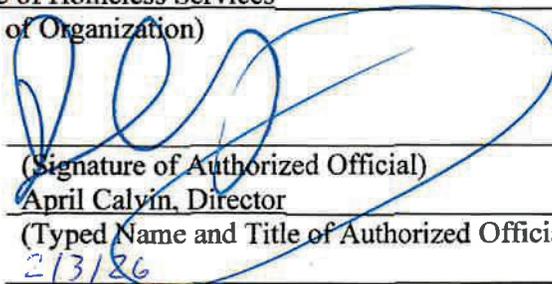
RECIPIENT

Metropolitan Development & Housing Agency
(Name of Organization)

BY: 
(Signature of Authorized Official)
Troy D. White, President and CEO
(Typed Name and Title of Authorized Official)
October 16, 2025
(Date)

REPLACEMENT RECIPIENT

Office of Homeless Services
(Name of Organization)

BY: 
(Signature of Authorized Official)
April Calvin, Director
(Typed Name and Title of Authorized Official)
2/3/86
(Date)

**SIGNATURE PAGE
FOR
GRANT NO. CoC Funds Transfer from MDHA 26**

IN WITNESS WHEREOF, the parties have by their duly authorized representatives set their signatures.

**METROPOLITAN GOVERNMENT OF
NASHVILLE AND DAVIDSON COUNTY**

SEE PREVIOUS PAGE

Department _____

Date

APPROVED AS TO AVAILABILITY
OF FUNDS:

Jenneen Reed/adm _____

2/27/2026 | 6:38 AM PST

Date

Department of Finance

APPROVED AS TO RISK AND INSURANCE:

Balogun Cobb _____
Insurance

2/27/2026 | 8:40 AM CST

Date

APPROVED AS TO FORM AND
LEGALITY:

Matthew Gault _____
Metropolitan Attorney

2/27/2026 | 8:39 AM CST

Date

Freddie O'Connell
Metropolitan Mayor

Date

ATTEST:

Metropolitan Clerk

Date

Metropolitan Development and Housing Agency
701 SOUTH SIXTH STREET * NASHVILLE, TENNESSEE 37206 * TELEPHONE (615) 252-8400
TELEPHONE DEVICE FOR DEAF (615) 252-8599

Dr. Troy D. White
President and CEO

Mailing Address: P. O. Box 846
Nashville, TN 37202

October 8, 2025

Mr. Calvin R. Whitaker
Acting CPD Director
U.S. Department of Housing and Urban Development
Office of Community Planning and Development
710 Locust Street, SW, Suite 300
Knoxville, TN 37902

RE: Amendment to Continuum of Care (CoC) Grant Agreement

Dear Mr. Whitaker:

The Continuum of Care Program (Assistance Listing# 14.267) Grant Agreement (Award # [TN0487L4J042400]) imposes conditions enjoined as to the Metropolitan Government of Nashville and Davidson County by the Preliminary Injunction in King County et al. v. Turner et al., 2:25-cv-00814-BJR (W.D. Wash.) (issued June 3, 2025, copy attached) (the "Preliminary Injunction"). Since the Metropolitan Government of Nashville and Davidson County is withholding consent and objects to the inclusion of any terms and conditions enjoined pursuant to King County et al. v. Turner et al., this action places Metropolitan Development & Housing Agency (MDHA) in a very precarious position.

The conditions include, but are not limited to:

- Utilizing federal funds for Gender Ideology
- Operating programs that violate Federal anti-discrimination laws including Title VI of the Civil Rights Act of 1964
- Promoting elective abortions
- Subsidizing and promoting illegal immigration policies

Although a Preliminary Injunction is currently in place, the application and grant agreement include the conditions referenced above, and the documents have not been revised to reflect the language in the Preliminary Injunction. MDHA's goal is to ensure compliance with local, state, and federal laws which include rules and regulations that govern the HUD's Office of Inspector General (OIG) and the United States Department of Transportation (USDOT).

Attached is a redline of the grant agreement prepared by Metropolitan Government of Nashville and Davidson County and a copy of the proposed Amendment to the CoC Grant Agreement for your review in conjunction with this letter. It is MDHA's position that the Preliminary Injunction that is currently in place stays the conditions. Those conditions cannot be imposed or enforced against MDHA, even if the conditions remain in the documents executed by MDHA, or

incorporated by reference via any digital signature platform, or via any submittal portal, of any kind whatsoever, that may be operated or utilized by the HUD's OIG and USDOT.

Participation in the CoC Program Grant Agreement is contingent on the challenged conditions being restrained. In the event the Preliminary Injunction expires, it is MDHA's understanding that the restrained conditions will not be imposed or enforced against MDHA, as to the period that the Preliminary Injunction or the prior Temporary Restraining Orders were in effect.

MDHA is requesting that its position be considered and confirmed. In addition, MDHA is asking for approval to transfer the CoC Program Agreement Grant Award from MDHA, Recipient, to the Office of Homeless Services, Replacement Recipient, and for approval of the grant agreement.

We remain committed to fulfilling the goals of the CoC Program in compliance with all applicable laws and court rulings. We appreciate HUD's partnership and look forward to working together to serve our community.

Best regards,



Dr. Troy D. White
President and CEO

Attachments:

- Preliminary Injunction in King County et al. v. Turner et al., 2:25-cv-00814-BJR (W.D. Wash.) (issued June 3, 2025)
- Redline of the grant agreement prepared by Metropolitan Government of Nashville and Davidson County
- Amendment to the CoC Grant Agreement

Cc: Emel Alexander, MDHA Deputy Chief Operating Officer
April Calvin, Director of the Office of Homeless Services
Derrick Smith, Senior Counsel for Metropolitan Government of Nashville and Davidson County



U.S. Department of Housing and Urban Development
Office of Community Planning and Development
710 Locust Street, SW
Suite 300
Knoxville, TN 37902

Grant Number: TN0487L4J042400
Recipient's Name: Metropolitan Development & Housing Agency
Tax ID Number: 62-6001585
Unique Entity Identifier [SAM]: W5JTG5ERM5Z6
Federal Award Date: 7/23/2025

CONTINUUM OF CARE PROGRAM (Assistance Listing# 14.267)
GRANT AGREEMENT

This Grant Agreement ("this Agreement") is made by and between the United States Department of Housing and Urban Development ("HUD") and Metropolitan Development & Housing Agency (the "Recipient").

This Agreement, the Recipient's use of funds provided under this Agreement (the "Grant" or "Grant Funds"), and the Recipient's operation of projects assisted with Grant Funds are governed by

1. The Consolidated Appropriations Act, 2024 (Public Law 118-42, approved March 9, 2024);
2. title IV of the McKinney-Vento Homeless Assistance Act 42 U.S.C. 11301 et seq. (the "Act");
3. the Continuum of Care Program rule at 24 CFR part 578 (the "Rule"), as amended from time to time;
4. the Notice of Funding Opportunity for FY 2024 and FY 2025 Continuum of Care Competition and Renewal or Replacement of Youth Homeless Demonstration Program (NOFO) except for references in the NOFO to Executive Orders that have since been repealed;

~~5. all current Executive Orders; and~~

6.5. the Recipient's application submissions on the basis of which these Grant Funds were approved by HUD, including the certifications, assurances, technical submission documents, and any information or documentation required to meet any grant award condition (collectively, the "Application").

The Application is incorporated herein as part of this Agreement, except that only the project (those projects) listed below are funded by this Agreement. In the event of any conflict between any application provision and any provision contained in this Agreement, this Agreement shall control. Capitalized terms that are not defined in this agreement shall have the meanings given in the Rule.

HUD's total funding obligation authorized by this grant agreement is \$465,701, allocated between the project(s) listed below (each identified by a separate grant number) and, within those projects, between budget line items, as shown below. The Grant Funds an individual project will receive are as shown in the Application on the final HUD-approved Summary Budget for the project. Recipient shall use the Grant Funds provided for the projects listed below, during the budget period(s) period stated below.

Grant No. (FAIN)	Grant Term	Performance Period	Budget Period	Total Amount
TN0487L4J042400	12 months	<u>7/1/25</u> -	<u>6/30/26</u> -	\$465,701

allocated between budget line items as follows:

a. Continuum of Care Planning Activities	\$465,701
b. Acquisition	\$0
c. Rehabilitation	\$0
d. New construction	\$0
e. Leasing	\$0
f. Rental assistance	\$0
g. Supportive services	\$0
h. Operating costs	\$0
i. Homeless Management Information System	\$0
j. Administrative costs	\$0
k. Relocation costs	\$0
l. VAWA Costs	\$0
m. Rural Costs	\$0
n. HPC homelessness prevention activities:	
Housing relocation and stabilization services	\$0
Short-term and medium-term rental assistance	\$0

Pre-award Costs for Continuum of Care Planning

The Recipient may, at its own risk, incur pre-award costs for continuum of care planning awards, after the date of the HUD selection notice and prior to the effective date of this Agreement, if such costs: a) are consistent with 2 CFR 200.458; and b) would be allowable as a post-award cost; and c) do not exceed 10 percent of the total funds obligated to this award. The incurrence of pre-award costs in anticipation of an award imposes no obligation on HUD either to make the award, or to increase the amount of the approved budget, if the award is made for less than the amount anticipated and is inadequate to cover the pre-award costs incurred.

These provisions apply to all Recipients:

The Recipient:

~~(1) shall not use grant funds to promote "gender ideology," as defined in E.O. 14168, Defending Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government;~~

~~(2) agrees that its compliance in all respects with all applicable Federal anti-discrimination laws is material to the U.S. Government's payment decisions for purposes of section 3729(b)(4) of title 31, United States Code;~~

~~(3) certifies that it does not operate any programs that violate any applicable Federal anti-discrimination laws, including Title VI of the Civil Rights Act of 1964;~~

~~(4) shall not use any Grant Funds to fund or promote elective abortions, as required by E.O. 14182, Enforcing the Hyde Amendment; and~~

~~(5)~~(1) Notwithstanding anything in the NOFO or Application, this Grant shall not be governed by Executive Orders revoked by E.O. 14154, including E.O. 14008, or NOFO requirements implementing Executive Orders that have been revoked.

~~The recipient must administer its grant in accordance with all applicable immigration restrictions and requirements, including the eligibility and verification requirements that apply under title IV of the Personal Responsibility and Work Opportunity Reconciliation Act of 1996, as amended (8 U.S.C. 1601-1646) (PRWORA) and any applicable requirements that HUD, the Attorney General, or the U.S. Center for Immigration Services may establish from time to time to comply with PRWORA, Executive Order 14218, or other Executive Orders or immigration laws.~~

~~No state or unit of general local government that receives funding under this grant may use that funding in a manner that by design or effect facilitates the subsidization or promotion of illegal immigration or abets policies that seek to shield illegal aliens from deportation.~~

~~Subject to the exceptions provided by PRWORA, the recipient must use SAVE, or an equivalent verification system approved by the Federal government, to prevent any Federal public benefit from being provided to an ineligible alien who entered the United States illegally or is otherwise unlawfully present in the United States.~~

HUD will not enforce provisions of the Grant Agreement to the extent that they require the project to use a housing first program model.

As stated in Section III.A.2 of the NOFO, Faith-based organizations may be recipients or subrecipients for funds under this agreement on the same basis as any other organization. Recipients may not, in the selection of subrecipients, discriminate against an organization based on the organization's religious character, affiliation, or exercise.

If any new projects funded under this Agreement are for project-based rental assistance for a term of fifteen (15) years, the funding provided under this Agreement is for the performance period stated herein only. Additional funding is subject to the availability of annual appropriations.

The budget period and performance period of renewal projects funded by this Agreement will begin immediately at the end of the budget period and performance period of the grant being renewed. Eligible costs incurred between the end of Recipient's budget period and performance period under the grant being renewed and the date this Agreement is executed by both parties may be reimbursed with Grants Funds from this Agreement. No Grant Funds for renewal projects may be drawn down by Recipient before the end date of the project's budget period and performance period under the grant that has been renewed.

For any transition project funded under this Agreement the budget period and performance period of the transition project(s) will begin immediately at the end of the Recipient's final operating year under the grant being transitioned. Eligible costs, as defined by the Act and the Rule, incurred between the end of Recipient's final operating year under the grant being transitioned and the execution of this Agreement may be paid with funds from the first operating year of this Agreement.

HUD designations of Continuums of Care as High-performing Communities (HPCS) are published on HUD.gov in the appropriate Fiscal Years' CoC Program Competition Funding Availability page. Notwithstanding anything to the contrary in the Application or this Agreement, Recipient may only use grant funds for HPC Homelessness Prevention Activities if the Continuum that designated the Recipient to apply for the grant was designated an HPC for the applicable fiscal year.

The Recipient must use the Grant Funds only for costs (including indirect costs) that meet the applicable requirements in 2 CFR part 200 (including appendices), as may be amended from time to time. The Recipient's indirect cost rate information is as provided in Addendum #1 to this Agreement. The Recipient must immediately notify HUD upon any change in the Recipient's indirect cost rate, so that HUD can amend the Agreement to reflect the change if necessary.

HUD notifications to the Recipient shall be to the address of the Recipient as stated in the Recipient's applicant profile in e-snaps. Recipient notifications to HUD shall be to the HUD Field Office executing the Agreement. No right, benefit, or advantage of the Recipient hereunder may be assigned without prior written approval of HUD.

The Recipient must comply with the applicable requirements in 2 CFR part 200, as may be amended from time to time.

Build America, Buy America Act. The Grantee must comply with the requirements of the Build America, Buy America (BABA) Act, 41 USC 8301 note, and all applicable rules and notices, as may be amended, if applicable to the Grantee's infrastructure project. Pursuant to HUD's Notice, "Public Interest Phased Implementation Waiver for FY 2022 and 2023 of Build America, Buy America Provisions as Applied to Recipients of HUD Federal Financial Assistance" (88 FR 17001), any funds obligated by HUD on or after the applicable listed effective dates, are subject to BABA requirements, unless excepted by a waiver.

Waste, Fraud, Abuse, and Whistleblower Protections. Any person who becomes aware of the existence or apparent existence of fraud, waste or abuse of any HUD award must report such incidents to both the HUD official responsible for the award and to HUD's Office of Inspector General (OIG). HUD OIG is available to receive allegations of fraud, waste, and abuse related to HUD programs via its hotline number (1-800-347-3735) and its online hotline form. You must comply with 41 U.S.C. § 4712, which includes informing your employees in writing of their rights and remedies, in the predominant native language of the workforce. Under 41 U.S.C. § 4712, employees of a government contractor, subcontractor, grantee, and subgrantee—as well as a personal services contractor—who make a protected disclosure about a Federal grant or contract cannot be discharged, demoted, or otherwise discriminated against as long as they reasonably believe the information they disclose is evidence of:

1. Gross mismanagement of a Federal contract or grant;
2. Waste of Federal funds;
3. Abuse of authority relating to a Federal contract or grant;
4. Substantial and specific danger to public health and safety; or
5. Violations of law, rule, or regulation related to a Federal contract or grant.

HUD may terminate all or a portion of the Grant in accordance with the Act, the Rule and 2 CFR 200.340. The Agreement constitutes the entire agreement between the parties and may be amended only in writing executed by HUD and the Recipient.

By signing below, Recipients that are states and units of local government certify that they are following a current HUD approved CHAS (Consolidated Plan).

This agreement is hereby executed on behalf of the parties as follows:

**UNITED STATES OF AMERICA,
Secretary of Housing and Urban Development**

By:

Calvin C. Whitaker

(Signature)

Calvin Whitaker, Acting Director

(Typed Name and Title)

July 23, 2025

(Date)

RECIPIENT

Metropolitan Development & Housing Agency

(Name of Organization)

By:

Troy D. White

(Signature of Authorized Official)

Troy D. White / President & CEO

(Typed Name and Title of Authorized Official)

(Date)

Addendum #1

OMB Number: 2501-0044
Expiration Date: 2/28/2027

Indirect Cost Information for Award Applicant/Recipient			
1. Federal Program/Assistance Listing Program Title: CONTINUUM OF CARE PROGRAM/Assistance Listing# 14.267			
2. Legal Name of Applicant/Recipient: Metropolitan Development & Housing Agency			
3. Indirect Cost Rate Information for the Applicant/Recipient: Please check the box that applies to the Applicant/Recipient and complete the table only as provided by the instructions accompanying this form. <input checked="" type="checkbox"/> The Applicant/Recipient will not charge indirect costs using an indirect cost rate. <input type="checkbox"/> The Applicant/Recipient will calculate and charge indirect costs under the award by applying a de minimis rate as provided by 2 CFR 200.414(f), as may be amended from time to time. <input type="checkbox"/> The Applicant/Recipient will calculate and charge indirect costs under the award using the indirect cost rate(s) in the table below, and each rate in this table is included in an indirect cost rate proposal developed in accordance with the applicable appendix to 2 CFR part 200 and, if required, has been approved by the cognizant agency for indirect costs.			
Agency/department/ major function	Indirect cost rate	Type of Direct Cost Base	Type of Rate
4. Submission Type (check only one): <input checked="" type="checkbox"/> Initial submission <input type="checkbox"/> Update			5. Effective date(s): <u>7-1-2025</u>
6. Certification of Authorized Representative for the Applicant/Recipient: **Under penalty of perjury, I certify on behalf of the Applicant/Recipient that (1) all information provided on this form is true, complete, and accurate, and (2) the Applicant/Recipient will provide HUD with an update to this form immediately upon learning of any change in the information provided on this form, and (3) I am authorized to speak for the Applicant/Recipient regarding all information provided on this form.			
Signature:			
Date: <u>2-9-2026</u>			
Name: <u>April Calvin</u>			
Title: <u>Director, Metro Nashville office of Homeless Services</u>			

****Warning:** Anyone who knowingly submits a false claim or makes a false statement is subject to criminal and/or civil penalties, including confinement for up to 5 years, fines, and civil and administrative penalties (18 U.S.C §§ 287, 1001, 1010, 1012, 1014; 31 U.S.C. § 3729, 3802; 24 CFR § 28.10(b)(iii)).

Public Reporting Burden Statement: This collection of information is estimated to average 0.25 hours per response, including the time for reviewing instructions, searching existing data sources, gathering, and maintaining the data needed, and completing and reviewing the collection of the requested information. Comments regarding the accuracy of this burden estimate and any suggestions for reducing this burden can be sent to: U.S. Department of Housing and Urban Development, Office of the Chief Data Officer, R, 451 7th St SW, Room 8210, Washington, DC 20410-5000. Do not send completed forms to this address. This agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless the collection displays a valid OMB control number. This agency is authorized to collect this information under Section 102 of the Department of Housing and Urban Development Reform Act of 1989. The information you provide will enable HUD to carry out its responsibilities under this Act and ensure greater accountability and integrity in the provision of certain types of assistance administered by HUD. This information is required to obtain the benefit sought in the grant program. Failure to provide any required information may delay the processing of your application and may result in sanctions and penalties including of the administrative and civil money penalties specified under 24 CFR §4.38. This information will not be held confidential and may be made available to the public in accordance with the Freedom of Information Act (5 U.S.C. §552). The information contained on the form is not retrieved by a personal identifier, therefore it does not meet the threshold for a Privacy Act Statement.

Instructions for Completing the Indirect Cost Information for the Award Applicant/Recipient

Number	Item	Instructions
1	Federal Program/ Assistance Listing Program Title	Enter the title of the program as listed in the applicable funding announcement or notice of funding availability.
2	Legal Name of Applicant/ Recipient	Enter the legal name of the entity that will serve as the recipient of the award from HUD.
3	Indirect Cost Rate Information for the Applicant/ Recipient	<p>Mark the one (and only one) checkbox that best reflects how the indirect costs of the Applicant/Recipient will be calculated and charged under the award. Do not include indirect cost rate information for subrecipients.</p> <p>The table following the third checkbox must be completed only if that checkbox is checked. When listing a rate in the table, enter the percentage amount (for example, "15%"), the type of direct cost base to be used (for example, "MTDC"), and the type of rate ("predetermined," "final," "fixed," or "provisional").</p> <p>If using the Simplified Allocation Method for indirect costs, enter the applicable indirect cost rate and type of direct cost base in the first row of the table.</p> <p>If using the Multiple Allocation Base Method, enter each major function of the organization for which a rate was developed and will be used under the award, the indirect cost rate applicable to that major function, and the type of direct cost base to which the rate will be applied.</p> <p>If the Applicant/Recipient is a government and more than one agency or department will carry out activities under the award, enter each agency or department that will carry out activities under the award, the indirect cost rate(s) for that agency or department, and the type of direct cost base to which each rate will be applied.</p>
4	Submission Type	Check the appropriate box to identify whether this is the first submission of this form for the award or an update to a previous submission of this form for the award.
5	Effective date(s)	Enter the date(s) for which the information on this form applies.
6	Certification of Authorized Representative for the Applicant/ Recipient	An employee or officer of the Applicant/Recipient with the capacity and authority to make this certification for the Applicant/Recipient must make the certification by signing as provided. They must also provide the date of their signature, full name, and position title.

ORDINANCE NO. BL2026-___

An ordinance to amend Title 17 of the Metropolitan Code of Laws, the Zoning Ordinance of The Metropolitan Government of Nashville and Davidson County, by amending the River North Urban Design Overlay District for various properties located on Cowan Street, Cowan Court, and Waterside Drive, (165.21 acres), to create a new Subdistrict 3 and update the General Standards related to future streets and open space, all of which is described herein (Proposal No. 2017UD-005-012).

WHEREAS, The Council of The Metropolitan Government of Nashville and Davidson County adopted the River North Urban Design Overlay (UDO) on May 5, 2018; and

WHEREAS, The Metropolitan Government recognizes the importance of updating, clarifying, and refining the UDO standards to encourage high quality, sustainable urban development, public infrastructure, and amenities; and

WHEREAS, the refinement of the UDO standards will continue to ensure a quality urban experience for the citizens and businesses of Metropolitan Nashville and Davidson County.

NOW, THEREFORE, BE IT ENACTED BY THE COUNTY OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. That Title 17 of the Code of Laws of The Metropolitan Government of Nashville and Davidson County, is hereby amended by changing the Official Zoning Map for Metropolitan Nashville and Davidson County, which is made a part of Title 17 by reference, as follows:

By amending the River North Urban Design Overlay District for various properties located on Cowan Street, Cowan Court, and Waterside Drive, to create a new Subdistrict 3, being various parcels on various maps of the Official Property Identification Maps of The Metropolitan Government of Nashville and Davidson County, all of which is described by lines, words and figures on the plan that was duly considered by the Metropolitan Planning Commission, and which is on file with the Metropolitan Planning Department and Metropolitan Clerk's Department and which is attached to and made a part of this ordinance as though copied herein.

Section 2. Be it further enacted, that the Metropolitan Clerk is hereby authorized and directed, upon the enactment and approval of this ordinance, to cause the change to be made on various maps of said Official Zoning Map for Metropolitan Nashville and Davidson County, as set out in Section 1 of this ordinance, and to make notation thereon of reference to the date of passage and approval of this amendatory ordinance.

Section 3. Be it further enacted, that the following conditions shall be completed, bonded or satisfied as specifically required:

1. Applicant shall continue to coordinate with NDOT, Planning, Metro Water Services, and other applicable agencies on an MCSP amendment to establish the proposed street network for the area that enables the fulfillment of planned utility infrastructure, including stormwater and sewer.

2. If using a phased approach, the Central Park, Greenway, and Multi-modal pathways, shall be included with the Final Site Plan submittal associated with those portions of land within the UDO. Construction and completion of the Central Park, Greenway and multi-modal pathways will require separate approval by Metro Council, which will include dates for completion.
3. Add the following sentence to the Riverfront Greenway subsection of the UDO document: "Applicant shall consult Metro Parks and Greenways on the design, access, programming, and signage for the Riverfront Greenway."
4. Comply with all conditions and requirements of Metro Reviewing Agencies.
5. A corrected copy of the UDO document incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to final site plan application.

Section 4. The Metropolitan Clerk is directed to publish a notice announcing such change in a newspaper of general circulation within five days following final passage.

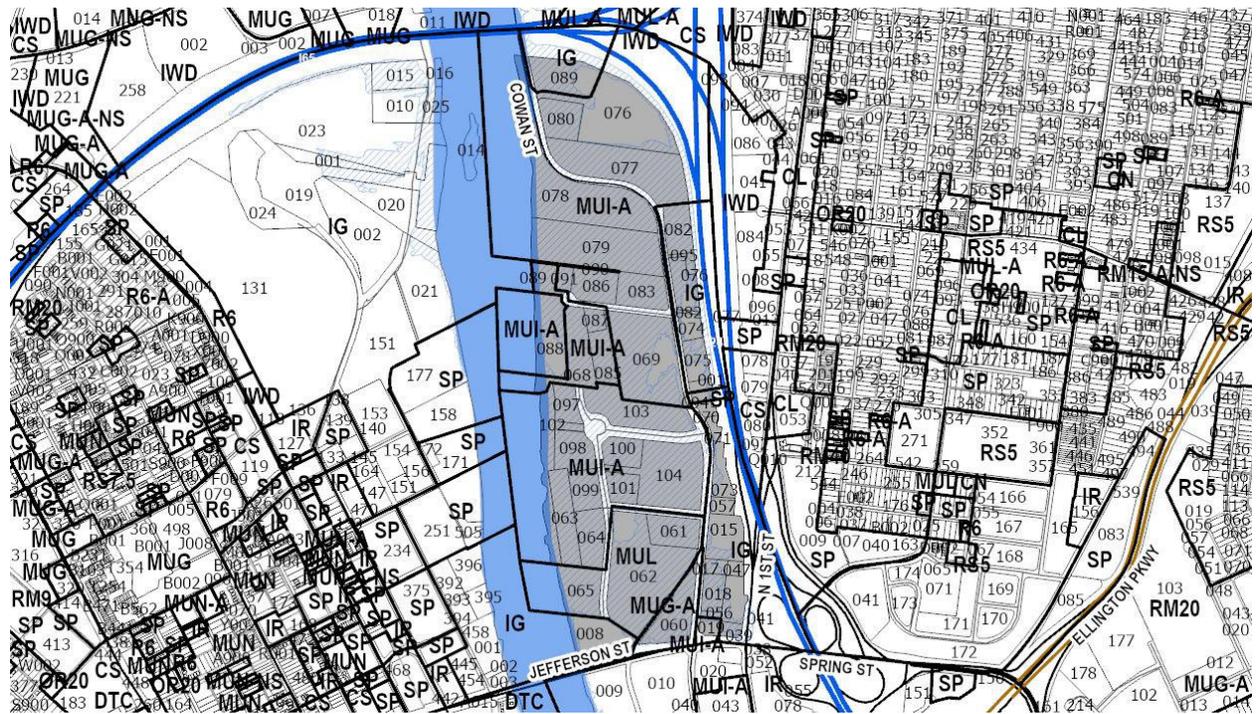
Section 5. This Ordinance shall take effect upon publication of above said notice announcing such change in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

Jacob Kupin
Member of Council

2017UD-005-012
RIVER NORTH SUBDISTRICT 3
See attached list
Subarea 05, East Nashville
District 19 (Jacob Kupin)
Application fee paid by: Hastings Architecture, LLC

A request to amend the River North Urban Design Overlay for various properties located on Cowan Street, Cowan Court, Waterside Drive, (165.21 acres), to create a new Subdistrict 3 and update the General Standards related to future streets and open space, requested by Hawkins Partners, Inc., applicant; various owners.

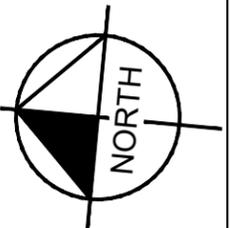
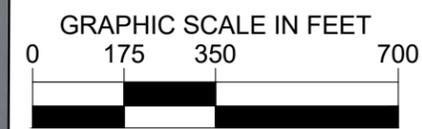


THE OVERALL TRANSPORTATION NETWORK INCLUDES BOTH PUBLIC AND PRIVATE PROJECTS AND DOES NOT IDENTIFY RESPONSIBILITY FOR FUNDING OR CONSTRUCTION. FUTURE STREETS ARE SUBJECT TO CHANGE.

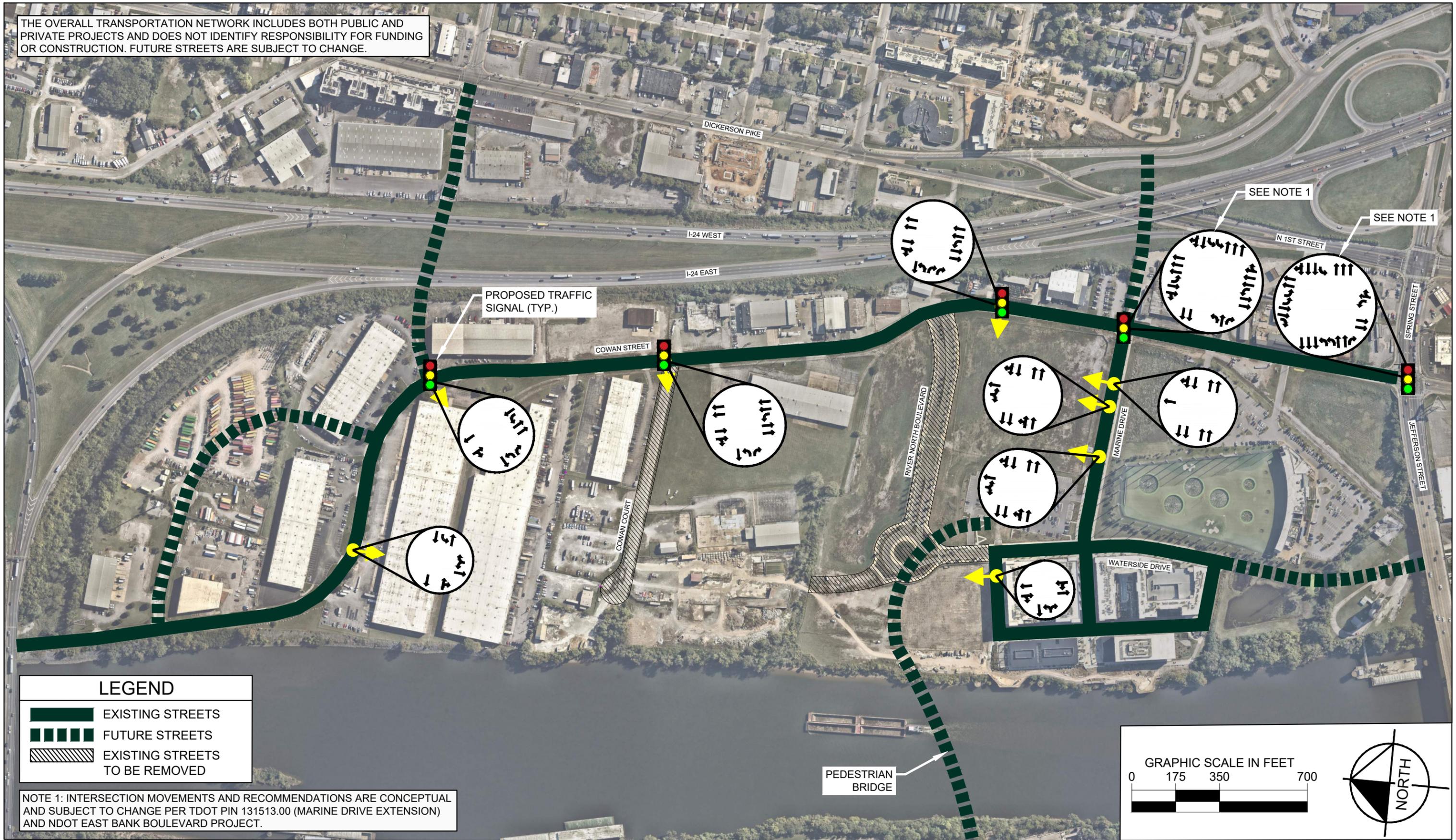


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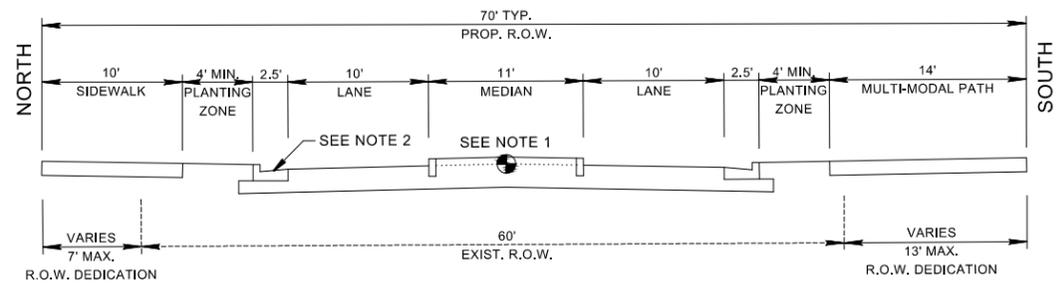
-  EXISTING STREETS
-  FUTURE STREETS
-  EXISTING STREETS TO BE REMOVED



THE OVERALL TRANSPORTATION NETWORK INCLUDES BOTH PUBLIC AND PRIVATE PROJECTS AND DOES NOT IDENTIFY RESPONSIBILITY FOR FUNDING OR CONSTRUCTION. FUTURE STREETS ARE SUBJECT TO CHANGE.



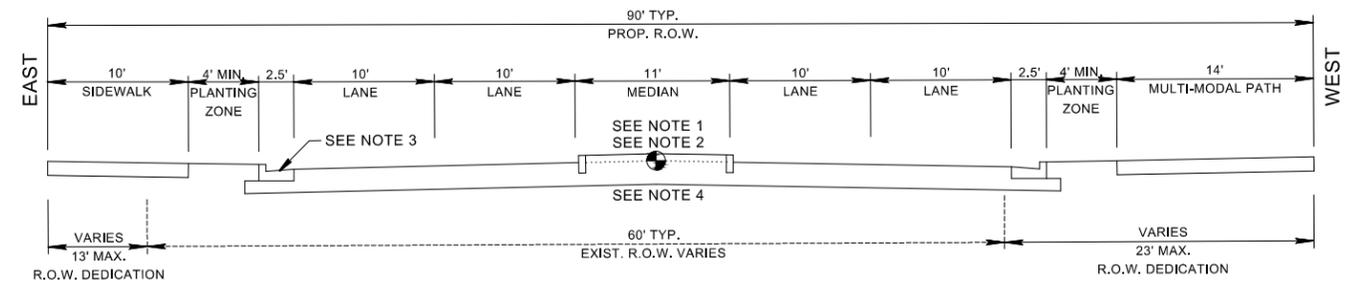
STREET TYPICAL SECTIONS ILLUSTRATE ENVISIONED FUTURE STREET CONDITIONS AND WOULD REQUIRE RIGHT-OF-WAY DEDICATION FROM MULTIPLE PROPERTIES WITHIN THE URBAN DESIGN OVERLAY (UDO) BOUNDARY.



NOTE 1: MATCH THE EXISTING COWAN STREET ROADWAY ELEVATION.

NOTE 2: RETAIN THE EXISTING CURB ON THE NORTH SIDE OF THE ROAD.

**Typical Section #1:
Cowan Street
Looking East**



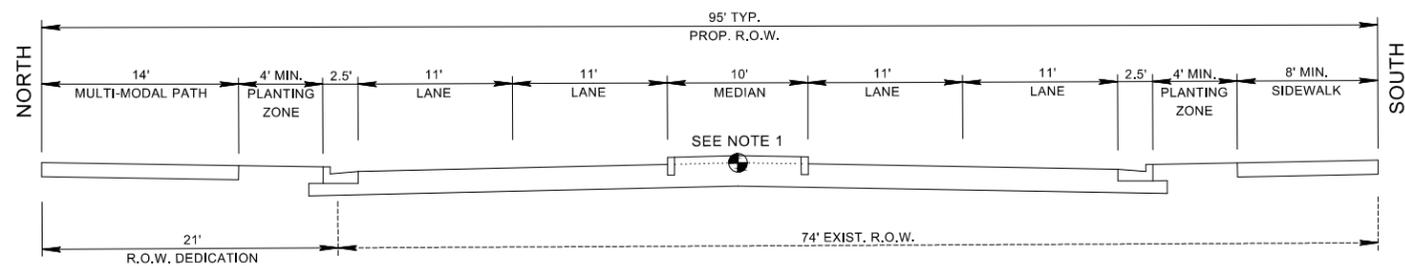
NOTE 1: NORTH OF MARINE DRIVE - MATCH THE EXISTING COWAN STREET ROADWAY ELEVATION.

NOTE 2: AT THE MARINE DRIVE INTERSECTION AND SOUTH OF MARINE DRIVE - THE MINIMUM FINISHED ROADWAY ELEVATION IS 417.8' (ONE FOOT ABOVE THE 100-YEAR BASE FLOOD ELEVATION).

**Typical Section #2:
Cowan Street
Looking South**

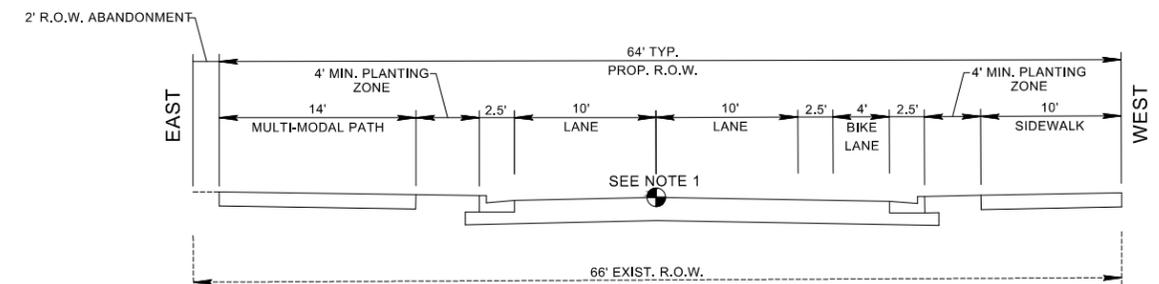
NOTE 3: NORTH OF MARINE DRIVE - RETAIN THE EXISTING CURB ON THE EAST SIDE OF THE ROAD.

NOTE 4: SOUTH OF MARINE DRIVE - ADDITION OF DEDICATED TRANSIT FACILITIES TO BE CONSIDERED, PENDING COORDINATION WITH NDOT, WEGO, AND CHYM PROGRAM TEAM.



NOTE 1: THE MINIMUM FINISHED ROADWAY ELEVATION IS 417.8' (ONE FOOT ABOVE THE 100-YEAR BASE FLOOD ELEVATION).

**Typical Section #3:
Marine Drive
Looking East**



NOTE 1: MATCH THE EXISTING WATERSIDE DRIVE ELEVATION.

**Typical Section #4:
Waterside Drive
Looking South**

River North Urban Design Overlay

Proposed Amendment to the River North UDO
As Submitted on 02-03-2026



Document Contact Information

Planning Department staff provides consultations for developing within the River North Urban Design Overlay. Call (615) 862-7190 to schedule a meeting.

 The Planning Department does not discriminate on the basis of age, race, sex, color, national origin, religion or disability in access to, or operation of, its programs, services, and activities, or in its hiring or employment practices. For ADA inquiries, contact ADA Compliance Coordinator, at 862-7150. For Title VI inquiries contact Human Relations at 880-3370. For all employment-related inquiries call 862-6640.

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Section I: Introduction

Introduction

History and Overview

The East Nashville Community includes a portion of the “East Bank”—the area on the east bank of the Cumberland River. The bulk of the East Bank is in the Downtown Community; however, a portion of the East Bank from Spring Street on the south to the I-24/I-65 interchange to the north is in the East Nashville Community. This area is commonly referred to as “River North.” For years, this area has been home to light industrial and warehousing businesses, and it also experienced severe flooding during the flood of 2010. As downtown redevelops, developers are looking to the East Bank, including the northern portion in East Nashville, for redevelopment opportunities. This area is envisioned to redevelop to greater intensity, with taller buildings, capitalizing upon its river location and proximity to downtown.

River North is conceptualized as a vibrant, mixed-use, active neighborhood. The activation of the Cumberland River and publicly accessible greenspace are both important aspects of the neighborhood’s development. The culture of creation within “Production Row” is a key aspect of the neighborhood’s culture. Therefore, the music industry is encouraged to continue to locate within River North and use the District for various uses. Re-use and adaptation of existing structures and elements within River North is encouraged as a part of the area’s development to respect the history of warehousing and light industry.

While portions of River North sit within a floodplain, various mitigation strategies are available to allow for sustainable development in this area. These strategies include, but are not limited to:

- Floodable underground detention basins
- Flow-through construction
- Development of infiltrative, sustainable landscapes
- Elevation of building sites

Intent

The goals of the Urban Design Overlay are as follows:

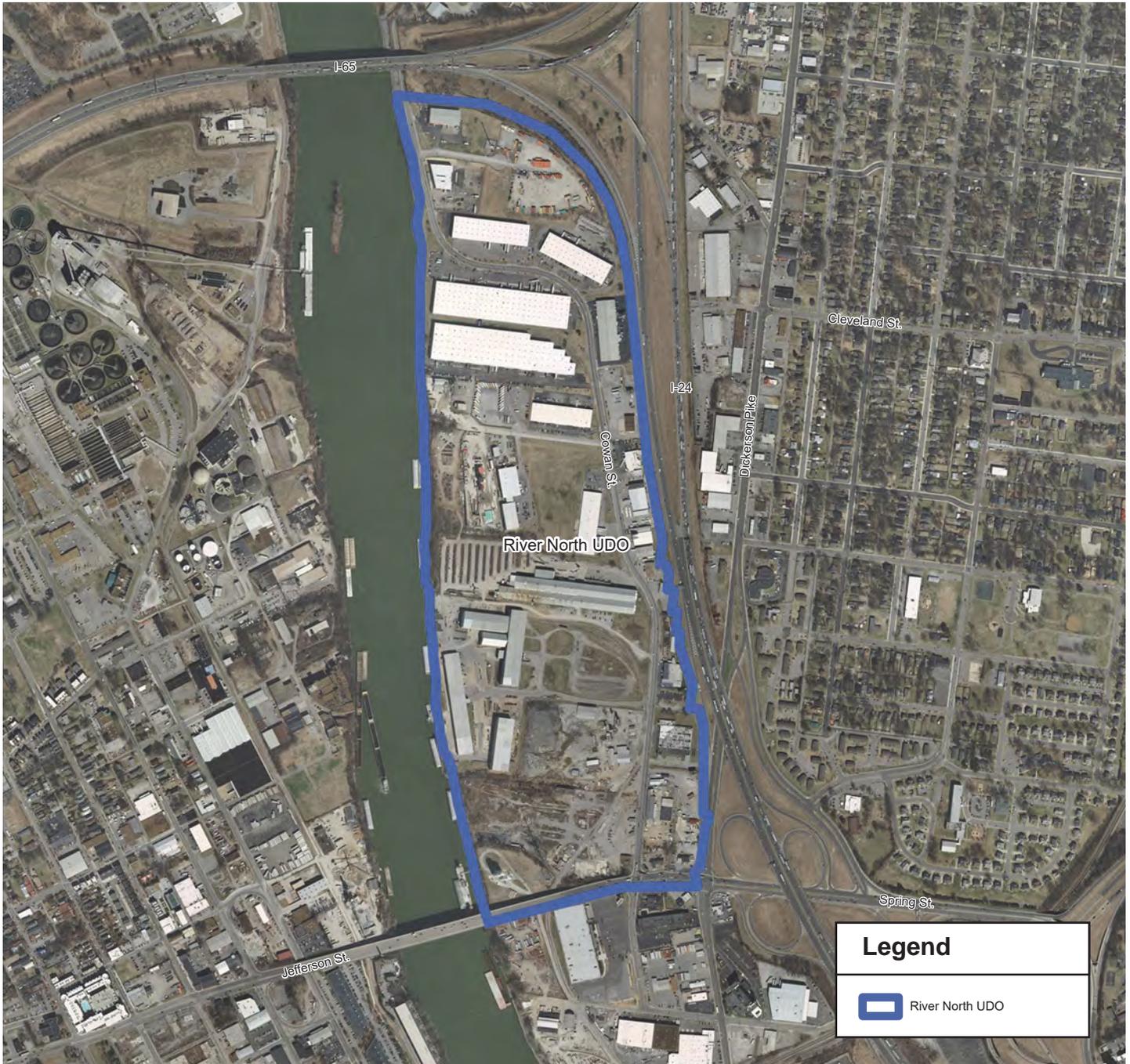
- Establish a compact mixed use development pattern distributed along a system of streets that transitions in scale from the core to the neighborhood.
- Ensure that buildings are oriented to and linked by a cohesive pedestrian system.
- Encourage a balance of transportation options for pedestrians, bicycles, vehicles and transit.
- Encourage high quality (function and aesthetic) open spaces for assembly, relaxation, civic events, display of public art and other similar purposes.
- Encourage a high level of pedestrian-generating activity along streets and a pedestrian friendly environment.
- Encourage environmentally sensitive development and green space.



Section I: Introduction

Location

River North is a mixed-use, urban, downtown neighborhood, located along the East bank of the Cumberland River.



Section I: Introduction

How to Use this Document

This document is to be used by developers, property owners, government officials, residents, and any individual who is interested in development or redevelopment of any property located within the UDO boundary.

A UDO is a zoning tool that requires unique physical design standards for development or redevelopment within a designated area that would otherwise not be ensured by the standard provisions of the zoning regulations. A UDO can modify base zoning standards such as setbacks, building height, floor area ratio, and parking per the provisions outlined in Section 17.36.320 of the Zoning Code. The standards established in this document vary from the underlying base zone district standards for the properties in the UDO. All provisions are regulatory in nature and have the same force and effect as the zoning regulations of the Metro Code. Any final plans submitted for approval under the UDO will be reviewed for adherence to these provisions and to the provisions of the base zoning that are not varied by the UDO. If a final plan is consistent with the UDO and the zoning standards it can be approved administratively by the Executive Director as expressed in the Planning Commission's bylaws and as clarified here.

The design standards established in the UDO are intended to direct future development in a manner that addresses strategies for site design including placement, massing and orientation of buildings, architectural treatment, landscaping and screening, general access and parking, and signage. In some instances, desired standards that are beyond the authority of the zoning ordinance accompany the goals and objectives. These desired standards pertain to areas for which Metropolitan Government exercises final authority over design, construction and operation of facilities, such as public rights-of-way and stormwater detention and conveyance. The incorporation of these standards into any final development construction plans will depend on Metropolitan Government review for consistency with policies, laws, and related standards of various departments.

Overlapping Plans

Within the UDO boundary area, there may exist other regulations and design guidelines intended to work in conjunction with the UDO. Property owners and developers should consult with all departments and agencies during the development process to address any and all rules, regulations and policies. Property owners should consult with Metro Planning and the Nashville Department of Transportation (NDOT) to make the necessary improvements to the streetscape in accordance with the Major and Collector Street Plan and the Strategic Plan for Sidewalks and Bikeways.

- If a property is zoned Specific Plan then all standards contained with the Specific Plan shall apply and the UDO standards would apply for any standard not addressed in the SP.
- If a property has a Planned Unit Development Overlay then the standards of the PUD shall apply and the UDO standards would apply for any standards not addressed in the PUD.
- Final construction drawings shall comply with the design regulations established by NDOT, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

Subdistricts

The River North UDO is organized by Subdistricts, as identified on the Regulating Plan. Subdistricts are smaller districts within the larger UDO area that are envisioned to have unique character and development standards.

To determine the standards which apply to a particular property:

- On the Regulating Plan, identify the Subdistrict in which the property is located.
- Consult the Subdistrict Standards section for the development standards relevant to the Subdistrict.
- Consult the General Standards section for guidance on development standards for all Subdistricts.

Section I: Introduction

Compliance, Modifications and Design Review

Compliance

All provisions of the Metro Zoning Code shall apply, unless otherwise addressed by the River North UDO standards. The UDO standards shall apply as follows:

New Development:

Full Compliance with all standards of the UDO.

An addition to the square footage of the existing building:

The addition shall be in compliance with applicable standards of the UDO and shall not increase any degree of non-conformity.

A new structure on a lot with existing building(s):

The new structure shall be in compliance with applicable standards of the UDO and shall not increase any degree of non-conformity.

Signage Compliance:

Signage is per base Zoning District with review via the Codes Department.

Redevelopment of existing riverfront buildings:

For the property located on the river, commonly referred to as “Cherokee Marine,” the property may be redeveloped and deviations from the UDO may be permitted via a minor modification. The development shall try, where possible, to comply with the terms of this UDO and the permitted uses in the base zoning shall apply. Nevertheless, development shall be encouraged and allowed, including deviations, so long as the overall plan is consistent with the intent and purpose of the UDO.

Inclusionary Housing

Applicants shall provide two scenarios with proposed residential development. One scenario shall illustrate the residential development entitlements provided by the underlying zoning at the time this UDO was adopted, and the second scenario shall illustrate the residential development entitlements permitted by the UDO standards.

If residential entitlements provided by the UDO standards are greater and the proposed development involves five or more residential rental units, affordable or workforce housing shall be recognized as set forth in Ordinance Nos. BL2016-133, and BL2016-342, which authorizes Metro grants to offset the provision of affordable or workforce housing units.

If the underlying zoning for the property has changed since the adoption of this UDO, applicants shall provide a third scenario showing residential entitlements provided by the current zoning with the UDO applied. If the proposed development involves five or more residential rental units, affordable or workforce housing shall be recognized as set forth in Ordinance Nos. BL2016-133, and BL2016-342, which authorizes Metro grants to offset the provision of affordable or workforce housing units, due to residential development entitlements gained through the underlying zone change.

Section I: Introduction

Modifications to the Standards

An applicant may seek modifications to the standards of this document. Any standard within the UDO may be modified, insofar as the intent of the standard is being met, the modification results in an equal or better urban design for the neighborhood, and the modification does not impede or burden existing or future development of adjacent properties.

The River North UDO, the East Nashville Community Plan, the Major Street and Collector Plan, and any other policies and regulations from governing agencies shall be consulted when considering modifications.

Modifications may be approved by Planning staff or the Planning Commission.

- Minor modifications – deviations of 20 percent or less, or minor deviations in non-numerical standards – may be approved by Planning Staff.
- Any determination made by the Planning Staff may be appealed to the Planning Commission.
- Major modifications – deviations of more than 20 percent– and major deviations from non-numerical standards may be approved by the Planning Commission.
- For modifications to overall height, the Executive Director of the Planning Department shall determine whether the developer has made reasonable efforts to use all appropriate bonuses. The Executive Director's decision may be appealed to the Planning Commission. If it has been determined that all reasonable efforts have been made to use the Bonus Height Program, the applicant shall hold a community meeting with the property owners within 300 feet, providing notice to these owners, and the Planning Commission shall review the modification request and may grant additional height for exceptional design including but not limited to unique architecture, exceptionally strong streetscape and improvements to the project's relationship to surrounding properties.

Variances and Special Exceptions

Variances and special exceptions that are not specifically for standards of the River North UDO shall follow the procedures of the applicable chapters of the Zoning Code.

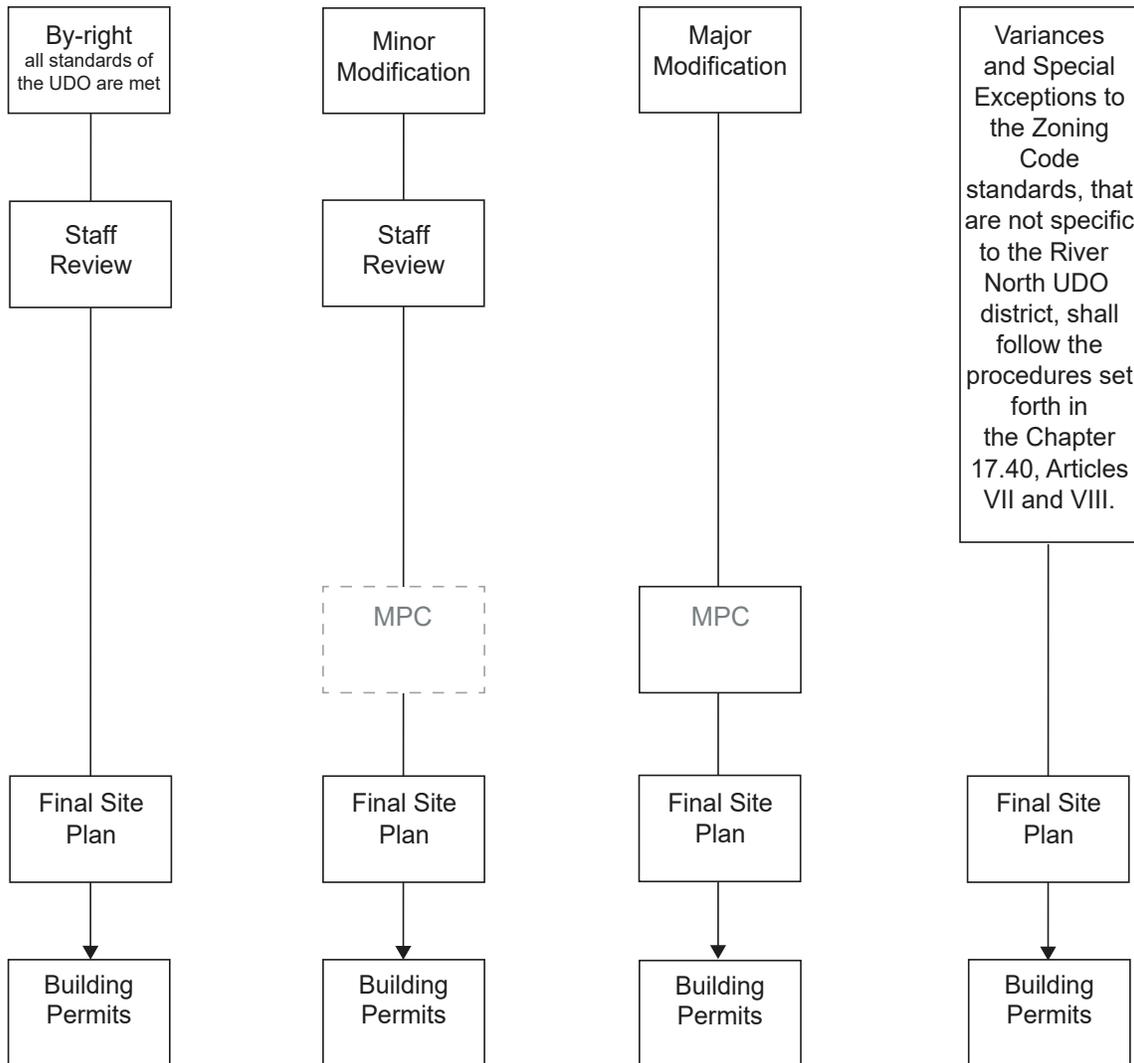
Variances and special exceptions shall not be applicable to the height standards of the UDO which are governed by the earlier procedure reference above. Standards specific to the River North UDO may be modified based on the Modifications section of this document.

Civic Buildings

For Civic Buildings within the UDO:

- The Metro Planning Commission or its designee shall make the final determination of compliance with the UDO standards.
- Civic Buildings within the River North UDO shall be iconic, shall not be prototypical design, and must respond to the materiality and form of the surrounding context.

Section I: Introduction



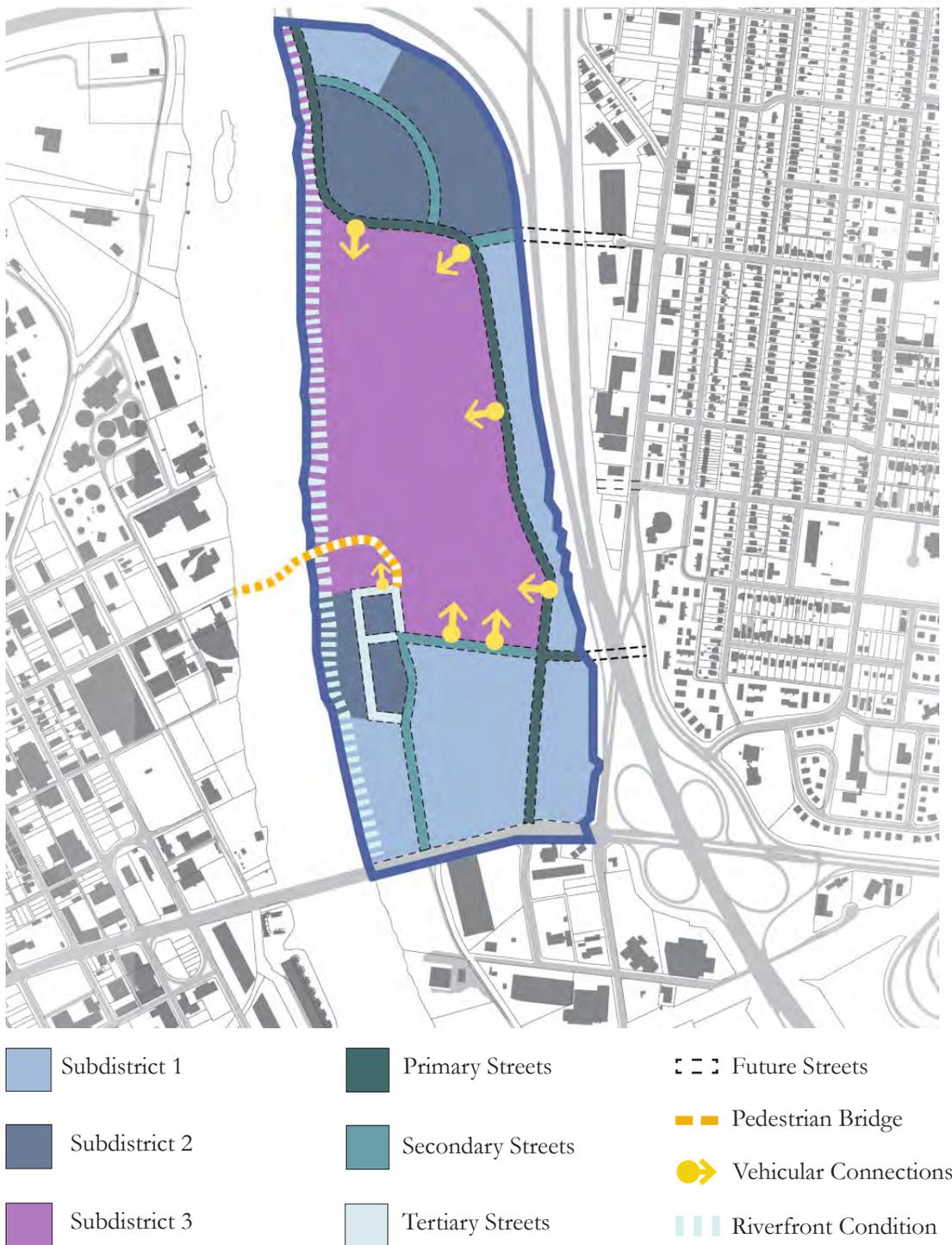
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Section II: Subdistrict Standards

Section II: Subdistrict Standards

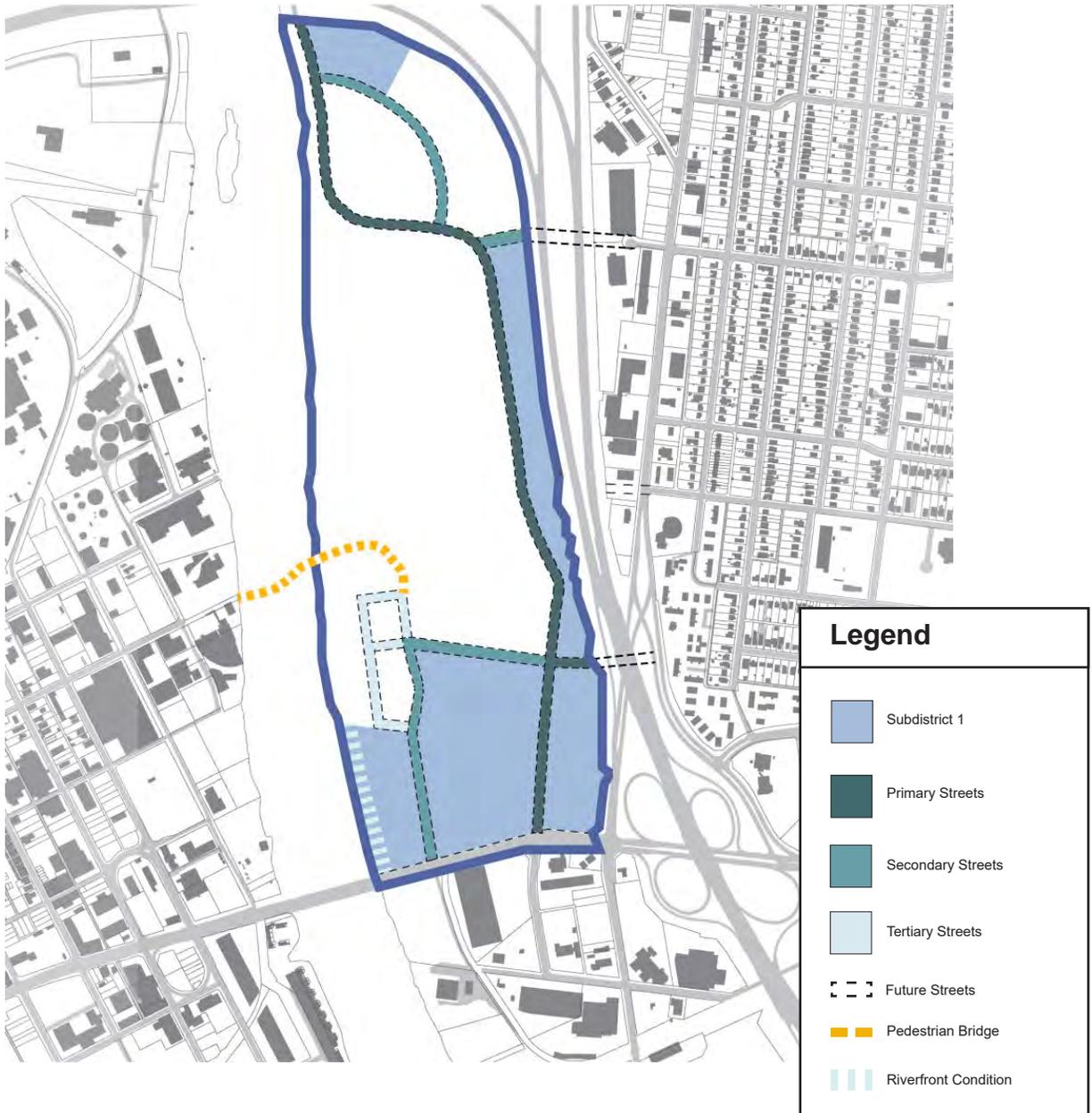
Regulating Plan

The Regulating Plan is the official zoning map of the UDO. The Regulating Plan shows the Subdistricts that govern the development standards for each property.



Section II: Subdistrict Standards

Subdistrict 1: Regulating Plan



Subdistrict 1

Section II: Subdistrict Standards

Subdistrict 1: Building Regulations

Frontage

A Build-to Zone	0'-15'
B Facade Width	
Primary Streets	60% of lot frontage min.
Secondary Street	40% of lot frontage min.
Tertiary Street	20% of lot frontage min.

Remaining lot frontage may be used for pedestrian amenities and shall not be used for parking.

C Min. building depth	15' from building facade
------------------------------	--------------------------

Height

D Min.	14'
E Max.	15 stories

Additional height available through the Bonus Height Program

Step-back *

Step-back required on all streets and Open Space

F Step-back between 1st and 8th stories for all buildings taller than 7 stories	
Min. step-back depth	15'

G

Side & Rear Setbacks

Min.	0'
-------------	----

H

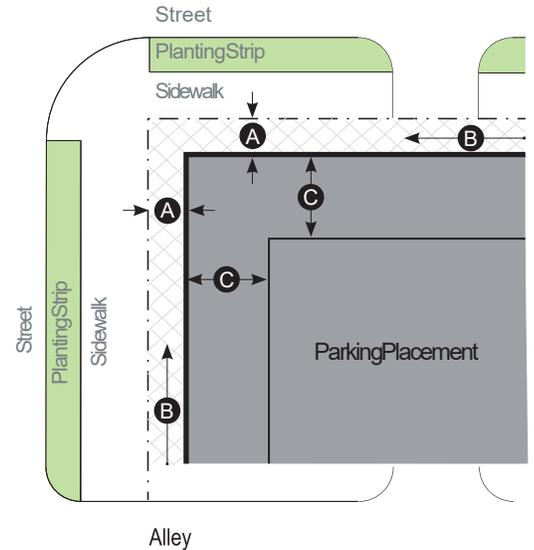
Sidewalk & Planting

Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan

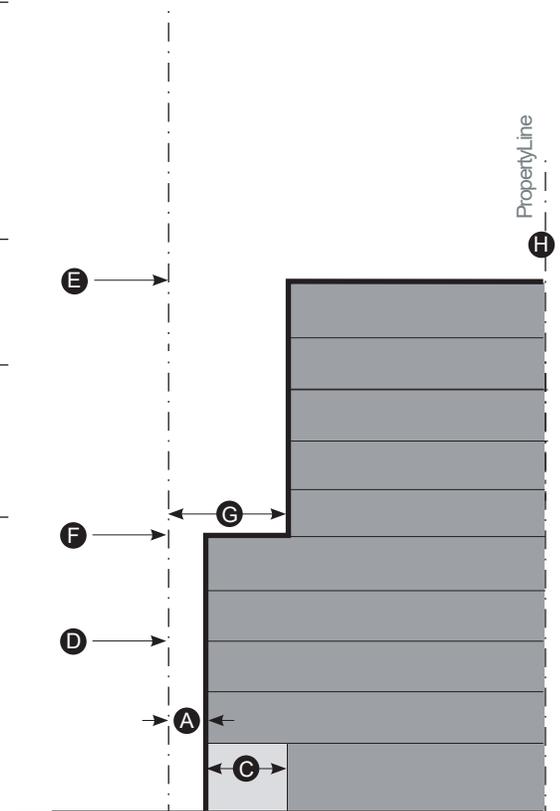
Riverfront Condition

By the 11th story, 20% min. of the total length of the Riverfront Condition frontage must be open to provide for views across the site.

* See page 30 for full description of step-back.



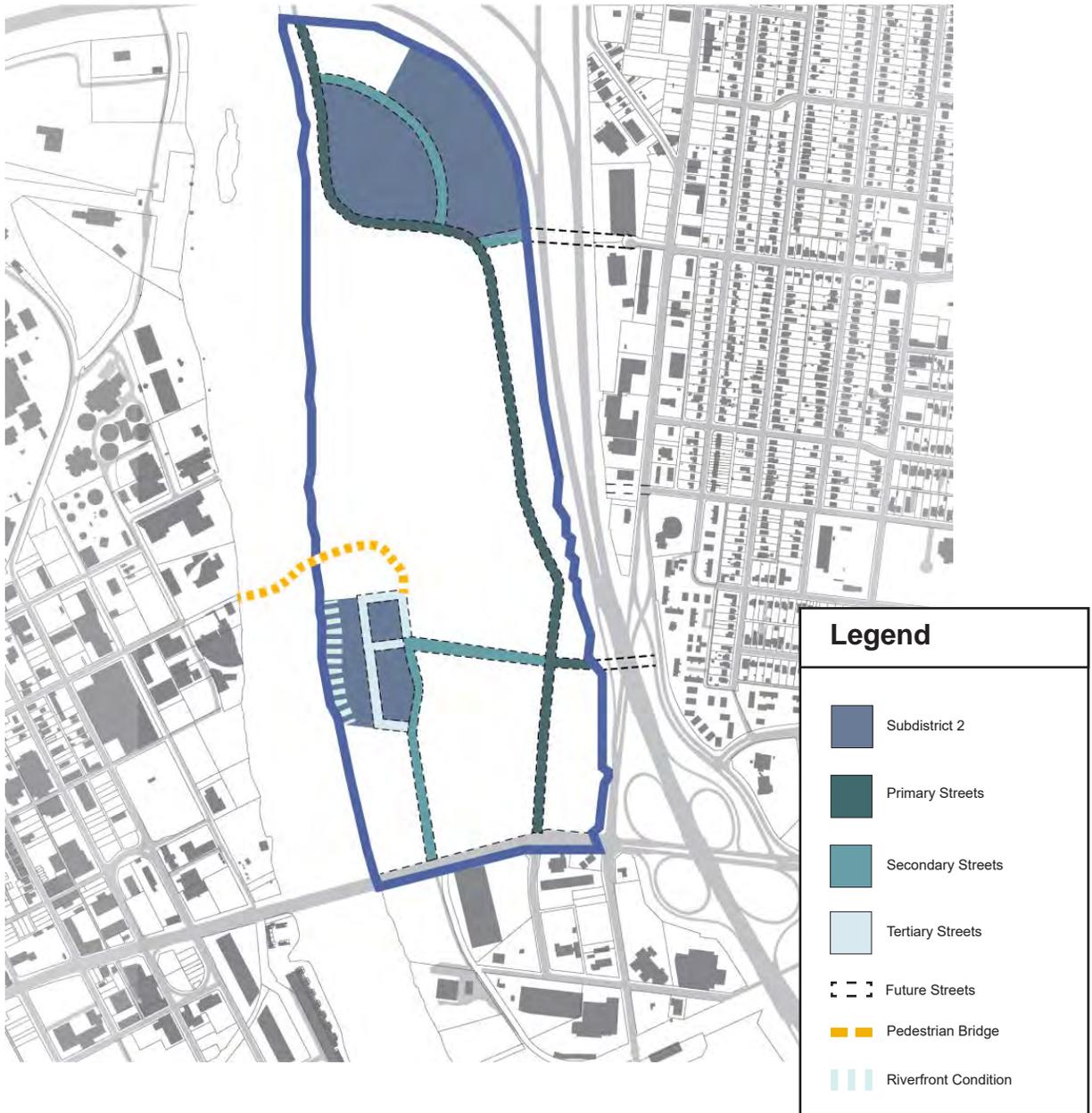
Building Plan



Building Section

Section II: Subdistrict Standards

Subdistrict 2: Regulating Plan



Subdistrict 2

Section II: Subdistrict Standards

Subdistrict 2: Building Regulations

Frontage

A Build-to Zone	0'-15'
B Facade Width	
Primary Streets	60% of lot frontage min.
Secondary Street	40% of lot frontage min.
Tertiary Street	20% of lot frontage min.
Remaining lot frontage may be used for pedestrian amenities and shall not be used for parking.	
C Min. building depth	15' from building facade

Height

D Min.	14'
E Max.	25 stories
Additional height available through the Bonus Height Program	

Step-back *

Step-back required on all streets and Open Space

F Step-back between 1st and 8th stories for all buildings taller than 7 stories	
Min. step-back depth	15'

G

Side & Rear Setbacks

Min.	0'
-------------	----

H

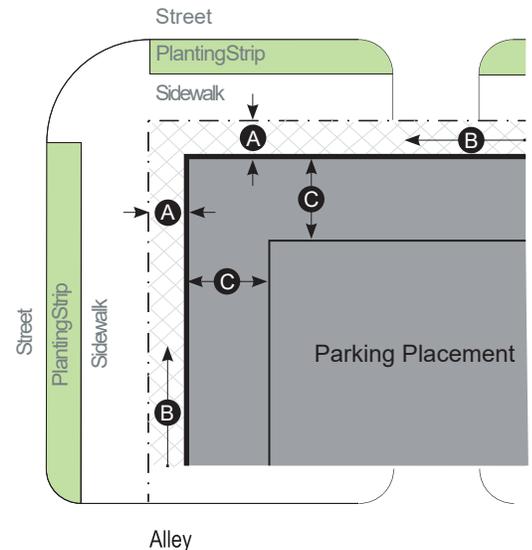
Sidewalk & Planting

Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan

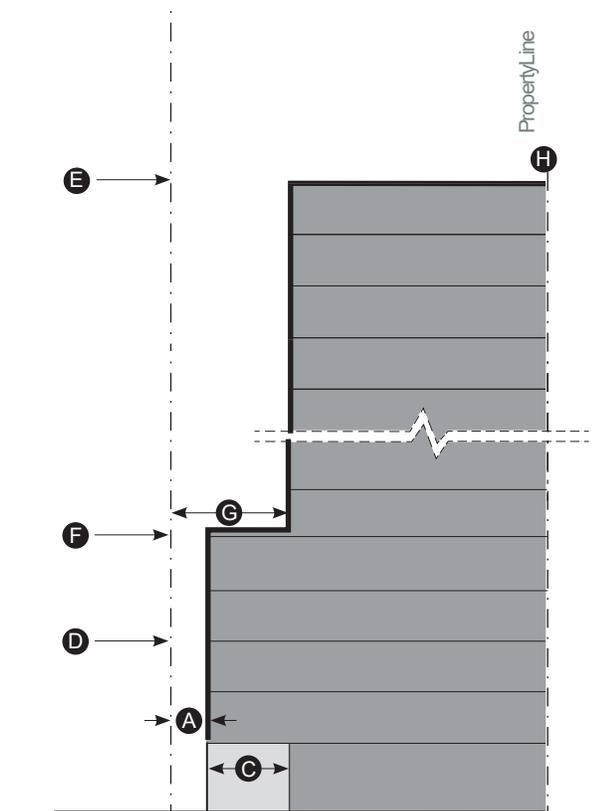
Riverfront Condition

By the 11th story, 20% min. of the total length of the Riverfront Condition frontage must be open to provide for views across the site.

* See page 30 for full description of step-back.



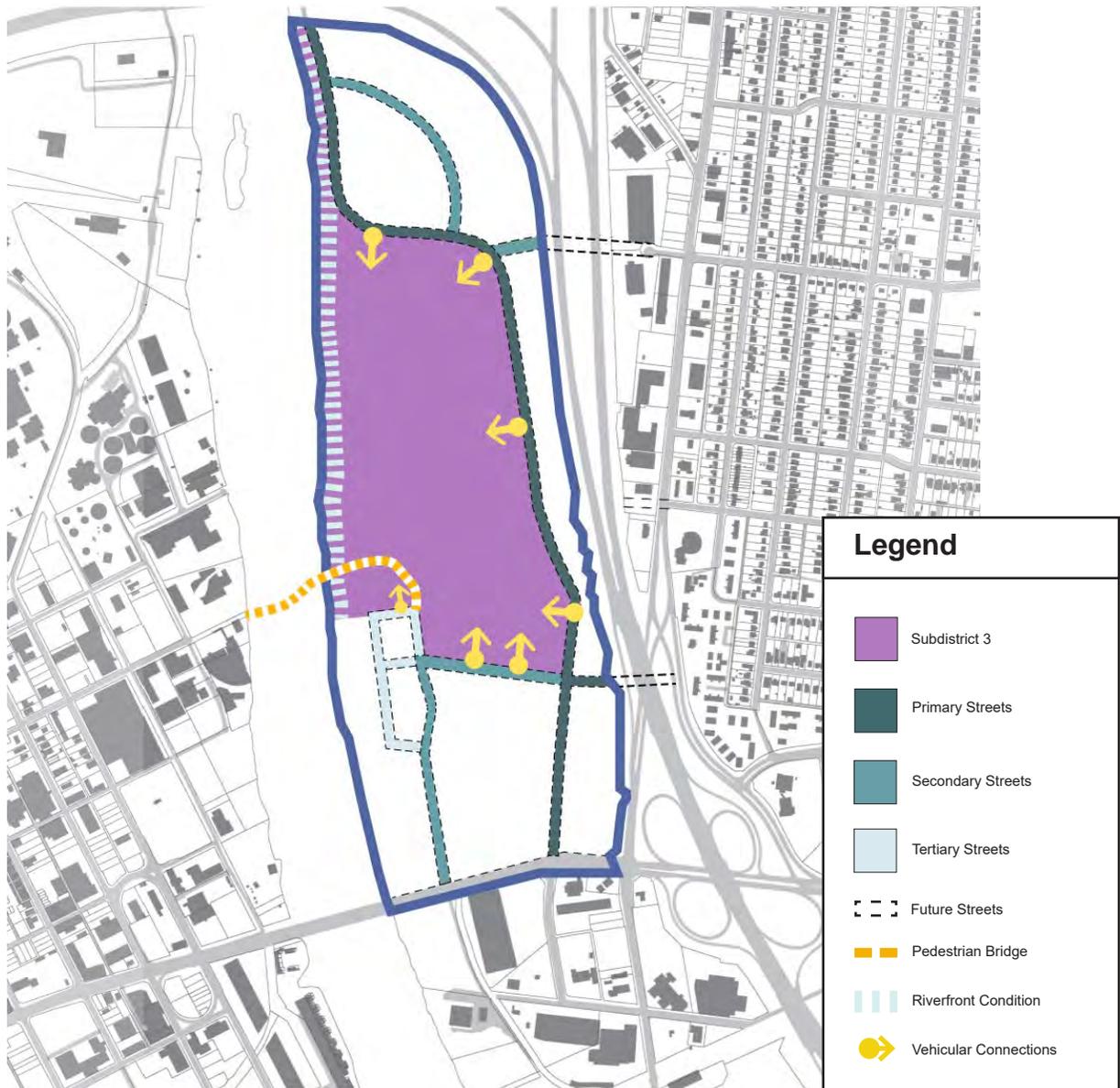
Building Plan



Building Section

Section II: Subdistrict Standards

Subdistrict 3: Regulating Plan



Subdistrict 3

Open Space Strategy

The Cumberland River is Nashville's most significant natural resource. The open space framework for Subdistrict 3 prioritizes policy objectives to re-center the river as a public amenity and bolster flood resiliency by making room for the river. By integrating green infrastructure, native plantings, and habitat-supportive landscapes within this urban context, the subdistrict contributes to the broader ecological network while providing accessible public amenities. Development within Subdistrict 3 encourages enhanced biodiversity and incorporates ecological restoration strategies where feasible, creating a resilient urban landscape that serves both community and environmental goals.

Section II: Subdistrict Standards

Subdistrict 3: Building Regulations

Frontage

Min. building depth	15' from building facade*
Build-to Zone	None Required
Facade Width	None Required
Building Setbacks	None Required
Step-Back	None Required

Height

Min.	14' *
Max.	15 stories
Max. Floor to Floor	25'

Measurement of Height

Building height shall be measured from the ground floor. Where floor to floor height exceeds 25', story shall be counted as two building stories for the purposes of overall building height calculations.

Finished Floor Elevation

Ground floor finished floor elevation (FFE) to be a maximum of 20' above the FEMA designated 100 Year Flood Elevation. Variances in FFE for the subdistrict are subject to approval by Metro Planning.

Impervious Surface Ratio (ISR)

Max.	0.60
------	------

Riverfront Condition

By the 11th story, 20% min. of the total length of the Riverfront Condition frontage must be open to provide for views across the site.

* Does not include Accessory Structures.

Section II: Subdistrict Standards

Subdistrict 3: Building Regulations

Secure Boundary

A secure boundary is a physical barrier, such as a fence or body of water, delineating publicly accessible space from private development area. When utilized, fence shall be a maximum of 10' in height measured from adjacent grade. Fence shall not be located within or encroach upon the public right-of-way or any public access easements.

All fences and gates at the secure boundary shall provide an average of 30% opacity unless otherwise approved by Metro Planning staff. Refer to p. 28 for more information on fence height and placement.

Transition Zone

The Transition Zone is the area within the secure boundary. Where building ground floor finished floor elevation (FFE) is elevated compared to the adjacent grade of the public right-of-way (ROW), the Transition Zone shall function as a grade transition using sloped topography and landscape planting, minimizing the use of retaining walls. Proposed grade elevation may vary along exterior building facade within Transition Zone.

Pedestrian Entrances

Pedestrian entrances to buildings located within Secure Boundary shall be exempt from all requirements for pedestrian entrances in the General Standards.

Sidewalk & Planting

Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan or as otherwise approved by NDOT and Metro Planning staff.

Within Subdistrict 3, Multi-Modal Paths serve as "Green Connections" per General Standards requirements for open spaces. Multi-Modal Path to be a minimum of 14' wide.

Multi-Modal Paths shall be located within public ROW where possible. An access easement shall be provided if the Multi-Modal Path is located on private property. Final layout subject to Metro Planning and NDOT staff approval.

Section II: Subdistrict Standards

Subdistrict 3: Building Regulations

Structured Parking

Open structured parking may be utilized as a resilient building solution to allow water movement through the site in flood conditions. Where parking is not below grade, Subdistrict 3 utilizes the Innovative Design approach per General Standards for Garage Treatment to visually obscure exposed structured parking from the public right-of-way. Strategies shall include a variety of screening methods, including landscape berms, vegetation, and architectural features such as colonnades, landscape terraces, and building overhangs.

Where open structured parking forms the building facade edge and vegetation is utilized as the primary screening method, plant quantities per 100 linear feet of structured parking façade along public right-of-way shall be equivalent to quantities per D-1 buffer per Section 17.24.240D of the Metro Code.

Accessory Structures

Accessory Structures are outbuildings, including but not limited to guard houses, outdoor pavilions, or similar structures, that serve ancillary needs for the primary buildings. An Accessory Structure shall be a maximum of 25' tall and 5,000 s.f. in total area. Non-residential spaces may have finished floor elevations below the FEMA designated 100 year flood elevation.

Screening within Utility Easements

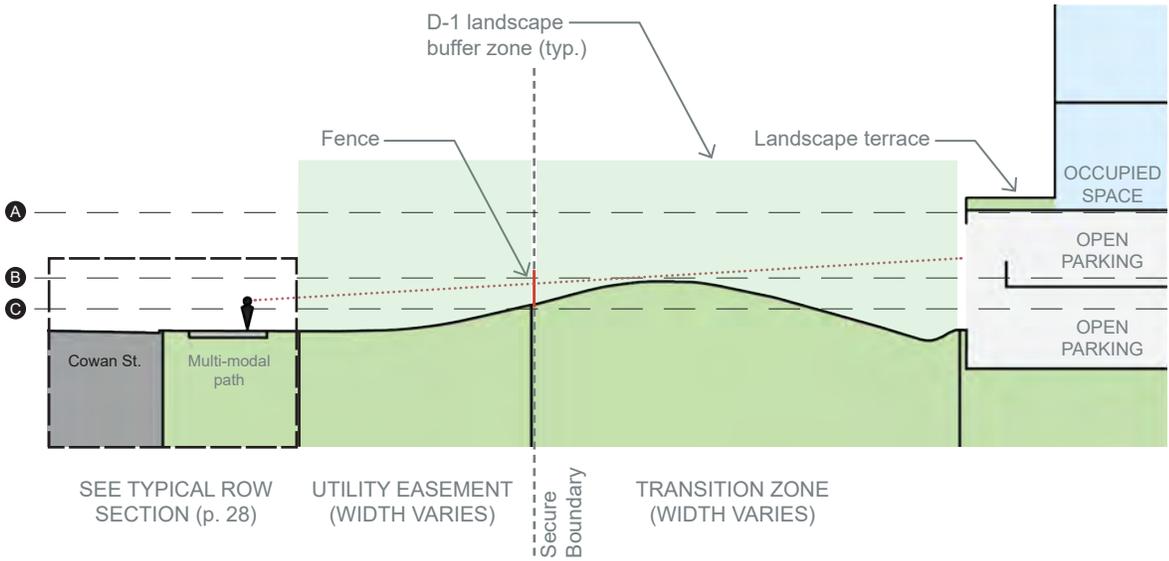
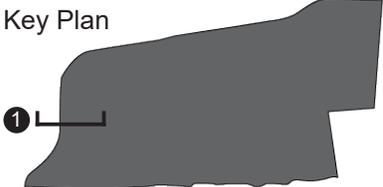
All berming and landscape planting within utility easements is subject to Metro Planning and utility staff approval.

Section II: Subdistrict Standards

Subdistrict 3: Site Sections

Section 1 : North side of Subdistrict 3 at Cowan St.

- A** BLDG. GROUND FLOOR FFE (Max. 20' + 100 YR. FLOOD)
- B** MWS FLOOD OF RECORD (421.0')
- C** FEMA 100 YR. FLOOD

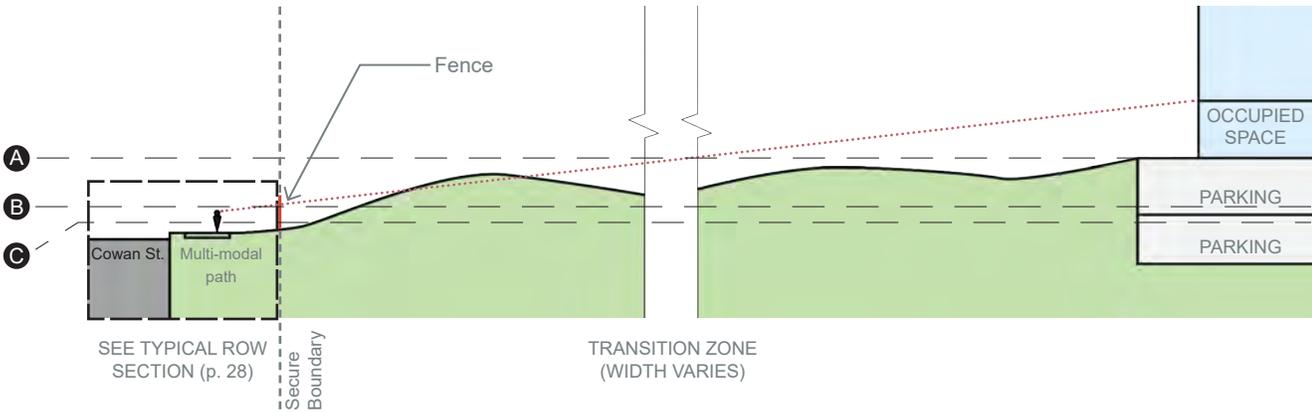
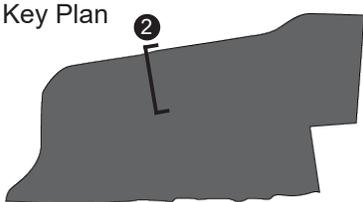


Section II: Subdistrict Standards

Subdistrict 3: Site Sections

Section 2: East side of Subdistrict 3 at Cowan St.

- A BLDG. GROUND FLOOR FFE (Max. 20' + 100 YR. FLOOD)
- B MWS FLOOD OF RECORD (421.0')
- C FEMA 100 YR. FLOOD



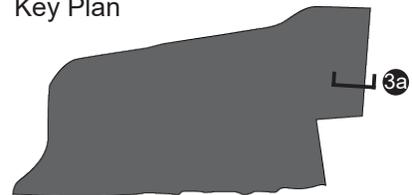
Section II: Subdistrict Standards

Subdistrict 3: Site Sections

Section 3a: Commercial frontage at Marine Dr.

- A MWS FLOOD OF RECORD (421.0')
- B MWS COMMERCIAL ELEVATION (MIN. 100 yr + 1)
- C FEMA 100 YR FLOOD

Key Plan



NOTES

1. A MINIMUM OF ONE PEDESTRIAN ENTRY SHALL BE PROVIDED ALONG EACH PRIMARY BUILDING FAÇADE FRONTING THE PUBLIC ROW.
2. PRIVATE DEVELOPMENT ZONE SHALL INCORPORATE AT LEAST 6 FEET OF PUBLICLY ACCESSIBLE SPACE AS A BUFFER BETWEEN THE MULTI-MODAL PATH AND THE PRIVATE DEVELOPMENT ZONE. PRIVATE SEATING AREAS AND RELATED SERVICE ACTIVITY SHALL NOT IMPEDE THIS BUFFER ZONE.

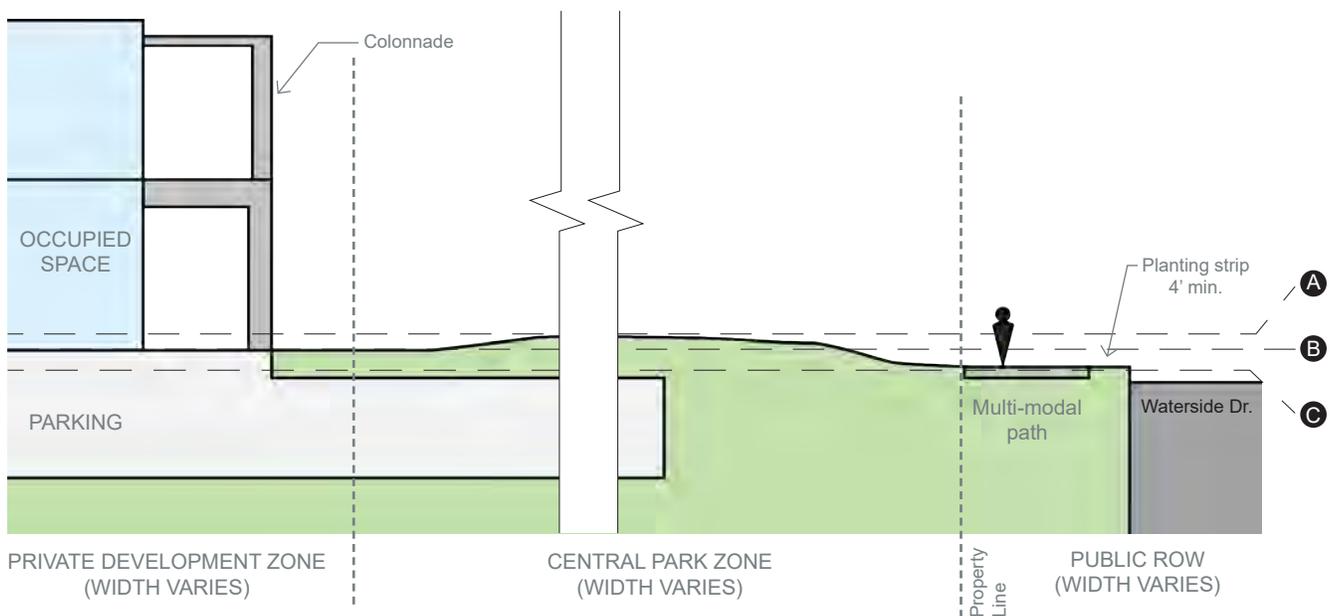
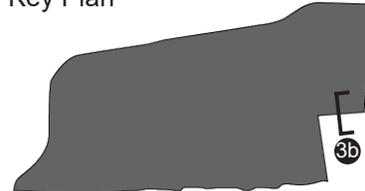
Section II: Subdistrict Standards

Subdistrict 3: Site Sections

Section 3b: Commercial frontage at Waterside Dr.

- A MWS FLOOD OF RECORD (421.0')
- B MWS COMMERCIAL ELEVATION (MIN. 100 yr + 1)
- C FEMA 100 YR FLOOD

Key Plan



NOTES

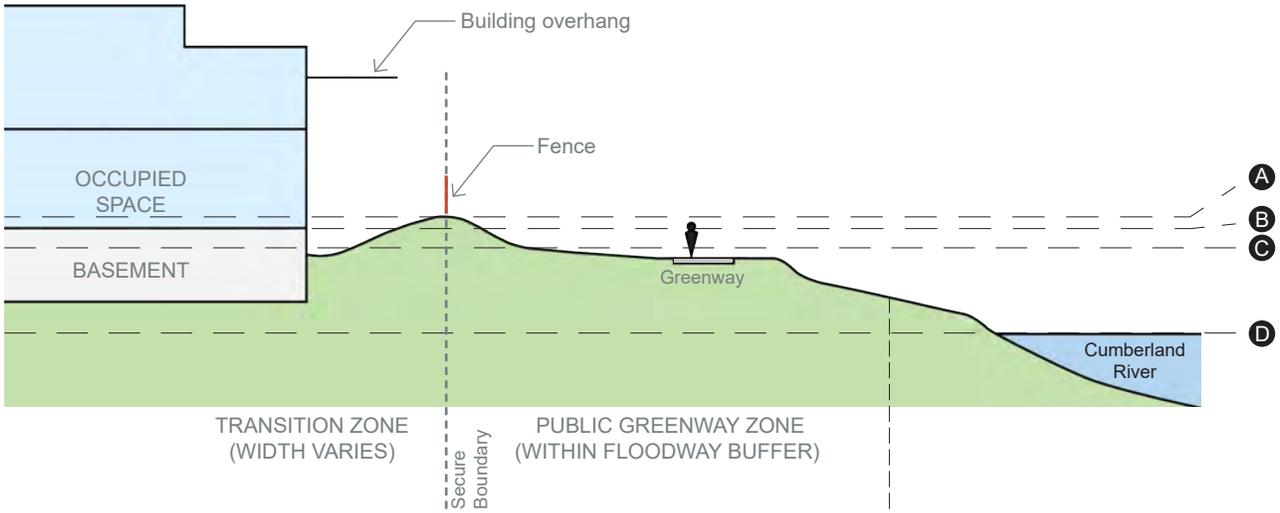
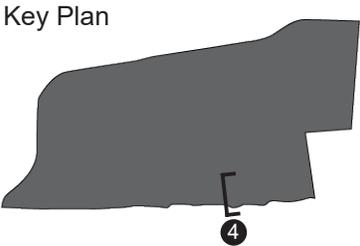
1. A MINIMUM OF ONE PEDESTRIAN ENTRY SHALL BE PROVIDED ALONG EACH PRIMARY BUILDING FAÇADE FRONTING THE PUBLIC ROW.
2. CENTRAL PARK ZONE SHALL BE ADJACENT TO A MULTI-MODAL PATH CONNECTION FROM MARINE DR. TO THE RIVERFRONT GREENWAY. FINAL LOCATION AND LAYOUT SUBJECT TO METRO PLANNING AND NDOT STAFF APPROVAL.
3. ALL ACTIVITIES WITHIN CENTRAL PARK SHALL COMPLY WITH REQUIREMENTS FOR PRIORITY ELEMENTS AND AMENITIES PER CENTRAL PARK GENERAL STANDARDS (SEE P. 64 FOR MORE INFORMATION). PRIVATE SEATING AREAS AND RELATED SERVICE ACTIVITY SHALL BE LIMITED TO THE PRIVATE DEVELOPMENT ZONE. PRIVATE ZONE MAY VARY IN WIDTH ALONG BUILDING FACADE WHILE PROVIDING FOR A MIN. 2 ACRE CENTRAL PARK.
4. CENTRAL PARK SHALL PROVIDE GENEROUS SEATING OPPORTUNITIES AND COMPLY WITH ADA REGULATIONS.
5. THERE SHALL BE A MATERIAL DELINEATION BETWEEN THE PRIVATE DEVELOPMENT ZONE AND THE CENTRAL PARK.

Section II: Subdistrict Standards

Subdistrict 3: Site Sections

Section 4: Riverfront at southwest corner of Subdistrict 3

- A MWS FLOOD OF RECORD (421.0')
- B BLDG. GROUND FLOOR FFE (Max. 20' + 100 YR. FLOOD)
- C FEMA 100 YR. FLOOD
- D NORMAL POOL (385')



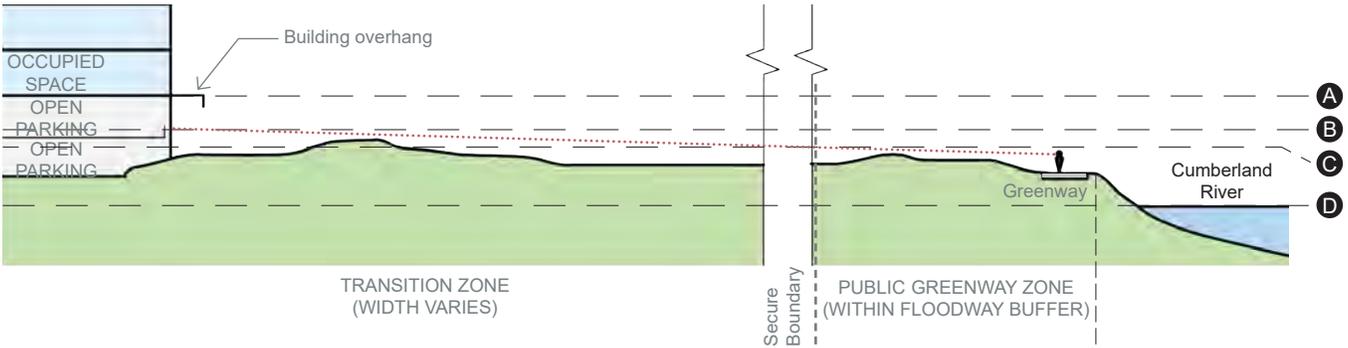
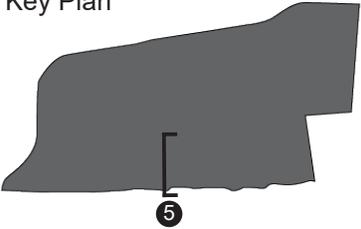
Section II: Subdistrict Standards

Subdistrict 3: Site Sections

Section 5: Riverfront at west side of Subdistrict 3

- A BLDG. GROUND FLOOR FFE (Max. 20' + 100 YR. FLOOD)
- B MWS FLOOD OF RECORD (421.0')
- C FEMA 100 YR. FLOOD
- D NORMAL POOL (385')

Key Plan



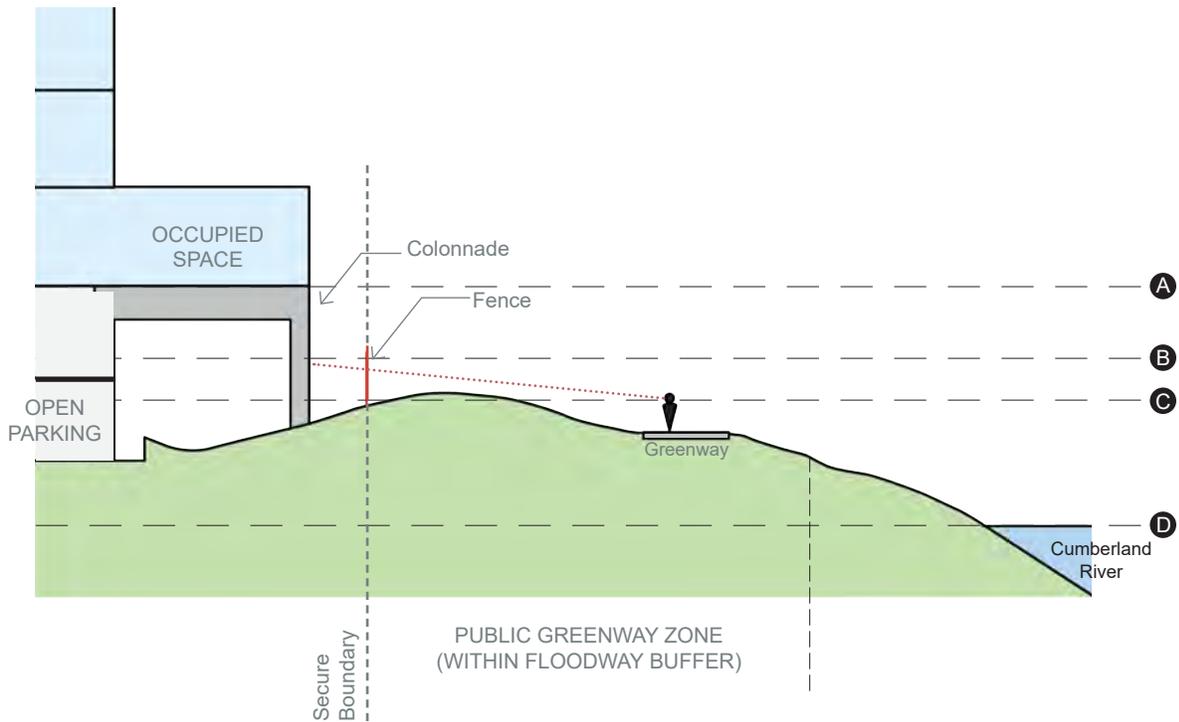
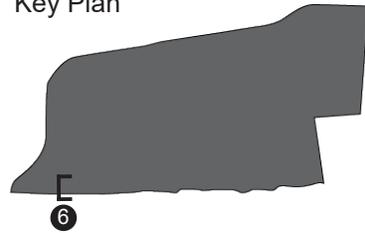
Section II: Subdistrict Standards

Subdistrict 3: Site Sections

Section 6: Riverfront at northwest corner of Subdistrict 3

- A BLDG. GROUND FLOOR FFE (Max. 20' + 100 YR. FLOOD)
- B MWS FLOOD OF RECORD (421.0')
- C FEMA 100 YR. FLOOD
- D NORMAL POOL (385')

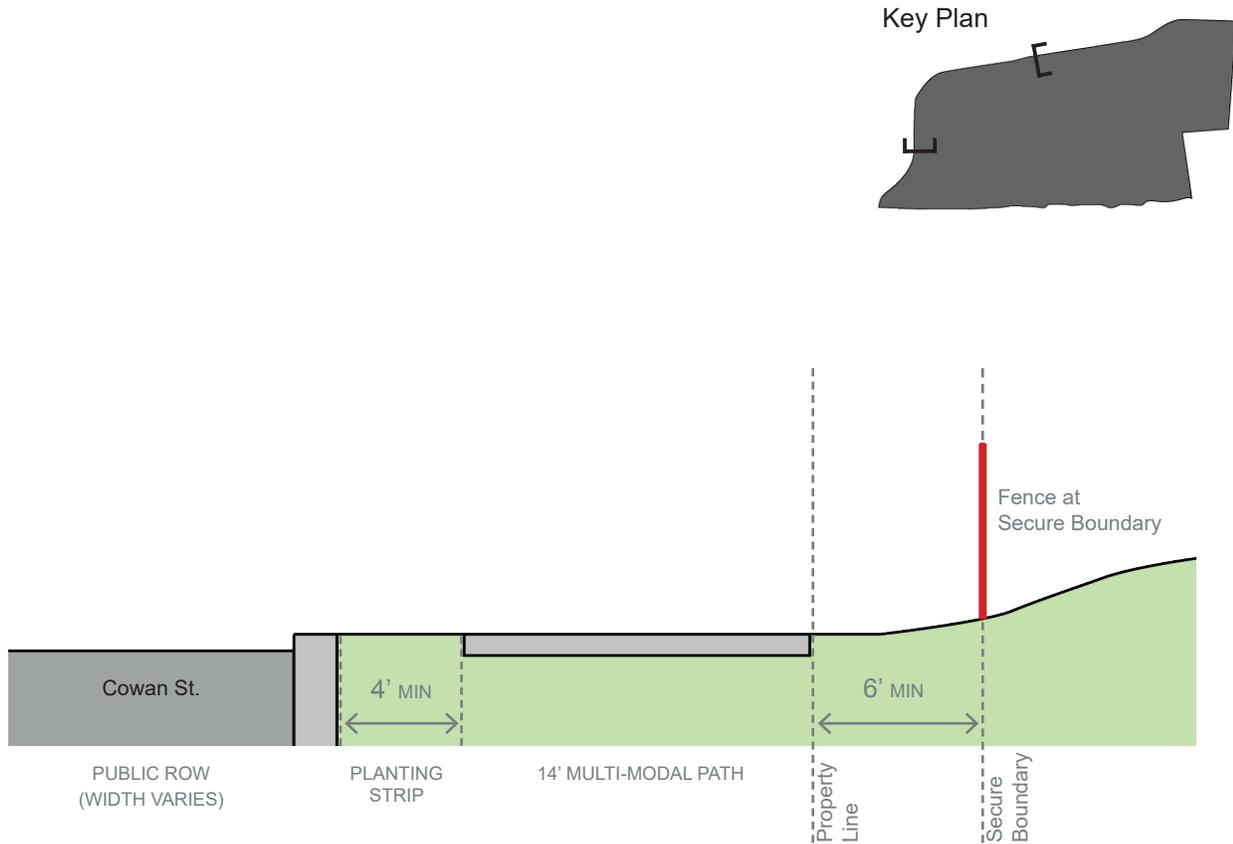
Key Plan



Section II: Subdistrict Standards

Subdistrict 3: Site Sections

Section: Typical Right of Way (ROW) at Cowan St.



NOTES

1. MINIMUM 4' PLANTING STRIP FROM BACK OF CURB TO EDGE OF MULTI-MODAL PATH.
2. MINIMUM 6' BUFFER FROM EDGE OF MULTI-MODAL PATH TO SECURITY FENCE AT EDGE OF SECURE BOUNDARY.
3. FENCE HEIGHT SHALL BE MEASURED FROM ADJACENT GRADE. WHERE SECURITY FENCE IS LOCATED 6-15' FROM ROW OR GREENWAY, FENCE SHALL BE A MAXIMUM OF 6' TALL. WHERE FENCE IS MORE THAN 15' FROM ROW OR GREENWAY, FENCE MAY BE A MAXIMUM OF 10 FEET.

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Section III: General Standards

General Standards

Where any Subdistrict specific regulation is in conflict with a regulation contained in the General Standards, the Subdistrict specific regulation shall take precedence.

Measurement from “Grade”

- Unless otherwise indicated, reference to measurements of height shall be calculated using the average elevation along the public right-of-way fronting the property. Thus, grade will generally be measured from the public sidewalk, not from grade on site.
 - When buildings are set back from the property line more than 15 feet, grade shall be measured as the average **proposed** elevation at the building façade.
- In the event that the base flood elevation, as established by FEMA, is higher than the sidewalk or grade elevations, the height of the first story, shall be measured from 1 foot above the base flood elevation.

Measurement of Height

- Unless otherwise specified herein, the height of buildings shall be measured in stories.
- The maximum height for an individual story shall not exceed 25 feet from finished floor to finished floor for each of the first 2 stories, 18 feet floor to floor above the second story, and 25 feet for the top story of buildings greater than 5 stories.
- Where a parking liner exists, 2 liner stories shall be counted as a single story, and any number of parking levels may be concealed behind it.
- The maximum height for a raised foundation in Subdistricts 1 & 2 is 6 feet above grade. Subdistrict 3 is exempt from this requirement.
- Basements are not considered stories for the purposes of determining building height.
- Building height shall be measured from each Street Frontage (excluding alleys) or Open Space.

Base Zoning Clarifications

- All properties within the UDO shall be exempt from the Floor Area Ratio (FAR) requirements of the underlying base Zoning districts.
- All properties within the UDO shall be exempt from the Height Control Plane, height limitations, Step-back, and front, rear, and side Setback requirements of the underlying base Zoning districts (including Height Control Planes from adjacent residential districts).
- Impervious Surface Ratio is per the base Zoning District unless otherwise indicated.
- There is no minimum lot size within the UDO.
- Landscaping standards and required buffers shall be controlled by the standards of this document and are exempt from the requirements of the base Zoning districts.
- Plans within the River North UDO shall comply with the Metro Tree Ordinance Standards.

Step-backs

- Within the River North UDO, the step-back is defined as the required minimum distance the upper stories of a building must be stepped back from the outer edge of the build-to-zone, along all applicable frontages.
- To allow for massing variation, stories within the range may be permitted to step-back to a lesser extent or not at all, so long as the minimum step-back depth is met by the required step-back story.

Section III: General Standards

General Standards

Frontages

A Frontage is the specific way in which the building face addresses the street. It is the transition and interaction between the private and public realms. Building Frontages define the character and form of the public spaces within each neighborhood. The following standards shall apply to all development within the River North UDO.

- Buildings shall front a street (excluding alleys), open space, and/or a pedestrian passage.
- Facade Width
 - The minimum facade width is the minimum amount of the frontage that must be defined by a building, and is designated as a percentage of the frontage.
 - Every property shall establish one Principal Frontage along a street.
 - When a lot fronts more than one street the following priority shall be given when establishing the Principal Frontage: Primary Street, Secondary Street, Tertiary Street, Other Street.
 - In the instance a property fronts multiple Primary Streets, any may be chosen as the Principal Frontage.
 - Along a Minor Frontage, modifications may be granted for the reduction of ground level garage Liners and or glazing requirements.
 - For parcels larger than [1] Acre in size, frontage requirements may be further reduced by minor modification.
- Open Space Frontages
 - Facade width and active use requirements shall apply to these frontages the same as a street frontage.
 - All buildings fronting open space shall have a minimum of one primary pedestrian entrance on the open space.

Section III: General Standards

General Standards

Build-to Zone

- The Build-to Zone is the specified depth along a property's street frontage(s) in which the required minimum facade width must be located.
- Depending on site conditions, the front of the Build-to Zone may begin at different locations.
 - When the existing streetscape and sidewalk meets with the Major and Collector Street Plan, the Build-to Zone begins at the back of the required streetscape (including sidewalk zones).
 - When the existing streetscape and sidewalk does not meet with the Major and Collector Street Plan, the sidewalk shall be widened on site and the Build-to Zone begins at the back of the new streetscape (including sidewalk zones).
 - When utility or pedestrian easements exist along the street frontage of a property, the Build-to Zone shall begin at the back of the easement.
 - When buildings front an Open Space, the Build-to Zone shall begin at the back of the Open Space.
- Attachments
 - Structures, including porches, stoops, and balconies may encroach into the Build-to Zone.
 - Elements such as stairs, awnings, and landscaping may encroach beyond the Build-to Zone. Any encroachments into the right-of-way must follow the Mandatory Referral process.
- When calculating the minimum facade width, access to structured parking shall not be counted as part of the required facade width, and access to surface parking shall not be counted part of the required facade width. That is, access to surface parking is allowed in the "remaining" area, after the facade width requirement has been met.

Entrances

- All buildings shall have at least one direct functional pedestrian entrance, along the principal frontage. This may be access to a lobby shared by individual tenants.
 - Whether opening to the circulation network or other public space, the functional entry must be connected to a sidewalk or equivalent provision for walking.
- Buildings with multiple ground floor commercial tenants shall provide at least one direct pedestrian entrance for each tenant space oriented to the frontage, or submit a shared access plan for staff review.
- Corner entrances are appropriate on corner lots.

Section III: General Standards

General Standards

Active Use

- An active ground floor use requirement shall mean a habitable space occupied by retail, office, residential, institutional or recreational uses, specifically excluding parking and mechanical uses. Minimum 15 feet in depth.
- Active uses are those programmed spaces that generate pedestrian street activity and interaction. Hallways, storage rooms, fitness centers, and other ancillary spaces shall not qualify as an active use.
- An active use is required on the ground floor of all streets, open spaces and greenways other than Tertiary streets.
- The term “active use” and ground level “building liner” are synonymous.
- Active ground floor uses must match the facade width percentage requirements. For example, if 60% facade width min. is required along a lot’s frontage, then 60% min. of the lot’s frontage must also consist of an active ground floor use.

Glazing and Massing

- Openings for vehicular access to parking structures on the first floor shall be included in calculation of total facade area.
- All street and open space level exterior windows must have a minimum light transmission of 60%.
 - Modifications may be permitted in so far as it is determined that tinting does not substantially diminish the effect of the building wall or the pedestrian character of the street.

Section III: General Standards

Frontage Types: Storefront Frontage

The Storefront Frontage has a limited Build-to Zone that is close to the street or open space, with building entrances accessible at sidewalk grade. The Storefront Frontage has substantial glazing on the facade at ground level, space for pedestrian-oriented signage, awnings, retail display, and other design features conducive with creating an active commercial streetscape.

The Storefront Frontage is commonly used for general commercial, office, retail, restaurant, lobby, etc.



Section III: General Standards

Frontage Types: Storefront Frontage

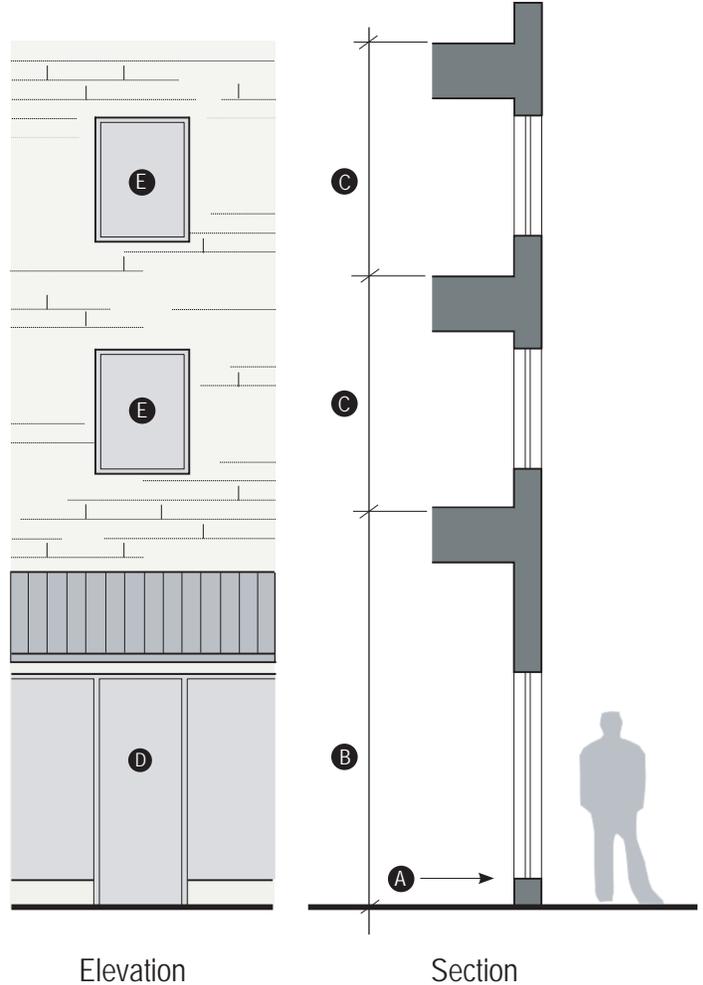
Storefront Frontage

A Max. sill height	3 ft
B Min. ground floor height	14 ft from grade
C Min. upper floor(s) height	10 ft floor to floor
D Min. ground floor glazing*	Principal Frontage 40% floor to floor Minor Frontage 30% floor to floor
E Min. upper floor(s) openings	25% from floor to floor

Notes

Where Storefront frontage is allowed, modifications may be given to allow for a Storefront arcade. All Storefront Frontage standards shall be met on the facade behind the arcade.

*All grade-level retail shall provide clear vision glass between 3' and 8' above grade for a minimum of 60% of its frontage area.



Section III: General Standards

Frontage Types: Stoop Frontage

The Stoop Frontage has a limited to moderate Build-to Zone with the first floor elevated from the sidewalk grade. This frontage type utilizes a stoop - a small landing connecting a building entrance to the sidewalk by a stair or ramp - to transition from the public sidewalk or open space into the building.

Stoops are generally provided externally, but may be provided internally as necessitated for ADA compliance.

The Stoop Frontage is generally used for residential and live-work buildings, but may be appropriate for other uses.



Section III: General Standards

Frontage Types: Stoop Frontage

Porch Frontage

A First floor elevation

Min.	24" from grade
Max.	5 ft from grade

B Min. ground floor openings 30% floor to floor

C Min. upper floor(s) openings 25% from floor to floor

Stoop

- D** Min. porch depth 5 ft
- E** Stoops may extend into the Build-to Zone.
- F** Steps may extend into the Build-to Zone, but may not encroach into the public Right-of-Way.

Notes

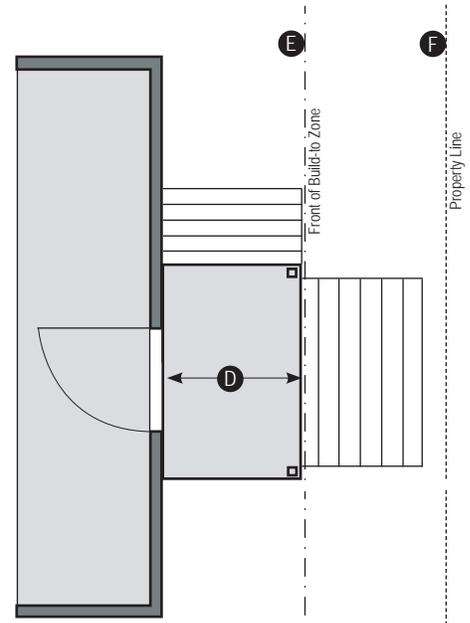
Greater first floor elevation allowed by modification for:

- Property with significant elevation change across the site at the street frontage.
- Development that incorporates below grade basement floors that are accessible from the exterior of the building.

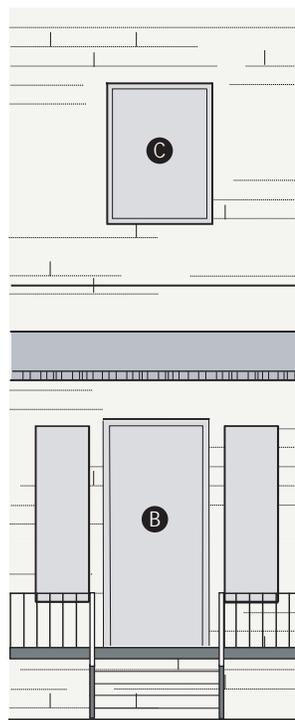
Transition to first floor elevation may be accommodated on the interior of the building to allow for compliance with ADA accessibility requirements.

Entries shall not be recessed more than 4 feet from the facade of the building.

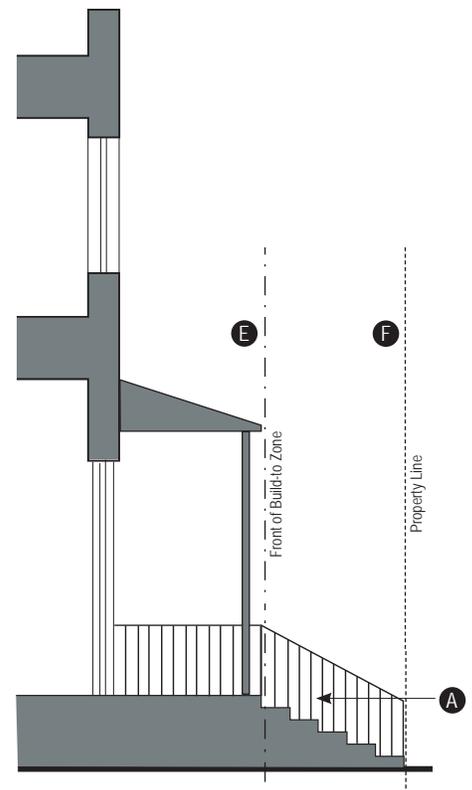
Doors shall face the street.



Plan



Elevation



Section

Section III: General Standards

Frontage Types: Porch Frontage

The Porch Frontage has a moderate Build-to Zone with the first floor elevated from the sidewalk grade. The Porch Frontage utilizes a porch - an open air room appended to the mass of a building with floor and roof but no walls on at least two sides - to transition from the public sidewalk or open space into the building.

The Porch Frontage is primarily used for residential buildings.



Section III: General Standards

Frontage Types: Porch Frontage

Porch Frontage

A First floor elevation

Min.	18" from grade
Max.	5 ft from grade

B Min. ground floor openings 30% floor to floor

C Min. upper floor(s) openings 25% from floor to floor

Porch

- D** Min. porch depth 5 ft
- E** Porches may extend into the front of the Build-to Zone.
- F** Steps may extend into the Build-to Zone, but may not encroach into the public Right-of-Way.

Notes

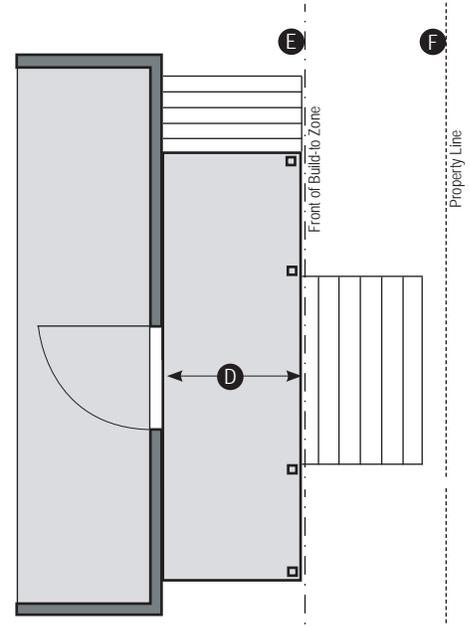
Greater first floor elevation allowed by modification for:

- Property with significant elevation change across the site at the street frontage.
- Development that incorporates below grade basement floors that are accessible from the exterior of the building.

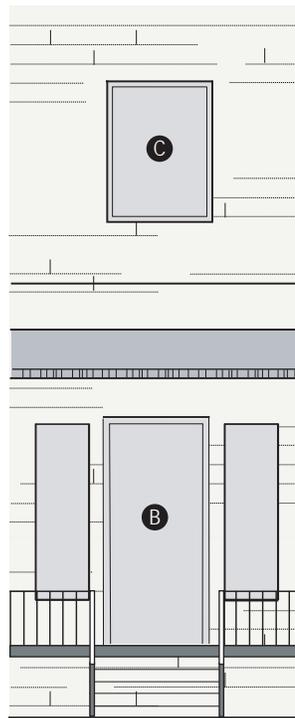
Transition to first floor elevation may be accommodated on the interior of the building to allow for compliance with ADA accessibility requirements.

Entries shall not be recessed more than 4 feet from the facade of the building.

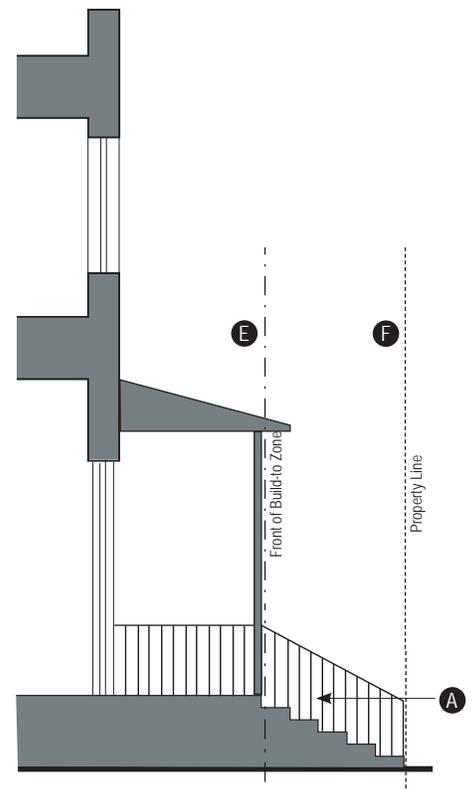
Doors shall face the street.



Plan



Elevation



Section

Section II: General Standards

Frontage Types: Civic Frontage

Civic buildings are designed and constructed for community use or benefit by governmental, cultural, educational, public welfare, or religious organizations. Civic buildings are inherently unique structures that present opportunities for unusual and iconic design within the urban fabric.

Civic buildings should be designed with prominence and monumentality.

A Civic building shall be oriented to streets and public spaces and follow the intent of the particular subdistrict in which it is located with regard to pedestrian orientation, massing, and articulation.

Key architectural features should act as community focal points. Where possible, street axes should be terminated by the primary building form or architectural feature. Towers, spires, and other vertical forms are encouraged.

Civic buildings may include the following: community buildings, libraries, post offices, schools, religious institutions, publicly owned recreational facilities, museums, performing arts buildings, and municipal buildings.

Civic buildings shall be reviewed by modification pursuant to the procedure outlined on page 8 of the UDO.



Section III: General Standards

Canopies and Awnings within build-to zone

Canopies

A Clearance	
Minimum from sidewalk	8'
Maximum	25'
B Maximum projection	within 2' of curb
C Maximum canopy height	4'

Encroachments in the public right-of-way must meet Metropolitan Government's current clearance standards and be approved under the mandatory referral process prior to installation.

Awnings

A Clearance	
Minimum from sidewalk	8'
B Maximum projection	
First floor	4' from facade
Upper floors	not permitted
C Maximum awning height	5'

The name and logo of the establishment are the only advertising permitted on awnings. All shall follow the Sign Standards.

No awning shall exceed 25 feet in length.

Awnings shall not be constructed of materials that are glossy in finish.

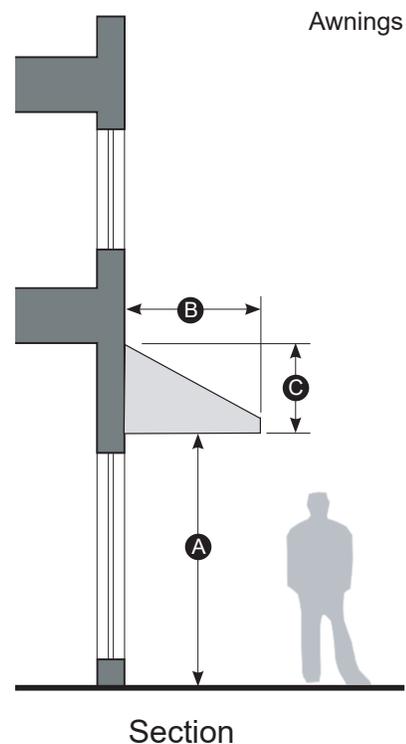
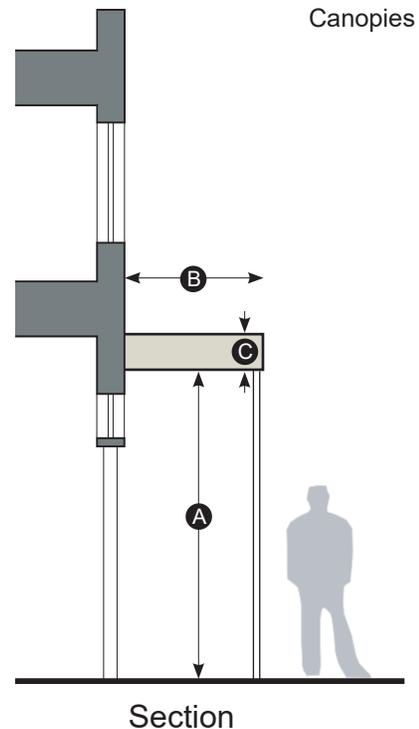
Encroachments in the public right-of-way must meet Metropolitan Government's current clearance standards and be approved under the mandatory referral process prior to installation.

Canopy and Awning standards do not apply to brise soleil or sunshades.

Auto-oriented canopies and awnings

Auto-oriented canopies and awnings, for uses such as drive-thrus and gas station pumps, may be attached to a building according to the following:

- The building shall comply with all Frontage standards.
- The canopy and/or awning shall be lower in height than the primary building.
- The setback of the canopy and/or awning shall be a minimum of 15 feet from the back of the front facade of the building.
- A drive-through canopy and/or awning shall not be located along the principal frontage.



Section III: General Standards

Street Character

The public right-of-way, including streets, sidewalks and public utility infrastructure, plays both a functional and social role in the life of the city and its citizens. Streets organize the city, help to define space, and link destinations. The street is also a public place where people congregate, shop, socialize and live. Active, attractive streets are critical to the continued growth and success of River North. The UDO includes urban design tools to make working, living and playing in River North lively, safe and comfortable.

The UDO uses Street Types as an urban design and organizing tool. All streets are classified on the Regulating Plan as Primary, Secondary, Tertiary, Other, or Alley. The location of vehicular access from all other streets shall be determined on a case-by-case basis. NashvilleNext calls for a strong emphasis on expanding other modes of transportation including walking, cycling and transit. The UDO emphasizes walking, cycling and transit as primary modes of transportation within River North through the urban design of individual buildings, blocks, and neighborhoods.

All Streets

- Streets refer to publicly or privately owned right-of-way. They are intended for use by pedestrian, bicycle, transit and vehicular traffic and provide access to property.
- Streets consist of vehicular lanes and the Sidewalk Corridor. The vehicular lanes, in a variety of widths, provide traffic and parking capacity and may include bicycle paths. The Sidewalk Corridor contributes to the urban character of each neighborhood. It may include pedestrian paths, landscaped planters, street furnishings and street trees.
- Pedestrian safety, comfort, and accessibility should be a primary consideration of street design and dimensioning.
- When alleys are present, vehicular access from alleys is encouraged. Vehicular access from public streets shall be considered in the following order: Other Streets, Tertiary Streets, Secondary Streets, and then Primary Streets as approved by Metro departments.
- Final construction plans shall comply with the Nashville Department of Transportation (NDOT) standards and specifications.

Street Types

Primary Street

Primary Streets accommodate high levels of pedestrian activity and high levels of vehicular traffic. On Primary Streets, active uses – residential, retail, restaurant or office – lining parking structures and on the first floor of buildings, and restricted vehicular access enhance the pedestrian experience. Primary streets provide the opportunity for more intense, urban development including shallow Build-to Zones and, in some cases, increased building height. Pedestrian comfort on these streets is of highest importance. Primary streets should have a continuous street wall, wide sidewalks between 14 and 20 feet to provide room for street furniture such as benches, trash receptacles, and bicycle parking. Primary Streets have the highest level of urban activity such as, outdoor dining, retail displays, and community activities like markets, parades, and music. Street trees provide protection from the sun and rain, reduce stormwater runoff and air pollution, and provide aesthetic value to the city. Trees should be planted in wells with tree grates or planting strip to allow for the uninterrupted flow of pedestrian traffic.

Section III: General Standards

Street Character

Secondary Street

Secondary Streets have moderate levels of pedestrian activity and moderate levels of vehicular traffic. Secondary Streets may be mixed-use or more residential in character. The Build-to Zone is generally shallow, and building heights are limited. In mixed-use areas, a continuous street wall should be maintained and sidewalks should be between 12 and 16 feet wide to accommodate pedestrian traffic. In residential areas, the required minimum façade width is limited – allowing for more space between buildings – and sidewalks may be narrower. Both tree wells and open landscaped planters are appropriate depending on sidewalk width.

Tertiary Street

Tertiary Streets are the less important than Primary and Secondary streets. They may function as “back of house” for buildings with multiple street frontages. Care should be taken to make these streets as pedestrian-friendly as possible while accommodating loading and access needs. Unless appropriately designed to share street space, an 8 foot sidewalk is a minimal dimension for walking accommodations in a highly urbanized area such as River North.

Other Street

Other Streets are streets that do not fall into any of the other street categories. They may have high or moderate levels of vehicular traffic, but often have no access to property and limited pedestrian activity. Building height along these streets is regulated by the other property frontages. Buildings do not front on these streets and may be built up to the property line.

Alley

Alleys are service roads that provide shared access to property. Public utilities as well as access to mechanical equipment and trash should be located off an alley whenever possible. Alleys are encouraged for access and loading.

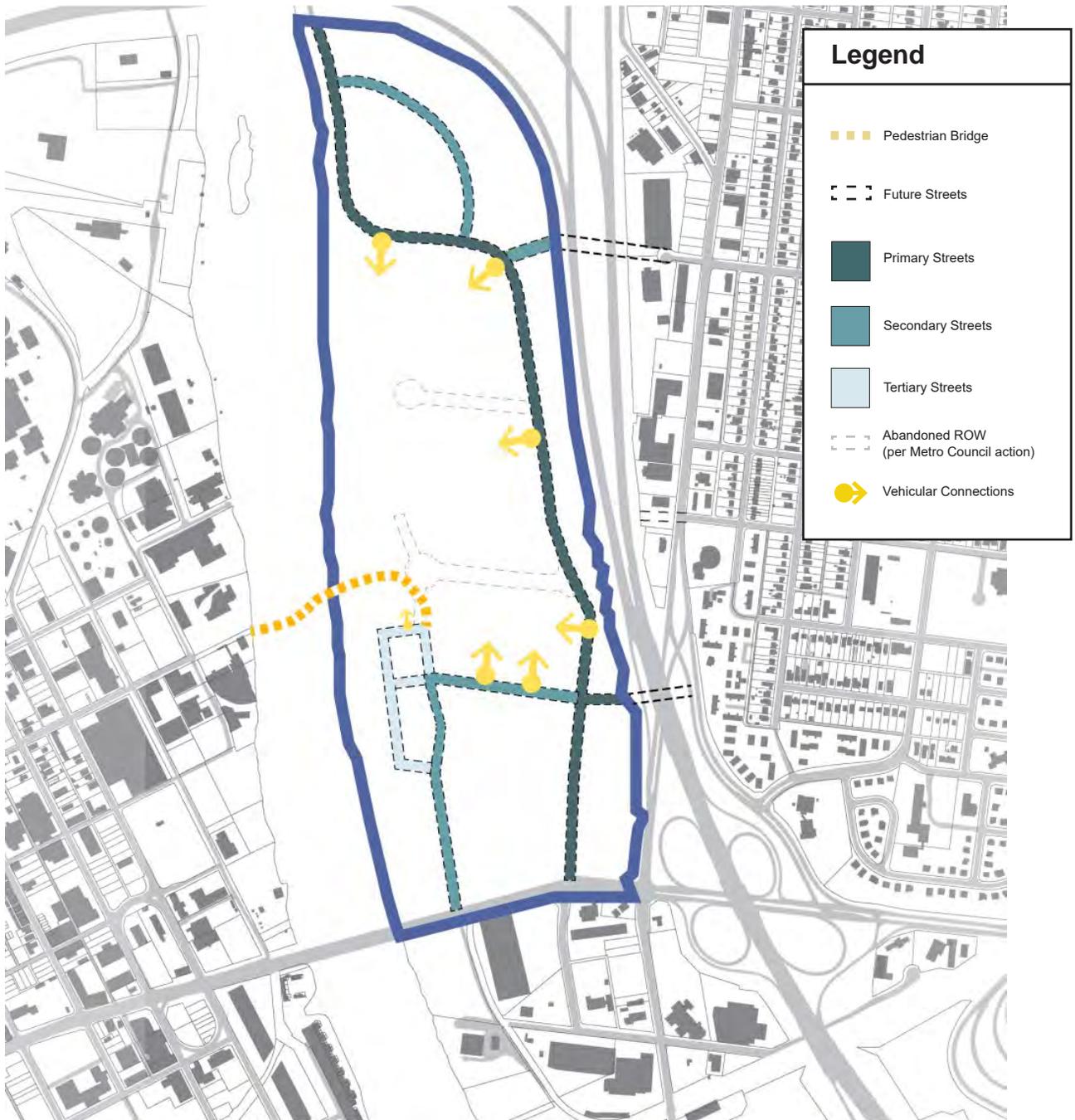
Sidewalk Corridor

The Sidewalk Corridor is the portion of the right-of way between the vehicular lanes and the property line or building façade.

- The primary function of the Sidewalk Corridor is to provide a safe, comfortable, and convenient route for pedestrian travel that is separated from vehicular movements.
- The Sidewalk Corridor is a public space that should include pedestrian amenities such as seating, shade trees, bike racks, places to congregate, trash and recycling receptacles and outdoor dining.
- The Sidewalk Corridor may accommodate public utilities such as electric poles and vaults, water and sewer lines, bus stops and traffic signals.
- The Sidewalk Corridor may also accommodate separated bikeway facilities by providing protection to cyclists from traffic. This may be achieved by an adjacent grass strip or planting zone and may function as a dedicated facility meant for cyclists only, or mixed with pedestrian traffic like a multi-use path.
- As property develops, property owners shall consult with Metro Planning and NDOT to make the necessary improvements to the streetscape in accordance with the *Major and Collector Street Plan* and the *Strategic Plan for Sidewalks*.

Section III: General Standards

Street Character: Future Streets



Proposed Street Network

Section III: General Standards

Street Character: Future Streets

Future Streets

This area will see significant growth and change over the next few years. The Future Streets Plan show how streets could be realigned, connected and created in the future to improve mobility within the area.

Properties near an area highlighted for change on the Future Streets Plan shall consult with the Planning Department and NDOT to discuss the potential change.

Any future street listed in the UDO as a future street can be moved or realigned prior to construction and the designation for that street can be changed. When a street is moved, relocated or the designation is changed prior to construction this is a modification that may be approved by Planning Department staff with a recommendation from NDOT.

Refer to appendix for more information on Cowan St. and Marine Dr.

Section III: General Standards

Street Character

Street Trees

Shade-producing street trees shall be planted in the public right-of-way along the length of the lot frontage at a maximum spacing of forty feet or in accordance with the regulations of Metro departments and agencies.

Tree Quality

Tree species shall be chosen from the Urban Forestry Recommended and Prohibited Tree and Shrub List based on tree size and planting area provided or an alternative species deemed appropriate by the Urban Forester.

- At planting, trees shall meet the requirements for street trees set out in the American Standard for Nursery Stock.
- All nursery stock used as street trees shall be vigorous, healthy and free of diseases or infestation.
- No species considered invasive in the project's context according to USDA or other state agriculture services shall be allowed.
- Planting Area Dimension
 - The following standards are minimum standards. All development is encouraged to provide street trees with the largest area of pervious surface and volume of soil that can be accommodated.
 - Trees shall be accommodated in planting areas that follow the *Street Tree Standards and Specifications*. When the regulations of this document are in conflict with the UDO, the UDO regulations shall take precedence.
 - Tree vaults shall have the capability to drain water.
 - Planting areas shall not inhibit ingress/egress from buildings or pedestrian traffic along the Sidewalk Corridor.

Section III: General Standards

Building Materials: General Material Standards

All facade materials, exclusive of clear fenestration, shall be high quality and selected from the following list: masonry, masonry panels, textured metal, metal paneling, precast concrete, precast concrete panel, spandrel glass (on upper stories only), cement fiber siding, or materials substantially similar in form and function. Notwithstanding the foregoing, with respect to cement fiber siding, this material may be used throughout a project, however its use on facades fronting public or private streets shall be limited to 25% of the surface area of the total façade fronting such street.

This requirement applies to any facade visible from a public street, open space, or interstate in all subdistricts. Alternative facade materials may be used if determined to be appropriate by the Planning Staff. Modifications may be permitted insofar as it is determined that these materials are necessary to further an established, overriding policy goal and will not significantly diminish the pedestrian experience.

See glazing standards for use of spandrel glass on the ground floor. Spandrel glass may be approved as a permitted material on the ground floor if glazing standards are met.



Project: 16th and Chestnut, Denver. Source: <https://denverinfill.com>, Photo: Ryan Dravitz



Project: Addison and Clark, Chicago. Photo: SCB

Section III: General Standards

Parking and Access: General

Parking and Access: General

- No parking is required within the boundaries of the UDO.
- No onsite parking is allowed between the street and the building.

Parking and Access General Standards

- 17.20.050 Handicapped Parking, 17.20.060 Parking area design standards, and 17.20.130 Loading space requirements shall apply. Where multiple structures are operated by the same entity, loading space requirements may be reduced and shared subject to Metro Codes approval.

Valet and Drop-off areas

- **They shall be located within the right of way when space allows. If not provided in the right of way, they shall be located internal to the development.**
- Where driveways to parking facilities or drop off areas cross the Sidewalk Corridor, priority should be given to the pedestrian realm and the following shall be required:
 - The UDO and the MCSP sidewalks and tree planting standards shall be maintained for any pedestrian island that is created.
 - Bollards or other devices shall be used to separate the pedestrian and vehicular areas.
 - Distinction behind vehicular lane and pedestrian areas shall be indicated through changes in grade, color, texture and/or material.
- Curbside management plans are required. Consolidation of drop-off locations to a single location for multiple properties is highly recommended.

Stormwater

- Utilize LID strategies in Metro Water Services Stormwater BMPs for hardscape, including parking and drive lanes.
- Prior to Final Site Plan approval, projects must demonstrate stormwater and flood mitigation design, and floodplain management.

Section III: General Standards

Parking and Access: Specific to Structured Parking

Vehicular Access

- Vehicular openings to parking structures shall not exceed thirty-five feet in width.
- Vehicular openings shall have a minimum spacing of thirty five feet.

Pedestrian Access

- All parking structures shall have a clearly marked pedestrian entrance, separate from vehicular access, on street frontages. A publicly accessible building lobby may meet this requirement.

Location and Lining

- On the ground level, parking structures shall be located behind a liner building with an active use that is a minimum of 15 feet deep.
- Where no ground level liner is provided (due to modifications or other reasons), facade treatment/cladding shall be required on all street, open space, and pedestrian ways. Cladding shall help to activate the street level with its design cues that integrate with the architectural characteristics of the habitable portion of the building, and of the surrounding built context. Openings for natural ventilation are permissible when well integrated into the facade design. Subdistrict 3 is exempt from these standards.
- Upper level habitable liners are encouraged on all streets. See the Bonus Height Program for more information on bonuses for Upper Level Garage Liners.
- Upper level facade treatments /cladding is required on all street, open space and pedestrian ways (such as greenways frontages, including any portions of facades visible from a given frontage, including interstate frontages. Facade treatments shall integrate or complement the architectural characteristics of the habitable portion of the building and the surrounding built context. Openings for natural ventilation are permissible when integrated into the facade design. Landscape buffering may be considered as an alternative at appropriate locations, such as interstate frontages.
- Underground parking that is visible from the street, shall not extend beyond the façade of the building unless it is screened. Subdistrict 3 is exempt from this standard. Underground parking that is completely below grade may extend beyond the façade of the building. Underground parking may not encroach into the right-of-way.

Section III: General Standards

Parking and Access: Specific to Surface Parking

General Standards for Surface Parking

- Parking area screening and landscaping standards shall apply to all surface parking lots including, but not limited to, public and private parking facilities, driveways and access aisles, the outdoor display of automobiles and other vehicles that are for sale or lease.
- Surface parking is best suited at the side or rear of a building, leaving the building frontage facing the circulation route.

Perimeter Screening Standards for Surface Parking

- Parking areas adjacent to public streets and open space shall be separated from the edge of the right-of-way and/or easements and property lines by a perimeter landscape strip a minimum of five feet in width which shall be landscaped per the standards of this section.
 - All perimeter landscape strips adjacent to public streets and open space shall include a transparent fence or knee wall in accordance with the Fence and Wall Standards.
- Parking areas shall be separated from adjacent side lot lines (with the exception of cross-access points) by a perimeter landscape strip a minimum of 5 feet in width, which shall be landscaped per the standards of this section.
 - A two and one-half foot landscape strip may be provided if the required trees are to be planted in tree islands located adjacent to the property line.
 - Two adjacent properties may share equally in the establishment of a 5 foot (minimum) planting strip along the common property line. In instances where the common perimeter planting strip is part of a plan for shared access, each owner may count the respective area contributed toward that common planting strip toward the interior planting area requirements for the lot. Conversely, a shared parking lot across property lines may be developed with no side lot perimeter planting strip, dependent upon the design and functional use of the space.
- Surface Parking Lots shall provide cross-access to all adjacent development and parking lots.

Interior Planting Requirements

- Parking areas shall be landscaped in accordance with the interior planting requirements of Title 17.24.160.
- Parking areas with less than twelve thousand square feet in total area shall be exempt from the interior and side lot line planting requirements.

Landscape Materials

- Perimeter landscape strips along public streets, open space and side lot lines:
 - Trees shall be installed at a minimum rate of one tree for every thirty feet of frontage. Spacing may be adjusted with the approval of the Urban Forester based upon tree species, the presence of utilities, and the dimensions of the planting strip.
 - Evergreen shrubs and trees shall be installed at appropriate spacing to fully screen vehicles to a minimum height of two and one-half feet.
 - Plantings within fifteen feet of driveways or street intersections shall be maintained to a maximum height of two and one-half feet.
- Tree and shrub species shall be chosen from the Urban Forestry Recommended and Prohibited Tree and Shrub List or an alternative species deemed appropriate by the Urban Forester.
- At planting, trees shall be a minimum of six feet in height and two caliper inches.
- All landscaping shall be in a functioning bio-swale, or irrigated using drip irrigation or sub-surface irrigation. If drought-tolerant species are used, no irrigation is required.
- At planting, all landscaping shall meet the standards for size, form and quality set out in the American Standard for Nursery Stock (ANSI Z60.1, latest edition).
- All nursery stock shall be vigorous, healthy and free of diseases or infestation.

Section III: General Standards

Parking Garage: Structure Height Regulation

The ratio of above ground parking garage and base height to the overall building height is an important aspect of the visual appeal and balance of a structure. In order to encourage well proportioned buildings, the ratio of total heights of parking levels to total height of building program levels shall be regulated. This regulation establishes a maximum limitation on the number of parking garage levels per building program level; fewer parking garage levels may be provided.

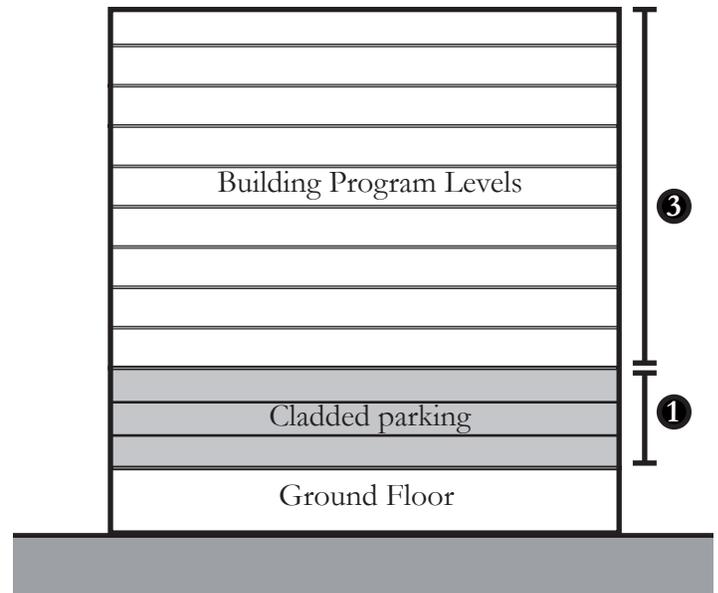
Building Ratio

Maximum Ratio of Garage to Building Height

Parking garage to program ratio 1 garage level : 3 levels

Parking garage height must comply with program to building height ratio. Heights shall be measured from the finished floor to the top of parapet of each program. Ground floor height is excluded from this calculation.

The Structured Height Regulation shall not apply to buildings nine stories or fewer, or where parking is fully located behind upper-level habitable liners as described in this UDO.



Height ratio schematic

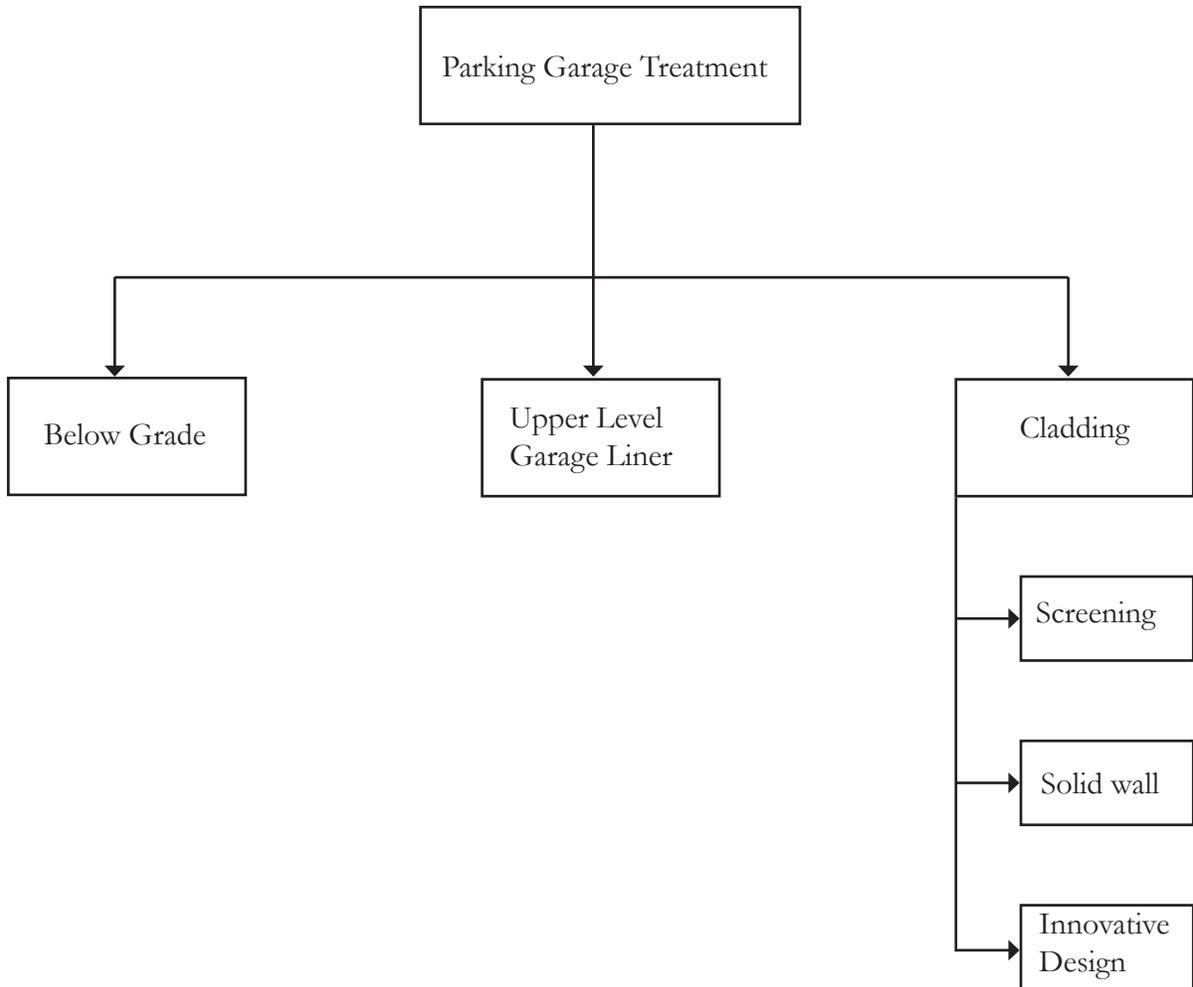
Section III: General Standards

Parking Garage Treatment

All parking garage facades which are adjacent to and visible from a public street, publicly accessible open space, or interstate in all subdistricts are required to be visually shielded. Visual shielding may be achieved by the parking garage levels being below grade, lined with program, or clad according to the standards of this document. Alternative facade shielding methods may be used if determined to be appropriate by the Planning Staff. Modifications may be permitted insofar as it is determined that these methods are necessary to further an established, overriding policy goal and will not significantly diminish the pedestrian experience.

Cladding

If cladding is the determined approach, one or a combination of three cladding strategies shall be used on all facades requiring cladding: Screening, Solid Wall, or Innovative Design.



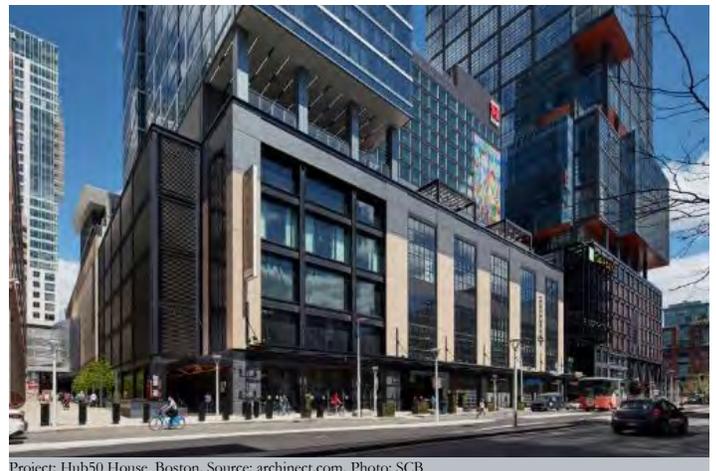
Section III: General Standards

Upper Level Garage Liner

- A liner program use requirement shall mean a habitable space occupied by retail, office, residential, institutional, cultural, commercial or recreational uses, specifically excluding parking, and mechanical uses. Minimum 15 feet in depth.
- To count as a lined garage, buildings must have liner program on the Principal frontage. If a building has multiple street frontages, all Primary street frontages shall have liner program. Other frontages shall comply with garage screening standards.
- Minimum glazing requirements shall apply to building program liners.



Project: Twelve | Twelve, Nashville. Source: twelvetwelve.com



Project: Hub50 House, Boston. Source: architect.com. Photo: SCB



Project: 5th and Broadway, Nashville. Source: www.usa.skanska.com. Photo: Zack Benson

Section II: General Standards

Parking Garage Cladding: Screening

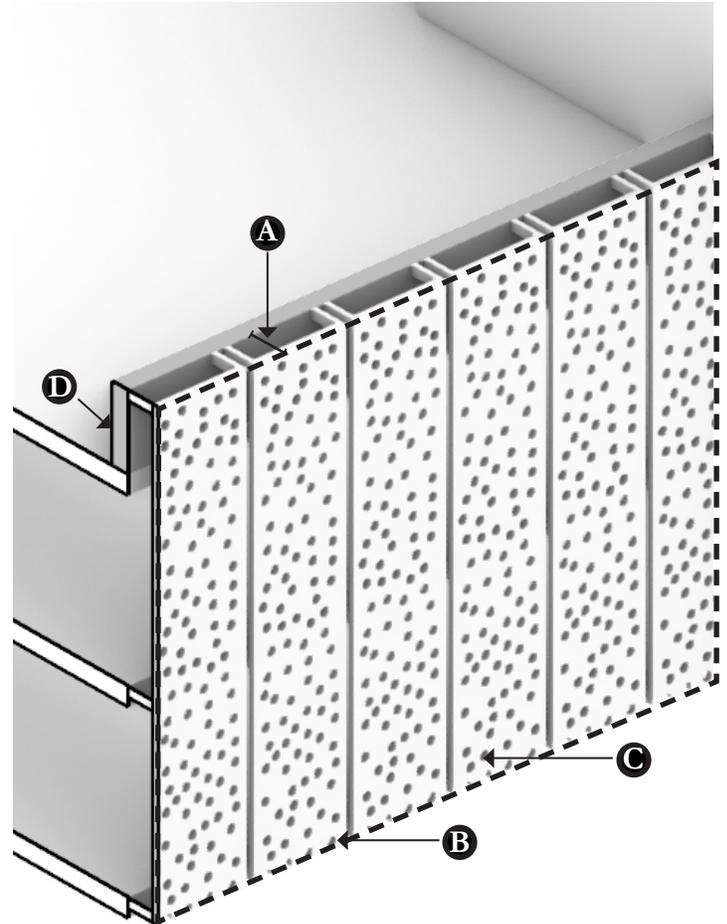
Description: A dynamic pattern of perforations, elements placed as angled panels, or louvers strategically arranged to blend functionality with aesthetic appeal. Crafted from durable materials ensuring longevity and resistance to environmental elements.

Material suggestions:

Perforated screens: Aluminium perforated plate panel systems, aluminium eggcrate grille systems, expanded mesh systems, extruded cassette screens, high tension mesh screens, aluminium corrugated-perforated plate systems

Louvers: Aluminium alloy, galvanized or stainless steel, wood or aluminium composite, reinforced fiberglass, transparent or translucent polycarbonate, corten steel.

Masonry: Brick or concrete blocks (in running, stack, Flemish, English, basket weave bonds), stone veneer, architectural concrete panels



Garage Isometric Section

- A** Screening elements should have a gap of no more than 18” from the outer face of the screen element to the wall.
- B** Screening elements should be interspersed with minimum 60% opaque screening elements across the entire garage facade to block interior light from illuminating the surroundings at night.
- C** Screening elements should not have individual openings greater than 4 square inches to allow for adequate visual obscuring.
- D** Elements shall be located on the garage exterior, cover the floor of each parking deck and extend no less than three feet above floor finish level of the top floor of the garage.
- E** Screening and solid wall strategies may be mixed across a garage frontage to achieve appropriate parking garage treatment compliance.
- F** Screening and garage facade design should maintain appropriate relationship to building design and should be maintained in good condition at all times.

Section III: General Standards

Parking Garage Cladding: Screening



Project: A'eo Tower, Honolulu. Source: www.wardvillage.com



Project: 633 SE 3rd Ave, Ft Lauderdale. Source: oda-architecture.com



Project: Waia, Ward Village, Honolulu. Source: www.azahner.com. Photo: Thai & Lu



Project: Gateway Plaza, Richmond. Source: mgmegrath.com



Project: 360 N Green St, Chicago. Source: chicago.curbed.com. Photo: Gensler



Project: 333 N Green St, Chicago. Source: chicago.curbed.com. Photo: Gensler

Section II: General Standards

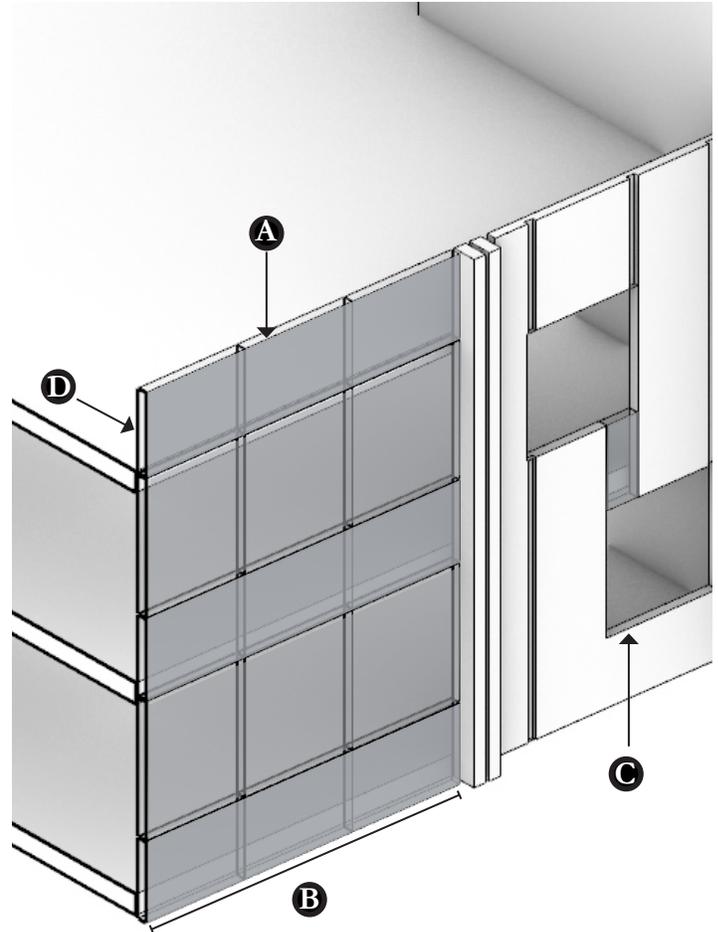
Parking Garage Cladding: Solid Wall

Description: A robust solution crafted from durable and weather-resistant materials designed for resilience against environmental elements for a long duration of time. It offers an opportunity for architectural expression by incorporating patterns, reliefs, or artistic elements while balancing privacy, security and perforation of natural light into the parking structure

Material suggestions:

Opaque: Brick or concrete blocks (in running, stack, Flemish, English, basket weave bonds), stone veneer, architectural concrete panels, stucco

Transparent: Sandblasted opaque spandrel glass, tinted glass (60% transmission)



Garage Isometric Section

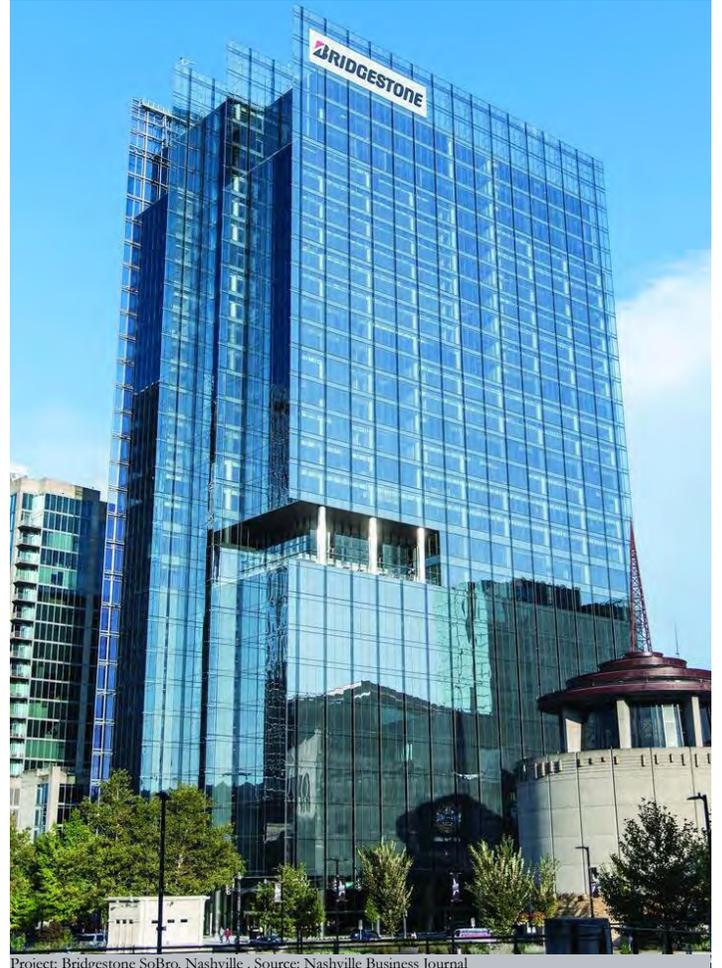
- A** Screening elements should have a gap of no more than 18” from the outer face of the screen element to the wall.
- B** Screening elements beyond 60’ continuous length should be interspersed with different patterns and articulation strategies.
- C** Openings in exterior walls must be no more than 20% of total garage facade area and no individual opening shall exceed 36 square feet in size.
- D** Screening measures, including rooftop parapets, should be semi-opaque (minimum 60% transmission) up to 4 feet in height from each garage finish floor level.
- E** Screening and solid wall strategies may be mixed across a garage frontage to achieve appropriate parking garage treatment compliance. Opening compliance shall be measured in relationship to solid wall areas.
- F** Design should maintain appropriate relationship to building design and should be maintained in good condition at all times.

Section III: General Standards

Parking Garage Cladding: Solid Wall



Project: Pinnacle, Nashville. Source: www.highwoods.com



Project: Bridgestone SoBro, Nashville . Source: Nashville Business Journal



Project: PYTK Parking Complex, South Korea. Source: www.archdaily.com. Photo: Changmook Kim



Project: 727 West Madison, Chicago. Source: bendheim.co. Photo: Tashio Martinez

Section II: General Standards

Garage Treatment: Innovative Design

Description: Allows for incorporation of unconventional features that complement both the design of the building and the surrounding while introducing new typologies of materials, scale, or style. Alternative screening methods or materials that do not meet screening or solid wall standards may be used following approval by the Planning Staff or its designee, provided that they are determined to be comparable to screening methods described in this subsection or display exceptional design, not limited to unique architecture, innovative use of materials, improvement of the project's relationship to surrounding properties or improvement to the character of the neighborhood.



Project: Mountain Dwellings, Copenhagen. Source: www.archdaily.com. Photo: Maria Gonzales



Project: Park 'n' Play, Copenhagen. Source: www.archdaily.com. Photo: Rasmus Hjortshøj - COAST



Project: Wynwood Garage, Miami. Source: www.azahner.com. Photo: Tex Jernigan

Section III: General Standards

Garage Treatment: Lighting

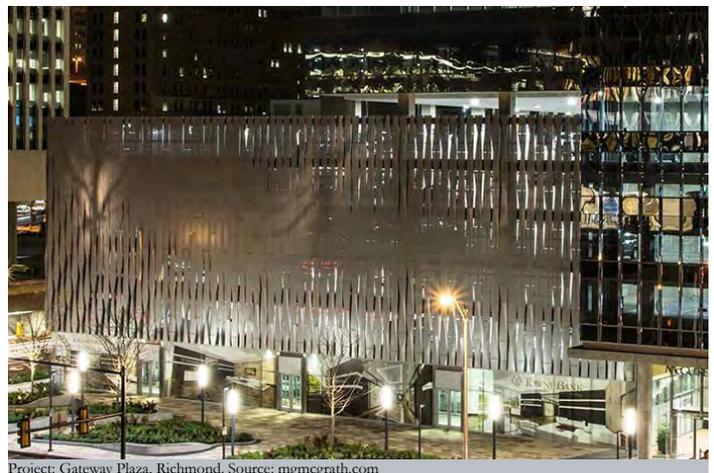
Description: Parking garage lighting standards are to be designed to conform to Illuminating Engineering Society of North America (IESNA) requirements, to the Nashville Dark-Sky Association recommendations, and to the following criteria:

Recommendations:

- Glare control: Lighting adjacent to buildings and/or residential districts must be arranged so that luminaires have sharp cutoff at no greater than 78 degrees vertical angle above nadir. Not more than 5% of the total lamp lumens can project above 78 degree vertical
- Rooftop lighting is best set back 15' from the exterior perimeter wall and at a maximum height of 12-16' from floor finish level with cutoff light fixtures that have a maximum 90-degree illumination
- Outdoor lighting should be located, screened, shielded so that abutting lots with residential developments are not directly illuminated, the design should reduce glare to not impair the vision of motorists
- Motion activated lighting that dims when no activity is detected can be explored to increase energy efficiency
- Any internal illumination in which light fixtures are directly visible from the exterior is best directed internally upward or should contain shielded internal light fixtures



Project: Center street parking garage, Berkeley. Source: wonglogan.com. Photo: Marcy Wong



Project: Gateway Plaza, Richmond. Source: mgmgrath.com



Project: 1001 State St, Chicago. Source: www.ajbrownimaging.com. Photo: AJ Brown

Section III: General Standards

Mechanical, Service, and Loading

Applicability

The following elements shall be shielded from view from adjacent public streets, pedestrian corridors, and open spaces.

- Refuse collection, dumpsters, recycling bins, and refuse handling areas that accommodate a dumpster or five or more trash or recycling cans.
- Building or ground-mounted mechanical equipment, including, but not limited, to transformers, back-flow preventors, telephone risers, equipment cabinets, generators, or similar devices.
- Mechanical equipment on roofs shall be fully screened.
- Air conditioning or similar HVAC equipment.
- Loading docks, berths, or similar spaces including, but not limited to, service entrances and maintenance areas.
- Outdoor storage of materials, equipment, and vehicles.

Location and Access

- Applicable site elements shall be located along the alley, along an interior property line, or internal to the property.
- Service elements, such as loading docks and trash collection locations, shall not be accessible from Primary Streets unless a Primary Street is the only frontage.
- Vehicular or service bay openings shall make up no more than 20% of the total frontage length along Primary Streets, Secondary Streets, or Open Space frontages.
- Where access to loading areas and service elements cross the Sidewalk Corridor, priority shall be given to the pedestrian realm and the following design elements shall be required:
 - The MCSP sidewalks and streetscape standards shall be maintained for any pedestrian islands or indentations created.
 - Bollards or other protective device shall be used to separate pedestrian and vehicular areas.
 - Distinction between vehicular lane and pedestrian areas shall be indicated through changes in grade, color, texture and/or material.
 - Access drive to loading and service may exceed NDOT standards to accommodate turning radius and vehicle size subject to NDOT and Metro Planning approval.

Screening Standards

- Applicable site elements shall be fully screened at all times.
- Refuse collection and refuse handling areas shall be screened by a walled enclosure with gates in accordance with the Fence and Wall Standards of the UDO.

Section III: General Standards

Mechanical, Service, and Loading

Screening Methods

- Vegetative Materials:
 - Vegetative materials shall be planted in two rows in staggered fashion.
 - All trees shall be evergreen with a minimum height at time of planting of at least six feet above the root ball.
 - All shrubs shall be evergreen with the minimum height and spacing necessary to fully screen the item intended for screening (but no less than thirty inches in height) at the time of planting.
 - Vegetative material shall be located immediately adjacent to the element being screened in a planting area a minimum of four feet wide.
 - Fencing and Walls
 - Screening is permitted through the use of a fence or wall constructed in accordance with the Fences and Walls Standards of the River North UDO.
 - Mechanical Penthouse
 - Rooftop mechanical areas must be visually screened from public ROW within UDO and from the interstate.
 - Penthouse height limited to 20'.
 - Penthouse must be setback from the edge of the building roof below, by a distance equal to the penthouse height (minimum 1:1) unless penthouse structure is integrated into the building facade.
 - Penthouse walls and design shall minimize its visual impact, and be otherwise complementary to the building's architecture and design.
 - Parapet Walls
 - Parapet walls or other techniques included as an integral part of the building design shall be used to totally screen any rooftop mechanical equipment from view from adjacent public rights-of-way or open space.
 - Integrated Building Elements or Features
 - Building design or other structural features (e.g, knee walls, alcoves, wing walls, roof extensions, etc.) may also be used to fully or partially enclose site features required to be screened.
 - Alternative Screening Methods
 - Alternative screening methods or materials that are not listed may be used following approval by the Planning Commission or its designee, provided that they are determined to be comparable to screening methods described in this subsection.
- ** In order to properly locate and screen mechanical equipment, approval may be required from applicable Metro departments and agencies.

Section III: General Standards

Fences and Walls

Location

- Permitted Locations: Fences and walls constructed in accordance with the standards in this section may be constructed within:
 - The Build-to Zone.
 - A utility easement only through the express written consent from the utility or entity holding the easement.
 - A required landscape area, Tree Protection Zone, or open space.
- Prohibited Locations: No fence or wall shall be installed that:
 - Encroaches into a right-of-way (without approval through the Mandatory Referral process).
 - Blocks or diverts a natural drainage flow on to or off of any other land.
 - Compromises safety by blocking vision at street intersections or obstructs the visibility of vehicles entering or leaving driveways or alleys.
 - Blocks access to any above ground or pad-mounted electrical transformer, equipment vault, fire hydrant or similar device.

Appearance

- All fences shall be installed so that the finished side shall face outward; all bracing shall be on the inside of the fence.
- Fences and walls shall be constructed of any combination of brick, stone, masonry materials, treated wood posts and planks, rot-resistant wood, metal, and wear resistant nonglossy plastics and recycled materials. Chain link fencing shall be coated with dark colored vinyl when visible from a public street or open space (excluding alleys).
- Chain-link fences are prohibited along street and open space frontages (including along greenways or multi-use trails).
- Razor wire is prohibited.
- Fences and walls used to screen refuse areas shall be opaque and include gates that prohibit unauthorized users to access the area.

Standards by function and location

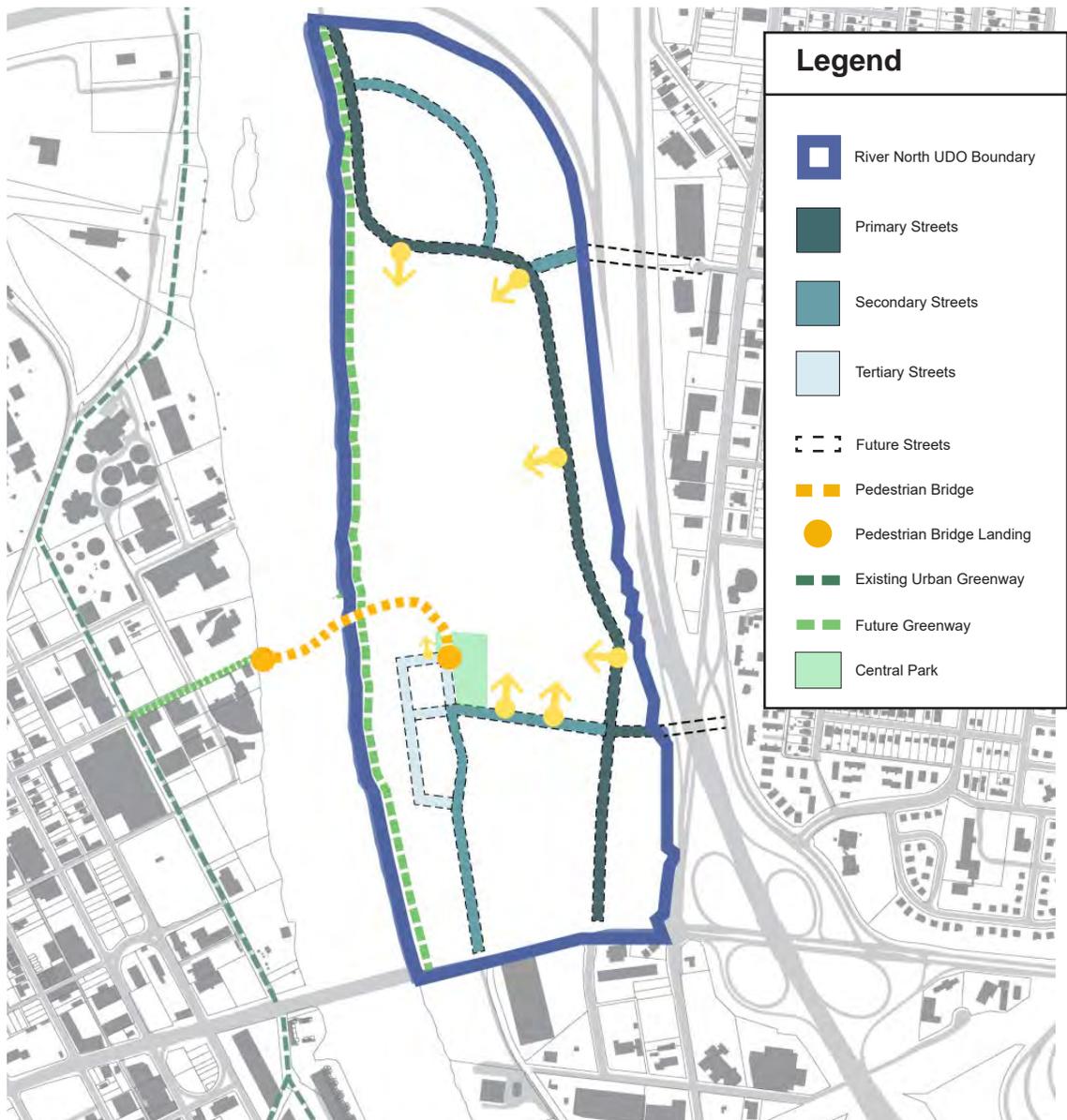
- Fences and walls within the Build-to Zone shall not exceed four feet in height.
 - Modifications may be made in order to properly secure playgrounds and parks.
 - The height of fences and walls along a sidewalk shall be measure from sidewalk grade.
- Fences and walls within the Build-to Zone that are greater than three feet high shall be a minimum of thirty percent transparent to allow visibility into the property.
- Fences and walls used to screen parking shall be a minimum of two and one-half feet above the grade of the parking lot.
 - When a fence or wall is combined with plantings the majority of the plantings shall be between the right-of-way and the fence or wall.
- Fences and walls used to screen mechanical, loading and refuse elements shall be a minimum of two feet taller than the element being screened.
- All other fences and walls shall have a maximum height of ten feet measured from grade.
- Fences surrounding athletic fields and courts may exceed the previous height.

Section III: General Standards

Open Space Network

The design of River North prioritizes a connected network of publicly accessible outdoor spaces, parks, and greenways. Key design considerations include:

- emphasizing public access to the riverfront with the provision of greenways;
- placing primacy on the location and activation of a riverfront park at the landing of the planned pedestrian bridge to ensure a desirable, safe, and secure environment for all users;
- utilizing site design and programming best practices to create vibrant and comfortable places for people and
- reducing vehicular conflicts with cyclists and pedestrians.



Open Space Network

Section III: General Standards

Open Space: General Standards

Two components critical to the success of this district and primary considerations for site design approval are the Central Park and the riverfront greenway. While the riverfront greenway provides public accessibility, porosity, and views of the river, the Central Park shall function as the heart of the public realm in this area--centrally located, thoughtfully programmed, and lined with active uses, making it a vibrant and desirable place to be.

Privately Owned Public Spaces

Privately owned public spaces (POPS) are publicly accessible and welcoming outdoor spaces owned, operated, and maintained by a private entity on privately-owned property. As elements of River North's public realm, POPS shall:

1. Be accessible and enjoyable for all users regardless of ability, by complying with applicable code standards for access for persons with disabilities.
2. Provide clear signage at each street frontage or entrance that describes the space as publicly accessible and outlines the terms of use for the space.
3. Be accessible during daylight hours, at a minimum, throughout the year.

Central Park

A centrally located park, consisting of a minimum of two acres, shall be located within Subdistrict 3. The park may be contiguous or consist of a series of open spaces, linked by the Riverfront Greenway or Green Connections. At least one of the spaces shall be a minimum of 1/2 acres of defined space. The Central Park shall have riverfront access/adjacency and a direct connection to the pedestrian bridge landing. The park shall allow for public gathering and recreation, with activated uses along its edges and incorporate at least 2 priority elements and 2 amenities per acre of park space from the following chart or similar as approved by Metro Planning staff:

Priority Elements	Amenities
<ul style="list-style-type: none">• Active recreation feature—e.g. bocce, lawn bowling, corn hole, basketball court, pickleball court• Conditioning element—mistert, shade structure, shelter, or pavilion• Outdoor food service such as open-air café, concessionaire, or retail kiosk• Fountain or reflecting pool• Play facility or play area—e.g. swings, see-saws, slides• Playground• Passive recreation feature—e.g. game tables and seating• Interactive public art other than murals• Public restrooms• Water feature—e.g. splash pad• Docked bike-share (pending NDOT approval)• Stairs or vertical connection to a viaduct or other elevated public space• Greenway connections	<ul style="list-style-type: none">• Bike parking and repair station• Community garden• Dog Park• Fitness Equipment• Sculpture art• Gathering space with flexible seating and tables• Performance Stage• Pollinator or sensory garden• Water fountain

Section III: General Standards

Open Space: General Standards

Riverfront Greenway

A north-south greenway shall provide public accessibility, porosity, and views of the Cumberland River. The paved greenway path shall be a minimum of 14 feet wide with 2 foot shoulders on either side unless otherwise approved by Metro Planning staff. Greenway path shall meet ADA regulations. Recreation opportunities, outdoor dining, overlooks, wayfinding, and other interactive programming are appropriate components.

Green Connections

Green Connections are pathways that link the Riverfront Greenway and Central Park to the internal open space network of the larger UDO area. Such connections may serve multiple purposes, but shall facilitate the movement of pedestrians through the open spaces of the UDO and shall not accommodate vehicular traffic.

Green Connections shall be a minimum of 12' in width and may include multi-modal paths that accommodate both pedestrian and bicycle traffic. Multi-modal paths and other Green Connections shall provide places of respite approximately every 1/2 mile which may include seating and bike racks.

Pedestrian Bridge

The Pedestrian Bridge provides a connection across the Cumberland River, from the landing at the publicly accessible park within the UDO to the western landing at Taylor St. in Germantown.

Modifications may be made in order to properly secure Standards of Title 17 not varied by the following Open Space Standards shall apply within the UDO.

Access

- Every open space shall have a minimum of one primary pedestrian entrance from adjacent public right-of-way.
- All publicly accessible open space shall meet the appropriate standards of the Americans with Disabilities Act.

Paving Materials

- Asphalt may be approved by the Planning Commission or its designee for recreational jogging or bicycle paths only.

Landscaping

- Planting areas shall not impede ingress/egress from buildings or pedestrian traffic.
- Tree and shrub species shall be chosen from the Urban Forestry Recommended and Prohibited Tree and Shrub List based on tree size and planting area provided or an alternative species deemed appropriate by the Urban Forester or Metro Planning.

Section III: General Standards

Bonus Height Program

The Bonus Height Program allows additional building height in the River North UDO in exchange for contribution to specified programs that provide benefits to the public. The additional building height shall be entitled if the proposed development contributes to specific public benefits in the amount and manner set forth herein.

Bonus Height Standards

- Upon providing a binding commitment for the specified public benefit, the proposed development project shall be allowed to build within the restrictions of the Subdistrict, up to the Bonus Height Maximum as established within this section.
- Multiple height bonuses may be compounded insofar as the total additional height does not exceed the Bonus Height Maximum for the Subdistrict.
- Additional development rights achieved through the BHP may be transferred to other sites within the UDO, one time to one receiving site, provided the transferred height does not exceed the Bonus Height Maximum of the receiving site. By right height may not be transferred; only bonus height received through the BHP may be transferred.
- Bonus height transfers shall be based on the square footage of the sending site, not the receiving site.
- No building permit shall be issued for bonus height until the Planning Commission has certified compliance with the provisions of this section, upon referral and assurance of compliance from applicable departments.

Bonus Height Chart

Subdistrict	One	Two
Subdistrict Height	15 stories	25 stories
BONUSES		
LEED Building	Silver = 1 story; Gold = 1 story; Platinum = 2 stories	Silver = 2 stories; Gold = 2 stories; Platinum = 3 stories
LEED ND	2 stories	2 stories
Pervious Surface	1 story	2 stories
Upper Level Garage Liner	1 story	4 stories
Underground Parking	1 story	3 stories
Public Parking	No Bonus	2 stories
Adaptable Garage Levels	2 stories	8 stories
Shared Parking	No Bonus	1 story
Civil Support Space	1 story	2 stories
Public Open Space	2 stories	8 stories
Public Greenway	2 stories	4 stories
Inclusionary Housing	3 stories	10 stories
Maximum Bonus Height	18 stories	38 stories

Section III: General Standards

Bonus Height Program

LEED and LEED ND

The U.S. Green Building Council (USGBC) is a non-profit organization that oversees the Leadership in Energy and Environmental Design (LEED) Green Building Rating System.

LEED for Neighborhood Development integrates the principles of smart growth, urbanism and green building into the first national system for neighborhood design. LEED ND goes beyond the building to address sustainability on a neighborhood-wide basis.

The bonuses are specific to each Subdistrict. See the BHP Chart for details.

A different nationally-recognized, third-party system of overseeing green building and/or sustainable development practices may be substituted for LEED. Bonuses will be determined by the Planning Commission based on ratings equivalent to LEED silver, gold, and platinum.

Bonuses for individual buildings are given upon pre-certification of LEED silver, gold and platinum. Bonuses for neighborhoods are given upon pre-certification of LEED ND. Every property within the LEED ND neighborhood may utilize the bonus height. The bonuses are specific to each Subdistrict. See the BHP Chart for details.

The following shall apply to all new construction that utilizes the Bonus Height Program for LEED:

- Prior to issuance of a temporary certificate of occupancy for any use of the development, a report shall be provided for the review of the Department of Codes Administration and the Planning Commission by a LEED accredited professional. The report shall certify that all construction practices and building materials used in the construction are in compliance with the LEED certified plans and shall report on the likelihood of certification. If certification appears likely, temporary certificates of occupancy (as set forth below) may be issued. Monthly reports shall be provided as to the status of certification and the steps being taken to achieve certification. Once certification is achieved, the initial certificate of LEED compliance, as set forth herein, and a final certificate of occupancy (assuming all other applicable conditions are satisfied) shall be issued.
- To ensure that LEED certification is attained the Department of Codes Administration is authorized to issue a temporary certificate of occupancy once the building is otherwise completed for occupancy and prior to attainment of LEED certification. A temporary certificate of occupancy shall be for a period not to exceed three (3) months (with a maximum of two extensions) to allow necessary time to achieve final certification. Fees for the temporary certificate (and a maximum of two extensions) shall be \$100 or as may otherwise be set by the Metro Council. Once two extensions of the temporary certificate of occupancy are granted, any additional extensions shall be granted only in conjunction with a valid certificate of LEED noncompliance as set forth herein.
- If the property fails to achieve LEED certification, the Department of Codes Administration is authorized to issue a short-term certificate of LEED noncompliance. This certificate will allow the building to retain its certificate of occupancy pending attainment of LEED certification. A certificate of LEED noncompliance shall be for a period not to exceed three (3) months and may be renewed as necessary to achieve certification. The fee for noncompliance shall be issued every time the certificate is issued for up to ten years.
- The fee for a certificate of LEED noncompliance shall be based on the following formula: $F = [(CN-CE)/CN] \times CV \times 0.0075$, where:
 - F is the fee;
 - CN is the minimum number of credits to earn the level of LEED certification for which the project was pre-certified;
 - CE is the number of credits earned as documented by the report; and
 - CV is the Construction Value as set forth on the building permit for the structure.

Section III: General Standards

Bonus Height Program

Pervious Surface

The integration of pervious surfaces into site design and building design benefits the individual development, the neighborhood and the city. Pervious surfaces can reduce stormwater runoff, flood risk, irrigation needs and the burden on infrastructure. Examples of pervious surfaces include pervious pavement, green roofs, bio-swales, landscaping, and green screens. As technology in this field advances, additional pervious surfaces may meet the intent of this standard.

- The number of square feet of Bonus Height shall be twice that of the number of square feet of Pervious Surface. The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.
- Green roofs that are utilized to meet LEED certification may not be “double counted” for both the LEED height bonus and the Pervious Surface height bonus. If the level of LEED certification would be met without the green roof, then the green roof may be counted for the Pervious Surface height bonus.
- Pervious Surfaces may not be double counted if used towards the Public Open Space or Public Greenway Bonuses.

Upper Level Garage Liner

The public realm of the streetscape is improved by lining above ground parking structures with habitable space. See the BHP Chart for a list of Subdistricts in which the Upper Level Garage Liner bonus may be utilized.

- Height bonuses are given for upper levels of habitable space, a minimum of 15' in depth, which masks a parking structure from view along streets or open space (including greenways and multi-use trails).
- The number of square feet of Bonus Height shall be twice that of the number of square feet in Garage Liners. The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.

Underground Parking

The public realm of the streetscape is improved by providing parking in underground structures. See the BHP Chart for a list of Subdistricts in which the Underground Parking bonus may be utilized.

- The number of square feet of Bonus Height shall be equal to the number of square feet in Underground Parking. The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.
- Height bonuses are not given for ground level liners, or upper level liners that are required by the UDO.

Public Parking

Parking accessible to the general public is important to the continued growth and vitality of Downtown. See the BHP Chart for a list of Subdistricts in which the Public Parking bonuses may be utilized.

- The number of square feet of Bonus Height shall be twice that of the number of square feet in Public Parking. The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.
- Public Parking shall be clearly marked as public, and shall be accessible to the public, at all hours that the garage is open, for the lifetime of the building.

Section III: General Standards

Bonus Height Program

Adaptable Garage Levels

Parking Garages built to accommodate future uses, with a ceiling height of 11 feet or greater, are encouraged and desired. See the BHP Chart for a list of Subdistricts in which the Adaptable Garage Levels bonus may be utilized.

- The number of square feet of Bonus Height shall be twice that of the number of square feet in the Parking Garage, so long as the garage is designed with 11 foot high ceilings or greater and an Architect has provided a letter to Planning asserting that the garage can be easily converted to an alternative use if parking is no longer needed or desired. The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.
- Underground parking levels are not applicable for the Adaptable Garage Levels Bonus.

Shared Parking

Shared Parking provides opportunities for businesses and establishments to consolidate parking needs, thereby consuming less physical space to satisfy their joint parking demands. In addition, Shared Parking can consist of Park and Ride, or dedicated car-sharing spaces. See the BHP Chart for a list of Subdistricts in which the Shared Parking Bonus may be utilized:

- The number of square feet of Bonus Height shall be equal to twice the number of square feet in Shared Parking (including Park and Ride or car sharing lots). The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.
- Shared Parking must demonstrate that the parking results in less parking spaces than would typically be provided as individual allocations.
- Parking agreements must be recorded and remain in place for the lifetime of the buildings.
- Park and Ride and car sharing options must demonstrate acceptance by all applicable entities including Metro Departments.

Civil Support Space

The dedication of Civil Support Space offers height bonus for the developer's contribution of space to a specific use or entity that serves to better the neighborhood or community. See the BHP Chart for details for a list of Subdistricts in which the Civil Support Space bonus may be utilized.

- Civil Support Space is typically on the ground level. Upper levels may be appropriate depending on the intended use.
- The number of square feet of Bonus Height shall be twice that of the number of square feet donated to Civil Support Space. The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.
- Civil Support Space shall be dedicated to the chosen use or uses for 15 years. Adherence to this standard shall be checked yearly by the Planning Commission or its designee.

The Planning Commission may require the developer to execute an agreement, restrictive covenant, or other binding restriction on land use that preserves the use of Civil Support Space for the required period before final site plan review.

The following are examples appropriate for Civil Support Spaces:

- Institutional Uses
 - Cultural center
 - Day care center
 - School day care
- Education
 - Community education
- Transportation Uses
 - Transit Center
- Waste Management Uses
 - Recycling collection center
- Recreational, Civic, or Entertainment Uses
 - Community playground
- Other Uses
 - Community garden

Other uses may be appropriate for Civil Support Space. The applicant may propose a different use for Civil Support Space to be approved by the Executive Director.

Section III: General Standards

Bonus Height Program

Public Open Space

Open Space accessible to the general public is critical to the continued health and vitality of River North. See the BHP Chart for a list of Subdistricts in which the Public Open Space bonus may be utilized.

- The number of square feet of Bonus Height shall be seven times that of the number of square feet in Public Open Space. The additional square footage may be used or transferred to the Bonus Height Maximum as determined on the BHP Chart.
- Public Open Space may be provided on the property being developed, or on another property within the UDO. In the latter case, the derived bonus shall be transferred from the Open Space Site to the Development Site.
- Public Open Space shall be clearly marked as public, and shall be accessible to the public, at all hours that the open space is open, in perpetuity.
- In order to qualify for the bonus, all of the following requirements shall be met:
 - Minimum contiguous area of ¼ acre.
 - Accessible to the public through a secured public easement, dedication, or agreement with Metro Parks or a Metro approved third party trust.

Public Greenway

Greenways and multi-use paths serve a key dual function: to provide recreational enjoyment for River North, and to provide increased connectivity to destinations in East Nashville that provides a critical alternative mode of transportation for residents and visitors to navigate the surrounding area without the need of a car. See the BHP Chart for a list of Subdistricts in which the Public Greenway bonus may be utilized.

- The number of square feet of Bonus Height shall be 50 times that of the number of linear feet in Public Greenway / multi-use path dedicated. The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.
- Public Greenways requires the dedication of land to Metro (or acceptance of a permanent public easement) for the explicit use of Greenways/multi-use paths.
- In order to qualify for the bonus, all of the following requirements shall be met:
 - Accessible to the public through a secured public easement, dedication, or agreement with Metro Parks.
 - When feasible, pedestrian linkages shall be provided to adjacent neighborhoods and developments.
 - Proposed buildings abutting the Greenway or multiuse path shall include ground level active uses, with at least one direct pedestrian entrance.

Inclusionary Housing

- Bonus Height is available for compliance with Section 17.40.780 of the Zoning Code as shown in the Bonus Height Program Chart.

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APN	Owner	PropAddr	PropCity	PropState	PropZip
08206008700	ORACLE AMERICA INC	1429 COWAN CT	NASHVILLE	TN	37207
08206008500	ORACLE AMERICA, INC.	1425 COWAN CT	NASHVILLE	TN	37207
08206006900	ORACLE AMERICA INC	700 COWAN ST	NASHVILLE	TN	37207
08206009700	ORACLE AMERICA INC	0 WATERSIDE DR	NASHVILLE	TN	37207
08206010100	ORACLE AMERICA, INC	2140 WATERSIDE DR	NASHVILLE	TN	37207
08206010000	ORACLE AMERICA, INC	0 WATERSIDE DR	NASHVILLE	TN	37207
08206010400	ORACLE AMERICA, INC	0 COWAN ST	NASHVILLE	TN	37207
08202007800	ORACLE AMERICA INC	800 COWAN ST	NASHVILLE	TN	37207
08202007900	ORACLE AMERICA INC	750 COWAN ST	NASHVILLE	TN	37207
08206008900	ORACLE AMERICA, INC.	1436 COWAN CT	NASHVILLE	TN	37207
08206009100	ORACLE AMERICA INC	1432 COWAN CT	NASHVILLE	TN	37207
08206008600	ORACLE AMERICA INC	1420 COWAN CT	NASHVILLE	TN	37207
08206008300	ORACLE AMERICA INC	740 COWAN ST	NASHVILLE	TN	37207
08206008800	ORACLE AMERICA, INC	1437 COWAN CT	NASHVILLE	TN	37207
08206006800	ORACLE AMERICA, INC.	1433 COWAN CT	NASHVILLE	TN	37207
08206009800	ONV HOSPITALITY, LLC	2161 WATERSIDE DR	NASHVILLE	TN	37207
08206010200	ORACLE AMERICA INC	2171 WATERSIDE DR	NASHVILLE	TN	37207
08206010300	ORACLE AMERICA, INC	0 RIVER NORTH BLVD	NASHVILLE	TN	37207
08206007400	COWAN STREET HOLDINGS, LLC	723 COWAN ST	NASHVILLE	TN	37207
08206007500	HHKW PROPERTIES, LLC	715 COWAN ST	NASHVILLE	TN	37207
08210005700	BAILEY FAMILY PARTNERS	0 COWAN ST	NASHVILLE	TN	37207
08210001500	MEADOWS, MARK STEVEN	411 COWAN ST	NASHVILLE	TN	37207
08210001700	IRWIN, ROBERT A.	405 COWAN ST	NASHVILLE	TN	37207
08210004700	IRWIN, ROBERT A.	0 N 1ST ST	NASHVILLE	TN	37207
08210001800	ELDER, MICHAEL K., JR.	401 COWAN ST	NASHVILLE	TN	37207
08210006000	COWAN STREET PROPERTIES	0 COWAN ST	NASHVILLE	TN	37207
08210005600	ELDER, MICHAEL K., JR.	0 COWAN ST	NASHVILLE	TN	37207
08210004100	CBP, LLC ETAL	306 N 1ST ST	NASHVILLE	TN	37207
08210001900	DAY INVESTMENT SERVICES TRUST	100 SPRING ST	NASHVILLE	TN	37207
08210003900	BUDGET TRUCK RENTAL, LLC	300 N 1ST ST	NASHVILLE	TN	37207
08210006200	COWAN STREET PROPERTIES	500 COWAN ST	NASHVILLE	TN	37207
08210006100	COWAN STREET PROPERTIES	0 COWAN ST	NASHVILLE	TN	37207

08210006300	NRN PARCEL A OWNERS, LLC	2200 BOWLINE AVE	NASHVILLE TN	37207
08206009900	NRN PARCEL D OWNER, LLC	2141 WATERSIDE DR	NASHVILLE TN	37207
08206000100	ORACLE AMERICA INC	701 COWAN ST	NASHVILLE TN	37207
08206009400	PBS 611, LLC	611 COWAN ST	NASHVILLE TN	37207
08206007000	MEADOWS, MARK STEVEN	605 COWAN ST	NASHVILLE TN	37207
08206007100	IRON BOWL GENERAL PARTNERS	601 COWAN ST	NASHVILLE TN	37207
08206007300	BAILEY FAMILY PARTNERS	501 COWAN ST	NASHVILLE TN	37207
08210000800	KOSMOS CEMENT COMPANY LLC	19 OLDHAM ST	NASHVILLE TN	37213
08210006500	COWAN STREET PROPERTIES	0 COWAN ST	NASHVILLE TN	37207
08210006400	NRN PARCEL E OWNER, LLC	2135 WATERSIDE DR	NASHVILLE TN	37207
08202008000	901 COWAN PARTNERS	901 COWAN ST	NASHVILLE TN	37207
08202008200	HHKW PROPERTIES, LLC	811 COWAN ST	NASHVILLE TN	37207
08206009500	METRO GOV'T WW WATER & SEWER	805 COWAN ST	NASHVILLE TN	37207
08206007600	PINNACLE 4TH & PEABODY LLC	801 COWAN ST	NASHVILLE TN	37207
08206008200	PINNACLE 4TH AND PEABODY, LLC	0 COWAN ST	NASHVILLE TN	37207
08202008900	CG EAT, LLC	925 COWAN ST	NASHVILLE TN	37207
08202007600	905 COWAN PARTNERS	905 COWAN ST	NASHVILLE TN	37207
08202007700	CI-C PARTNERS, LLC	815 COWAN ST	NASHVILLE TN	37207

ORDINANCE NO. BL2026-____

An ordinance to authorize building material restrictions and requirements for BL2026-____, the River North Urban Design Overlay, for properties located on Cowan Street, Cowan Court, and Waterside Drive, (165.21 acres), to create a new Subdistrict 3 and update the General Standards related to future streets and open space, all of which is described herein (Proposal No. 2017UD-005-012). **THE PROPOSED ORDINANCE REQUIRES CERTAIN MATERIALS TO BE RESTRICTED IN THE CONSTRUCTION OF BUILDINGS.**

NOW, THEREFORE, BE IT ENACTED BY THE COUNTY OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. That the following building material restrictions and requirements as a part of BL2026-____, the River North Urban Design Overlay District, for properties located on Cowan Street, Cowan Court and Waterside Drive, (165.21 acres), are hereby authorized:

- Building facades visible from a public street, open space, or interstate, exclusive of clear fenestration, shall be high quality and selected from the following list: masonry, masonry panels, textured metal, metal paneling, precast concrete, precast concrete panel, spandrel glass (on upper stories only), or material substantially similar in form and function.

Section 2. That this ordinance take effect immediately after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

Jacob Kupin
Member of Council