



Metropolitan Council

**PROPOSED AMENDMENTS PACKET
FOR THE COUNCIL MEETING OF
TUESDAY, SEPTEMBER 6, 2022**

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SUBSTITUTE ORDINANCE NO. BL2022-1140

An ordinance to amend Title 17 of the Metropolitan Code of Laws, the Zoning Ordinance of The Metropolitan Government of Nashville and Davidson County, by changing from RM20 to SP for properties located at 301 North 2nd Street and 651 and 660 Joseph Avenue, at the northeast corner of Dickerson Pike and Meridian Street (14.52 acres), and located in a Planned Unit Development Overlay District, to permit a mixed-use development with non-residential uses and a maximum of 1,150 multi-family residential units, all of which is described herein (Proposal No. 2021SP-083-001).

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

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

By changing from RM20 to SP for properties located at 301 North 2nd Street and 651 and 660 Joseph Avenue, at the northeast corner of Dickerson Pike and Meridian Street (14.52 acres), and located in a Planned Unit Development Overlay District, to permit a mixed-use development with non-residential uses and a maximum of 1,150 multi-family residential units, being Property Parcel No. 208 as designated on Map 082-07 and Property Parcel No. 009 and 040 on Map 082-11 of the Official Property Identification Maps of The Metropolitan Government of Nashville and Davidson County, all of which is described by lines, words and figures on the plan that was duly considered by the Metropolitan Planning Commission, and which is on file with the Metropolitan Planning Department and Metropolitan Clerk's Department and made a part of this ordinance as though copied herein.

Section 2. Be it further enacted, that the Metropolitan Clerk is hereby authorized and directed, upon the enactment and approval of this ordinance, to cause the change to be made on Map 082 of said Official Zoning Map for Metropolitan Nashville and Davidson County, as set out in Section 1 of this ordinance, and to make notation thereon of reference to the date of passage and approval of this amendatory ordinance.

Section 3. Be it further enacted, that the uses of this SP shall be limited to all uses of MUL-A and a maximum of 1,150 multi-family residential units. Short Term Rental Property (STRP) owner-occupied and not owner-occupied shall be prohibited.

Section 4. Be it further enacted, that the following conditions shall be completed, bonded or satisfied as specifically required:

1. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. Option 2 (Build Realignment of Dickerson Pike) is the preferred option. If the realignment is not approved by TDOT, adjustments may be necessary to the site plan, including but not limited to building placement and streetscape details.

4. If the development is proposed to be phased, include a full phasing plan with the 1st final site plan.
5. Pedestrian entries and street-level interaction shall be demonstrated with the final site plan architectural elevations, regardless of the final alignment determination.
6. Final street cross sections and alignment details of Dickerson Pike, 1st Avenue North, Berry Street, Meridian Street, or realignment scenario, are subject to change and shall be determined with the final site plan.
7. If Dickerson Pike is realigned under Option 2, setbacks on the upper stories may be necessary along the street frontage. Applicant shall work with staff during final SP review to incorporate as needed.
8. All structured parking shall be wrapped with habitable space, consistent with the residential liner areas specified on the preliminary SP and include active uses. Active uses are those programmed spaces that generate pedestrian street activity and interaction. Hallways, storage rooms, fitness centers, and other ancillary spaces shall not qualify as an active use.
9. The residential liner building for Site C shall be included in the same phase as the Site C parking garage. The rear portion of the parking garage façade that is not wrapped with habitable space shall include parking garage treatments per the SP parking screening details.
10. Facades for parking garages shall be seamlessly integrated into the design. The materiality and proportions of any above-grade parking screening should be thoughtfully considered. The façade treatments shall integrate or complement the architectural characteristics of the habitable portion of the building and the surrounding built context. Openings for natural ventilation are permissible when integrated into the façade design.
11. On the corrected copy, update the location of the Site C residential liner building as needed to be consistent with the proposed rear setback.
12. On the corrected copy, update the Maximum Overall Height language: Maximum overall height shall comply with the massing diagrams provided in the preliminary SP. Height shall be measured per the Metro Zoning Ordinance.
13. On the corrected copy, update all language related to the timing of improvements to Dickerson and intersection details with the NDOT conditions.
14. No direct vehicular access to the parking garages or surface parking areas shall be provided directly from Dickerson Pike or Meridian Street.
15. On the final site plan, landscaping and TDU Requirements shall be provided per the Metro Zoning Ordinance.
16. All private drives, access, and open spaces shall include public access easements, which shall be included on the final site plan. Prior to final site plan approval, provide easement documentation.
17. Comply with all conditions and requirements of Metro reviewing agencies.
18. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
19. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
20. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners' Association.

Section 5. Be it further enacted, a corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.

Section 6. Be it further enacted, minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

Section 7. Be it further enacted, if a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.

Section 8. Be it further enacted, 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.

SPONSORED BY:

Sean Parker
Member of Council



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PURPOSE NOTE:

The purpose of this SP is to re-zone approximately 14.52 acres to provide for a mixed-use residential development in accordance with the Metro Nashville Planning Department Dickerson South Corridor Study finalized February 27, 2020 to provide a maximum of 1150 multi-family residential units, green space, and enhanced street connectivity. Non-residential uses are limited to uses permitted by MUG-A, with the exception of Short Term Rental Property owner occupied and Short Term Rental Property non owner occupied, which shall be prohibited from the SP This SP would also abandon the existing PUD.



Dickerson & Meridian Specific Plan

Submission Date: 06 October 2021

Revision Date: 24 January 2022

Case No. 2021SP-083-001





Specific Plan Overview

Located at the entrance to the McFerrin Park neighborhood and bounded by Dickerson Pike to the West and Meridian to the South, the Meridian mixed-use project will be a defining gateway and threshold into the community and the Dickerson Pike Multi-modal corridor.

The ~14.52 acre site is currently zoned Res-E PUD, RM20, OV-RES, and OV-UZO. The standards and regulations of MUG-A, including the slight modifications made by this SP, implements the guidance of the Community Character Manual and the Dickerson South Corridor Supplemental Policy.

As per the Dickerson South Corridor Policy, height is concentrated towards the Dickerson Corridor, with a punctuation at the corner of Dickerson and Meridian to create a Gateway moment. Massing steps down in height in various locations to respond to the neighborhood scale and maintain View Corridors. In addition, the development reestablishes elements of the original city grid in the building forms and open space. With connectivity as a central tenet, the project encourages and accommodates an improved streetscape and adds new connectivity.

The proposed project will consist of up to 1150 Residential Units. Retail components are envisioned for portions of the street level to enhance activation and serve as a neighborhood amenity. Greenspace is also provided within the development.

Dickerson Pike is positioned to serve as an important Multi-modal Corridor for Nashville. This project is designed to accommodate various TDOT and NDOT plans for the Dickerson Corridor. Thus, two plans are shown in this SP, one which works with current roadway configurations, and another that shows potential future roadway alignments. Along with the SP a new TIS has been completed, following NDOT recommendations.

The project has been Master Planned to allow for phasing if necessary.

We will engage a process with the surrounding neighborhood and District 5 Council Member to identify and install appropriate traffic calming measures in the area bounded by Cleveland Street, Dickerson Pike, Ellington Parkway, and Spring Street. The cost to the applicant to install the traffic calming measures shall not exceed \$100,000 to NDOT-approved traffic calming measures and \$40,000 for MPNA-approved community improvements. The traffic calming measures shall be identified and reviewed by Public Works prior to the building permit process. Public Works may alter the final design of the traffic calming measures.



Zoning Analysis

Acreeage	651 Joseph Ave 660 Joseph Ave 301 2nd St	1.81 acres (75,990 SF) 9.03 acres (383,850 SF) 3.68 acres (154,451 SF) 14.52 acres (614,291 SF)
Council District	05: Sean Parker	
Proposed Zoning Uses	SP to permit a mixed-use development with a maximum of 1,150 multi-family residential units and uses permitted by the MUG-A zoning district. STRP owner occupied and not owner occupied shall be prohibited.	
Max FAR	3.0 as per MUG-A The floor area used for the provision of off-street parking spaces or loading berths (and the driveways and maneuvering aisles for those spaces and berths) shall not be counted as floor area for the purpose of calculating floor area ratio.	
Max ISR	1.0	
Residential Unit Count	1150 units maximum	
Build-to Zone	0-15 feet Buildings may be allowed to locate beyond the 15' build-to line with planning staff approval at final site plan. Consideration will be based on site location, context, and design. Appropriate reasons could include, but not be limited to, publicly accessible open space, utility locations, and pedestrian oriented designs. Considerations for buildings beyond the 15' BTZ will not include drop off zones or drive aisles.	
Max Overall Height	See massing diagrams	
Step-back	Required at Select Locations - See Plan Diagram	
Min Rear Setback	none required	
Min Side Setback	none required	
Parking	As per Zoning Requirements	
Allowed Uses	as per MUG-A	
Uses Standard	Short Term Rental Property (STRP) owner occupied and Short Term Rental Property (STRP) not owner occupied shall be prohibited	

Site Conditions

212 Existing Units

Parking Requirements for Multifamily Residential in the UZO:

- Studio & 1 bed : 1 per unit
- 2 bed + : 1.5 per unit

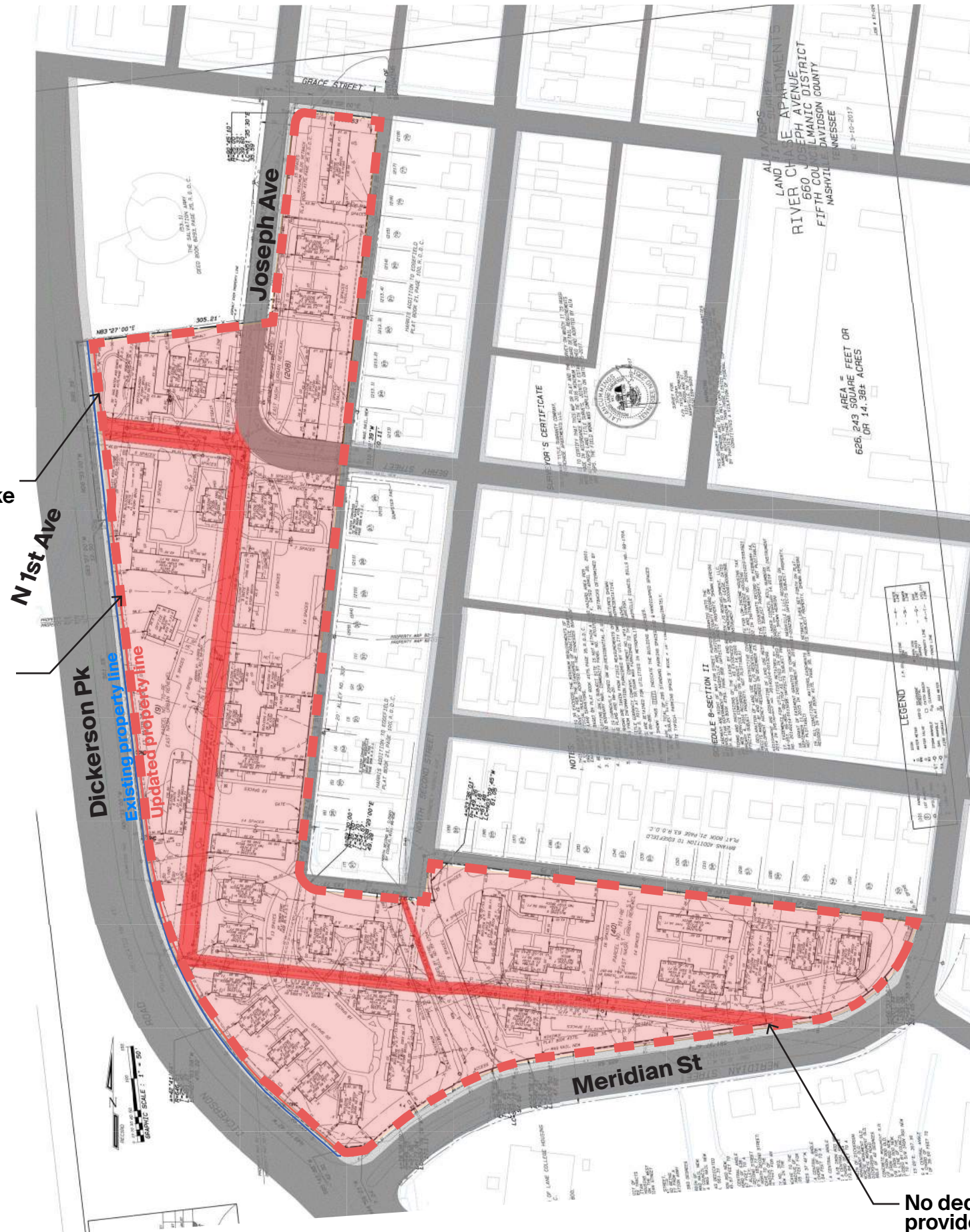
Utilities easements in red

MSCP street plan greyed in map
- additional inset required on Dickerson Pk

- ROW
- Vehicular Area

+/- 8.5' additional R.O.W. dedication to allow for 55.5' from Dickerson Pike Centerline
(at N 1st Ave intersection where IM overlay begins)

+/- 6.5' additional R.O.W. dedication to allow for 52.5' from Dickerson Pike Street Centerline



No dedication required to provide for 51'-68' total R.O.W. on Meridian Street

MCSP Requirements

Meridian Street:

Designated as an Urban Residential Collector Avenue (T4-R-CA2), Meridian Street serves to connect the McFerrin neighborhood to Dickerson Pike. It has a MCSP current standard right-of-way of 51' but per the Dickerson South Corridor Plan, is expected to have a future right-of-way of 68'. This project would not be responsible for providing any additional setback from street centerline as the surveyed street width is 80'.

The Dickerson South Corridor study includes preferred cross sections for collector streets that serve Dickerson. A 68' ROW width is envisioned which includes two travel lanes, a turning lane or median, a 4' bike zone, a 4' planting area, and a 10' sidewalk.

Dickerson Pike/Highway 11 (Spring to North 1st):

Designated as an Urban Residential Arterial Boulevard (T4-R-AB4), this section of Highway 11/Dickerson Pike serves primarily to connect the urban, mixed-use Spring St (which turns into Jefferson St, multimodal street bridging over to Downtown) to the multi-modal corridor of Dickerson Pike. The Intermodal corridor overlay that's planned for Dickerson Pike begins at the northwest corner of the site where Highway 11 converges with 1st N St. *

With a 105' ROW width, this section of Dickerson Pike is envisioned to serve to connect the street to the Multimodal street at the northwest corner of the site, which includes an 6' bike zone, an 8' planting area, and a 6' sidewalk. This project would be responsible for providing 52.5' from street centerline.

*Dickerson Pike:

Designated as an Urban Residential Arterial Boulevard and Immediate Need Multimodal Corridor (T4-R-AB4-IM), this section of Dickerson Pike is planned to accommodate high-capacity transit beginning at the convergence with N 1st St and continuing northbound.

The planned 111' total R.O.W. includes an 8' bike zone, an 8' planting area, and a 6' sidewalk. This project would be responsible for providing 55.5' from street centerline.

As an Immediate Need Multimodal Corridor, Dickerson is anticipated to have more frequent transit service in the future such as BRT lite. As a result, zoning has waived all parking requirements for Multimodal corridors.

****Note: Final cross section and alignment details subject to change and will be determined with final site plan review. ****

**CIVIL - SITE PLAN
OPTION 1
NO-BUILD ALIGNMENT OF DICKERSON PIKE**



PLANNING NOTES:

1. MINOR MODIFICATIONS TO THE PRELIMINARY SP PLAN MAY BE APPROVED BY THE PLANNING COMMISSION OR SITE DESIGN AND ACTUAL SITE CONDITIONS. ALL MODIFICATIONS SHALL BE CONSISTENT WITH THE PRINCIPLES AND FURTHER THE OBJECTIVES OF THE APPROVED PLAN. MODIFICATIONS SHALL NOT BE PERMITTED EXCEPT THROUGH AN ORDINANCE APPROVED BY METRO COUNCIL THAT INCREASED THE PERMITTED DENSITY OR FLOOR AREA, ADD USES NOT OTHERWISE PERMITTED, ELIMINATE SPECIFIC CONDITIONS OR REQUIREMENTS CONTAINED IN THE PLAN AS ADOPTED THROUGH THIS ENACTING ORDINANCE, OR ADD VEHICULAR ACCESS POINTS NOT CURRENTLY PRESENT APPROVED.
2. THE FINAL SITE PLAN/BUILDING PERMIT SITE PLAN SHALL DEPICT THE REQUIRED PUBLIC SIDEWALKS, ANY REQUIRED GRASS STRIP OR FRONTAGE ZONE AND THE LOCATION OF ALL EXISTING AND PROPOSED VERTICAL OBSTRUCTIONS WITHIN THE REQUIRED SIDEWALK AND GRASS STRIP FRONTAGE ZONE. PRIOR TO THE ISSUANCE OF USE AND OCCUPANCY PERMITS, EXISTING VERTICAL OBSTRUCTIONS SHALL BE RELOCATED OUTSIDE OF THE REQUIRED SIDEWALK. VERTICAL OBSTRUCTIONS ARE ONLY PERMITTED WITHIN THE REQUIRED GRASS STRIP OR FRONTAGE ZONE.
3. IF A DEVELOPMENT STANDARD, NOT INCLUDING PERMITTED USES, IS ABSENT FROM THE SP PLAN AND/OR COUNCIL APPROVAL, THE PROPERTY SHALL BE SUBJECT TO THE STANDARDS, REGULATIONS AND REQUIREMENTS OF METRO ZONING DISTRICT AS THE DATE OF THE APPLICABLE REQUEST OR APPLICATION.
4. BUILDING FACADES FRONTING A STREET SHALL PROVIDE A MINIMUM OF ONE PRINCIPAL ENTRANCE (DOORWAY) AND A MINIMUM OF 15% GLAZING.

STORMWATER NOTES:

- 78-840 NOTE: ANY EXCAVATION, FILL, OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH THE STORM WATER MANAGEMENT ORDINANCE NO. 78-840 AND APPROVED BY THE METROPOLITAN DEPARTMENT OF WATER SERVICES.
- PRELIMINARY PLAN NOTE: THIS DRAWING IS FOR ILLUSTRATION PURPOSES TO INDICATE THE BASIC PREMISE OF THE DEVELOPMENT. THE FINAL LOT COUNT AND DETAILS OF THE PLAN SHALL BE GOVERNED BY THE APPROPRIATE REGULATIONS AT THE TIME OF THE FINAL APPLICATION.
- METRO WATER SERVICES SHALL BE PROVIDED SUFFICIENT AND UNENCUMBERED ACCESS IN ORDER TO MAINTAIN AND REPAIR UTILITIES IN THE SITE.
- SIZE DRIVEWAY CULVERTS PER THE DESIGN CRITERIA SET FORTH BY THE METRO STORMWATER MANAGEMENT MANUAL (MINIMUM DRIVEWAY CULVERT IN METRO R.O.W. IS 15' CMP.) STORMWATER QUALITY CONCEPT WILL BE A COMBINATION OF LID (BIORETENTION & PAVERS) AND/OR WATER QUALITY VAULT IF APPROVED BY VARIANCE.

FIRE MARSHAL NOTES:

- New commercial developments shall be protected by a fire hydrant that complies with the 2006 edition of NFPA 1 Table H.
- To see Table H go to: <http://www.nsfire.org/pre/1tableH51.htm>
- Project Engineer needs to meet with the Fire Marshals office concerning this project.
- No part of any building shall be more than 500 ft from a fire hydrant via hard surface road. Metro Ordinance 09-1541 Sec. 1569.0209
- All fire department access roads shall be 20 feet minimum width and shall have an unobstructed vertical clearance of 13.6 feet.
- All dead end roads over 150 ft in length require a 100 ft diameter turnaround, this includes temporary turnarounds.
- Temporary T-type turnarounds that last no more than one year shall be approved by the Fire Marshal's Office.
- If more than three stories about grade, Class 1 standpipe system shall be installed.
- If more than one story below grade, Class 1 standpipe system shall be installed.
- When a bridge is required to be used as part of a fire department access road, it shall be constructed and maintained in accordance with nationally recognized standards.
- A fire hydrant shall be provided within a 100 ft of the fire department connection.
- Fire hydrants shall be in-service before any combustible material is brought on site.

NES NOTES:

1. Developer's drawing does not show any existing utility poles or easements on the properties.
2. Developer to provide a civil duct and gear (pad/switch) locations for NES review and approval. This shall cover the entire project area.
3. NES can meet with developer/engineer upon request to determine electrical service options. If a central metering room is required, NES Meter Department approval of planned location and access method.
4. NES needs any drawings that will cover any road improvements to Metro 1-0-0 that Public Works will require to evaluate possible relocations of existing or proposed electrical facilities for this project.
5. Developer shall work with Metro PW on street lighting. This is urban services area and must be fit to Metro's minimum requirements.
6. NES follows the National Fire Protection Association rules. Refer to NFPA 70 article 450-27, and NESC Section 15-152.A.2 for complete rules (see NES Construction Guidelines) under "Builders and Contractors" tab @ www.nespower.com
7. NES needs to know if the developer has other options on additional property next to this area, if so NES needs an overall concept plan.

TO APPLY FOR SERVICE:

- Developer to provide construction drawings and a digital .dwg file @ state plane coordinates (TN83F) that contains the civil site information (Engineer shall provide approved plans by Metro Planning w/ any changes from other departments)
- Developer to provide a proposed easement drawing for the electric, phone and CATV.
 - All street lighting shall meet Metro's requirements and be installed by developer.
- Go to www.nespower.com click on the "BUILDERS & CONTRACTORS" tab. Next click on the "Steps for Residential Submittal" fill out the form. Then follow the direction for sending the digital drawing and the forms.

FEMA NOTE:

THIS PROPERTY DOES NOT LIE WITHIN FLOOD HAZARD AREAS AND IS DETERMINED TO BE IN ZONE "X" AS PER FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM PANEL MAP NUMBERS: 47037C0242H, DATED: APRIL 05, 2017

PUBLIC WORKS NOTE:

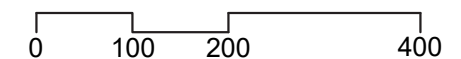
1. THE FINAL SITE PLAN / BUILDING PERMIT SITE PLAN SHALL DEPICT THE REQUIRED PUBLIC SIDEWALKS, ANY REQUIRED GRASS STRIP FRONTAGE OR FRONTAGE ZONE, AND THE LOCATION OF ALL EXISTING AND PROPOSED VERTICAL OBSTRUCTIONS WITHIN THE REQUIRED SIDEWALK AND GRASS STRIP OR FRONTAGE ZONE. PRIOR TO THE ISSUANCE OF USE AND OCCUPANCY PERMITS, EXISTING VERTICAL OBSTRUCTIONS SHALL BE RELOCATED OUTSIDE OF THE REQUIRED SIDEWALK. WHERE FEASIBLE, VERTICAL OBSTRUCTIONS ARE ONLY PERMITTED WITHIN THE REQUIRED GRASS STRIP OR FRONTAGE ZONE.
2. PARKING RATIOS SHALL BE PROVIDED AT OR ABOVE THE METRO ZONING CODE UZO PARKING STANDARDS.
3. ANY REQUIRED RIGHT-OF-WAY WITHIN THE PROJECT SITE THAT IS IDENTIFIED AS NECESSARY TO MEET THE ADOPTED ROADWAY PLANS SHALL BE DEDICATED.
4. THE DEVELOPER'S FINAL CONSTRUCTION DRAWINGS SHALL COMPLY WITH THE DESIGN REGULATIONS ESTABLISHED BY THE DEPARTMENT OF PUBLIC WORKS. IN EFFECT ST THE TIME OF THE APPROVAL OF THE PRELIMINARY DEVELOPMENT PLAN, OR FINAL DEVELOPMENT PLAN OR BUILDING PERMIT, AS APPLICABLE.
5. THE DESIGN OF THE PUBLIC INFRASTRUCTURE IS TO BE COORDINATED WITH THE FINAL SP, THE ROADS, PEDESTRIAN INFRASTRUCTURE, BICYCLE ROUTES, ETC. ARE TO BE DESIGNED AND CONSTRUCTED PER MPW STANDARDS AND SPECIFICATIONS.
6. ALL CONSTRUCTION WITHIN THE RIGHT OF WAY SHALL COMPLY WITH ADA AND METRO PUBLIC WORKS STANDARDS AND SPECIFICATIONS. ALL STREETS AND ALLEYS TO BE PER METRO PUBLIC WORKS STANDARDS
7. ALL SIDEWALKS ON THE PROPERTY FRONTAGE ARE TO BE ADA COMPLIANT PRIOR TO U/O PERMIT.

METRO WATER SERVICES NOTE:

1. ANY EXCAVATION, FILL OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH STORM WATER MANAGEMENT ORDINANCE NO 78-840, AND APPROVED BY THE METROPOLITAN DEPARTMENT OF WATER SERVICES.
2. METRO WATER SERVICES SHALL BE PROVIDED SUFFICIENT AND UNENCUMBERED INGRESS AND EGRESS AT ALL TIMES IN ORDER TO MAINTAIN, REPAIR, REPLACE, AND INSPECT ANY STORMWATER FACILITIES WITHIN THE PROPERTY.

LANDSCAPE NOTE:

THIS DEVELOPMENT SHALL MEET THE REQUIREMENTS OF SECTION 17.24 OF THE METRO ZONING ORDINANCE, LANDSCAPE, BUFFERING AND TREE REPLACEMENT.



**CIVIL - SITE PLAN
OPTION 2 - ALTERNATIVE LAYOUT
BUILD REALIGNMENT OF DICKERSON PIKE**



PLANNING NOTES:

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3. IF A DEVELOPMENT STANDARD, NOT INCLUDING PERMITTED USES, IS ABSENT FROM THE SP PLAN AND/OR COUNCIL APPROVAL, THE PROPERTY SHALL BE SUBJECT TO THE STANDARDS, REGULATIONS AND REQUIREMENTS OF METRO ZONING DISTRICT AS THE DATE OF THE APPLICABLE REQUEST OR APPLICATION.
4. BUILDING FACADES FRONTING A STREET SHALL PROVIDE A MINIMUM OF ONE PRINCIPAL ENTRANCE (DOORWAY) AND A MINIMUM OF 15% GLAZING.

STORMWATER NOTES:

- 78-840 NOTE: ANY EXCAVATION, FILL, OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH THE STORM WATER MANAGEMENT ORDINANCE NO. 28 AND APPROVED BY THE METROPOLITAN DEPARTMENT OF WATER SERVICES.
- PRELIMINARY PLAN NOTE: THIS DRAWING IS FOR ILLUSTRATION PURPOSES TO INDICATE THE BASIC PREMISE OF THE DEVELOPMENT. THE FINAL LOT COUNT AND DETAILS OF THE PLAN SHALL BE GOVERNED BY THE APPROPRIATE REGULATIONS AT THE TIME OF THE FINAL APPLICATION.
- METRO WATER SERVICES SHALL BE PROVIDED SUFFICIENT AND UNENCUMBERED ACCESS IN ORDER TO MAINTAIN AND REPAIR UTILITIES IN THE SITE.
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FIRE MARSHAL NOTES:

- New commercial developments shall be protected by a fire hydrant that complies with the 2006 edition of NFPA 1 Table H.
- To see Table H go to: <http://www.nsfire.org/prev/tahe51.htm>
- Project Engineer needs to meet with the Fire Marshals office concerning this project.
- No part of any building shall be more than 500 ft from a fire hydrant via hard surface road. Metro Ordinance 095-1541 Sec. 1569.0209.
- All fire department access roads shall be 20 feet minimum width and shall have an unobstructed vertical clearance of 13.6 feet.
- All dead end roads over 150 ft in length require a 100 ft diameter turnaround, this includes temporary turnarounds.
- Temporary T-type turnarounds that last no more than one year shall be approved by the Fire Marshal's Office.
- If more than three stories about grade, Class 1 standpipe system shall be installed.
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- When a bridge is required to be used as part of a fire department access road, it shall be constructed and maintained in accordance with nationally recognized standards.
- A fire hydrant shall be provided within a 100 ft of the fire department connection.
- Fire hydrants shall be in-service before any combustible material is brought on site.

NES NOTES:

1. Developer's drawing does not show any existing utility poles or easements on the properties.
 2. Developer to provide a civil duct and gear (pad/switch) locations for NES review and approval. This shall cover the entire project area.
 3. NES can meet with developer/engineer upon request to determine electrical service options. If a central metering room is required, NES Meter Department approval of planned location and access method.
 4. NES needs any drawings that will cover any road improvements to Metro to see that Public Works will require to evaluate possible relocations of existing or proposed electrical facilities for this project.
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- TO APPLY FOR SERVICE:**
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- Developer to provide a proposed easement drawing for the electric, phone and CATV.
 - All street lighting shall meet Metro's requirements and be installed by developer.
- Go to www.nespower.com click on the "BUILDERS & CONTRACTORS" tab. Next click on the "Links for Residential Subscribers" fill out the form. Then follow the direction for sending the digital drawing and the forms.

FEMA NOTE:

THIS PROPERTY DOES NOT LIE WITHIN FLOOD HAZARD AREAS AND IS DETERMINED TO BE IN ZONE "X" AS PER FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM PANEL MAP NUMBERS: 47037C0242H, DATED: APRIL 05, 2017

PUBLIC WORKS NOTE:

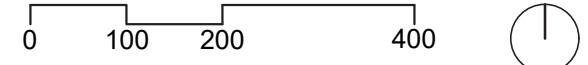
1. THE FINAL SITE PLAN / BUILDING PERMIT SITE PLAN SHALL DEPICT THE REQUIRED PUBLIC SIDEWALKS, ANY REQUIRED GRASS STRIP FRONTAGE OR FRONTAGE ZONE, AND THE LOCATION OF ALL EXISTING AND PROPOSED VERTICAL OBSTRUCTIONS WITHIN THE REQUIRED SIDEWALK AND GRASS STRIP OR FRONTAGE ZONE. PRIOR TO THE ISSUANCE OF USE AND OCCUPANCY PERMITS, EXISTING VERTICAL OBSTRUCTIONS SHALL BE RELOCATED OUTSIDE OF THE REQUIRED SIDEWALK. WHERE FEASIBLE, VERTICAL OBSTRUCTIONS ARE ONLY PERMITTED WITHIN THE REQUIRED GRASS STRIP OR FRONTAGE ZONE.
2. PARKING RATIOS SHALL BE PROVIDED AT OR ABOVE THE METRO ZONING CODE UZO PARKING STANDARDS.
3. ANY REQUIRED RIGHT-OF-WAY WITHIN THE PROJECT SITE THAT IS IDENTIFIED AS NECESSARY TO MEET THE ADOPTED ROADWAY PLANS SHALL BE DEDICATED.
4. THE DEVELOPER'S FINAL CONSTRUCTION DRAWINGS SHALL COMPLY WITH THE DESIGN REGULATIONS ESTABLISHED BY THE DEPARTMENT OF PUBLIC WORKS, IN EFFECT AT THE TIME OF THE APPROVAL OF THE PRELIMINARY DEVELOPMENT PLAN, OR FINAL DEVELOPMENT PLAN OR BUILDING PERMIT, AS APPLICABLE.
5. THE DESIGN OF THE PUBLIC INFRASTRUCTURE IS TO BE COORDINATED WITH THE FINAL SP, THE ROADS, PEDESTRIAN INFRASTRUCTURE, BICYCLE ROUTES, ETC. ARE TO BE DESIGNED AND CONSTRUCTED PER MPW STANDARDS AND SPECIFICATIONS.
6. ALL CONSTRUCTION WITHIN THE RIGHT OF WAY SHALL COMPLY WITH ADA AND METRO PUBLIC WORKS STANDARDS AND SPECIFICATIONS. ALL STREETS AND ALLEYS TO BE PER METRO PUBLIC WORKS STANDARDS
7. ALL SIDEWALKS ON THE PROPERTY FRONTAGE ARE TO BE ADA COMPLIANT PRIOR TO U/O PERMIT.

METRO WATER SERVICES NOTE:

1. ANY EXCAVATION, FILL OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH STORM WATER MANAGEMENT ORDINANCE NO 78-840, AND APPROVED BY THE METROPOLITAN DEPARTMENT OF WATER SERVICES.
2. METRO WATER SERVICES SHALL BE PROVIDED SUFFICIENT AND UNENCUMBERED INGRESS AND EGRESS AT ALL TIMES IN ORDER TO MAINTAIN, REPAIR, REPLACE, AND INSPECT ANY STORMWATER FACILITIES WITHIN THE PROPERTY.

LANDSCAPE NOTE:

THIS DEVELOPMENT SHALL MEET THE REQUIREMENTS OF SECTION 17.24 OF THE METRO ZONING ORDINANCE, LANDSCAPE, BUFFERING AND TREE REPLACEMENT.

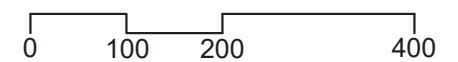


CIVIL - UTILITY PLAN
OPTION 1
 NO-BUILD ALIGNMENT OF DICKERSON PIKE



LEGEND:

- PROPOSED WATER
- EXISTING WATER
- PROPOSED SANITARY SEWER
- EXISTING SANITARY SEWER

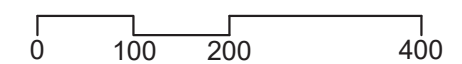


CIVIL - UTILITY PLAN
OPTION 2 - ALTERNATIVE LAYOUT
 BUILD REALIGNMENT OF DICKERSON PIKE



LEGEND:

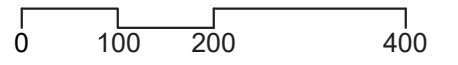
- PROPOSED WATER
- EXISTING WATER
- PROPOSED SANITARY SEWER
- EXISTING SANITARY SEWER



**CIVIL - GRADING DRAINAGE PLAN
OPTION 1
NO-BUILD ALIGNMENT OF DICKERSON PIKE**



- LEGEND:**
- PROPOSED DRAINAGE
 - EXISTING DRAINAGE
 - PREVIOUS PAVERS
 - BIORETENTION AREA

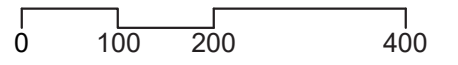


CIVIL - GRADING DRAINAGE PLAN
OPTION 2 - ALTERNATIVE LAYOUT
 BUILD REALIGNMENT OF DICKERSON PIKE



LEGEND:

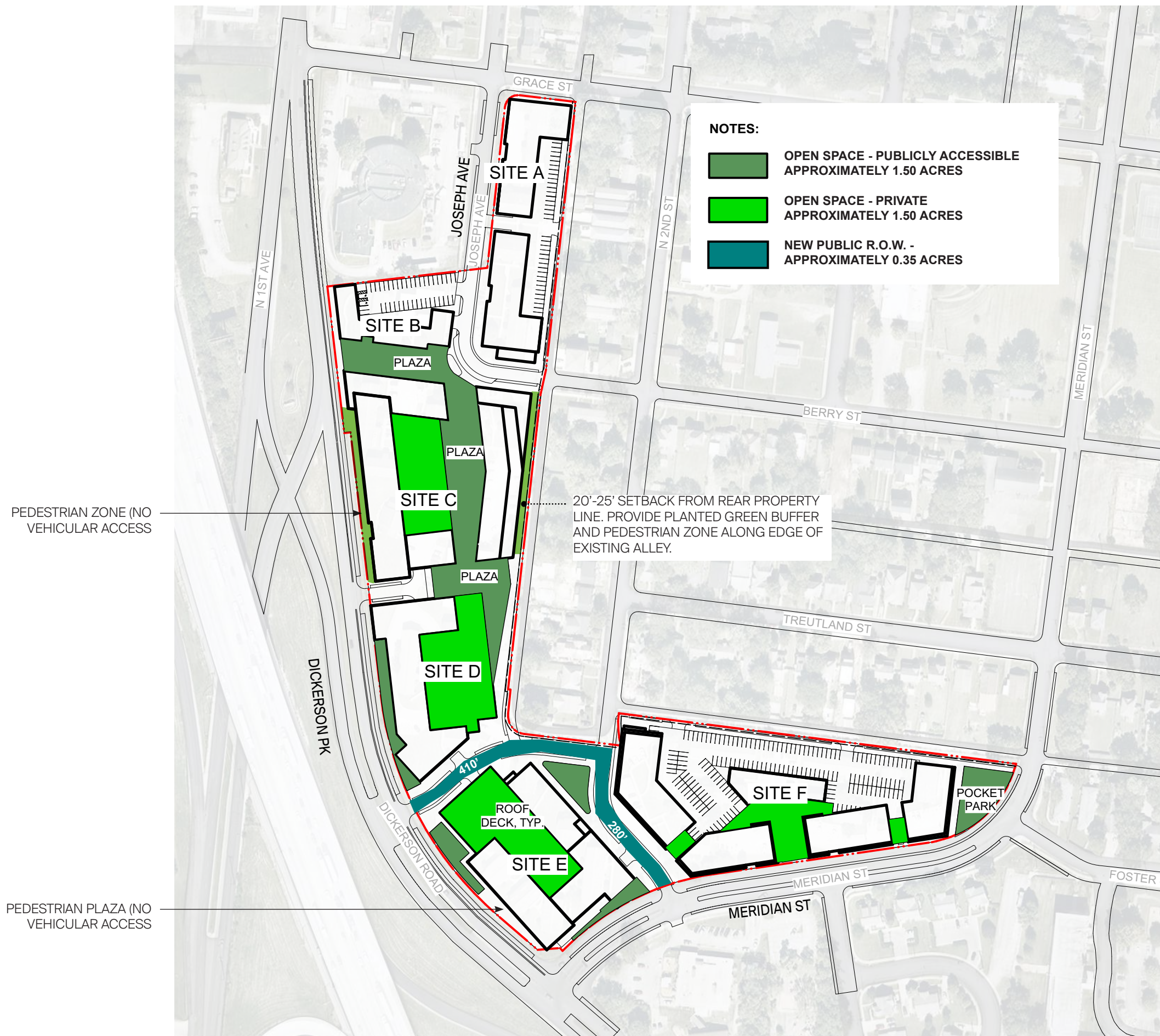
- PROPOSED DRAINAGE
- EXISTING DRAINAGE
- PREVIOUS PAVERS
- BIORETENTION AREA



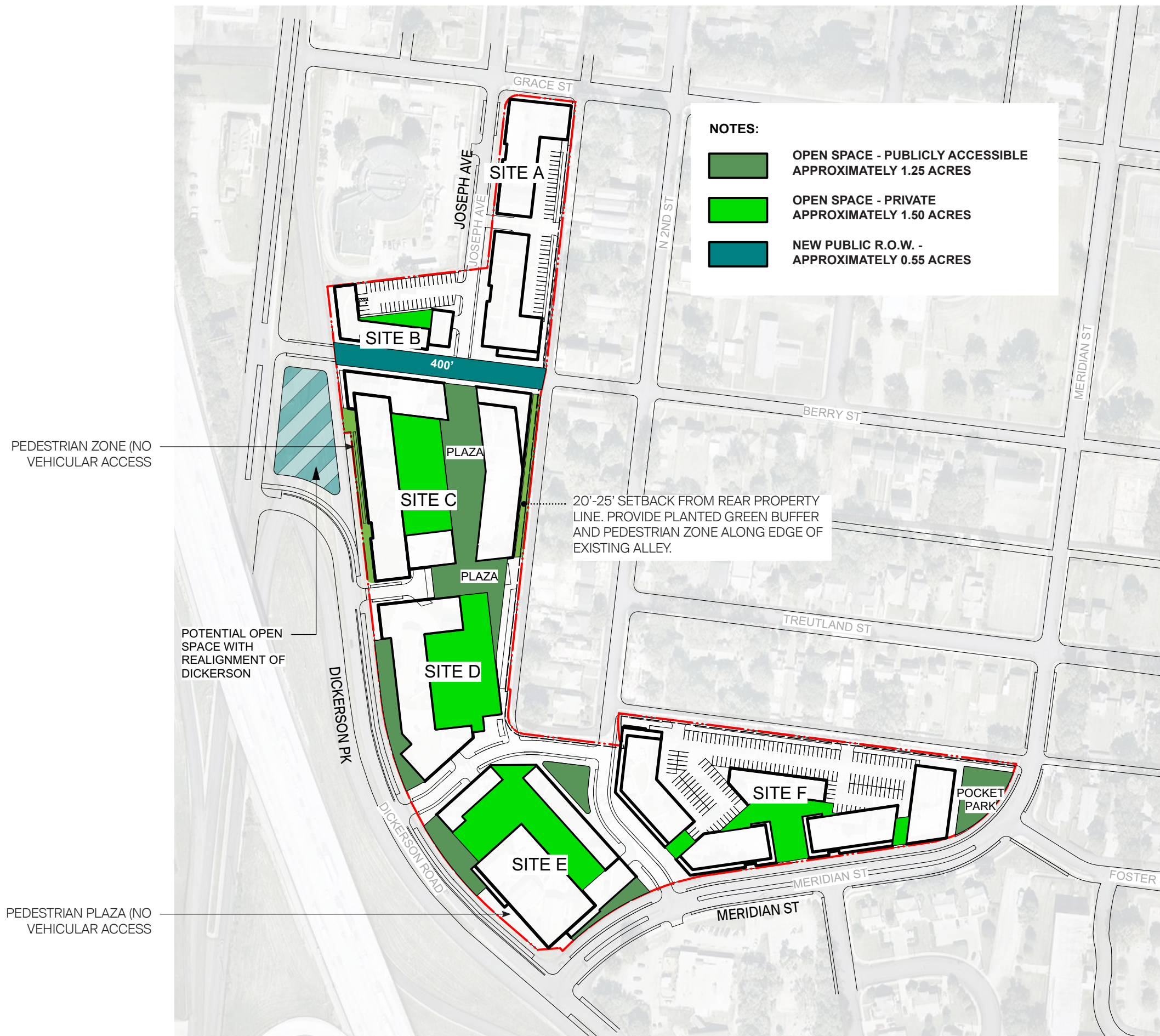




**OPEN SPACE DIAGRAM
OPTION 1
NO-BUILD ALIGNMENT OF DICKERSON PIKE**



OPEN SPACE DIAGRAM
OPTION 2 - ALTERNATIVE LAYOUT
 BUILD REALIGNMENT OF DICKERSON PIKE



OPTION 1
NO-BUILD ALIGNMENT OF DICKERSON PIKE

Plan Notes:

Building façades fronting a street or open space shall provide a minimum of one principal entrance (doorway) and a minimum of 15% glazing.

Windows shall be vertically oriented at a ratio of 1.5:1 or greater, except for dormers.

Building facades shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding, glass, metal panel or materials substantially similar in form and function, unless otherwise approved on detailed building elevations included with the preliminary SP.

Porches at grade shall provide a minimum of six feet of depth.

A raised foundation of 18"- 36" is required for all residential structures.

- Structured Garage**
**No rooftop parking
- Residential Liner**

SITE A
Resi with Surface Parking

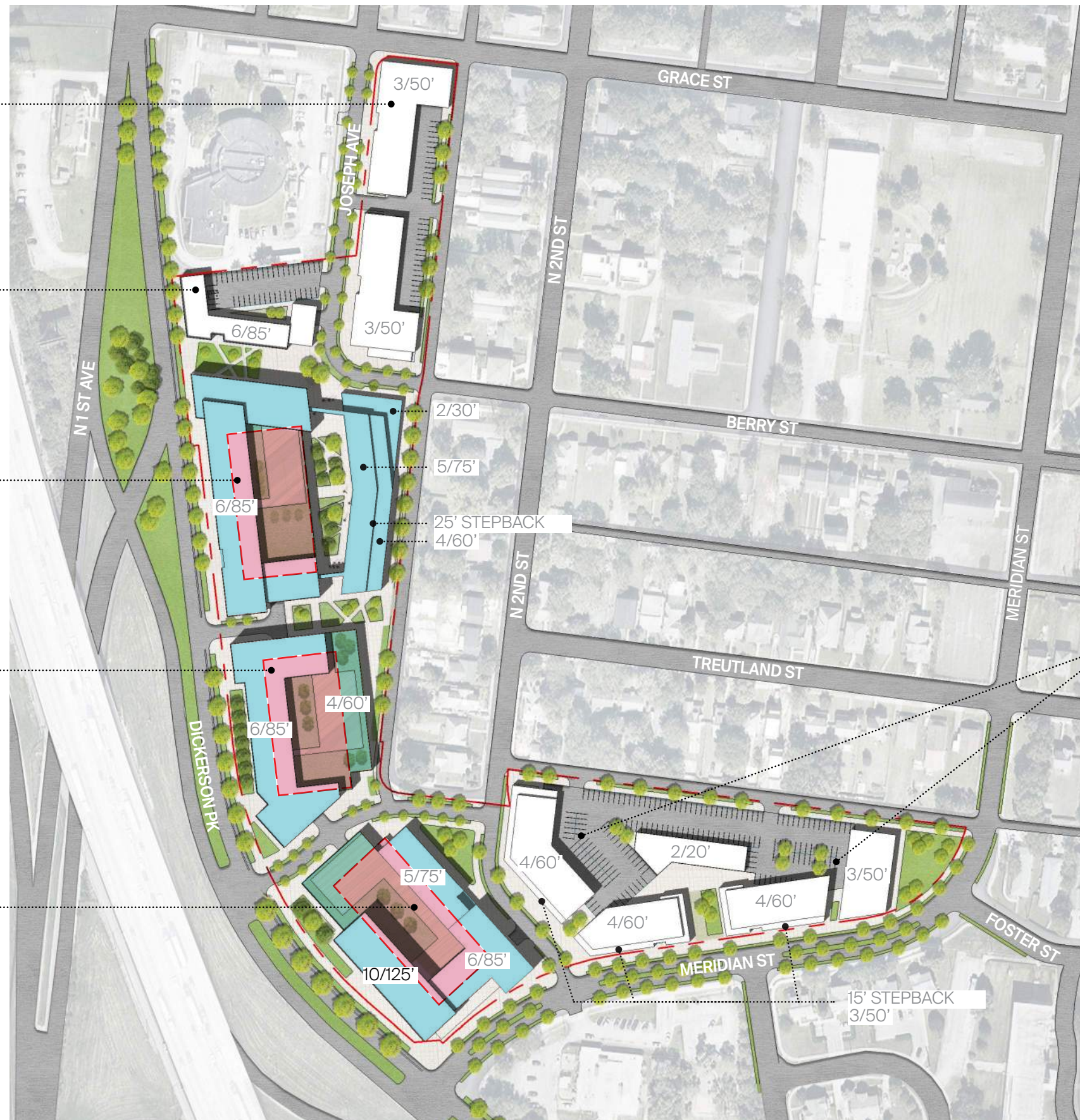
SITE B
Resi with Surface Parking

SITE C
Resi with Structured Parking
85' Max to roof

SITE D
Resi with Structured Parking

SITE E
Resi with Structured Parking

SITE F
Resi with Surface Parking



NUMBERS ON MASSING DIAGRAM
INDICATE MAXIMUM NUMBER OF
STORIES AND MAX HEIGHT TO ROOF

**GROUND FLOOR ACCESS
OPTION 1
NO-BUILD ALIGNMENT OF DICKERSON PIKE**

- Residential Building / Liner
- Structured Garage
- Unlined Garage Facade
- Parking Access Points

Plan Notes:

Refer to Landscape drawings for locations of plazas, courtyards, hardscaping and planting.

No Garage or parking access points opening directly onto Dickerson or Meridan.

No unlined structured parking is visible from McFerrin Park neighborhood. There is no rooftop parking.

Facades for parking garages will be seamlessly integrated into the design. The materiality and proportions of any above-grade parking screening should be thoughtfully considered. The facade treatments shall integrate or complement the architectural characteristics of the habitable portion of the building and the surrounding context. Openings for natural ventilation are permissible when integrated into the facade design.



SITE A
Resi with Surface Parking

SITE B
Resi with Surface Parking

Residential Liner Building

SITE C
Structured Parking

Unlined Portion of Parking
Structure is internal to site

SITE D
Structured Parking

Residential Liner Building

Residential Liner Building

SITE E
Structured Parking

Residential Liner Building

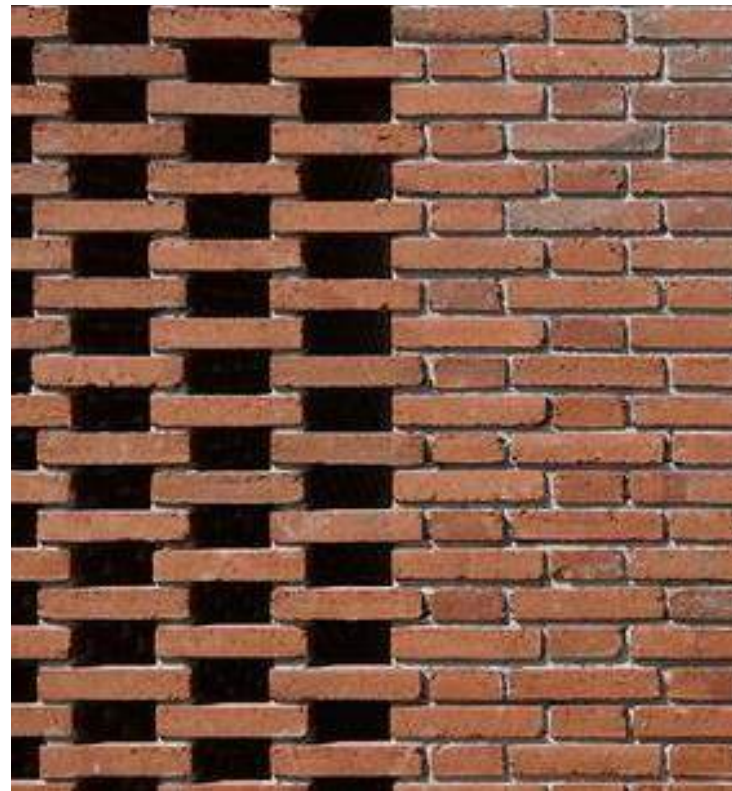
SITE F
Resi with Surface Parking

Plaza (location of potential future Berry St. connection)

Internal Courtyard

20'-25' Setback from rear property line. Provide planted green buffer and pedestrian zone along edge of alley.

SCREENED GARAGE PRECEDENTS
PASSIVELY VENTILATED GARAGE



GREEN WALL

BRICK BREEZEWALL

PERFORATED METAL SCREEN

SCULPTURAL/PATTERNED SCREEN WALL

OPTION 1
NO-BUILD ALIGNMENT OF DICKERSON PIKE

NOTE:
EACH SITE WILL HAVE A LEAST ONE PRIMARY PEDESTRIAN ENTRANCE DIRECTLY FROM DICKERSON, MERIDIAN OR PRIMARY FACING STREET.

 ZONE OF 4 STORY STRUCTURED PARKING.
**NO ROOFTOP PARKING

 RESIDENTIAL LINER BUILDING



NUMBERS ON MASSING DIAGRAM INDICATE MAXIMUM NUMBER OF STORIES AND MAX HEIGHT TO ROOF

OPTION 2 - ALTERNATIVE LAYOUT
BUILD REALIGNMENT OF DICKERSON PIKE

Plan Notes:

Building façades fronting a street or open space shall provide a minimum of one principal entrance (doorway) and a minimum of 15% glazing.

Windows shall be vertically oriented at a ratio of 1.5:1 or greater, except for dormers.

Building facades shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding, glass, metal panel or materials substantially similar in form and function, unless otherwise approved on detailed building elevations included with the preliminary SP.

Porches at grade shall provide a minimum of six feet of depth.

A raised foundation of 18"- 36" is required for all residential structures.

- Structured Garage**
 **No rooftop parking
- Residential Liner**

SITE A
 Resi with Surface Parking

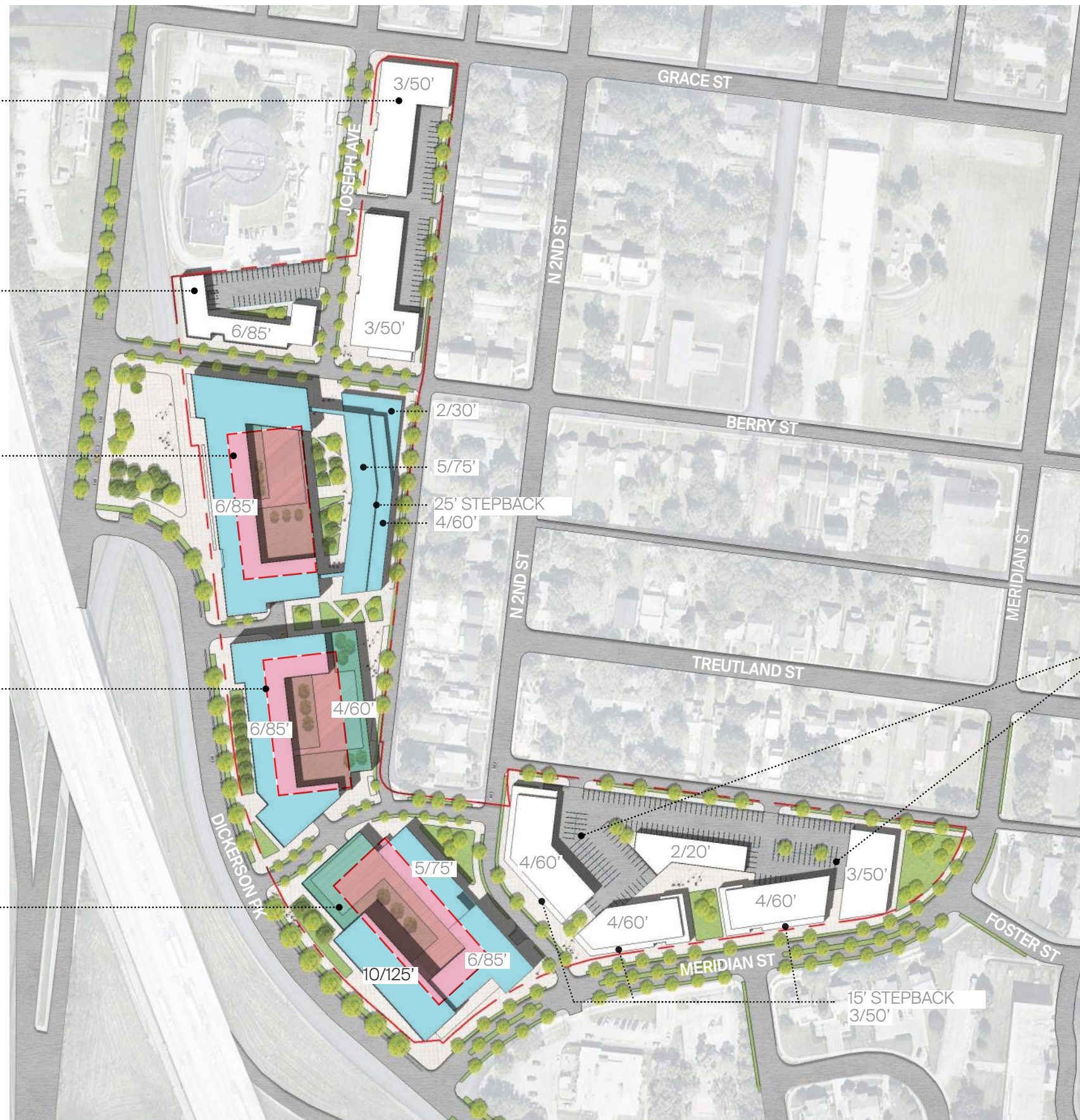
SITE B
 Resi with Surface Parking

SITE C
 Resi with Structured Parking

SITE D
 Resi with Structured Parking

SITE E
 Resi with Structured Parking

SITE F
 Resi with Surface Parking



NUMBERS ON MASSING DIAGRAM
 INDICATE MAXIMUM NUMBER OF
 STORIES AND MAX HEIGHT TO ROOF



**GROUND FLOOR ACCESS
OPTION 2 - ALTERNATE LAYOUT
BUILD REALIGNMENT OF DICKERSON PIKE**



- Residential Building / Liner
- Structured Garage
- Unlined Garage Facade
- Parking Access Points

Plan Notes:

Refer to Landscape drawings for locations of plazas, courtyards, hardscaping and planting.

No Garage or parking access points opening directly onto Dickerson or Meridan

No unlined structured parking is visible from McFerrin Park neighborhood. There is no rooftop parking.

Facades for parking garages will be seamlessly integrated into the design. The materiality and proportions of any above-grade parking screening should be thoughtfully considered. The facade treatments shall integrate or complement the architectural characteristics of the habitable portion of the building and the surrounding context. Openings for natural ventilation are permissible when integrated into the facade design.

Internal Courtyard
20'-25' Setback from rear property line. Provide planted green buffer and pedestrian zone along edge of alley.

SITE A
Resi with Surface Parking

SITE B
Resi with Surface Parking

Residential Liner Building

SITE C
Structured Parking

Unlined Portion of Parking Structure is internal to site

SITE D
Structured Parking

Residential Liner Building

Residential Liner Building

SITE E
Structured Parking

Residential Liner Building

SITE F
Resi with Surface Parking

OPTION 2 - ALTERNATIVE LAYOUT
BUILD REALIGNMENT OF DICKERSON PIKE

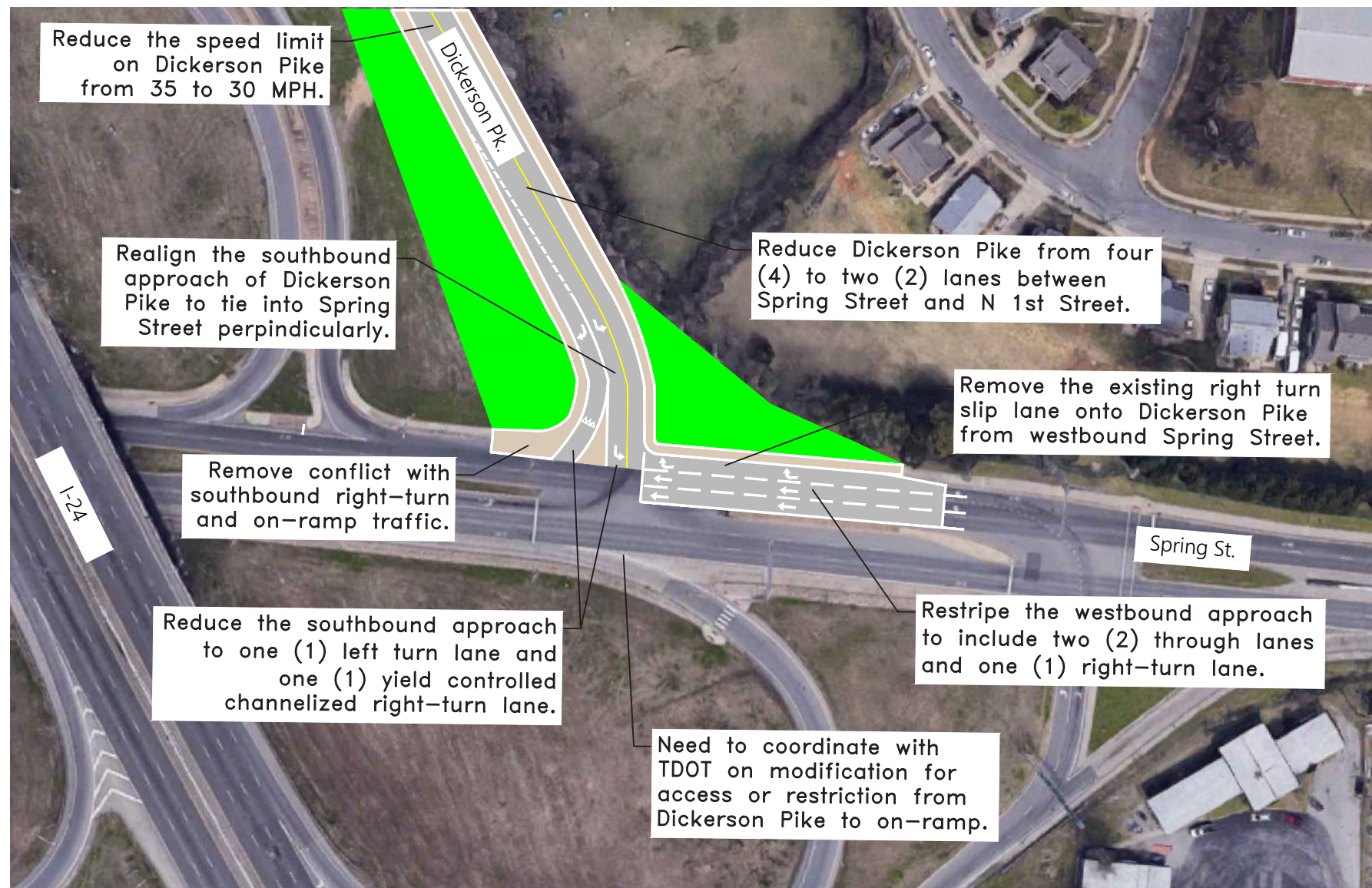
NOTE:
 EACH SITE WILL HAVE A LEAST ONE PRIMARY PEDESTRIAN ENTRANCE DIRECTLY FROM DICKERSON, MERIDIAN OR PRIMARY FACING STREET.

 ZONE OF 4 STORY STRUCTURED PARKING.
 **NO ROOFTOP PARKING

 RESIDENTIAL LINER BUILDING



**INTERSECTION DETAIL
SPRING STREET & DICKERSON PIKE**



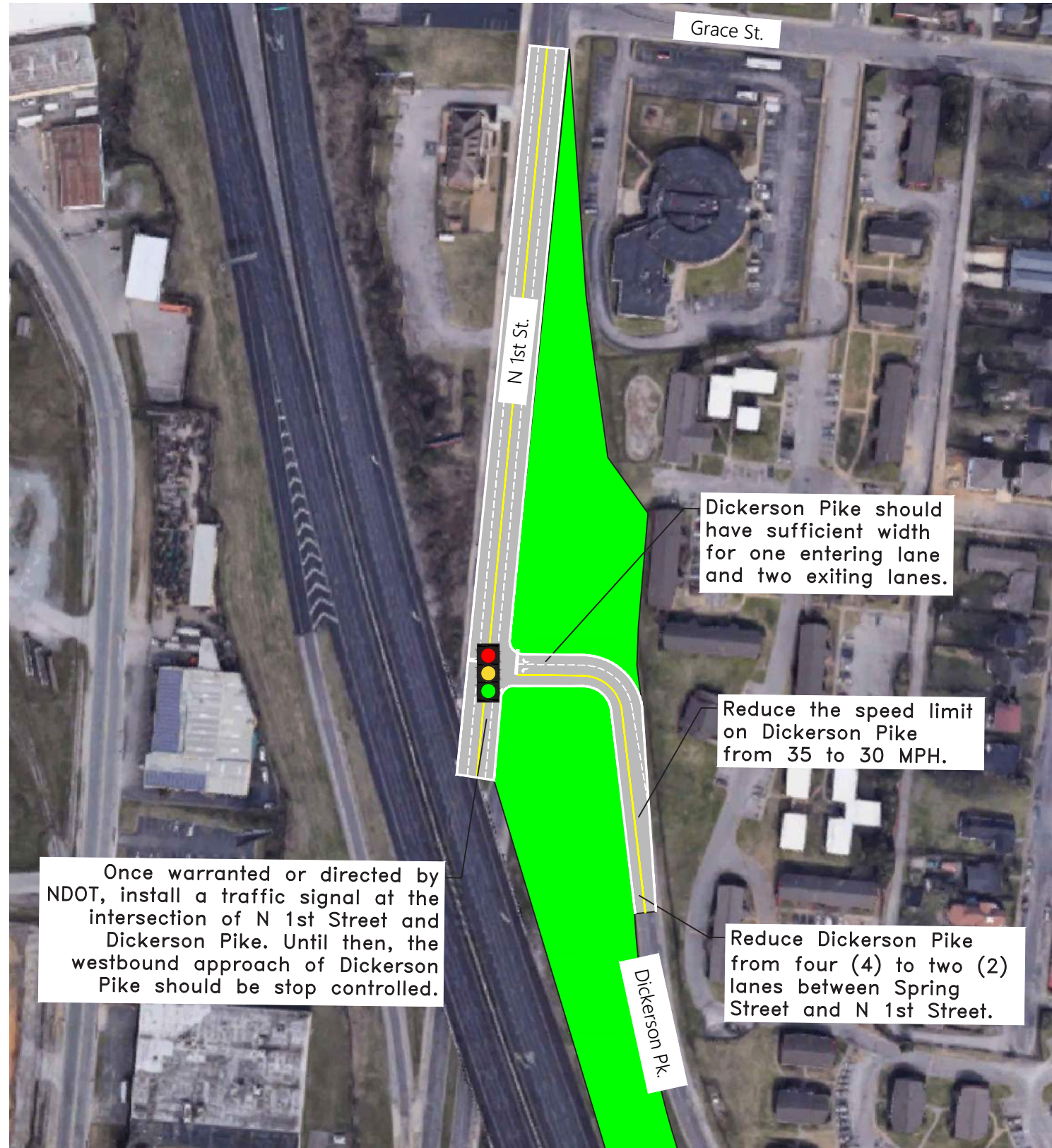
Proposed Southern Roadway Realignment
(Not to Scale)

Figure 2.

NOTE:

Development shall work with NDOT and TDOT to reconstruct the intersection of Spring Street at Dickerson Pike per the concept included within the Preliminary SP packet. Development will continue to coordinate design, providing further analysis of conditions and details to arrive at final design with NDOT. Final design details are to be submitted with Final SP approval for any construction Phase directly abutting Dickerson Pike. Intersection improvements are to be substantially complete prior to the issuance of the Use and Occupancy permit for any phase directly abutting Dickerson Pike.

INTERSECTION DETAIL
DICKERSON PIKE & N 1ST ST.
BUILD REALIGNMENT OF DICKERSON PIKE



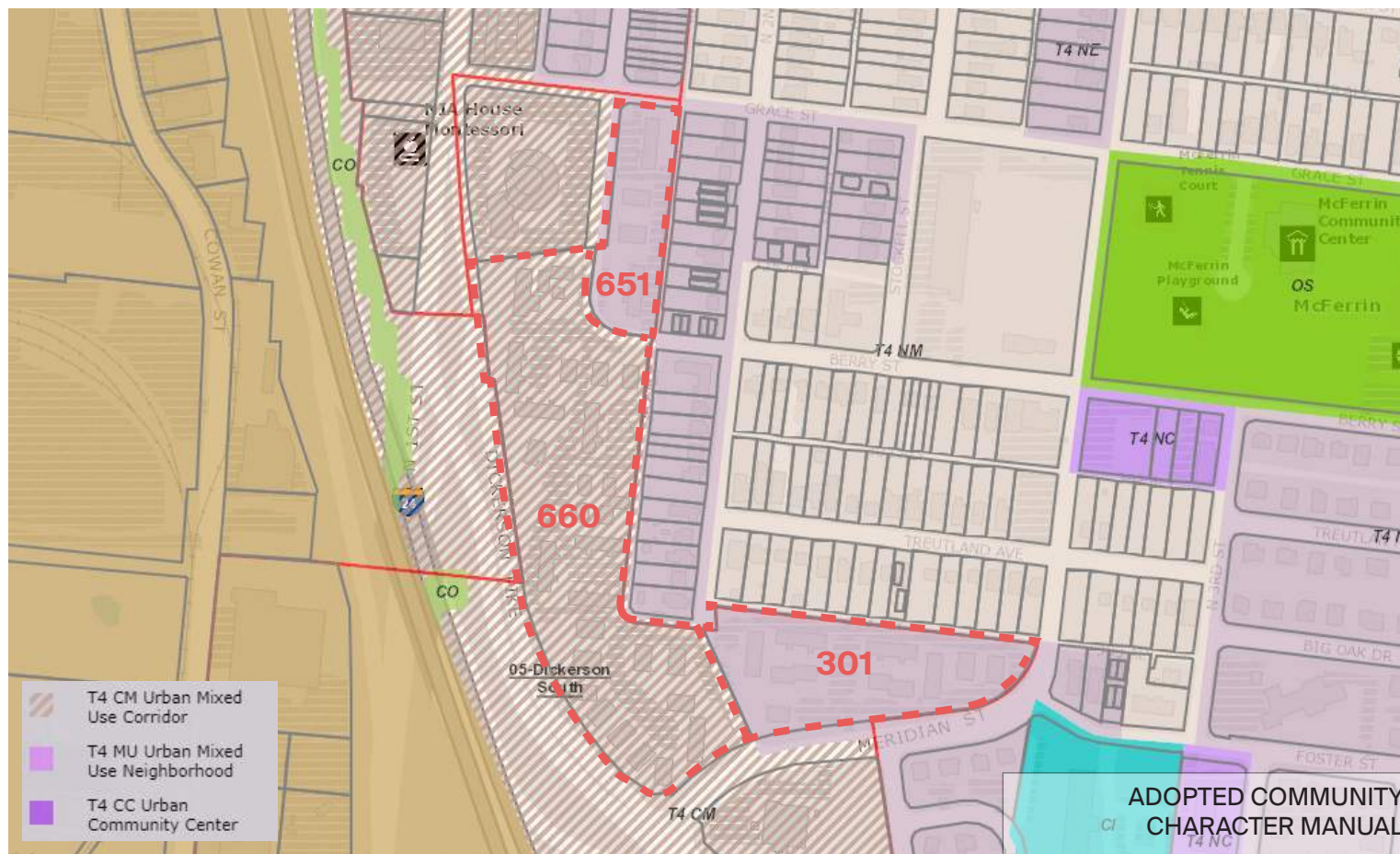
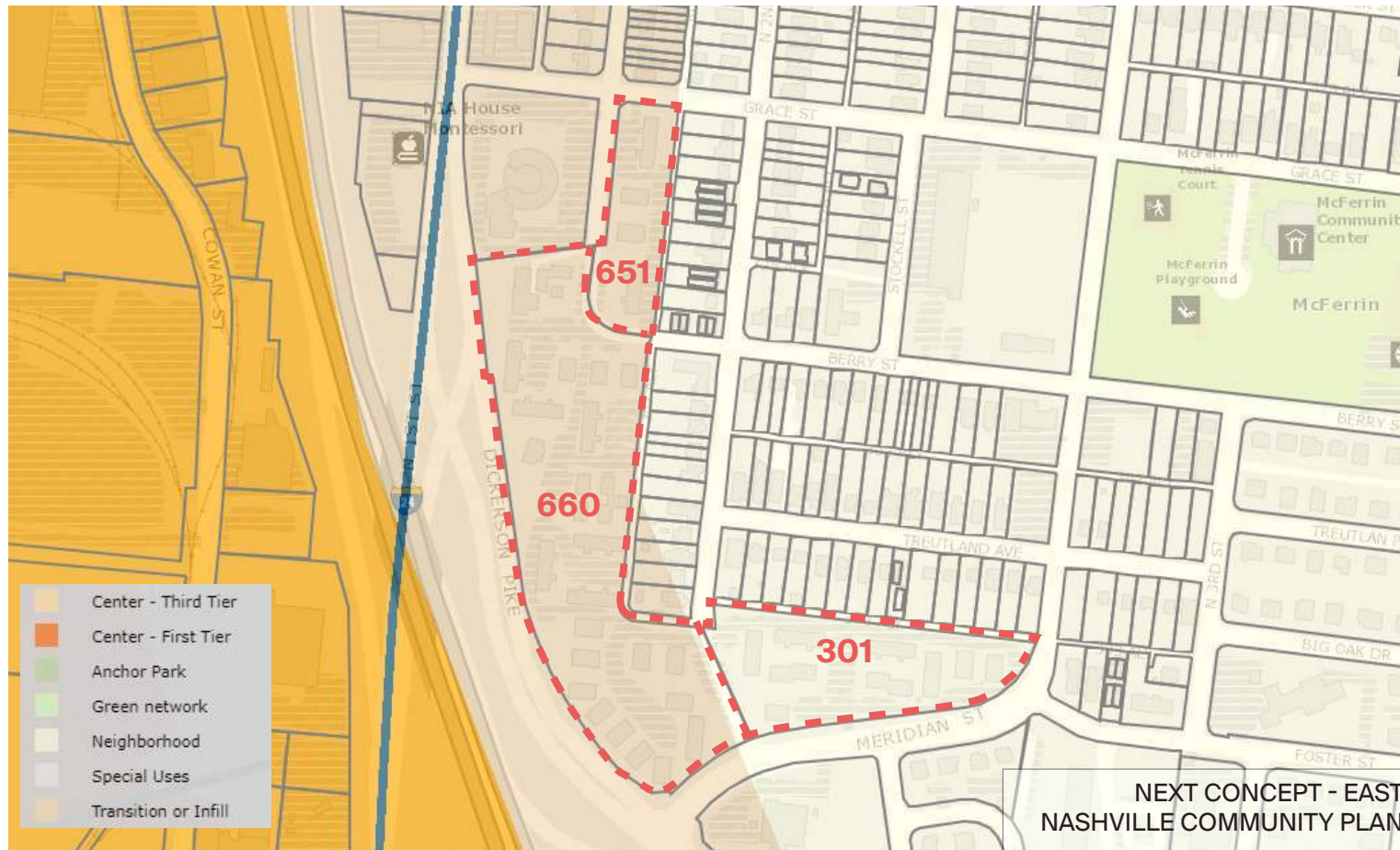
NOTE:

The "Build Scenario" realignment of Dickerson Pike (see site exhibit) is NDOT's preferred solution. Development is to work expeditiously with NDOT and TDOT for final approval of the realignment modification. If it is determined by NDOT and TDOT not to proceed with the "Build Scenario" realignment of Dickerson Pike, and no other alternatives are required, the development will proceed with road improvements, however no changes will be made to road alignments. If approved, the Dickerson Pike realignment construction is to be substantially complete prior to the issuance of the Use and Occupancy permit for any phase directly abutting Dickerson Pike. Improvements to the intersection of Spring Street at Dickerson Pike are separate from this condition. NDOT shall assist development in achieving said schedules and approvals. Realignment approval, if incomplete at the time of Use and Occupancy permit due to NDOT, TDOT or Federal delays, shall not restrict issuance of Use and Occupancy permits. In this event, development shall provide a bond for the estimated cost of the work to be completed.



Proposed Northern Roadway Realignment
(Not to Scale)

Figure 1.



***Appendix
East Nashville
Community Plan**

***For Reference Only**

These parcels sit within the East Nashville Community Plan. In this plan, they are shown as a Tier Three Center (651 and 660) and Neighborhood (301). Dickerson Pike is an immediate need corridor. Centers are envisioned to become pedestrian friendly areas with frequent transit service and a dense mix of uses. Tier Three areas are spaces that could received coordinated investments in response to opportunities identified by the private sector.

**T4 CM Urban
Mixed Use Corridor**



660

Within the Nashville Community Character Manual, the 660 Joseph Ave property is designated as T4 Center Urban Mixed Use Corridor (T4-CM). This policy is intended to maintain, enhance, and create urban, mixed use neighborhoods with a diverse mix of moderate to high density residential, commercial, office, and light industrial land uses, placing commercial uses at intersections with residential uses between intersections.

Typical Re-zonings for T4-CM Include:

- RM20-A
- RM40-A
- MUL-A
- MUG-A
- OR20-A
- OR40-A
- ORI-A
- SP's based on these zoning Districts

Appropriate Land Uses

- Mixed Use
- Residential
- Commercial
- Office
- Institutional
- Artisan manufacturing and other low impact industrial and warehousing use

Building Form (Mass, Orientation, Placement)

Mixed use, non-residential, and multifamily building heights are generally up to five stories.* Taller buildings may be appropriate at transitions and major intersections.

(* Supplemental Policy will permit 6 stories on this parcel. See next page.)

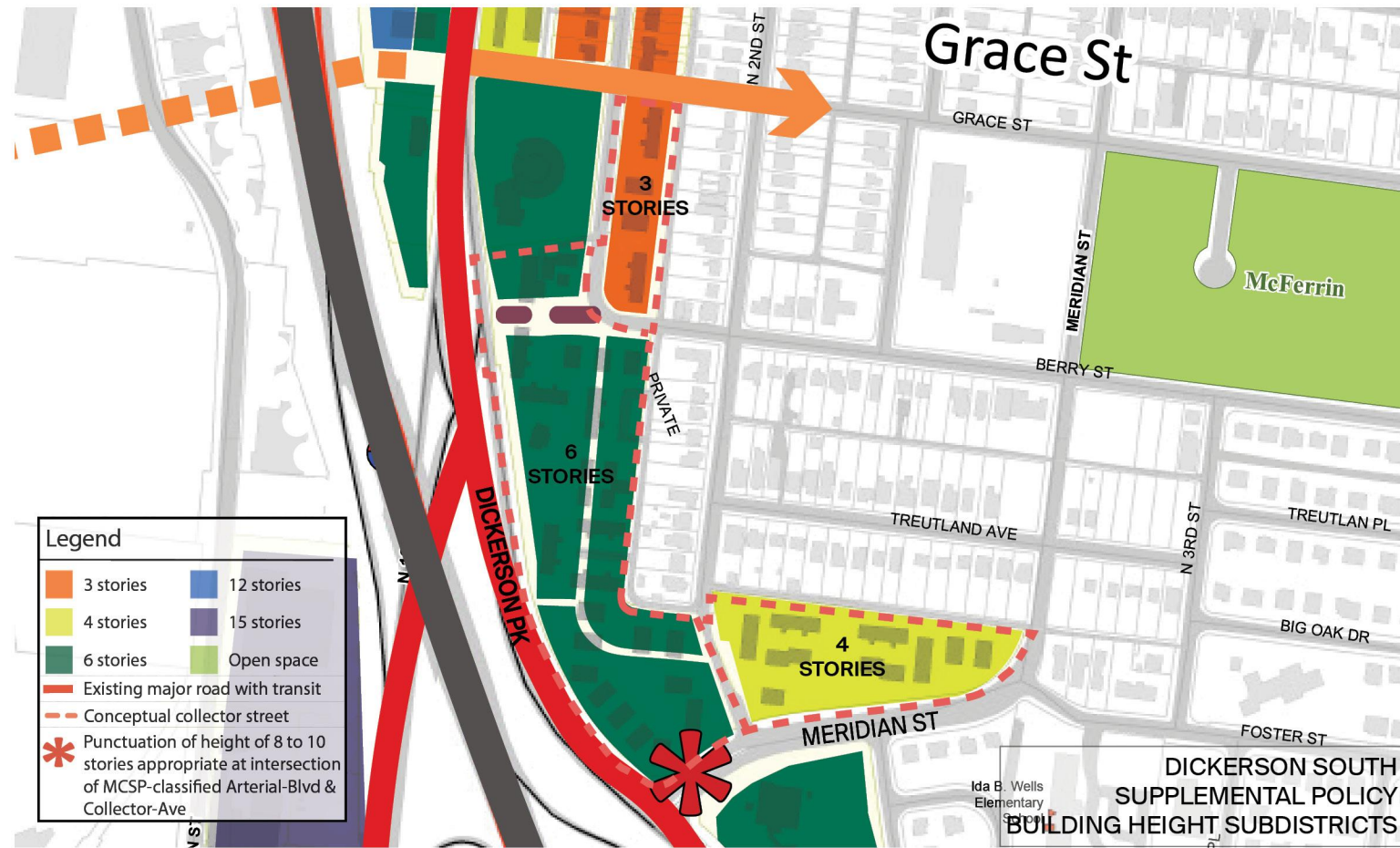
**T4 MU Urban
Mixed Use
Neighborhood**



651

301

Within the Nashville Community Character Manual, the 651 Joseph Ave and 301 2nd St properties are designated as T4 Center Urban Mixed Use Neighborhood (T4-MU). This policy is intended to preserve, enhance, and create mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed use and light development. These areas are intended to be served by high levels of connectivity with complete street networks, sidewalks, bikeways and mass transit.



***Appendix**
Planning Policies
Supplemental Policy:
Dickerson South
Corridor Study

**For Reference Only*

These sites are part of a Small Area Plan Amendment within the East Nashville Community Plan of Nashville Next.

Appropriate Land Uses

Transit-supportive uses and densities, mixed-use developments and diverse range of housing types are encouraged. Taller buildings are appropriate and necessary to the west of Dickerson for high-capacity transit service.

* Zoning districts that meet the policy and achieve close to the maximum height envisioned by the subdistrict.

SUBSTITUTE ORDINANCE NO. BL2022-1328

An Ordinance amending Section 17.16.060 of the Metropolitan Code, Zoning Regulations to delete the limitations on veterinarian facility size and the number of veterinarian establishments per lot in zoning districts where the veterinarian use is permitted conditionally (Proposal No. 2022Z-010TX-001).

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

Section 1. That Section 17.08.030 of the Metropolitan Code, Zoning Regulations, is hereby amended by modifying subsection D as follows:

ZONING DISTRICT LAND USE TABLE																															
	AG	Residential				SP	Mixed Use				Office				Commercial				Downtown (DTC)				Shopping Center		Industrial						
Key: P-Permitted PC- Permitted w/conditions* SE-Special exception* A-Accessory* O-Overlay * Refer to Chapter 17.16 for standards	AG and AR2a	RS30 through RS3.75-A	RS0 through R6-A	RM2 through RM20-A-NS	RM40 through RM100-A-NS	MHP	SP**	MUN, MUN-NS, MUN-A, and MUN-A-NS	MUL, MUL-NS, MUL-A, and MUL-A-NS	MUG, MUG-NS, MUG-A, and MUG-A-NS	MUL, MUL-NS, MULA, and MULA-NS	ON	OL	OG and OG-NS	OR20 through OR40-A-NS	ORL, ORL-NS, ORI-A, and ORI-A-NS	CN, CN-NS, CN-A, and CN-A-NS	CL, CL-NS, CL-A, and CL-A-NS	CS, CS-NS, CS-A, and CS-A-NS	CA and CA-NS	CF and CF-NS	North	South	West	Central	SCN and SCN-NS	SCC and SCC-NS	SCR and SCR-NS	IWD	IR	IG
	Veterinarian							PC	PC	PC	PC	PC	PC	PC	PC	PC	P	P	P	P	P	P	P	P	PC	PC	PC				

Section 42. That Section 17.16.060 of the Metropolitan Code, Zoning Regulations, is hereby amended by deleting subsection B in its entirety and substituting with the following new subsection B:

B. Veterinarian. The building footprint of veterinary offices and facilities shall be limited to four thousand square feet. The following shall apply:

1. Animal boarding shall occur within completely enclosed structures.
2. Landscape Buffer Yard. Outdoor exercise yards shall be completely fenced and used only between seven a.m. and seven p.m. Where such outdoor activities about a residential zone district or district permitting residential use, landscape buffer yard Standard B shall apply along common property lines. A six-foot opaque vertical fence may substitute for landscaping; however the buffer yard width of landscape buffer yard Standard B shall still apply along common property lines.
3. Boarding Kennel. Kennels for the boarding of companion animals not undergoing medical treatment are permitted as an ancillary use subject to the following conditions.
 - a. No more than thirty percent of the gross floor area of the veterinary clinic may be used as a boarding kennel.
 - b. No outdoor kennels or runs are permitted.
 - c. No part of any building or structure in which animals are housed shall be closer than fifty feet from any existing residence located on an adjacent parcel.
 - d. Cages. For a kennel, each animal shall have sufficient space to stand up, lie down and turn around without touching the sides or top of cages. Cages are to be of material and construction that permits cleaning and sanitizing. Cage floors of concrete, unless radiantly heated, shall have a resting board or some type of bedding.

- e. Watering of Animals. All animals shall have fresh water available at all times. Water vessels shall be mounted or secured in a manner that prevents tipping and shall be of the removable type.
- f. On-Site Waste Collection. All on-site waste shall be housed either within the kennel building or an accessory structure, and all waste shall be disposed of in a sanitary fashion no less frequently than one time per week. The drainage of all liquid by-products from the kennel shall be discharged into a permitted sanitary sewer line or septic tank and shall not be disposed of by way of storm sewers, creeks, streams, or rivers.
- g. Building Temperature. Enclosures must be provided which shall allow adequate protection against weather extremes. Floors of buildings, runs, and walls shall be of an impervious material to permit proper cleaning and disinfecting.
- h. Security Residence. The building footprint of an accessory security residence, if provided, shall be in addition to the maximum permitted building footprint of the veterinary clinic. All standards of Section 17.16.030(C) shall be met.

Section 23. The Metropolitan Clerk is directed to publish a notice announcing such change in a newspaper of general circulation within five days following final passage.

Section 34. This Ordinance shall take effect upon publication of above said notice announcing such change in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

Erin Evans
Member of Council

SUBSTITUTE ORDINANCE NO. BL2022-1346

An Ordinance amending Chapters 17.04 and 17.12 of the Metropolitan Code to add a definition for “trade permit”, amend regulations on accessory structures, and to amend regulations on the allowed building height of single and two family dwellings in the Urban Zoning Overlay District (Proposal No. 2022Z-012TX-001).

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

Section 1. That the definition for “Accessory or ancillary structure” in Subsection 17.04.060.B of the Metropolitan Code is hereby amended by deleting it in its entirety and replacing it with the following:

“Accessory or ancillary structure building” means a structure detached from a principal building located on the same lot that is customarily incidental and subordinate to the principal building. These structures shall only be used to store personal items, yard equipment, pool equipment, vehicles, or other items of a personal nature. These structures are not to be used as an accessory dwelling unit, additional living or sleeping area outside of the principal structure, or as a commercial office or other commercial activity, excluding commercial activity permitted as a home occupation by Subsection 17.16.250.D of the Metropolitan Code shall not be used for living quarters, sleeping quarters, or commercial activity unless authorized by base zoning, overlay, or appropriate use permit. Accessory buildings may be heated and cooled spaces and shall only be permitted one standalone utility sink not to exceed 24” x 24”, one toilet, and one hand washing sink. Electrical service is restricted to a single 100-amp service unless just cause can be shown to the Zoning Administrator why additional amperage is required.

Section 2. That Subsection 17.04.060.B of the Metropolitan Code is hereby amended by adding a definition for “Trade permit” in alphabetical order as follows:

“Trade permit” means a permit issued by the Metropolitan Codes Department to perform electrical, plumbing, gas, low voltage, or HVAC work.

Section 23. That Subsection 17.12.040.E.1 of the Metropolitan Code is hereby amended by adding new subsections c and d as follows deleting subsections a and b in their entirety and replacing them with the following:

- ~~c. Any detached accessory structure greater than seven hundred square feet shall meet all required setbacks and height controls.~~
- ~~d. Any detached accessory structure used as a garage or personal storage shall be permitted one stand-alone utility sink no greater than 24” X 24”, one toilet, and one hand washing sink. Electrical service shall be limited to 100 amps; HVAC is permitted, and accessory structures may have separate utility meter(s). Kitchens, wet bars, or other types of recreational space shall be prohibited. Prior to receiving trade permits a Restrictive Covenant shall be recorded with the Register of Deeds stating the detached accessory structure shall not be used as a separate dwelling unit, living or sleeping area, or used for commercial purposes unless expressly permitted by the Metropolitan Nashville Zoning Code.~~
- a. Accessory buildings with a footprint of 700 square feet or less and located to the rear of a principal structure shall provide a minimum side setback equal to one-half of that required for the zoning district, but not less than three feet, and a minimum rear setback of at least three feet, except when garage doors or carport openings face or open directly to an alley, in which

case the minimum rear setback shall be ten feet. Accessory buildings with a footprint of more than 700 square feet shall provide the full setbacks of the zoning district;

- b. Above ground swimming pools or in-ground swimming pools that extend more than twelve inches above ground level and are located to the rear of a principal structure shall provide a minimum side setback equal to one-half of that required for the zoning district, but not less than three feet. In-ground swimming pools that extend above ground level less than twelve inches shall provide a minimum setback of three feet;

Section ~~34~~. That Section 17.12.060 of the Metropolitan Code is hereby amended by deleting subsections B and C.1 in their entirety and replacing them with the following:

- B. Special Height Regulations for Single-Family and Two-Family Dwellings. Single-family and two-family dwellings shall not exceed three stories. On all lots with a size less than forty thousand square feet, accessory structures shall not exceed one story or sixteen feet in height. On all lots with a size with forty thousand square feet or more, accessory structures located to the rear of the principal dwelling may be two stories or twenty-four feet in height provided that the full side and rear setbacks required by the applicable district are provided. If not so established in historic overlay districts, the zoning administrator shall establish height regulations based upon the recommendation of the historic zoning commission.
- C. Special Height Regulations for Single-Family and Two-Family Dwellings Within the Urban Zoning Overlay District.
1. Single-family and two-family dwellings shall not exceed three stories to a maximum height of forty-five feet. Maximum height shall be measured from either the ~~natural~~ finished grade or, if present, from the ceiling of an exposed basement not more than seven feet above the finished grade. Finished grade shall be determined based on the average elevation of the four most exterior corners of the structure, to the eave or roof deck. Finished grade is the final ground elevation.

Section ~~45~~. The Metropolitan Clerk is directed to publish a notice announcing such change in a newspaper of general circulation within five days following final passage.

Section ~~56~~. This Ordinance shall take effect upon publication of above said notice announcing such change in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

Kathleen Murphy
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE BL2022-1394

Mr. President –

I hereby move to amend Ordinance No. BL2022-1394 as follows:

- I. By Adding a new Section 7 as follows and renumbering all subsequent sections:

Section 7. Be it further enacted, that the Metropolitan Clerk is hereby authorized and directed, upon the enactment and approval of this ordinance, to cause the change to be made on Map 140 of said Official Zoning Map for Metropolitan Nashville and Davidson County, as set out in Section 1 of this ordinance, and to make notation thereon of reference to the date of passage and approval of this amendatory ordinance.

INTRODUCED BY:

Dave Rosenberg
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE BL2022-1396

Mr. President –

I hereby move to amend Ordinance No. BL2022-1396 as follows:

- II. By Adding a new Section 2 as follows and renumbering all subsequent sections:

Section 2. Be it further enacted, that the Metropolitan Clerk is hereby authorized and directed, upon the enactment and approval of this ordinance, to cause the change to be made on Map 140 of said Official Zoning Map for Metropolitan Nashville and Davidson County, as set out in Section 1 of this ordinance, and to make notation thereon of reference to the date of passage and approval of this amendatory ordinance.

INTRODUCED BY:

Dave Rosenberg
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE BL2022-1397

Mr. President –

I hereby move to amend Ordinance No. BL2022-1397 as follows:

III. By Adding a new Section 7 as follows and renumbering all subsequent sections:

Section 7. Be it further enacted, that the Metropolitan Clerk is hereby authorized and directed, upon the enactment and approval of this ordinance, to cause the change to be made on Map 082 of said Official Zoning Map for Metropolitan Nashville and Davidson County, as set out in Section 1 of this ordinance, and to make notation thereon of reference to the date of passage and approval of this amendatory ordinance.

INTRODUCED BY:

Sean Parker
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE BL2022-1399

Mr. President –

I hereby move to amend Ordinance No. BL2022-1399 as follows:

IV. By Adding a new Section 2 as follows and renumbering all subsequent sections:

Section 2. Be it further enacted, that the Metropolitan Clerk is hereby authorized and directed, upon the enactment and approval of this ordinance, to cause the change to be made on Map 058 of said Official Zoning Map for Metropolitan Nashville and Davidson County, as set out in Section 1 of this ordinance, and to make notation thereon of reference to the date of passage and approval of this amendatory ordinance.

INTRODUCED BY:

Jonathan Hall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE BL2022-1400

Mr. President –

I hereby move to amend Ordinance No. BL2022-1400 as follows:

- V. By Adding a new Section 7 as follows and renumbering all subsequent sections:

Section 7. Be it further enacted, that the Metropolitan Clerk is hereby authorized and directed, upon the enactment and approval of this ordinance, to cause the change to be made on Map 156 of said Official Zoning Map for Metropolitan Nashville and Davidson County, as set out in Section 1 of this ordinance, and to make notation thereon of reference to the date of passage and approval of this amendatory ordinance.

INTRODUCED BY:

Dave Rosenberg
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE BL2022-1401

Mr. President –

I hereby move to amend Ordinance No. BL2022-1401 as follows:

VI. By Adding a new Section 2 as follows and renumbering all subsequent sections:

Section 2. Be it further enacted, that the Metropolitan Clerk is hereby authorized and directed, upon the enactment and approval of this ordinance, to cause the change to be made on Map 070 of said Official Zoning Map for Metropolitan Nashville and Davidson County, as set out in Section 1 of this ordinance, and to make notation thereon of reference to the date of passage and approval of this amendatory ordinance.

INTRODUCED BY:

Kyonzté Toombs
Member of Council

SUBSTITUTE ORDINANCE NO. BL2022-1402

An ordinance to amend Title 17 of the Metropolitan Code of Laws, the Zoning Ordinance of The Metropolitan Government of Nashville and Davidson County, by changing from IR to MUI-A-SP zoning for properties located at 5604 and 5700 Centennial Blvd and Centennial Blvd (unnumbered), at the intersection of Centennial Blvd and Ohio Ave. (1.52 acres), to permit a mixed-use development, all of which is described herein (Proposal No. 2022Z-063PR-001).

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

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

By changing from IR to MUI-A-SP zoning for properties located at 5604 and 5700 Centennial Blvd and Centennial Blvd (unnumbered), at the intersection of Centennial Blvd and Ohio Ave. (1.52 acres), being Property Parcel Nos. 031, 033, 034 as designated on Map 091-00 of the Official Property Identification Maps of The Metropolitan Government of Nashville and Davidson County, all of which is described by lines, words and figures on the attached sketch, which is attached to and made a part of this ordinance as though copied herein.

Section 2. Be it further enacted, that the uses of this SP shall be limited to multi-family residential and related ancillary uses, financial institution, general office, medical office, ATM, bar or nightclub, grocery store, hotel/motel, personal care services, fast-food restaurant, full service restaurant, take-out restaurant, retail, multi-media production, and theater. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.

Section 3. Be it further enacted, that the following conditions shall be completed, bonded, or satisfied as specifically required:

1. All standards and requirements of the attached regulatory SP plan (Exhibit A) shall be fully met.
2. This property shall not be eligible for short-term rental property (STRP) permits. Short Term Rental Property (STRP) – Owner Occupied and Short Term Rental Property (STRP) – Non-Owner Occupied uses shall be prohibited.
3. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. The developer shall work with NDOT to provide traffic control improvements at the intersection of Centennial Boulevard with Ohio Avenue and 56th Avenue. This shall include the deployment of a crosswalk as approved by NDOT.

Section 4. Be it further enacted, a corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.

Section 5. Be it further enacted, minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site

design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

Section 6. Be it further enacted, if a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUI-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.

Section 7. Be it further enacted, that the Metropolitan Clerk is hereby authorized and directed, upon the enactment and approval of this ordinance, to cause the change to be made on Map 091 of said Official Zoning Map for Metropolitan Nashville and Davidson County, as set out in Section 1 of this ordinance, and to make notation thereon of reference to the date of passage and approval of this amendatory ordinance.

Section 28. The Metropolitan Clerk is directed to publish a notice announcing such change in a newspaper of general circulation within five days following final passage.

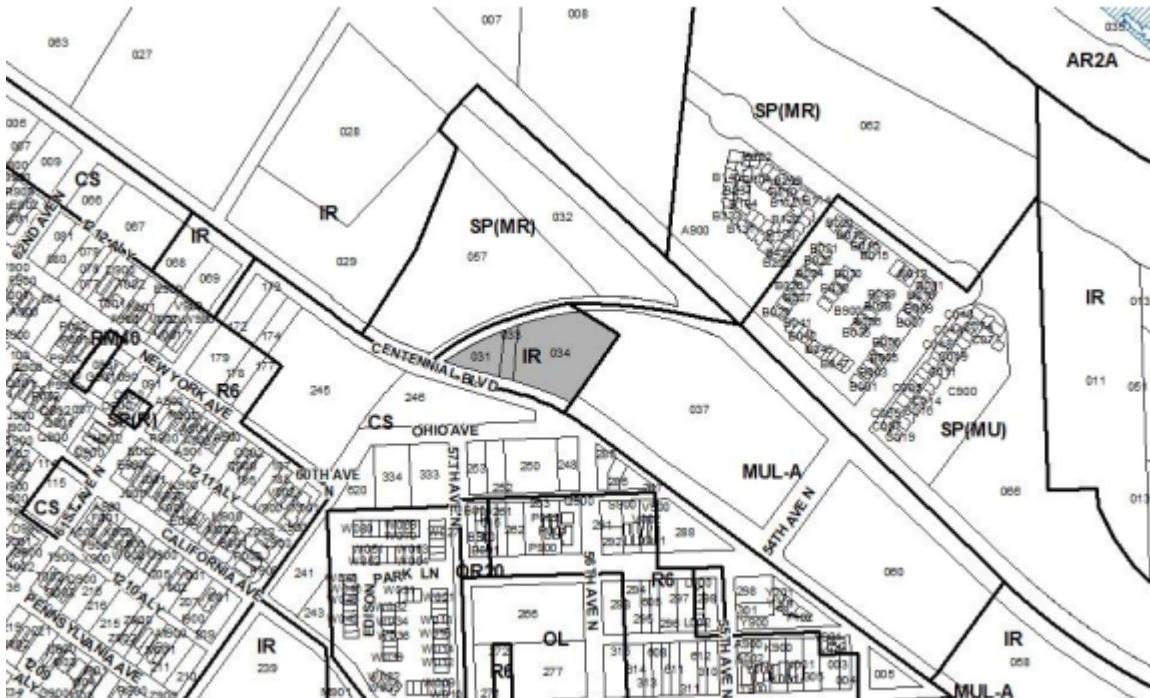
Section 39. This Ordinance shall take effect upon publication of above said notice announcing such change in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

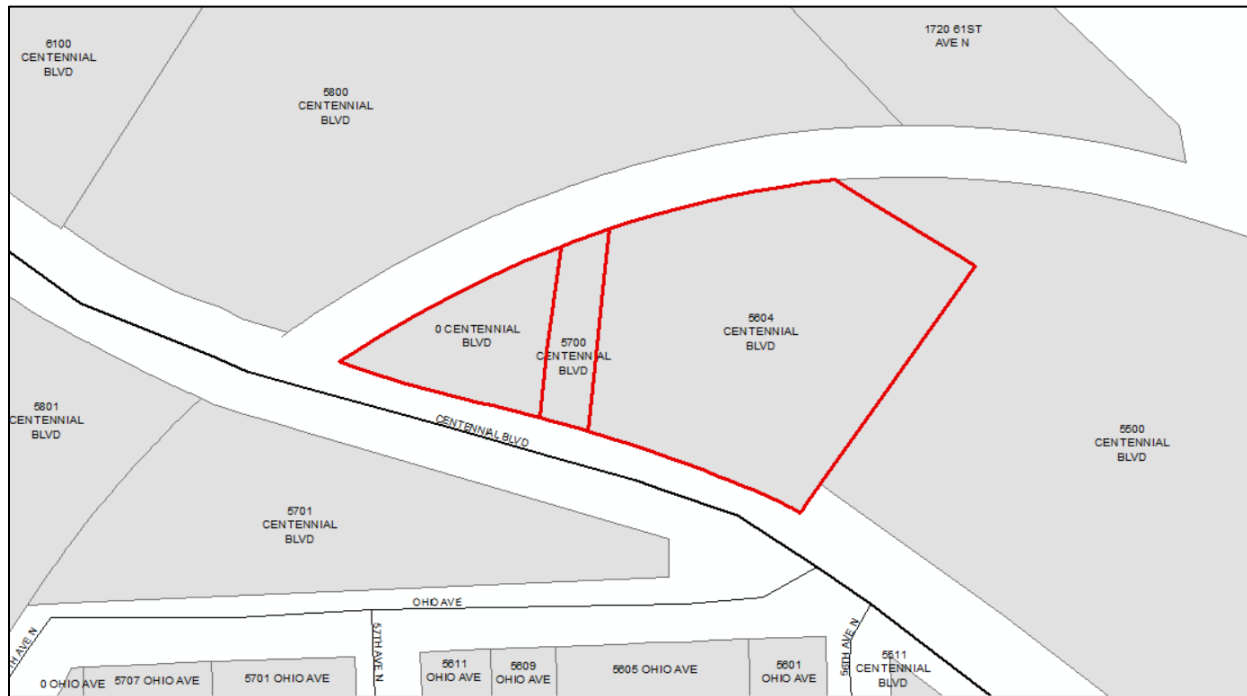
Bob Mendes
Member of Council

2022Z-063PR-001
Map 091, Parcel(s) 031, 033-034
Subarea 07, West Nashville
District 20 (Mary Carolyn Roberts)
Application fee paid by: Regions

A request to rezone from IR to MUL-A-SP zoning for properties located at 5604 and 5700 Centennial Blvd and Centennial Blvd (unnumbered), at the intersection of Centennial Blvd and Ohio Ave. (1.52 acres), to permit a mixed-use development, requested by Buchalter APC, applicant; Zad, Payman, owner.



Regulatory Specific Plan for 5604 and 5700 Centennial Blvd and Centennial Blvd (unnumbered) (2022Z-063PR-001)



Applicability:

The General Standards provided herein shall apply to the entirety of the Specific Plan (SP) district and shall be fully met.

For development standards and requirements not specifically included within this regulatory SP and/or included as a condition of Metro Council approval, the property shall be subject to the standards, regulations, and requirements of the MUI-A zoning district as of the date of the applicable request or application.

General Standards:

Permitted Uses:

The uses of this SP shall be limited to multi-family residential and related ancillary uses, financial institution, general office, medical office, ATM, bar or nightclub, grocery store, hotel/motel, personal care services, fast-food restaurant, full service restaurant, take-out restaurant, retail, multi-media production, and theater. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.

Building Standards:

1. The maximum height allowed shall be 8 stories in 105 feet as measured from the finished grade, with no required step-back.

2. A minimum of 30% of the conditioned ground floor space shall be used for non-residential uses with access directed towards Centennial Blvd.
3. The ground floor shall have a minimum ceiling height of 14 feet if non-residential uses are included on the ground floor.

Architectural Requirements:

1. The development shall provide a functional entry onto the street/sidewalk network or other public space at frequent intervals to promote activity at the street level.
2. For building facades fronting streets and public open space, the width of any blank facade (without glazing) shall not exceed 30 feet. Pilasters, building wall recesses or projections, and/or variations in materials and color may be used to achieve this massing standard.
3. All parking garage facades visible from public streets or adjacent parcels, shall be screened in a manner the complements the architectural character of the primary structure.
4. Refuse collection, recycling, and mechanical equipment shall be fully screened from public view by the combination of fences, walls, or landscaping.
5. There shall be a minimum glazing of 50% on the ground floor of facades facing a public right-of-way. The remainder of the structure shall have a minimum glazing of 30% on all facades excluding any parking garage façade.
6. Windows shall be vertically oriented at a ratio 1.5:1 or greater; planning staff may allow modifications to this standard for dormers, decorative windows, clerestory windows, egress windows, storefront windows, curtain walls and other special conditions.
7. If provided, porches shall have a minimum depth of 6 feet; stoops shall have a minimum depth of 4 feet.
8. The architectural elevations shall be reviewed and approved with the final site plan to ensure compliance with the final approved legislation and applicable standards and regulations.

Site Requirements:

1. Bicycle parking will be provided per the Metro Zoning Code. Bicycle parking locations shall be identified in the Final SP Plan.
2. Street trees shall be provided, irrigated, and maintained along all street frontages at a minimum spacing average of 40 linear feet. All street trees placed within ROW shall count toward tree density unit credit outlined in Metro Zoning Code 17.24.
3. A type 'A' buffer yard as described in Figure 17.24.240A of the Metro Code shall be applied along the property line shared with 5500 Centennial Blvd.

Required Street Improvements:

1. The requirements of the Major and Collector Street Plan shall be met along Centennial Boulevard. An alternate design may be allowed to create a multi-use path as opposed to separate bike lane and sidewalk facilities pending design coordination with NDOT and the Planning Department. The final design shall be determined with the final site plan.
2. The developer shall work with NDOT to provide traffic control improvements at the intersection of Centennial Boulevard with Ohio Avenue and 56th Avenue. This shall include the deployment of a crosswalk as approved by NDOT.

AMENDMENT NO. ____
TO
ORDINANCE BL2022-1403

Mr. President –

I hereby move to amend Ordinance No. BL2022-1403 as follows:

VII. By Adding a new Section 2 as follows and renumbering all subsequent sections:

Section 2. Be it further enacted, that the Metropolitan Clerk is hereby authorized and directed, upon the enactment and approval of this ordinance, to cause the change to be made on Map 069 of said Official Zoning Map for Metropolitan Nashville and Davidson County, as set out in Section 1 of this ordinance, and to make notation thereon of reference to the date of passage and approval of this amendatory ordinance.

INTRODUCED BY:

Jonathan Hall
Member of Council

AMENDMENT NO. ____
TO
ORDINANCE BL2022-1404

Mr. President –

I hereby move to amend Ordinance No. BL2022-1404 as follows:

VIII. By amending Section 4 to add the following condition:

2. The developer shall contribute up to a maximum of \$130,000 toward the construction of a traffic signal at the intersection of Mulberry Downs Circle and Dickerson Pike.

INTRODUCED BY:

Jennifer Gamble
Member of Council

SUBSTITUTE ORDINANCE NO. BL2022-1379

An Ordinance to amend Title 2 of the Metropolitan Code of Laws to create the Nashville Entertainment Industry Board. Creation Commission.

~~WHEREAS, while it is recognized that the Music Recording and Live Event Industries have historically generated billions of dollars annually, and have prospered from industry focused Commissions and Boards over the past 25 years, the Nashville motion picture and television industries are in a completely different situation, because unlike music focused business's, the motion picture and television industry has been substantially and critically impacted and challenged by the advent of film incentives enacted by competing cities or states.; and~~

~~WHEREAS, the Nashville Film Office that was originally formed in 1993 was substantially impacted through six different incarnations across three different Mayoral Administrations, where each new Administration used its incoming prerogative to reconstruct the Office, from its own independent entity, to a department under the Mayor's Office of Economic and Community Development, with increasing instability and limited effectiveness, ultimately eroding the Office in function and budget until 2007, when it was disbanded completely and the film permitting function moved the Parks Department; and~~

~~WHEREAS, in 2001 a group of film & television industry executives and production companies formed FilmNashville to collectively solicit out of state business and to foster a relationship between a Nashville Film Office and the Tennessee Film Commission, the group set up offices within the then Convention and Visitors Bureau in 2004, and to its credit, succeeded in compiling the first film/television Location and Production directory; and~~

WHEREAS, though known as Music City, USA, all of Nashville's creative industries have grown substantially over the last ten years. While the music industry has been at the forefront, Nashville has not strategically nurtured relationships within the film/television, theatre, virtual reality and other creative industries with the same commitment, and there is a great need now to embrace, support and uplift all creative industries fairly across the board, and

WHEREAS, the establishment of a Nashville Entertainment Creation Commission (NECC) would equitably address all of Nashville's creative industries and build positive relationships across sectors. The NECC would encourage the recruitment of out-of-state projects and the development of locally created content to help drive tourism and additional tax revenues to Metro Nashville and further facilitate the creation of intellectual property content owned by Nashvillians; and

WHEREAS, the Nashville Entertainment Creation Commission would recruit and develop projects by having membership comprised of industry executives and lay people who have national and international relationships that have transformational economic impacts; and

WHEREAS, there is a lack of diversity in the entertainment industries of Nashville, and there needs to be a focused and intentional process to be established in order to have cultural representation and be able engage students interested in entertainment careers through metro schools as well as Nashville area colleges and universities, and

WHEREAS, in 2006, the State of Tennessee, via the Tennessee Film Commission, passed the Visual Content Act to compete with cities and states that already had or would soon create film incentives in the form of rebates, and/or transferable tax credits; and

WHEREAS, the Tennessee Film Commission subsequently changed its brand to the Tennessee Entertainment Commission to include other entertainment industries; and

WHEREAS, in 2018 the Tennessee Entertainment Commission and Tennessee Department of Economic and Community Development (“ECD”) proposed and secured the passage of legislation for an expansion of the Visual Content Act to enable incentives to include feature films, television, video games, animation, digital entertainment and music scoring; and

WHEREAS, in 2021 the Tennessee Entertainment Commission and ECD proposed and secured passage of legislation for a new Franchise and Excise (“F&E”) Tax Credit that could be applied to all entertainment industry categories served by the Tennessee Entertainment Commission; and

WHEREAS, any entertainment industry entity within Nashville will need to work with, and be in alignment with, the Tennessee Entertainment Commission in order to optimally utilize the new F&E tax incentive to generate much greater levels of entertainment industry activity in the Nashville area; and

WHEREAS, with the establishment of a Nashville Entertainment Industry Board Creation Commission, both the recruitment of out-of-state projects and development of locally created content would help drive tourism and additional tax revenues to Metro Nashville and further facilitate the ~~packaging, financing, and global distribution~~ creation of intellectual property content ~~created and owned~~ by Nashvillians; and

WHEREAS, a Nashville Entertainment Industry Board Creation Commission that can both recruit and develop projects requires membership comprised of business leaders and lay people who have national and international relationships that can have bona fide transformational economic impacts; ~~and~~

~~WHEREAS, there is a lack of diversity in the motion picture and entertainment industries of Nashville, not due to employer mandates, but because more thorough training and aspirational information is necessary at high school levels in all neighborhoods, with a coherent process established to flow students interested in entertainment careers upward to Nashville vocational colleges and universities, such a strategy for diversity would enrich the content created in Nashville; and~~

~~WHEREAS, the Tennessee Entertainment Commission has indicated that it would officially recognize an Entertainment Industry entity positioned in the Nashville Chamber of Commerce, the Nashville Convention & Visitors Corporation, or the Mayor’s Office.~~

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

Section 1. That Title 2 of the Metropolitan Code of Laws is hereby amended by creating a new Chapter 2.147 as follows:

Chapter 2.147 –~~Nashville Entertainment Industry Board~~ Nashville Entertainment Industry Board Creation Commission

2.147.010 – Established.

There is hereby established a ~~Board~~ Commission to be known as the “Nashville Entertainment Industry Board Creation Commission”, referred to in this chapter as “~~board~~ commission.”

2.147.020 – Definitions.

“Entertainment industry” means commercial activity that involves the production, ~~distribution,~~ and sale of entertainment, whether in music, film, television, digital streaming content, virtual/augmented reality or within the metaverse/omniverse. Occupations in the entertainment industry include, but are not limited to, musicians, recording artists, songwriters, composers, music producers, record label executives, recording studio owners, recording engineers, music venue owners, music craftsman (such as a luthier), performing rights organizations, actors, film/television studio executives, screenwriters, directors, casting agents, film/television producers, crew members, editors, location scouts, videographers, voiceover artists, digital designers, grips, stagehands, film/television marketing professionals, entertainment related bankers, ~~packaging/distribution financiers,~~ managers, publicists, stylists, theatre companies, fashion design/promotion, playwrights, theater directors, film/television/digital gaming composers, graphic software architects and other not listed entertainment industry marketing professionals.

2.147.030 – Membership and term of office.

A. The ~~board~~ commission shall be composed of ~~9-19~~ 9-19 members. ~~Two-Five~~ Two-Five members shall be appointed by the mayor and confirmed by the council. ~~Two-Four~~ Two-Four members shall be elected by the council. One member shall be a council member elected by the Council’s Public Facilities, Arts and Culture Committee. ~~Two-Six~~ Two-Six members shall be selected by the council from nominations submitted from the entertainment industry at large. One member shall be selected by the council from nominations submitted by the International Alliance of Theatrical Stage Employees (IATSE). One member shall be selected by the council from nominations submitted by the Screen Actors Guild - American Federation of Television and Radio Artists (SAG-AFTRA). One member shall be selected by the council from nominations submitted by the American Federation of Musicians (AFM). All members shall hold occupations in the Entertainment Industry (as defined herein) and should have a minimum of five years of professional experience and show substantial business relationships for the recruitment of productions both locally and out-of-state or country, ~~or have existing relationships with project packaging entities, equity and lender financiers, world wide sales agents, domestic and international distributors, merchandising specialists, and revenue collection companies for monetizing intellectual properties created in Nashville.~~

B. Members of the ~~board~~ commission shall serve without compensation.

C. ~~Board~~ Commission members shall serve staggered ~~three~~ three five-year terms. Of the initial members appointed, three members shall be appointed for one year, ~~three~~ three four members shall be appointed for two years, ~~and three~~ and three four members shall be appointed for three years, four members shall be appointed for four years, and four members shall be appointed for five years.

D. The commission shall meet monthly. For the first six months after its establishment, the commission shall meet at least twice a month and work to establish the office of film, music and entertainment, including the hiring of the executive director of the office. The commission may schedule additional meetings as needed.

E. The commission shall never have more than 10 individuals from either the film industry or the music industry serving at any one time.

2.147.040 – Purpose of the ~~board~~commission

The purpose of the ~~board~~commission shall be to:

A. Create, market, promote and sustain relationships related to recruiting entertainment projects to Nashville and Davidson County and the development and promotion of the entertainment industry in Nashville and Davidson County. This will include promoting projects that involve multiple sectors of the entertainment industry; projects that promote economic development; and projects that create jobs related to the entertainment industry to local, regional, national and international companies.

B. Increase diverse representation across all creative sectors, including the creation of a directory of services and needs for entertainment productions within Nashville and Davidson County.

~~A.~~C. Endeavor to work closely with and build relationships with the Tennessee Entertainment Commission to establish and maintain operational connectivity to franchise & excise tax incentives and other opportunities for recruitment, promotion, and development of entertainment projects.

~~B. Establish, promote, develop, market, maintain and grow business relationships related to the recruitment of entertainment industry endeavors to Nashville and Davidson County, including the promotion of activities that merge different sectors of the entertainment industry, as well as economic development and job creation related to the entertainment industry to local, regional, national and international companies and clients.~~

~~C. Promote gender and racial equity throughout the entertainment industry and establish, maintain and grow awareness of entertainment industry opportunities throughout all neighborhoods in Nashville, including facilitating greater awareness at high schools in Metro Nashville of potential careers in the entertainment industry, facilitating practical pathways and training into Nashville vocational schools, two-year colleges, and university programs, culminating in guidance to career and business opportunities in the private sector.~~

2.147.045 – Initial goals of the commission.

The initial goals of the commission shall be to:

A. Create a strong brand identity for Nashville and Davidson County, TN related to the creative economy;

B. Be in the top 10 cities and counties in the United States for creative industries;

C. Provide significant and sustained investment in the creative industries in Nashville; and

D. Help Nashville and Davidson County grow its own workforce for the creative industry.

2.147.050 – Powers and Duties.

In order to carry out the ~~board's~~ commission's purposes, the ~~board~~commission shall have authority to:

- A. Elect a chair and other officers as necessary to carry out the functions and duties of the ~~board~~commission.
- B. Promulgate and maintain regulations and bylaws for the ~~board~~commission.
- C. ~~Conduct its affairs to authorize and create select advisory committees focused on each of the following: recruitment of entertainment to Nashville and Davidson County, development of local entertainment opportunities, and awareness of career and business opportunities in the entertainment industry.~~ Recruit and hire the executive director of the office of film, music, and entertainment. The executive director of the office of film, music, and entertainment must have experience in more than one creative industry in order to be better able to address multiple entertainment needs.
- D. Promote, market, and support the office of film, music, and entertainment, including the creation of a strategic plan for the office of film, music, and entertainment that outlines the goals, purpose, and duties of the office and the creation of a diversity and inclusion plan for the office.
- E. Create subcommittees to address the issues in entertainment industry. Members of these subcommittees are to be selected by the commission. Subcommittee members are not required to be current members of the commission, but must hold occupations the entertainment industry and should have a minimum of five years of professional experience. Each subcommittee shall meet monthly and submit a report to the commission, unless otherwise determined by the commission. The commission shall create the following subcommittees and may create additional subcommittees as needed:
 - 1. Music production;
 - 2. Film production;
 - 3. Diversity and inclusion;
 - 4. Workforce development and education;
 - 5. Music venue preservation;
 - 6. Community engagement;
 - 7. Creative quality of life issues (including affordable housing, financial planning, and healthcare).

2.147.060 – Staffing.

The work of the ~~board~~commission shall be managed by an executive director, who shall be appointed by and serve at the pleasure of the ~~board~~commission. Additional staff shall be provided for by the metropolitan government upon the recommendation of the ~~board~~commission.

The executive director and approved staff shall ~~provide necessary~~ be responsible for: managing the permitting, facilitation of locations for production, relations as necessary platform, building relationships for community engagement, managing location scouting

~~software, establishment of relationships with police, fire department and, maintenance of Metro Nashville Police Department, Metro Nashville Fire Department, Nashville Electric Service, Metro Water, security services, warehouse contacts, managing a directory of production personnel, vendors, soundstages, equipment rental, and any additional work necessary to carry out the duties and responsibilities established by this chapter.~~

Section 2. This Ordinance shall take effect from and after its final passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

SPONSORED BY:

Joy Styles
Kyonzté Toombs
Sandra Sepulveda
Members of Council

SUBSTITUTE ORDINANCE NO. BL2022-1384

An ordinance amending Section 12.12.190 of the Metropolitan Code of Laws relative to traffic calming projects.

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

Section 1. That Section 12.12.190 of the Metropolitan Code of Laws is hereby amended by deleting the section in its entirety and replacing it with the following:

12.12.190 - Traffic Calming Program

- A. The Nashville Department of Transportation and Multimodal Infrastructure (NDOT) shall maintain a program for traffic calming that allows neighborhood organizations to submit applications to identify, prioritize, and help mitigate the undesirable effects of traffic in residential neighborhoods. This program shall focus on traffic calming projects to improve street safety for all users. NDOT shall work with other departments including the planning department and the police department.
- B. NDOT shall select areas for traffic calming projects based on applications submitted pursuant to the traffic calming program at least once per year. Applications shall be evaluated by NDOT using criteria established by NDOT. NDOT shall maintain a record of all neighborhood organization applications for ~~the traffic calming projects program~~ and the neighborhoods selected for traffic calming projects. NDOT shall ensure that, over any two-year period, it selects a project application from every council district where a qualifying traffic calming program project application meeting NDOT criteria for the traffic calming program has been submitted ~~has been selected for a traffic calming project through the program.~~
- C. ~~When a neighborhood is able to secure private funding for a traffic calming project on a public road,~~ NDOT may authorize private construction of such a traffic calming project provided that:
 - 1. The neighborhood organization secures private funding for the proposed traffic calming project. NDOT will not match funding at any level. 100% of project funding, to included engineering studies, design, permitting and construction/installation, will be the responsibility of the private entity. Installation must conform to NDOT standard details and minimum specifications along with the criteria laid out in this section. The neighborhood has previously submitted a qualifying traffic calming program application and the related project was not selected for the program;
 - 2. ~~No road that would be subject to the proposed traffic calming project is designated as an arterial street or collector street on the major and collector street plan;~~
 - 23. The neighborhood must notify NDOT of its intent to install a traffic calming project in writing. This letter of intent must include contact information, the street(s) in question and limits of installation. The proposed traffic calming project would promote safety and quality of life;

3. Upon receiving the letter of intent, NDOT engineers will conduct initial checks to ensure:
 - a. The street(s) in question fall under the jurisdiction of Metro Nashville.
 - b. The street(s) is classified as "local" under the Nashville major and collector street plan.
 - c. The street(s) is not designated as an arterial street or collector street on the Nashville major and collector street plan.
 - c. Installing the traffic calming infrastructure on the street(s) will not negatively affect parallel streets by creating conditions for increased traffic volumes and speeds.
 - d. If the street is determined to be ineligible, NDOT will provide written notification of the determination and its reasons.
4. ~~The proposed traffic calming project meets required design standards approved by NDOT; and~~
4. Provided that the above conditions are met, the applicant will be required to produce the following documents prior to permitting:
 - a. A traffic study confirming an 85% percentile speed of at least 5 MPH over the posted speed limit.
 - b. A location map that clearly shows the neighborhood and street(s) proposed for traf.
 - c. A design plan set stamped by a registered engineer conforming to NDOT traffic calming infrastructure requirements.
 - d. A preliminary support petition containing at least 10 signatures from homeowners that live on the affected street that support installation of the traffic calming infrastructure. The petition includes a final signature block for the Council Member to sign in support of traffic infrastructure. Applicant must use NDOT's petition template.
 - e. A list of all names and addresses of affected homeowners and evidence that all affected homeowners have been contacted and provided copies of the traffic calming design plans.
 - f. A list of materials, specifications, manufacturer, manufacturer recommendations for installation and their respective quantities. Materials must meet NDOT's minimum specifications and/or be included on NDOT's approved products list.
5. Upon approval of all required documentation, NDOT will administer a six-week online ballot process. A successful neighborhood street ballot requires 66% of responding homeowners on the affected street voting "yes" on the final traffic calming infrastructure design.

6. Once documents have been approved by NDOT engineers and the ballot process is successful the applicant may apply for a right-of-way permit to install the traffic calming infrastructure.

7. NDOT will assume maintenance and replacement responsibilities once the traffic calming infrastructure have passed inspection.

~~5. A petition signed by at least 50% of the property owners on the affected road supporting the proposed traffic calming project has been submitted to NDOT.~~

D. At least once per year, NDOT shall submit a report to the metropolitan council of the applications received for the traffic calming program, the ranking of each application, and the metrics used to determine the ranking of the applications.

Section 2. This ordinance shall take effect from and after its final passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

SPONSORED BY:

Dave Rosenberg
Member of Council

AMENDMENT NO. __
TO
ORDINANCE NO. BL2022-1384

Mr. President –

I hereby move to amend Ordinance No. BL2022-1384 by amending Section 1, proposed Metropolitan Code of Laws Section 12.12.190, by adding the following at the of Section B:

“This application process shall not be required for traffic calming projects on streets within 1,000 feet of a school. Traffic calming measures may be installed in these areas by NDOT, using public and/or private funds, without participation in this program.”

SPONSORED BY:

Colby Sledge
Member of Council