

AMENDMENT NO. Q
TO
SUBSTITUTE ORDINANCE NO. BL2026-1273

Madam President,

I move to amend Substitute Ordinance No. BL2026-1273 as follows:

I. By adding the following new recitals immediately before the last recital:

WHEREAS, the *Imagine East Bank* vision plan, adopted by the Metropolitan Planning Commission on October 6, 2022, following a 21-month public engagement process, established a community-led vision for the entire East Bank, including the East Bend, that prioritizes safe and multimodal transportation connections, affordable neighborhoods, and the everyday needs of Nashvillians as guiding principles for all development on the East Bank; and

WHEREAS, the Metropolitan Council affirms its commitment to implementing the *Imagine East Bank* vision plan's multimodal transportation goals, including the direction that the East Bank street network prioritize walking, biking, and public transit as the primary modes of access to and through the East Bank; and

WHEREAS, infrastructure throughout East Bend should be designed as a people-first corridor that implements Nashville's Transportation Modal Hierarchy by prioritizing walking, biking, and public transit over single-occupancy vehicles, that its design shall create a safe, comfortable, and accessible environment for all road users while reducing dependence on private cars, and its design should align with Nashville's commitment to Vision Zero to eliminate traffic fatalities and serious injuries through proven safety strategies such as slower vehicle speeds through fewer and narrower car lanes, protected bikeways, high-quality pedestrian crossings, and transit-supportive street design; and

WHEREAS, East Bend should be designed to become one of the most pedestrian and bicycle-friendly neighborhoods in Nashville, following nationally recognized best practices for multimodal street design including guidance from the National Association of City Transportation Officials (NACTO) and other leading urban street design standards; and

WHEREAS, the Metropolitan Council acknowledges that the detailed design of streets, right-of-way programming, bike lane configurations, transit routing, and pedestrian infrastructure within the East Bend Subdistrict will be determined through the forthcoming Major and Collector Street Plan (MCSP) amendment process, which shall include its own public hearing before the Metropolitan Planning Commission with meaningful input from Nashville Department of Transportation (NDOT), WeGo Public Transit, Walk Bike Nashville, the Bicycle and Pedestrian Advisory Commission (BPAC), the Vision Zero Advisory Commission, Choose How You Move, the East Bank Development Authority, and the broader community; and

WHEREAS, the application of the Downtown Code to the East Bank of the Cumberland River is intended to foster an urban, mixed-use neighborhood shaped by human-scaled design, accessibility, sustainability, and high-quality public spaces; and

WHEREAS, the Metropolitan Council affirms its intent that, to the extent reasonably practicable, the development of the East Bend Subdistrict shall be carried out in a manner that minimizes disruption to existing public rights-of-way, and that the development team shall work in good faith

with the Nashville Department of Transportation and Multimodal Infrastructure and the Metro Planning Department to maintain public access to streets and rights-of-way during construction to the greatest extent possible; and

II. By adding the following new section and renumbering the remaining section accordingly:

Section 3. The Metropolitan Planning Department shall provide a written report to the Metropolitan Council upon completion of the Major and Collector Street Plan amendment process for the East Bend Subdistrict. Such report shall summarize the final street classifications, right-of-way standards, and multimodal infrastructure designations adopted for the East Bend street network, including but not limited to provisions for pedestrian facilities, bicycle infrastructure, transit accommodations, and vehicle lanes. The report shall be transmitted to all members of the Metropolitan Council and the Metropolitan Clerk no later than thirty (30) days following final adoption of the East Bend Major and Collector Street Plan amendment by the Metropolitan Planning Commission.

III. By amending Exhibit A, Section II: East Bend: General Regulations, Predefined Public Realm by adding the following language to the end of numbered paragraph 2:

The Pedestrian Promenade shall be designed to minimize conflict between pedestrians and vehicular traffic. Where the Promenade intersects with vehicular roadways, including but not limited to East Bank Boulevard and Davidson Street, grade separation between the Promenade and the vehicular travel way shall be provided to the extent practicable, as determined through the development review process in coordination with NDOT and the Metro Planning Department.

SPONSORED BY:

Rollin Horton
Member of Council