



Metropolitan Council

PROPOSED AMENDMENTS PACKET FOR THE COUNCIL MEETING OF TUESDAY, APRIL 19, 2022

AMENDMENT NO. 1A
TO
RESOLUTION NO. RS2022-1475

Mr. President –

I hereby move to amend Charter Amendment 1 to Resolution No. RS2022-1475 by deleting the summary language following “For the Ballot” and replacing it with the following:

The amendment would modify the process for amending the Charter of the Metropolitan Government of Nashville and Davidson County by a resolution of the Metropolitan Council or a petition of registered voters. The amendment would define the membership and duties of the Charter Revision Commission, which would include review of all proposed Charter amendments and certification of qualifying all amendments submitted by petition or resolution. The amendment establishes required elements for proposed Charter amendments and deadlines for placing a Charter amendment on a ballot. The amendment provides that a petition certified by the Charter Revision Commission shall be signed by at least fifteen percent of registered voters within seventy-five days after the certification in order to be placed on a ballot.

SPONSORED BY:

Bob Mendes
Kyonzte Toombs
Members of Council

AMENDMENT NO. 1B
TO
RESOLUTION NO. RS2022-1475

Mr. President –

I hereby move to amend Charter Amendment 1 to Resolution No. RS2022-1475 by amending proposed Section 19.03, subsection (e), as follows:

(e) Petitions shall be signed by at least ~~fifteen percent (15%)~~ ten percent (10%) of those registered to vote in Nashville-Davidson County as of the date on which the charter revision commission files the certification of the petition with the metropolitan clerk. The disqualification of one (1) or more signatures shall not render a petition invalid, but shall disqualify such signatures from being counted towards the minimum number of signatures required. Each petition shall contain only the following: (1) the petition language certified by the charter revision commission; (2) the genuine signature and address of registered voters; (3) the printed name of each signatory; and (4) the date of signature.

Completed petitions shall be filed with the metropolitan clerk within ~~seventy-five (75)~~ ninety (90) days after the charter revision commission files the certification of the petition with the metropolitan clerk. The filing of any legal action regarding the petition after the certification has been filed with the metropolitan clerk shall not extend this deadline.

SPONSORED BY:

Courtney Johnston
Member of Council

AMENDMENT NO. 3A

TO

RESOLUTION NO. RS2022-1475

Mr. President –

I hereby move to amend Charter Amendment 3 to Resolution No. RS2022-1475 by adding following sections:

VIII. Section 8.208 of Article 8 of the Charter of the Metropolitan Government of Nashville and Davidson County shall be amended by deleting the words “chief medical director” and replacing them with the words “director of health”.

IX. Section 8.306 of Article 8 of the Charter of the Metropolitan Government of Nashville and Davidson County shall be amended by deleting the words “chief medical director” and replacing them with the words “director of health”.

SPONSORED BY:

Angie Henderson
Member of Council

Resolution No. _____

A resolution approving an application for a Rebuilding American Infrastructure with Sustainability and Equality "RAISE" grant from the United States Department of Transportation, to aid in the community outreach, planning and design of the East Bank Boulevard project.

WHEREAS, the Metropolitan Department of Transportation and Multimodal Infrastructure ("NDOT") submitted an application for a \$5 million dollar Rebuilding American Infrastructure with Sustainability and Equality ("RAISE") grant for the community outreach, planning and design of the East Bank Boulevard project, which will generate significant long-term benefits by improving safety, enhancing mobility, connectivity and quality of life; and,

WHEREAS, the RAISE grant application is voluminous, and its preparation is labor intensive, requiring extensive input from multiple departments. In such circumstances, the Metropolitan Code permits the submission of the grant application contingent upon subsequent approval by the Council; and,

WHEREAS, the Mayor's signature on the submitted grant application was accompanied by the statement, "The application is contingent upon the approval of the application by the metropolitan council, at a regularly scheduled meeting to be held on April 19, 2022"; and,

WHEREAS, NDOT will notify the grantor, pursuant to Metropolitan Code Section 2.08.45(c), if the application is legally and officially authorized, or will withdraw the application if the approving legislation is not approved by the Metro Council; and,


WHEREAS, it is to the benefit of the citizens of The Metropolitan Government of Nashville and Davidson County that this grant application be approved.

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

Section 1. That the application for a Rebuilding American Infrastructure with Sustainability and Equality "RAISE" grant award of \$5 million dollars with a cash match of \$4 million dollars, a copy of which is attached hereto and incorporated herein, is hereby approved, and the Nashville Department of Transportation and Multimodal Infrastructure is authorized to submit said grant application to the United States Department of Transportation.

Section 2. 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:



Kelly Flannery, Director
Department of Finance

APPROVED AS TO FORM
AND LEGALITY:



Tara M. Ladd
Assistant Metropolitan Attorney

INTRODUCED BY:



Member(s) of Council



METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

**JOHN COOPER
MAYOR**

**NASHVILLE DEPARTMENT OF TRANSPORTATION
AND MULTIMODAL INFRASTRUCTURE**

April 15, 2022

Vice Mayor Jim Shulman
and Members of the Metropolitan Council
Metropolitan Council
P.O. Box 196300
Nashville, TN 37219

Dear Vice Mayor Shulman and Members of the Metropolitan Council:

On behalf of the Nashville Department of Transportation and Multimodal Infrastructure, we are respectfully requesting introduction of a late filed resolution approving an application for a Rebuilding American Infrastructure with Sustainability and Equality "RAISE" grant from the United States Department of Transportation, to aid in the community outreach, planning and design of the East Bank Boulevard project.

This late file request is necessary due to the grant application is voluminous, and its preparation is labor intensive, requiring extensive input from multiple departments. In such circumstances, the Metropolitan Code permits the submission of the grant application contingent upon subsequent approval by the Council; and the Mayor's signature on the submitted grant application was accompanied by the statement, "The application is contingent upon the approval of the application by the metropolitan council, at a regularly scheduled meeting to be held on April 19, 2022"

If you have any additional question, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, reading "Diana W Alarcon", followed by a long horizontal line.

Diana W. Alarcon, Director
Nashville Department of Transportation
and Multimodal Infrastructure

GRANT APPLICATION SUMMARY SHEET

Grant Name: Rebuilding American Infrastructure with Sustainability and Equity (RAISE) 22-26

Department: NDOT

Grantor: U.S. DEPARTMENT OF TRANSPORTATION

Pass-Through Grantor (If applicable): TENN. DEPT. OF TRANS.

Total Applied For: \$5,000,000.00

Metro Cash Match: \$4,000,000.00

Department Contact: Casey Hopkins
8801676

Status: NEW

Program Description:

Much work has been done to date to conceptually plan for the East Bank Boulevard as part of the Master Plan and related efforts. The next phase of planning and design is urgently needed to ensure the Boulevard keeps pace with the community's growing mobility and accessibility needs while meshing seamlessly with Oracle, the Titans and other imminent development. The Metropolitan Government of Nashville and Davidson County (Metro) seeks \$5 million in RAISE Grant funding, supplemented with a local match of \$4 million, for a total of \$9 million. These resources will be used to continue the community engagement and planning efforts and to develop up to 60% design plans for the Boulevard.

Plan for continuation of services upon grant expiration:

N/A

APPROVED AS TO AVAILABILITY OF FUNDS:

DocuSigned by:
Kelly Flannery/Ho 4/14/2022
Director of Finance **Date**

APPROVED AS TO FORM AND LEGALITY:

DocuSigned by:
Macy Amos 4/14/2022
Metropolitan Attorney **Date**

APPROVED AS TO RISK AND INSURANCE:

DocuSigned by:
Balogun Cobb 4/14/2022
Director of Risk Management Services **Date**

DocuSigned by:
John Cooper **Date**
Metropolitan Mayor
(This application is contingent upon approval of the application by the Metropolitan Council.)

Grants Tracking Form

Part One							
Pre-Application <input type="radio"/>		Application <input checked="" type="radio"/>		Award Acceptance <input type="radio"/>		Contract Amendment <input type="radio"/>	
Department	Dept. No.	Contact	Phone	Fax			
NDOT		Casey Hopkins	8801676				
Grant Name:	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) 22-26						
Grantor:	U.S. DEPARTMENT OF TRANSPORTATION						
Grant Period From:	08/01/22	(applications only) Anticipated Application Date:		01/28/22			
Grant Period To:	08/01/26	(applications only) Application Deadline:		04/14/22			
Funding Type:	FED PASS THRU	Multi-Department Grant		<input type="checkbox"/> If yes, list below.			
Pass-Thru:	TENN. DEPT. OF TRANS.	Outside Consultant Project:		<input type="checkbox"/>			
Award Type:	COMPETITIVE	Total Award:		\$5,000,000.00			
Status:	NEW	Metro Cash Match:		\$4,000,000.00			
Metro Category:	New Initiative	Metro In-Kind Match:					
CFDA #	20.933	Is Council approval required?		<input checked="" type="checkbox"/>			
Project Description:			Applic. Submitted Electronically?		<input checked="" type="checkbox"/>		
<p>Much work has been done to date to conceptually plan for the East Bank Boulevard as part of the Master Plan and related efforts. The next phase of planning and design is urgently needed to ensure the Boulevard keeps pace with the community's growing mobility and accessibility needs while meshing seamlessly with Oracle, the Titans and other imminent development. The Metropolitan Government of Nashville and Davidson County (Metro) seeks \$5 million in RAISE Grant funding, supplemented with a local match of \$4 million, for a total of \$9 million. These resources will be used to continue the community engagement and planning efforts and to develop up to 60% design plans for the Boulevard.</p>							
Plan for continuation of service after expiration of grant/Budgetary Impact:							
N/A							
How is Match Determined?							
Fixed Amount of \$	\$4,000,000.00	or	% of Grant	Other: <input checked="" type="checkbox"/>			
Explanation for "Other" means of determining match:							
The federal share of the program must not exceed 80%. However, to be competitive NDOT has decided to increase our match from 20% to a fixed amount of \$4,000,000							
For this Metro FY, how much of the required local Metro cash match:							
Is already in department budget?		Yes	Fund	42021	Business Unit		
Is not budgeted?			Proposed Source of Match:				
			FY21 CSP				
(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:		0.00		
Departmental Indirect Cost Rate		18.83%	Indirect Cost of Grant to Metro:		\$1,694,700.00		
*Indirect Costs allowed? <input checked="" type="radio"/> Yes <input 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	FY23	\$1,250,000.00	\$0.00	\$0.00	\$1,000,000.00	(42021 42409021)	\$0.00	\$2,250,000.00	\$423,675.00	\$0.00
Yr 2	FY24	\$1,250,000.00	\$0.00	\$0.00	\$1,000,000.00	(42021 42409021)	\$0.00	\$2,250,000.00	\$423,675.00	\$0.00
Yr 3	FY25	\$1,250,000.00	\$0.00	\$0.00	\$1,000,000.00	(42021 42409021)	\$0.00	\$2,250,000.00	\$423,675.00	\$0.00
Yr 4	FY26	\$1,250,000.00	\$0.00	\$0.00	\$1,000,000.00	(42021 42409021)	\$0.00	\$2,250,000.00	\$423,675.00	\$0.00
Yr 5	FY__	\$0.00	\$0.00	\$0.00	\$0.00	0	\$0.00	\$0.00	\$0.00	\$0.00
Total		\$5,000,000.00	\$0.00	\$0.00	\$4,000,000.00	(42021 42409021)	\$0.00	\$9,000,000.00	\$1,694,700.00	\$0.00
Date Awarded:					Tot. Awarded:	Contract#:				
(or) Date Denied:					Reason:					
(or) Date Withdrawn:					Reason:					

Contact: trinity.weathersby@nashville.gov
vaughn.wilson@nashville.gov

Rev. 5/13/13
5419

GCP Rec'd
04/13/22

GCP Approved
04/13/22

VW



WORKSPACE FORM

1-800-518-4726
SUPPORT@GRANTS.GOV

This Workspace form is one of the forms you need to complete prior to submitting your Application Package. This form can be completed in its entirety offline using Adobe Reader. You can save your form by clicking the "Save" button and see any errors by clicking the "Check For Errors" button. In-progress and completed forms can be uploaded at any time to Grants.gov using the Workspace feature.

When you open a form, required fields are highlighted in yellow with a red border. Optional fields and completed fields are displayed in white. If you enter invalid or incomplete information in a field, you will receive an error message. Additional instructions and FAQs about the Application Package can be found in the Grants.gov Applicants tab.

OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number:	DTOS59-22-RA-RAISE
Opportunity Title:	FY 2022 National Infrastructure Investments
Opportunity Package ID:	PKG00271365
CFDA Number:	
CFDA Description:	
Competition ID:	RAISE2-FY22
Competition Title:	FY22 RAISE Grants
Opening Date:	01/14/2022
Closing Date:	04/14/2022
Agency:	69A345 Office of the Under Secretary for Policy
Contact Information:	Andrea Jacobson Program Manager andrea.jacobson@dot.gov

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS00860649
Application Filing Name:	Metro Nashville Department of Transportation and Multimodal Infrastructure
UEI:	LGZLHP6ZHM55
Organization:	NASHVILLE & DAVIDSON COUNTY, METROPOLITAN GOVERNMENT OF
Form Name:	Application for Federal Assistance (SF-424)
Form Version:	4.0
Requirement:	Mandatory
Download Date/Time:	Apr 12, 2022 12:16:55 PM EDT
Form State:	No Errors

FORM ACTIONS:

Application for Federal Assistance SF-424*** 1. Type of Submission:**

- ☐ Preapplication
- ☒ Application
- ☐ Changed/Corrected Application

*** 2. Type of Application:**

- ☒ New
- ☐ Continuation
- ☐ Revision

*** If Revision, select appropriate letter(s):***** Other (Specify):***** 3. Date Received:**

Completed by Grants.gov upon submission.

4. Applicant Identifier:**5a. Federal Entity Identifier:****5b. Federal Award Identifier:****State Use Only:****6. Date Received by State:****7. State Application Identifier:****8. APPLICANT INFORMATION:***** a. Legal Name:**

Metropolitan Government of Nashville-Davidson County

*** b. Employer/Taxpayer Identification Number (EIN/TIN):**

62-0694743

*** c. UEI:**

LGZLHP6ZHM55

d. Address:*** Street1:**

750 S. 5th Street

Street2:*** City:**

Nashville

County/Parish:*** State:**

TN: Tennessee

Province:*** Country:**

USA: UNITED STATES

*** Zip / Postal Code:**

37206-3805

e. Organizational Unit:**Department Name:****Division Name:****f. Name and contact information of person to be contacted on matters involving this application:****Prefix:***** First Name:**

Diana

Middle Name:*** Last Name:**

Alarcon

Suffix:**Title:****Organizational Affiliation:***** Telephone Number:**

615-862-8706

Fax Number:*** Email:**

diana.alarcon@nashville.gov

Application for Federal Assistance SF-424*** 9. Type of Applicant 1: Select Applicant Type:**☒ Other (specify)

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

Metropolitan Government

*** 10. Name of Federal Agency:**

69A345 Office of the Under Secretary for Policy.

11. Catalog of Federal Domestic Assistance Number:

CFDA Title:

*** 12. Funding Opportunity Number:**

DTOS59-22-RA-RAISE

* Title:

FY 2022 National Infrastructure Investments

13. Competition Identification Number:

RAISE2-FY22

Title:

FY22 RAISE Grants

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

*** 15. Descriptive Title of Applicant's Project:**

The Boulevard: A Catalyst for Nashville's Next Great Neighborhood

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424	
16. Congressional Districts Of:	
* a. Applicant <input style="width: 80px;" type="text" value="TN-5th"/>	* b. Program/Project <input style="width: 80px;" type="text" value="TN-5th"/>
Attach an additional list of Program/Project Congressional Districts if needed.	
<input style="width: 300px;" type="text"/>	<input type="button" value="Add Attachment"/> <input type="button" value="Delete Attachment"/> <input type="button" value="View Attachment"/>
17. Proposed Project:	
* a. Start Date: <input style="width: 80px;" type="text" value="12/01/2022"/>	* b. End Date: <input style="width: 80px;" type="text" value="12/01/2024"/>
18. Estimated Funding (\$):	
* a. Federal	<input style="width: 150px;" type="text" value="5,000,000.00"/>
* b. Applicant	<input style="width: 150px;" type="text" value="4,000,000.00"/>
* c. State	<input style="width: 150px;" type="text" value="0.00"/>
* d. Local	<input style="width: 150px;" type="text" value="0.00"/>
* e. Other	<input style="width: 150px;" type="text" value="0.00"/>
* f. Program Income	<input style="width: 150px;" type="text" value="0.00"/>
* g. TOTAL	<input style="width: 150px;" type="text" value="9,000,000.00"/>
* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?	
<input type="checkbox"/> a. This application was made available to the State under the Executive Order 12372 Process for review on <input style="width: 100px;" type="text"/>	
<input type="checkbox"/> b. Program is subject to E.O. 12372 but has not been selected by the State for review.	
<input checked="" type="checkbox"/> c. Program is not covered by E.O. 12372.	
* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If "Yes", provide explanation and attach	
<input style="width: 300px;" type="text"/>	<input type="button" value="Add Attachment"/> <input type="button" value="Delete Attachment"/> <input type="button" value="View Attachment"/>
21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)	
<input checked="" type="checkbox"/> ** I AGREE	
** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.	
Authorized Representative:	
Prefix: <input style="width: 100px;" type="text"/>	* First Name: <input style="width: 200px;" type="text" value="Casey"/>
Middle Name: <input style="width: 300px;" type="text"/>	
* Last Name: <input style="width: 250px;" type="text" value="Hopkins"/>	
Suffix: <input style="width: 100px;" type="text"/>	
* Title: <input style="width: 400px;" type="text" value="Grant Administrator"/>	
* Telephone Number: <input style="width: 150px;" type="text" value="6158801676"/>	Fax Number: <input style="width: 200px;" type="text"/>
* Email: <input style="width: 350px;" type="text" value="casey.hopkins@nashville.gov"/>	
* Signature of Authorized Representative: <input style="width: 150px;" type="text" value="Completed by Grants.gov upon submission."/>	* Date Signed: <input style="width: 150px;" type="text" value="Completed by Grants.gov upon submission."/>

EAST BANK BOULEVARD

A Catalyst for Nashville's Next Great Neighborhood

Application for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program

Prepared by:

NDOT

NASHVILLE DEPARTMENT of TRANSPORTATION
& MULTIMODAL INFRASTRUCTURE



APRIL 2022



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Contact Information

Inquiries regarding this RAISE application should be directed to:

Diana Alarcon

Diana.Alarcon@nashville.gov
(615) 862-8706

Executive Summary**The Boulevard: A Catalyst for Nashville's Next Great Neighborhood**

Today, the East Bank sits largely dormant throughout the year. Despite being in the heart of Nashville, this area is categorized largely by industrial uses, hundreds of acres of asphalt parking lots, lifeless, disconnected roads and Nissan Stadium, which helps bring the area to life a few times a year. The East Bank is located in an Area of Persistent Poverty and a Historically Disadvantaged Community, as defined by this grant program, that was also hit hard by the flood of 2010 and again by the 2020 tornadoes. Amid tornado recovery efforts, the disadvantaged communities along the East Bank were disproportionately impacted by the COVID-19 global pandemic.

Over the past two years, Nashville began the East Bank Master Plan, advanced early planning activities and sought innovative partnerships with the private sector bringing the prospect of thousands of new jobs to Nashville. Metro Nashville is partnering with Oracle Corporation to bring 8,000+ jobs to a new 65 acre campus on the East Bank. Nashville and Tennessee are working with Oracle to reimagine the area around the stadium into a new mixed use community.

The Nashville Department of Transportation and Multimodal Infrastructure (NDOT), in partnership with the Office of the Mayor and the Metropolitan Nashville and Davidson County Planning Department, seeks a \$5 million RAISE Grant to plan and design the East Bank Boulevard, the backbone of the East Bank and catalyst for Nashville's next great neighborhood. The Boulevard is a modern, resilient and complete multimodal mobility option, development catalyst and job creator and a unifying address and community connector.



Nashville has an exceptional opportunity to transform an underutilized flood-prone area into the city's next great neighborhood along the East Banks of the Cumberland River. Walkable neighborhoods, world-class accessible parks, trails and open spaces, thousands of new jobs. At the center of it all: A new Boulevard that will catalyze and connect the East Bank.

Transportation Challenges and Benefits

The East Bank Boulevard project will generate significant long-term benefits by improving safety, enhancing mobility, connectivity and quality of life, applying transformative technology and explicitly addressing climate change and racial equity. The project benefits align with USDOT's merit criteria identified in the fiscal year (FY) 2022 RAISE Notice of Funding Opportunity (NOFO) and will result in:

- **Safety:** Reduce risk of crashes from safety improvements on the East Bank Boulevard.
- **Environmental Sustainability:**
 - » Reduce reliance on automobiles by providing sustainable active transportation options that lower vehicles miles traveled and greenhouse gas emissions by promoting a compact, walkable development pattern and viable transportation alternatives.
 - » Establish new standard for flood resiliency in Nashville by promoting responsible development practices in area known to be at risk of flooding.
 - » Reduce heat islands with dedicated space for street trees and additional landscaping.
- **Quality of Life:** Improve quality of life and access to employment, affordable housing and retail opportunities.

EAST BANK BOULEVARD

- **Mobility and Connectivity:** Reduce barriers to opportunities for historically disadvantaged underserved communities and enhanced transportation choices for Nashvillians and visitors.
- **Economic Competitiveness and Opportunity:**
 - » Create jobs and improve connections to job opportunities within the East Bank and beyond.
 - » Enhance freight and traffic movement.
 - » Increase tourism activities.
- **State of Good Repair:** Improve infrastructure asset management and maintenance.
- **Partnership and Collaboration:**
 - » Increase outreach and community engagement.
 - » Increase investment in public infrastructure via strong public-private partnerships with Oracle Corporation, the Tennessee Titans, Metro Nashville and the State of Tennessee.
- **Innovation:**
 - » Innovative technologies to manage and improve operations of the transportation system.
 - » Innovative project funding, delivery and financing.

A detailed summary of the changes and long-term benefits expected from the East Bank Boulevard project is provided in the Benefits Analysis located in Appendix B.

Project Description

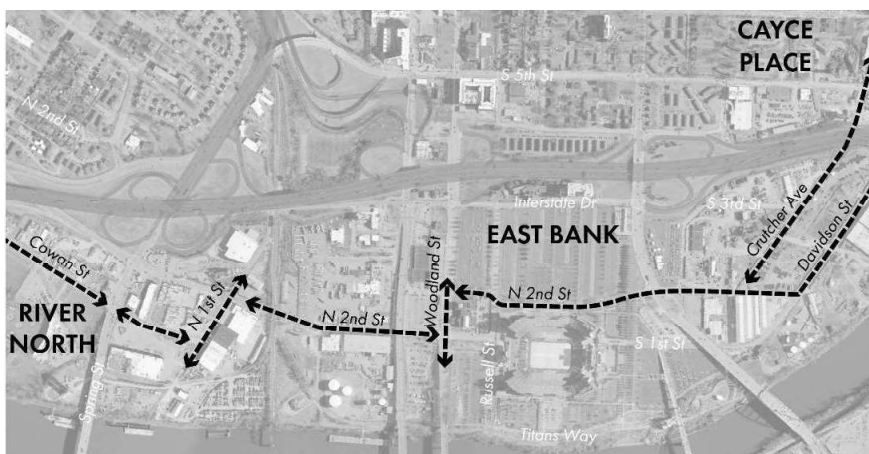
Project History

Nashville's East Bank, defined as the strip of land across the river east of downtown and bordered by Nashville's interstate inner loop to the north, east and south, has always been a diamond in the rough. The East Bank was profoundly impacted by the May 2010 Tennessee floods. Nearly a decade later, the East Bank was ravaged by tornadoes in the Spring of 2020, only to suffer from the impacts of the COVID-19 global pandemic shortly thereafter.

Today, the East Bank is characterized by Nissan Stadium, large expanses of surface parking and a disconnected patchwork of lifeless streets. Nissan Stadium hosts home games and other events a few days out of the year but the area largely remains underutilized. East Bank is often perceived as a barrier to disadvantaged communities, growing East Nashville and opportunity in downtown and beyond. Traversing the East Bank in a car is difficult at best, and walking or cycling is nearly impossible. The barrier that the East Bank represents today directly impacts some of Nashville's most underserved neighborhoods, such as Cayce Place and Riverchase, many of whose residents lack access to private automobiles.



The East Bank was one of Nashville's hardest hit neighborhoods in the flood of 2010.



The East Bank today is characterized by Nissan Stadium, large expanses of surface parking and a disconnected patchwork of lifeless roads.

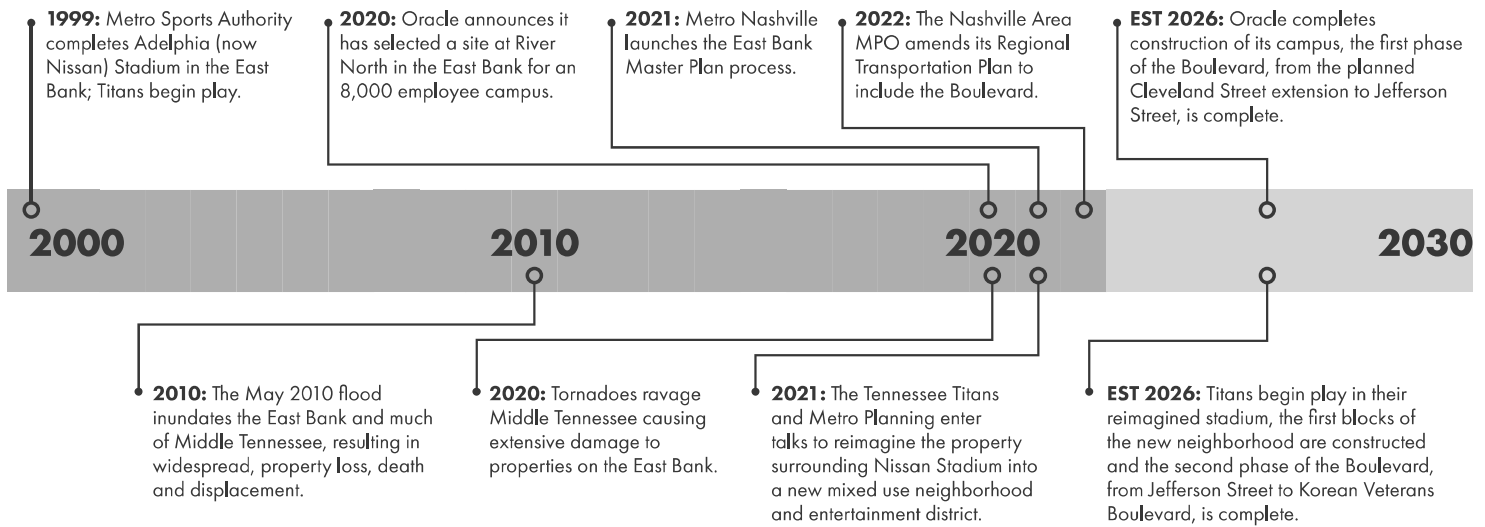
NDOT is partnering with the private sector to realize the East Bank's significant development potential, highlighted by recent announcements of the Oracle Corporation and the NFL's Tennessee Titans for major employment center and mixed use projects.



NDOT

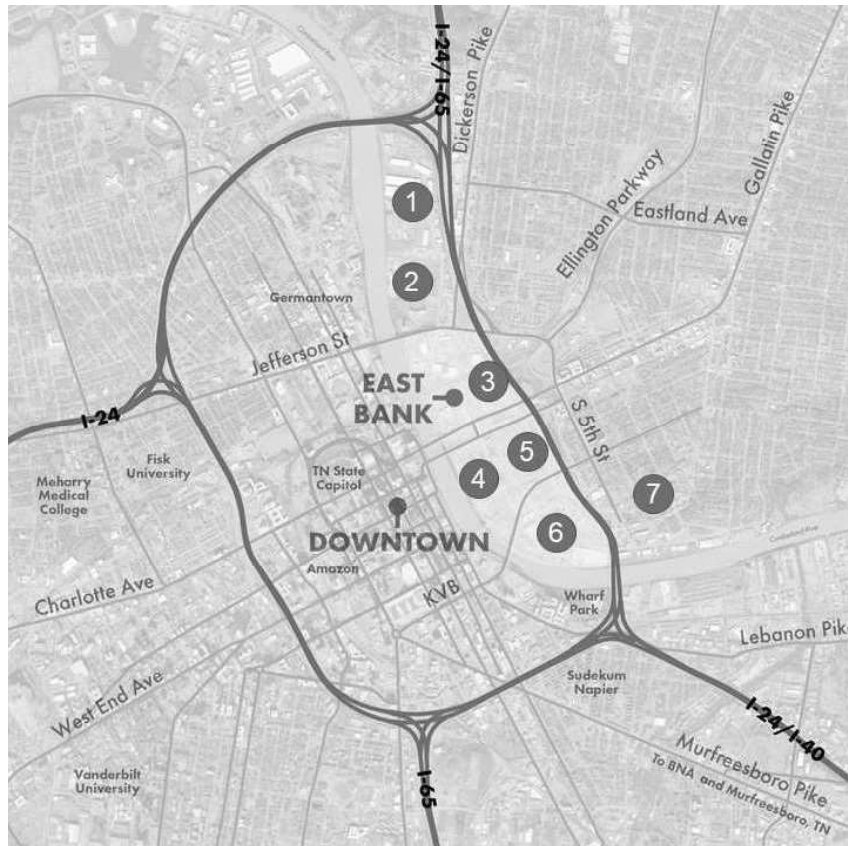
NASHVILLE DEPARTMENT of TRANSPORTATION
& MULTIMODAL INFRASTRUCTURE

EAST BANK BOULEVARD



Despite the East Bank's many challenges, its tremendous potential cannot be ignored. It is the last significant assemblage of developable land in Nashville's fast-growing urban core, one of the hottest real estate markets in the nation. A number of major development projects are proposed for the East Bank, highlighted by the Oracle Corporation's plans to construct an 8,000-employee campus.

The Metropolitan Nashville and Davidson County (Metro) Planning Department initiated the development of a Master Plan in early 2021 to create a coordinated vision and plan for the East Bank. The plan envisions the East Bank as Nashville's next great neighborhood with the Boulevard as the central organizing element. The Nashville Department of Transportation (NDOT) subsequently began a Mobility Plan for the East Bank that validates the need for the Boulevard.



Major Development projects in and around East Bank (Planned and Potential)

- | | |
|--------------------------|-------------------------|
| 1 Oracle | 5 Mixed Use Development |
| 2 Creek Lane Multifamily | 6 PSC |
| 3 Truck Stop | 7 Cayce Place |
| 4 Stadium | |

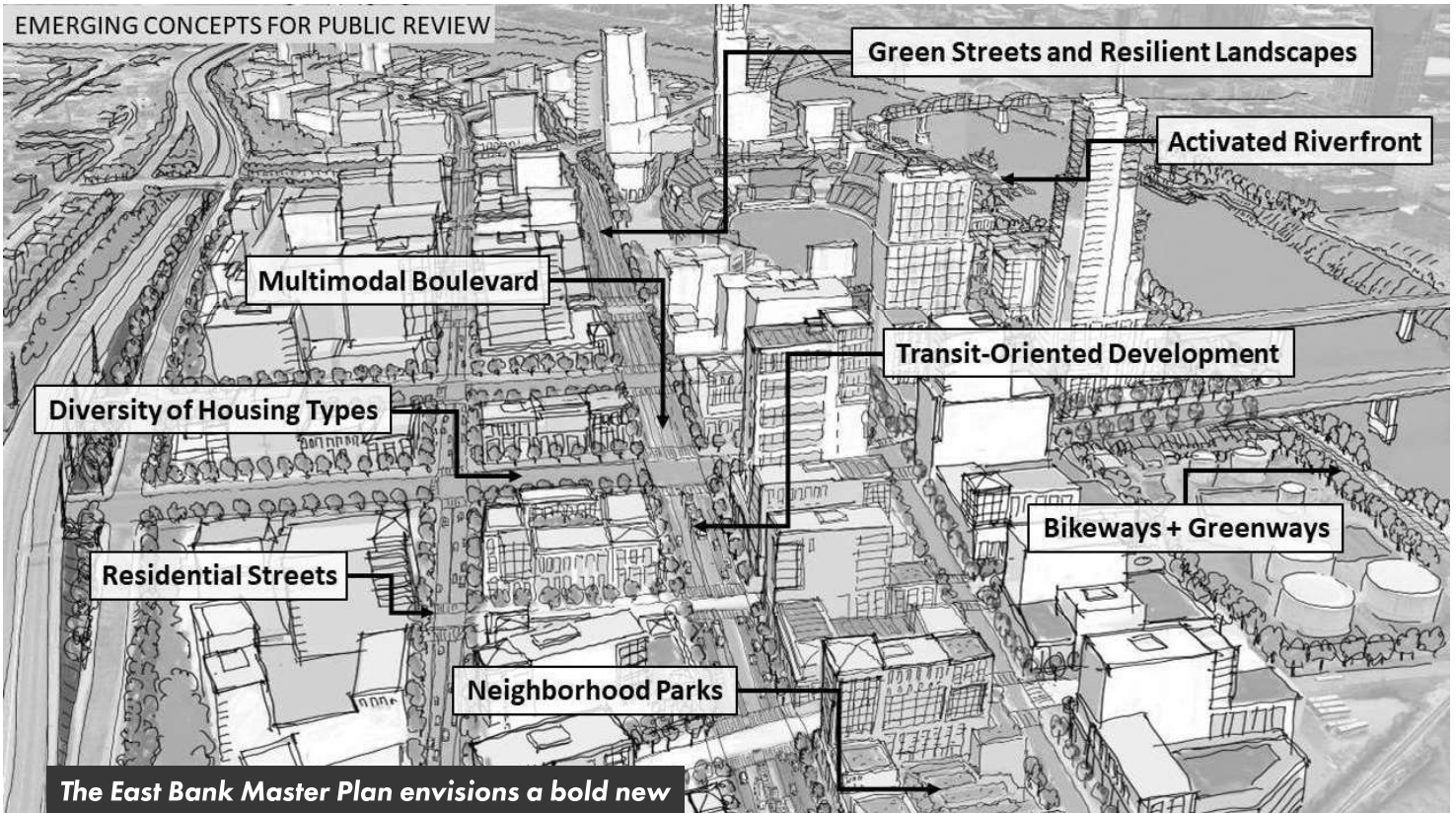


NDOT

NASHVILLE DEPARTMENT of TRANSPORTATION
& MULTIMODAL INFRASTRUCTURE

EAST BANK BOULEVARD

EMERGING CONCEPTS FOR PUBLIC REVIEW



The East Bank Master Plan envisions a bold new future as Nashville's next great neighborhood with the Boulevard at the center of it all.

Nashville Needs the Boulevard

There is tremendous opportunity awaiting the East Bank, but it can only be achieved with a fully realized Boulevard connecting the East Bank's jobs, affordable housing, retail and recreation opportunities to all of Nashville. The Boulevard represents a new way of thinking about Nashville's infrastructure that includes:

- **A modern and complete multimodal mobility option** that connects transit, pedestrians, cars, autonomous vehicles and bicycles/ micromobility in one cohesive and continuous north-south corridor.
- **A development catalyst and job creator** that activates previously inaccessible parcels that will generate an estimated 50,000+ jobs, 23 million square feet of office, commercial and hotel space and 20,000 new dwelling units, including affordable housing units.
- **A unifying address and community connector** that not only connects jobs, housing and open space within the East Bank, but to also diverse and economically disadvantaged neighborhoods on both sides of the river.



The Boulevard will be the East Bank's "signature street" and a multimodal catalyst for thousands of jobs and new homes.



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Work Completed to Date

Much work has already been done to date to conceptually plan for the East Bank Boulevard as part of the Master Plan and related Mobility Plan. The Master Plan envisioned the Boulevard and a larger multimodal framework through an extensive public process. The Mobility Plan further validates and evaluates the feasibility, including conceptual design, traffic analysis and coordination with property owners.

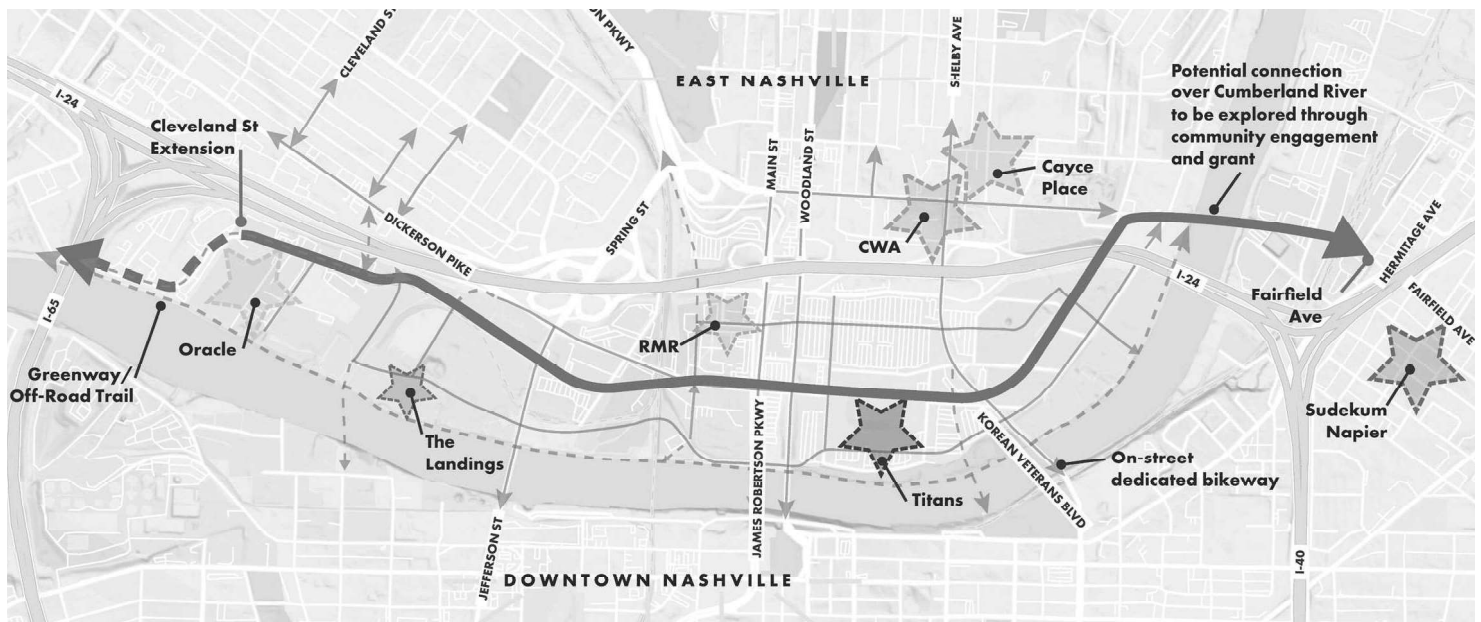


The East Bank Mobility Plan proposes a new bridge connection that will connect Nashville's most disadvantaged and underserved neighborhoods to the East Bank via walking, cycling and transit.

Statement of Work

The next phase of planning and design is urgently needed to ensure the Boulevard keeps pace with the community's growing mobility and accessibility needs while meshing seamlessly with Oracle, the Titans and other imminent developments. The following tasks will be advanced with a successful RAISE Grant award:

- **Planning:** Further planning for NDOT and its partners to better understand how to leverage the Boulevard's catalytic potential, including a fiscal impact study, economic development strategic plan, an affordable housing study and policy recommendations to implement affordable housing.
- **Community Engagement:** Continued community engagement to help the planning team better understand local needs. To date, over 800 attendees have participated in 19 public meetings throughout the public engagement process.
- **NEPA and Design:** The proposed project will bring the design process to 60% completion, including the required National Environmental Policy Agency (NEPA) process.



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The proposed bridge will require the expansion or relocation of WeGo's transit bus maintenance facility (highlighted in red), which is flood prone and capacity constrained. Alternatives will need to be examined through the design process.



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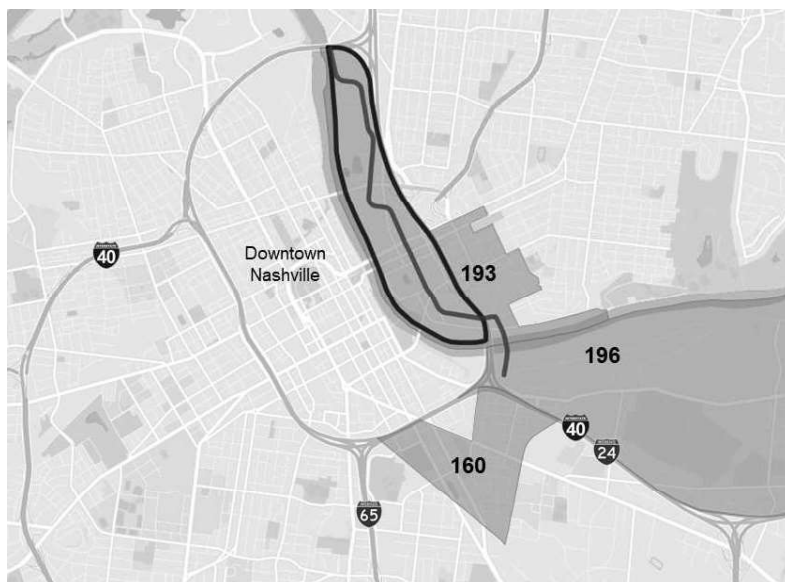
EAST BANK BOULEVARD

Project Location

The Boulevard is located on Nashville's East Bank and extends across the Cumberland River south of downtown. At its north terminus, the project is located at what is now Cowan Street where it will intersect with the planned extension of Cleveland Street. It extends south where it intersects with Jefferson Street, James Robertson Parkway and Main Street. South of Main Street, the project follows what is now Crutcher Street south of I-24 to 5th Street. At 5th Street, the project transitions to a bridge extending over the Cumberland River where it lands at Fairfield Avenue south of I-40/24. The East Bank is located within Tennessee's US Congressional District 5.

The core of the Boulevard is located in Census Tract 193 and in Tracts 196 and 160. All three Tracts are federally designated Historically Disadvantaged Communities and Tracts 193 and 160 are designated Areas of Persistent Poverty.

Census Tract 160 includes the Sudekum and Napier public housing communities, which are Choice Neighborhood planning areas. Census Tract 193 qualifies as an Opportunity Zone. All three Tracts are located within the Nashville Promise Zone.



Project Location	Latitude: 36° 10' 9.82" Longitude: -86° 46' 20.59"
Census Designated Urbanized Area	Nashville-Davidson
Census Tracts	193, 196, 160
Historically Disadvantaged Community	Yes (193, 196, 160)
Area of Persistent Poverty	Yes (193 and 160)
Community Development Zone Designations	Opportunity Zone Nashville Promise Zone Choice Neighborhoods

Grant Funds, Sources and Uses of Project Funds

Project Costs

The East Bank Boulevard project advances the work completed as part of the East Bank Master Plan and Mobility Study and brings it closer to shovel-ready. The total planning, environmental and up to 60% design project cost is estimated to be \$9 million, which includes the following major components.

Project Component	Cost (YOE \$)
Planning	\$500,000
Public and Stakeholder Outreach	\$400,000
NEPA and Design (60%)	\$8,100,000
Total Cost	\$9,000,000



Planning

Completing additional planning work for the East Bank Boulevard project will help NDOT and its partners better understand how to leverage the major catalytic potential of the Boulevard. Specifically, the proposed planning needs include:

- A **Fiscal Impact Study** to better understand the fiscal implications of growth and to provide public-sector revenue and expenditure forecasts for major infrastructure investments.
- An **Economic Development Strategic Plan** that recommends and highlights the opportunities and corresponding actions that will maximize Metro's ability to leverage resources for economic development.
- An **Affordable Housing Study** to examine how development on the East Bank will impact Nashville's housing supply and to evaluate and recommend appropriate policy and regulatory strategies and incentives to ensure the East Bank contributes positively to housing affordability.

Public and Stakeholder Outreach

Extensive public outreach for the Master Plan has been conducted over the last year. A more focused outreach effort will help the project team gain a better understanding of local needs. Outreach efforts will focus individually on the neighborhoods that will benefit most from the Boulevard, bridge and East Bank development, including Cayce Place, Sudekum Napier, McFerrin Park and Chestnut Hill.

NEPA and Design (60%)

The total cost to construct the Boulevard is estimated to be \$175 million. The cost to provide preliminary engineering is estimated to be \$15 million. The proposed project will bring the design process up to 60% completion, including the required NEPA process, and is estimated to be \$9 million.

Segment	Length	Estimated Construction Cost	Estimated Preliminary Engineering Cost
Cleveland to Jefferson/Spring	0.90 miles	\$30,000,000.00	\$2,500,000.00
Jefferson/Spring to I-24	1.46 miles	\$45,000,000.00	\$4,000,000.00
Bridge	0.64 miles	\$100,000,000.00	\$8,500,000.00
Total Cost		\$175,000,000	\$15,000,000
		Up to 60% Design	\$8,100,000

Source and Amount of Funds

NDOT is requesting a total of \$5 million in RAISE Grant funds, which represents 55.6% of the total \$9 million project cost. Metropolitan Government of Nashville and Davidson County will provide the remaining \$4 million local match, which represents 44.4% of the total project cost. The Proof of Local Match is found in Appendix C.

Documentation of Non-Federal Funding Commitments

The source of the local match is authorized as part of the Metropolitan Government of Nashville and Davidson County Capital Spending Plan (CSP), which allocated \$481,610,000 for fiscal year 2022 in total with \$114,500,000 to NDOT (RS2021-1201 attached in the Appendix). The resolution adopted by the Metropolitan County Council of the Metropolitan Government of Nashville and Davidson County authorizes expenditures that will be paid through general obligation bonds.

Funding Source	Amount	Share
RAISE Grant	\$5,000,000	55.6%
Metropolitan Government of Nashville and Davidson County	\$4,000,000	44.4%
Total	\$9,000,000	100.0%

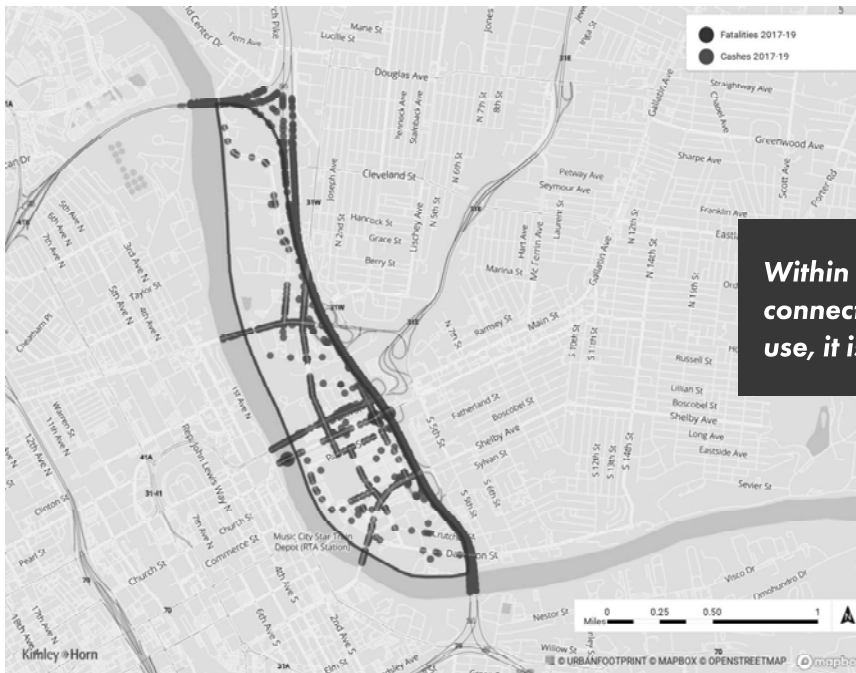


EAST BANK BOULEVARD

Merit Criteria

Safety

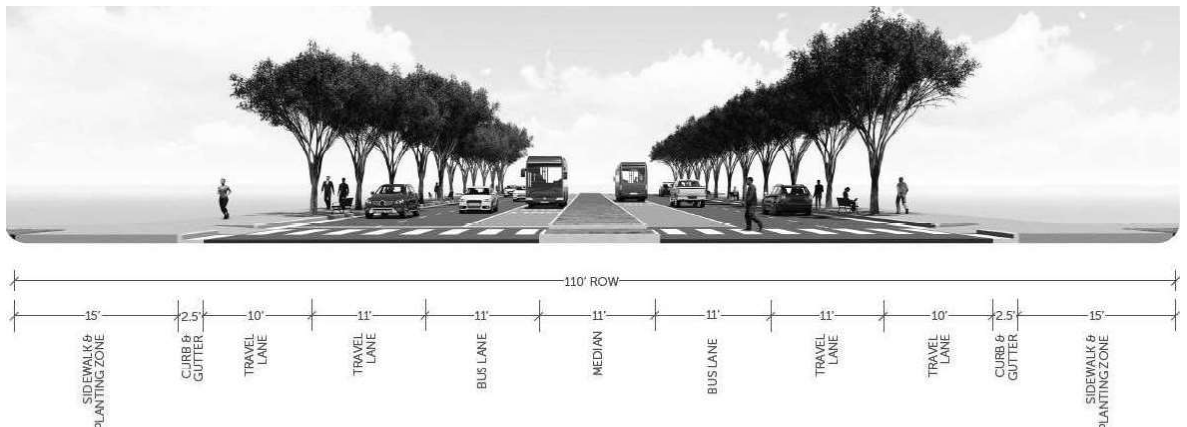
Between 2017 and 2019, there were almost 3,200 crashes and three fatalities within the East Bank, placing it among the top 5% of all crash locations in the region (source: Greater Nashville Regional Council). The high crash rates can be attributed to a number of factors, including a disconnected street network, absence of bicycle and pedestrian facilities, intersections that are unfriendly to pedestrians and bicyclists, lack of access management and an interstate frontage road system that lacks cohesion. This results in a barrier between many underserved neighborhoods in East Nashville and employment and educational opportunities in Downtown and West Nashville.



Within the East Bank, crashes line the main east-west connections. Despite this area's dispersed present use, it is a hotspot for car crashes.

The Boulevard is the centerpiece of a cohesive, multimodal, user-friendly mobility network that will introduce a culture of safe streets emphasizing walking, biking and transit in addition to helping safely move cars through the area. The proposed design includes 15 feet of combined sidewalk and space for trees, landscaping and amenities. Frequent cross streets and mid-block crossing locations provide ample opportunities for pedestrians to safely cross and access passenger stations along the median-running BRT route.

The ultimate typical section of the Boulevard includes transit, motor vehicle and pedestrian accommodations.



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The existing street network in the East Bank area is characterized by frequent curb cuts and driveways that create a number of conflict points, making it difficult for pedestrians and cyclists to travel. Pavement markings within the existing network are worn and unclear, leading to a greater potential of confusion for pedestrians. To address these issues, direct driveway access will be prohibited on the Boulevard. This will significantly reduce the number of motor vehicle conflict points and confusion.

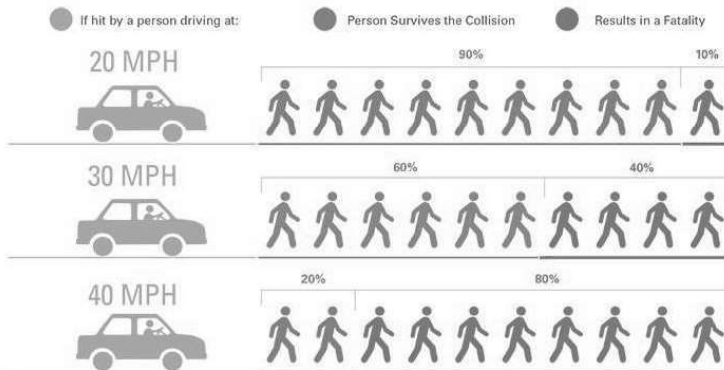


The current condition of the East Bank roads is generally poor for all users. Pedestrians face unprotected sidewalks with frequent curb cuts, creating conflict points with motor vehicles.



Unclear, worn pavement markings not visible and understandable to drivers. Unclear pavement markings lead to motorist confusion, leading to potential conflicts with non-motorist roadway users, such as cyclists.

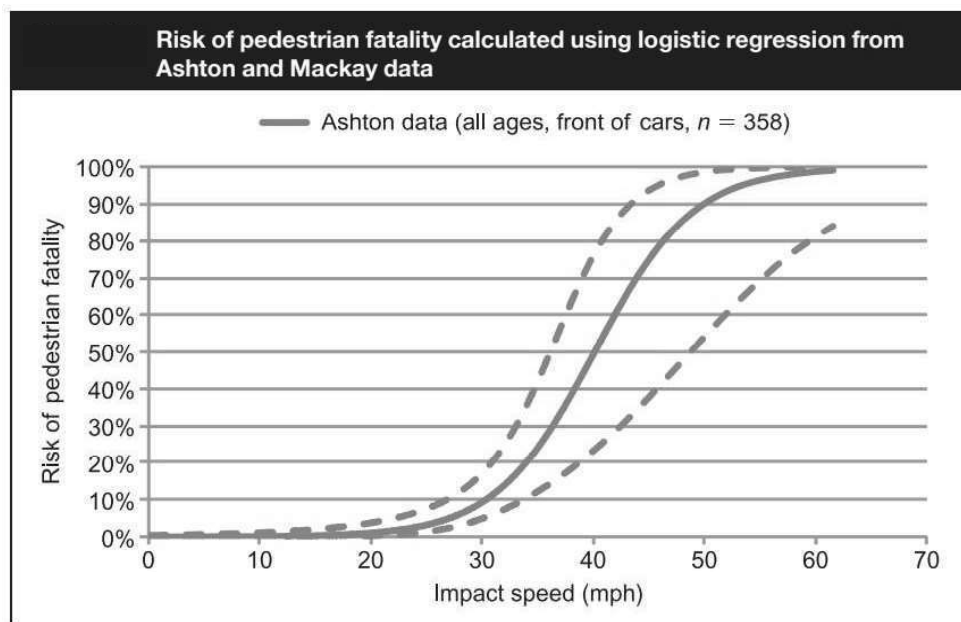
Speed is the number one factor that contributes to crashes and is a particular safety concern for pedestrians. The Boulevard will have a target design speed of 25 mph, an important threshold for reducing the severity and frequency of crashes, per the Institute for Transportation Engineers.



At higher speeds, motorists are not able to react as quickly to pedestrians entering the roadway, and crash severity increases. There is a higher potential for a pedestrian fatality at higher speeds. Source: <https://www.ite.org/technical-resources/topics/speed-management-for-safety/speed-as-a-safety-problem/>

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As motorist speeds increase, the risk of a pedestrian fatality increases exponentially. Data shows that the risk of being killed is approximately 5% if they are hit a speed of 25 mph. At 40 mph, the risk increases to 50%. Source: https://nacto.org/docs/usdg/relationship_between_speed_risk_fatal_injury_pedestrians_and_car_occupants_richards.pdf



Several measures the Boulevard will incorporate have marked examples of crash reduction. The table below examines the Crash Modification Factors (CMF) Clearinghouse data for many features of the Boulevard.

CMF	Author	Crash Reduction Factor (CRF) %
Implement transit signal priority	Song and Noyce	12.7%
Install sidewalk barrier	Alluri et al.	67%
Replace TWLTL with raised median*	Mauga and Kaseko	23%
Install bicycle boulevard	Minikel, E	63%

** Since there is no existing Boulevard, this CMF refers to replacing existing streets within the East Bank that are currently used for travel that have two-way left-turn lanes.*

The East Bank Boulevard project will improve access and safety for many of Nashville's underserved and historically disadvantaged communities, including Metropolitan Development and Housing Agency (MDHA) neighborhoods of Cayce Place--just east of the East Bank--and Sudekum Apartments and Napier Place--across the Cumberland River. For these communities, the Boulevard and its bridge represent a new, safe connection to opportunities in the East Bank and beyond, whether by walking, cycling, riding transit, or driving.



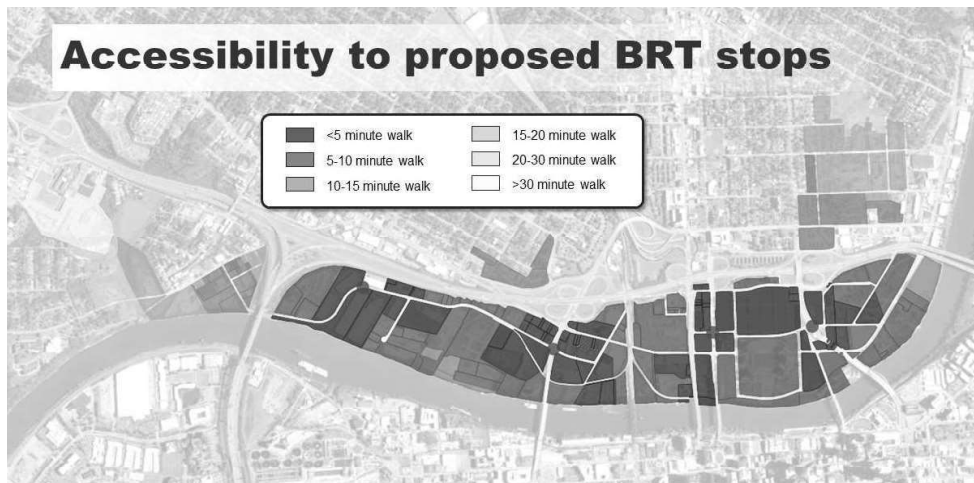
Environmental Sustainability

The Boulevard will be the centerpiece of a sustainable and resilient East Bank by promoting sustainable transportation options, incorporating a robust and healthy design and protecting Nashville's most vulnerable populations.

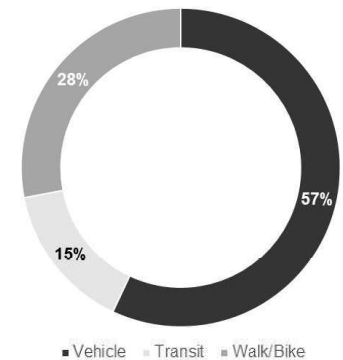
Sustainable Transportation

The transportation sector is the largest contributor to greenhouse gas emissions in the United States. The Boulevard will contribute to a reduction in greenhouse gas emissions in two significant ways.

First, by promoting a compact, walkable development pattern and viable transportation alternatives, the Boulevard will reduce reliance on the private automobile as the primary mode of transportation. A trip generation analysis performed for the East Bank Mobility Study found that as many as four out of ten daily trips could be made via walking, cycling or riding transit. This shift from cars to alternative modes is made possible by putting homes and jobs in close proximity, creating a walkable block network and making thousands of jobs accessible to transit, all things that the Boulevard does.



Mode share resulting from a mixed-use development (MXD) trip generation analysis of the East Bank.



Second, the Boulevard will promote alternative fuel vehicles by providing electric vehicle (EV) charging stations at mobility hubs and incentivizing private development to provide priority parking and infrastructure for EVs.

A Resilient and Healthy Future

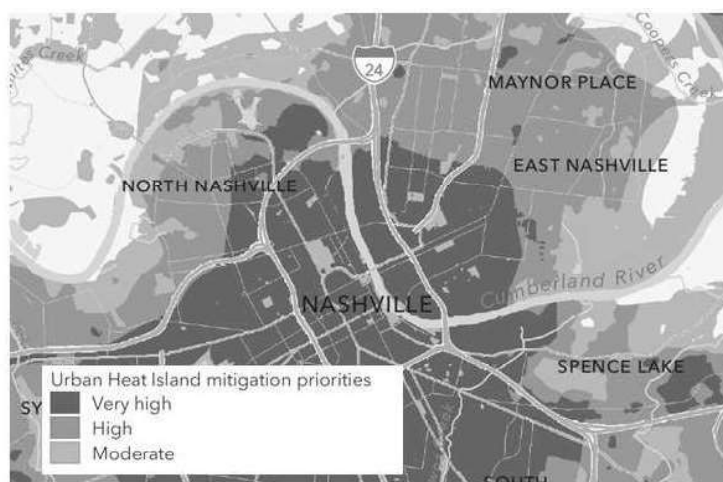
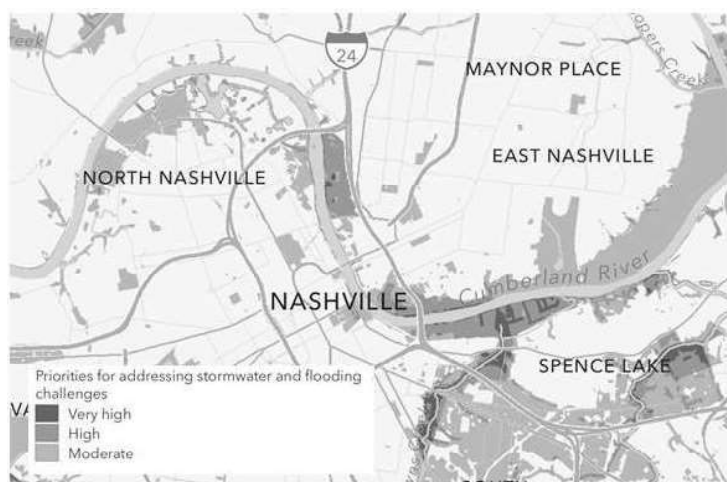
The great flood of May 2010 left Nashville reeling from the effects of widespread damage and served as a wakeup call for our vulnerability to major storm events.

The East Bank was one of the hardest hit locations, as images of Nissan Stadium inundated with water were a frequent occurrence on the national news cycle.

Source: Samuel M. Simpkins / The Tennessean / AP. <https://www.csmonitor.com/From-the-news-wires/2010/0504/Cumberland-River-flooding-causes-power-outages-in-Nashville>



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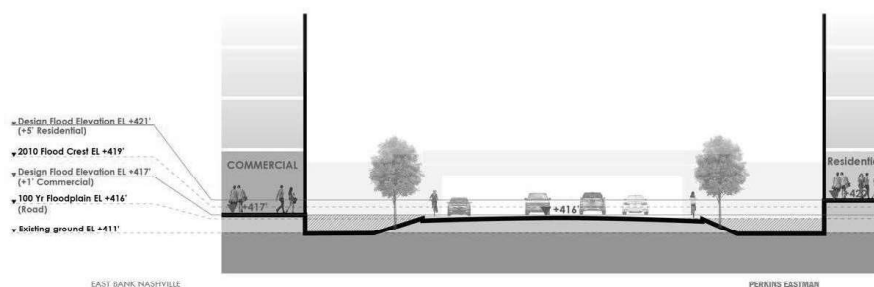


The East Bank is among Nashville's most at-risk locations for flooding and the urban heat island effect.

The Boulevard will set a new standard for flood resiliency in Nashville by promoting responsible development practices. The Boulevard itself will be constructed above the 100-year floodplain, and proposed standards for adjacent development will place commercial and residential uses at even higher elevations. Through coordination with Metro Water Services, the U.S. Army Corp of Engineers and NDOT and future NEPA studies, an exact elevation will be determined and finalized for all standards. More broadly the East Bank Master Plan prescribes a more resilient approach to new development that preserves and respects flood prone areas through a performative landscape design.

NEW DESIGN FLOOD STANDARD

- New roads built to BFE (EI +415' - 416' NAVD)
- New commercial development: minimum first finished floor elevation at BFE + 1' (EI +416' - 417' NAVD)
- New residential development: minimum first finished floor elevation at BFE +5' (EI +420' - 421' NAVD)



The East Bank Master Plan prescribes a more resilient approach to new development that preserves and respects flood prone areas through a performative landscape design

The East Bank also has the greatest potential to suffer from the effects of urban heat islands, a growing concern as climate change continues to emerge as both a short- and long-term issue. The Boulevard is a catalyst to replace the East Bank's large expanses of parking lot asphalt with a greener design that prioritizes connected landscapes and open space. The Boulevard itself will include dedicated space for street trees and additional landscaping. Beyond this, a commitment to green infrastructure will be prioritized. This can include bioswales, sustainable landscaping and planting features, street trees with oversized wells and infiltration swales.



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Protecting Nashville's Most Vulnerable Populations

The East Bank's vulnerability to flooding, climate change, tornadoes, pandemics and other natural disasters is underscored by the presence of historically disadvantaged and underserved communities. The East Bank and surrounding neighborhoods are Nashville's most at-risk for disasters, including flooding, tornadoes and pandemics according to the US Census Community Resilience Estimates. The Boulevard and the associated change that it will catalyze are critical to changing outcomes for these populations.



The East Bank and surrounding neighborhoods are Nashville's most at-risk for disasters, including flooding, tornadoes and pandemics. Source: US Census Community Resilience Estimates

Quality of Life

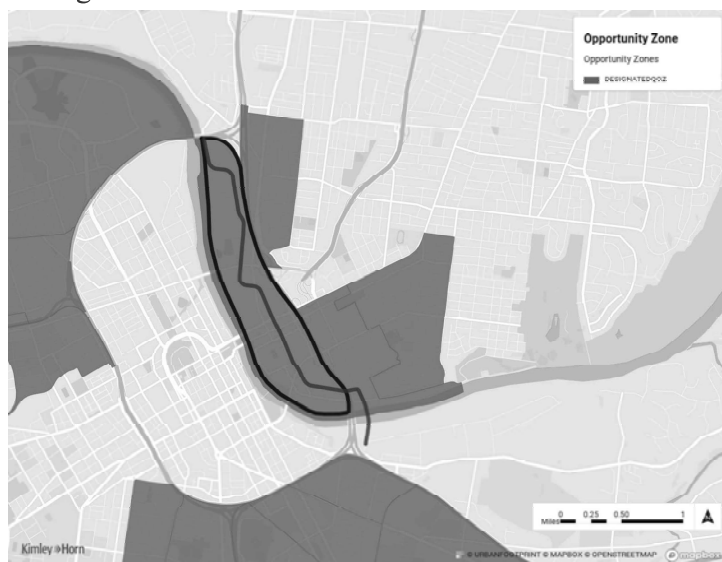
The East Bank's strategic location along the Cumberland River offers tremendous promise and opportunity to adjacent neighborhoods that desire inclusion to key elements of jobs, services, affordable housing, parks and multimodal transportation. The East Bank Boulevard will improve the quality of life for residents, workers and visitors by providing access to employment and affordable housing; transforming an underutilized, flood-prone area; and connecting the East Bank to jobs, affordable housing and retail. Located in and adjacent to several designated Qualified Opportunity Zones, a Historically Disadvantaged Community and Areas of Persistent Poverty Census Tracts, the East Bank Boulevard project will provide an improved quality of life to all Nashvillians by addressing racial equity and improving access to transportation, jobs and affordable housing.

Improve Access to Transportation

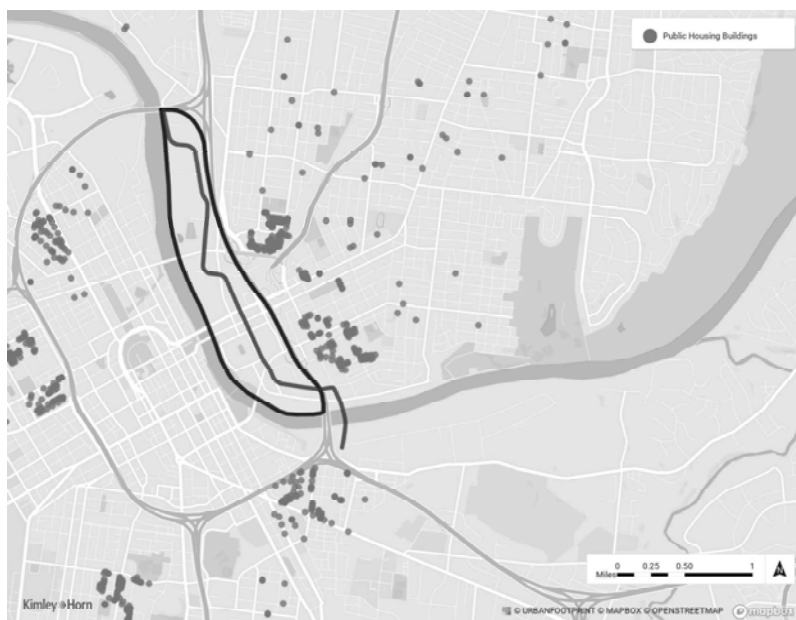
The project area is located within three designated Qualified Opportunity Zones (Census Tracts 160, 193 and 196) and abuts to two additional designated Qualified Opportunity Zones (Census Tracts 126 and 192). The area currently includes a disconnected street network, absence of bicycle and pedestrian facilities, lack of access management and an interstate frontage road system that lacks cohesion. The project area currently has three nearby main north-south corridors — Dickerson Pike, Main Street/Gallatin Pike (Gallatin Pike) and Ellington Parkway. The limited-access Ellington Parkway primarily serves driving commuters, while Gallatin Pike and

EAST BANK BOULEVARD

Dickerson Pike serve a multimodal mix of commuters and local traffic. WeGo Transit's Gallatin Pike frequent service provides the corridor with an additional level of dependable transit and access to downtown and East Nashville. Route 56 provides every 10-minute frequency throughout the day on weekdays and every 20 minutes during weekends.



The 3.1-mile East Bank Boulevard will transform the current disconnected street network and provide access to many underserved neighborhoods in East Nashville, employment and educational opportunities in downtown and west Nashville. The Boulevard will serve as the backbone for a drastically improved transportation network in the East Bank. It will provide dedicated lanes for future BRT service and high-occupancy autonomous vehicles, as well as a dedicated roadside zone for pedestrians and landscaping. Sections of the Boulevard include a parallel multi-use trail and an interim design provides protected bike lanes (to ultimately be replaced by protected bike lanes on parallel streets).



Nashville needs this improved Boulevard as it will provide an important opportunity to both residents and visitors. The East Bank Boulevard project will connect numerous underserved areas to biking, walking and transit opportunities, particularly households that cannot afford the expense of owning and maintaining a personal automobile. A modern and complete multimodal mobility option that connects transit, pedestrians, cars, autonomous vehicles and bicycles/ micromobility in one cohesive and continuous north-south corridor will open opportunities and will provide reliability of travel time to work as well as expand travel options so more people can walk, bike, or take transit.

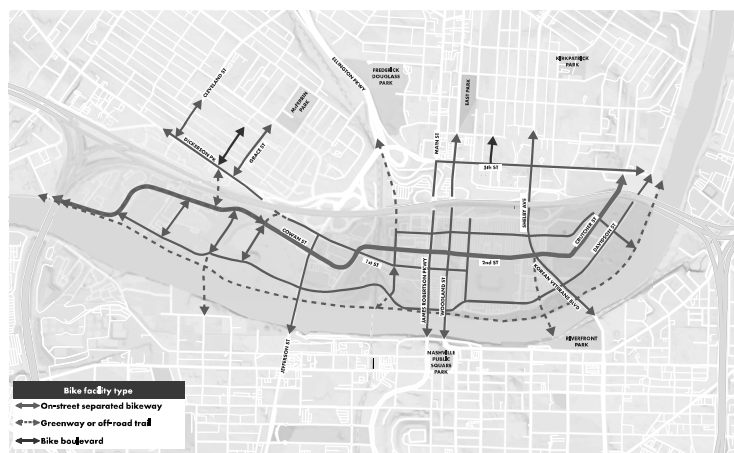
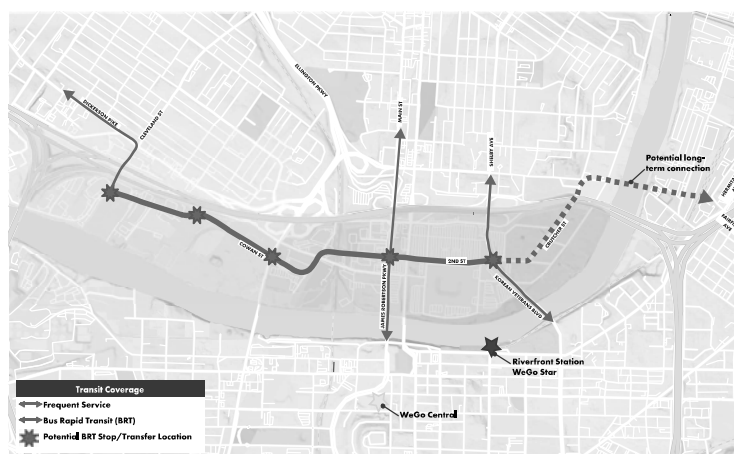
The East Bank is adjacent to a number of affordable housing communities that will benefit from accessibility and opportunity that the Boulevard provides.



Homes and businesses were destroyed when tornadoes touched down and tore through Nashville and the flood-prone East Bank area in March 2020. Nashville will continue to face a myriad of climate risks over the next decade, including an increased number of intense storms and tornadoes like March 2020 and more frequent flooding and extreme heat days per year.

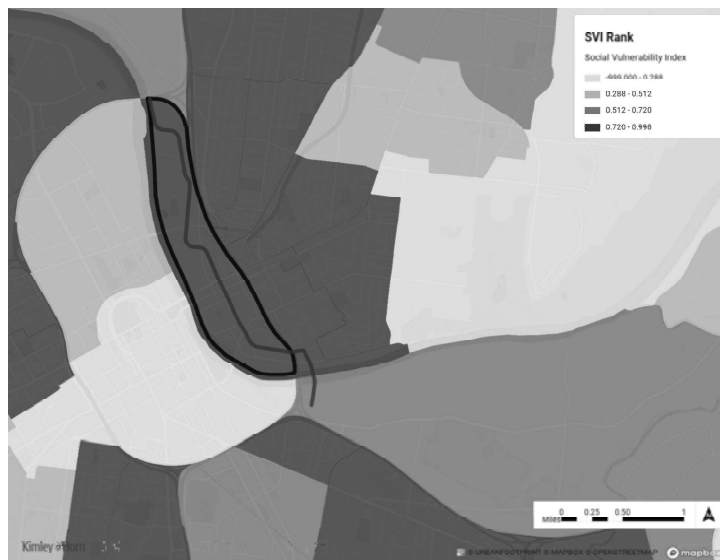
Nashville Mayor John Cooper has committed to the Global Covenant of Mayors for Climate and Energy (the largest global alliance for city climate leadership across the globe). In this vein, the administration is focused on supporting the growth of the community while preserving the region's natural resources, minimizing detrimental environmental impacts and achieving related cost savings, ensuring environmental equity and inclusion and improving residents' quality of life.

In concert with Metro Nashville Mayor's Office Sustainability Advisory Committee, the East Bank Boulevard project envisions a city that lives in harmony with the environment and supports Nashville's desire to eliminate the costs associated with flooding, stormwater drainage systems and reducing emissions. This project aligns with the



strategic task of restoring the functions of the landscape to improve water quality and improving resiliency. The East Bank Boulevard project will mitigate the impact of climate change, including increased heat, flooding and violent weather in communities already experiencing economic and health disparities.

The project area will prioritize flood resiliency for both the Boulevard and surrounding neighborhoods. The minimalization of flooding risks will reduce damage to properties within this area, while taking measures to reduce vulnerability to flooding events.



The East Bank and surrounding neighborhoods rank among the highest on Community Resilience and Social Vulnerability Indices, placing them at the greatest risk for impacts associated with flooding, tornadoes and other adverse events.

Improve Access to Job Opportunities

The East Bank Boulevard project is a development catalyst and job creator that will activate previously inaccessible land, generating an estimated 50,000+ jobs, 23 million square feet of office, commercial and hotel space and 20,000 new dwelling units, creating new economic opportunities that will directly benefit those living in and around the surrounding area.

The Oracle Corporation is partnering with the City to bring 8,000+ jobs to a new 65-acre campus on the East Bank, and Nashville is working with the Tennessee Titans to reimagine the area around the stadium into a new mixed-use community. These public-private partnerships are invaluable to the growth of the East Bank and will complement the need for this north-south connection.

According to an economic and fiscal impact analysis prepared by the Center for Economic Research in Tennessee (CERT), the research division of Tennessee Department of Economic and Community Development (TNECD), the Oracle development is anticipated to generate 20,214 new jobs and \$2.0 billion in annual earnings. This workforce includes 8,521 direct new jobs in Davidson County with total annual earnings of \$1.1 billion, and an additional 11,693 indirect and induced new jobs in the state with total annual earnings of \$873.2 million.

The project is anticipated to contribute \$2 billion each year to Tennessee's gross state product (value added). The company's operations are projected to generate \$3.1 billion annually in economic output from direct and indirect economic activity.

EAST BANK BOULEVARD

The project is anticipated to generate additional benefits during the temporary construction period:

\$1.6 billion in capital investments.

The project will include an initial period of construction where \$1.6 billion will be spent on land; buildings and other real property improvements; furniture, fixtures, and equipment; and infrastructure improvements.



21,131 temporary direct, indirect, and induced jobs supported during the construction period. This includes 10,051 direct full-time-equivalent workers during the project's construction and 11,080 indirect and induced workers employed in the region.

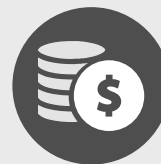


\$1.2 billion in salaries related to project construction activity. Workers employed directly in the project's construction will earn an estimated \$673.4 million in salaries, with an additional \$532 million in estimated salaries paid to indirect and induced workers supporting the project and its workers.



The project is anticipated to generate significant local fiscal impacts in Davidson County, which include:

\$8.8 million in projected local sales tax collections annually. This includes sales tax collections generated annually through purchases of food and general items made by direct and indirect worker spending.



\$16.1 million in local sales tax collections generated during the construction period. The temporary construction period will generate \$16.1 million in local sales tax collections through construction, improvements and company expenditures on furniture, fixtures and equipment.



\$17.9 million in projected local property tax collections each year. Local property tax revenues generated by the projected development for land, buildings and other real property improvement



Improve Access to Affordable Housing

To meet the demand in the next 10 years, Nashville needs to create more than 50,000 housing units citywide that are affordable to people with incomes at or below 80% of the area median income. The allowable density in the East Bank area would help Nashville tackle its housing needs at a tremendous scale.

An estimated 20,000 new housing units is a powerful tool to help address the housing crunch in and around the East Bank Boulevard. Nashville has an affordable housing target of up to 20% of all new housing to meet the definition of affordable, representing almost 4,000 new affordable housing units.

The additional affordable housing tools include tax abatements (IHTC PILOT or Mixed-Income PILOT) or subsidies from incremental tax (TIF, TORD, or IDB). The Tax Increment Financing in Transit-Oriented Redevelopment Districts (TORD) will directly fund affordable housing, as will the Metro Nashville Transportation Plan with 10% of infrastructure cost for affordable housing.

Estimated total housing units at buildout	20,000
Affordable housing provision	20%
Potential new affordable housing units	4,000
>=30% Average Median Income	500
31-60% Average Median Income	1,500
61-80% Average Median Income	2,000

Affordable housing targets in the East Bank

Mayor Cooper sees this venture as a "remarkable opportunity to create a great neighborhood along the iconic Cumberland River." He states that "A great neighborhood requires some key elements: sidewalks, bikeways and greenways, housing, parks, and strong transportation infrastructure. I'm committed to getting the fundamental elements right from the onset of this community-driven project."



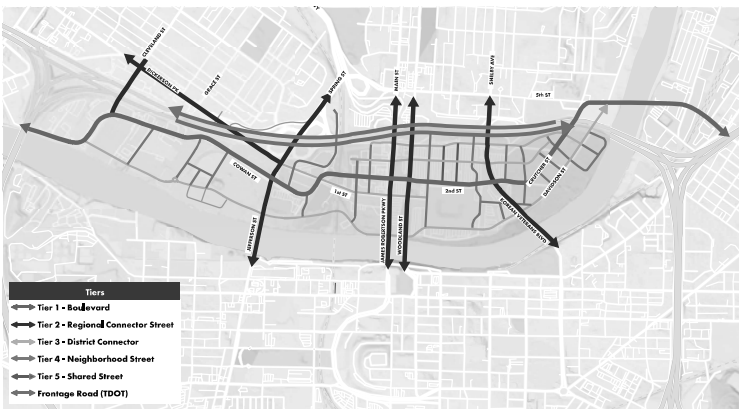
Mobility and Community Connectivity

The Boulevard will fundamentally change mobility and connectivity in the East Bank and East Nashville by eliminating opportunity gaps for historically disadvantaged underserved communities and providing enhanced transportation choices for Nashvillians and visitors. The Boulevard will serve as the backbone of a balanced, cohesive multimodal network, creating a new standard for transit in Nashville, promulgating a system of walkable blocks and promoting safe and enjoyable opportunities for cycling.

A Balanced and Cohesive Multimodal Street Network

The East Bank has the potential to transform the area into a series of great mixed-use neighborhoods offering much needed employment, housing and services opportunities, but this can only happen with a thoughtful approach to fixing the disjointed and scant existing street system. The Boulevard does this by creating a cohesive connection throughout the East Bank and to communities to the north and to the south across the river. The Boulevard and surrounding multimodal network disperses traffic and avoids the need for oversized intersections that create congestion and delay and serve as barriers to walking and cycling.

The Boulevard will be the backbone of a balanced, cohesive multimodal network, create a new standard for transit in Nashville, promulgate a system of walkable blocks and promote safe and enjoyable opportunities for cycling.

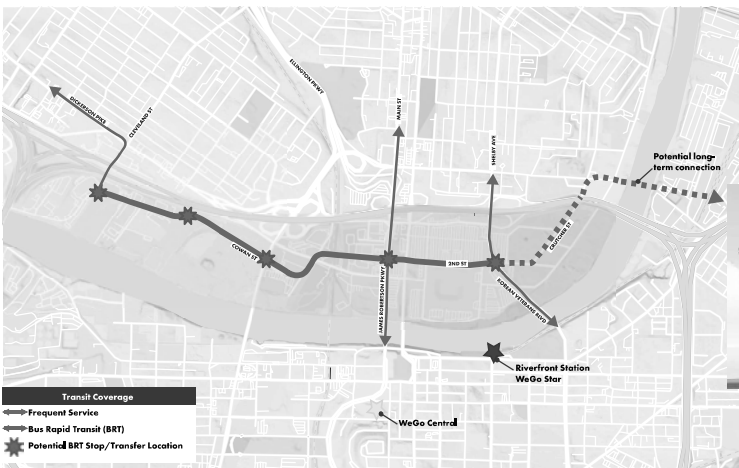


The Boulevard is the backbone of a balanced and cohesive multimodal network.

Elevating Transit in Nashville

The Boulevard includes dedicated lanes for bus rapid transit (BRT) as integral to its design, which is a novel concept both in Nashville and industry-wide. The BRT alignment provides a viable transit option for commuters, links affordable housing to job opportunities and connects previously inaccessible communities.

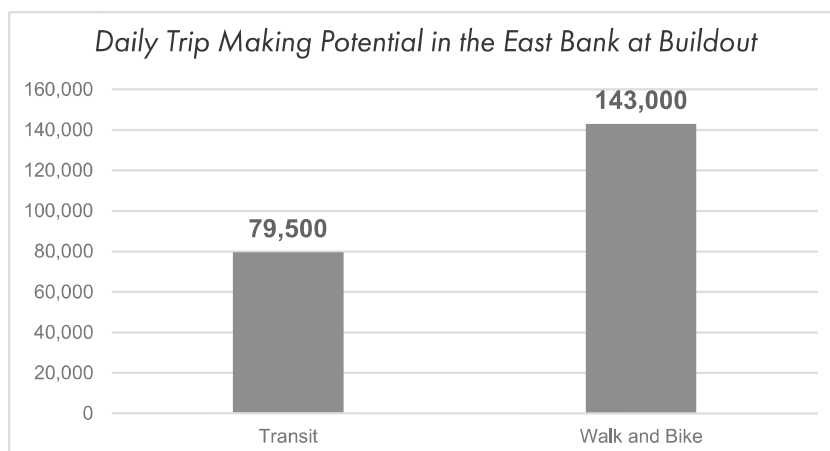
The dedicated transit lanes could potentially continue on the proposed bridge over the Cumberland River, connecting the East Bank to underserved communities such as Sudekum Napier as well as to the proposed Murfreesboro Pike BRT line that will ultimately connect to the airport. Many east-west frequent routes will intersect the Boulevard BRT line, providing true comprehensive transit connectivity to multiple major destination in Nashville.



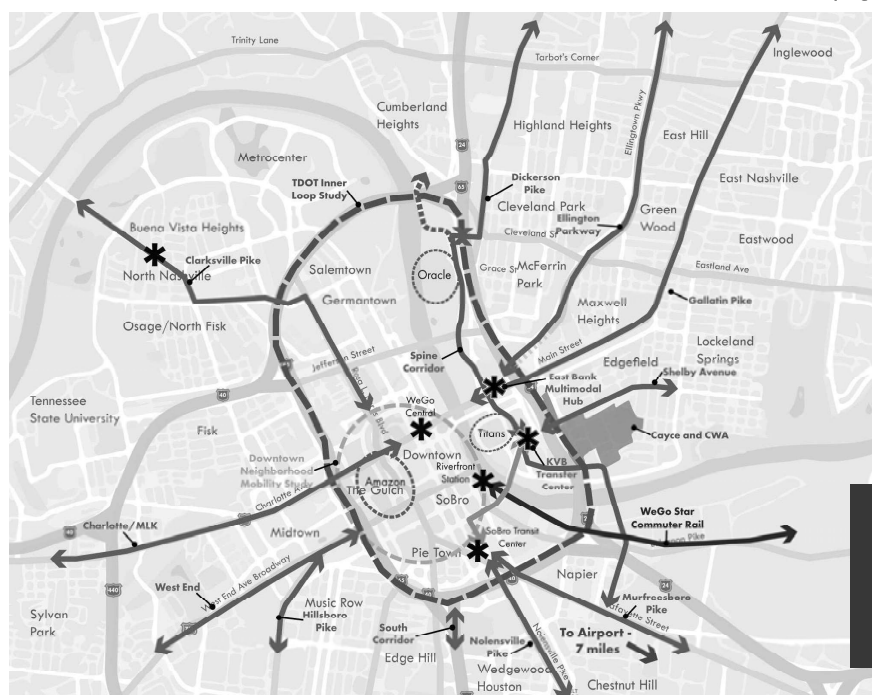
EAST BANK BOULEVARD

Walkable Block System

All new streets in the East Bank will have sidewalks. However, it will take more than simply sidewalks to make walking a safe and comfortable experience. The most important factor in determining a community's walkability is the presence of a compact system of blocks that results in smaller streets and intersections and a high degree of connectivity. The Boulevard promulgates this walkable block system by expressly prohibiting direct driveway access, thereby promulgating a network of connecting streets that provide access to new development.



Source: MXD trip generation analysis; UrbanFootprint



The Boulevard creates a safe and enjoyable pedestrian experience by promulgating a system of compact, walkable blocks.

The Boulevard BRT line intersects with many east-west frequent routes providing comprehensive transit access to many regional destinations.

Safe and Enjoyable Opportunities for Cycling

Many Nashvillians would like to cycle more often, both for pleasure and as a practical, affordable transportation option, but simply lack access to safe and comfortable facilities. Members of Nashville's cycling community will tell you that the East Bank is currently a "cycling desert".

The East Bank Mobility Plan includes a system of dedicated on-street protected bicycle facilities and greenways that will make cycling safe and even enjoyable. The proposed

bridge will include a dedicated facility for cyclists, providing an accessible and affordable transportation option for underserved communities such as Sudekum Napier to access opportunity on the East Bank. The East Bank will be part of a larger plan to connect East Nashville to downtown providing direct cycling access to parks,

Census Tracts in and Adjacent to the East Bank and Boulevard

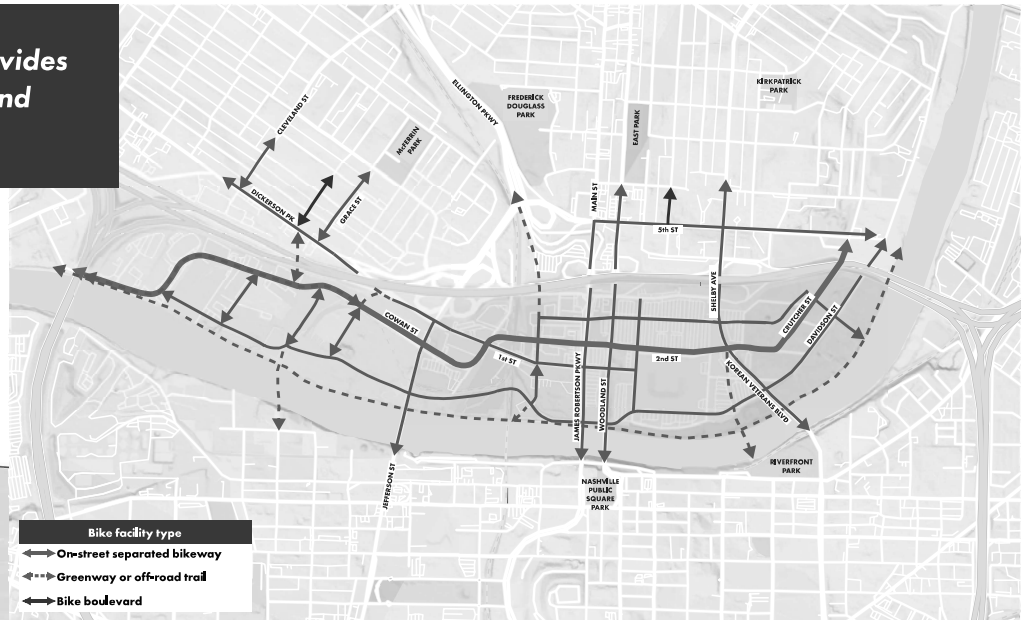
Households with 1 vehicle	6,800	46%
Households with no vehicles	2,800	19%



EAST BANK BOULEVARD

affordable housing and job opportunities. NDOT is in the process of designing and constructing a protected bike facility on 5th Street to Shelby Avenue, through the East Bank and into downtown via the Korean Veterans Bridge.

The East Bank Mobility Plan provides a system of on-street facilities and greenways to make cycling.



The East Bank Bikeways concept will make cycling an enjoyable experience.



The interim design for the Boulevard includes a protected bicycle facility that will ultimately be replaced by a system of protected facilities on parallel streets.



The segment of the Boulevard adjacent to Oracle includes a multiuse trail consistent with Oracle's campus concept.



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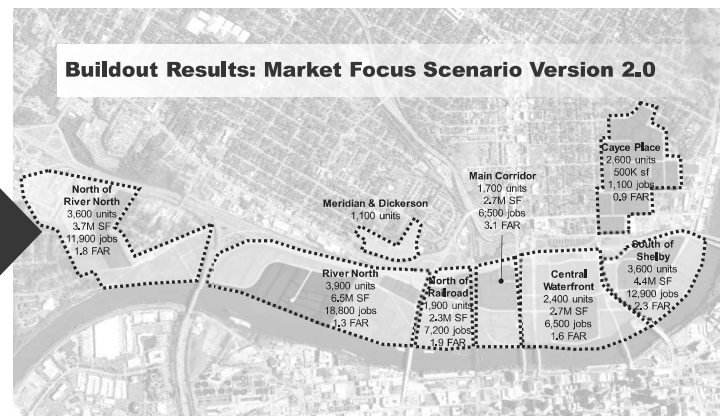
Economic Competitiveness and Opportunity

As the last significant assemblage of vacant and underutilized land in Nashville's core, the East Bank represents one of the region's most significant opportunities for economic development and job creation as well as provides the ability to improve freight movement and support tourism in the community. The Boulevard is a central organizing element and catalyst for economic development and is an essential first step to unlocking the East Bank's full potential.

The Boulevard is the central catalyzing element for job creation in the East Bank area, which is projected to bring over 50,000 new jobs to the region.

Job Creation

The East Bank Master Plan envisions a collection of connected mixed use neighborhoods representing residential retail, office and hotel uses. A buildout and market analysis prepared for the East Bank and surrounding area estimates that new development envisioned by the master plan will result in more than 50,000 new jobs derived from 23 million square feet of office, commercial and hotel space. This job creation is leveraged through public-private partnerships that allow for this magnitude of growth.



These massive job creation estimates are validated by the Oracle Corporation's imminent plans to bring more than 8,000 jobs to its new East Bank campus. An Economic and Fiscal Impact Analysis prepared by the Center for Economic Research in Tennessee (CERT), the research division of Tennessee Department of Economic and Community Development (TNECD), estimates that the total employment impact of Oracle includes:

- **8,500 direct new jobs** in Davidson County with total **annual earnings of \$1.1 billion**
- **11,700 indirect and induced new jobs** in the state with total **annual earnings of \$873.2 million**
- **\$2 billion annually** to Tennessee's gross state product (value added)
- **\$3.1 billion annually** in economic output from direct and indirect economic activity
- **~21,100 temporary direct, indirect and induced jobs** supported during the construction period with **\$1.2 billion in total salaries**

As shown in the table below, Oracle's campus represents just a fraction of the total development potential on the East Bank. A copy of the Economic Impact Plan for the River North Infrastructure Economic Development Area is provided in Appendix D. The following table describes the outputs of the analysis performed in the buildout analysis, categorized by number of units, population, floor area and employees for each district.

		South of Shelby	Central Waterfront	North of Main	North of Railroad	River North	North of River North	Cayce Place	Total
Residential	Units	3,600	2,400	1,700	1,900	3,900	3,600	2,600	197,000
	Population	6,100	4,100	2,900	5,600	3,300	10,100	6,200	38,300
Office	Floor Area	2.4M	1.4M	1.5M	1.2M	4.3M	1.8M	200K	12.8M
	Employees	9,300	4,800	4,700	4,400	16,700	8,700	700	49,300
Retail	Floor Area	1.4M	1.1M	800K	800K	1.8M	1.4M	200K	7.5M
	Employees	2,700	2,000	1,300	2,400	1,500	2,400	300	12,600
Hotel	Floor Area	600K	250K	400K	250K	440K	500K	87K	253K
	Employees	900	300	500	350	600	800	100	3,550
Gross FAR (Excluding legacy properties)		2.3	1.6	3.1	1.9	1.3	1.8	0.9	--

Access to Underserved Communities

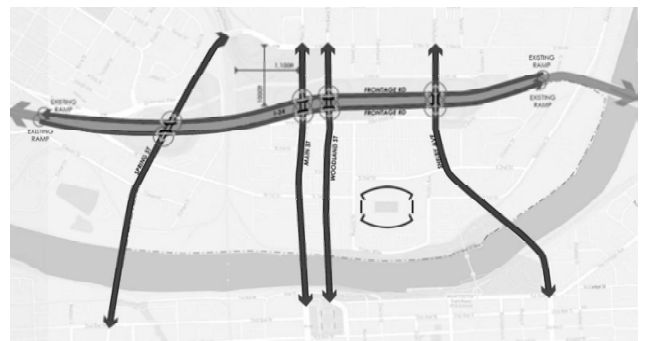
The East Bank's robust and connected multimodal network ensures that Nashville's historically disadvantaged and underserved neighborhoods, including Cayce Place and Sudekum Napier, will have multiple safe and convenient connections to job opportunities both within the East Bank as well as to downtown Nashville, the airport and other employment centers, whether walking, cycling or riding transit. This planning opportunity will provide the necessary resources to plan and design the Boulevard in close partnership with Metropolitan Development and Housing Agency (MDHA), which will leverage their 2014 Envision Cayce Master Plan for Revitalization. The plan will provide specific policy recommendations to implement affordable housing along the East Bank. The Mobility and Connectivity section provides greater detail on how the Boulevard will serve these communities.

Enhanced Freight and Traffic Movement

The disconnected transportation network on the East Bank results in frequent bottlenecks and increased travel time and delay crossing through the East Bank area and over the Cumberland River into downtown and other locations throughout the region. This congestion is an issue not just for the tens of thousands of commuters who pass through and around the East Bank every day, but also for the thousands of daily truck trips that must pass through Nashville to keep the nation's freight moving.

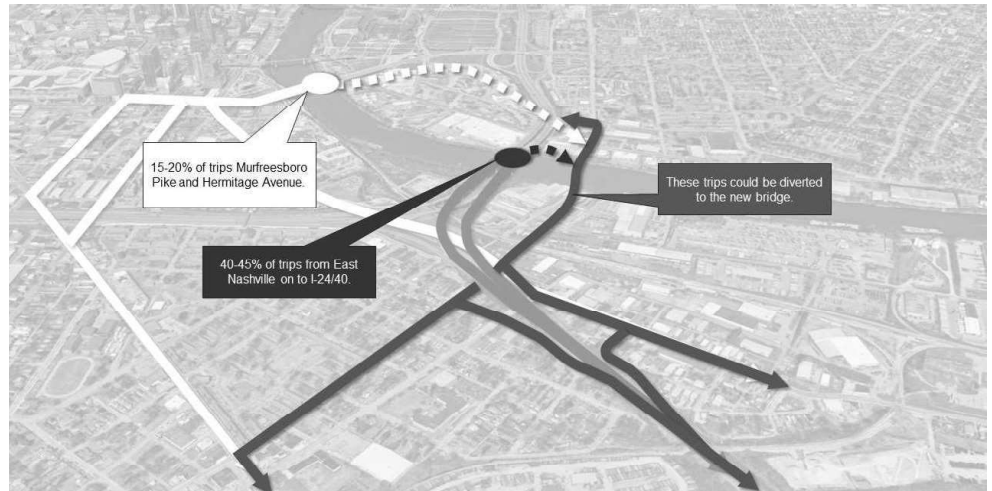
The Boulevard is the backbone of a larger multimodal network that will provide transportation infrastructure that supports freight and traffic movements:

- A new bridge connection over the Cumberland River providing direct access to the airport and Murfreesboro and will relieve congestion and delay on the I-24 bridge
- The creation of a normalized interstate frontage road system to improve operations along I-24 in the East Bank
- The possible relocation of CSX rail operations from the East Bank through infrastructure upgrades elsewhere in Nashville to improve overall operations for CSX
- Future high-capacity transit service to provide viable options for commuters should they choose not to drive—or, who lack another viable transportation option



EAST BANK BOULEVARD

A new bridge connection will relieve congestion on the Korean Veterans Boulevard and I-24 bridges.



Tourism

Nissan Stadium is located within the footprint of the East Bank Boulevard project. This multi-purpose stadium is currently home to the National Football League's Tennessee Titans and is also the site to home games for the Tennessee State University Tigers football team, the 4-day County Music Association Music Festival and the TransPerfect Music City Bowl. Nashville is also a candidate for hosting the 2026 World Cup. The stadium hosts numerous concert events, most recently serving as a tour site for Kenny Chesney, Garth Brooks, the Red Hot Chili Peppers and Elton John. The East Bank area can capitalize on these entertainment opportunities in the face of the tourism downturn caused by the pandemic.

The Boulevard will be the destination for visitors as they seek all that the East Bank has to offer.

Located just across the river, downtown Nashville's Honky Tonks, restaurants and entertainment venues are the core of a region that attracted more than 16 million visitors in 2019 and has achieved numerous destination-oriented accolades, such as Five of the Best U.S. Destinations to Visit in 2021, Best Cities in the U.S., 50 Best Places to Travel in 2021, World's Greatest Cities for Music Lovers, America's Best Bourbon Bars and Best Food Cities awards.

The East Bank will include a vastly improved stadium, an estimated 2.5 million square feet of hotel space and numerous restaurants, retail businesses and attractions that will reinforce Nashville's status as a tourism powerhouse. The Boulevard will be the destination for visitors as they seek all the East Bank has to offer.

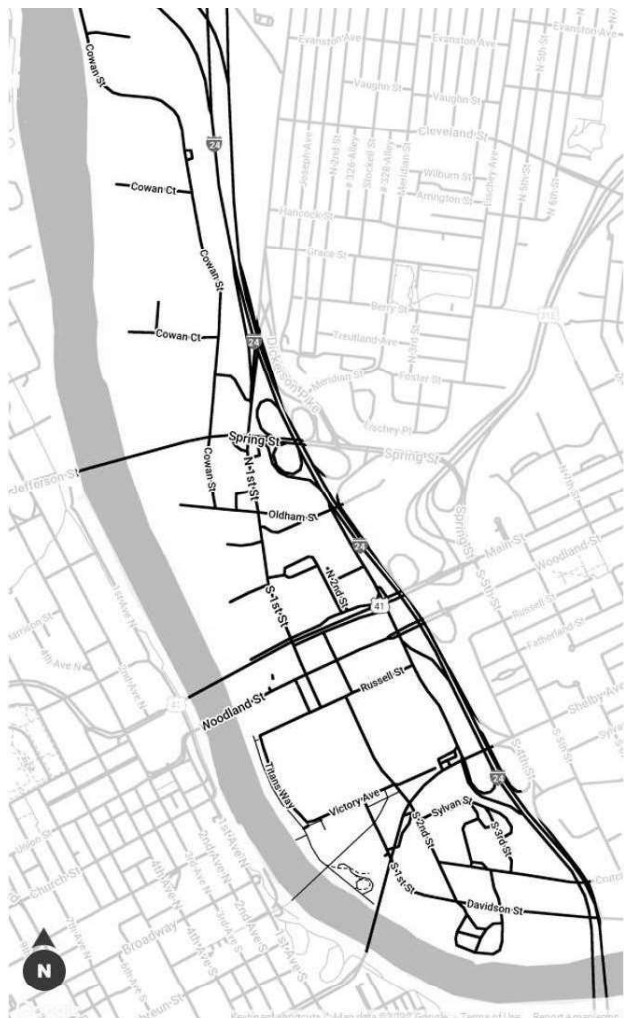
State of Good Repair

The East Bank suffers from a transportation network that is badly disconnected and in ill repair. The Boulevard addresses this problem by providing a modern and continuous north-south transportation connection. The proposed alignment will provide a direct path that connects the East Bank to communities on both sides of the Cumberland River. The alignment will also be built at an elevation resistant to flooding that historically has affected this neighborhood of Nashville.

The Boulevard will catalyze commercial and economic growth by promoting the presence of people, services and goods. These resources are currently limited due to the lack of a robust transportation network, and the East Bank remains largely dormant throughout much of the year, void of residential and lodging accommodations, commercial options and a vibrant community. The completion of the Boulevard supports and complements the existing infrastructure by providing a new connection to serve the East Bank and surrounding communities better. The East Bank is located near multiple disadvantaged communities, including Sudekum Apartments, Napier Place and Cayce Place. The Boulevard can provide a necessary link for these currently underserved neighborhoods and



EAST BANK BOULEVARD



Gaps in facilities, especially in the area north of Jefferson Street, characterize the East Bank's roadway network their residents. Without the Boulevard, members of these communities are left without non-vehicular options, drastically reducing potential for economic opportunities.

There is significant support for the Boulevard, which indicates a long-lasting commitment to maintaining the infrastructure. In an area long forgotten by Nashville, the Boulevard will serve as a multimodal transportation thoroughfare, altering the physical landscape of the East Bank. Intangibly, the Boulevard will become an example of the effort Nashville is taking to invest in previously vulnerable communities.

Partnership and Collaboration

Seizing the opportunity to elevate the Cumberland River's East Bank to be Nashville's next great neighborhood for all Nashvillians is at the forefront of the East Bank Boulevard project. For the East Bank to truly be inclusive, thoughtful and comprehensive, a continuous public and stakeholder engagement process is necessary.

The Imagine East Bank Phase One: Vision & Infrastructure Study represented a year-long effort to engage Nashvillians and gather public feedback. From February 2021 to February 2022,

Public and Stakeholder Engagement at a Glance:

- 19 public meetings with 800 attendees
- 1,500 survey responses
- 980 email subscriptions
- 150 technical meetings
- 20 property owner meetings



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EAST BANK BOULEVARD

Metro Planning and NDOT hosted nearly 200 meetings to discuss potential changes. These dialogues helped shape infrastructure and design recommendations for an evolving East Bank, including the Boulevard.

Metro Planning hosted almost 20 public meetings, including this one at Cayce Homes public housing development.



The COVID-19 pandemic substantially shifted Metro Planning's approach to public engagement. To solicit the greatest amount of community feedback during COVID-19, staff implemented strategies that included virtual and hybrid meetings via WebEx and Facebook Live, extensive online survey efforts, email blasts and website updates*. Community engagement began in earnest at the virtual information meeting on February 4, 2021, which introduced the public to the scope of the study. Over the next several months, this initial meeting was followed by several types of engagement opportunities to create a community-centered vision. Activities included open public meetings and workshops, stakeholder collaboration, presentations to nonprofits and neighborhood groups, surveys and community conversations.

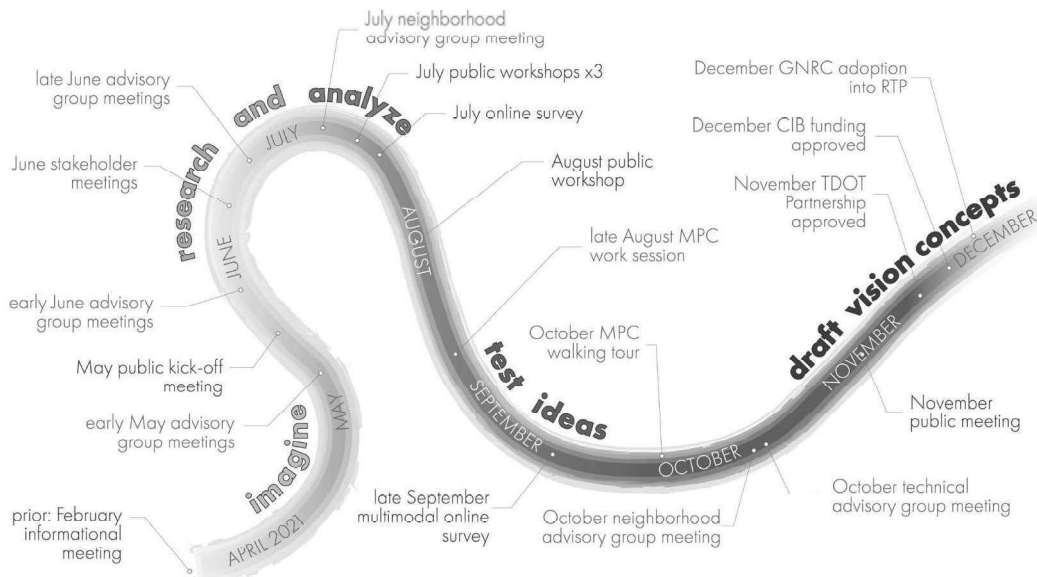


Multiple partners--ranging from State, local, community-based organizations, minority businesses and neighborhoods and private entities--have all been instrumental in the planning process of this project with all suggestions considered and evaluated. During project implementation, our partners in workforce development will include local residents in workforce development as part of the project implementation.



*www.nashville.gov/departments/planning/long-range-planning/local-planning-studies/east-bank-planning-study

PHASE ONE: establish a vision and define infrastructure needed to direct future growth



**Timeline of the
East Bank Master
Plan community
engagement effort.**



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The Boulevard and East Bank Master Plan enjoy a high degree of public support. The following list identifies elected officials, non-profits, public agencies and other organizations who provided letters of support for this project. The letters can be found in Appendix A.

Partnership and Collaboration List

US Senator Marsha Blackburn	Council Member Brett Withers	Martha O'Bryan Center
US Senator Bill Hagerty	Council Member Zach Young	United Neighborhood Health
US Representative Jim Cooper	Tennessee Department of Transportation, Interim Commissioner Joseph Galbato III	Trevecca University
State Senator Brenda Gilmore	Greater Nashville Regional Council	Metropolitan Development and Housing Agency
State Senator Jeff Yarbro	Metro Parks	WeGo Public Transit
State Senator Heidi Campbell	Metro Planning	Transit Alliance of Middle Tennessee
State Representative Bill Beck	Civic Design Center	
Council Member Jeff Syracuse		



Public Engagement and Community Partnerships

Public engagement and community partnerships to date include:

- Public Update Meetings held regularly throughout the planning process, including February, May and November 2021.
- Four in-person Visioning Workshops during July and August 2021 where 75+ attendees participated in six distinctive activities related to the programming of public spaces, authenticity, circulation and mobility, resilient river, planning + design principles and land use mix.
- A Technical Advisory Committee representing WeGo Public Transit, Nashville Department of Transportation, US Army Corps of Engineers, the Tennessee Department of Environment & Conservation, the Tennessee Department of Transportation, Metro Water Services and more has met four times between May and October 2021.



Members of the East Bank team met with property owners to integrate the Boulevard with individual site plans.

- A Neighborhood Advisory Committee representing the Downtown Residents Association, Homeless Support Organizations, Friends of Shelby Park, Cross Point Church and local neighborhood associations has met four times from May-October 2021.
- Three online Surveys, which resulted in more than 1,500 public comments on preferences for public spaces, authenticity, circulation and mobility, resilient river, planning + design principles and land use mix.
- Individual property owner and developer meetings to describe the Master Plan and integrate the Boulevard within their site plans.
- Digital engagement, including a dedicated website, email listserv and social media posts to build awareness of the plan and provide an on-demand opportunity to learn and engage.

During the public outreach process, four major community priorities were identified:

- Destinations for Nashvillians
- Riverfront Access and Resiliency
- Better, Safer and Easier Connectivity to the project area
- Equity and Affordability

These priorities informed the conceptualization and planning of the Boulevard and will continue to shape the design.

Public-Private Partnerships

The success of the East Bank and the Boulevard project will rely on partnerships. This includes several partnerships with private sector entities who clearly see the value and potential this project provides. These partnerships are highlighted by the Oracle Corporation and the Tennessee Titans as described below.

Oracle Corporation

Nashville has partnered with Oracle Corporation to bring more than 8,000 new jobs to the East Bank with their planned 1.2 million square foot corporate campus. In addition to nearly \$1.2 billion in on-site improvements, Oracle will partner with Metro Nashville to build more than \$175 million in public infrastructure for the East Bank. Additionally, the State of Tennessee has committed to provide \$40 million for the Tennessee Department of Transportation to extend Cleveland Street underneath I-24 to the Boulevard at Oracle's campus.

The Oracle Corporation is partnering with Metro Nashville to invest more than \$175 million in infrastructure for the East Bank. A portion of this investment will go to constructing the Boulevard.

Tennessee Titans

The Tennessee Titans have plans to upgrade or replace the current Nissan Stadium and to transform the parking lots surrounding the stadium into a walkable, mixed-use neighborhood with the Boulevard at its center. This massive transformation requires significant investment in infrastructure upgrades. A three-way partnership between the Titans, Metro Nashville and the State of Tennessee to finance the infrastructure is currently in development.

Public Private Partnership Highlights

\$175 million infrastructure investment by the Oracle Corporation

\$40 million in State Economic Development funds to construct the extension of Cleveland Street to the Oracle campus

Cost sharing for public infrastructure by the Titans, Metro Nashville and State of Tennessee for infrastructure around the stadium



Innovation

A tremendous opportunity awaits the East Bank, but it can only be achieved with a fully realized Boulevard connecting the East Bank's jobs, affordable housing, retail and recreation opportunities to the rest of Nashville. The East Bank Boulevard's planned technology components reflect a new way of thinking about Nashville's infrastructure and the inventive ways to provide opportunities to residents in designated Qualified Opportunity Zone and Promise Zone areas.

"Built-In" Bus Rapid Transit

The vast majority of dedicated BRT projects in the United States are retrofits to existing arteries and expressways, either by expanding the road and acquiring additional right-of-way, or through conversion of existing travel lanes. In contrast, the East Bank Boulevard includes dedicated lanes for buses and other transit vehicles as an integral part of its initial design. By virtue of this fact, the Boulevard provides an important opportunity to set a new standard for the planning and design of complete streets for our nation.



The Boulevard will set a new standard for arterial planning and design in the US by making BRT an integral part of its design.

Innovative Technologies

East Bank Boulevard will use a number of innovative technologies to manage and improve operations of the transportation system. Collectively, these deployments will improve the safety of vulnerable road users, increase accessibility and convenience for all modes of transportation, improve the city's asset management capabilities, prepare the existing system for connected and automated vehicle technology and improve overall system reliability. Innovative elements currently under consideration for the final design of the Boulevard include the following technologies:

Arterial DMS - Dynamic messaging signs (DMS) to direct traffic to available parking and manage traffic flow during events and emergencies on state roads.

Smart Lighting - Enhanced lighting at night to improve safety at pedestrian crossings and reduce power consumption.

Bicycle and Pedestrian Sensors - Automated pedestrian and bicycle detection at intersections and mid-block crossings to extend green times, crossing times, or other safety measures such as ADA-accessible pedestrian signals.

Autonomous Vehicles - The ability to operate high-occupancy autonomous vehicles within transit lanes.

Smart and Connected Signals - The ability to transmit and receive messages to connected vehicles, roadside units and vulnerable users such as pedestrians and vehicles, per vehicle-to-everything (V2X) communications systems (SAE J2735 standards).

Automated Traffic Signal Performance Measures and Real-time Condition Monitoring – Software solutions that provide real-time traffic signal system management with the advanced traffic controllers needed to support roadside units.

Advanced Adaptive and Traffic Responsive Traffic Signal Control Systems – Traffic signals along the corridor will be operated with the use of both adaptive and traffic responsive control systems that will support the safety and effective operations of all modes of travel along the East Bank.

Mobility Hubs – Mobility hubs in public parking structures that include infrastructure to support EV charging stations, visitor information kiosks, bicycle racks, Wi-Fi broadband hot spots and other amenities.

Green Infrastructure – Green and LID Infrastructure will be utilized in the study area where contextually possible within the right-of-way.

Pavement Management Systems – Video-based inventory systems using machine-learning to assess needs, perform pavement maintenance and extend the life-cycle of pavement, sidewalks and related infrastructure.

Street Flood Notification System – Sensors to identify locations where street flooding is eminent or occurring to route travelers around this safety hazard

The feasibility and use of these technology components will be explored further through the RAISE planning grant.

Innovative Financing

As part of its public-private partnership with Oracle, Metro Nashville is providing a rebate of half of its property tax revenue annually in exchange for \$175 million in up-front infrastructure improvements, including a portion of the East Bank Boulevard. The rebate will continue for 25 years or until the total rebate equals \$175 million, . Metro Nashville will continue to seek out innovative financing partnerships with the Titans and other entities as the development of the East Bank evolves over the next several years.

APPENDIX



APPENDIX

Appendix A – Letters of Support



MARSHA BLACKBURN
TENNESSEE
<http://www.blackburn.senate.gov/>

357 DIRKSEN SENATE OFFICE BUILDING
WASHINGTON, DC 20510
(202) 224-3344
FAX: (202) 228-0566

United States Senate

April 6, 2022

COMMITTEES:
ARMED SERVICES
COMMERCE, SCIENCE, AND
TRANSPORTATION
JUDICIARY
VETERANS' AFFAIRS

The Honorable Pete Buttigieg
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I write to bring your attention to the grant application submitted by the Metropolitan Government of Nashville in Davidson County, Tennessee for funding available through the RAISE grant program.

I understand that the City of Nashville is submitting a proposal to develop the East Bank Boulevard. The City of Nashville informs me that a new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling and transit. Furthermore, this planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with the local community stakeholders so that it serves the needs of the local community.

Please give all due consideration to this request. Should you have any questions or need more information, please contact Alexander Gonzalez on my staff at (202) 224-3344.

Sincerely,



Marsha Blackburn
United States Senator

BILL HAGERTY
TENNESSEERUSSELL SENATE OFFICE BUILDING
SUITE 240
WASHINGTON, DC 20510-4209
(202) 224-4944

United States Senate

WASHINGTON, DC 20510

April 5, 2022

The Honorable Pete Buttigieg
U.S. Department of Transportation
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg,

I write today in support of the City of Nashville's application to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. Nashville seeks federal funding to help with the construction of the East Bank Boulevard, a new, multimodal corridor that will connect the East Bank with downtown Nashville and surrounding areas.

Currently, the East Bank is an underutilized and flood-prone region, located in an area of persistent poverty that was hit hard by the flood of 2010 and again by the 2020 tornadoes. Amid tornado recovery efforts, the disadvantaged communities along the East Bank were again severely impacted by the COVID-19 pandemic. However, Nashville has several major plans in place to transform the area into the city's next great neighborhood.

With imminent plans for development through private sector partnerships, there arises the need for a resilient and sustainable road that will connect East Bank's future jobs, affordable housing, and retail and recreation opportunities to all of Nashville. The East Bank Boulevard will unify over 3 miles of the developing neighborhood with dedicated lanes for bus/rapid transit; roadside zones for pedestrians and bicycle lanes; building frontages; curbside loading zones; and much more.

I thank you in advance for your careful consideration of the City of Nashville's application to the Rebuilding American Infrastructure with Sustainability and Equity Grant Program. The funding of the East Bank Boulevard project will greatly serve the community as it faces growing mobility and accessibility needs throughout the area's development. Should you have any questions, please do not hesitate to contact my office at (202) 224-4944.

Sincerely,



Bill Hagerty
United States Senator

CHATTANOOGA
JOEL W. SOLOMON
FEDERAL BUILDING
900 GEORGIA AVENUE
SUITE 260
CHATTANOOGA, TN 37402
(423) 752-5337

COOKEVILLE
L. CLURE MORTON
FEDERAL BUILDING
9 E BROAD ST
THIRD FLOOR
COOKEVILLE, TN 38503
BY APPOINTMENT
(931) 981-4874

JACKSON
ED JONES
FEDERAL BUILDING
109 S HIGHLAND AVE
SUITE 216
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KNOXVILLE
HOWARD H. BAKER, JR.
U.S. COURTHOUSE
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KNOXVILLE, TN 37902
(605) 545-4253

MEMPHIS
CLIFFORD DAVIS-ODELL
HORTON FEDERAL BUILDING
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MEMPHIS, TN 38103
(901) 544-4224

NASHVILLE
3322 WEST END
AVENUE
SUITE 120
NASHVILLE, TN 37203
(615) 736-5129

TRI-CITIES
TRI-CITIES REGIONAL
AIRPORT
2525 HIGHWAY 75
SUITE 101
BLOUNTVILLE, TN 37617
(423) 325-6240

JIM COOPER
5TH DISTRICT, TENNESSEE
HOUSE ARMED SERVICES COMMITTEE
SUBCOMMITTEE ON STRATEGIC FORCES –
CHAIRMAN
SUBCOMMITTEE ON INTELLIGENCE, EMERGING
THREATS AND CAPABILITIES
SUBCOMMITTEE ON SEAPOWER AND PROJECTION
FORCES
COMMITTEE ON OVERSIGHT
AND REFORM
SUBCOMMITTEE ON NATIONAL SECURITY
COMMITTEE ON THE BUDGET

Congress of the United States
House of Representatives
Washington, DC 20515

PLEASE MAIL TO NASHVILLE OFFICE:
605 CHURCH STREET
NASHVILLE, TN 37219-2314
(615) 736-5295
FAX: (615) 736-7479
WASHINGTON OFFICE:
(202) 225-4311
FAX: (202) 226-1035
WEBSITE: cooper.house.gov

April 8, 2022

The Honorable Pete Buttigieg
Secretary
United States Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

RE: RAISE Grant proposal for East Bank Boulevard Project in Nashville, TN

Dear Mr. Secretary,

I am writing to you in support of Metro-Nashville's RAISE grant application. This grant would help facilitate the next phase of planning and community engagement for the city's *East Bank Boulevard* project.

Despite its proximity to the city center, Nashville's East Bank is underdeveloped and underutilized. Metro-Nashville has already begun to plan for the development of an *East Bank Boulevard*, a multimodal path along the east side of the Cumberland River that will create economic opportunities, increase safety, and connect communities. This grant would allow Metro-Nashville to move to the next phase of planning and design, including potentially extending the *East Bank Boulevard* by creating a bridge over the Cumberland River that would make East Nashville's jobs, housing, restaurants, retail, and open spaces more accessible.

Thank you for your consideration of this project.

Sincerely,



Jim Cooper
Member of Congress



BRENDA GILMORE
STATE SENATOR, DISTRICT 19TH
DAVIDSON COUNTY

LEGISLATIVE OFFICE:
768 CORDELL HULL BUILDING
425 5TH AVENUE, NORTH
NASHVILLE, TENNESSEE 37243-0154
(615) 741-2453
FAX: (615) 253-0361
EMAIL: sen.brenda.gilmore@capitol.tn.gov

Tennessee State Senate

NASHVILLE

DEMOCRATIC FLOOR LEADER

MEMBER OF COMMITTEES

FINANCE

REVENUE SUB-COMMITTEE

PENSION & INSURANCE JOINT SUB-COMMITTEE

FISCAL REVIEW COMMITTEE

TRANSPORTATION

EXECUTIVE BOARD NATIONAL BLACK CAUCUS OF
STATE LEGISLATORS (NBCSL)

EXECUTIVE BOARD NATIONAL CAUCUS of
ENVIRONMENTAL LEGISLATORS (NCEL)

April 7, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590
United States

Subject: **East Bank Boulevard 2022 RAISE Grant Application**

Dear Mr. Secretary,

I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

The East Bank today is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that is barrier between East Nashville communities such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling and transit that catalyzes the East Bank to reach its full potential.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with the local community stakeholders so that it serves the needs of all Nashvillians. I wholeheartedly support the grant application and look forward to seeing the vision of creating one of Nashville's next great neighborhoods a reality.

Sincerely,

A handwritten signature in black ink that reads "Brenda Gilmore". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Brenda Gilmore, State Senator
District 19

JEFF YARBRO
MINORITY LEADER
21ST SENATORIAL DISTRICT



Tennessee State Senate

NASHVILLE

CORDELL HULL BUILDING, SUITE 764
425 REP. JOHN LEWIS WAY NORTH
NASHVILLE, TENNESSEE 37243
(615) 741-3291

MEMBER OF COMMITTEES:

FINANCE, WAYS AND MEANS
STATE & LOCAL GOVERNMENT
HEALTH AND WELFARE
RULES
CALENDAR

April 7, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: **East Bank Boulevard**
2022 RAISE Grant Application

Dear Mr. Secretary,

I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

The East Bank today is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that is barrier between East Nashville communities such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling and transit that catalyzes the East Bank to reach its full potential.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with the local community stakeholders so that it serves the needs of all Nashvillians. I wholeheartedly support the grant application and look forward to seeing the vision of creating one of Nashville's next great neighborhoods a reality.

Best,

A handwritten signature in black ink, appearing to read "J. Yarbrow", written over a horizontal line.

Jeff Yarbrow

HEIDI CAMPBELL

20TH SENATORIAL DISTRICT

425 JOHN LEWIS WAY NORTH
CORDELL HULL BUILDING, SUITE 770
NASHVILLE, TENNESSEE 37243
615-741-6679

Tennessee State Senate

COMMITTEES:

ENERGY, AGRICULTURE AND
NATURAL RESOURCES

GOVERNMENT OPERATIONS

FISCAL REVIEW

April 7, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590
United States

Subject: **East Bank Boulevard
2022 RAISE Grant Application**

Dear Mr. Secretary,

I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

The East Bank today is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that is barrier between East Nashville communities such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling and transit that catalyzes the East Bank to reach its full potential.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with the local community stakeholders so that it serves the needs of all Nashvillians. I wholeheartedly support the grant application and look forward to seeing the vision of creating one of Nashville's next great neighborhoods a reality.

Sincerely,



Senator Heidi Campbell
sen.heidi.campbell@capitol.tn.gov

51ST LEGISLATIVE DISTRICT
DAVIDSON COUNTY

LEGISLATIVE OFFICE:
425 5TH AVENUE NORTH
CORDELL HULL BUILDING, SUITE 574
NASHVILLE, TENNESSEE 37243
(615) 741-3229 PHONE
(615) 253-0233 FAX
rep.bill.beck@capitol.tn.gov



House of Representatives State of Tennessee

BILL BECK
HOUSE DEMOCRATIC FLOOR LEADER

MEMBER OF COMMITTEES:
CRIMINAL JUSTICE
SELECT ETHICS
STATE GOVERNMENT

MEMBER OF SUBCOMMITTEES:
CRIMINAL JUSTICE
DEPARTMENTS & AGENCIES
WORKPLACE DISCRIMINATION
AND HARASSMENT

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: East Bank Boulevard 2022 RAISE Grant Application

April 4, 2022

Dear Mr. Secretary,

I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

The East Bank today is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that are a barrier between East Nashville communities such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling, and transit that catalyzes the East Bank to reach its full potential.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with the local community stakeholders so that it serves the needs of all Nashvillians. I wholeheartedly support the grant application and look forward to seeing the vision of creating one of Nashville's next great neighborhoods a reality.

Sincerely,

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Beck". The signature is fluid and cursive, with a large initial "B" and a long, sweeping underline.

Bill Beck



METROPOLITAN COUNCIL

Member of Council

Jeff Syracuse Councilmember, District 15

April 6, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: **East Bank Boulevard
2022 RAISE Grant Application**

Dear Secretary Buttigieg,

I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

The East Bank today is a disconnected collection of parking lots, legacy industrial uses, and lifeless streets that is a barrier between East Nashville communities such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling, and transit that catalyzes the East Bank to reach its full potential.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with community and other stakeholders so that it serves the needs of all Nashvillians. I wholeheartedly support the grant application and look forward to future partnership and collaboration on his important project.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Syracuse".

Jeff Syracuse
Councilmember, District 15



METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

One Public Square, Suite 204
Nashville, Tennessee 37201
Office: (615) 862-6780
Fax: (615) 862-6784

1113 Granada Avenue
Nashville, Tennessee 37206
Cell: (615) 427-5946
Email: brett.withers@nashville.gov

BRETT A. WITHERS
Councilmember, District 6

April 08, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: **East Bank Boulevard**
2022 RAISE Grant Application

Dear Secretary Buttigieg:

I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program.

I serve as the Nashville Metro Council District 6 representative for the area where much of the East Bank Boulevard is proposed. I have worked with our county's Metro Planning Department to undertake the East Bank Planning Study that has engaged surrounding neighborhood associations, nonprofit agencies, and other stakeholders to create a new vision for this area along Nashville's riverfront. The Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

Nashville's East Bank was once part of a complete urban street grid until it was bisected from the East Nashville neighborhoods by the construction of an interstate loop system in the 1960s. The East Bank today is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that is a barrier between East Nashville communities such as Cayce Place and the rest of Nashville.

Cayce Place is a HUD property where I have worked with public housing residents and surrounding neighbors to implement the Envision Cayce Master Plan that was codified in 2014. The Envision Cayce Master Plan implementation utilizes RAD funding strategies to create mixed-income housing with no displacement of existing public housing residents. Together we are adding density and replacing 1930s-era housing units with new units without increasing rents for public housing residents.

The next challenge after providing new and improved housing is to provide connectivity so that these historically underserved residents can safely reach employment, education and other resources and opportunities. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling and transit that catalyzes the East Bank to reach its full potential.

This RAISE planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with the local community stakeholders including public housing residents so that it serves the needs of all Nashvillians.

I wholeheartedly support this RAISE grant application and look forward to seeing the vision of creating one of Nashville's next great neighborhoods become a reality.

I would like to welcome you as well as HUD Secretary Fudge to visit Cayce Place with me so that you can experience first-hand the exciting affordable and mixed-income housing work that we have underway there and how this RAISE planning grant will help to address an historical injustice by reconnecting these residents to surrounding neighborhoods and opportunities.

Sincerely,

A handwritten signature in dark ink, reading "Brett A. Withers". The signature is written in a cursive, flowing style.

Brett A. Withers

District 6 Representative, Metropolitan Council of Nashville and Davidson County
Metro Council Planning & Zoning Committee Chair
Davidson County Planning Commission – Metro Council Representative



METROPOLITAN COUNCIL

Member of Council

ZACH YOUNG COUNCILMEMBER, DISTRICT 10

April 8, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

**Subject: East Bank Boulevard
2022 RAISE Grant Application**

Dear Secretary Buttigieg,

I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

The East Bank today is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that is barrier between East Nashville communities such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling and transit that catalyzes the East Bank to reach its full potential.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with Metro Government and other stakeholders so that it serves the needs of all Nashvillians. I wholeheartedly support the grant application and look forward to future partnership and collaboration on his important project.

Sincerely,

Zach Young
Councilmember, District 10



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

COMMISSIONER'S OFFICE
SUITE 700, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-1402
(615) 741-2848

JOSEPH GALBATO, III
INTERIM COMMISSIONER

BILL LEE
GOVERNOR

April 6, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590
United States

Subject: East Bank Boulevard, 2022 RAISE Grant Application

Dear Mr. Secretary,

Please accept this letter of support for the City of Nashville's East Bank Boulevard grant application for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

The East Bank today is a disconnected collection of parking lots, legacy industrial uses, and lifeless streets that is a barrier between East Nashville communities and numerous public housing neighborhoods such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is a desire Nashville has established for providing a more modern, safe, connected, and convenient option for walking, cycling and transit that catalyzes the East Bank to reach its full potential.

We support East Bank Boulevard because the future project proposes the following benefits to the area:

- Dedicated lanes for bus rapid transit and autonomous vehicles,
- Flood resiliency for the Boulevard and surrounding neighborhoods, and
- A modern and complete multimodal mobility option that connects transit, pedestrians, cars, autonomous vehicles, and bicycles as well as micromobility in one cohesive and continuous north-south corridor.

Secretary Pete Buttigieg
U.S. Department of Transportation

Page 2

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with our agency and other stakeholders so that it serves the needs of all Nashvillians. The Tennessee Department of Transportation appreciates your favorable consideration of the City of Nashville's application.

Respectfully,

A handwritten signature in black ink, appearing to read "Joe Galbato", written over a horizontal line.

Joseph Galbato, III
Interim Commissioner

CC: Paul Degges, Deputy Commissioner, Bureau of Engineering
Preston Elliott, Deputy Commissioner, Bureau of Environment & Planning
The Honorable John Cooper, Mayor, City of Nashville
Brad Freeze, Chief Engineer, Nashville Department of Transportation and Multimodal Infrastructure



April 11, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: East Bank Boulevard 2022 RAISE Grant Application

Dear Secretary Buttigieg,

On behalf of the Transportation Policy Board of the Greater Nashville Regional Council (GNRC), I would like to express support for Metro Nashville's application to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard is the centerpiece of a more resilient and sustainable East Bank of the city that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

GNRC is recognized as the Metropolitan Planning Organization (MPO) for the seven county Nashville metropolitan planning area, which includes Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson counties in the middle Tennessee area.

The East Bank today is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that is a barrier between East Nashville communities such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling, and transit that will catalyze the East Bank to reach its full potential.

We support the East Bank Boulevard because it addresses both goals supported by our region and objectives necessary to create a vibrant neighborhood from an underutilized and deteriorating legacy industrial area in the heart of Nashville. The Boulevard will provide a modern and complete multimodal mobility option that accommodates transit, cars, cyclists/micromobility, and pedestrians in a newly cohesive facility. It will also activate previously inaccessible land parcels and serve as a development catalyst and job creator. It can then connect those jobs with housing and open space within the East Bank neighborhood and beyond, serving diverse and economically disadvantaged neighborhoods on both sides of the river.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with members of the Transportation Policy Board and regional stakeholders so that it serves the needs of all Nashvillians. I wholeheartedly support the grant application and look forward to future partnership and collaboration on his important project.

Connecting Communities. Empowering People.

220 Athens Way, Suite 200 • Nashville, TN 37228 • GNRC.org

Sincerely,

A handwritten signature in dark ink, appearing to read "Sean Pfalzer". The signature is fluid and cursive, with the first name "Sean" and last name "Pfalzer" clearly distinguishable.

Sean Pfalzer
Transportation Planning Manager

Cc: Members of the Nashville Area MPO Transportation Policy Board
Michael Skipper, Executive Director, GNRC

JOHN COOPER, MAYOR

METROPOLITAN BOARD OF PARKS AND RECREATION

Centennial Park Office
Park Plaza at Oman Street
Nashville, TN 37201



(615) 862-8400
Fax (615) 862-8414
www.nashville.gov/parks

Monique Horton Odom, Director

April 6, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590
United States

Subject: **East Bank Boulevard
2022 RAISE Grant Application**

Dear Secretary Buttigieg,

Please accept this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The East Bank Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and connect communities. It is our goal at Metro Parks and Recreation for **all** residents and visitors to be able to equitably take advantage of improvements in mobility, recreational, and sustainability resources Nashville offers. The Boulevard vision will support this goal.

Currently, the East Bank is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that create a barrier between East Nashville communities and the rest of Nashville. A new vision and strategy are needed to provide modern, safe, and convenient options for walking, cycling and transit that propels the East Bank to reach its full potential.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with Metro Parks and Recreation and other stakeholders so that it serves the needs of all Nashvillians. I support the grant application and look forward to future partnership and collaboration on this important project.

Kindly,

Monique Horton Odom, Director

"It is the mission of Metro Parks and Recreation to sustainably and equitably provide everyone in Nashville with an inviting network of parks and greenways that offer health, wellness and quality of life through recreation, conservation and community"



063
FOR ADA ACCOMMODATIONS, PLEASE CONTACT 615-862-8400

WE ARE AN EQUAL OPPORTUNITY EMPLOYER



April 11, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590
United States

Subject: **East Bank Boulevard**
2022 RAISE Grant Application

Secretary Buttigieg,

I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The East Bank is a once-in-a-generational opportunity to transform hundreds of underutilized, industrial acres in the core of Nashville's downtown into a thriving neighborhood that can also serve as a vital connector for the city's transportation network.

The Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, as well as unify and connect communities – many of which were cut off by the construction of the Interstate in the 1960s.

In my work as Metro Nashville's Planning Director, I've spent the better part of 18 months understanding the barriers that exist on the East Bank today – a disconnected collection streets, hundreds of acres of parking lots, legacy industrial uses and a lifeless area that comes to life a few times a year – and the place Nashvillians would like to see it become. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling and transit that catalyzes the East Bank to reach its full potential.

I support the East Bank Boulevard and cross-river connectivity because I believe this is our city's opportunity to build Nashville's next great neighborhood and ensure we have quality-of-life standards from the start, such as housing, safe mobility options and equitable access to open space, jobs and transit, that so many cities spend decades trying to retrofit their communities for.

The development of the multimodal boulevard would improve access to transit for more than 110,000 residents within a half mile of Nashville's four major transit routes, enhance bikeway connections for more than 35,000 residents around East Nashville, and provide Nashville with its first dedicated transit lane.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with Metro Planning, Nashville Department of Transportation, and other stakeholders so that it serves the needs of all Nashvillians. I wholeheartedly support the grant application and look forward to future partnership and collaboration on this important project.

Sincerely,

A handwritten signature in cursive script that reads "Lucy Alden Kempf". The signature is written in dark ink and is positioned above the printed name.

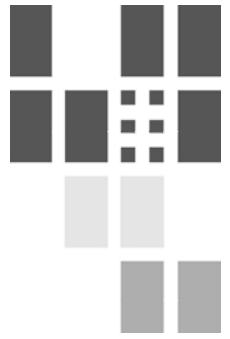
Lucy A. Kempf

Executive Director, Metro Nashville Planning Department



Civic Design Center

p: 615.248.4280
138 2nd Ave N, Suite 106
Nashville TN, 37201



April 01, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590
United States

Subject: **East Bank Boulevard
2022 RAISE Grant Application**

Dear Secretary Buttigieg,

I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

The East Bank today is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that is barrier between East Nashville communities such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling and transit that catalyzes the East Bank to reach its full potential.

We support East Bank Boulevard because the project idea has been discussed by Nashvillians since the creation of the Civic Design Center and the formation of its guiding publication *The Plan of Nashville: Avenues to A Great City* published in 2005. The East Bank has been the focus of a global design competition led by the Design Center that produced exciting visions for the new neighborhood. The Design Center has also worked with the University of Tennessee College of Architecture and Design to further these efforts and promote the idea of sparking development of this area. The Boulevard project is critical to the success of this new neighborhood and will serve as a central multi-modal transportation connection in Nashville and Middle-Tennessee.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with the Civic Design Center and other stakeholders so that it serves the needs of all Nashvillians. I wholeheartedly support the grant application and look forward to future partnership and collaboration on this important project.

Sincerely,

Civic Design Center CEO



April 12, 2022

Board of Directors

2021-2022

Co-Chairs

Harrison Frist

Molly Ruberg

Treasurer

Leighton Liles

Nicole Anderson

Jerome Burt

Melissa Burton

Adam Carr

Todd Cruse

Samori Cummings

Liz Denning

Andy Faught

Toni Fitzgerald

Midge Folger

Tam Gordon

Marilyn Greer

Greg Hagood

Eddie Hamilton

Kemarcus Haynes

Kurt Jones

Corinne Kidd

Robbie King

Mike McGuffin

Sabrina Miller

Derrick Morgan

Sam Needham

Sara Perry

Brant Phillips

Clay Richards

Grant Rutledge

Tim Sinks

Jeffrey Zager

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590
United States

Subject: East Bank Boulevard - 2022 RAISE Grant Application

Dear Secretary Buttigieg,

I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

The East Bank today is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that is barrier between East Nashville communities such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling and transit that catalyzes the East Bank to reach its full potential.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with Martha O'Bryan Center and other stakeholders so that it serves the needs of all Nashvillians. I wholeheartedly support the grant application and look forward to future partnership and collaboration on his important project.

Sincerely,

Marsha Edwards
President and CEO



March 29, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg:

We write in strong support of Nashville's East Bank Boulevard proposal for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program.

We believe the Boulevard could be the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities. As a federally qualified health center serving these communities for the last 46 years, we at Neighborhood Health see firsthand every day from our clinics how the East Bank today remains a disconnected collection of parking lots, legacy industrial uses and lifeless streets that is barrier between East Nashville communities such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling and transit. This in turn would help East Bank to reach its full potential and improve lives of its residents and our patients.

We know the built environment has a profound effect on health, which is why we have been integrally involved in numerous urban planning efforts in these communities. This includes our ongoing with Metro's Envision Cayce and related efforts. We are starting to see these efforts come to fruition and see signs of small but notable improvements in the quality of life and environment. This planning grant will provide the necessary resources to build on these successes with a continued focused on social equity; the grant will allow Nashville plan and design the Boulevard in close partnership with Neighborhood Health and other stakeholders so that it serves the needs of all Nashvillians.

We enthusiastically endorse Nashville's RAISE grant proposal and pledge to remain closely engaged with the East Bank Boulevard project.

Sincerely,

Brian Haile
Chief Executive Officer



April 8, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590
United States

Subject: East Bank Boulevard
2022 RAISE Grant Application

Dear Secretary Buttigieg,

I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

The East Bank today is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that is barrier between East Nashville communities such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling and transit that catalyzes the East Bank to reach its full potential.

We support the East Bank Boulevard because it transforms a challenged and neglected area of the city into a community that is connected to the thriving life of Nashville. As the university that anchors one end of the Boulevard, we see our capacity for supporting our neighbors take a giant step forward. We are pleased to support our mayor in working on this vital Nashville project.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with Trevecca Nazarene University and other stakeholders so that it serves the needs of all Nashvillians. I wholeheartedly support the grant application and look forward to future partnership and collaboration on his important project.

Sincerely,

A handwritten signature in cursive script that reads "Dan Boone".

Dan Boone

Office of the President

Metropolitan Development and Housing Agency
701 South Sixth Street * Nashville, Tennessee * Telephone (615) 252-8400
Telephone Device For The Deaf (615) 252-8599

Dr. Troy D. White
Executive Director

Mailing Address: P.O. 846
Nashville, TN. 37202

April 12, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: East Bank Boulevard
2022 RAISE Grant Application

Dear Secretary Buttigieg:

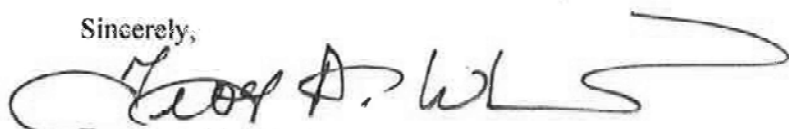
I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The East Bank Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new jobs, housing, economic opportunities, and unify and connect communities in Nashville.

Today, the East Bank is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that are a barrier between East Nashville communities such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling and transit that would catalyze the East Bank to its full potential.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with the Metropolitan Development and Housing Agency and other stakeholders so that it serves the needs of all Nashvillians. As the owners of Cayce Place and CWA Plaza affordable housing developments the Metropolitan Development and Housing Agency supports the application for the RAISE planning grant to connect Nashville residents to goods, services, and economic opportunities. Additionally, the planning efforts will also aid in clarifying potential TOD opportunities that may yield additional housing opportunities.

I support the grant application and look forward to future partnership and collaboration on this important project.

Sincerely,



Troy D. White, DPA
Executive Director



April 12, 2022

430 Myatt Drive
Nashville, TN 37115
WeGoTransit.com
615-862-5969

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590
United States

Subject: East Bank Boulevard
2022 RAISE Grant Application

John Cooper
Mayor

Gail Carr Williams
Chair

Janet Miller
Vice Chair

Walter Searcy, III
Member

Mary Griffin
Member

Jessica Dauphin
Member

Stephen G. Bland
Chief Executive Officer

Edward W. Oliphant
Chief Financial Officer

Andy Burke
Chief Operating Officer

Rita Roberts-Turner
Chief Administrative Officer

Trey Walker
Chief Development Officer

Dear Secretary Buttigieg,

I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard has the potential to be the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities if it is planned and designed properly, with equity, sustainability and resilience at the forefront.

Funding that would be made available if this proposal is funded would support a highly engaged planning, design, and NEPA compliance process with a focus on these very issues. From the standpoint of equity and sustainability, we hope that resulting designs can address some of the historic inequities that have manifested themselves in Nashville's transportation network to provide, not only a model for mobility on the East Bank but, a model for how our corridors generally should develop throughout the region. Some of the questions this process will seek to answer include:

1. Can proposed high-capacity transit along the corridor be designed to make travel easier, faster and more reliable for transit riders overall, but particularly for the disadvantaged individuals who make up a large percentage of WeGo Public Transit patronage, or will it continue to give priority to single occupant auto drivers?
2. Will the transit connections from the East Bank Boulevard to connecting corridors be safe, easy and convenient, or will they force low income and persons of color to navigate auto-dominant streets with their inherent perils?

East Bank Boulevard
2022 RAISE Grant Application
April 12, 2022
Page 2 of 2

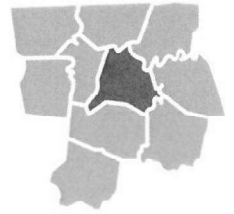
3. The potential of a massive upgrade or replacement of the WeGo Public Transit bus operations facility as part of the project presents an unprecedented opportunity to advance Nashville's mobility goals with respect to transit service expansion and sustainability by creating a facility that is sufficient to manage a larger fleet, and support a zero emissions fleet (which the current facility is incapable of hosting). However, the study will also address the questions of "if the facility needs to be relocated, where can it go?" and "how will the City pay for the project, which could range upwards of \$200 million?"

The East Bank Boulevard presents a transformational opportunity to improve access and mobility in Nashville. By making transit a prominent component of this project, Metro Nashville recognizes the critical role that transit plays in building strong and healthy communities, and to begin to reverse the inequities in our society that historic transportation investments helped to create. A RAISE grant award will help provide the essential tools to address the many issues and questions that will arise in making the eventual project an enhancement for all Nashvillians.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen G. Bland". The signature is fluid and cursive, with the first name "Stephen" and last name "Bland" clearly distinguishable.

Stephen G. Bland
Chief Executive Officer



April 12, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590
United States

Subject: **East Bank Boulevard
2022 RAISE Grant Application**

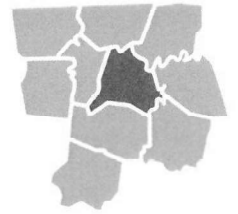
Dear Secretary Buttigieg,

The Transit Alliance of Middle Tennessee lends this letter of support for funding the planning process for a multimodal Boulevard on Nashville's East Bank through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard would be the centerpiece of a resilient and sustainable East Bank that aims to improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

Today, the East Bank is a patchwork of disconnected parking lots, legacy industrial sites, and dark, lifeless streets that are major barriers between diverse East Nashville communities such as Cayce Place and the growing opportunities in Nashville. For a city like Nashville, it's a waste of valuable land and our residents deserve to have safer, more accessible mobility in the area. The East Bank is so close to the Cumberland River and our vibrant downtown, yet it is grossly underutilized, ugly, and unsafe for people. It is a challenge to navigate and offers no equitable access to the growing number of jobs nearby. A well-designed multimodal corridor and bridge over the Cumberland River would not only activate the space and provide modern, safe, and convenient mobility options for people, including public transit access, walking, and cycling. It would also catalyze the East Bank and spur the city to reach its fullest and highest potential.

The Alliance supports creating the East Bank Boulevard because we know and understand the value of multimodal infrastructure to spur economic development, provide equitable access to higher paying jobs, sustain the environment, mitigate cost of living, elevate quality of life, inspire community and creativity, and more. We are particularly piqued by the possibility of dedicated public transit lanes, safer pedestrian/bicycle infrastructure, and robust public engagement. As Nashville contends with continued economic expansion, including record job and population growth year over year, the infrastructure must keep pace.

Perhaps more importantly, we look forward to obtaining further community feedback through the public outreach process to inform and prioritize the design elements and preferred modes of mobility



along the Boulevard and East Bank. Nashvillians have been increasingly disillusioned with the rate of development feeling that it is not benefitting them. The East Bank Boulevard is a rare moment for Nashville to illustrate through intentional development how the city can combine federal support and local funding to support growth in the city that will serve her residents for decades ahead. It's imperative that we not just plan for today but that we plan for a future that we envision for ourselves and our children.

The East Bank Boulevard is a blank slate in that the property is primarily parking lots and industrial sites. There is an opportunity for the community to design the space and its potential from the ground up. Nashville is ready for more. Taking the time to develop a comprehensive multimodal Boulevard along the East Bank is the next step in the city's evolution to serve its residents while facilitating economic growth, centering pedestrian safety, and protecting our environmental sustainability.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with the Transit Alliance of Middle Tennessee and other critical stakeholders so that it serves the needs of **all** Nashvillians. I support this grant application and look forward to future partnerships and collaboration on this vital project as the Nashville region continues to grow intentionally and equitably.

Sincerely,

Jessica Dauphin
President and CEO

Transit Alliance of Middle Tennessee

APPENDIX

Appendix B – Benefits Analysis



A benefit-cost analysis (BCA) is a conceptual framework used to evaluate the cost effectiveness of infrastructure projects. Economists typically conduct BCAs to quantify and monetize the societal benefits and costs generated by a project or proposed project. When possible, benefits are expressed in monetary terms and weighed against the total project costs to determine the project's societal return on investment.

The benefits that result from the project represent the extent to which people impacted by the project are made better-off. A net increase in public welfare is a positive result, even if some groups within society are made worse-off. A project is rated positively if the benefits to some are large enough to compensate the losses of others.

Additionally, BCA seeks to anticipate the welfare impacts of a project over the entire lifecycle of the project. To account for society's general preference for present consumption (rather than future consumption), all benefits and costs that occur in the future need to be discounted to be compared equitably in present values. To that end, a real discount rate that reflects the opportunity cost of capital is identified and applied to all benefits and costs in future years.

The BCA produces several important measures to assess the cost-effectiveness of a proposed infrastructure project:

- **Benefit-Cost Ratio (BCR)** - Calculated by dividing the project's discounted benefits by its discounted costs. The BCR measures the societal return on each dollar spent in project costs. A BCR of more than 1.0 indicates that more than one-dollar worth of benefits will be generated by the project for each dollar spent.
- **Net Present Value (NPV)** - Calculated by subtracting the discounted project costs from the discounted benefits generated by the project. This measure indicates the net societal worth created by the project, after accounting for its costs.

It is worth noting that the BCR and NPV only consider the benefits that are successfully quantified and monetized. Benefits generated by a project that are difficult to monetize are therefore excluded from the measures described above. Therefore, it is important that the BCR and NPV of a project be considered in conjunction with other criteria when judging a project's overall worth to society.

For federal discretionary grant applications such as RAISE, the methodology for BCA involves:

- Defining the No-Build and Build scenarios and establishing existing and future conditions.
- Assessing benefits with respect to the merit criteria identified in the FY 2022 RAISE Notice of Funding Opportunity (NOFO).
- Measuring costs and benefits in dollars, whenever possible.
- Using U.S. Department of Transportation (USDOT) BCA guidance to estimate the value of travel time savings, vehicle operating cost savings, emission cost savings, and crash cost savings, and relying on industry best practices for other impacts.
- Discounting future benefits and costs with a real discount rate of 7 percent, as recommended by U.S. DOT.
- Conducting a sensitivity analysis to assess the impact of changes in key inputs (e.g., project costs, project schedule, value of time, value of statistical life, etc.)

As a RAISE Planning Grant application, the requirement for a BCA is not applicable to the East Bank Boulevard project. Key inputs such as capital cost estimates, ridership, and implementation schedule could change as the project advances further into planning, preliminary engineering, and design. These activities will support the collection and analysis of data required to conduct a detailed BCA in the future.

It is our expectation that when quantified and monetized, the discounted benefits are highly likely to exceed the discounted costs of the East Bank Boulevard project, and thus resulting in a BCR greater than 1.0.

The East Bank Boulevard project will generate significant long-term benefits by improving safety, enhancing mobility, connectivity and quality of life, applying transformative technology, and explicitly addressing climate change and racial equity. The project benefits align with USDOT's merit criteria identified in the FY22 RAISE Notice of Funding Opportunity (NOFO) and will result in:

- Reduced risk of crashes from safety improvements on the East Bank Boulevard (**Safety**).
- Sustainable active transportation options, reducing reliance on automobiles (reduced vehicle miles traveled and greenhouse gas emissions) as the primary mode of transportation by promoting a compact, walkable development pattern and viable transportation alternatives (**Environmental Sustainability**).
- New standard for flood resiliency in Nashville by promoting responsible development practices in an area known to be at risk of flooding (**Environmental Sustainability**).
- Reduced heat islands with dedicated space for street trees and additional landscaping (**Environmental Sustainability**).
- Improved quality of life and access to employment, affordable housing, and retail opportunities (**Quality of Life**).
- Reduced barriers to opportunities for historically disadvantaged underserved communities and enhanced transportation choices for Nashvillians and visitors (**Mobility and Connectivity**).
- Job creation and improved connections to job opportunities within the East Bank and beyond (**Economic Competitiveness and Opportunity**).
- Enhanced freight and traffic movement (**Economic Competitiveness and Opportunity**).
- Increased tourism activities (**Economic Competitiveness and Opportunity**).
- Improved infrastructure asset management and maintenance (**State of Good Repair**).
- Increased outreach and community engagement (**Partnership and Collaboration**).
- Increased investment in public infrastructure via strong public-private partnerships with Oracle Corporation, the Tennessee Titans, Metro Nashville, and the State of Tennessee (**Partnership and Collaboration**).
- Innovative technologies to manage and improve operations of the transportation system (**Innovation**).
- Innovative project funding and financing (**Innovation**).

A detailed summary of the changes and long-term benefits expected from the East Bank Boulevard project is provided in the benefits table below.

Table 1: East Bank Boulevard Benefits

Changes to Baseline	USDOT Merit Criteria	Benefits	Population Affected
The East Bank Boulevard will introduce a culture of safe streets emphasizing walking, cycling, and transit in addition to helping move cars safely through the area. Safety improvements will result in a connected street network, bicycle and pedestrian facilities, intersections that are friendly to pedestrians and cyclists, and upgraded pavement markings. The East Bank Boulevard will have a target design speed of 25 mph, an important threshold for reducing the severity and frequency of crashes (e.g., there were almost 3,200 crashes and three fatalities within the East Bank between 2017 and 2019, placing it among the top 5% of all crash locations in the region).	Safety	Reduced risk of crashes	Members of the community, including vulnerable populations; pedestrians and bicyclists; automobiles; transportation agencies
The East Bank Boulevard will be the centerpiece of a sustainable and resilient East Bank by promoting sustainable active transportation options, incorporating a resilient and healthy design, and protecting Nashville's most vulnerable populations. The Boulevard will reduce reliance on automobiles as the primary mode of transportation by promoting a compact, walkable development pattern and viable transportation alternatives. According to the East Bank Mobility Study, as many as four out of ten daily trips could be made via walking, cycling, or riding transit. This shift from automobiles to alternative modes is made possible by putting homes and jobs in proximity, creating a walkable block, and making thousands of jobs accessible to transit, and by providing the opportunity for increased bus priority transit service.	Environmental Sustainability	Reduced vehicle miles traveled and greenhouse gas emissions; improved health	Members of the community, including vulnerable populations; pedestrians and bicyclists; automobiles; transportation agencies

Changes to Baseline	USDOT Merit Criteria	Benefits	Population Affected
<p>The great flood of May 2010 left Nashville reeling from the effects of widespread damage and served as a wakeup call for the City's vulnerability to major storm events. The East Bank was one of the hardest hit locations, as images of Nissan Stadium inundated with water were a frequent occurrence on the national news cycle. The flooding also caused severe damage to the WeGo bus maintenance facility. The East Bank Boulevard will set a new standard for flood resiliency in Nashville by promoting responsible development practices. The Boulevard itself will be constructed above the 100-year floodplain, and proposed standards for adjacent development will place commercial and residential uses at even higher elevations.</p>	<p>Environmental Sustainability</p>	<p>Enhanced resiliency</p>	<p>Members of the community, including vulnerable populations; commercial and residential properties; We Go maintenance facility; transportation agencies</p>
<p>The East Bank has great potential to suffer from the effects of urban heat islands, a growing concern as climate change continues to be both a short- and long-term issue. The Boulevard is a catalyst to replace the East Bank's large expanses of parking lot asphalt with a greener design that prioritizes connected landscapes and open spaces. The Boulevard itself will include dedicated space for street trees and additional landscaping.</p>	<p>Environmental Sustainability</p>	<p>Reduced heat island; improved health</p>	<p>Members of the community, including vulnerable populations</p>

Changes to Baseline	USDOT Merit Criteria	Benefits	Population Affected
<p>The East Bank Boulevard will improve the quality of life for residents, workers, and visitors by providing access to employment and affordable housing; transforming an underutilized, flood-prone area; and connecting the East Bank to jobs, affordable housing, and retail. Located in and adjacent to several designated qualified opportunity zones, a historical disadvantaged community, and areas of persistent poverty census tracts, the East Bank Boulevard will provide an improved quality of life to all Nashvillians by addressing racial equity and improving access to transportation, jobs, and affordable housing. The East Bank Boulevard will transform the current disconnected street network and provide access to many underserved neighborhoods in East Nashville and employment and educational opportunities in downtown and west Nashville.</p>	<p>Quality of Life</p>	<p>Improved quality of life and access to employment, affordable housing, and retail; reduced barriers to opportunity</p>	<p>Members of the community, including vulnerable populations; landowners and developers; business owners</p>
<p>The East Bank Boulevard will be the backbone of a balanced, cohesive multimodal network, create a new standard for transit in Nashville, promulgate a system of walkable blocks, and promote safe and enjoyable opportunities for cycling. The East Bank has the potential to transform the surrounding area into a series of vibrant mixed-use neighborhoods offering much needed employment, housing, and services opportunities. The Boulevard will include dedicated lanes for bus rapid transit (BRT) as integral to its design. The BRT alignment will provide a viable transit option for commuters, link affordable housing to job opportunities, and connect previously inaccessible communities.</p>	<p>Mobility and Connectivity</p>	<p>Eliminate opportunity gaps for historically disadvantaged underserved communities and enhanced transportation choices for Nashvillians and visitors.</p>	<p>Members of the residential and business community, including vulnerable populations; pedestrians and bicyclists; business owners; local governments; visitors</p>

Changes to Baseline	USDOT Merit Criteria	Benefits	Population Affected
<p>When complete, the development of the East Bank is projected to bring more than 50,000 new jobs to the region. The Boulevard is the central catalyzing element for job creation on the East Bank. This estimate is validated by Oracle Corporation's imminent plans to bring more than 8,000 jobs to its new East Bank campus. Oracle's campus represents just a fraction of the total development potential on the East Bank. The East Bank's robust and connected multimodal network ensures that Nashville's historically disadvantaged and underserved neighborhoods, including Cayce Place and Sudekum Napier, will have multiple safe and convenient connections to job opportunities within the East Bank as well as to downtown Nashville, the airport, and other employment centers.</p>	<p>Economic Competitiveness and Opportunity</p>	<p>Job creation and improved connections to job opportunities within the East Bank and beyond; improved access to underserved communities</p>	<p>Members of the residential and business community, including vulnerable populations; pedestrians and bicyclists; business owners; local government</p>
<p>The disconnected transportation network on the East Bank results in frequent bottlenecks and increased travel time and delay. This congestion is an issue for tens of thousands of commuters who pass through and around the East Bank every day, but also for the thousands of daily truck trips that must pass through Nashville to keep the nation's freight moving. The Boulevard will provide transportation infrastructure that supports freight and traffic movement (e.g., a new bridge connection that will provide direct access to the airport and Murfreesboro and will relieve congestion and delay on the I-24 bridge, creation of a normalized interstate frontage road system to improve operations along I-24, possible relocation of CSX rail operations from the East Bank through infrastructure upgrades, and future high-capacity transit service to provide viable options for commuters).</p>	<p>Economic Competitiveness and Opportunity</p>	<p>Enhanced freight and traffic movement</p>	<p>Members of the community, including vulnerable populations; freight and automobile traffic</p>

Changes to Baseline	USDOT Merit Criteria	Benefits	Population Affected
The East Bank will include a vastly improved stadium, an estimated 2.5 million square feet of hotel space and numerous restaurants, retail businesses, and attractions that will reinforce Nashville's status as a tourism powerhouse. Nashville is in the running for inclusion as a host city for the 2026 FIFA World Cup. The Boulevard will be the destination for visitors as they seek all that the East Bank has to offer.	Economic Competitiveness and Opportunity	Increased tourism activity	Visitors; business owners; local governments
The East Bank suffers from a transportation network that is badly disconnected and in ill repair. The Boulevard addresses this problem by providing a modern and continuous north-south transportation connection. The proposed alignment will provide a direct path that connects the East Bank to communities on both sides of the Cumberland River. The alignment will also be built at an elevation resistant to flooding that historically affected this neighborhood.	State of Good Repair	Improved infrastructure, asset management and maintenance	Members of the community, including vulnerable populations; local government; transportation agencies
The success of the East Bank and Boulevard project will depend on continuous public and stakeholder engagement. Between February 2021 and February 2022, Metro Planning and the Nashville Department of Transportation hosted 19 public meetings with 800 attendees, received 1,500 survey responses and 980 email subscriptions. Additionally, 150 technical meetings and 20 property owner meetings were hosted. These dialogues helped shape infrastructure and design recommendations for an evolving East Bank, including the Boulevard.	Partnership and Collaboration	Increased outreach and community engagement	Members of the community, including vulnerable populations; local government; transportation agencies; business owners; landowners

Changes to Baseline	USDOT Merit Criteria	Benefits	Population Affected
<p>The Oracle Corporation is partnering with Metro Nashville to invest more than \$175 million in public infrastructure for the East Bank. A portion of this investment will go to constructing the Boulevard. Additionally, the State of Tennessee has committed to provide \$40M in State Economic Development funds to construct the extension of Cleveland Street to the Oracle campus. The Tennessee Titans have plans to upgrade or replace the current Nissan Stadium and to transform the parking lots surrounding the stadium into a walkable, mixed-use neighborhood with the Boulevard at its center. A three-way partnership between the Titans, Metro Nashville, and the State of Tennessee to finance the infrastructure is currently in development.</p>	Partnership and Collaboration	Increased investment in public infrastructure in the East Bank resulting from strong public-private partnerships	Members of the community, including vulnerable populations; local government; transportation agencies; business owners; landowners
<p>The East Bank Boulevard will use several innovative technologies to manage and improve operations of the transportation system. These potentially include arterial dynamic messaging signs (DMS), smart lighting, bicycle and pedestrian sensors, autonomous vehicles, smart and connected signals, automated traffic signaling performance measures and real-time condition monitoring, advanced adaptive and traffic responsive traffic signal control systems, mobility hubs, green infrastructure, pavement management systems, and street flood notification system. Collectively, these deployments will improve the safety of vulnerable road users, increase accessibility and convenience for all modes of transportation, improve the city's asset management capabilities, prepare the existing system for autonomous shuttles, and improve overall system reliability.</p>	Innovation	Applied transformative technology	Members of the community, including vulnerable populations; road users; transportation agencies

Changes to Baseline	USDOT Merit Criteria	Benefits	Population Affected
As part of its P3 with Oracle, Metro Nashville is providing a rebate of half of its property tax revenue annually in exchange for \$175M in up-front infrastructure improvements, including a portion of the East Bank Boulevard. Metro Nashville will continue to seek innovative financing partnerships with the Titans and other entities as the development of the East Bank evolves over the next several years.	Innovation	Innovative project funding and financing	Members of the community, including vulnerable populations; local governments; transportation agencies; private construction and development firms

Disclaimer: The East Bank Boulevard Project is still in early planning stages. Key inputs such as capital cost estimates, traffic data, ridership, and implementation schedule could change as the project advances further into planning and design. Therefore, this benefits analysis should be considered preliminary, based on the best available data and information at the current time and is subject to change. Project-specific data is needed to conduct a detailed BCA.

Note: Vulnerable populations include transit-dependent riders, low-income persons, and those with limited access to important resources, such as jobs or housing.

APPENDIX

Appendix C – Proof of Local Match





Metropolitan Nashville and Davidson County, TN

Legislation Details (With Text)

File #:	RS2021-757	Name:	
Type:	Resolution	Status:	Passed
File created:	2/5/2021	In control:	Metropolitan Council
On agenda:	3/2/2021	Final action:	3/2/2021
Title:	Initial resolution determining to issue general obligation bonds of The Metropolitan Government of Nashville and Davidson County in an aggregate principal amount of not to exceed \$481,610,000.		
Sponsors:	Kyonzte Toombs, Nancy VanReece, Dave Rosenberg		
Indexes:			
Code sections:			
Attachments:	1. RS2021-757 Exhibit A as originally filed, 2. RS2021-757 Exhibit B, 3. Substitute RS2021-757 with Exhibits A and B		

Date	Ver.	Action By	Action	Result
3/3/2021	2	Mayor	approved	
3/2/2021	1	Metropolitan Council	adopted	
3/2/2021	2	Metropolitan Council	substituted	
3/1/2021	1	Budget and Finance Committee	approved with a substitute	
2/16/2021	1	Metropolitan Council	deferred	

Initial resolution determining to issue general obligation bonds of The Metropolitan Government of Nashville and Davidson County in an aggregate principal amount of not to exceed \$481,610,000.

WHEREAS, it is necessary and in the public interest of The Metropolitan Government of Nashville and Davidson County (the "Metropolitan Government") to issue general obligation bonds in an aggregate principal amount of not to exceed \$481,610,000 (the "Bonds") for the purposes hereinafter provided; and,

WHEREAS, pursuant to Section 9-21-205, Tennessee Code Annotated, prior to the issuance of any general obligation bonds, the governing body of the local government proposing to issue said bonds shall adopt a resolution determining to issue the same; and,

WHEREAS, for the purpose of complying with the requirements of said statute, the Metropolitan County Council of the Metropolitan Government adopts this Resolution.

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

Section 1. Purpose. For the purposes of financing (a) all or a portion of the costs of the acquisition of land for and the planning, design, development, construction, renovation, modification, improvement, upgrade, expansion, repair, maintenance, rehabilitation, equipping and/or acquisition of the following public works projects (as defined in Section 9-21-105, Tennessee Code Annotated): (1) school buildings and facilities; (2) parks, parks facilities, and greenways; (3) public safety buildings and facilities, including, buildings and facilities for the police and fire departments, and technology improvements related to the foregoing; (4) facilities related to traffic control center; (5) bridges including lighting and related technology improvements; (6) bikeways, sidewalks, roads, streets and rights-of-way, including streetscape improvements, drainage improvements, lighting, signage and signalization, roadway improvements related to traffic management and

File #: RS2021-757, **Version:** 2

traffic calming, and related information technology improvements; (7) facilities related to transit centers and shelter improvements; (8) Metropolitan Government buildings and facilities; (9) information technology improvements related to public works projects of the Metropolitan Government; (10) drainage systems including stormwater sewers and drains; (11) solid waste system improvements; (12) public transportation (including monies for grant matches), (13) Fair Park at Fairgrounds Nashville improvements and; (14) vehicles for the Metropolitan Government and (collectively, the "Projects"), as all such Projects are more specifically set forth on Exhibit A attached hereto; provided, however, that the specific portion of total funding allocated to each Project as set forth on Exhibit A may hereafter be amended by legislation of the Metropolitan Council; and further provided that such Projects with an estimated value in excess of \$5,000,000 are more specifically set forth on collective Exhibit B attached hereto; (b) acquisition of all property, real and personal, appurtenant to the foregoing and acquisition or construction of certain public art as required by Ordinance No. BL2000-250; (c) legal, fiscal, administrative, architectural and engineering costs incident to all the foregoing; (d) all other costs authorized to be financed pursuant to Section 9-21-109, Tennessee Code Annotated, including without limitation, costs of issuance of the Bonds and (e) the payment or reimbursement of the payment of principal of and interest on any bonds, notes or other debt obligations issued in anticipation of the Bonds, the Metropolitan County Council hereby determines to issue the Bonds in an aggregate principal amount of not to exceed \$481,610,000.

Section 2. Authorization. The Bonds described herein shall be issued pursuant to the Charter of the Metropolitan Government and/or the Local Government Public Obligations Act of 1986, as amended, codified as Title 9, Chapter 21, Tennessee Code Annotated, and no referendum or election shall be required for the issuance of the Bonds unless a petition for an election relating to their issuance is filed within the time and in the manner provided for in said statute.

Section 3. Interest. The maximum rate of interest of the Bonds shall not exceed seven and one-quarter percent (7.25%) or the maximum rate permitted by applicable law.

Section 4. Source of Payment. Debt service on the Bonds shall be payable from and secured by ad valorem taxes on all taxable property in the General Services District and Urban Services District, fully sufficient to pay all such debt service falling due prior to the time of collection of the next succeeding tax levy; provided, however, taxes so levied in the General Services District shall be levied in an amount sufficient to pay that portion of such debt service attributable to school projects and projects in the General Services District financed by the Bonds; and the taxes so levied in the Urban Services District shall be levied in an amount sufficient to pay that portion of such debt service attributable to projects in the Urban Services District financed by the Bonds; provided, further, however, that the Metropolitan Government shall be unconditionally and irrevocably obligated to levy and collect ad valorem taxes without limit as to rate or amount on all taxable property within the Metropolitan Government to the full extent necessary to pay all debt service on the Bonds, and the full faith and credit of Metropolitan Government shall be irrevocably pledged to the payment thereof.

Section 5. Publication of Resolution. The Metropolitan Clerk is hereby directed to cause this Resolution, upon its adoption, together with the statutory notice required by Section 9-21-206, Tennessee Code Annotated, to be published in full once in a newspaper published and having general circulation in the Metropolitan Government.

Section 6. Effective Date. This Resolution shall take effect from and after its adoption, the welfare of the Metropolitan Government requiring it.

APPENDIX

Appendix D – Economic Impact Plan for the River North Infrastructure Economic Development Area



**THE INDUSTRIAL DEVELOPMENT BOARD OF THE METROPOLITAN
GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY**

**ECONOMIC IMPACT PLAN
FOR
THE RIVER NORTH INFRASTRUCTURE ECONOMIC DEVELOPMENT AREA**

1. **Authority for Economic Impact Plan.** Industrial development corporations are authorized under Section 314 of Tennessee Code Annotated § 7-53-101, *et. seq.* (the “**IDB Act**”) to prepare and submit to metropolitan governments an economic impact plan with respect to an area that includes a project within the meaning of the IDB Act and such other properties that the industrial development corporation determines will be directly improved or benefited due to the undertaking of such project. The IDB Act also authorizes metropolitan governments, cities and counties to apply and pledge new incremental tax revenues arising from the area subject to the economic impact plan to industrial development corporations to pay the cost of projects and public infrastructure or to pay debt service on bonds or other obligations issued by industrial development corporations to pay the cost of projects and such public infrastructure.

The Industrial Development Board of The Metropolitan Government of Nashville and Davidson County (the “**Board**”) desires to adopt this Economic Impact Plan (the “**Plan**”) pursuant to the IDB Act in order to induce Oracle America, Inc., a Delaware corporation, and/or one or more of its affiliates (the “**Company**”), to undertake the Project as provided herein.

2. **The Project.** The Company desires to acquire the real property located in the River North area on the east bank of the Cumberland River within the municipal boundary of the Metropolitan Government of Nashville and Davidson County, Tennessee (“**Metro**”) and as specifically described on **Exhibit A** (the “**Property**”). The Company also desires to construct on the Property approximately One Million Two Hundred Thousand (1,200,000) square feet or more of office space, together with potential retail space, parking facilities and other improvements (collectively, the “**Buildings**”), at a cost expected to exceed One Billion Eighty Five Million Dollars (\$1,085,000,000), together with the furniture, fixtures, and equipment to be located on the Property (“**Personal Property**”), at a cost of approximately Ninety-Five Million Dollars (\$95,000,000) (collectively, the “**Project**”).

3. **The Public Infrastructure.** The Property lacks the necessary infrastructure for the development of the Project, so in order to make the Project feasible, the Company has offered to fund up to One Hundred Seventy-Five Million Dollars (\$175,000,000) of the cost of following activities (the “**Permitted Costs**”): (i) providing Public Infrastructure as permitted by the Uniformity in Tax Increment Financing Act of 2012, codified in Tennessee Code Annotated § 9-23-101, *et seq.* (the “**TIF Uniformity Act**”), other than privately-owned parking lots, (ii) remediating or otherwise addressing any environmental or geotechnical issues on or emanating from the Property that are necessary or appropriate to enable the Property to be improved and related to or arising from the presence of a former landfill on a portion thereof, including, without limitation the cost of removing and disposing of contaminated or unsuitable soils, waste, debris or materials, and the installation of air or ground water monitors, vapor barriers, venting systems or

pilings to support the Buildings or other improvements thereon (collectively, the “**City Landfill Issues**”), and (iii) the transaction costs, closing costs, and legal expense of the adoption and implementation of this Plan. “**Public Infrastructure**” is defined in Tennessee Code Annotated § 9-23-102(15) as “roads, streets, publicly-owned or privately-owned parking lots, facilities or garages, traffic signals, sidewalks or other public improvements that are available for public use, utility improvements and storm water and drainage improvements, whether or not located on public property or a publicly-dedicated easement, that are necessary or desirable, as determined by the tax increment agency.” The Public Infrastructure is anticipated to include, without limitation, a pedestrian bridge over the Cumberland River linking the River North area to the Germantown area of the city, a riverfront park at the landing of said bridge at River North, the provision of greenways along the riverfront through some or all of the Plan Area, the construction, relocation, lighting and improvement of streets and utilities, storm water detention, retention and management, parks and recreational areas that may be accessed by the public, and other Public Infrastructure for the completion, use and operation of the Project, whether on the Property or off-site. Pursuant to the TIF Uniformity Act, the “tax increment agency” means the Board.

It is acknowledged and agreed that although permitted under applicable law, the Company has agreed to not seek the payment of any interest on the funds that it advances for the Permitted Costs, and has agreed to not seek reimbursement for the cost of any privately-owned parking facilities to be built on the Property.

The Board intends, subject to the approval of the governing body of Metro (the “**Metro Council**”) of this Economic Impact Plan, to provide funds pursuant to the IDB Act, to reimburse the Company for Permitted Costs, not to exceed the Maximum Contribution as provided in Section 6, below. It is hereby agreed and determined that the Project is an eligible “project” within the meaning of Section 101(15) of the IDB Act, and that the use of all or a portion of the Increment to fund the Permitted Costs is necessary or desirable.

4. **Boundaries of Plan Area.** The boundary of the area that is subject to this Plan, and to the tax distribution provisions described in Section 6 below (the “**Plan Area**”), is the Property. A list of the tax parcels that comprise the Property is shown on **Exhibit B** attached hereto, which the Board hereby agrees and determines is the property that will directly benefit from the development of the Project. The Project is hereby identified as the project that will be located within the Plan Area.

5. **Expected Benefits to Metro.** Metro expects to benefit in many ways from the provision of the Project. Most importantly, the Company anticipates creating approximately 2,500 jobs at an average annual wage of \$110,000, plus benefits, by the end of 2027, and approximately 8,500 new full-time jobs at the Project by the end of 2031, with total annual salary and wages by that date estimated to be \$1.1 Billion.

Attached hereto as **Exhibit C** is an Economic and Fiscal Impact Analysis (the “**Economic Impact Analysis**”), prepared by the Center for Economic Research in Tennessee (CERT), the research division of the Tennessee Department of Economic and Community Development. As noted in the Economic Impact Analysis, the Project is anticipated to generate over 11,000 additional indirect and induced jobs, that support the Company’s operations as well as its employees and their families. These spinoff jobs in service sectors, including the retail, restaurant

and entertainment areas, will enhance the livability of the community and its reputation as a destination for visitors and conventions. Direct, indirect and induced jobs are anticipated to collectively result in about \$2 Billion in annual salary and wages.

The Economic Impact Analysis projects that during the construction period, the Project will generate about \$1.6 Billion in capital investment, including the cost of the Property, Personal Property, the Buildings and Public Infrastructure, and the construction of the Project will create approximately 20,000 temporary direct, indirect and induced jobs, which would collectively result in an additional \$1.2 Billion in salaries and wages related to the construction activities.

Local sales and use tax collections as a result of the Project are expected to reach about \$8.8 Million annually, plus an additional estimated \$16 Million as a result of the construction of the Project as summarized in the Economic Impact Analysis.

As noted in Section 6 below, the Project is anticipated to eventually generate approximately \$17.9 Million in real property taxes to Metro each year. Metro will retain fifty percent (50%) of these taxes during the period during which the Company is being reimbursed for the Permitted Costs, and Metro will receive all of such real property taxes thereafter, thereby benefitting Metro and its schools.

All of the taxes on the Personal Property in the Plan Area and all of the sales taxes generated by the Project shall be retained by and benefit Metro and its schools. Visitors to the Project will lead to increased hotel and motel occupancy in Nashville, which will increase the associated tax revenues with respect thereto.

The reputation of Nashville as an office destination for the technology industry and its highly skilled workforce will be enhanced as a direct result of the Project.

6. **Distribution of Real Property Taxes.** Under the Economic Impact Analysis, it is estimated that the real property tax attributable to the completed Buildings and the Project will be \$17.9 Million per annum, based upon current property values and tax rates and without consideration of increases in the value of the Property and Buildings over time.

The Board and the Company will enter into a Project Agreement (the “**Project Agreement**”), pursuant to which the Board will agree to pay the Net Increment to the Company to reimburse the Company for paying the Permitted Costs, without interest, until the first to occur of (i) the payment to the Company of Net Increment equal to the Maximum Contribution, or (ii) the payment to the Company of the twenty-fifth (25th) annual installment of the Net Increment, being the Net Increment resulting from the real property taxes for calendar year 2045, which twenty-fifth (25th) annual installment of the Net Increment is anticipated to be paid to the Company during 2046. It is understood that after this period, all real property taxes in the Plan Area will be allocated and paid to Metro the same as all other property taxes levied by Metro on all other property. The maximum amount of the Net Increment that will be paid to the Company shall be One Hundred Seventy-Five Million (\$175,000,000) (the “**Maximum Contribution**”).

The “**Net Increment**” is defined as fifty percent (50%) of the real property taxes that are payable with respect to the Plan Area per annum, provided that in all events Metro shall receive an amount equal to at least the Base Tax Amount and the dedicated taxes as defined in the TIF

Uniformity Act (the “**Dedicated Taxes**”), and the applicable persons shall receive any taxes levied for the purposes referenced in Section 314(j) of the IDB Act. The term “**Base Tax Amount**” is defined as the portion of Metro real property taxes that were payable with respect to the Plan Area for 2020, being the full calendar year prior to the date of approval of this Economic Impact Plan. The Base Tax Amount for each tax parcel comprising the Plan Area is set forth on **Exhibit B**. Pursuant to Section 9-23-103(c) of the TIF Uniformity Act, the Board shall calculate the Base Tax Amount and Dedicated Taxes on an aggregate basis with respect to all parcels included in the Plan Area. The aggregate Base Tax Amount with respect to the Plan Area is \$735,241.38.

Real property taxes imposed on the Property located within the Plan Area shall be allocated and distributed in accordance with Sections 314(c) and 314(d) of the IDB Act as follows:

(a) Commencing with the taxes assessed for the 2021 calendar year, the Net Increment, if any, shall be allocated to and when collected, paid into a separate fund of the Board established to hold such payments until used to reimburse the Company for Permitted Costs under the Project Agreement; and

(b) All of the real property ad valorem taxes other than the Net Increment shall be allocated to and, as collected, paid to Metro as all other taxes levied by Metro on all other properties; provided, however, that in a year, if any, in which such taxes on the property within the Plan Area are less than the Base Tax Amount, there shall be allocated and paid to Metro only the taxes actually imposed; and

(c) All property taxes imposed on personal property located within the Plan Area shall be paid to Metro as all other taxes levied by Metro on all other personal property.

7. **Qualified Use.** The Board and Metro, by the adoption of this Economic Impact Plan, find (i) that the use of the Net Increment as described herein is in furtherance of promoting economic development in Nashville, and will develop trade and commerce in and adjacent to Nashville, contribute to the general welfare, and alleviate conditions of unemployment, and (ii) that the construction and equipping of the Project will be necessary and advantageous to the Board in furthering the purposes of the IDB Act.

8. **Approval Process.** Pursuant to Section 314 of the IDB Act, the process for the approval of this Economic Impact Plan is as follows:

(a) The Board shall hold a public hearing relating to the proposed Economic Impact Plan after publishing notice of such hearing in a newspaper of general circulation in Metro at least two (2) weeks prior to the date of the public hearing. The notice must include the time, place and purpose of the hearing as well as notice of how a map of the subject area may be viewed by the public. Following such public hearing, the Board will submit this Economic Impact Plan to Metro for approval.

(b) This Economic Impact Plan shall be submitted to the Metropolitan Mayor prior to the approval thereof by the Metro Council. The Metro Council must approve this Economic Impact Plan for this Economic Impact Plan to be effective. Pursuant to the IDB Act, this Economic Impact Plan may be approved by resolution of the Metro Council, whether or not the local charter provisions of said governing body provide otherwise.

(c) Pursuant to Sections 104 and 108 of the TIF Uniformity Act, the use of the Net Increment to reimburse the Company for Permitted Costs related to City Landfill Issues and for the number of annual payments of the Net Increment exceeding twenty (20) years are subject to the Commissioner of the Department of Economic and Community Development and the Comptroller of the Treasury making a written determination that the use of tax increment revenues for such purposes is in the best interest of the State of Tennessee. If the written determination approving or rejecting these proposed uses is not rendered within thirty (30) days from the receipt of the written request by the Commissioner of the Department of Economic and Community Development and the Comptroller of the Treasury, the uses shall be deemed approved.

(d) Subject to the provisions of Section 8(c), the Economic Impact Plan shall be effective upon its approval by the Metro Council.

(e) Upon approval of the Economic Impact Plan by the Metro Council, the Metropolitan Clerk or other recording official of Metro shall transmit the following to the appropriate tax assessors and taxing agency affected: (a) a copy of the description of the property within the Plan Area, and (b) a copy of the Resolution approving the Economic Impact Plan, and any and all other filings required under the TIF Uniformity Act.

EXHIBIT A

PLAN AREA



EXHIBIT B

LIST OF TAX PARCELS				
Tract #	Map and Parcel #	Street Address	Account #	Base Tax Amount
3	57.2% of Map 82-1, Parcel 5 ¹ ,	520 Cowan Street	08210000500	\$89,074.79
4	48.9 % of 082060A00200CO ^{2, 3}	Unit Y in 600 Cowan Land Condominium	082060A00200CO	\$61,569.92
5	Map 82-6, Parcel 1	701 Cowan Street	08206000100	\$11,597.62
6	Map 82-6, Parcel 69	700 Cowan Street	08206006900	\$111,214.91
7	Map 82-6, Parcel 87	1429 Cowan Court	08206008700	\$11,812.05
8	Map 82-6, Parcel 85	1425 Cowan Court	08206008500	\$30,247.65
9	Map 82-6, Parcel 68	1433 Cowan Court	08206006800	\$53,758.65
10	Map 82-6, Parcel 88	1437 Cowan Court	08206008800	\$50,305.88
11	Map 82-6, Parcel 89	1436 Cowan Court	08206008900	\$18,150.30
12	Map 82-6, Parcel 91	1432 Cowan Court	08206009100	\$9,713.37
13	Map 82-6, Parcel 86	1420 Cowan Court	08206008600	\$28,132.12
14	Map 82-6, Parcel 83	740 Cowan Street	08206008300	\$37,482.48
15	Map 82-2, Parcel 79	750 Cowan Street	08202007900	\$93,858.15
15A	Map 82-6, Parcel 90	0 Cowan Court	08206009000	\$16.89
16	Map 82-2, Parcel 78	800 Cowan Street	08202007800	\$128,306.57

¹ See Lot I on proposed River North Phase 1 Final Plat attached hereto.

² See Lot I on proposed River North Phase 1 Final Plat attached hereto.

³ The remaining Lots on proposed River North Phase 1 Final Plat attached hereto are NOT included.

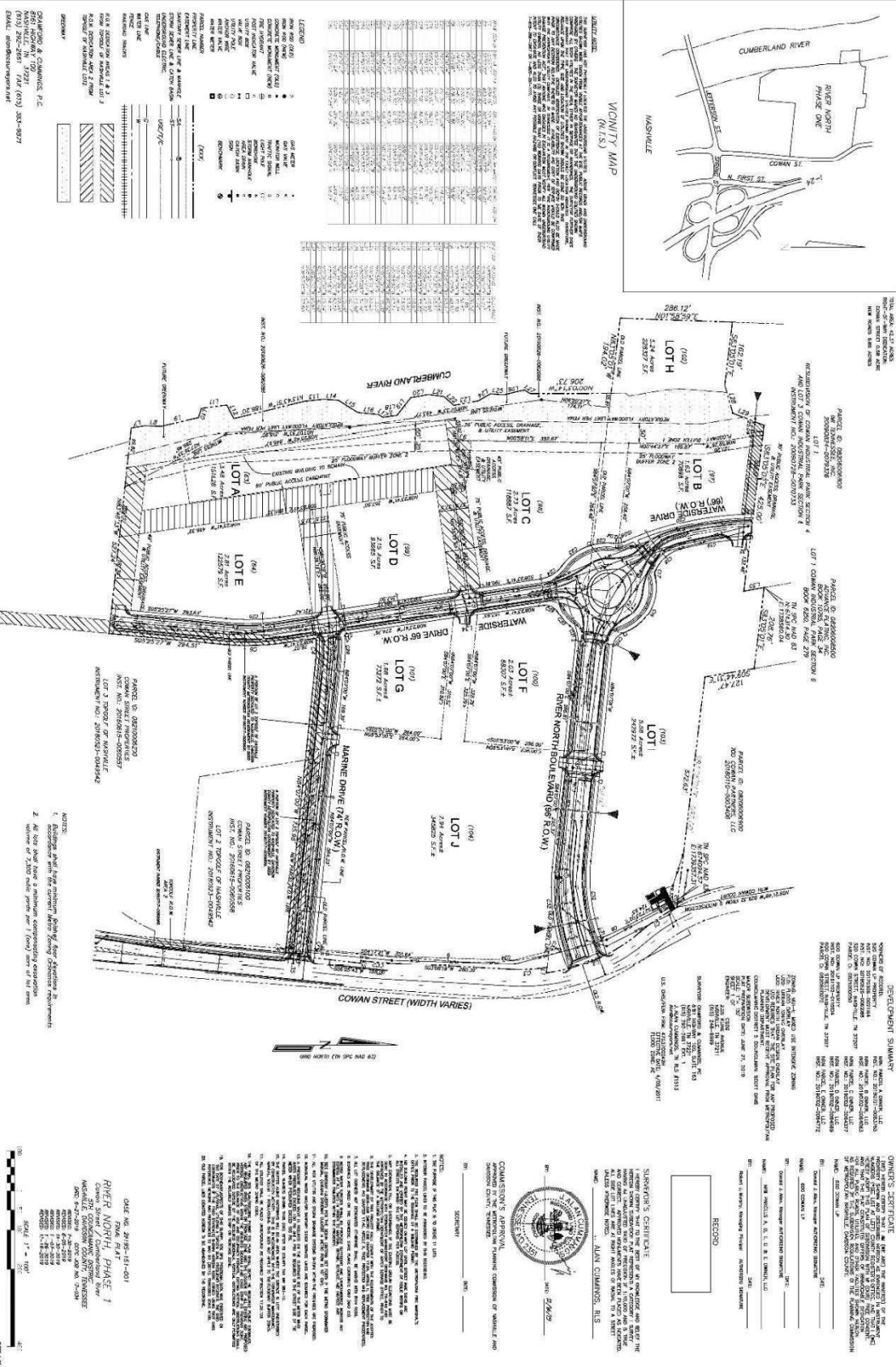


EXHIBIT C
ECONOMIC IMPACT ANALYSIS

Economic and Fiscal Impact Analysis

*Analysis prepared by the Center for Economic Research in Tennessee (CERT),
the research division of TNECD.*

This report outlines the anticipated (projected) economic and fiscal impacts which the project, locating in Davidson County, will have on the state and local economies. Annual projections reflect estimates for the first year during which the project becomes fully operational.

- **The project is anticipated to generate 20,214 new jobs and \$2.0 billion in annual earnings.**
This workforce includes **8,521 direct new jobs in Davidson County with total annual earnings of \$1.1 billion**, and an additional 11,693 indirect and induced new jobs in the state with total annual earnings of \$873.2 million. Indirect¹ and induced² jobs support the company's operations, as well as company employees and their families.
- **The project is anticipated to contribute \$2.0 billion each year to Tennessee's gross state product (value added).**
The company's operations are projected to generate \$3.1 billion annually in economic output³ from direct and indirect economic activity. Value added, or contribution to state GDP, is the portion of total economic output which excludes the cost of intermediate inputs.
- **The project is anticipated to generate additional benefits during the temporary construction period:**
 - **\$1.6 billion in capital investments**
The project will include an initial period of construction where \$1.6 billion will be spent on land; buildings and other real property improvements; furniture, fixtures, and equipment; and infrastructure improvements.
 - **21,131 temporary direct, indirect, and induced jobs supported during the construction period**
This includes 10,051 direct full-time-equivalent workers during the project's construction and 11,080 indirect and induced workers employed in the region.
 - **\$1.2 billion in salaries related to project construction activity**
Workers employed directly in the project's construction will earn an estimated \$673.4 million in salaries, with an additional \$532.0 million in estimated salaries paid to indirect and induced workers supporting the project and its workers.

¹ Indirect jobs include individuals employed at supplier organizations to the company.

² The company's direct and indirect economic impacts induce additional economic activity in the region, supported by workers spending parts of their salaries in the state. Induced impacts in the region can be seen in industries such as retail stores, real estate, and healthcare practitioners.

³ Economic output is the value of goods and services produced in the state as a result of the company's operations as well as the operations of indirect and induced economic activity. Economic output can be thought of as the revenue generated by the direct business and spin-off businesses.

- **The project is anticipated to generate significant local fiscal impacts in Davidson County, which include:**
 - **\$8.8 million in projected local sales tax collections annually**
This includes sales tax collections generated annually through purchases of food and general items made by direct and indirect worker spending.
 - **\$16.1 million in local sales tax collections generated during the construction period**
The temporary construction period will generate \$16.1 million in local sales tax collections through construction, improvements and company expenditures on furniture, fixtures and equipment.
 - **\$17.9 million in projected local property tax collections each year**
Local property tax revenues generated by the company for land, buildings, and other real property improvements.

Analysis prepared by the Center for Economic Research in Tennessee (CERT), the research division of TNECD.

Analysis prepared using an impact model developed by Impact DataSource, an economic consulting, research and analysis firm founded in 1993. The model was developed for TNECD to forecast economic and fiscal impacts of business development opportunities. To derive projections of economic and fiscal changes, the model relies on project-specific information as well as other assumptions and parameters including tax rates and industry-specific RIMS II multipliers sourced from the U.S. Bureau of Economic Analysis.

FY 2022 RAISE Project Information Form - All Fields Required

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WHEN SUBMITTING TO AVOID PROCESSING ERRORS**



Field Name	Response	Instructions
Project Name	The Boulevard: A Catalyst for Nashville's Next Great Neighborhood	Enter a concise , descriptive title for the project. This should be the same title used in the Grants.gov SF-424 submission and the application narrative.
Project Description	The project will fund planning and up to 60% design plans for a new multimodal boulevard and bridge from the extension of Cleveland Street in Nashville's East Bank to Fairfield Avenue on the other side of the Cumberland River.	Describe the project in plain English terms, using no more than 100 words . For example, "The project will fund construction activities for streetcar service from location X to location Y" or "the RAISE grant will replace the existing bridge over the W river on Interstate-X between the cities of Y and Z." Please do not describe the project's benefits, background, or alignment with the selection criteria in this description field.
Urban/Rural	Urban	Identify whether the project is located in a rural or urban area , using the drop-down menu. For RAISE 2022, a project is designated as urban if it is located within (or on the boundary of) a Census-designated urbanized area that had a population greater than 200,000 in the 2010 Census. If a project is located outside a Census-designated urbanized area with a population greater than 200,000, it is designated as a rural project.
Urbanized Area	Nashville-Davidson, TN	If you have identified the project as "urban," please select the associated 2010 Census-designated urbanized area (UA) from the drop-down. If you identified the project as "rural" but it is located in an UA with a population under 200,000, please select the UA from the drop-down. If you have identified the project as "rural" and it is located outside an urbanized area, please select "Not located in an urbanized area" from the drop-down.
Capital or Planning	Planning	Identify the project as capital or planning . The " capital " designation is for projects that requesting funding for the construction of surface transportation capital infrastructure. The " planning " designation is for projects that are requesting funding primarily for planning, preparation, or design of eligible surface transportation capital projects.
Amount Requested	\$5,000,000	Enter the total amount of RAISE funds requested for this project in this application. <i>[See Section B.2 for minimum and maximum award size]</i>
Project Location County	TN - Davidson County	Identify the county where the project is located in using the drop-down. If the project is located in more than one county, please identify the county in which the majority of the project is located.

FY 2022 RAISE Project Information Form - All Fields Required

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Field Name	Response	Instructions
Additional Project Counties		Identify additional counties separated by a comma. For instance, if the project additionally runs through Middlesex County and Suffolk County, please enter 'Middlesex County, Suffolk County' in the cell.
Project Location Census Tract	193	<u>Identify the census tract number of the project. Please visit USDOT's RAISE webpage to review a full list of census tracts by state and county or refer to the Census Bureau's TIGER Web map to identify. For example, if the most central tract is Census Tract 93.30, please enter '93.30' into the cell. The last zero may be missing from your response (e.g., 93.30 may display as 93.3). If the project is located in more than one census tract please identify the census tract in which the majority of the project is located.</u>
Other Project Census Tracts	196, 160	Identify other census tracts in which the project is located, seperated by a comma. For example, if the project is located in Census Tract 93.31, Census Tract 93.32, and Census Tract 94.03, please enter '93.31, 93.32, 94.03' into the cell.
Project Located in an Area of Persistent Poverty?	Yes - it is located in a census tract that meets the definition	<u>Identify if the project is located in an area of persistent poverty based on the criteria outlined in the NOFO. The list of counties and census tracts that meet this definition can be found on USDOT's RAISE webpage.</u>
Project Located in a Historically Disadvantaged Community?	Yes	<u>Identify if the project is located in a Historically Disadvantage Community based on the information outlined in the NOFO. The list of census tracts that meet this definition can be found on USDOT's RAISE website.</u>
Project Location Zip Code	37213	Identify the 5-digit zip code of the project location. If the project is located in more than one zip codes, please identify the zip code in which the majority of the project is located.
Project Location Latitude	36.166767°N	<u>Please provide the project's latitude coordinates. For projects that are not located at a single set of coordinates, please provide a centralized set of coordinates. Please use the US Census Bureau's Geocoder Tool to identify the project's coordinates.</u>
Project Location Longitude	86.77397°W	<u>Please provide the project's longitude coordinates. For projects that are not located at a single set of coordinates, please provide a centralized set of coordinates. Please use the US Census Bureau's Geocoder Tool to identify the project's coordinates.</u>
Project Located in a Federally-Designated Community Zone?	Opportunity Zones	<u>Identify if the project is located in one of four Federally designated community development zones (Opportunity Zones, Empowerment Zones, Promise Zones, or Choice Neighborhoods) If yes, please describe which of the four Federally designated community development zones in which your project is located.</u>

FY 2022 RAISE Project Information Form - All Fields Required

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Field Name	Response	Instructions
Project Type	Road - Complete Streets	Identify the Primary and Secondary project type combination that most closely aligns with your project from the choices in the drop-down menu. See the "Project Types" tab in this file for further information and project type definitions.
US DOT FY22 Discretionary Application?		If the applicant intends to submit this project to another FY 2022 USDOT discretionary grant program, please list the name of the program(s).
Other Federal Agency Assistance?		If this project has applied for another Federal (non-USDOT) financial assistance or capacity-building program, please list the name of the program(s).
Total Project Cost	\$9,000,000	Enter the total cost of the project . This should equal the sum of Total Federal Funding and Total Non-Federal Funding. <i>This value may not be less than the amount requested.</i>
Total Federal Funding	\$5,000,000	Enter the amount of funds committed to the project from ALL Federal sources including the proposed RAISE amount . <i>This value may not be less than the amount requested.</i> For RAISE projects designated as urban, Federal funding cannot exceed 80% of total project cost unless the project is located in a rural area, historically disadvantaged community, or an area of persistent poverty as defined in the RAISE NOFO.
Total Non-Federal Funding	\$4,000,000	Enter the amount of funds committed to the project from non-Federal sources . For RAISE projects designated as urban, the total non-Federal funding amount must be greater than or equal to 20% of the project cost unless the project is located in a rural area, a historically disadvantaged community, or an area of persistent poverty as defined in the RAISE NOFO.
Tribal Government?	No	Select "Yes" from the drop-down menu if the applicant is a Federally recognized tribal government .
Tribal Benefits?	N/A	If the applicant is not a Federally recognized tribal government , is the project located on tribal land? And if not, does it have direct tribal benefits? Answer using the drop-down menu.
Private Corporation Involvement	Yes - directly involves or benefits a private corporation	Does this project involve (a) private entity(ies) that will receive a direct and predictable financial benefit if the project is selected for award? This includes, but is not limited to, private owners of infrastructure facilities being improved and private freight shippers or carriers directly benefitting from completion of the proposed project.

FY 2022 RAISE Project Information Form - All Fields Required
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Field Name	Response	Instructions
Private Corporation Name(s)	Oracle Corportation, Tennessee Titans	If this project directly involves or benefits a specific <u>private corporation</u> , please list the corporation(s) separated by a comma.
TIFIA/RRIF?	No	Is the project currently, or does this project anticipate applying for Transportation Infrastructure Finance and Innovation Act (TIFIA) or Railroad Rehabilitation & Improvement Financing (RRIF) <u>loans</u> ?
Department Financing Program?	Yes	If your application is unsuccessful, would you like to be contacted about the <u>Department's financing program</u> ?

**APPLICATION FOR Rebuilding American Infrastructure with Sustainability
and Equity (RAISE)**

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

DocuSigned by:

CCA6046554B9461...

4/5/2022

Diana W. Alarcon, Director
Department of Transportation
And Multimodal Infrastructure

Date

ORDINANCE NO. BL2022-_____

An ordinance to authorize building material restrictions and requirements for BL2022-1146, a proposed Historic Landmark Overlay District to include a portion of property located at 2208 Elliston Place, at the northern corner of Elliston Place and Louise Avenue, zoned CS (0.19 acres) (Proposal No. 2021HL-004-001). **THE PROPOSED ORDINANCE REQUIRES CERTAIN MATERIALS TO BE RESTRICTED IN THE CONSTRUCTION OF BUILDINGS.**

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

Section 1. That the building material restrictions and requirements as a part of BL2022-1146, a proposed Historic Landmark Overlay District to include a portion of property located at 2208 Elliston Place, as described in 'Exhibit A' are hereby authorized.

Section 2. Any request for a waiver from part or all of the building material restrictions and requirements contained within this ordinance shall be submitted to the Metropolitan Historic Zoning Commission at the time of application for a historic preservation permit.

Section 3. 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:

Brandon Taylor
Jeff Syracuse
Members of Council

HISTORIC LANDMARK ZONING OVERLAYS

HISTORIC LANDMARK ZONING OVERLAYS

INSIDE



METROPOLITAN HISTORIC ZONING COMMISSION

Metropolitan Government of
Nashville and Davidson County

Sunnyside in Sevier Park
3000 Granny White Pike
Nashville, Tennessee 37204
615-862-7970
www.nashville.gov
historicalcommission@nashville.gov

Adopted: May 1989

Revisions adopted June 2015 and December 2020
List of Landmarks Revised December 2020

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I. INTRODUCTION

WHAT IS REVIEWED:

IN A HISTORIC LANDMARK OVERLAY

- *New construction (primary and secondary structures)*
- *Additions— increased footprint, height or building envelope of an existing structure*
- *Demolition (in whole or in part)*
- *Relocation of structures*
- *Construction of appurtenances (with the exception of portable storage buildings less than 100 square feet)*
- *Signage*
- *Repairs and Alterations to existing structures*
- *Setback Determinations*

IN A HISTORIC PRESERVATION OVERLAY

- *New construction (primary and secondary structures)*
- *Additions— increased footprint, height or building envelope of an existing structure*
- *Demolition (full or in part)*
- *Relocation of structures*
- *Construction of appurtenances (with the exception of portable storage buildings less than 100 square feet)*
- *Signage*
- *Repairs and Alterations to existing structures*
- *Setback Determinations*

A. HISTORIC ZONING OVERLAYS

Please also see *MHZC Hand Book*.

Neighborhoods and commercial/industrial districts in more than two thousand towns and cities in the United States use historic zoning as a tool to protect their unique architectural characters. There are quantifiable reasons for historic zoning: it gives property owners greater control over development; it stabilizes property values; it decreases the risk of investing in one's building; it promotes heritage tourism; it protects viable urban housing stock; and it preserves natural resources by conserving building materials. There are less quantifiable, but equally important, reasons for historic zoning—it protects our past for future generations, it nurtures a sense of community, and it provides a sense of place.

Historic zoning overlays are **locally** designated and administered by the Metropolitan Historic Zoning Commission (MHZC), an agency of the Metropolitan Government of Nashville and Davidson County. Historic zoning overlays are applied in addition to the base or land-use zoning of an area. *Historic zoning overlays do not impact use.*

Like the National Register of Historic Places, historic zoning honors an area's historical significance. There are five types of historic zoning overlays: historic preservation, neighborhood conservation, historic bed and breakfast, historic landmarks, and historic landmark interiors.

In neighborhood conservation and historic bed and breakfast homestay zoning overlays, certain exterior work on buildings—new construction, additions, demolition, and relocation—is reviewed to ensure that the neighborhood's historic character is preserved. In addition to the projects reviewed in neighborhood conservation and historic bed and breakfast zoning overlays, historic preservation. And historic landmark overlays also review exterior alterations to existing buildings -- like replacing windows, altering storefronts, or painting brick. Overlays with historic preservation or historic landmark zoning are not more historically significant than those with neighborhood conservation zoning; rather, the MHZC, in conjunction with neighborhood input and local council member direction, determined that these overlays are most compatible with the goals of the neighborhood and the MHZC.



I. INTRODUCTION

B. WHAT ARE THE DESIGN GUIDELINES?

The Metropolitan Historic Zoning Commission (MHZC) is the architectural review board that reviews applications for work on properties within historic zoning overlay districts. Its nine members, appointed by the mayor, include representatives from historic zoning overlays, the Metropolitan Planning Commission, the Metropolitan Historical Commission, architect(s), and others. Design review is administered according to a set of design guidelines. The guidelines are criteria and standards, developed jointly by the MHZC and the residents of the neighborhood, which are used in determining the architectural compatibility of proposed projects. The guidelines provide direction for project applicants and ensure that the decisions of the MHZC are not arbitrary or based on anyone's personal taste.

The guidelines protect historic sites and districts from new construction or additions not in character with the historic building or site and from the loss of architecturally or historically important buildings.

By state and local legislation, design guidelines for historic overlays must be in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*—criteria developed by the National Park Service and used by private and public preservation organizations throughout the country. (Please see I.D.)

The italicized sections of the design guidelines contain interpretive information that is meant to make the guidelines easier to understand and memorialize precedent-setting decisions.

Illustrations are intended to provide example buildings and circumstances.

It is important to remember that every building and site is different and what may be appropriate for one building or site may not be appropriate for another. Historic landmarks range from antebellum mansions to mid-century ranch houses and from the Belgium block of Bank Street to the mid-twentieth century modern Municipal Auditorium. These guidelines are meant to provide a framework for alterations to these diverse buildings and sites.

*IN A NEIGHBORHOOD
CONSERVATION OVERLAY
(NCZO)
(also B&B Homestays)*

- *New construction (primary and secondary structures)*
- *Additions – increased footprint, height or building envelope of an existing structure*
- *Demolition (in whole or in part)*
- *Relocation of structures*
- *Setback Determinations*

*WHAT IS NOT REVIEWED
IN HISTORIC LANDMARK
OVERLAYS*

- *Temporary banners/signage*
- *Temporary construction trailers*
- *Painting of wood*

I. INTRODUCTION

C. PURPOSE OF THE DESIGN GUIDELINES

Within Title 17 of the Metro Codes of Ordinances, “historic zoning” is used as the general term for Nashville’s five types of zoning overlay districts applicable to historic properties: historic preservation, neighborhood conservation, historic bed and breakfast, historic landmark, and historic landmark interiors.

1. Design guidelines are criteria and standards which the Metropolitan Historic Zoning Commission must consider in determining the appropriateness of proposed work within a neighborhood conservation zoning district. Appropriateness of work must be determined in order to accomplish the goals of historic and neighborhood conservation zoning, as outlined in Article III, Chapter 17.36 (Historic Zoning Regulations), Metropolitan Comprehensive Zoning Ordinance:
 - a. To preserve and protect the historical and/or architectural value of buildings or other structures;
 - b. To regulate exterior design, arrangement, texture, and materials proposed to be used within the historic district to ensure compatibility;
 - c. To create an aesthetic appearance which complements the historic buildings or other structures;
 - d. To foster civic beauty;
 - e. To strengthen the local economy; and
 - f. To promote the use of historic districts for the education, pleasure, and welfare of the present and future citizens of Nashville and Davidson County.



D. SECRETARY OF INTERIOR STANDARDS

By Tennessee state law, all design guidelines for neighborhood conservation zoning overlays must comply with the Historic Preservation Act of 1966, as amended. The section of the Act which deals specifically with rehabilitation of historic properties is the Secretary of the Interior's Standards for Treatment of Historic Properties. The Standards are a series of concepts about maintaining, repairing, and replacing historic materials, as well as designing new construction or making alterations. When the design guidelines do not provide guidance for a specific request, the Standards may be relied upon.

1. *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.*
2. *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.*
3. *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.*
4. *Changes to a property that have acquired historic significance in their own right will be retained and preserved.*
5. *Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.*
6. *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*
7. *Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*
8. *Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*
9. *New additions, exterior alterations or related new construction will not destroy historic materials, features and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.*

I. INTRODUCTION

10. *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*



II. DESIGN GUIDELINE PRINCIPLES

- A. Italicized sections of the guidelines contain interpretive information that is meant to make the guidelines easier to understand; they are not part of the guidelines themselves. Images and graphics are intended only to provide example buildings and circumstances. It is important to remember that every building and site is different and what may be appropriate for one building or site may not be appropriate for another.
- B. These guidelines shall apply to the exteriors of buildings, alterations/rehabilitation, new construction in-whole or in-part, demolition in-whole or in-part, and moving a building.
- C. The following actions that do not require the removal of a historic feature(s) may not require a Preservation Permit. (These actions may still require a Building Permit. Please check with Codes Department before proceeding with work.)

Site

- All plants, including trees, bushes, flowers, etc. (Structures to accommodate living elements may require review.)
- Uncovered accessibility ramps

Buildings

- New free-standing buildings and structures that are less than 100 square feet, do not have a permanent foundation, and are located to the rear of the property.
 - Temporary building and site illumination such as seasonal or event lighting that has minimal installation and is not in place for more than 30 days.
 - Paint color of wood features.
- D. Reconstruction of historic buildings, structures, features or appurtenances may be appropriate when it accurately reproduces a no-longer existing building, structure, feature or appurtenance on its original site, if it (1) would have contributed to the historic and architectural character of the site (2) will be compatible in terms of style, height, scale, massing, and materials with the site; and (3) is accurately based on documentary, physical, or pictorial evidence.

III. DEMOLITION

A . PRINCIPLE

1. The primary purpose of historic zoning overlays is to prevent demolition of historic buildings and their character-defining features.
2. The demolition of a building or major portion of a building, which contributes historically, culturally, or architecturally to the character and significance of the district, is not appropriate.
3. The historic character-defining features of a historic building should not be altered, removed, or destroyed.



III. DEMOLITION

B. GUIDELINES

1. Partial-demolition of a structure or site feature

- a. Character-defining features of historic buildings and site features shall be retained. Alterations of window and door openings is considered partial-demolition. Partial-demolition of historic buildings is appropriate if the feature to be removed is not a character-defining feature. Examples of non character-defining features are features that have lost historic integrity or that were added in recent years.
- b. Historic materials should be retained. Replacement of historic materials may be necessary in the case of extreme deterioration. In those cases, replacement materials should match the historic material. Substitute materials may be appropriate if the original material is no longer readily available or if a different material is required. The substitute material should have the same dimensions, texture, design, and workability as the historic material.
- c. Partial-demolition of non-contributing buildings and structures is appropriate if demolition does not result in a form or condition that would not meet the design guidelines for “new construction” or if partial-demolition brings the existing building closer into compliance with the design guidelines for new construction.

2. Full-demolition of a structure or site feature

- a. Historic buildings and site features shall be retained unless the denial of the demolition will result in an economic hardship, as determined by the MHZC in accordance with section 17.40.420 (Historic Zoning Regulations), Metropolitan Comprehensive Zoning Ordinance.
- b. Full-demolition of non-contributing buildings and site features is appropriate as they do not contribute to the historic character of the overlay.

IV. BUILDING ALTERATIONS

A. BUILDING ALTERATIONS PRINCIPLES

1. The original character-defining features of a building, structure, or site and its environment should not be removed or destroyed.
2. Deteriorated historic architectural features should be repaired in-kind rather than replaced.
3. In the event that replacement of historic features is necessary, the new feature should match the material, composition, dimensions, design, color, texture, and all other visual qualities of the original feature. Replacement features should be substantiated by historical, physical, or pictorial evidence, rather than on conjectural design or the availability of salvage or new architectural elements.
4. Every building, structure, and site shall be recognized as a product of its own time. Alterations that have no historical basis and which seek to create an earlier appearance are not appropriate.
5. Changes which have taken place over the course of time are evidence of the history and development of a building, structure, or site and its environment. If the changes have acquired significance in their own right, they should be retained, unless there is a desire for a site to interpret a specific significant time period.

B. MATERIALS

1. Historic materials should be retained.
2. Deteriorated historic materials should be repaired rather than replaced.
3. If replacement is necessary, new materials should match the historic materials.
4. In the case of materials that are no longer manufactured or are not readily available, substitute materials should match the historic design, dimensions, colors, texture and workability.



IV. BUILDING ALTERATIONS

5. The use of detergent cleaners and chemical stain and paint removers to clean masonry or remove paint is appropriate under most conditions. Abrasive or high-pressure cleaning methods are destructive and should not be used.
6. Silicone-based water sealants are not recommended for use on historic masonry.
7. Repointing with a hard (Portland cement) mortar is destructive to historic masonry. Flexible mortar, made from mixing hydrated lime cement and natural sand, should be used when repointing is necessary.
8. Painting/staining of masonry is generally not appropriate but may be appropriate if: the masonry has previously been painted; or if the masonry has been sandblasted or otherwise damaged and is too deteriorated to withstand weather. If painting is appropriate, the color should match the material's original color and be a stain, rather than a paint, to allow more of the original texture to be visible.

C. WINDOWS & DOORS

1. Historic windows and doors shall be retained.
2. In situations where the original windows and doors are no longer extant or beyond repair, replacement windows and doors should match the original materials, dimensions, and design and fit within the original openings.
3. New openings should not be created unless supported by physical or photographic evidence as an original or early opening. New openings may be appropriate in minimally visible locations.

D. ROOF FORM & ROOFING MATERIALS

1. Historic roof pitch and configuration shall be retained.

IV. BUILDING ALTERATIONS

2. In the case of historic roof forms no longer extant, a replacement roof form should use physical or photographic evidence to replicate the original appearance. If evidence is not available, the replacement roof form should match the arrangement, features, materials, and proportions typically found on buildings of the same style and period of the building involved.
3. The historic roof features such as dormers, chimneys, weather vanes, clerestories, and skylights shall be retained.
4. Replacement of visible roof materials shall match the historic material, when the material is readily available. If not available, substitute roofing material should match the color, texture and dimensions of the historic roof material.
5. Generally, additions to a historic roof forms, such as skylights, dormers and roof decks are inappropriate.

D. PORCHES, STOREFRONTS & ENTRIES

1. Historic porches, hoods, stoops, and primary entrances on residential building types and storefronts and public entrances on non-residential building types shall be retained.
2. Deteriorated porches, storefronts and entries should be repaired rather than replaced.
3. Where replacement is necessary, new features should match the design, dimension, architectural features, materials, and all other visual characteristics of the original.
4. In the case of historic porches, storefronts, or entries no longer being extant, the replacement should use physical or photographic evidence to replicate the original appearance.



IV. BUILDING ALTERATIONS

E. AWNINGS & CANOPIES

Also see "Signage" for awnings that include signage.

1. Awnings should be placed in locations historically used for awnings, over windows and doors, and should not obstruct transoms, columns, cornices, or other architectural features.
2. Awnings may be fixed or retractable.
3. Storefront awnings should project no more than four feet from the building.
4. The most appropriate awning form is a shed form unless the shape of the opening or historic evidence dictates otherwise.
5. Opaque canvas, cotton duck, or similar natural materials are appropriate for most awnings. Metal awnings are appropriate for post-1950s residential building types. Metal or wood awnings may be appropriate for industrial buildings. Plastic or vinyl awnings should not be used.
7. Canopies should not be added on principal facades where there is no historic evidence a canopy existed.

F. MECHANICAL, UTILITY & SECURITY EQUIPMENT

1. Installation of mechanical, utility & security equipment should not require the removal or damage of historic features and should not obscure historic features.
2. Equipment should be placed in locations of minimal visibility.

G. BUILDING ILLUMINATION-EXTERIOR

1. Original light fixtures should be retained.

IV. BUILDING ALTERATIONS

2. New or replacement light fixtures on residential building types should be simple in design to avoid a false sense of history and should be located in a typical historic locations for exterior lighting.
3. Building illumination should be used to highlight architectural features and not as a way to draw attention to the business itself. Light should be directed toward the façade instead of outward. Light fixtures should be concealed or simple and unobtrusive such as uplights mounted above a storefront cornice.
4. Floodlights, spotlights, mercury vapor, sodium vapor, fluorescent tube lamp and CFL lamps and/or colored lights are generally not appropriate.
5. Lighting fixtures and illumination should not flash, spin or be animated in any manner.
6. Conduits, junction boxes and wires should not be visible on street-facing facades.
7. Rope lighting (also known as strand lighting, lite ropes, flexible impact lighting, tubular lighting, and string lighting) is prohibited unless concealed behind a cornice.
8. In the case of masonry buildings, hardware should be installed in masonry joints rather than through the brick or stone.
9. A Gobo light on non-residential building types may be appropriate if the projection is directed to the sidewalk only and not to a building façade; the fixture is small, unobtrusive and obscured from view; the fixture does not require removal of a character-defining feature, and there is only one per building.



V. SITE ALTERATIONS

A. SITE ALTERATIONS PRINCIPLES

1. Features of the site that are important in defining the overall character of the landmark should be identified, retained, and preserved. Removal or radical change of site features which are important in defining the overall historic character of the landmark should be avoided.
2. Removal or relocation of buildings or landscape features which are historically related to the landmark shall be avoided.
3. Repair of deteriorated landscape or site features rather than replacement is encouraged where possible. Addition of conjectural landscape features which would create a false sense of historic development should not occur.
4. Construction of new buildings adjacent to the landmark building shall not detract from or diminish the value of the landmark itself.
5. New or added exterior site features shall be placed so as not to detract from or diminish the value of the landmark itself.
6. Site work including construction of parking and utility work shall be undertaken carefully so as not to disturb architectural or archaeological features of the landmark site.

B. FENCES & WALLS

1. Historic fencing and walls should be repaired, rather than replaced, where possible.
2. If replacement is necessary, the new fence or wall should use the same materials as the original and be in the same location with same dimensions as the original.
3. If new fencing or walls is required where none existed historically, it should be of a simple design and of a material appropriate for the history of the site.

V. SITE ALTERATIONS

4. Chain link or woven fences are generally not appropriate.
5. New fencing or walls that mimic historic one or are reclaimed are not appropriate if they are from an earlier era than the historic site.

C. PERMANENT BUILT LANDSCAPE FEATURES

1. Curbs, steps, pavement and gravel parking areas or driveways, walkways and other such appurtenances should not contrast greatly with the character of the site in terms of design, size, materials, material color and location and should not disturb archaeological features of the site.
2. A/V equipment such as security cameras, satellite dishes and antennas should be located in areas with minimal visibility and should not require new holes in historic masonry.
3. Permanently installed fixtures such as garden structures, fountains or waterfalls should be based on documentary, physical, or pictorial evidence.
4. Above-ground swimming pools should not be publicly visible. In-ground swimming pool should be located in a rear yard in a manner that minimizes its public visibility.

D. PUBLIC SPACES

1. Landscaping, sidewalks, signage, lighting, street furniture, and other work undertaken in public spaces, by any individual, group, or agency, shall be presented to the MHZC for review of compatibility with the character of the overlay.



V. SITE ALTERATIONS

VI. NEW CONSTRUCTION

A. NEW CONSTRUCTION PRINCIPLES

1. New construction generally includes additions to existing buildings, new buildings or the reconstruction of a historic feature.
2. New construction should not require the removal, obstruction or alteration of historic features of a historic building or the site.
3. New construction shall not disturb archaeological areas of the site or those areas with the potential for archeology. Excavation work should be carefully undertaken and care shall be used to properly record any archaeological materials encountered.
4. New construction on a landmark site does not need to imitate past architectural styles. New buildings inspired by historic styles and forms, but identifiable as new construction, are appropriate.

B. ADDITIONS TO BUILDINGS & STRUCTURES

1. Additions to historic buildings should be minimal. Additions to existing buildings should be compatible in scale, materials, and texture; additions should not be visually jarring or contrasting.
2. Additions should be constructed in such a manner that historically or architecturally significant materials and site features are not destroyed.
3. Additions should be attached in a minimal manner so that if the addition were to be removed in the future, the essential form and integrity of the original structure would be retained.
4. Generally, an addition should be situated at the rear of a building and should not be taller or wider than the historic building. Typically, rooftop additions are not appropriate.
5. An addition should be compatible, by not contrasting greatly, with the height, scale, roof form, proportion and rhythm of openings, materials, texture, details,



VI. NEW CONSTRUCTION

and material color of the associated historic building.

6. The creation of an addition through enclosure of a front porch is not appropriate.
7. Additions to non-historic buildings may be appropriate if they do not detrimentally affect the historic character of the site.

C. NEW BUILDINGS & STRUCTURE ON A LANDMARK SITE

1. New buildings and structures on a Landmark site should be minimal and located in areas that minimize their visual impacts on the site's historic features.
2. New buildings and structures should be compatible with the historic site and/or principal historic building, by not contrasting greatly with the historic building or site. At the same time, new construction should reflect the era in which it was built and should not create of false sense of history by being too imitative.
3. Construction of new buildings and structures on a Landmark site shall not detract from or diminish the value of the landmark itself.
4. New buildings and structures should not diminish key views to and from a historic building or site.
5. New construction should not be located in areas of potential archaeological value.

VII. SIGNAGE

A. SIGNAGE PRINCIPLES

1. Because Nashville's landmark sites are so diverse, not all sign types and illumination will be appropriate for all landmarks.
2. Signage located on the interior of a building or attached to the inside of glass windows is not reviewed.
3. Sandwich board signs and three-dimensional sidewalk signs that are brought into the building at the close of each business day shall not be reviewed by the MHZC but may require review by Public Works.
4. 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 MHZC. Both applications shall include the requirements of the Public Works Department available at their website: www.nashville.gov/Public-Works/Developer-Services.aspx, in addition to the MHZC submittal requirements.
5. A common signage plan is mandatory for a building or site that includes multiple businesses.
 - 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 sign types.
 - The common signage plan shall indicate existing nonconforming signs as well as the amount and locations of on-premise signage to be allocated to each tenant under the new plan.
6. A sign shall be brought into compliance with the provisions of these design guidelines 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. However, in no instance shall there be an increase in the degree of nonconformity.



VII. SIGNAGE

7. A sign shall be brought into compliance with the provisions of these design guidelines if at any time the sign is altered, repaired, restored or rebuilt to the extent that the cost exceeds fifty percent of the estimated replacement cost of the sign (in current dollar value). All permits within any six consecutive calendar months shall be aggregated for purposes of measuring the fifty percent standard.
8. If the alteration or repair is caused by involuntary damage or casualty, the design may be altered or repaired to its pre-damaged condition. A sign may be removed or taken off-site for repair and maintenance. The sign must be returned to the original location within 90 days of removal.
9. Signs that flash, blink, revolve, or are put into motion by the atmosphere are generally not appropriate unless such is appropriate for the era of the historic site. Neon tubing or like illumination, luminous paints, or back-lit plastics should not be used as a part of any sign.

B. REPAIR & MAINTENANCE OF HISTORIC SIGNS

1. Historic signage should be retained and should not be obscured.
2. Painted ghost signage should be maintained and not obscured. They should not be over restored so that all evidence of their age is lost.
3. Historic cabinet signs may have the face of the signage replaced to promote the new business.

C. NEW SIGNAGE FOR RESIDENTIAL BUILDING TYPES

1. Materials: Appropriate materials for signage include wood and metal.
2. Allotment: Generally, the square footage of all signs on the site shall not exceed

VII. SIGNAGE

six square feet, not including interpretive signage. Allotment may also be considered in relation to the site itself, not just the building.

3. Location: Signage should be placed in locations historically used for signage and shall not obscure historic features or disturb potential archaeological sites.
4. Signage Types: Typical signage types for residential building types include a monument sign in the yard, small wall sign next to the entrance or small sign hanging from the porch rack.
5. Signage Illumination: Signs may be illuminated by remote light sources, provided that these light sources are shielded to protect adjacent properties from glare.

C. NEW SIGNAGE FOR NON-RESIDENTIAL BUILDING TYPES

1. 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, fiberglass and/or Plexiglass. 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.
2. Allotment: Size of signage shall be based on an allotment associated with the width of the building and the signage type. (See specific signage types for additional information.)
4. Signage Location and Types: See following pages for more information about different signage types and their associated locations. In determination of number of stories, relevant to some signage types, rooftop additions shall not be considered within the number of stories. Manual and electronic changeable copy signs are generally not appropriate.



VII. SIGNAGE

5. Signage Illumination:

- a. 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.
- b. Projecting light fixtures used for externally illuminated signs shall be simple and unobtrusive in appearance. They should not obscure the sign.
- c. Channel letters may be internally lit or back-lit.
- d. 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.
- e. Exposed neon may be used for lettering or as an accent.
- f. Blinking, flashing, chasing, and sequential lighting are generally not appropriate.
- g. Visible transformers/raceways must be designed to appear as part of the building, a background to the sign, and/or painted to match the building.

VII. NEW SIGNAGE FOR NON-RESIDENTIAL BUILDINGS, CONT.

5. Allocation of Sign Area

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

For each cell in the table, 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.

Existing historic ghost signs do not count towards a building’s allotment.

Wall Signs Awning Sign Canopy Sign Projecting Sign	1 square foot of sign area per 1 linear foot of building façade or 36 square feet, whichever is greater.
Shingle Sign	9 square feet per sign, limit 2 per primary entrance
Monument Sign	24 square feet
Skyline Sign Building Height:	
75’ to 100’	480 square feet
101’ to 200’	600 square feet
201’ and taller	720 square feet



VII. NEW SIGNAGE FOR NON-RESIDENTIAL BUILDINGS, CONT.

6. 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 façade.

General Provisions

- A wall sign shall be located lower than the window sills of the top floor for multi-story buildings.
- 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 the section on Illumination.



Design Standards

A Overall area allocation (max)	(see allocation of sign area)
B Projection (max)	2 inch OR 13 inches for internally lighted or neon signage
C Exposed Raceway height	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.

VII. NEW SIGNAGE FOR NON-RESIDENTIAL BUILDINGS, CONT.

7. Building Sign: Wall Sign-Painted

Description

A painted wall sign is one that is painted directly onto an exterior wall. Painted signage is not appropriate for residential building types. (For murals, see IV.B. Materials.).

General Provisions

- A painted sign should only be added to rear elevations or exposed upper secondary elevations and should not cover transoms, columns, cornices, decorative elements, openings and architectural features or require the enclosure of openings.
- Signs painted on main facades or the first level of buildings are not appropriate.
- Generally, a painted sign should not be more than 125 square feet in size.
- Painted signs should serve as a sign for the current occupant(s) and should not advertise off-site businesses or products.
- Generally, painted signage should not have lighting; however, if lighting is necessary, it should be between one and two gooseneck lights or another type of light that can be hidden by an architectural feature. Metallic, fluorescent and day-glow paints are not appropriate.



VII. NEW SIGNAGE FOR NON-RESIDENTIAL BUILDINGS, CONT.

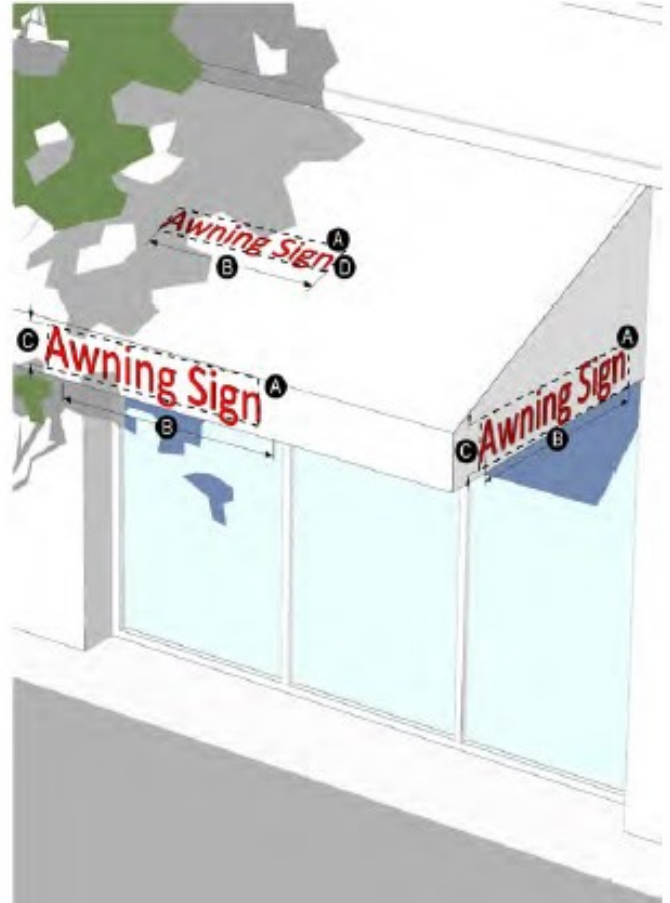
8. Building Sign: Awning Sign

Description

Awning Signs are 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 or doors 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 design guidelines for additional information on the design of awnings.
- An awning sign cannot cover architectural details.



Design Standards

A Overall area allocation (max) (see allocation of sign area)

B Sign Width 75%
(max % of awning width/depth)

C Height of text and graphics on valance 2 feet
(max)

D Max area of sloping plane covered by sign 50%

VII. NEW SIGNAGE FOR NON-RESIDENTIAL BUILDINGS, CONT.

9. 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

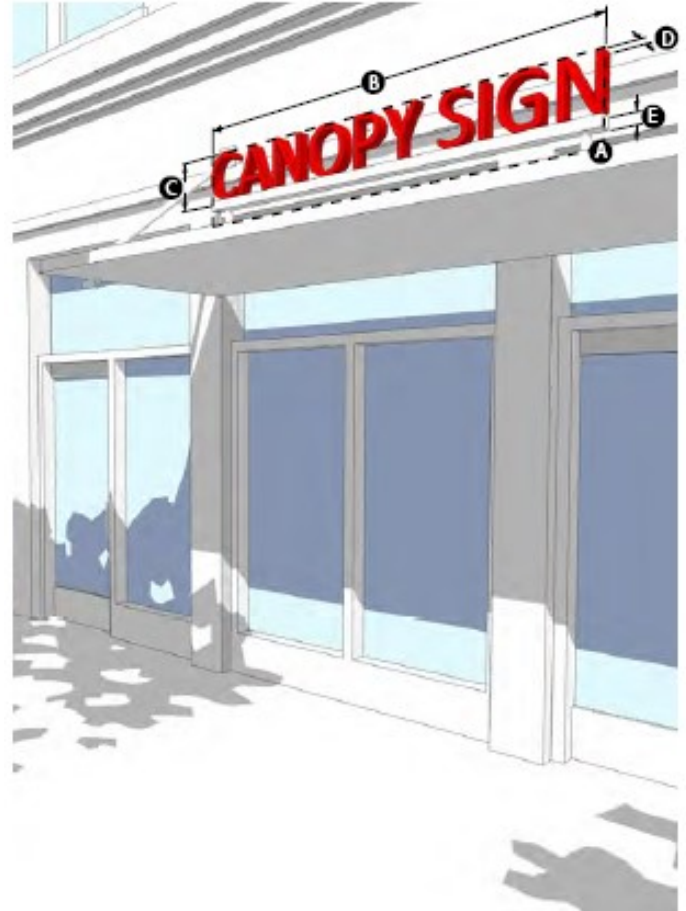
- A canopy sign cannot extend outside the overall length or width of the canopy. However a canopy sign may extend above or below the canopy provided the sign meets all other design standards.
- Maximum of one sign per canopy face.
- Raceways are permitted for signs extending below or above the canopy.
- A canopy sign can be externally or internally illuminated in accordance with the Illumination section.
- Cabinet signs are not permitted as canopy signs.
- A canopy sign cannot cover architectural details.

See the Awning/Canopy section of the design guidelines for additional information on the design of canopies.

- This definition does not include freestanding canopies.

Design Standards

A Overall area allocation (max)	(see allocation of sign area)
B Sign Width (max % of awning width/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.





VII. NEW SIGNAGE FOR NON-RESIDENTIAL BUILDINGS, CONT.

10. Building Sign: Projecting Sign

Description

A projecting sign is a type of building sign that projects outward from the façade, 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.
- 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 third story.
- The top of a projecting sign shall not extend above the building eave or top of parapet.
- A projecting sign can be externally or internally illuminated in accordance with the Illumination design guidelines.
- Projecting signs that are 3-dimensional may be permitted in areas that such signage historically.
- A projecting sign cannot cover windows or architectural details.

Design Standards

A Overall area allocation (max)	(see allocation of sign area)
B Height (max)	
1 story buildings	10 feet
2 and 3 story buildings	16 feet
4 or more story buildings	20 feet
C Average spacing from façade	
(min)	1 foot
D Projection Width (max)	6 feet
E Depth of Cabinet (max)	2 inch or 18 inches for internally lighted or neon signage



VII. NEW SIGNAGE FOR NON-RESIDENTIAL BUILDINGS, CONT.

11. 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.
- A shingle sign cannot cover windows or architectural details.

Design Standards

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





VII. NEW SIGNAGE FOR NON-RESIDENTIAL BUILDINGS, CONT.

12. 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

- Monument signs shall only be allowed when the existing building face is set back from the public right-of-way by at least 20'.
- Each property, 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 the Illumination section of the design guidelines.

Design Standards

A Sign area (max per sign)	(see allocation of sign area)
B Height (max)	5 feet
C Depth (max)	18 inches



VII. NEW SIGNAGE FOR NON-RESIDENTIAL BUILDINGS, CONT.

13. Skyline Sign

Description

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

General Provisions

- 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 façade is allowed.
- Raceways are not permitted on skyline signs.
- A skyline sign can be internally (but not externally) illuminated in accordance with the Illumination section of the design guidelines.



Design Standards

A Area (max)	(see allocation of sign area)
B Height (max)	14 feet
C Width (max % of façade length)	50%



VII. NEW SIGNAGE FOR NON-RESIDENTIAL BUILDINGS, CONT.

VIII. HISTORIC LANDMARKS

Historic Landmark Overlays (as of 10/15/2020)



21st Avenue South Firehall

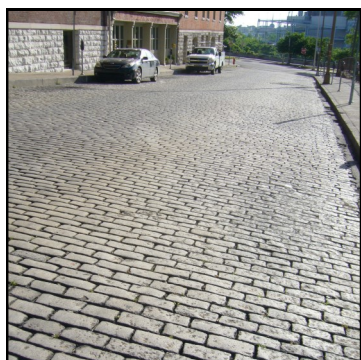
21ST AVENUE SOUTH FIREHALL - The fire hall, located at 2219 21st Avenue, South, was constructed on property acquired by the city of Nashville on July 16, 1929, and was completed in 1930. The building was built in the Tudor Revival style popular in the adjoining neighborhoods. It is the second oldest fire hall in Nashville remaining in its original use. Designated 7/24/1999; Ordinance No. 099-1698

AAITTAFAMA ARCHAEOLOGICAL PARK—(Designated under the name “Kellytown”) Aaittafma, meaning “meeting place,” represents a major Mississippian period (AD 1000-1450) Native American town established on a high terrace overlooking the Little Harpeth River. The available radiocarbon dates suggest Aaittafama was occupied toward the latter portion of the Mississippian period. This town is one of several previously identified Mississippian period sites within the Little Harpeth River valley. The distribution of these large Mississippian period towns suggests there was extensive settlement and use of the Little Harpeth River valley some 500 to 700 years ago. The presence and distribution of the palisades, structures, burials, and other features provides explicit proof that intact archaeological resources occur within the undeveloped tracts of land southeast of the Old Hickory Blvd/Hillsboro Road intersection. Designated 8/4/2015; Ordinance No. BL2015-1195



Log one-pen on Airdrie property.

AIRDRIE - Located at 3210 Avenal Avenue, Airdrie is also known as the Buell-King or Petway House. Airdrie was constructed in the early 1800s as a two story log house. In 1910, Nashville architect George Norton renovated the house and gardens into the Classical Revival style it retains today. Several outbuildings associated with the original estate, including a barn and log cabin, are still maintained. Designated 9/25/2004; Ordinance No. BL2004-332



Bank Street.

BANK STREET - Bank Street has had several names over the years, the first of which is Clark Alley. Clark Alley is listed in city directories as early as 1856. It is possible that the street even predates that, but few maps exist from that time. Bank Street is unique in the fact that it is the only remaining street in downtown Nashville that is paved with setts, also known as Belgian Block. Streets paved with setts are often mistaken for cobblestone, but are a separate form of paving. Cobblestones are round stones in their natural shape with sand and mortar in between, whereas setts



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are quarried rectangular stones, usually of granite, that fit together much like bricks. Setts are quieter and provide a better grip for horses, making them a more desirable form of paving than cobblestones, and became popular in the nineteenth century. Famous streets paved with setts include the Red Square in Moscow and the Champ-Élysées, the final stretch of the Tour de France. As more effective forms of paving came along, many streets paved with setts were redone. Most streets did not have the setts removed, but simply poured asphalt over them, which is why there are times when the asphalt wears down and Belgian Blocks can be seen underneath. However, due to its small size and infrequent usage, Bank Street was never repaved and still remains as it was 150 years ago. Designated 8/4/2015; Ordinance No. BL2015-1198

BARON’S CLUB (ELK’S LODGE)— Located at 2614 Jefferson Street, the building is significant for its connection to Nashville’s African-American music scene from the 1950s and 60s; it hosted many of the musicians who had a strong influence on American music. Club Baron is where Jimi Hendrix allegedly challenged Johnny Jones to a guitar duel and lost. It is the only building left on Jefferson out of a collection of live-music venues. The Club hosted musicians such as Little Richard, B.B. King, and Ray Charles, Fats Domino & the Domino Orchestra, Sonny Thompson & the Thompson Band featuring Lula Reed, The Five Royales Band, Jimmy Coe’s Orchestra, Muddy Waters, Roy Brown Band, Etta James, Bill Doggett, Little Walter, Isley Brothers, Jay Hawkins, Jackie Wilson, Ruth McFadden, Arthur Prysock, Larry Birdsong, Bennie King, The Chantels, Otis Redding, and Marvin Gaye. In addition to providing live music, the building served multiple other purposes. It was home to the city’s black-only skating rink as well as various teen shows. Designated October 17, 2016; Ordinance No. BL2016-448



Baron’s Club

BELAIR—Located at 2250 Lebanon Road, Belair is significant as an excellent example of its style of architecture and because of its association with the development of this general area of Nashville, now known as Donelson. Belair, one of the impressive antebellum homes in the Nashville area, was built in 1832 on a grant of one thousand acres by John Harding of Belle Meade for his daughter, Elizabeth, who married Joseph Clay of Kentucky. Constructed of bricks laid in Flemish bond, the house was built in an L-shape, but has had many additions. In 1838, William Nichol bought the place, added a wing on either end, and made alterations to the house. The style of architecture of Belair is generally Federal, with



Belair

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some classic revival influence shown in the two-story portico with fluted Doric columns and a one-story deck roof. The stairway is similar to the one at the Hermitage, as are the two wings added by Nicol in 1838, indicating the possible influence of Andrew Jackson, a neighbor who often visited Nichol. Designated July 24, 2017, Ordinance No. BL2017-772



Bells Bend Park

BELLS BEND PARK—Bells Bend Park is located in western Davidson County. This park takes its name from a peaceful arc of the Cumberland River known as Bells Bend. Bells Bend Park opened to the public in 2007 after a decades-long dispute between residents and the city regarding whether or not to put a landfill in its location. The land on which the park is located was originally part of a land grant given by the state of North Carolina to state senator, Dr. James White, in 1789. For much of the nineteenth century, the farmland belonged to a branch of the Buchanan family. Their 1842 home still stands in the park today and is known as the Buchanan House. Several barns and outbuildings from around this time can also be seen at various places throughout the hiking trails. Evidence has been found that the small area north of the Cumberland River has had occupants for over 13,000 years. Archaeologists have excavated over 60 sites in the entire bend, many of which date back to the end of the Ice Age. Bells Bend Park, in particular, has produced many Paleo-Indian artifacts and more archaeological research has taken place there as a result than any other park in Nashville. Designated 8/4/2015; Ordinance No. BL2015-1188



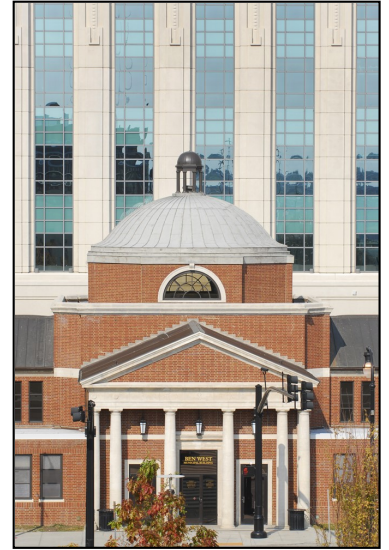
Vintage postcard shows the Ben West Library when it was new with a plaza area that is now a parking lot.

BEN WEST LIBRARY - In 1965, the New Main Public Library opened on Eighth and Union (225 Polk Avenue) and was designated the Public Library of Nashville & Davidson County with its formal dedication in January, 1966. This library was designated as the Ben West Library in 1977. The Ben West Library was designed by Bruce I. Crabtree, Jr. of Taylor and Crabtree as a modernist take on the columnar style of the Athens of the South. It was unique among libraries of its time because it not only served as storage for books but its design also considered the user with large windows and cozy reading spaces. Crabtree is known for designing the James K. Polk and Andrew Jackson state office buildings, the Murphy Center for athletics at Middle Tennessee State University, the Tennessee Performing Arts Center and churches, schools and libraries across the state. Designated 8/4/2015; Ordinance No. BL2015-1199



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BEN WEST MARKET HOUSE - It is fitting that the old City Market is now a courthouse as the two have always been closely related. The Ben West Building (100 James Robertson Pkwy) was built in 1937 and designed by Henry C. Hibbs, the same architect who designed Peabody College, Scarritt College, and the Fisk University Library. The brick and concrete frame building originally had a copper roof and is known for its iconic dome. The makeup of the City Market is well documented. Dozens of stalls were placed throughout the main floor and dry goods could be found upstairs. The basement consisted of a garage and restaurant for shoppers. If the patrons did not wish to sit and wait for their food, a small café was also located on the main floor. After the City Market closed, the Ben West Building became known as the Safety Municipal Building. A large rear addition was constructed in 1956 that housed a fire department and city jail. Over the next twenty years, the building started to take on more and more court responsibilities and was renamed the Ben West Municipal Building in honor of Nashville's mayor from 1951-1963. The building underwent a massive \$6 million renovation from 2006 to 2007 as part of a large-scale plan to improve Nashville's court system. It now houses Chancery Court, Circuit Court, and several Metro Government offices. Designated 8/4/2015; Ordinance No. BL2015-1197



Ben West Market House



Buchanan Station Cemetery

BUCHANAN STATION CEMETERY - Buchanan Station Cemetery is associated with an early Tennessee pioneer settlement, Buchanan Station. In 1784 or 1785, Major John Buchanan, Jr. moved from Nashboro to Buchanan Station to construct and protect one of the earliest mills in the county on Mill Creek. The successful defense of the Station in 1792 against hundreds of Native American is credited with preventing a larger plan to attack all of the settlements in the area. The first burial may be Samuel Buchanan, killed by Native Americans in 1786. John Buchanan, Sr., killed by Native Americans in 1787, is thought to be buried in a rock-in plot in the cemetery. After other burials, Major John Buchanan (1832) and his wife Sally (1831) were laid to rest there. Altogether, the cemetery includes about 67 burials, many with un-inscribed fieldstones. Designated 8/4/2015; Ordinance No. BL2015-1189



Cameron Middle School

CAMERON MIDDLE SCHOOL - Located at 1034 First Avenue South, the school was constructed with PWA funding support in 1939-40 and is important for its local significance in African-American social history. Cameron played a central community role for South Nashville's African-American population. It was one of

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two African-American high schools in Nashville, prior to desegregation. The original school building is a late Gothic Revival design by Nashville architect Henry C. Hibbs. McKissack and McKissack designed a large 1954 addition that accompanied the school's transition to a high school curriculum. Designated 5/21/2005; Ordinance No. BL2005-606

CARNEGIE: EAST BRANCH LIBRARY- The Carnegie: East Branch Library (206 Gallatin Ave) was designed by local architect C.K. Colley and built in 1919. The library was designed in the Beaux Arts style and constructed with a cut limestone exterior. The East Branch Library was one of five public libraries built in Nashville using funds donated by philanthropist Andrew Carnegie, of which only four remain. Designated 7/24/1999; Ordinance No. 099-1698



Carnegie: North Branch Library

CARNEGIE: NORTH BRANCH LIBRARY - The Carnegie: North Branch Library was designed by Nashville architect C. K. Colley in the Classical Revival style and built in 1915. This brick building was one of five public libraries built in Nashville using funds donated by philanthropist Andrew Carnegie, of which only four remain. Designated 7/24/1999; Ordinance No. 099-1698



James A. Cayce Administration
Service Building

JAMES A. CAYCE ADMINISTRATION SERVICE BUILDING—The Cayce Building (701 S 6th Street) is significant under National Register Criteria A and C for its role in the development of Nashville's public housing and for its architectural design. The building was completed in 1943 and initially housed the Nashville Housing Authority which oversaw the completion of the adjacent Cayce Place public housing project as well as other projects. The agency was renamed the Metro Development and Housing Agency in 1972, which remains there today. [IN](#) Designated 10/20/2020; Ordinance No. 2020-438

CENTENNIAL PARK & THE PARTHENON - Centennial Park (2500 West End Ave) was listed in the National Register of Historic Places in 2008 as a designed historic landscape under criteria A and C for its local significance in art, architecture, landscape architecture, entertainment/recreation, and politics/government. As it was the location of the Tennessee Centennial Exposition in 1897 and has continued to be the home of the iconic replica of the Parthenon, Centennial Park has been, for over 100 years, a Nashville landmark that has made an excellent contribution to local history. Centennial Park contains buildings and monuments that both maintain



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historic integrity and are, in many cases, architecturally one of a kind. Furthermore, Centennial Park demonstrates many of the movements that were taking place at the national level, such as the parks movement, the playground movement, the recreation movement and the post-World War II modern period. The Parthenon was Landmarked in 1999. Designated 8/4/2015; Ordinance No. BL2015-1194

THE PARTHENON - Located at 2600 West End Avenue, the first Parthenon replica in Nashville was constructed to serve as the fine arts pavilion and centerpiece for the Tennessee Centennial and International Exposition in 1897. The replica was allowed to remain after the close of the exposition due to its popularity with the citizens of Nashville. The Parthenon was rebuilt between 1921 and 1931 using reinforced concrete and was repaired and restored again during the 1990s. The Parthenon and Centennial Park comprise the historic landmark district. Designated 7/24/1999; Ordinance No. 099-1698

COHEN BUILDING 421 Church Street was designed by James H. Yeaman, a local architect, and George Etta Cohen, a local Nashville artist and art collector. It was constructed in 1905 in the heart of downtown Nashville. The ground floor was a storefront, while George Etta and her husband, Meyer Cohen, lived on the two floors above. Designated 8/19/2020; Ordinance No. BL2020320

COLE HOUSE - The original portion of the Cole House at 2001 Lebanon Pike and shown on Wilbur Foster's 1871 Map of Davidson County, is reputed to have been constructed c.1859. According to local legend and family tradition, Edmund Cole constructed the front portions of this structure for his first wife who died in 1869. The house is significant as an example of early Tennessee vernacular architecture and is the only one of three Cole residence remaining. Cole served as president of the Nashville and Chattanooga Railroad and had extensive interests in iron and coal mines in Alabama as well as large land holdings in the Nashville area. The National Register nomination states that the house "stands as the only remaining residence of this noteworthy couple [Edmund W. "King" and Anna Russell] who contributed both culturally and monetarily to the advancement of Nashville" and that it is "one of the few remaining structures built by the early leaders of our state." Designate 7/22/2020; BL No. 2020-311



Historic postcard of Centennial Park



Cohen Building



Cole House

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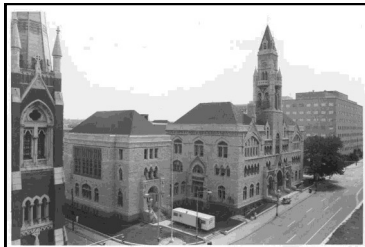
Concord Baptist Church

CONCORD BAPTIST CHURCH—Located at 10604 Concord Road, the church is significant for its important association with the Baptist Church and an influential battle during the Civil War. Concord Baptist Church (1804) began constructing their church building along Mill Creek in 1844. In December of 1845, Pastor James Whitesett preached the first sermon in the new building. The Concord Baptist Church was an influential center of life in the Concord community (also called Liberty), and had both white and black members. According to Vance Little “Many of the black members belonged to masters who were members of other religious denominations. Non-Baptist slave owners encouraged their slaves to attend the Baptist church because of the discipline enforced by that church.” The church grounds saw some military action during the Civil War, and Union troops camped on the church grounds and likely used the church as a headquarters. Concord Baptist Church was also the founding place of the Concord Baptist Association, the oldest surviving Baptist association in Tennessee. After Mill Creek Baptist, the Concord Baptist Church was the most influential Baptist church in Middle Tennessee, and the church building was the site of some of the most controversial and influential discussions in Baptist history. Designated March 24, 2017; Bill No. 2017-578



Croft House

CROFT HOUSE (GRASSEMERE) - Located at 3725 Nolensville Road, the Croft House was built ca. 1815 by Michael C. Dunn. Originally constructed in the Federal style, it was altered with the addition of Italianate features beginning in 1875. It has remained unaltered since the 1880s. The house remained in the Croft family until the deaths of sisters Margaret and Elise Croft in 1974 and 1985 respectively. The Croft sisters deeded their property, including the house, to the Children's Museum of Nashville with the stipulation that they be allowed to stay on the property for the remainder of their lives. Following Elise Croft's death in 1985, the Museum began development of the "Grassmere Nature Center.” The Croft House and grounds is now leased to the Nashville Zoo at Grassmere and are owned by the Metropolitan Government. The house, its surrounding outbuildings and grounds comprise the landmark district. Designated 7/24/1999; Ordinance No. 099-1698



Customs House

CUSTOMS HOUSE - Located at 701 Broadway, the construction of the Customs House began in 1875. President Rutherford B. Hayes visited Nashville to lay the cornerstone in 1877. The building is an impressive example of the Victorian Gothic style designed by Treasury architect William Appleton Potter and constructed in



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four sections. It was completed in 1916. Building ownership was transferred from the federal government to Metro Government in 1979, and the building was subsequently leased for redevelopment. Designated 7/24/1999; Ordinance No. 099-1698

DAVIDSON COUNTY COURTHOUSE - Designed by Frederick Hirons of New York and Emmons Woolwine of Nashville, the Davidson County Courthouse was the subject of an architectural competition. Its construction in the 1930s was supported by funding from the Public Works Administration, and the building is an example of the PWA Modern style characteristic of many public buildings of the New Deal period. Art Deco details and murals by artist Dean Cornwell are found inside. The Davidson County Courthouse has remained in municipal government use throughout its history. Designated 7/24/1999; Ordinance No. 099-1698



Davidson County Courthouse

EAKIN SCHOOL & CAVERT SCHOOL BUILDINGS - Cavert School (2400 Fairfax Ave) was built in 1928 as a two-story brick elementary school to alleviate overcrowding in the public schools of west Nashville. Eakin School was built in 1936. Its square Doric classical colonnade and courtyard create an impressive entrance; it is an excellent example of PWA Modern style and one of Nashville's early New Deal projects. Both were designed and built by the Nashville firm of Tisdale and Pinson. Designated 4/7/2001; Ordinance No. BL2001-607



Eakin School

EAST LITERATURE MAGNET MIDDLE AND HIGH SCHOOLS - Located at 110 Gallatin Road, the former East High School building was completed in the 1932. Designed by Marr and Holman, a prominent Nashville architectural firm of the time, the building exhibits Art Deco stylistic characteristics. The former East Junior High School was completed in 1937 and designed by George Waller. It was part of the first phase of a large school construction project undertaken by the city with the aid of the Public Works Administration funds. The four story building exhibits Art Deco and Classical Revival details. The earliest building on the campus is the Gillespie-Malone house, which was moved from its original site fronting Gallatin Road to its present location to make way for the construction of East High in 1931. The house was constructed in 1915 in the Classical Revival style and clad in limestone. Designated 7/30/2004; Ordinance No. BL2004-280



East Literature Magnet Middle and High Schools



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Fehr Elementary School

FEHR ELEMENTARY SCHOOL AND THE WARNER HOUSE – The Fehr Elementary School, located at 1622 5th Avenue North, is important because of its association with the Civil Rights Movement in Nashville. It was one for the first schools in Nashville to desegregate in 1957, admitting four African American first graders amidst hostile protests. The adjoining Warner House, located at 1612 4th Avenue North, is a good example of late nineteenth century architecture. It is among the oldest remaining homes in the Salemtown neighborhood that has not been greatly altered. Designated 11/21/12 ; Ordinance No. BL2012-263



Fire Hall for Engine Company No. 18

FIRE HALL FOR ENGINE COMPANY No. 18 - Located at 1220 Gallatin Avenue. This fire hall, built c.1930, has experienced little physical change in approximately 75 years. This fire station was conveniently located along a major road serving areas that were seeing widespread suburban home construction in the 1920s and 30s. Fire stations are representative of suburban growth and the expansion of cities since they are one important way the city of Nashville provided services to its newly annexed neighborhoods. After years of neglect and suffering a fire in 2011, the firehall was restored in 2015. Designated 5/22/2006; Ordinance No. BL2006-1032



Fort Negley

FORT NEGLEY PARK - Located at 1100 Fort Negley Boulevard, Fort Negley was built in 1862 by the Union army as part of a chain of fortifications surrounding the city during its two-year occupation. Slaved and free blacks constructed the fort of stone, logs, earth, and railway iron. Abandoned after the war, the fort was partially reconstructed during the 1930s as part of a WPA project and opened to the public. Closed by the city in 1945 due to its poor condition, the fort was stabilized and reopened with interpretation as a ruin in 2004. Designated 5/21/2005; Ordinance No. BL2005-604



Frost Building

FROST BUILDING—The Frost Building was listed in the National Register in 1980 for its significant architecture. (The former address was 161 Eighth Avenue North.) According to the nomination, the building figures prominently in the history of the Southern Baptist Convention, the largest Protestant denomination in the United States at the time of the nomination. The Frost Building was the first structure designed and built exclusively to serve as the headquarters building of the Sunday School Board, the denomination's educational and publishing agency, organized in 1891. The building was used intermittently by the same



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denominational publishing house for a period of 63 years. **IN PROCESS OF DESIGNATION**

GEDDES FIREHALL **IN PROCESS OF DESIGNATION**

THE HERMITAGE - Located at 4580 Rachel's Lane. Andrew Jackson was the first President not to come from aristocracy. Despite his ordinary heritage, he built The Hermitage in Nashville, a stunning Ante-bellum plantation now restored as a museum dedicated to Old Hickory. The property includes the first Hermitage cabins, where the former penniless orphan and future political leader and his beloved wife, Rachel, lived before achieving financial and political stability. Designed in the Greek Revival style, The Hermitage was erected in 1819. Rachel died in 1828 and was buried in the Hermitage gardens on the east side of the home. Shortly after her death, Jackson was inaugurated the seventh president of the United States and served two terms. In 1834, while he was in Washington, the Hermitage was severely damaged by fire. In 1837, Jackson had the house rebuilt; the front of the home was painted white to conceal the smoke that blackened the bricks. Jackson died in 1845 and was buried in the gardens next to his beloved Rachel. Today, The Hermitage is one of the most popular attractions in Nashville. It has been meticulously furnished just as it was in 1836 during President Jackson's retirement. Designated 8/20/2008; Ordinance No. BL2008-273



The Hermitage

HALL-HARDING-MCCAMPBELL HOUSE - Located at 305 Kent Road, the Hall-Harding-McCampbell house is a two-story brick house believed to have been constructed around 1805 by William Hall. It was listed in the National Register of Historic Places in 2009 as a good example of the Federal style in Nashville and Davidson County. The nomination states that few houses of this age exist in Davidson County. Designated 7/16/2013, Ordinance No. 2013-468



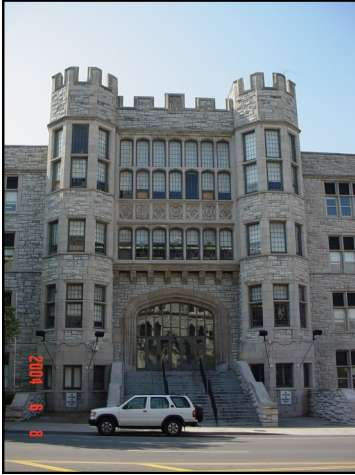
Hall-Harding-McCampbell House

HOLLY STREET FIRE HALL - Located at 1600 Holly Street, the fire hall was designed by Nashville's first municipal architect, James Yeaman, and was completed in 1914. The red brick neoclassical style building harmonizes with the surrounding residential neighborhood and was the city's first firehall built to house motorized fire vehicles. The Holly Street Fire Hall has been continuously used as a fire hall since its construction. Designated 7/24/1999; Ordinance No. 099-1698



Holly Street Fire Hall

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Hume Fogg Magnet School

HUME FOGG MAGNET SCHOOL - Located at 700 Broadway, Hume-Fogg Magnet School sits on land formerly occupied by Hume School (1855), Nashville's first public school, and Fogg High School (1875). These two schools were demolished to make way for the present building, completed in 1912. The four story, stone clad building was designed by William Ittner of St. Louis in the Norman Gothic style with Tudor Gothic details. The original Gothic style, multi-light windows have been replaced except within the central bay on the façade. Designated 7/30/2004; Ordinance No. BL2004-280



Idlewild

IDLEWILD - Located at 712 Neeleys Bend Road and also known as the Robert Chadwell House, Idlewild was built ca. 1874 and is an outstanding example of Italianate architecture. Its construction illustrates the Italian Villa style in a farmhouse. Italianate detailing was not often favored for rural farm house construction but is more often encountered in urban settings. In that respect Idlewild is unique in Davidson County. Designated 3/22/1990; Ordinance No. 090-1109)

LINDSLEY HALL - Located at 724 2nd Avenue South, Lindsley Hall was designed by Nashville architect Adolphus Heiman. The Collegiate Gothic Revival style structure is the only surviving building from the University of Nashville. Originally used for classrooms and a chapel, Lindsley Hall was the home of the Nashville Children's Museum from 1944-73 and now houses Metro offices. Its present name honors Dr. Philip Lindsley and his son, Dr. John Berrien Lindsley, who served as presidents of the university. Designated 11/19/2004; Ordinance No. BL2004-406



Lock One

LOCK ONE - Lock One (1530 Lock Rd) is one of the only remnants of the failed canalization of the Cumberland River at the turn of the century. The Cumberland was vital trade route that helped sustain Nashville's early economy. However, the popularity of large steam ships in the late nineteenth century threatened that prosperity, as the Upper Cumberland is too shallow and rocky for such ships to travel through safely. As a solution the U.S. Army Corps of Engineers constructed a series of twenty-one locks and dams from Nashville to Smith's Shoals, Kentucky to improve travel through the area. The poorly funded project took from 1888 to 1924 to complete and did little to improve river navigation. Lock One was the first lock of the project completed, built in 1898. Construction was put on hold briefly and the rock-filled timber crib dam was finished in 1904. Many of the locks and dams



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were submerged or demolished when more efficient dams were erected in the 1930s and 1940s. Designated 8/4/2015; Ordinance No. BL2015-1192

LOCK TWO - Lock Two Park is one of the only remnants of the failed canalization of the Cumberland River at the turn of the century. The Cumberland was vital trade route that helped sustain Nashville's early economy. However, the popularity of large steam ships in the late nineteenth century threatened that prosperity, as the Upper Cumberland is too shallow and rocky for such ships to travel through safely. As a solution the U.S. Army Corps of Engineers constructed, a series of twenty-one locks and dams from Nashville to Smith's Shoals, Kentucky to improve travel through the area. The poorly funded project took from 1888 to 1924 to complete and did little to improve river navigation. Lock Two is almost completely intact. Completed in 1908, the land wall has been well preserved, as have the concrete steps with the river gauge running up the side. There is still visible evidence of mooring features, and the lockkeeper's house and several small outbuildings stand nearby. Designated 8/4/2015; Ordinance No. BL2015-1191



Lock Two

LOCUST HILL - Located at 834 Reeves Road, this house, also known as the Hays - Kiser House, was built by Benjamin D. Wills ca. 1805 and acquired soon after by Charles Hays (1777 - 1854), a prosperous farmer, founder of the Baptist Church at Antioch, and generous benefactor of the community. The house is one of few surviving buildings from Nashville's first quarter century of settlement. It embodies the distinctive characteristics of Federal style architecture. Locust Hill is unique as an architecturally sophisticated frontier house with outstanding quality craftsmanship. Designated 5/22/1989; Ordinance No. 089-697



Locust Hill

MARTIN LUTHER KING JR. MAGNET SCHOOL - Located at 613 17th Avenue North and formerly Pearl High School, the original portion of this Art Deco building was completed in 1937 and designed by the prominent African-American architectural firm of McKissack and McKissack. For many years Nashville's only high school for black students, Pearl is significant as a community anchor for African Americans during segregation. The school was a project of the Public Works Administration (PWA) and maintains a high degree of architectural integrity with replacement windows and doors representing the only significant changes to the façade. Additions to the original structure include a vocational building (1945) and gymnasium (1964). Designated 7/30/2004; Ordinance No. BL2004-280



Martin Luther King Jr. Magnet School

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May-Granberry House

MAY-GRANBERY HOUSE AND ALFORD CEMETERY—located at 1070 Granberry Park Drive (formerly 621 A Hill Road) John Alford or James May constructed the home c.1837. William Granbery purchased the home in 1909, and it remained in the Granbery family for more than 70 years. The log structures were moved to the site in the 1920s. The property includes the principal home, multiple outbuildings and the Alford Cemetery. John Alford, Elizabeth Alford, and Nancy Alford are three of the burials at this small cemetery from the early 1800s. The property is an outstanding example of an early Middle Tennessee rural estate that developed into an increasingly suburban neighborhood. The property also has an association with several prominent Tennesseans that influenced the social, economic, and built environments of Nashville, including John Alford and James May. Designated 4/21/2017; Bill No. 2017-636.



McGavock-Harris-Gatewood-Webb House

MCGAVOCK-HARRIS-GATEWOOD-WEBB HOUSE (Woodbine Organization Historic Landmark) - Located at 908 and 914 Meridian Street. Residential structure built as a McGavock family home in the 1840s with additions in the 1870s and 1910s. Constructed by James McGavock's (1791-1841) daughter, Lucinda McGavock Harris and her husband George Harris, the house is the oldest residence on a 640 acre tract first deeded to David McGavock, James' father, in 1786. Originally facing south, the house was renovated in the 1870s to face east to Meridian Street when the greater parcel was subdivided into smaller parcels for residential development. The P.A.L. House, located at 914 Meridian Street is adjacent to 908 Meridian and was a part of the McGavock estate before being subdivided as a separate parcel in 1905. This house is a large buff-colored brick bungalow that appears to date to c.1910 and was constructed by John J. Keyes, superintendent of Public Schools for Nashville. This is an intact example of the bungalow form and a transition to Craftsman style from a Classical Revival aesthetic. Designated 5/22/2006; Ordinance No. BL2006-1034



Dr. Cleo Miller House

DR. CLEO MILLER HOUSE - Edwin Keeble designed the home at 1431 Shelton Avenue, also known as Ivy Hall. Keeble was an established Tennessee architect with a national reputation, designing buildings such as the Life & Casualty Tower in downtown Nashville. Miller was a prominent physician, establishing Edgefield Hospital and several clinics in East Nashville. The house is listed in the National Register of Historic Places under Criterion C for its association with Nashville



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architect Edwin Keeble and as an excellent example of the Tudor Revival style in Nashville. Designated 8/22/2018, Ordinance No. BL2018-1275

MUNICIPAL AUDITORIUM - Talks of creating a convention center (417 4th Ave N) in Nashville began in the 1940s. In 1949, construction was authorized by the General Assembly and Nashville's citizens voted in approval of building a convention center. Construction wouldn't begin, however, until 1957 when the old Bijou Theater was torn down to make room for the auditorium. Construction took five years and the Nashville Municipal Auditorium officially opened on October 7, 1962 when it hosted a revival meeting for the Church of Christ. Since its inception, the Municipal Auditorium has hosted a wide array of athletic and musical events. It has been home to several basketball and hockey teams throughout the years, as well as hosted rodeos and roller derbies. In 1994, the auditorium was the site of the National Gymnastics Championship. Nearly every big name band and musician from the past fifty years has graced its stage at some point. No matter the genre, everyone from Elvis, to the Rolling Stones, to Tim McGraw has been to the Municipal Auditorium. It's also the only place in Tennessee that Michael Jackson ever performed, which he did as a child in the Jackson 5. In 2013, the first floor of the Municipal Auditorium became the home of the Musician's Hall of Fame and Museum. Designated 8/4/2015; Ordinance No. BL2015-1200



Municipal Auditorium



Nashville City Cemetery

NASHVILLE CITY CEMETERY - Located at 1001 4th Avenue South and opened in 1822 as a city-owned public cemetery, the Old City Cemetery is the burial place of more than 22,000 people, including James Robertson and his family; William Driver, the U. S. Navy captain who named the flag "Old Glory"; Mabel Lewis Imes and Ella Sheppard, members of the original Fisk Jubilee Singers; Brigadier General Felix Zollicoffer, first Confederate officer killed in the West in the Civil War; William Carroll, governor of Tennessee; and fourteen Nashville mayors. Designated 11/19/2004; Ordinance No. BL2004-406

NASHVILLE CITY RESERVOIR - Located at 1401 8th Avenue South and built between 1887 and 1889, the Reservoir is an elliptical masonry structure with a holding capacity of slightly more than 51 million gallons in two sections. In 1912, the southeast wall broke, pouring 25 million gallons toward the fair grounds. There was property damage, but no lives were lost. The gate house visible from nearby streets and highways contains the valves that control the flow of water from one



Nashville City Reservoir

VIII. HISTORIC LANDMARKS

side of the reservoir to the other. Designated 11/19/2004; Ordinance No. BL2004-406



Oman House

OMAN HOUSE - 511 Oman Street (formerly McMurry Avenue) was constructed in the 1930s by the Crab Orchard Stone Company to serve as the main office of the Oman Construction Company, of which Crab Orchard was a subsidiary. To honor the company name, the building is made entirely of Crab Orchard Stone, including the shingles. This rare Tennessee sandstone comes from the Crab Orchard Mountains and was highly valued for construction in the first part of the twentieth century. It gained popularity after it was used to construct Scarritt College in Nashville in the 1920s and has since been used for buildings and flagstone across the U.S. and overseas. The Oman Construction Company dates back to 1877 when John Oman Sr., a Scottish stonemason, came to Nashville. His skills were in high demand; he was a contractor for many buildings and bridges in Nashville and other cities. His most famous work was on the exterior of the St. Thomas Church in New York City. His son, John Oman Jr., founded the Crab Orchard Stone Company in 1929 and would eventually take over all of Oman Construction Company. During the half century that it was run from the 511 Oman St. office, the company would expand to have projects on six different continents. The Oman Construction Company would leave the 511 Oman St. location in 1989 and today makes software used by construction companies. It has been used as the office for the Metro Parks since 1990. Designated 8/4/2015; Ordinance No. BL2015-1193



Omohundro Water System

OMOHUNDRO WATER SYSTEM - The Omohundro Water Filtration Complex, located at 1400 Pumping Station Road and begun in 1888, was the first step in a plan to improve Nashville's waterworks system at the end of the nineteenth century. The complex consists of an intake device in the Cumberland River as well as brick buildings on shore which pump and temporarily store the water. The oldest structure, the pumping station, was completed in 1889; the filtration plant was built in the 1920s and has had several sensitive additions. The interior of the filtration plant is of special interest, with parallel brick arcades, a diamond-patterned terrazzo tile floor, and marble control stations. The complex is still in use, pumping ninety million gallons a day throughout the county. Designated 11/19/2004; Ordinance No. BL2004-406



VIII. HISTORIC LANDMARKS

POLK STREET DAY HOME FOR WORKING WOMEN'S CHILDREN - In 1891, a group of young women organized to form the Flower Mission with the purpose of providing flowers, ice and 'delicacies' to the poor sick. They quickly saw a greater need and shifted focus to caring for children whose mothers worked during the day. In 1892 the Flower Mission constructed this two-story building. In 1894, the Flower Mission changed its name to The Day Home for Working Women's Children. The Day Home was a charitable organization where the children of poor or widowed working women were cared for during the day, while their mothers worked outside of the home. Designated 8/19/2020; Ordinance No. 2020-319



Polk Street Day Home

RAINBOW RANCH— Rainbow Ranch at 312 E. Marthona Road in Madison, Tennessee was the home of country music singer-songwriter Clarence "Hank" Snow. He acquired the property in 1950 and had the house constructed, soon after he began gaining national traction with consecutive number-one hits. From that point until his death in 1999, the property served as Snow's home, his office, and his own recording studio. The period of significance of the property begins with its date of construction, 1950-51, and ends when Snow, still an artist with RCA Victor, recorded his last album at his Rainbow Ranch Studio in 1979. Designated 2/21/2018; Ordinance No. BL2018-1053.



Rainbow Ranch

RICH, SCHWARTZ & JOSEPH BUILDING 202 6th Avenue North was constructed between 1935 and 1936 for the Rich, Schwartz & Joseph store, a ready-to-wear shop exclusively for women (Figure 1). During the late nineteenth century and into the mid-twentieth century, this part of downtown Nashville around Church Street and 5th and 6th Avenues North was the city's epicenter of shopping and commerce. Designated 9/16/2020; Ordinance No. BL2020395



Rich, Schwartz & Joseph Building

SHELBY PARK & THE US NAVY RESERVE TRAINING CENTER - Shelby Park is located at Shelby Avenue and South 20th Street (401 S 20th St) along the Cumberland River. It is named for John Shelby, a prominent doctor who owned much of East Nashville, including the land where the park is located. Shelby Park had its beginning as an amusement park at the turn of the twentieth century. The company that owned the amusement park went bankrupt in 1903 and the site was bought by the Parks Board in 1909. The Board spent a few years acquiring more land before opening the park on July 4, 1912. The first city park baseball league was



Shelby Park

VIII. HISTORIC LANDMARKS

started there by the YMCA in 1915. Many of the first buildings in Shelby Park were part of a 1912 master plan laid out by Eugene Castner Lewis, the same man who built the Parthenon in Centennial Park. Among these were Sycamore Lodge, Mission House, and a large Dutch windmill overlooking the Cumberland River. Unfortunately most of these buildings have since disappeared, due to disrepair and a fire in the 1940s.

Another long-gone piece of park history is the pool, which stood from 1932 to 1961, that was used by the Army during WWII for river assault boat training.

The most significant building still standing in the park today is the US Naval Reserve Training Center, located in Meredith Grove, and listed in the National Register of Historic Places under Criterion A, for its local significance in military history, and under Criterion C for its design by notable Nashville architect Edwin A. Keeble. Constructed in 1948-1949, the US Naval Reserve Training Center building is a result of the United States Navy's need for additional reserve facilities across the nation following the close of World War II. The training, military action, and disaster assistance of the Naval reservists and units in Nashville indicate a strong connection between the city and the Naval Reserve. In addition to the military role, the US Naval Reserve Training Center is also significant for its architecture. Uniquely designed to resemble a ship's prow by Nashville architect, Edwin A. Keeble, the US Naval Reserve Training Center reflects Keeble's duty in the Navy during World War II as well as previous experience designing National Guard Armories during the New Deal era. The connection to such a notable Nashville architect, who later designed many prominent Nashville buildings including the Life & Casualty Tower, a 1950s modern skyscraper, illustrates local significant for architecture, under Criterion C. Designated 8/4/2015; Ordinance No. BL2015-1187



US Naval Reserve Training Center in Shelby Park



Shelby Street Bridge

SHELBY STREET BRIDGE - Built from 1907-09 as the Sparkman Street Bridge, this bridge connected downtown to the residential suburbs of East Nashville. Howard Jones, a railroad engineer, was employed by the county as its designer and construction supervisor. The concrete bow-string trusses he designed at the west end of the structure were an engineering rarity. The bridge closed to automobile traffic in 1998 and reopened for pedestrian use in August 2003, providing outstanding views of the river and the downtown skyline. Designated 11/19/2004; Ordinance No. BL2004-406



VIII. HISTORIC LANDMARKS

SMITH-CARTER HOME—Located at 1020 Gibson Road, the home is an important piece of Nashville’s musical history because of its association with music legends Carl Smith and the Carter family, specifically three generations of Carter women, Maybelle, June and Carlene Carter. The Carter Family was a traditional American folk music group that recorded between 1927 and 1956. Maybelle Carter (1909-1978) was a member of the Carter Family act in the 1920s and 1930s and later the Mother Maybelle and the Carter Sisters group from 1946-1948. She influenced country and folk music for decades, continuing to perform throughout the 1960s and 1970s. According to biography.com, Maybelle Carter “was a key figure in transforming an oral tradition of folk songs into one of America’s most popular musical genres. As one of country music’s first great lead guitarists and the inventor of the “Carter Scratch,” she made a profound impact on the development of American popular music that shapes country, folk and rock music today.” The Carter Family was inducted into the Country Music Hall of Fame in 1970, and in 2005 posthumously honored with a Grammy Lifetime Achievement Award. June Carter won five Grammy Awards and was inducted into the Christian Music Hall of Fame in 2009. Designated October 17, 2016; Ordinance No. BL2016-448



Smith-Carter House

SMITH FARMHOUSE - Located at 8600 Highway 100, this property, of which approximately 1.6 acres are designated as a historic landmark district, contains a farmhouse begun ca. 1815 and associated outbuildings. The farmhouse derives its significance from association with the Smith family, rural Davidson County merchants who operated country stores in the communities of Pasquo, Una, and Brush Creek for over 170 years. The house is an outstanding example of a traditional farmhouse in rural Davidson County and is unique in its illustration of evolving architectural influences, from early Tennessee log construction to later Victorian and Bungalow periods. Designated 9/20/1989; Ordinance No. 089-919



Smith Farm House

STONE HALL - Stone Hall (1014 Stones River Rd) is a 9.6 acre parcel that includes multiple historic buildings and serves as a trailhead for the Greenway system. The primary structure is a Colonial Revival house constructed in 1918 for the Dempsey Cantrell family, following the East Nashville Fire of 1916, when the Cantrells left Russell Street for the then-rural Donelson-Hermitage section, on land owned by Mrs. Cantrell’s father. Noted Nashville architect George D. Waller was the architect and Elly Hayes was the stone mason. Eversong Cabin, overlooking the Stones River, is believed to be a historic log cabin moved to this location from



Stone Hall



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Wilson County in the early twentieth century. Nora Johnson Cantrell, the original owner of Stone Hall, was a published poet, and she used this cabin as an artist retreat for other poets, authors, and artists. The property is listed in the National Register of Historic Places. Designated 8/4/2015; Ordinance No. BL2015-1190



Sunnyside

SUNNYSIDE - Located at 3000 Granny White Pike, this Greek revival house was home to Mary Childress Benton, the widow of Jesse Benton, who left Nashville after a famous feud with Andrew Jackson in 1813. She acquired the approximately 40-acre farm in 1852 and built this house. Sunnyside (so named by Mrs. Benton's great-niece for its open and bright location) stood between Confederate and Union lines during the Battle of Nashville in 1864. A twentieth century owner, Granville Sevier, added brick wings to the house and built the stone office; his heirs sold the property to the city of Nashville after his death in 1945. Designated 11/19/2004; Ordinance No. BL2004-406



Two Rivers Mansion

TWO RIVERS MANSION - Located at 3130 McGavock Pike and also known as the David H. McGavock House, Two Rivers Mansion was constructed in 1859. The mansion is one of the earliest, most significant, and best preserved of the early Italianate style houses in Middle Tennessee. The house is the second house to be erected on the Two Rivers Farm, so named because of its position at the junction of the Stones and Cumberland rivers. The earlier house also remains and with the mansion and adjacent grounds comprises the landmark district. Designated 7/24/1999; Ordinance No. 099-1698



Staircase at Union Station

UNION STATION - Located at 1001 10th Avenue South, Nashville's Union Station was designed in the Richardsonian Romanesque style and completed in 1900. The station's architect, Richard Montfort, served as chief engineer of the Louisville and Nashville Railroad. Union Station was acquired from the railroad by the Federal Government and subsequently transferred to the ownership of the Metro Government and leased for redevelopment as a hotel. Designated 7/24/1999; Ordinance No. 099-1698

WARNER PARKS - The Warner Parks historic landmark district is comprised of the historic elements found in the park. The Warner Parks consist of acreage acquired by the Nashville Board of Parks Commissioners under the direction of Percy Warner and Edwin Warner between 1927 and 1931. The parks contain many



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man-made landscape and architectural features built to blend with and accentuate the natural environment. Many features were constructed using Works Progress Administration (WPA) funds and workers during the 1930s and early 1940s. Designated 7/24/1999; Ordinance No. 099-1698 and BL2015-1196

WELCH LIBRARY - The house, also known as the Neal-Grizzard House, has a long history with the medical community. Edward M. Neal, president of Spurlock-Neal Company constructed the home c. 1907 and lived there until 1911. The house is one of the first to be built in this area that was considered rural in 1907. The outbuilding, which was used as a garage and servant quarters, was likely constructed at the same time since it matches the home in materials. Mr. Neal, originally from Lebanon, was one of the original owners of Spurlock-Neal Company, a “drug-house” formed in 1886. Prior to that, Mr. Neal ran a successful retail drug store. Dr. Grizzard owned the home from the late 1920s to 1965. Dr. Grizzard was House Surgeon at Nashville General Hospital from 1906-1908. He was not only a graduate of Vanderbilt University but also was a member of the teaching and surgical staffs. Free Will Baptist College purchased the home in 1965 as part of an expansion of the College that had been in the neighborhood since 1942. A newspaper report of the sale described the house as having 20 rooms and that the college planned to use the building for classrooms and teachers’ offices. Designated 8/4/2015; Ordinance No. BL2015-1267



Welch Library

WEST END MIDDLE SCHOOL - Located at 3529 West End Avenue and formerly West End High School, the building was completed in 1937. Designed by Donald Southgate, a prominent Nashville architect of the time, the school exhibits Colonial Revival and Georgian Revival stylistic characteristics. The three story building, following a typical progressive “T” shaped plan, is constructed of red brick veneer and stone and topped by a clock tower supporting a copper dome. The school is significant as one of three new high schools designed to serve Nashville’s growing population built during the 1930s with PWA funds. A gymnasium was added in 1964 to the east side of the main building. Also located on the campus is a 1938-42 football field and stadium. Designated 7/30/2004; Ordinance No. BL2004-280



West End Middle School

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Wilcox Building

WILCOX BUILDING—530 Church Street is significant for its late nineteenth century commercial architecture. It is also significant for its connection to the development of Nashville in the late nineteen to early twentieth century, particularly with its association with the famed Harvey's Department store. **IN PROCESS OF DESIGNATION**



WPA Municipal Garage

WPA MUNICIPAL GARAGE AT ROLLING MILL HILL - Constructed in the 1930s, the municipal garage consist of seven, one story brick buildings that were laid out in an orthogonal grid. The buildings reflect the major investment in city infrastructure made by public works building projects of the Depression era. The structures retain a high degree of physical integrity, including bowed steel truss roof systems, original metal frame windows, stepped parapet rooflines, and decorative brick detailing. Designated 11/19/2004; Ordinance No. BL2004-406

YWCA BUILDING—209-213 7th Avenue North was listed in the National Register of Historic Places in 1982. The Young Women's Christian Association Building is significant because of the contributions made there to the physical, social, intellectual and spiritual needs of the women of Nashville. The YWCA Building is the last remaining of a group of Christian athletic buildings built in the early 1900's in Nashville. It was the first real home of the YWCA in Nashville. Contributing to the significance are the people associated with the construction of the YWCA building. Furthermore, the YWCA Building is an outstanding local example of the skillful use of the Georgian Revival style in an institutional building. **IN PROCESS OF DESIGNATION**



VIII. HISTORIC LANDMARKS

VI. GLOSSARY

Definitions

Addition: *New construction that increases the footprint, height, or building envelope of an existing structure.*

Alteration: *A replacement or change in a building material; the addition or elimination of any architectural element of a building; a repair that reconstructs any part of an existing building; construction of, or change to, an appurtenance.*

Appropriate: *Suitable for, or compatible with, a property or district, based on accepted standard and techniques for historic preservation.*

Appurtenances: *Fences, walls, paving, streetlights, curbs, gravel, signs, satellite dishes, fountains, mailboxes, and other accessory or adjunct permanent built features related to a building or streetscape.*

Certificate of Appropriateness: *See Preservation Permit.*

Character-defining Features: *Character-defining features include the overall shape of the building, its materials, craftsmanship, decorative details, features, as well as the various aspects of its site and environment.*

Contributory Status: *Contributing buildings are those that contribute to the historic character of the district, and non-contributing buildings do not contribute to the overlay's historic character. Contributory status is determined based on the historic integrity of the building, the history and development of the district, and the date of construction. Generally, contributory status for each building is evaluated at the time the overlay is adopted; however, contributory status can change over time as new information becomes available and as districts age.*

Elevation: *A scaled drawing that illustrates the view of a side of a building.*

Facade: *An exterior side of a building.*



VI. GLOSSARY

Form: *The formal structure of a building—the manner of arranging and coordinating the elements and part of a building. A sense of three-dimensional mass and volume, the external outline of the building.*

Footprint: *The area on a project site that is used by the building structure and is defined by the perimeter of the building plan. Parking lots, landscapes, and other nonbuilding facilities are not included in the building footprint.*

Ghost Signage: *An old hand-painted advertising sign that has been preserved on a building for extended period of time. The name comes from their often faded appearance.*

Gobo Light:: *A light fixture that has a stencil or template placed inside or in front of the a light source to control the shape of emitted light.*

Half Story: *Usable space fully under the roof, often identified by dormers, skylights or windows in a gable field. The primary wall and eave heights are consistent with single-story building.*

Historic: *A structure or site, usually constructed more than fifty years ago, which possesses historical or architectural significance, based on the criteria for listing in the National Register of Historic Places.*

Marquee: *A permanent roof-like shelter over an entrance to a building. Marquees are usually flat roofed and sometimes have supporting posts on the side opposite the side of the marquee that attaches to the building and may include signage and lighting. Historically, marquees were used typically for hotels and theaters. Also see “Canopy”.*

Muntin: *A secondary framing member to hold panes within a window or glazed door.*

Mullion: *A vertical member separating (and often supporting) window, doors or panels set in series.*

New Construction: *Any freestanding structure on a lot constructed after the designation of the historic landmark overlay.*

VI. GLOSSARY

Orientation: *The directional expression of the front facade of a building, i.e., facing the street, facing north.*

Period of Significance: *The span of time during which significant events and activities occurred. Events and associations with historic properties are finite; most properties have a clearly definable period of significance.*

Preservation Permit: *A legal document issued by the Metropolitan Historic Zoning Commission confirming review and approval of work to be done within the boundaries of a historic landmark overlay. A preservation permit is required before a building permit can be issued. Previously called Certificate of Appropriateness.*

Public Facade: *The exterior faces of buildings that front public streets.*

Public Right of Way: *A publicly owned and maintained street or walkway.*

Public Space: *Any area that is either owned, leased or for which there is held an easement by a governmental entity, or an area that is required to be open to the public.*

Reconstruction: *Construction of an accurate replica of a historic building or portion thereof, based on physical, pictorial or documentary evidence.*

Rehabilitation: *The act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.*

Repair: *See alteration.*

Shall: *What must happen.*

Should: *What must happen unless circumstances illustrate why an alternative is more appropriate.*

METROPOLITAN HISTORIC ZONING COMMISSION

Sunnyside in Sevier Park
3000 Granny White Pike
Nashville, TN 37204

Phone: 615-862-7970
Fax: 615-862-7974

The Metropolitan Historic Zoning Commission reviews applications to create new historic overlays and reviews and approves preservation permits for new construction, alterations, additions, repair and demolition. For design guidelines, permit applications, and meeting information, visit us at www.nashville.gov/mbc.

**WE ARE ON THE
WEB AT
[WWW.NASHVILLE.
GOV](http://WWW.NASHVILLE.GOV)**



The Metro Historical Commission does not discriminate on the basis of race, color, national origin, gender, gender identity, sexual orientation, age, religion, creed or disability in access to, or operation of its programs, services, activities or in its hiring or employment practices. **ADA inquiries should be forwarded to:** Susan Pallas, Metro Historical Commission ADA Compliance Coordinator, 3000 Granny White Pike, Nashville, TN 37204, (615) 862-7970. **Title VI inquiries should be forwarded to:** Ms. Shirley Sims-Sakana, Title VI Coordinator, Human Relations, 800 Second Avenue, South, 4th floor, Nashville, TN 37210, (615) 880-3391. **Contact Department of Human Resources for all employment related inquiries at (615) 862-6640.**

SUBSTITUTE ORDINANCE NO. BL2022-1164

An Ordinance to amend ~~Section 9.30.010~~ Chapter 9.30 of the Metropolitan Code of Laws pertaining to construction ~~noise sites~~.

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

Section 1. That Section 9.30.010 of the Metropolitan Code of Laws is hereby amended by deleting the section in its entirety and replacing it with the following:

9.30.010 - Construction sites-Restrictions.

It is unlawful for any person ~~engaged to engage~~ in the outdoor construction, repair or demolition of buildings, structures, land, driveways, or appurtenances thereto, ~~including the transportation of materials to and from a construction site on any parcel located within or adjoining any zoning district permitting residential uses, to emit, cause to be emitted, or permit the emission of any noise in excess of 70 Db(A) from construction equipment as measured from a point as close as possible to the outside walls of any residential structure located on the property affected by the noise at a height of four feet above the immediate surrounding surface between the hours of 7:00 p.m. and 7:00 a.m., except that during the months of June, July, and August, the foregoing noise restriction shall be between the hours of 8:00 p.m. and 6:00 a.m. For the purposes of this section, "outdoor construction" means any construction activities occurring outside of an enclosed building.~~

Section 2. That Section 9.30.030 of the Metropolitan Code of Laws is hereby amended by deleting the section in its entirety and replacing it with the following:

9.30.030 - Variances.

A. Any person seeking to perform construction activities which would be in violation of Section 9.30.010 must, prior to engaging in activities prohibited under Section 9.30.010, make an application to the director of the department of codes administration and obtain a permit to perform such activities. Such a permit shall not be granted unless the applicant establishes the following:

1. Any outdoor construction will not interfere with normal activities conducted within the zoning district during the hours of the proposed construction activities; and
2. The applicant has obtained all other approvals and permits for said construction activities as required by the metropolitan code of laws; or
3. The overriding public interest (as opposed to the private interest of the applicant or the owner of the property upon which said construction activities shall occur) will be significantly promoted by permitting the applicant to engage in outdoor construction outside of the hours permitted in Section 9.30.010.

B. Notice of an application for a variance shall be given by the director of the department of codes administration to persons who may be adversely affected by the granting of the variance and to the district councilmember. Any person who claims to be adversely affected by such a variance, if allowed, may file a written statement with the director. Such statement shall contain sufficient factual information to support the claim.

C. Variances shall be granted by notice to the applicant containing any necessary conditions, including a time limit on the permitted activity. The variance shall not become effective until all conditions are agreed to by the applicant. Noncompliance with any condition of the variance shall terminate it and subject the person holding it to the requirements of Section 9.30.010.

Section 23. That 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:

Colby Sledge
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2022-1166

Mr. President –

I hereby move to amend Ordinance No. BL2022-1166 by amending the first recital as follows:

WHEREAS, The Metropolitan Government of Nashville and Davidson County (“Metro”), acting by and through the Metropolitan Nashville Public Schools, and Bellevue Civic Association desire to enter into an agreement for the lease of property for the purpose of ~~a charter school~~ an office and meeting space; and

SPONSORED BY:

Gloria Hausser
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2022-1154

Mr. President –

I hereby move to amend Ordinance No. BL2022-1154 as follows:

I. By amending Section 4, by adding the following conditions:

4. The developer and contractors shall utilize a private off-site parking area with a shuttle service to the development site provided for construction workers during the entire construction process; public on-street parking shall not be counted for this off-site parking area.
5. After the completion of exterior construction work, but prior to the issuance of any use & occupancy permit, the developer shall work with the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) to repair and resurface Hayes Street between 17th Ave N and 18th Ave N. The developer shall be responsible for all costs associated with the repair and resurfacing.
6. With the final site plan application, the applicant shall improve the south-western corner of the intersection of 17th Ave N and Hayes Street to provide two Sidewalk Curb Ramps that are perpendicular to the lanes of travel. This requirement can be waived by the Planning Department if determined to be infeasible due to physical engineering constraints or other factors that are out of the applicant's control.
7. With the final site plan application, a Roadway Safety Audit shall be conducted by the developer in coordination with NDOT for 17th Ave N and 18th Ave N between West End Avenue and Church Street.

INTRODUCED BY:

Brandon Taylor
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2022-1161

Mr. President –

I hereby move to amend Ordinance No. BL2022-1161 as follows:

I. By amending Section 4, by adding the following conditions:

5. The primary entrance and signage for the development shall be located on Central Pike.
6. The developer shall install fencing with a maximum opacity of 40% along Central Pike. Chain link fencing shall be prohibited. The fencing shall not be constructed within the right-of-way and must meet all applicable fencing regulations in the Metropolitan Code.

INTRODUCED BY:

Erin Evans
Member of Council