



Metropolitan Council

PROPOSED LATE-FILED

RESOLUTION, AMENDMENTS

TO ORDINANCES, AND

SUBSTITUTES FOR

ORDINANCES TO BE FILED

WITH THE METRO CLERK

FOR THE COUNCIL MEETING OF

TUESDAY, JULY 17, 2018

RESOLUTION NO. RS2018-____

A resolution expressing the intention of the Metropolitan Council to suspend action on any agreement related to the lease and redevelopment of the Nashville Fairgrounds until all necessary procedures have been completed.

WHEREAS, a Major League Soccer (MLS) team was awarded to Nashville in late 2017 with the understanding of that the MLS team stadium would be built and located at the Nashville Fairgrounds site; and

WHEREAS, the Metropolitan Council is responsible for final approval of many aspects of the redevelopment of the Nashville Fairgrounds site, as well as the lease for the MLS team to operate upon that site; and

WHEREAS, these procedures include authorization of General Obligation bonds not to exceed \$50 million dollars, approval of rezoning and a site plan for +/- ten (10) acres of real property, approval of a ground lease for the property, approval of a ticket tax of \$1.75, and approval of an ordinance authorizing demolition of a portion of the premises – the latter two of which require 27 votes of the Metropolitan Council; and

WHEREAS, it is imperative to follow necessary procedures required under state law and the Metropolitan Code of Laws before approving any agreement to lease or redevelop the Fairgrounds site; and

WHEREAS, the Metropolitan Government has already made a commitment of \$225 million dollars to the Fairgrounds for improvements related to the MLS stadium and an additional \$25 million for improvements to the Fairgrounds site; and

WHEREAS, the Metropolitan Council should act as good stewards of Metro's property and financial commitments related thereto; and

WHEREAS, it is the duty of the Metropolitan Council to suspend action on any such agreement to lease or redevelop the Fairgrounds site until all required conditions have been satisfied.

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

Section 1. That the Metropolitan Council hereby goes on record as expressing its intention to suspend action on any agreement authorizing the lease and redevelopment of any portion of the Nashville Fairgrounds related to the Major League Soccer team until all necessary conditions and procedures -- including the surplus of the property in question, final approval of the rezoning of the property, the 27 member vote required to authorize demolition at the Fairgrounds site, and any other necessary conditions precedent -- have been completed.

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

INTRODUCED BY:

Steve Glover
Member of Council

SECOND SUBSTITUTE ORDINANCE NO. BL2018-1202

An ordinance amending Title 12 of the Metropolitan Code of Laws to regulate ~~dockless bicycle and scooter~~ operators of systems of shared urban mobility devices, such a bicycles and scooters, and to establish a permitting system for same.

WHEREAS, the Metropolitan Government has a fundamental responsibility to ensure safe passage on public rights-of-way, to protect public health, safety and welfare, and govern commerce in the public right-of-way; and,

WHEREAS, the Metropolitan Government has the authority under state law and the Metropolitan Charter to regulate commerce and commercial equipment that use the public rights-of-way; and,

WHEREAS, the Metropolitan Government has the authority under state law and the Metropolitan Charter to regulate the operation of vehicles on the public right-of-way, including streets, roads, bike lanes, sidewalks, and other thoroughfares; and,

WHEREAS, the Metropolitan Government endeavors to provide for the safety of all persons and equipment in the rights-of-way; and,

WHEREAS, it is necessary to ensure that ~~dockless systems of shared urban mobility devices (SUMDs), such as~~ bicycles and scooters, are operated in a manner that is safe for all riders, pedestrians, and drivers; and,

WHEREAS, it is necessary to incorporate ~~dockless bicycles and scooters~~ SUMDs into Nashville's transportation infrastructure; and,

WHEREAS, it is necessary to ensure that ~~dockless bicycles and scooters~~ SUMDs are parked in a manner that does not clutter the public right of way or obstruct access for pedestrians, cars, bicycles, transit, or other modes of transportation; and,

WHEREAS, it is the desire of the Metropolitan Council to encourage and provide for new transportation options for Nashville residents and visitors; and,

WHEREAS, ~~dockless bicycle and scooter~~ SUMD sharing programs can provide alternative transportation to relieve traffic congestion and provide "last mile" access to public transit; and,

WHEREAS, it is the desire of the Metropolitan Council to encourage and foster innovative transportation options in Nashville to ease the city's increasing traffic congestion; and,

WHEREAS, it is the desire of the Metropolitan Council for the Metropolitan Government to partner with private entities to make new and innovative transportation options widely available to Nashville residents and visitors; and,

WHEREAS, it is the desire of the Metropolitan Council for there to be equitable access to ~~dockless bicycles and scooters~~ SUMDs, and for them to be available in neighborhoods and communities that are underserved by mobility and transportation options; and,

WHEREAS, ~~dockless bicycles and scooters~~ SUMDs can serve as an alternative to automobiles, reduce pollution and carbon emissions, and improve air quality; and,

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

Section 1. That Title 12 of the Metropolitan Code of Laws be amended to add a new chapter, "Chapter 12.62 – ~~Dockless Bicycles and Scooters~~ Shared Urban Mobility Devices" as follows:

Chapter 12.62 – ~~Dockless Bicycles and Scooters~~ Shared Urban Mobility Devices

Section 12.62.010 – Definitions

The following words and phrases shall have the meanings set forth below, unless the context clearly requires otherwise:

“Business District” means an area of at least one full block of retail shops or offices fronting a sidewalk that has steady pedestrian traffic.

~~“Dockless bicycle and/or scooter share~~ Shared Urban Mobility Device (SUMD) system” or “System” means a system which provides ~~bicycles, electric bicycles or electric scooters~~ urban mobility devices for short-term rentals for point-to-point trips ~~and which may be locked and unlocked without the requirement of a bicycle rack or other docking station.~~ Such a System can be a Lock-to SUMD System or a dockless SUMD system.

~~“Lock-to bicycle and/or scooter share~~ Shared Urban Mobility Device (SUMD) system” means a system which provides ~~bicycles, electric bicycles or electric scooters~~ SUMDs for short-term rentals for point-to-point trips which must be locked or secured to a stationary object. A SUMD that is not lock-to would be dockless.

“Operator” means a corporation, firm, joint venture, limited liability company, partnership, person, or other organized entity that operates a ~~dockless bicycle and/or scooter share system or a lock-to bicycle and/or scooter share~~ SUMD system, whether for profit or not for profit.

“Powered” means electric or motorized; in the case of a UMD, it also means any other technology that allows the UMD to be self-propelled.

“Urban Mobility Device (UMD)” means bicycles, tricycles, scooters, hoverboards, skateboards, pedal cars, segways, and other similar devices, whether they are powered or nonpowered. A UMD does not include devices used as assistive mobility devices by persons with disabilities.

“User” means a person who rents and uses a ~~bicycle, electric bicycle or electric scooter~~ UMD from an operator.

Section 12.62.020 – Application for Permit

- A. A Pilot Program is hereby created to allow for operators which desire to operate a ~~dockless bicycle and/or scooter share~~ SUMD system or business within the limits of the Metropolitan Government of Nashville and Davidson County. No person shall operate a SUMD System without first obtaining a certificate of public necessity and convenience to do so as provided in this Chapter. Any operator interested in applying for a ~~permit~~ certificate of public necessity and convenience shall submit an application to ~~Metro~~ the Metropolitan Transportation Licensing Commission (MTLC).
- B. The application must include these items:
1. A completed Certificate of Public Convenience and Necessity Application, in a form approved by the MTLC, which includes the following information and is accompanied by a payment of the \$500 application fee and the following:
 - a. Images and description of ~~bicycle~~ SUMDs and mobile application;
 - b. Size of fleet at launch, including any planned fleet expansions during the pilot period;
 - c. Service area at launch, including any planned expansions during the pilot period;
 - d. Plan for educating users on proper ~~bicycle and/or scooter~~ SUMD operation and parking;
 - e. Plan for providing an equitable ~~bicycle and/or scooter share~~ SUMD service; and
 - f. Plan for complying with this ordinance and its requirements.
 2. Certificate of Insurance, pursuant to Sec. 12.62.030.D.
- C. If the MTLC staff determines that the application meets all the requirements, ~~operators will need to~~ above, the applicant/operator shall submit the items below prior to issuance of the permit.
1. Program Administrative Fee, pursuant to Sec. 12.62.070.A.;
 2. Performance Bond, pursuant to Sec. 12.62.050.D.; and

3. Five (5) account logins to allow Metropolitan Government staff to login to the operator's system as if they were a User, for oversight.
- D. The number of permitted operators shall not be limited by the Metropolitan Government.
- E. During this pilot program, a permit certificate of public necessity and convenience shall be issued for one (1) year and may be renewed by the MTLC only after re-application.
- F. Operators are not entitled to and have no automatic right to renewal of their permit, and operators must comply with any and all ordinances, regulations or policies that are duly and lawfully adopted by the Metropolitan Government after a permit is approved.
- G. Any operator determined to have operated within the limits of the Metropolitan Government of Nashville and Davidson County after June 15, 2018 ~~and before obtaining the appropriate permit mandated by this ordinance~~ shall be prohibited from obtaining a permit for one year from the effective date of this ordinance.
- H. The MTLC is authorized to promulgate regulations to interpret and administer this chapter.

Section 12.62.030 – Safety Regulations

- A. To be eligible for a permit, the following standards must be met:
 1. All bicycles used by operators issued a permit under this chapter shall meet the standards set forth in the Code of Federal Regulations (CFR) under Title 16, Chapter II, Subchapter C, Part 1512 – Regulations for Bicycles and ISO 43.150 – Cycles, subsection 4210. All bicycles shall meet the requirements for lights during hours of darkness described in Tennessee Code Annotated § 55-8-177. This includes a front light that emits white light and a rear red reflector.
 2. All electric bicycles used by operators issued a permit under this chapter shall meet the standards set forth for bicycles and shall meet the National Highway Traffic Safety Administration definition of low-speed electric bicycle. Each electric bicycle must have fully operable pedals, an electric motor of less than 750 watts, and a top motor-powered speed of less than 20 miles per hour when operated by a rider weighing 170 pounds. An electric bicycle must meet the standards set forth in Tennessee Code Annotated ~~§§~~ Title 55, Chapter 8, Part 3. If the Metropolitan Government determines that any battery or motor on an electric bicycle is unsafe for public use, it reserves the right to terminate the permit issued under this pilot program.
 3. All electric scooters used by operators issued a permit under this chapter shall meet the standards set forth for electric bicycles, except an electric scooter need not have fully operable pedals. An electric scooter shall have a foot board for the user to stand upon and no seat. Each scooter shall have a top motor-powered speed of less than 20 miles per hour when operated by a rider weighing 170 pounds. If the Metropolitan Government determines that any battery or motor on a scooter is unsafe for public use, it reserves the right to terminate the permit issued under this pilot program.
 4. The MTLC is authorized to adopt safety standards to address other types of UMD's, including but not limited to (non-electric) types of powered UMD's, if it chooses to allow them.
- B. All operators permitted pursuant to this program shall provide a mechanism for users to notify the operator of any safety or maintenance issues with the ~~bicycle, electric bicycle or electric scooter~~ SUMDs.
- C. All operators shall affix to any ~~bicycle, electric bicycle or electric scooter~~ SUMD visible language that notifies the user ~~that~~:
 1. A ~~bicycle, electric bicycle or electric scooter~~ SUMD shall not be operated upon a sidewalk within a business district.
 2. Whenever operating a ~~bicycle, electric bicycle or electric scooter~~ SUMD upon a sidewalk, the user shall yield to any pedestrian and shall give an audible signal before overtaking and passing such pedestrian.
 3. Helmet use is encouraged while riding.
 4. When riding on a street, users must follow the rules of the road as one would in a motor vehicle.
 5. 24-hour customer service phone number for users and the general public to report safety concerns, complaints or ask questions.
 6. ~~Bicycle or scooter~~ SUMD unique identifier.
- D. All permitted operators shall have a minimum of one million dollars (\$1,000,000) in automobile

- insurance and two million dollars (\$2,000,000) in commercial general liability insurance.
- E. Prior to a permit certificate of public convenience and necessity being issued, all permittees certificate holders shall sign and record with Metro the MTLC an indemnification agreement (in a form approved by the Metropolitan Department of Law) in which the permittee certificate holder agrees to indemnify and hold harmless the Metropolitan Government of Nashville and Davidson County. The certificate holder shall further include in its agreements with its users a term that its users must agree to as prerequisite to the use of the SUMD: that the user fully releases and waives all liability of the Metropolitan Government for any injury or harm the user experiences arising from the user's use of the certificate holder's SUMD.
 - F. Permitted operators shall agree that the Metropolitan Government is not responsible for educating users on how to ride or operate a bicycle, electric bicycle or electric scooter SUMDs.
 - G. Permitted operators shall inform and regularly educate all users regarding all laws and regulations applicable to riding, operating and parking a bicycle or scooter SUMD and instruct users to comply with these laws and regulations.
 - H. All bicycles and scooters SUMDs shall include on-board GPS to ensure an operator's ability to locate and retrieve them as needed.
 - I. Operators shall ensure that on a regular basis all bikes SUMDs are inspected, maintained, and replaced as necessary.
 - J. All certificate holders are required to submit monthly reports to the MTLC certifying under oath their compliance with all of the requirements of this ordinance. The MTLC staff, at their discretion, shall have the right to inspect all SUMDs and records of the operator in order to verify the accuracy of such certifications. Any false certifications shall result in the revocation of the certificate holder's certificate of public convenience and necessity, after notice and a hearing regarding same before the MTLC.

Section 12.62.040 – Parking and Use of ~~Bicycles and Scooters~~ Shared Urban Mobility Devices

- A. Operators shall inform users on how and where to properly use and park a bicycle, electric bicycle or electric scooter SUMD.
- B. Permits issued pursuant to this chapter are valid only for operations within the public right-of-way within the jurisdiction of Metro. Additional zones may be established for other locations upon coordination with the appropriate department, agency, and/or property owner.
- C. ~~Any bicycle, electric bicycle or electric scooter~~ Any SUMD parked in any one location for more than two (2) consecutive days without moving may be removed by the department of public works and taken to a facility designated by the department for storage at the expense of the operator. The Metropolitan Government shall invoice the violating operator.
- D. Any bicycle, electric bicycle, or electric scooter SUMD shall be upright when parked.
- E. ~~Bicycles and scooters SUMDs~~ shall not be parked in such a manner as to impede the right of way or impede access to the right of way, consistent with the following:
 1. SUMDs shall be parked in the frontage zone as defined in the Major and Collector Street Plan (MCSP), or furnishing zone as defined by the adopted standards of the Metropolitan Government, or at a bicycle rack owned or operated by the Metropolitan Government. Operators shall inform customers on how to park SUMDs properly, following the requirements for parking of bicycles outlined in section 12.60.140.
 2. Restrictions to eligible SUMD parking zones on sidewalks:
 - a) SUMDs shall not be parked on blocks where the frontage/furnishing zone is less than 3 feet wide, or where there is no frontage/furnishing zone.
 - b) On blocks without sidewalks, SUMDs may be parked if the travel lane(s) and 6-foot pedestrian clear zone are not impeded.
 - c) Metro, through its Traffic and Parking Commission, reserves the right to determine certain block faces where free-floating SUMD parking is prohibited. Geo-fenced areas may be used to designate where SUMD parking is or is not allowed.
 - d) SUMDs shall not be parked in the frontage/furnishing zone adjacent to or within:
 - i. Parklets;
 - ii. Transit zones, including bus stops, shelters, passenger waiting areas and bus layover and staging zones, except at existing bicycle racks;
 - iii. B-Cycle stations;

- iv. Loading zones;
 - v. Disabled parking zone;
 - vi. Street furniture that requires pedestrian access (for example - benches, parking pay stations, bus shelters, transit information signs, etc.);
 - vii. Curb ramps;
 - viii. Entryways; and
 - ix. Driveways.
- F. All permitted operators shall provide contact information for relocation requests on each ~~bicycle, electric bicycle, or electric scooter~~ SUMD.
- G. ~~A bicycle, electric bicycle or electric scooter~~ SUMD shall not be operated upon a sidewalk within a business district. The Traffic and Parking Commission may also determine specific areas as business districts.
- H. Whenever operating a ~~bicycle, electric bicycle or electric scooter~~ SUMD upon a sidewalk, the user shall yield to any pedestrian and shall give an audible signal before overtaking and passing such pedestrian.
- I. All permitted operators shall comply with any restrictions developed by the Metropolitan Government regarding where ~~bicycles and scooters~~ SUMDs can be deployed, placed, parked, and operated.
- J. Only one person shall be on a ~~bicycle or scooter~~ SUMD, unless ~~the bicycle~~ it is equipped with seating for additional users.
- K. ~~A bicycle or scooter~~ An operator shall only not allow a powered SUMD to be operated by a person who is less than eighteen (18) years or older.
- L. An operator shall not allow an SUMD that meets the definition of a motorized vehicle to be operated by any person who does not have a driver's license.
- M. Any violation of this ordinance by a user in the operation or parking of a ~~bicycle or scooter~~ SUMD shall be a fine of twenty-five dollars (\$25) ~~that is.~~ The fine shall be assessed on the bicycle or scooter SUMD and paid by the owner of the SUMD.
- N. All Metropolitan Government departments and entities are encouraged but not required to find innovative ways to accommodate and incorporate the use and parking of ~~bicycles, electric bicycles or scooters~~ SUMDs.

Section 12.62.050 – Operations of ~~Dockless Bicycle and/or Scooter Share Operator~~ Shared Urban Mobility Device Systems

- A. All permitted operators shall have a staffed operations center within the boundaries of the Metropolitan Government of Nashville and Davidson County.
- B. All permitted operators shall have a 24-hour customer service phone number for users and ~~others~~ the general public to report safety concerns, complaints or ask questions. The phone number shall be visible on all of the operator's ~~bicycles, scooters~~ SUMD, signage and other equipment.
- C. All permitted operators shall create and maintain a Nashville-specific website and/or social media platform that includes information on Metropolitan Government regulation of ~~dockless bicycles and scooters~~ SUMDs and other relevant and appropriate information regarding their operation. The site shall also explain the terms of service, including user instructions, privacy policies, and all fees, costs, penalties, and unexpected charges.
- ~~D. All permitted operators shall provide Metro with a direct contact number of staff capable of rebalancing or relocating bicycles or scooters.~~
- D. All permitted operators shall provide the Metropolitan Government with contact information, such as name, phone number, and email, of a Nashville-based manager or operations staff available 24 hours a day, 7 days a week. The Nashville-based manager or operations staff shall be capable of re-balancing or relocating ~~bicycles or scooters~~ SUMDs and is be able to respond to ~~Metro~~ requests, emergencies, and other issues at any time.
- E. All permitted operators shall have a performance bond of eighty dollars (\$80) per ~~bicycle or scooter~~ SUMD, with a cap of one hundred thousand dollars (\$100,000). The form of the bond shall be approved by ~~Metro~~ the Metropolitan Department of Law. These funds shall be accessible to the Metropolitan Government for future public property repair and maintenance costs that may be incurred related to SUMD use, removing, and storing ~~bicycles/scooters~~ SUMDs improperly parked, or if a company is not present to remove ~~bicycles or scooters~~ SUMDs if its permit certificate of public convenience and necessity is terminated. If a permitted operator increases

- the size of their fleet, the performance bond shall be adjusted appropriately before deploying additional ~~bicycles or scooters~~ SUMDs.
- F. Permitted operators shall respond to requests for rebalancing, relocation, reports of incorrectly parked ~~bicycles and/or scooters~~ SUMDs, or reports of unsafe/inoperable ~~bicycles or scooters~~ SUMDs by relocating, re-parking, or removing the ~~bicycles and/or scooters~~ SUMDs, as appropriate, within 24 2 hours or less of notification between 6am and 10pm on weekdays, not including holidays, and within 10 hours of notification all other times. Any inoperable or unsafe ~~bicycle or scooter~~ SUMD shall be removed within 2 hours of notification, and it must be repaired before placed back onto the right-of-way or into revenue service. The MTLC may designate specific areas with different time requirements.
- G. Every ~~bicycle and scooter~~ SUMD shall have a unique identifier, such as a unit number, that is visible to the user on the ~~bicycle~~ SUMD.
- H. If the Metropolitan Government or any ~~Metro~~ department or ~~office~~ agency thereof incurs any costs as a result of addressing or abating ~~any~~ a permittee operator's violation of these requirements, or incurs any costs of repair or maintenance of public property, upon receiving written notice of the costs, the permitted operator shall reimburse the Metropolitan Government for such costs within thirty (30) days.
- E. After notice and a hearing, the Metro-MTLC may take disciplinary action, including revocation, suspension or probation, against any appropriate steps or assess any penalties or sanctions to compel operators certificate holder who fails to comply with this ordinance, any other Metro ordinance, provision of the Metropolitan Code or any other applicable law. This shall include cancellation of an operator's permit as authorized in 12.62.050.K. MTLC staff is authorized to take any temporary action until a hearing is held.
- I. ~~Metro reserves the right to terminate permits. Upon revocation or surrender of a certificate of public necessity and convenience, decommissioning shall be completed within thirty (30) days unless a different time period is determined by Metro MTLC or its staff.~~
- J. The Metropolitan Government shall establish, and all permitted operators shall comply with, procedures and protocol in the event of extreme weather, emergencies, and special events.
- ~~K. Permitted operators shall respond to requests for rebalancing, reports of incorrectly parked bicycles and/or scooters, or reports of Metro can require relocation or rebalance of vehicles on regular basis, and companies must do so within 48 hours or less of notification.~~
- L. Permitted operators shall respond to reports of incorrectly parked SUMDs, requests for rebalancing, or requests for relocation of SUMDs, and must take corrective action within forty-eight (48) hours of notification.
- M. ~~Metro~~ The MTLC and its staff has the power and is are authorized to do all acts and things necessary or convenient to implement this ordinance, compel compliance with this ordinance, to promote and protect public safety, and to ensure the right of way is not impeded.
- N. MTLC or its staff may limit the hours of operation of SUMDs or the streets within the metropolitan area in which they can operate. Any deviation from the approved hours or locations of operation must be approved by the MTLC or its staff. Any approved deviation must be reported to the MTLC or the MTLC director staff prior to beginning of operations.

Section 12.62.060 – Data Sharing

- ~~A. Permitted operators will report data to Metro for reporting and analysis purposes.~~
- ~~B. Permitted operators are required to report information regarding their Nashville fleet. Operators will work with Metro to provide the following information on their company's operations within Metro:~~
- A. Permitted operators shall provide the Metropolitan Government and its departments with real-time information on the entire Nashville fleet through a documented application program interface (API). The permitted operator is directly responsible for obtaining an API key from the Metropolitan Government to which the operator will publish the data described below. The data to be published to the API will include the following information in real time for every SUMD parked in the Nashville operational area:
1. Point location;
 - ~~2. Location, duration and distance of trips;~~
 2. Bicycle or scooter SUMD identification number;

- 3. Type of bicycle or scooter SUMD (standard or powered)-
- 4. Demographics of the user of bicycles/scooters-
- 4. Fuel level (if electric powered)-
- B. The Metropolitan Government is permitted to display real-time data provided via the API described in 12.62.060.A.
- C. The Metropolitan Government is able to publish real-time SUMD availability data to the public.
- D. All permitted operators shall provide the following anonymized data for each trip record to inform and support safe and effective management of the SUMD system, and for transportation planning efforts. Data will be submitted to the Metropolitan Government via an API to be distributed by the Metropolitan Government.

<u>Field Name</u>	<u>Format</u>	<u>Description</u>
<u>Company Name</u>	<u>[company name]</u>	<u>n/a</u>
<u>Type of SUMD</u>	<u>"Standard" or "Powered"</u>	<u>3-letter company acronym + consecutive trip #</u>
<u>Trip record number</u>	<u>xxx0001, xxx002, xxx0003, ...</u>	<u>n/a</u>
<u>SUMD ID number</u>	<u>xxx1, xxx2, ...</u>	<u>Unique identifier for every SUMD, determined by company</u>
<u>Trip duration</u>	<u>MM:SS</u>	<u>n/a</u>
<u>Trip distance</u>	<u>Feet</u>	<u>n/a</u>
<u>Start date</u>	<u>MM, DD, YYYY</u>	<u>n/a</u>
<u>Start time</u>	<u>HH:MM:SS (00:00:00 – 23:59:59)</u>	<u>n/a</u>
<u>End date</u>	<u>MM, DD, YYYY</u>	<u>n/a</u>
<u>End time</u>	<u>HH:MM:SS (00:00:00 – 23:59:59)</u>	<u>n/a</u>
<u>Start location</u>	<u>Census block</u>	<u>n/a</u>
<u>End location</u>	<u>Census block</u>	<u>n/a</u>
<u>Trip Route</u>	<u>GPS Coordinates</u>	<u>GPS coordinates for entire trip duration and distance</u>

- E. All permitted operators will provide the following SUMD availability data for oversight of parking compliance and SUMD distribution by minutes. Data may be submitted to the Metropolitan Government Open Data Portal.

<u>Field Name</u>	<u>Format</u>	<u>Description</u>
<u>GPS Coordinate</u>	<u>X, Y</u>	<u>n/a</u>
<u>Availability duration</u>	<u>Minutes</u>	<u>n/a</u>
<u>Availability start date</u>	<u>MM, DD, YYYY</u>	<u>n/a</u>
<u>Availability start time</u>	<u>HH:MM:SS (00:00:00 – 23:59:59)</u>	<u>n/a</u>
<u>Company website</u>	<u>URL</u>	<u>Link to website with customer service capability</u>
<u>Company phone</u>	<u>615-xxx-xxxx</u>	<u>Local customer service number</u>

- F. Permitted operators and their customers shall consent to the sharing of operator data by the Metropolitan Government with the Transit Hub Transportation Data Collaborative (TH-TDC). Permitted operators shall include in terms of use that customers also consent that trip data will be shared with the Metropolitan Government and become public record. (All data will be anonymized).
- G. All permitted operators shall consent to distribute to all users a customer survey, provided by the Metropolitan Government, under circumstances agreed to by the Metropolitan Government and the company regarding customer service and program evaluation.
- H. All permitted operators under this pilot permit program shall keep a record of maintenance activities, including but not limited to SUMD identification number, maintenance performed, and SUMDs retrieved due to unauthorized parking. These records shall be sent to the Metropolitan Government weekly.
- I. All permitted operators agree to participate with any evaluation of the program.
- J. All permitted operators will first clean data before providing or reporting data to Metro. Data processing and cleaning shall include:

1. Removal of staff servicing and test trips
 2. Removal of trips below one minute
 3. Trip lengths are capped at 24 hours
- K. Permitted operators shall provide all data so that individual users can not be identified.

Section 12.62.070 – Fees

- A. Applicants shall pay a program administrative fee of thirty-five dollars (\$35) per ~~bicycle, electric bicycle or scooter to department of public works~~ SUMD to the MTLC for the administrative time costs during pilot permit program. Operators will be required to pay this administrative fee for any additional ~~bicycle or scooter~~ SUMD expansions. This fee must be renewed annually, and may change at any time by resolution of the metropolitan council. The MTLC may make recommendations to the metropolitan council about the amount of the fee at any time for any reason.
- ~~B. One dollar (\$1) of each program administrative fee and one percent (1%) of all other fee revenue shall be earmarked to creating and improving bike lanes, dividers, curbside parking stalls, and other biking and bike parking infrastructure to accommodate increased use of this infrastructure.~~
- B. If any stations or other structures are proposed, each site shall require additional review deposits and permitting, including obtaining a separate encroachment permit.

Section 12.62.080 – Number of ~~bicycles and/or scooters~~ Shared Urban Mobility Devices allowed

- ~~A. Permitted operators' fleets are limited to 400 bicycles or scooters during the first three months of the pilot, 800 bicycles or scooters beginning at the third month of the pilot, and 1,500 bicycles or scooters beginning at the sixth month of the pilot. After the sixth month, permitted operators can expand beyond 1,500, assuming they fulfill the other requirements contained in this chapter and in the permit.~~
- A. Permitted operators' fleets shall be limited in number with separate limitations for each type or category of SUMD, such as bicycles, powered bicycles, and powered scooters. The MTLC may establish other categories of SUMDs.
- B. Each type or category of SUMD shall be limited in number to 400 during the first two months of the pilot, 800 beginning at the third month of the pilot, and 1,200 beginning at the fifth month of the pilot. After the sixth month and approval by the MTLC, permitted operators can expand beyond 1,200, assuming they fulfill the other requirements contained in this chapter and in the permit.
- ~~C. Metro shall determine an average utilization threshold for dockless bicycles, electric bicycle and electric scooters for each type of dockless vehicle after gathering information and consulting with appropriate entities.~~
- D. ~~Metro~~ At any time the MTLC or its staff shall allow permitted operators to increase their fleet size on a monthly basis beyond these the above limitations if the permitted operators' provided data demonstrates their fleet is being used above the average utilization threshold.
- E. Each expansion or increase in fleet size shall require a determination by the MTLC or its staff that the permitted operator has fulfilled the requirements of this chapter and the number of violations associated with the SUMDs of that operator is below a threshold to be established by the MTLC.
- F. ~~Metro~~ The MTLC shall determine the average utilization threshold for ~~dockless bicycles, electric bicycle and electric scooters~~ SUMDs for each type of vehicle after gathering information and consulting with appropriate entities. Until the MTLC determines the average utilization threshold, the threshold for SUMDs shall be as follows:
1. For scooters the average trip per scooter during the prior month shall exceed 3 trips per day;
 2. For electric bicycles, the average trip per bicycle during the prior month shall exceed 2 trips per day;
 3. For bicycles, the average trip per bicycle during the prior month shall exceed 1 trip per day;
- G. The MTLC may require permitted operators to reduce their fleet size on a monthly basis if permitted operators' provided data demonstrates their fleet is being used below the average utilization threshold. Reduction of a permitted user's fleet size according to this section shall only be implemented after notice and a hearing before the MTLC. The MTLC may adopt criteria for

reducing fleet size.

- H. ~~Permitted operators~~ A permitted operator shall notify ~~Metro~~ the MTLC if ~~they plan~~ it plans to change ~~their~~ its fleet size, within the parameters permitted above, two weeks before deployment. This notice shall include the additional program administrative fee for the expanded fleet and documentation of ~~their~~ its updated performance bond.
- I. All permitted operators shall have systems with service areas that do not exceed 340 of each type of bicycles or scooters SUMDs per square mile. The MTLC shall designate the location of the square mile locations in relation to service areas.
- J. Any permitted vendors operating systems with more than 1,000 ~~bicycles/scooters~~ SUMDs must include Nashville Promise Zones in 20% or more of their service area.

Section 12.62.090 – Equitable access

- A. Permitted operators shall have a plan to provide equitable access in neighborhoods and to communities and users that are underserved by mobility and transportation options.
- B. Permitted operators are encouraged to:
 - 1. Provide pricing options that address the needs of low-income residents;
 - 2. Provide discount programs to low income individuals;
 - 3. Develop options that do not require a smartphones;
 - 4. Provide cash-payment options; and
 - 5. Provide adaptive ~~bicycles and scooters~~ SUMDs that enable operation by people with disabilities.

Section 12.62.110 – Study by Metro

- A. ~~Metro~~ The MTLC shall conduct a study no later than ~~January 1~~ July 1, 2020 to:
 - 1. Determine if revenue generated by fees covers the cost of permitting, administration, compliance and enforcement;
 - 2. Determine the impact of ~~dockless bicycles and scooter~~ SUMDs; and
 - 3. Recommend changes to this ordinance or other Metropolitan Government ordinances, policies or practices.

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

INTRODUCED BY:

Jeremy Elrod
Member of Council

AMENDMENT NO. A
TO
SUBSTITUTE ORDINANCE NO. BL2018-1202

Madam President –

I move to amend Substitute Ordinance No. BL2018-1202 as follows:

- I. By amending Section 1 by deleting proposed Section 12.62.080.A in its entirety and substituting in lieu thereof the following:
 - ~~A. Permitted operators' fleets are limited to 400 bicycles or scooters during the first three months of the pilot, 800 bicycles or scooters beginning at the third month of the pilot, and 1,500 bicycles or scooters beginning at the sixth month of the pilot. After the sixth month, permitted operators can expand beyond 1,500, assuming they fulfill the other requirements contained in this chapter and in the permit.~~
 - A. Permitted operators' fleets are limited in size with separate caps for each category of shared vehicle. Bicycles, electric bicycles and electric scooters represent three individual categories of shared vehicles each with their own cap. The caps are as follows: 500 for each category of shared vehicle during the first month; 750 during the second month; and, 1,000 each beginning in the third month of the pilot. After the third month, permitted operators may apply to expand beyond the cap for each type of shared vehicle if they fulfill the other requirements contained in this chapter and they have data to establish an average utilization for each shared vehicle as follows:
 1. For electric scooters the average trip per scooter during the prior month shall exceed 3 trips per day;
 2. For electric bicycles, the average trip per bicycle during the prior month shall exceed 2 trips per day; and,
 3. For bicycles, the average trip per bicycle during the prior month shall exceed 1 trip per day.
- II. By amending Section 1 by deleting proposed Section 12.62.080.B in its entirety and renumbering the remaining subsections accordingly:
 - ~~B. Metro shall determine an average utilization threshold for dockless bicycles, electric bicycle and electric scooters for each type of dockless vehicle after gathering information and consulting with appropriate entities.~~

INTRODUCED BY:

Freddie O'Connell
Member of Council

AMENDMENT NO. B
TO
SUBSTITUTE ORDINANCE NO. BL2018-1202

Madam President –

I move to amend Substitute Ordinance No. BL2018-1202 as follows:

- I. By amending Section 1 by deleting proposed Section 12.62.070.A in its entirety and substituting in lieu thereof the following:
 - A. Applicants shall pay a program administrative fee of ~~thirty-five~~ fifteen dollars (~~\$35~~ \$15) per bicycle, twenty-five dollars (\$25) per electric bicycle or thirty-five (\$35) per scooter to the department of public works for the administrative time during the pilot permit program. Operators will be required to pay this administrative fee for any additional bicycle or scooter expansions. This fee must be renewed annually, and may change at any time by resolution of the metropolitan council.

INTRODUCED BY:

Freddie O'Connell
Member of Council

AMENDMENT NO. C
TO
SUBSTITUTE ORDINANCE NO. BL2018-1202

Madam President –

I move to amend Substitute Ordinance No. BL2018-1202 as follows:

- I. By amending Section 1 by adding the following new section as proposed Section 12.62.120:

“Section 12.62.120 – Sunset Provision

The provisions of this chapter shall expire and be null and void on July 31, 2019 or twelve (12) months after the adoption of this ordinance ("sunset date"), whichever occurs later, unless extended by resolution of the metropolitan council. This provision, commonly known as a "sunset provision," is included to ensure that the effectiveness and necessity of this chapter is reviewed by the metropolitan council after its adoption. If the provisions of this chapter are not extended by resolution of the metropolitan council before the sunset date, no permits shall be issued or renewed after the sunset date.”

INTRODUCED BY:

Freddie O’Connell
Member of Council

AMENDMENT NO. D
TO
SUBSTITUTE ORDINANCE NO. BL2018-1202

Madam President –

I move to amend Substitute Ordinance No. BL2018-1202 as follows:

- I. By amending Section 1 by deleting proposed Section 12.62.040.L in its entirety and substituting in lieu thereof the following:
 - L. Any violation of this ordinance by a user in the operation or parking of a bicycle or scooter shall be a fine of ~~twenty-five~~ fifty dollars (~~\$25~~ \$50), ~~that is~~ assessed on either the operator or the user of the bicycle or scooter as applicable.

INTRODUCED BY:

Freddie O'Connell
Member of Council

AMENDMENT NO. E

TO

SECOND SUBSTITUTE ORDINANCE NO. BL2018-1202

Madam President –

I move to amend Second Substitute Ordinance No. BL2018-1202 as follows:

I. By amending Section 1 by deleting proposed Section 12.62.030, subsection C, in its entirety and substituting in lieu thereof the following:

C. All operators shall affix to ~~any~~ each SUMD visible language that notifies the user ~~that~~ of the following:

1. ~~A SUMD shall not be operated upon a sidewalk within a business district. No person shall operate a SUMD upon a sidewalk within a business district or where there is a bike lane.~~
2. ~~Whenever operating a SUMD upon a sidewalk, the user shall yield to any pedestrian and shall give an audible signal before overtaking and passing such pedestrian. Whenever any person is operating a SUMD upon a sidewalk, such person shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing such pedestrian.~~
3. Helmet use is encouraged while riding.
4. When riding on a street, users must follow the rules of the road as one would in a motor vehicle.
5. A 24-hour customer service telephone number for users and the general public to report safety concerns, complaints or ask questions.
6. A ~~SUMD~~ unique identifier for the SUMD.

II. By further amending Section 1 by deleting proposed Section 12.62.040, subsection G, in its entirety and substituting in lieu thereof the following:

G. No SUMD shall ~~not~~ be operated upon (i) any sidewalk within a business district; (ii) any sidewalk adjacent to an accessible bike lane; or (iii) any greenway. The Traffic and Parking Commission may ~~also~~ determine additional specific areas ~~as business districts~~ where SUMD use is prohibited.

INTRODUCED BY:

Burkley Allen
Member of Council

AMENDMENT NO. F

TO

SECOND SUBSTITUTE ORDINANCE NO. BL2018-1202

Madam President –

I move to amend Second Substitute Ordinance No. BL2018-1202 as follows:

I. By amending Section 1 by deleting proposed Section 12.62.080, subsections A and B, in their entirety and substituting in lieu thereof the following, re-designating the remaining subsections as necessary:

~~A. Permitted operators' fleets shall be limited in number with separate limitations for each type or category of SUMD, such as bicycles, powered bicycles, and powered scooters. The MTLC may establish other categories of SUMDs.~~

~~B. Each type or category of SUMD shall be limited in number to 400 during the first two months of the pilot, 800 beginning at the third month of the pilot, and 1,200 beginning at the fifth month of the pilot. After the sixth month and approval by the MTLC, permitted operators can expand beyond 1,200, assuming they fulfill the other requirements contained in this chapter and in the permit.~~

A. Permitted operators' fleets are limited to 250 SUMDs during the first three months of the pilot, 500 SUMDs beginning at the third month of the pilot, and 1,000 SUMDs beginning at the sixth month of the pilot. After the sixth month, permitted operators may expand beyond 1,000 SUMDs if they have been, and remain, compliant with all requirements contained in this chapter and in the permit.

INTRODUCED BY:

Burkley Allen
Member of Council

AMENDMENT NO. G

TO

SECOND SUBSTITUTE ORDINANCE NO. BL2018-1202

Madam President –

I move to amend Second Substitute Ordinance No. BL2018-1202 as follows:

I. By amending Section 1 by deleting proposed Section 12.62.080, subsections A and B, in their entirety and substituting in lieu thereof the following, re-designating the remaining subsections as necessary:

- ~~A. Permitted operators' fleets shall be limited in number with separate limitations for each type or category of SUMD, such as bicycles, powered bicycles, and powered scooters. The MTLC may establish other categories of SUMDs.~~
- ~~B. Each type or category of SUMD shall be limited in number to 400 during the first two months of the pilot, 800 beginning at the third month of the pilot, and 1,200 beginning at the fifth month of the pilot. After the sixth month and approval by the MTLC, permitted operators can expand beyond 1,200, assuming they fulfill the other requirements contained in this chapter and in the permit.~~

A. Permitted operators' fleets are limited to 400 SUMDs during the first three months of the pilot, 800 SUMDs beginning at the third month of the pilot, and 1,200 SUMDs beginning at the sixth month of the pilot. After the sixth month, permitted operators may expand beyond 1,200 SUMDs if they have been, and remain, compliant with all requirements contained in this chapter and in the permit.

INTRODUCED BY:

Burkley Allen
Member of Council

AMENDMENT NO. H

TO

SECOND SUBSTITUTE ORDINANCE NO. BL2018-1202

Madam President –

I move to amend Second Substitute Ordinance No. BL2018-1202 as follows:

I. By amending Section 1 by deleting proposed Section 12.62.030, subsection A.3, in its entirety and substituting in lieu thereof the following:

3. All electric scooters used by operators issued a permit under this chapter shall meet the standards set forth for electric bicycles, except an electric scooter need not have fully operable pedals. An electric scooter shall have a foot board for the user to stand upon and no seat. ~~Each scooter shall have a top motor-powered speed of less than 20 miles per hour when operated by a rider weighing 170 pounds. If the Metropolitan Government determines that any battery or motor on a scooter is unsafe for public use, it reserves the right to terminate the permit issued under this pilot program.~~ Scooters shall have a top motor-operated speed of 15 miles per hour when operated by a rider weighing 170 pounds.

INTRODUCED BY:

Burkley Allen
Member of Council

AMENDMENT NO. 1

TO

SECOND SUBSTITUTE ORDINANCE NO. BL2018-1202

Madam President –

I move to amend Second Substitute Ordinance No. BL2018-1202 as follows:

I. By amending Section 1 by deleting proposed subsection 12.62.070.A in its entirety and substituting therefore the following:

- A. Applicants shall pay a program administrative fee of ten dollars (\$10) per bicycle, fifteen dollars (\$15) per electric bicycle or thirty-five (\$35) per scooter to the MTLC for the administrative costs during pilot permit program. Operators will be required to pay this administrative fee for any additional SUMD expansions. This fee must be renewed annually, and may change at any time by resolution of the metropolitan council. The MTLC may make recommendations to the metropolitan council about the amount of the fee at any time for any reason.

INTRODUCED BY:

Jeremy Elrod
Member of Council

AMENDMENT NO. J

TO

SECOND SUBSTITUTE ORDINANCE NO. BL2018-1202

Madam President –

I move to amend Second Substitute Ordinance No. BL2018-1202 as follows:

I. By amending Section 1 by deleting proposed subsection 12.62.080.B in its entirety and substituting therefore the following:

- B. Each type or category of SUMD shall be limited in number to 400 during the pilot period. The MTLC or its staff shall determine any increases in fleet size above 400, assuming they fulfill the other requirements contained in this chapter and in the permit. At any time the MTLC or its staff shall allow permitted operators to increase their fleet size on a monthly basis beyond the above limitations if the permitted operators' provided data demonstrates their fleet is being used above the average utilization threshold.

II. By further amending Section 1 by deleting proposed subsection 12.62.080.D in its entirety and renumbering the remaining subsections as necessary.

INTRODUCED BY:

Jeremy Elrod
Member of Council

AMENDMENT NO. K
TO
SECOND SUBSTITUTE ORDINANCE NO. BL2018-1202

Madam President –

I move to amend Second Substitute Ordinance No. BL2018-1202 as follows:

I. By amending Section 1 by deleting proposed subsection 12.62.080.B in its entirety and

- B. Each type or category of SUMD shall be limited in number to 500 during the first month; 750 during the second month, 1,000 each beginning in the third month of the pilot. After the third month, permitted operators can expand beyond the 1,000 cap for each type of shared vehicle by adding up to 500 additional vehicles per month assuming they fulfill the other requirements contained in this chapter and in the permit. For each month that an operator satisfies the utilization requirements listed below, the operator can add up to 500 additional vehicles in each of the three types or categories.

II. By further amending Section 1 by deleting proposed subsection 12.62.080.C in its entirety and renumbering the remaining subsections as necessary.

INTRODUCED BY:

Jeremy Elrod
Member of Council

AMENDMENT NO. L

TO

SECOND SUBSTITUTE ORDINANCE NO. BL2018-1202

Madam President –

I move to amend Second Substitute Ordinance No. BL2018-1202 as follows:

I. By amending Section 1 by deleting proposed subsections 12.62.080.A and 12.62.080.B in their entirety and substituting therefore the following:

- A. Permitted operators' fleets shall be limited in number to 400 SUMD's during the first two months of the pilot, 800 beginning at the third month of the pilot, and 1,200 beginning at the fifth month of the pilot. After the sixth month and approval by the MTLC, permitted operators can expand beyond 1,200, assuming they fulfill the other requirements contained in this chapter and in the permit.

II. By further amending Section 1 by renumbering the remaining subsections of 12.62.080 as necessary.

INTRODUCED BY:

Burkley Allen
Member of Council

AMENDMENT NO. _____

TO

ORDINANCE NO. BL2018-1246

Madam President –

I move to amend Ordinance No. BL2018-1246 as follows:

I. By amending Section 2 by re-numbering it "Section 3", inserting the following language as the new Section 2, and re-numbering the remaining sections as necessary:

Section 2. Notwithstanding any indication to the contrary within the Five Year Consolidated Plan for Housing and Community Development or the 2018 Action Plan (attached to this Ordinance), Transit Oriented Development (TOD) districts are not currently available as mechanisms, strategies, or initiatives for the development of affordable housing or implementation of community development. To the extent TOD districts subsequently become available in Nashville and Davidson County, the Consolidated Plan and/or 2018 Action Plan shall be amended as necessary.

INTRODUCED BY:

Bob Mendes
Member of Council, At-Large

SUBSTITUTE ORDINANCE NO. BL2018-1099

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 RS5 to SP zoning on property located at 207 Myrtle Street, approximately 165 feet south of Smiley Street, (0.27 acres), to permit up to one detached two-family ~~four multi-family~~ residential units, all of which is described herein (Proposal No. 2017SP-097-001).

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 RS5 to SP-R zoning on property located at 207 Myrtle Street, approximately 165 feet south of Smiley Street, (0.27 acres), to permit up to one detached two-family ~~four multi-family~~ residential units, being Property Parcel No. 187 as designated on Map 082-12 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 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 a maximum of one detached two-family ~~four multi-family~~ residential units.

Section 4. Be it further enacted, that 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.

Conditions:

- ~~1. Elevations consistent with the architectural standards in the Preliminary SP shall be provided with the submittal of the Final Site plan.~~
- ~~2. The development shall comply with all conditions and recommendations of the Nashville Fire Department Fire Marshal's Office, the Metropolitan Department of Public Works, and the Metropolitan Traffic and Parking Commission.~~
- ~~3. The development shall further comply with all conditions and recommendations of the Metropolitan Water Services Department and Stormwater Management Committee.~~
- ~~4. 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.~~

1. On the corrected set, revise SP Development Summary Use to Two-Family from Single family.
2. On the corrected set, revise SP Development Summary Lot Access to Alley only, remove shared access Myrtle.
3. One the corrected set, add the following note: Maximum height shall be measured to the highest point of the roof.

4. Contribution in-lieu of sidewalk construction shall be made. Sidewalks are required by the MCSP to be a five-foot sidewalk and four foot grass strip. A variance is appropriate given the existence of a complete sidewalk network on this block. Applicant must apply for a variance through the Board of Zoning Appeals.
5. 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.
6. 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.

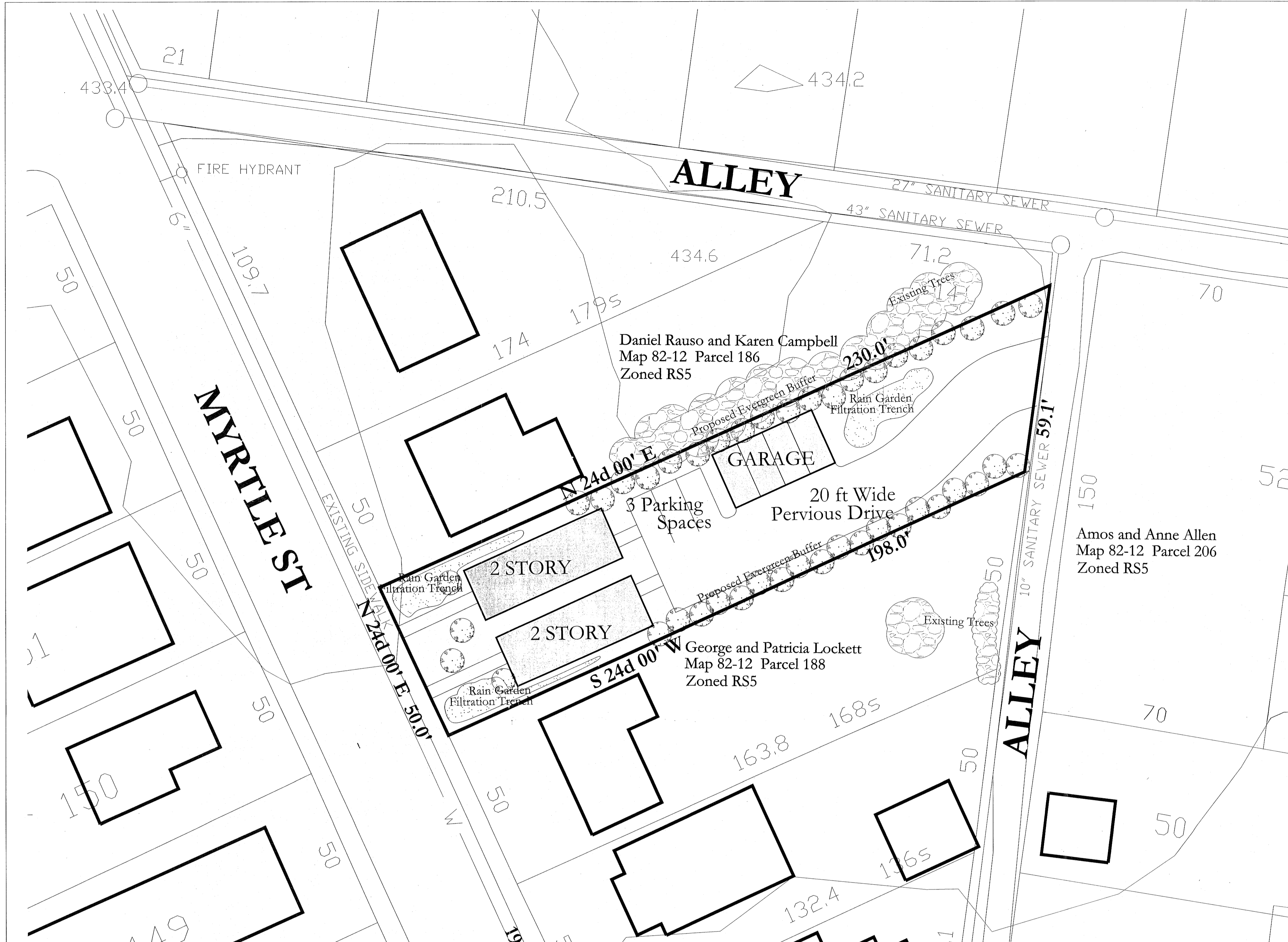
Section 5. Be it further enacted that minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Unless approved via ordinance by the Metropolitan Council, modifications shall not be permitted 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 ~~R6-A RM9-A~~ zoning district as of the date of the applicable request or application. Uses are limited as described in the Council approved plan.

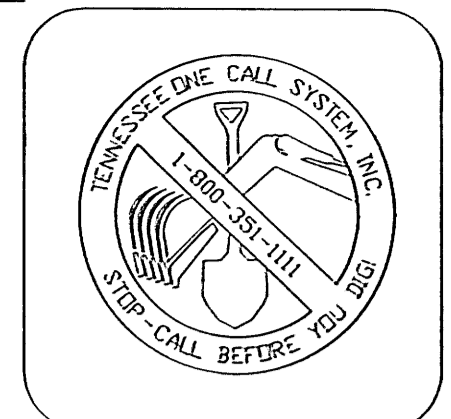
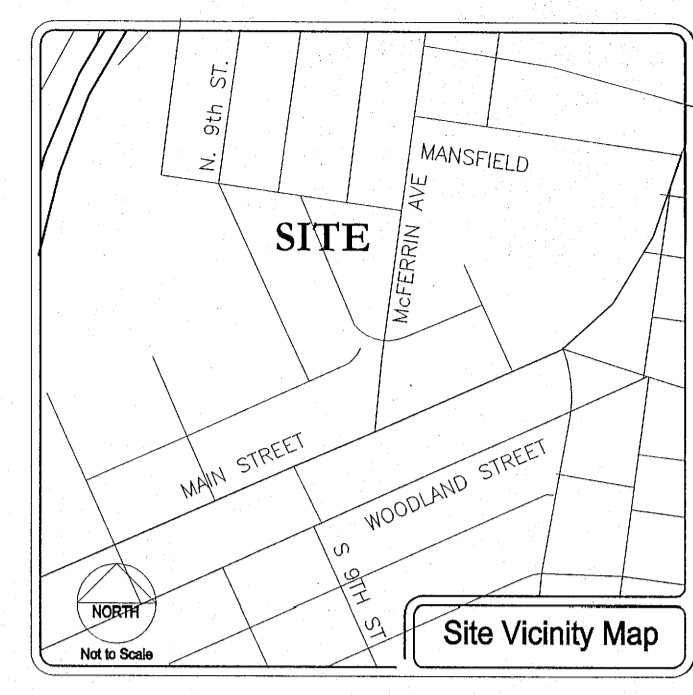
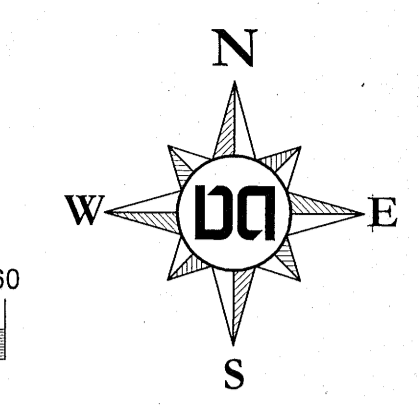
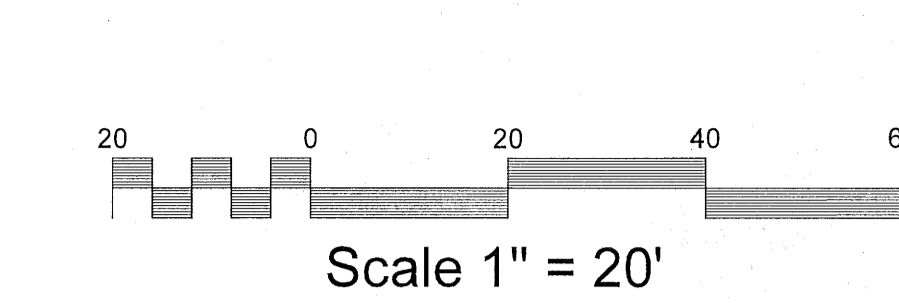
Section 7. Be it further enacted, that this ordinance take effect immediately after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

Scott Davis
Member of Council



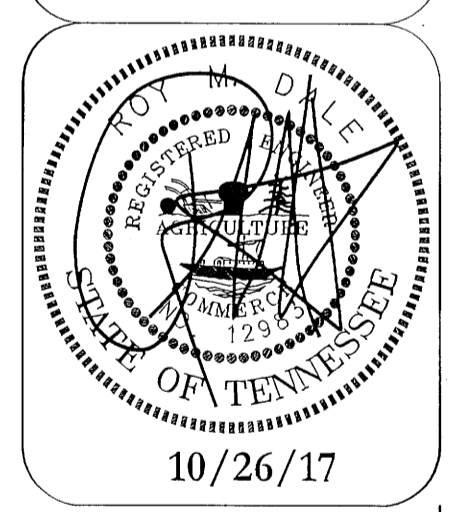
TOTAL AREA = 0.27 ACRES



REVISIONS:
4/08/18

Preparation Date: 10/20/17

207 MYRTLE STREET SP
 BEING PARCEL 187 ON TAX MAP 82-12
 NASHVILLE, DAVIDSON COUNTY, TENNESSEE



Dale & Associates
 Consulting Civil Engineering
 Land Planning & Zoning
 Landscape Architecture
 Nashville & Davidson County
 APR 12 2018
 Metropolitan Planning Department

D&A Project #17113
207 Myrtle Street SP
C1.0
Sheet 1 of 1

Note:
This Plan was prepared using Metro GIS Data. Approximated Boundary Bearings and Dimensions are referenced to State Plane Coordinate System

SPECIFIC PLAN DEVELOPMENT SUMMARY

USE	SINGLE FAMILY
PROPERTY ZONING	RS5
AREA	0.27 ACRES (11,800 SF)
UNITS/ DENSITY	2 UNITS/ 7.4 UNITS PER ACRE
BUILDING SQUARE FOOTAGE	4600 SF
FAR	MAX. 0.60
ISR	MAX. 0.70
FRONT YARD SETBACK:	20 FT
SIDE YARD	5 FT
REAR YARD	15 FT FROM ALLEY
HEIGHT STANDARDS	2 STORIES, 30 ft height
LOT ACCESS	Shared Access Myrtle and Alley
PARKING REQUIRED	4 SPACES PROVIDED 7 SPACES

SPECIFIC SP NOTES

- Permitted uses shall be limited to up to two detached multi-family residential units
- Building facades fronting a street or courtyard shall provide a minimum of one principal entrance (doorway) and a minimum of 15% glazing.
- Revise height standard to two stories and 30 feet measured to the roof line. (revise Specific SP Note 3).
- Windows shall be vertically oriented at a ratio of 1.5:1 or greater, except for dormers.
- EIFS, vinyl siding and untreated wood shall be prohibited.
- Porches shall provide a minimum of six feet of depth.
- A raised foundation of 18" - 36" is required for all residential structures.
- 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.
- Requesting this rezoning may affect the provision of affordable or workforce housing units in rental projects involving five or more rental units on site, as set forth in Ordinance Nos. BL 2016-133, and BL2016-342, which authorizes Metro grants to offset the provision of affordable or workforce housing units.
- 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 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.
- Vehicle access shall be from a shared parking on Myrtle and from rear alley.
- For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval the property shall be subject to the standards, regulations and requirements of the RS5 zoning district as of the date of the applicable request or application.
- 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.

STORMWATER NOTES

- 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 Service.
- Drawing is for illustration purposes to indicate the basic premise of the development, as it pertains to Storm Water approval / comments only. The final lot count and details of the plan shall be governed by the appropriate Storm Water regulations at the time of final application.

WATER SERVICES NOTES

- Before the Final SP can be approved, the applicant must prove all four of these units can be served by individual water service lines, via an approved private water/sewer utility plan.
- MWS policy does not allow shared private sewer lines, unless a variance is approved, and a Letter of Responsibility is filed with MWS. Before the Final SP is approved, these items must be addressed, if this development wishes to employ a shared private sewer design.
- The required capacity fees must also be paid prior to Final Site Plan/SP approval.

Proposed Plan

SP Number -2017SP-097-01

To Be Completed In One Phase

EROSION CONTROL & GRADING NOTES

- EXPOSE AS SMALL AN AREA OF SOIL AS POSSIBLE ON THE SITE FOR NO MORE THAN 15 DAYS. KEEP DUST WITHIN TOLERABLE LIMITS BY SPRINKLING OR OTHER ACCEPTABLE MEANS.
- ALL CUT/FILL AREAS TO HAVE A MINIMUM OF 6" OF TOPSOIL COVER. AREAS DRESSED WITH TOPSOIL SHALL RECEIVE 12 POUNDS PER 1000 SQUARE FEET OF 6-12-12 FERTILIZER (UNLESS OTHERWISE SPECIFIED IN WRITTEN SPECIFICATIONS), 5 POUNDS OR MORE OF KENTUCKY 31 FESCUE SEED PER 1000 SQUARE FEET, AND A STRAW MULCH COVER OF 70%-80% COVERAGE (APPROXIMATELY 125 POUNDS PER 1000 SQUARE FEET), UNLESS OTHERWISE NOTED WITHIN WRITTEN SPECIFICATIONS.
- EROSION CONTROL BARRIER IS CALLED OUT ON PLANS AND IS TO COMPLY WITH THE METROPOLITAN STORMWATER MANAGEMENT MANUAL, VOLUME FOUR, SECTION TCP-14.
- DISTURBED AREAS ARE TO BE GRADED TO DRAIN AS INDICATED IN THE PLAN TO SEDIMENT BARRIERS DURING AND UPON THE COMPLETION OF CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE VERIFICATION AND THE LOCATION OF ANY EXISTING UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO AVOID DAMAGE TO ALL EXISTING UTILITIES DURING CONSTRUCTION. IF DAMAGE DOES OCCUR TO ANY SUCH INSTALLATION, FULL REPAIR WILL BE ACCOMPLISHED AS PER THE CURRENT SPECIFICATION GOVERNING SUCH WORK.
- ANY ACCESS ROUTES TO THE SITE SHALL BE BASED WITH CRUSHED STONE, ASTM #1 STONE, 100 FEET LONG AND AT LEAST 6" THICK.
- THE PLACING AND SPREADING OF ANY FILL MATERIAL IS TO BE STARTED AT THE LOWEST POINT AND BROUGHT UP IN HORIZONTAL LAYERS OF 8" THICKNESS (OR AS DIRECTED BY THE SOILS INVESTIGATIVE REPORT). SAID FILL MATERIAL IS TO BE FREE OF SOD, ROOTS, FROZEN SOILS, OR ANY OTHER DECOMPOSABLE MATERIAL. SAID FILL IS TO BE COMPACTED TO A MINIMUM OF 96% STANDARD PROCTOR, OR AS OTHERWISE SPECIFIED BY THE SOILS REPORT OR WRITTEN SPECIFICATIONS.
- THE CONTRACTOR SHALL NOTIFY THE METRO DAVIDSON COUNTY DEPARTMENT OF PUBLIC WORKS CONSTRUCTION COMPLIANCE DIVISION, THREE DAYS PRIOR TO BEGINNING THE WORK.
- THE CONTRACTOR SHALL LOCATE AND STAKE THE LAYOUT OF THE SITE IN THE FIELD FOR INSPECTION BY THE ENGINEER. THE CONTRACTOR SHALL CHECK THE GRADES AND FINAL DIMENSIONS ON THE GROUND, AND REPORT ANY DISCREPANCIES TO THE ENGINEER IMMEDIATELY FOR A DECISION.
- SURPLUS EXCAVATION OF TOPSOIL SHALL BE PLACED ON THE SITE AS APPROVED BY THE OWNER FOR THE PURPOSE OF FUTURE LANDSCAPE USE.
- THE CONTRACTOR SHALL FURNISH AND INSTALL ALL NECESSARY TEMPORARY WORKS FOR THE PROTECTION OF THE PUBLIC AND EMPLOYEES, INCLUDING WARNING SIGNS AND LIGHTS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE DONE TO THE PREMISES OR ADJACENT PREMISES OR INJURIES TO THE PUBLIC DURING THE CONSTRUCTION CAUSED BY HIMSELF, HIS SUB-CONTRACTORS, OR THE CARELESSNESS OF ANY OF HIS EMPLOYEES.
- ALL WORK IS TO BE COMPLETED WITH COMPLIANCE TO THE RULES AND REGULATIONS SET FORTH BY METRO WATER SERVICES. THE CONTRACTOR SHALL GIVE ALL NECESSARY NOTICE, OBTAIN ALL PERMITS, AND PAY FEES REQUIRED FOR THE COMPLETION OF HIS PORTION OF THE WORK. HE SHALL ALSO COMPLY WITH ALL CITY, COUNTY AND STATE LAWS AND ORDINANCE OR REGULATIONS RELATING TO PORTIONS OF WORK WHICH HE IS TO PERFORM.
- ALL EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL SITE IS STABILIZED & CONSTRUCTION IS COMPLETE.
- CONTRACTOR SHALL PROVIDE AN AREA FOR CONCRETE WASH DOWN AND EQUIPMENT FUELING IN ACCORDANCE WITH METRO CP-10 & CP-13. LOCATION TO BE COORDINATED WITH THE NPDES DEPARTMENT DURING THE PRE-CONSTRUCTION MEETING.

STANDARD SP NOTES

- THE PURPOSE OF THIS SP IS TO BUILD TWO DETACHED MULTI FAMILY RESIDENTIAL UNITS.
- ANY EXCAVATION, FILL OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH STORM WATER MANAGEMENT ORDINANCE NO. 78-840 & APPROVED BY THE METROPOLITAN DEPARTMENT OF WATER SERVICES.
- THIS PROPERTY DOES NOT LIE WITHIN A FLOOD HAZARD AREA AS IDENTIFIED BY FEMA ON MAP 47037C0242H DATED APRIL 5, 2017.
- ALL PUBLIC SIDEWALKS ARE TO BE CONSTRUCTED IN CONFORMANCE WITH METRO PUBLIC WORKS SIDEWALK DESIGN STANDARDS.
- WHEEL CHAIR ACCESSIBLE CURB RAMPS, COMPLYING WITH APPLICABLE METRO PUBLIC WORKS STANDARDS, SHALL BE CONSTRUCTED AT STREET CROSSINGS.
- THE REQUIRED FIRE FLOW SHALL BE DETERMINED BY THE METROPOLITAN FIRE MARSHAL'S OFFICE, PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.
- SIZE DRIVEWAY CULVERTS PER THE DESIGN CRITERIA SET FORTH BY THE METRO STORMWATER MANUAL, (MINIMUM DRIVEWAY CULVERT IN METRO RIGHT OF WAY IS 15" CMP).
- METRO WATER SERVICES SHALL BE PROVIDED SUFFICIENT & UNENCUMBERED INGRESS & EGRESS AT ALL TIMES IN ORDER TO MAINTAIN, REPAIR, REPLACE & INSPECT ANY STORMWATER FACILITIES WITHIN THE PROPERTY.
- INDIVIDUAL WATER AND/OR SANITARY SEWER SERVICE LINES ARE REQUIRED FOR EACH UNIT.
- SOLID WASTE PICKUP TO BE PROVIDED BY ROLL OUT CANS AS SHOWN ON THIS PLAN.
- 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.
- FOR ANY DEVELOPMENT STANDARDS, REGULATIONS AND REQUIREMENTS NOT SPECIFICALLY SHOWN ON THE SP PLAN AND/OR INCLUDED AS A CONDITION OF COMMISSION OR COUNCIL APPROVAL, THE PROPERTY SHALL BE SUBJECT TO THE STANDARDS, REGULATIONS AND REQUIREMENTS OF THE R6 ZONING DISTRICT AS OF THE DATE OF THE APPLICABLE REQUEST OR APPLICATION.
- ALL BUILDINGS SHALL BE WITHIN 500 FEET OF A FIRE HYDRANT.
- ALL DEVELOPMENT WITHIN THE BOUNDARIES OF THIS PLAN MEETS THE REQUIREMENTS OF THE AMERICAN WITH DISABILITIES ACT AND THE FAIR HOUSING ACT. ADA: [HTTP://WWW.ADA.GOV](http://www.ada.gov)

GENERAL PLAN CONSISTENCY

THIS PROPERTY IS LOCATED IN SUBAREA #5 (EAST NASHVILLE COMMUNITY PLAN) AND IS FURTHER DEFINED WITH THE POLICY OF T4 NM (TRANSECT 4 NEIGHBORHOOD MAINTENANCE). T4 URBAN NEIGHBORHOOD MAINTENANCE AREAS DEMONSTRATE AN ESTABLISHED PATTERN OF MODERATE RESIDENTIAL TO HIGH DENSITY LAND USES. ATTACHED AND DETACHED BUILDINGS ARE REGULARLY SPACED WITH MODERATE TO NARROW SPACINGS BETWEEN BUILDINGS. LOTS ARE GENERALLY ACCESSED FROM LOCAL SUBURBAN STREETS AND ALLEYS

THIS PROPERTY IS CURRENTLY ZONED R55, YET THE LOT IS A LARGE 11,800 SF. THE PROPERTY IS NEAR A LARGE CORNER WITH EXCESSIVE FRONTAGE AND ESTABLISHED ALLEYS. THE LOTS ACROSS THE STREET (MYRTLE STREET) ARE WITHIN A NEIGHBORHOOD EVOLVING POLICY THERE FOR THIS PROPOSAL LIES WITHIN A TRANSITION AREA AND SHOULD ALLOW SIMILAR ON STREET DEVELOPMENT PATTERNS AS WOULD BE SEEN ON THE OPPOSITE SIDE OF THE STREET. THE LOT IS DEEP AND HAS ALLEY ACCESS, SO THE UNIQUE SIZE AND SHAPE OF THE LOT SHOULD ENCOURAGE USE OF THE REAR PORTION OF THE LOT AS WELL.

PUBLIC WORKS NOTES

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final Design may vary based upon field conditions.
- It is anticipated that the developer repair or replace the existing sidewalk. Sidewalks are constructed they will meet MPW standards for sidewalks (ST-210), curb and gutter (ST-200) and roadway widening if the existing pavement width does not meet MPW standard.
- Final SP Plans will be based upon a Boundary and Topographic Survey that will dimension and label existing right of ways, pavement widths, existing trees, utilities, power poles, water meters, and other physical features. Sidewalks if constructed shall have a 5 foot wide unobstructed path of travel.

WATER SERVICES

- Developer will be required to pay required capacity fees before Final SP/ Plat approval.

Electric Service Nashville Electric Service (NES) 1214 Church Street Nashville, Tennessee 37246 615.747.6807	Property Information 207 Myrtle Street Metro Tax Map 82-12, Parcels 187 0.27 Total Acres Council District 5 (Scott Davis)	Owners of Record Michael and Emily Moghahan 110 Ruland Circle Hendersonville, Tennessee 37204 615-275-8150 moga1839@gmail.com
Gas Service Nashville Gas (Piedmont) 615.734.0734	Civil Engineer Dale & Associates (Roy Dale, PE) 516 Heather Place Nashville, Tennessee 37204 615.297.5166	
Water Service Metro Water Service 1600 2nd Avenue North Nashville, Tennessee 37208 615.862.4598		
Sewer Service Metro Water Services 1600 2nd Avenue North Nashville, Tennessee 37208 615.862.4598		
Telephone Service BellSouth 666.626.6000		
Utility Location Tennessee One-Call 800.351.1111		

Preliminary Specific Plan

516 Heather Place
Nashville, Tennessee 37204
(615) 297-5166

AMENDMENT NO. _____

TO

ORDINANCE NO. BL2018-1236

Madam President –

I move to amend Ordinance No. BL2018-1236 as follows:

I. By amending Section 4 by adding the following additional conditions to be completed, bonded or satisfied as specifically required:

5. Prior to approval of the final SP, the applicant shall work with the Planning Department and the Department of Public Works in order to determine if a pedestrian crosswalk traversing River Road in proximity to this project is feasible along the site frontage. If a crosswalk is feasible and can meet Public Works design standards and requirements, the applicant shall modify the property as needed, construct the pedestrian crosswalk, provide appropriate flashing pedestrian signalization and other associated pedestrian facilities, and submit a signal plan to the Department of Public Works traffic engineer for approval. In the event the Department of Public Works declines to approve a crosswalk under these conditions, the applicant will be responsible for constructing a crosswalk at the nearest approved location.

6. Prior to approval of the final SP, the applicant shall work with the Department of Public Works to determine if bus shelters -- with a roof sufficient to deflect precipitation and otherwise compliant with Department of Public Works requirements -- can be constructed within the public right-of way on each side of River Road in proximity to this project. If such shelters are feasible and can meet standards and requirements of the Department of Public Works, the shelters shall be constructed at the applicant's expense. In the event the local transit authority and/or the Department of Public Works declines to approve one or both structures, the property owner shall be absolved of this requirement.

INTRODUCED BY:

Dave Rosenberg
Member of Council

SUBSTITUTE ORDINANCE NO. BL2018-1238

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 R6 to MUL-A zoning for properties located at 353, 355, and 357 Glenrose Avenue and 354 Hester Avenue, approximately 260 feet west of Sadler Avenue (1.03 acres), all of which is described herein (Proposal No. 2018Z-024PR-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 R6 to MUL-A zoning for properties located at 353, 355, and 357 Glenrose Avenue and 354 Hester Avenue, approximately 260 feet west of Sadler Avenue (1.03 acres), being Property Parcel Nos. 032, 033, 034, 035 as designated on Map 119-01 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 Metropolitan Clerk is hereby authorized and directed, upon the enactment and approval of this ordinance, to cause the change to be made on Map 119 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.

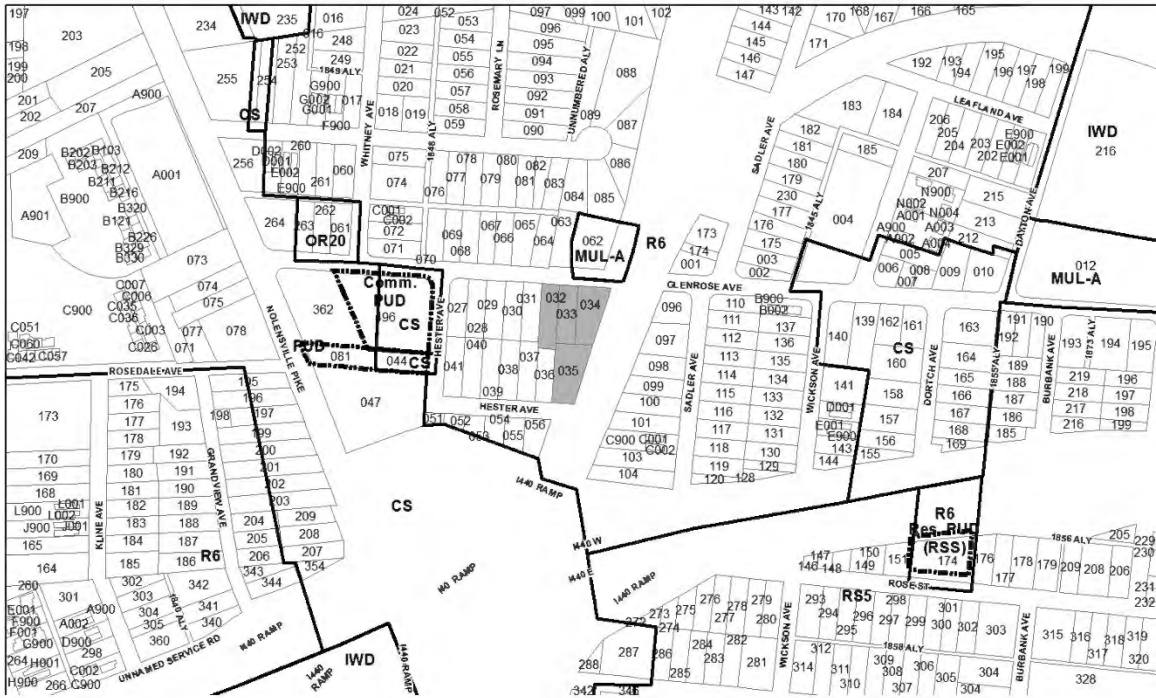
Section 3. Be it further enacted, that this ordinance take effect immediately after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

Councilmember Colby Sledge

2018Z-024PR-001
Map 119-01, Parcel(s) 032-035
Subarea 11, South Nashville
District 17 (Sledge)
Application fee paid by: Kurio Properties, Inc.

A request to rezone from R6 to MUL-A zoning for properties located at 353, 355, and 357 Glenrose Avenue and 354 Hester Avenue, approximately 260 feet west of Sadler Avenue (1.03 acres), requested by Kurio Properties, Inc., applicant; Adam S. & Jamie Gatchel & Jed D. Holmes et ux and Kurio Properties, Inc., owners.



AMENDMENT NO. ____
TO
ORDINANCE NO. BL2018-1242

Madam President –

I hereby move to amend Ordinance No. BL2018-1242 as follows:

I. By replacing the original site plan with the attached document.

INTRODUCED BY:

Colby Sledge
Member of Council

THE RESERVOIR

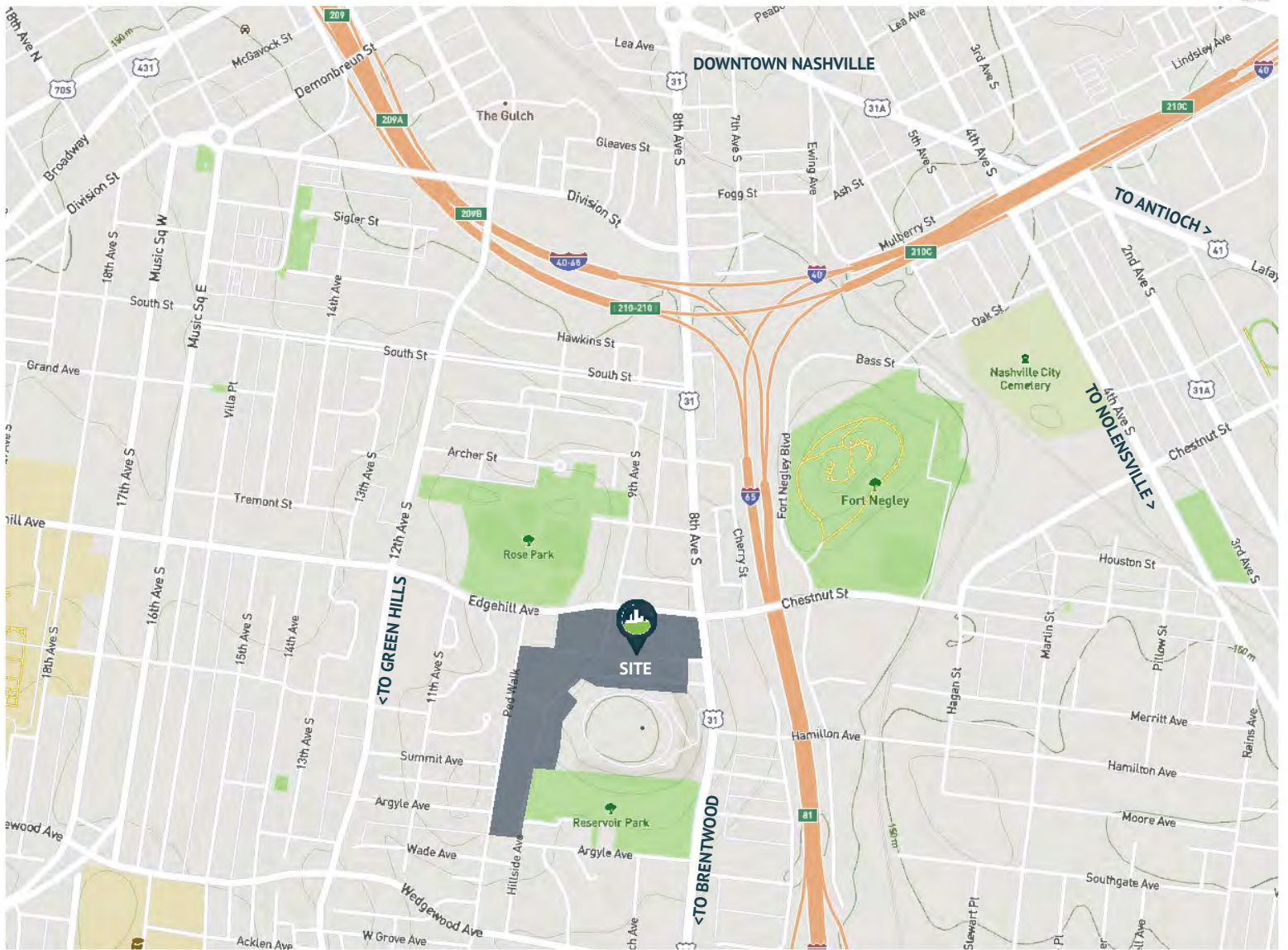
8TH AVENUE SOUTH AT EDGEHILL

Preliminary Specific Plan &
Major Policy Amendment

Revised: JULY 12, 2018



2018SP-026-001
2018P-001-001



Site Info:
Site is on 23.32 acres of land located at:

1201 8th Avenue South
Map and Parcel(s): 10506003800, 10506003900, 10506004000, **10506002400**,
10505051200, 10506004200, **10505051100**, 10506033200
(Parcels in **BOLD** are within the Park at Hillside PUD)

Council District: 17 Colby Sledge

Owner/Developer:
Elmington Capital Group
118 16th Ave. S., Suite 200
Nashville, TN 37203
ATTN: Dominic Zabriskie
dominic@elmingtoncapital.com

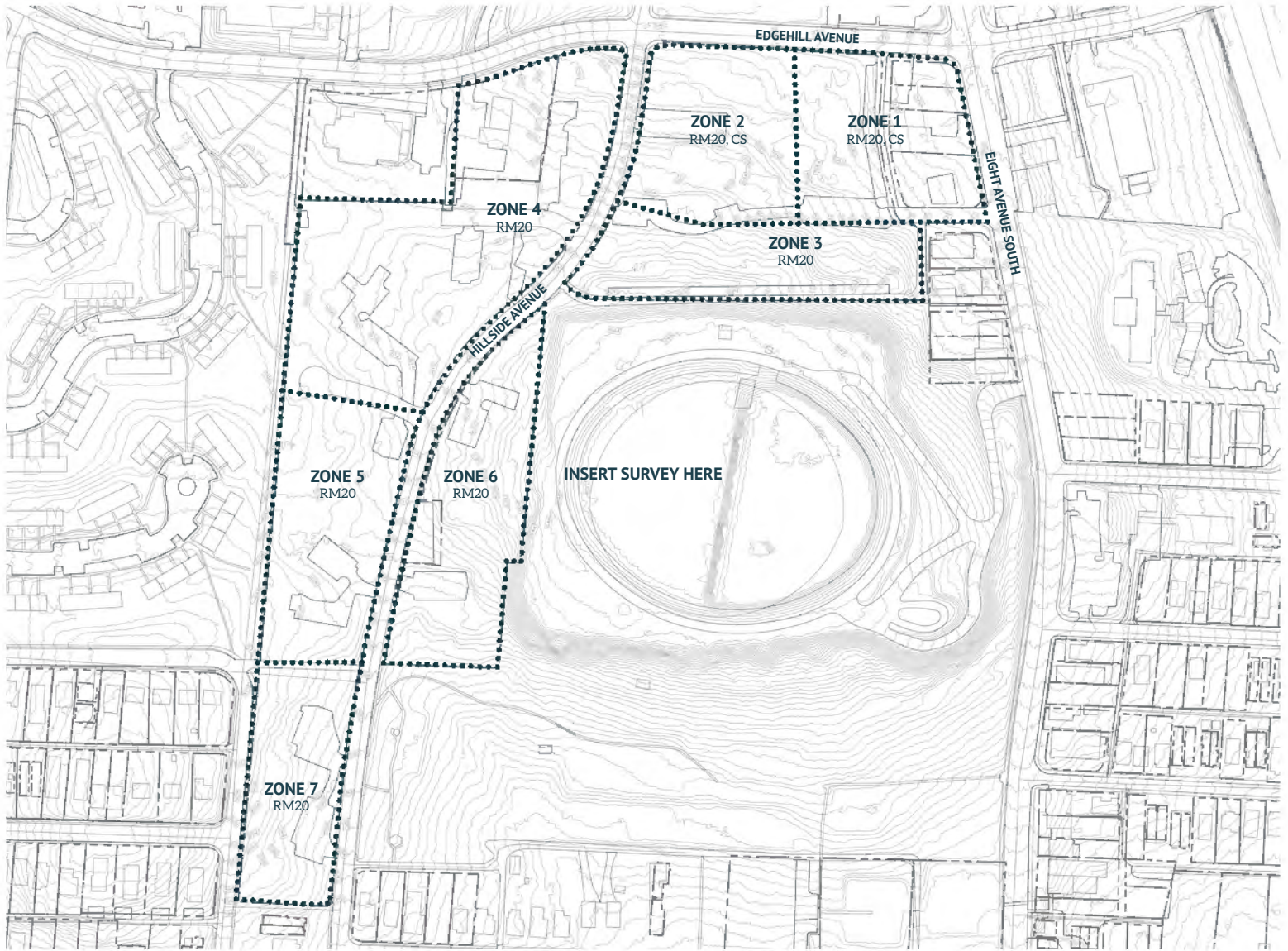
Civil Engineer:
Kimley-Horn
214 Oceanside Drive
Nashville, TN 37204
ATTN: Brendan Boles, PE
brendan.boles@kimley-horn.com

Owner Information:
Park at Hillside, LLC
929 Edgehill LLC
1201 8th Ave LLC
1203 8th Ave LLC

118 16th Avenue S, Suite 200
Nashville, TN 37203
(615)-490-6700

Applicant/Land Planner:
Kimley-Horn
214 Oceanside Drive
Nashville, TN 37204
ATTN: Ben Miskelly, AICP
ben.miskelly@kimley-horn.com





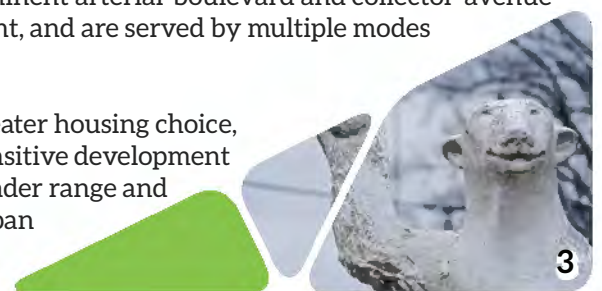
Land Use Policy:

	<u>Existing</u>	<u>Proposed</u>	<u>Parcels Requiring Change</u>
ZONE 1:	T4 NE, T4 CM	T4 CM	809 Edgehill Avenue (10506002400)
ZONE 2:	T4 NE	T4 CM	809 Edgehill Avenue (10506002400)
ZONE 3:	T4 NE	T4 CM	809 Edgehill Avenue (10506002400)
ZONE 4:	T4 NE	T4 NE	
ZONE 5:	T4 NE	T4 NE	
ZONE 6:	T4 NE	T4 NE	
ZONE 7:	T4 NE	T4 NE	

Current Land Use Policy: The property is located within the Green Hills-Midtown Community Plan. The current land use policy for the property is split between T4 CM (Urban Mixed Use Corridor) and T4 NE (Neighborhood Evolving) The SP will retain utilizing these land use policies and expand the T4 CM policy to the entirety of Areas 1, 2, and 3.

T4 Urban Mixed Use Corridor: prioritize higher-intensity mixed use and commercial uses at intersections with preference given to residential uses between intersections. Streets move vehicular traffic efficiently while accommodating sidewalks, bikeways, and existing or planned mass transit. T4-CM areas are pedestrian-friendly, prominent arterial-boulevard and collector-avenue corridors that accommodate residential, commercial, and mixed use development, and are served by multiple modes of transportation.

T4 Neighborhood Evolving: Create and enhance neighborhoods—to include greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. Areas will have higher densities and/or smaller lot sizes, with a broader range and mixture of housing types, providing housing choice, than some surrounding urban neighborhoods.





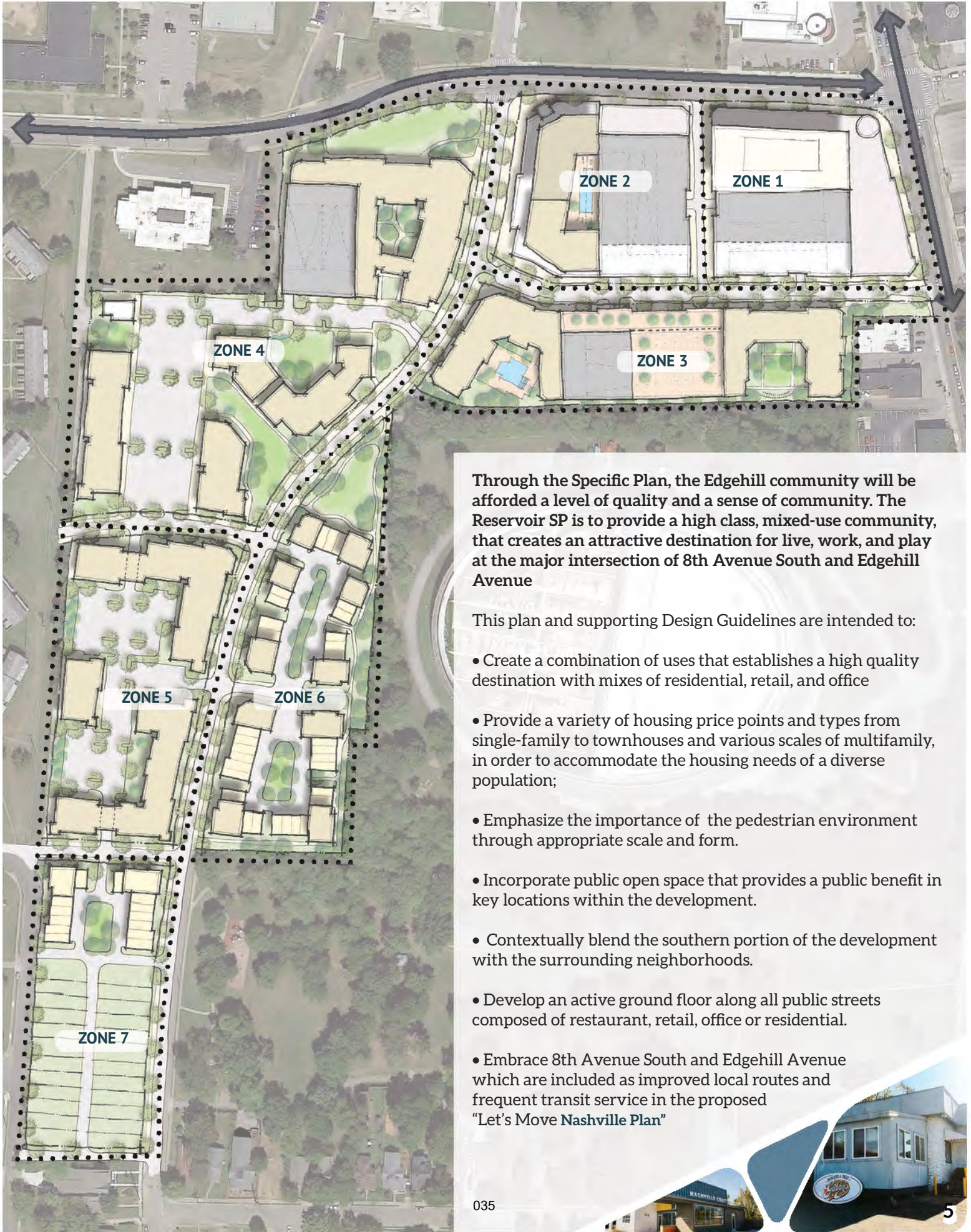
Site Concept Plan:

The conceptual approach for The Reservoir is to consolidate the site’s density and non-residential uses at the priority intersection of 8th Avenue South and Edgehill Avenue. The Green Hills-Midtown Community Plan calls out both streets as “Priority Corridors,” with 8th Avenue South being labeled as an “Immediate Need.” Along Edgehill the form and density stays consistent but transitions to primarily residential uses with some ground floor commercial uses.

Moving southward along Hillside Avenue density tapers down to structure parked mid-rise flats to surface parked low-rise flats on the west side to garage-loaded townhome units on the east side. The southern most portion of the site utilizes duplex units to transition from the stacked flats to the north to the single family lots adjacent to the site.

The site also utilizes new east/west connector streets and stub streets to increase access to Hillside Avenue from the east and west, while redirecting some traffic away from the intersection 8th Avenue South and Edgehill Avenue. The extension of Summit Avenue to Hillside plays a major role in connecting the homes between 12th Avenue South and 8th Avenue South both physically and mentally.



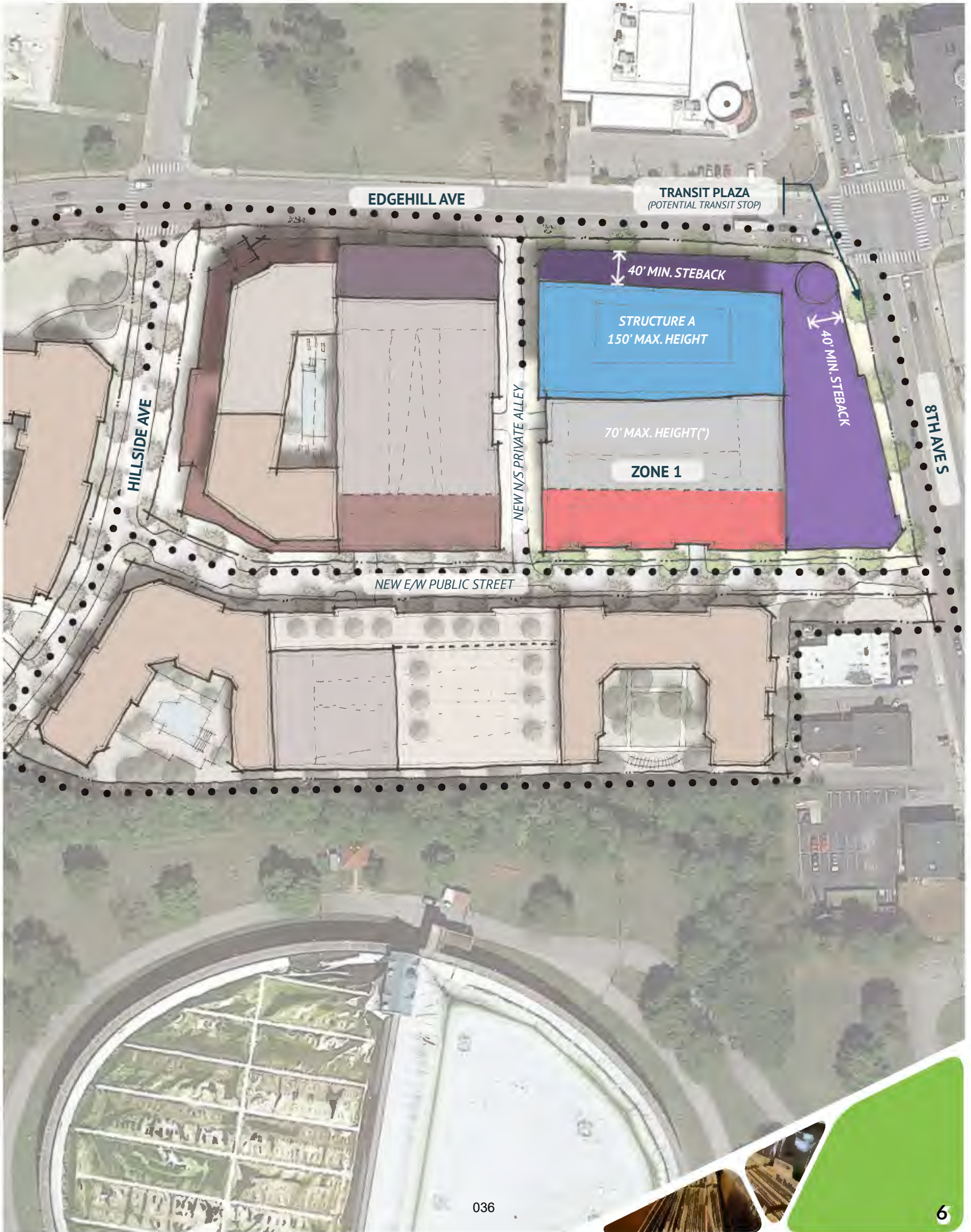


Through the Specific Plan, the Edgehill community will be afforded a level of quality and a sense of community. The Reservoir SP is to provide a high class, mixed-use community, that creates an attractive destination for live, work, and play at the major intersection of 8th Avenue South and Edgehill Avenue

This plan and supporting Design Guidelines are intended to:

- Create a combination of uses that establishes a high quality destination with mixes of residential, retail, and office
- Provide a variety of housing price points and types from single-family to townhouses and various scales of multifamily, in order to accommodate the housing needs of a diverse population;
- Emphasize the importance of the pedestrian environment through appropriate scale and form.
- Incorporate public open space that provides a public benefit in key locations within the development.
- Contextually blend the southern portion of the development with the surrounding neighborhoods.
- Develop an active ground floor along all public streets composed of restaurant, retail, office or residential.
- Embrace 8th Avenue South and Edgehill Avenue which are included as improved local routes and frequent transit service in the proposed "Let's Move Nashville Plan"







Intent: Zone 1 is intended to serve the surrounding area, by providing ground floor retail that is paired with office and other commercial uses above. Businesses will be parked via shared garage parking and on street spaces.

Uses: Multifamily Residential, Commercial/Retail, and Office
Prohibited: Alternative Financial Services, Auto Repair, Auto Sales, Gas Station

Frontage Standards:

Build-to: Where buildings directly front public streets or common areas (e.g. sidewalks, open space), 80% of the front facade must be built within 5' from the back of the proposed sidewalk. Projections and recesses up to 4 feet for architectural articulation are permitted

Ground Floor Access: Non-residential ground floor uses shall provide a public entrance from the public sidewalk

Building Frontage/Orientation: All structures shall provide a primary frontage on to streets and/or open space as well as provide a minimum of one principal entrance on to public right of way and/or open space.

Maximum Height: (measured from average grade to top of parapet)
 Structure A: 150' maximum in 11 Stories
 Remainder: 70' maximum (*not to exceed an elevation of 646')

Stepback: 40' stepback after 3 stories along 8th Avenue South and Edgell Avenue

Glazing: (measured as a % of facade measured from finished floors to ceiling along public streets and open spaces)
 Residential: 25% ground floor, 25% upper floors
 Commercial: 50% ground floor, 30% upper floors

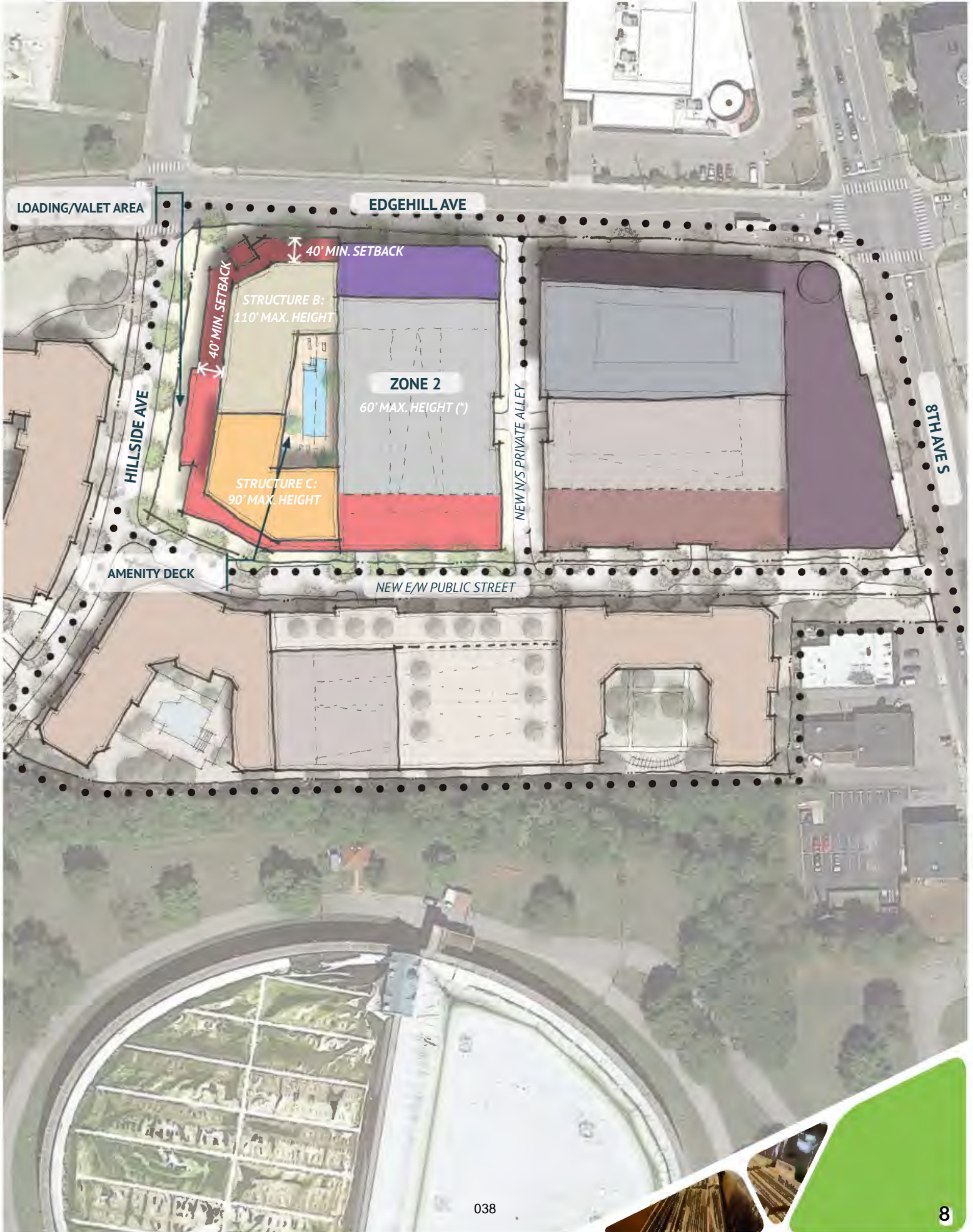
Parking Garage Screening/Lining: Parking structures fronting a public street R.O.W. or public open space shall be screened and lined with an active use along the ground floor.

Viewshed Information: Heights and stepbacks will consider viewsheds and view corridors from Fort Negley, Rose Park, and Reservoir Park. See page 27 for Viewshed Standards.



ZONE 1

		ZONE 1	
Uses	Multi-family Residential, Office, Commercial/Retail,		
FAR	6.0		
ISR	1.0		
Maximum Height	Structure A	150' in 11 Stories	
	Remainder	70' Maximum (*)	
Stepback	40' after 3 stories		
Minimum First Floor Height (measured from FFE to ceiling)	14'		
Build-To (__ percentage of the front facade built to within __ feet of public sidewalk or open space)	80% within 5'		
Side Setback	0'		
Rear Setback	0'		
Minimum Building Separation	0'		
Glazing (measured as a % of facade measured from finished floors to ceiling along public streets and open spaces)	Residential	25% Minimum	
	Commercial	50% Ground Floors 30% Upper Floors	
Raised Foundation	Residential	18" Min. - 36" Max.	
	Commercial	36" Max.	
"Fall-Back" Zoning	MUG-A		
Viewshed Provisions	See Page 27		





Intent: Paired with ground floor commercial uses, Zone 2 includes a high density residential component to provide the opportunity for a more urban housing type on site. Units will be parked via shared garage parking and on street spaces.

Uses: Multifamily Residential, Commercial/Retail, and Office
Prohibited: Alternative Financial Services, Auto Repair, Auto Sales, Gas Station

Frontage Standards:

Build-to: Where buildings directly front public streets or common areas (e.g. sidewalks, open space), 80% of the front facade must be built within 5' from the back of the proposed sidewalk or provide usable public space. Projections and recesses up to 4 feet for architectural articulation are permitted

Ground Floor Access: Non-residential ground floor uses shall provide a public entrance from the public sidewalk

Building Frontage/Orientation: All structures shall provide a primary frontage on to streets and/or open space as well as provide a minimum of one principal entrance on to public right of way and/or open space.

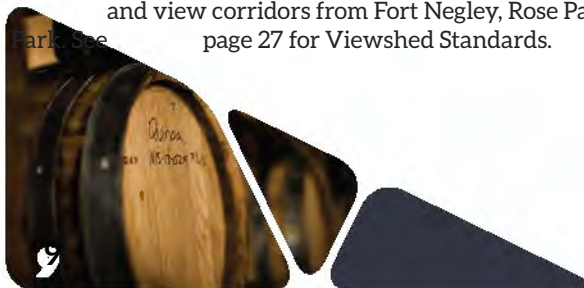
Maximum Height: (measured from average grade to top of parapet)
Structure B: 110' maximum in 10 Stories
Structure C: 90' maximum in 8 Stories
Remainder: 60' maximum (*not to exceed an elevation of 646')

Stepback: 40' stepback after 3 stories along Hillside Avenue and Edgell Avenue

Glazing: (measured as a % of facade measured from finished floors to ceiling along public streets and open spaces)
Residential: 25% ground floor, 25% upper floors
Commercial: 50% ground floor, 30% upper floors

Parking Garage Screening/Lining: Parking structures fronting a public street R.O.W. or public open space shall be screened and lined with an active use along the ground floor.

Viewshed Information: Heights and Stepbacks will consider viewsheds and view corridors from Fort Negley, Rose Park, and Reservoir page 27 for Viewshed Standards.



ZONE 2	
Uses	Multi-family Residential, Office, Commercial/Retail,
FAR	5.0
ISR	1.0
Maximum Height	Structure B 110' in 10 Stories
	Structure C 90' in 8 Stories
	Remainder 60' Maximum(*)
Stepback	40' after 3 stories
Minimum First Floor Height (measured from FFE to ceiling)	14'
Build-To (__ percentage of the front facade built to within __ feet of public sidewalk or open space)	80% within 5'
Side Setback	0'
Rear Setback	0'
Minimum Building Separation	0'
Glazing (measured as a % of facade measured from finished floors to ceiling along public streets and open spaces)	Residential 25% Minimum
	Commercial 50% Ground Floors 30% Upper Floors
Raised Foundation	Residential 18" Min. - 36" Max.
	Commercial 36" Max.
"Fall-Back" Zoning	MUG-A
Viewshed Provisions	See Page 27





Intent: Zone 3 is intended to serve the surrounding area, as well as the site, by providing active ground floor uses that could include other retail and commercial spaces, live+work units, and residential units above. Units will be parked via shared garage parking and on street spaces.

Uses: Multifamily Residential, Commercial/Retail, Office, and Live+Work *Prohibited: Alternative Financial Services, Auto Repair, Auto Sales, Gas Station*

**Live+Work units shall include a combination of a commercial or office within that same space as a residential unit.*

Frontage Standards:

Front Build-to: Where buildings directly front public streets or common areas (e.g. sidewalks, open space), 80% of the front facade must be built within 10' from the back of the proposed sidewalk. Projections and recesses up to 4 feet for architectural articulation are permitted

Ground Floor Access: Non-residential ground floor uses shall provide a public entrance from the public sidewalk

Building Frontage/Orientation: All structures shall provide a primary frontage on to streets and/or open space as well as provide a minimum of one principal entrance on to public right of way and/or open space.

Maximum Height: (measured from average grade to top of parapet)
5 stories maximum in 60' (*not to exceed an elevation of 646')
4 stories (parking structure) (*not to exceed an elevation of 646')

Glazing: (measured as a % of facade measured from finished floors to ceiling along public streets and open spaces)
Residential: 25% ground floor, 25% upper floors
Commercial: 50% ground floor, 30% upper floors

Parking Garage Screening/Lining: Parking structures fronting a public street R.O.W. or public open space shall be screened and lined with an active use along the ground floor.

Viewshed Information: Heights and Stepbacks will consider viewsheds and view corridors from Fort Negley, Rose Park, and Reservoir Par. See Page 27 for Viewshed Standards.



ZONE 3		
Uses	Multi-family Residential, Office, Commercial/Retail, Live+Work(*)	
FAR	5.0	
ISR	1.0	
Maximum Height	5 Stories in 60' (*) 4 Stories (Parking) (*)	
Stepback	None Required	
Minimum First Floor Height (measured from FFE to ceiling)	12'	
Build-To (__ percentage of the front facade built to within __ feet of public sidewalk or open space)	80% within 10'	
Side Setback	5'	
Rear Setback	5'	
Minimum Building Separation	5'	
Glazing (measured as a % of facade measured from finished floors to ceiling along public streets and open spaces)	Residential	25% Minimum 50% Ground Floors
	Commercial	30% Upper Floors
Raised Foundation	Residential	18" Min. - 36" Max.
	Commercial	36" Max.
"Fall-Back" Zoning	MUG-A	
Viewshed Provisions	See Page 27	





Intent: Zone 4 is intended to provide the first large portion of residential on site. As Phase I, the goal of Zone 4 is to offer units that will account for the housing currently on site at the time of application. Residential units will be predominately provided in stacked flats configuration. Units will be parked via shared garage spaces, on street parking areas, and surface lots.

Uses: Multifamily Residential

Frontage Standards:

Front Build-to: Where buildings directly front Hillside Avenue or common areas (e.g. sidewalks, open space), 80% of the front facade must be built within 15' from the back of the proposed sidewalk. Projections and recesses up to 4 feet for architectural articulation are permitted

10th Avenue Pedestrian Path: 80% of the front facade of buildings along the existing path shall be built within 10' of the ROW. No Parking shall encroach closer than the leading edge of buildings along the ROW of the path.

Building Frontage/Orientation: All structures shall provide a primary frontage on to streets and/or open space as well as provide a minimum of one principal entrance on to public right of way and/or open space.

Maximum Height: (measured from average grade to top of parapet)
5 stories maximum in 65'

Glazing: (measured as a % of facade measured from finished floors to ceiling along public streets and open spaces)
Residential: 25% ground floor, 25% upper floors

Parking Screening: Parking structures fronting a public street R.O.W. or public open space shall be screened. Parking lots fronting the 10th Avenue Pedestrian path shall be screened with an appropriate landscape buffer as determined by the urban forester at the final SP stage.

Viewshed Information: Heights and Stepbacks will consider viewsheds and view corridors from Fort Negley, Rose Park, and Reservoir Park. See page 27 for Viewshed Standards.

ZONE 4	
Uses	Multi-family Residential
FAR	3.0
ISR	0.8
Maximum Height	5 Stories in 65'
Stepback	None Required
Minimum First Floor Height (measured from FFE to ceiling)	None Required
Build-To (__ percentage of the front facade built to within __ feet of public sidewalk or open space)	80% within 15'
Side Setback	5'
Rear Setback	10'
Minimum Building Separation	10'
Glazing (measured as a % of facade measured from finished floors to ceiling along public streets and open spaces)	25% ground floor 25% upper floors
Raised Foundation	18" Min. - 36" Max.
"Fall-Back" Zoning	RM40-A







Intent: Zone 5 is bounded on all four sides by existing and proposed right of ways. The intent of Zone 5 is to provide an urban stacked flats building that addresses the multiple streets where possible. Units will be parked via shared garage spaces, on street parking areas, and surface lots.

Uses: Multi-family Residential

Frontage Standards:

Front Build-to: Where buildings directly front Hillside Avenue or common areas (e.g. sidewalks, open space), 80% of the front facade must be built within 15' from the back of the proposed sidewalk. Projections and recesses up to 4 feet for architectural articulation are permitted

10th Avenue Pedestrian Path: 80% of the front facade of buildings along the existing path shall be built within 15' of the ROW. No Parking shall encroach closer than the leading edge of buildings along the ROW of the path.

Building Frontage/Orientation: All structures shall provide a primary frontage on to streets and/or open space as well as provide a minimum of one principal entrance on to public right of way and/or open space.

Maximum Height: (measured from average grade to top of parapet)
4 stories maximum in 55'

Glazing: (measured as a % of facade measured from finished floors to ceiling along public streets and open spaces)
Residential: 25% ground floor, 25% upper floors

Parking Screening: Parking structures fronting a public street R.O.W. or public open space shall be screened. Parking lots fronting the 10th Avenue Pedestrian path shall be screened with an appropriate landscape buffer as determined by the urban forester at the final SP stage.

ZONE 5	
Uses	Multi-family Residential
FAR	3.0
ISR	0.75
Maximum Height	4 Stories in 55'
Stepback	None Required
Minimum First Floor Height (measured from FFE to ceiling)	None Required
Build-To (__ percentage of the front facade built to within __ feet of public sidewalk or open space)	80% within 15'
Side Setback	Not Applicable
Rear Setback	Not Applicable
Minimum Building Separation	10'
Glazing (measured as a % of facade measured from finished floors to ceiling along public streets and open spaces)	25% ground floor 25% upper floors
Raised Foundation	18" Min. - 36" Max.
"Fall-Back" Zoning	RM40-A





PUBLIC PARK/
STORMWATER AREA

45' MAX.
HEIGHT

55' MAX.
HEIGHT

HILLSIDE AVE

ZONE 6

NEW E/W PUBLIC STREET (SUMMIT AVE)





Intent: Property to the east of Hillside Avenue contains a mixture of townhomes and lower density stacked flats units. This area is parked via private garages, shared garages, small scale surface lots, and on street parking.

Uses: Multifamily Residential, Multi-family (townhomes), Two-family homes, Single-Family Homes

Frontage Standards:

Front Build-to: Where buildings directly front the public streets or common areas (e.g. sidewalks, open space), The building edge must provide 70% of the building facade within 15' of the back of sidewalk. Projections and recesses up to 4 feet for architectural articulation are permitted

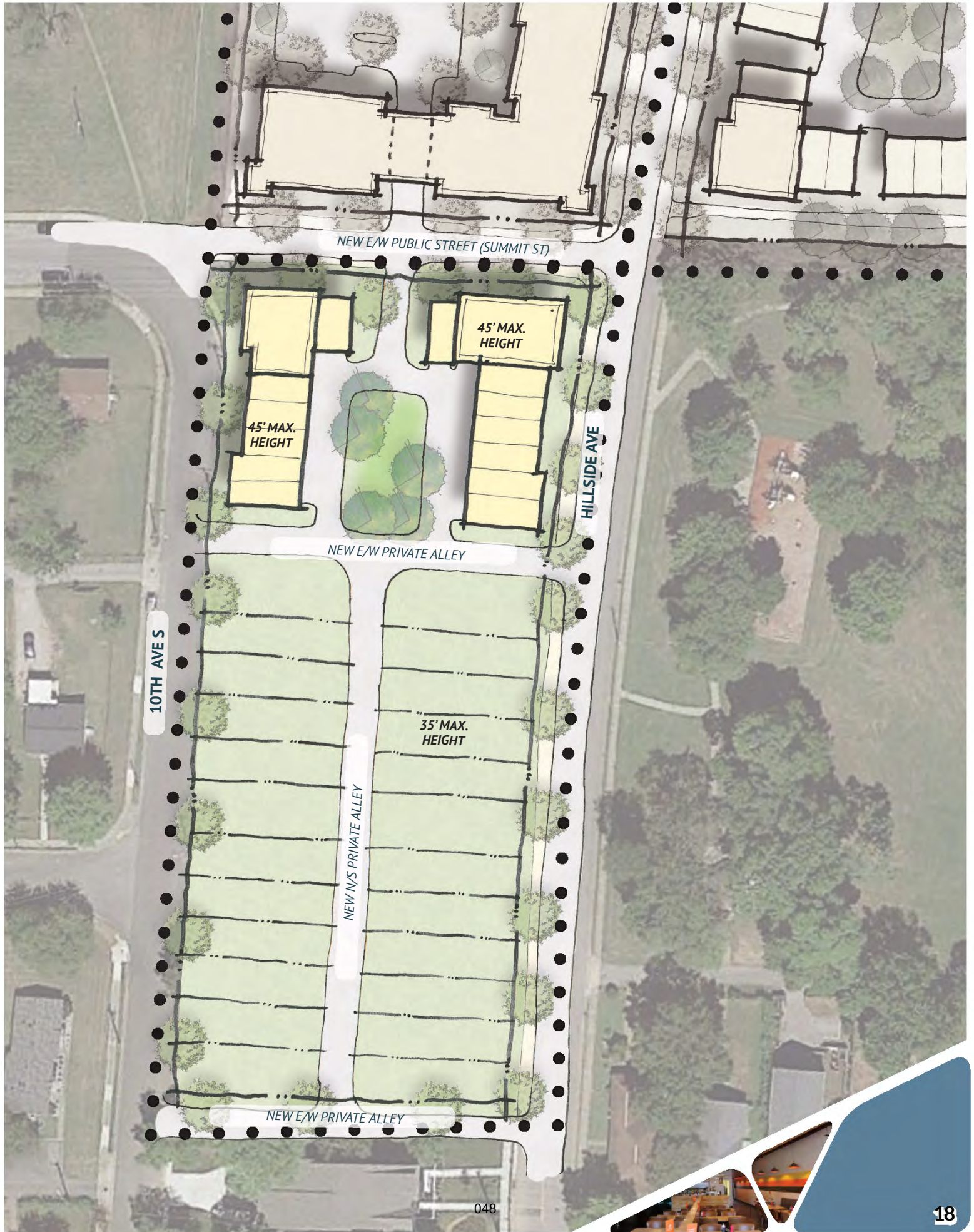
Building Frontage/Orientation: All structures shall provide a primary frontage on to streets and/or open space as well as provide a minimum of one principal entrance on to public right of way and/or open space.

Maximum Height: (measured from average grade to top of parapet)
Base Height: 3 stories maximum in 45'
Corner and End Units: 4 stories maximum in 55' (Corner and end units East of Hillside shall be permitted up to 4 stories in height so long as the total combined 4 story floorplate does not exceed that of the 3 story floorplate East of Hillside Avenue)*

Glazing: (measured as a % of facade measured from finished floors to ceiling along public streets and open spaces)
 Residential: 25% ground floor, 25% upper floors

	ZONE 6
Uses	Multi-family Residential, Townhomes, Two-family homes, Single-Family Homes
FAR	2.5
ISR	0.75
Maximum Height	3 Stories in 45' 4 Stories in 55'(*)
Stepback	None Required
Minimum First Floor Height (measured from FFE to ceiling)	None Required
Build-To (__ percentage of the front facade built to within __ feet of public sidewalk or open space)	70% within 15'
Side Setback	10'
Rear Setback	10'
Minimum Building Separation	5'
Glazing (measured as a % of facade measured from finished floors to ceiling along public streets and open spaces)	25% ground floor 25% upper floors
Raised Foundation	18" Min. - 36" Max.
"Fall-Back" Zoning	RM20-A







Intent: Zone 7 is intended to provide a variety of lower intensity residential types to provide greater choice within the development. These units are planned to vary from corner multifamily units and townhome configurations to individual detached duplex lots. Units will be parked via private garage spaces, on street parking areas, and small scale surface lots.

Uses: Multifamily Residential, Multi-family (townhomes), Two-family homes, Single-Family Homes

(*) Property south of the proposed East/West Alley shall be utilized for single-family dwellings that transition the scale of the development toward the existing community.

Frontage Standards:

Front Build-to: Where buildings directly front public streets or common areas (e.g. sidewalks, parking, open space), The building edge must provide 70% of the building facade within 20' of the back of sidewalk. Projections and recesses up to 4 feet for architectural articulation are permitted

Building Frontage/Orientation: All structures shall provide a primary frontage on to streets and/or open space as well as provide a minimum of one principal entrance on to public right of way and/or open space.

Setbacks:

- Side:** 0' Attached Structures
5' Detached Structures
- Rear:** 15' setback or 5' Build-to (*)
Properties with rear loaded garages must build garage to within 5' of the rear property line or setback greater than 15' to prevent parked vehicles from blocking the alley.

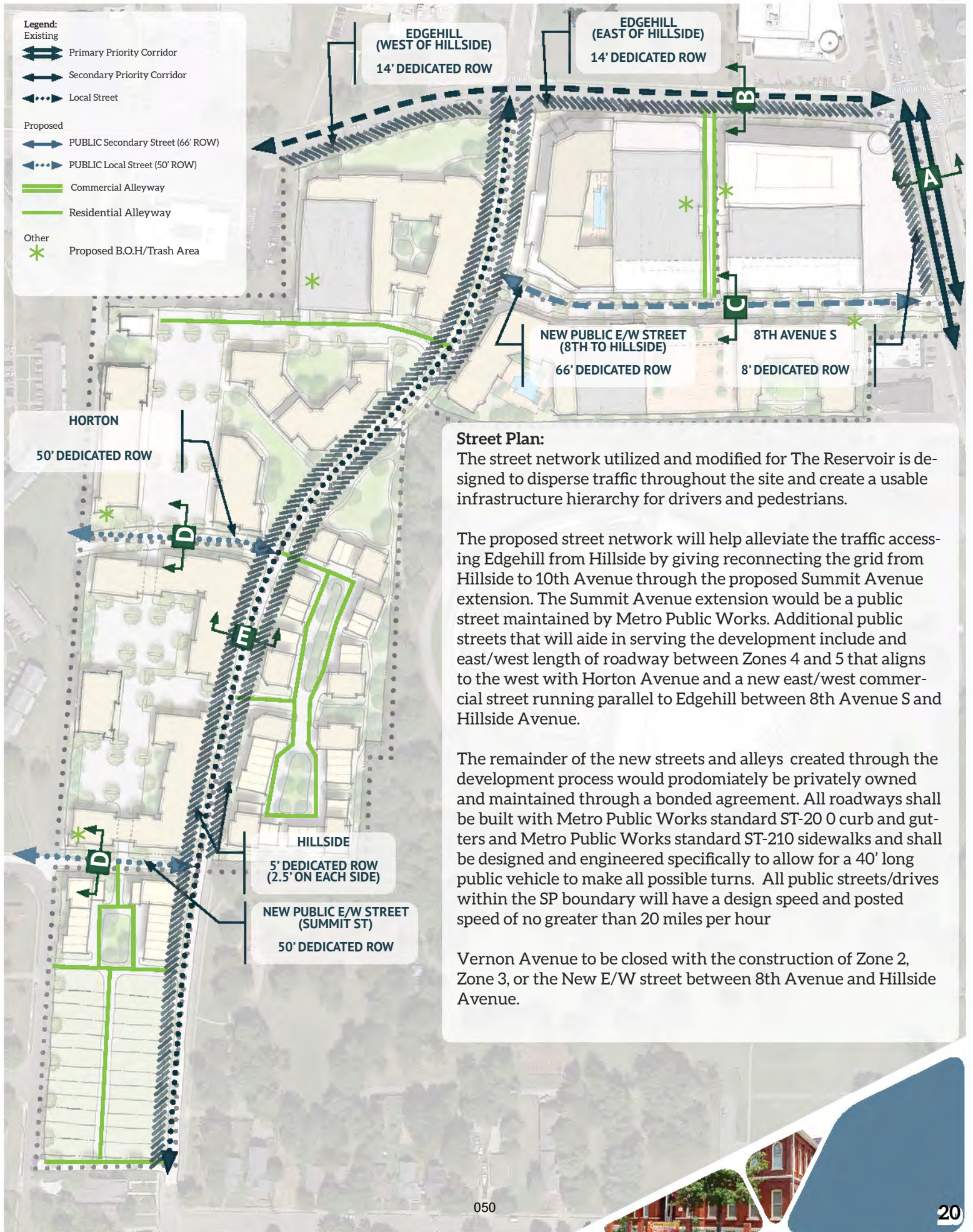
Maximum Height: (measured from average grade to top of parapet)
3 stories maximum in 45' (Townhomes and Multi-family)
35' (single and two-family)

Glazing: (measured as a % of facade measured from finished floors to ceiling along public streets and open spaces)
Residential: 25% ground floor, 25% upper floors

Parking/Access: All parking and access shall be to the rear of the primary structure, no front driveways or front facing garages will be permitted.



ZONE 7	
Uses	Multi-family Residential, Townhomes, Single-Family Homes (*)
FAR	2.0
ISR	0.75
Maximum Height	3 Stories in 45' (Townhomes) 3 Stories in 35' (Single/Two-Family)
Stepback	None Required
Minimum First Floor Height (measured from FFE to ceiling)	None Required
Build-To (__ percentage of the front facade built to within __ feet of public sidewalk or open space)	70% within 20'
Side Setback	0' attached structures 5' detached structures
Rear Setback	15' setback or 5' Build-to (*)
Minimum Building Separation	5'
Glazing (measured as a % of facade measured from finished floors to ceiling along public streets and open spaces)	25% ground floor 25% upper floors
Raised Foundation	18" Min. - 36" Max.
"Fall-Back" Zoning	RM20-A (Multi-Family) R8-A (Single/Two-Family)



Street Plan:

The street network utilized and modified for The Reservoir is designed to disperse traffic throughout the site and create a usable infrastructure hierarchy for drivers and pedestrians.

The proposed street network will help alleviate the traffic accessing Edgehill from Hillside by giving reconnecting the grid from Hillside to 10th Avenue through the proposed Summit Avenue extension. The Summit Avenue extension would be a public street maintained by Metro Public Works. Additional public streets that will aid in serving the development include and east/west length of roadway between Zones 4 and 5 that aligns to the west with Horton Avenue and a new east/west commercial street running parallel to Edgehill between 8th Avenue S and Hillside Avenue.

The remainder of the new streets and alleys created through the development process would prodomiately be privately owned and maintained through a bonded agreement. All roadways shall be built with Metro Public Works standard ST-200 curb and gutters and Metro Public Works standard ST-210 sidewalks and shall be designed and engineered specifically to allow for a 40' long public vehicle to make all possible turns. All public streets/drives within the SP boundary will have a design speed and posted speed of no greater than 20 miles per hour

Vernon Avenue to be closed with the construction of Zone 2, Zone 3, or the New E/W street between 8th Avenue and Hillside Avenue.

A 86' ROW*
8th Avenue South

Average Streetside:
10' Sidewalk
6' Planting Area (wells)



B 88' ROW*
Edgehill Avenue

Average Streetside:
8' Sidewalk
6' Bike Lane
4' Planting Area (strip)



C 66' ROW
New E/W Street

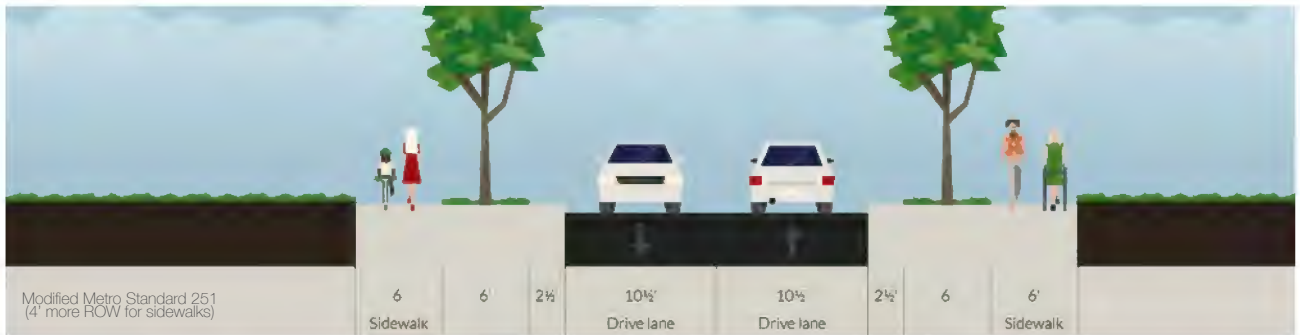
Average Streetside:
South side:
8' Sidewalk
4' Planting Area (strip)

North side:
8' Sidewalk
4' Planting Area (wells)



D 50' ROW
Horton Avenue
Summit Street

Average Streetside:
6' Sidewalk
6' Planting Area (strip)



E 55' ROW
Hillside Avenue

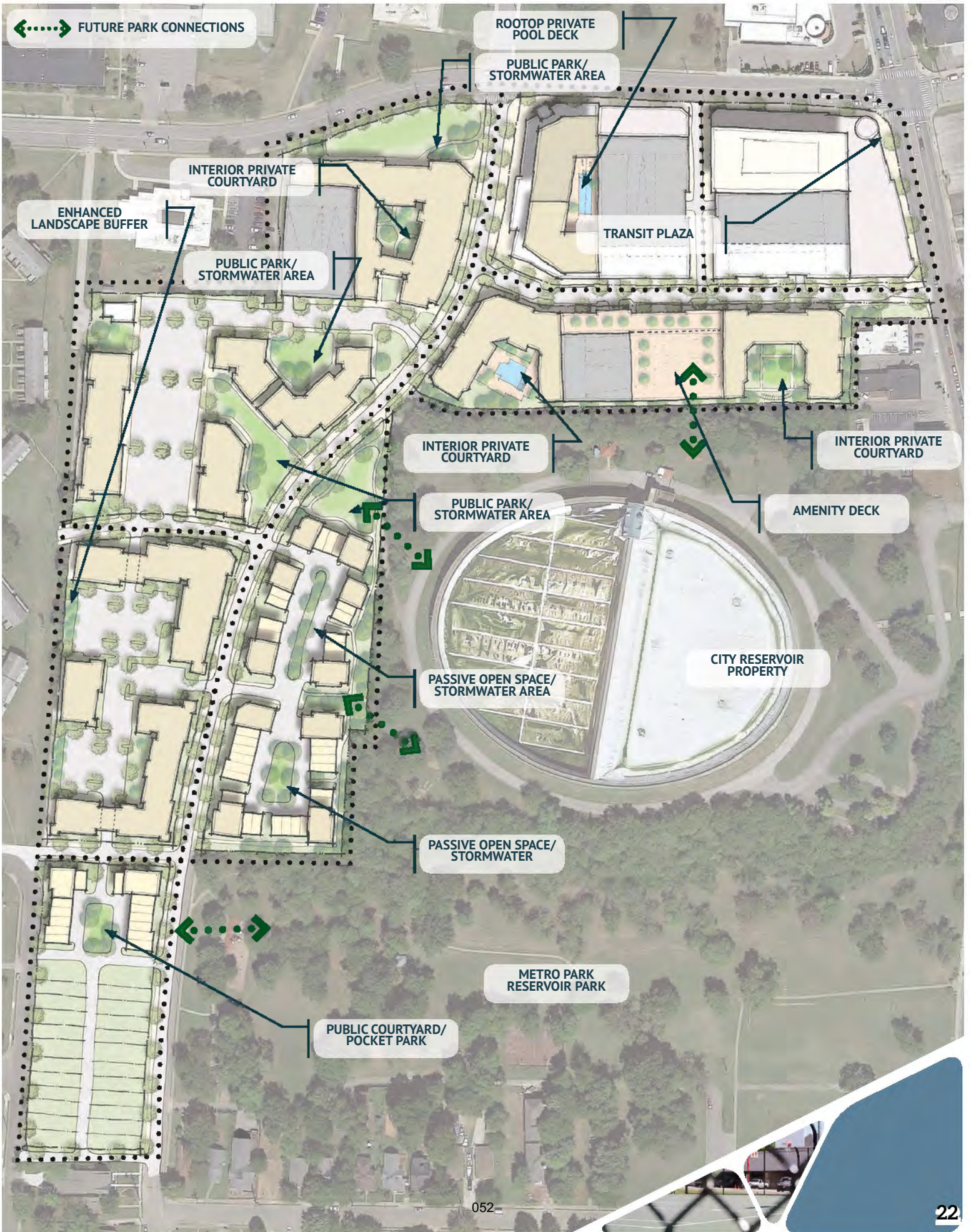
Average Streetside:
6' Sidewalk
4' Planting Area (strip)



*Final build out may deviate lane assignments based on approved TIS. Final street design will be coordinated with Planning and Public Works based upon the approved TIS and shall include a planting area, sidewalks, and bikeway facilities.

Streetside conditions across 8th and Edgehill to remain as-is.





Landscaping Standards:

Areas reserved for stormwater greater than 0.5 Acres will be designed to have either an active or passive park component that can be utilized outside of storm events. Detailed design to be provided at final SP stage of development.

The developer of this project shall comply with the requirements of the SP and adopted tree ordinance 2008-328 (Metro Code Chapter 17.24).

Street trees shall be provided along all street frontages at a minimum spacing average of fifty (50) linear feet.

All landscaping shall be properly irrigated and maintained by a landscape contractor; if drought resistant plant material is used, irrigation shall not be required.

Where trees are planted in rows, they shall be uniform in size and shape. All plants shall be freshly dug, sound, healthy, vigorous, well branched, free of disease, insect eggs, and larvae, and shall have adequate root systems.

All container grown material shall be healthy, vigorous, well-rooted plants and established in the container in which they are sold. The plants shall have tops which are good quality and are in a healthy growing condition. All root bound plants shall be rejected.

Groups of shrubs shall be in a continuous mulch bed with smooth continuous lines. All mulched bed edges shall be curvilinear in shape following the contour of the plant mass. Trees located within four feet of shrub beds shall share same mulch bed.

Finished planting beds shall be graded so as to not impede drainage away from buildings.

Plant locations may be adjusted in the field as necessary to be clear of drainage swales and utilities. If significant relocations are required, contractor shall contact landscape architect for resolution. Failure to make such relocations known to the owner or landscape architect will result in contractor's liability of plant materials.

Trees must remain vertical and upright for the duration of the guarantee period. Guys and strapping shall be removed after one growing season.

The root crown to be at finished grade or no greater than a maximum of one inch higher (after settling) than finished grade





Standard SP Notes:

The purpose of this SP is to receive preliminary approval to permit the development of a 23 acre mixed use development as shown.

For any development standards, regulations and requirements not specifically shown on the SP plan and /or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the zoning listed in the chart above as of the date of the application request or application.

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.

Properties contain no FEMA designated floodplain per maps 47037C0243H and 47037C0244H both dated 04/05/2017-Zone A.

Zone 3 shall be planned as the first phase of the development and will begin the planning and design stages for Final SP after the approval of the preliminary SP by Metro Planning Commission.

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 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.

Required parking consistent with the parking requirements of the Metro Zoning Code shall not be counted as floor area. Any additional parking beyond that required by the Metro Zoning Code shall be counted as floor area.

Permitted Uses :

Permitted uses shall be the uses listed in the applicable zone of the specific plan. Uses shall be limited to 1,200 residential units (multi-family, two-family, and single-family) and 600,000 SF of nonresidential space

Architectural Standards:

Buildings shall avoid continuous uninterrupted blank facades and at a minimum, the facade plane shall be interrupted by one of the following for every thirty-five linear feet of street frontage:

- A change in building material
- A horizontal undulation in the building facade of three feet or greater
- A porch, stoop or balcony; porches shall be a minimum six feet in depth

Refuse collection, recycling and mechanical equipment shall be fully screened from public view by the combination of fences, walls or landscaping.

Building facades fronting a public street shall provide a minimum of one principal entrance (doorway) and 15% glazing.

HVAC units shall be located at the rear half of the side of unit, behind the unit, or on the roof of each building.

Windows shall be vertically oriented at a ratio of 1.5:1 or greater; Planning staff may allow modifications to this standard for dormers, decorative windows, clerestory windows, egress windows and other special conditions.

Where feasible due to site elevations and conditions ground floor residential units fronting a public street or green space may provide an active entrance point from the public sidewalk in the form of a stoop or porch condition. All ground level porches accessed directly from a public sidewalk shall provide a minimum of five (5) feet of depth.

EIFS, vinyl siding and untreated wood shall be prohibited (vinyl soffits shall be permitted).

NES Notes

Where feasible this development will be served with underground power, pad-mounted transformers.

NES facilities will not be allowed to sit in or to pass through retention areas including rain gardens, bio-retention, bio-swales and the like. This includes primary duct between pad-mounted equipment, as well as service duct to a meter.



Public Works Notes

Parking ratios shall be provided at or above the Metro Zoning Code Parking Standards, a supplemental shared parking plan may be presented to Metro Public Works at a later date.

Roadway Improvements that are a direct result of this specific project as determined by the approved Traffic Impact Study and the Department of Public Works shall be constructed.

Any required right-of-way within the project site that is identified as necessary to meet the adopted roadway plans shall be dedicated.

Loading and valet areas shall be limited to spaces interior to the structure or behind the structure off of public right-of-way.

There shall only be one driveway onto Edgehill Avenue from the development.

Developer will ensure bike lanes are continuous through intersections.

8th Avenue, Edgehill, and Hillside (from Edgehill to Vernon) shall be signed no parking, standing, or loading.

Parking Standards:

Provided parking shall meet the requirements of the parking standards of the Zoning Code (17.20).

Parking shall be provided within public garages, parking areas and private garages internal to the development. Guest parking spaces shall be provided in the form of on-street parking throughout the SP.

Bicycle parking shall be provided per Metro Standards.

Federal Compliance:

All development within the boundaries of this plan will meet the requirements of the Americans with Disabilities Act and the Fair Housing Act.

Stormwater Notes

Metro Water Services shall be provided sufficient and unencumbered ingress and egress at all times in order to maintain, repair, replace, and inspect any Storm water facilities within the property.

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 Service.

Affordability Standards

Though not required by this SP the:

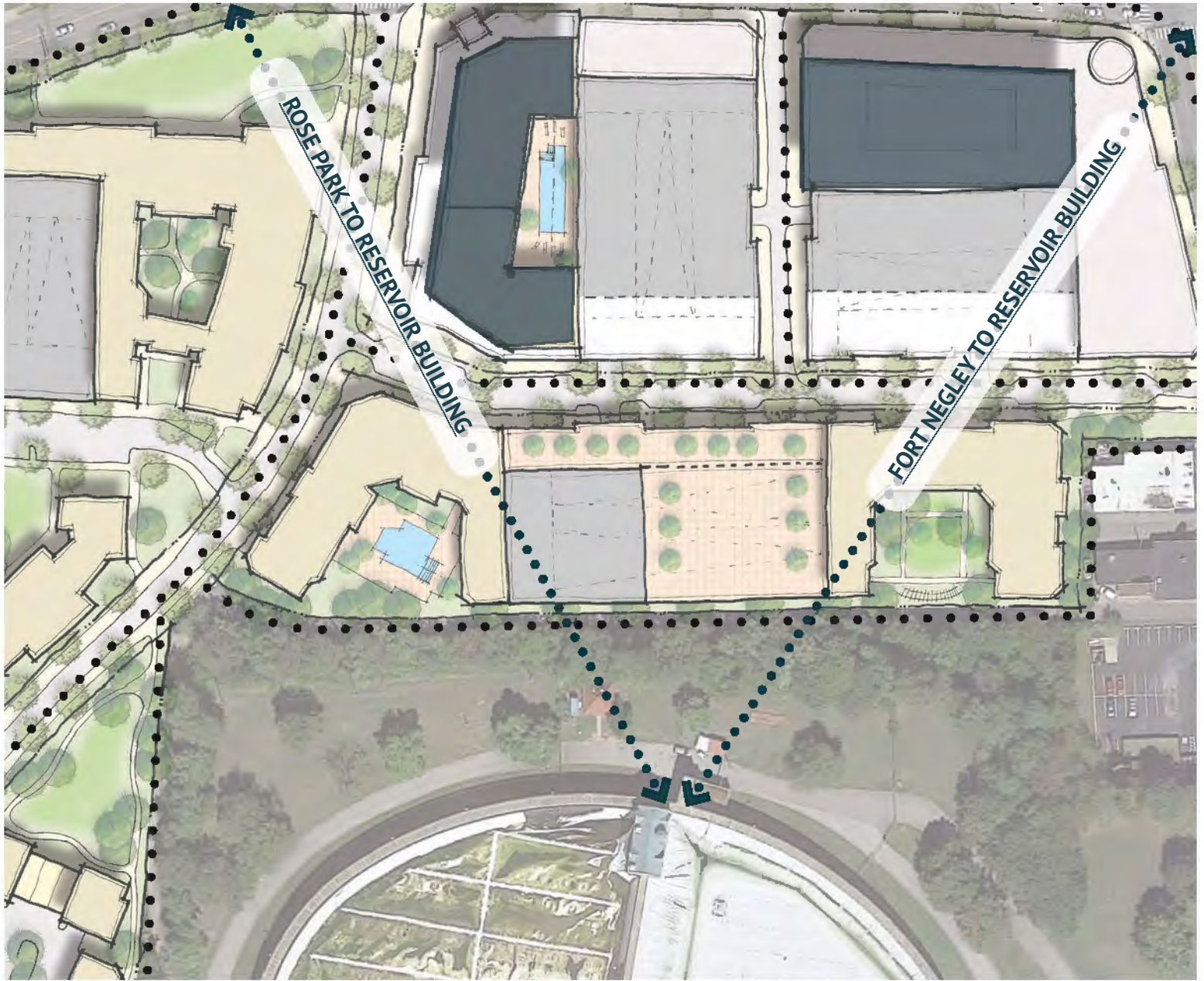
Owner voluntarily agrees that a minimum of 24.1667% of the residential units within the SP shall be affordable as provided in the Low Income Housing Tax Credit (LIHTC) rules and regulations under Section 42 of the Internal Revenue Code. This condition shall remain in place until the developer and/or subsequent developers have developed the suggested 24.1667% affordable housing units, all of which such units are restricted by a recorded Land Use Restriction Agreement (LURA). It is understood by all parties that to develop new affordable housing requires public-private partnerships utilizing, among others, Payment in Lieu of Tax arrangements, Barnes Funds, MDHA Vouchers, Low Income Housing Tax Credits, and/or Tax Exempt Bond Authority.

Owner further voluntarily agrees to pursue, as part of the foregoing affordable units, to restrict 13.7931% of said units within the SP to 50% of AMI. It is understood by all parties that in order to restrict such units to 50% of AMI, the owner must receive a minimum 10 year Payment in Lieu of Taxes (PILOT) agreement from Metro, be awarded a maximum Barnes Fund allocation, and receive project based vouchers from MDHA on a minimum of 13.7931% of the affordable units within the development.

Owner further voluntarily agrees to pursue, as part of the foregoing affordable units, to restrict 25% of said units within the SP to 50% of AMI. It is understood by all parties that in order to restrict such units to 50% of AMI, the owner must receive a minimum 15 year Payment in Lieu of Taxes (PILOT) agreement from Metro, be awarded a maximum Barnes Fund allocation, and be awarded project based vouchers from MDHA on a minimum of 25% of the affordable units within the development.







Historic Viewpoint Connections ◀.....▶

View corridors from Fort Negley and Rose Park to the Reservoir building shall be preserved to ensure a visual connection can be made between Fort Negley and Rose Park to the Reservoir Building which sits on the site of Fort Casino.

Structures in these paths shall be oriented to allow for a clear vantage point between the sites or be below the base elevation of the ring road surrounding the Reservoir.

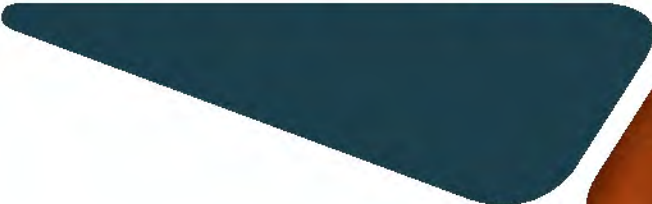
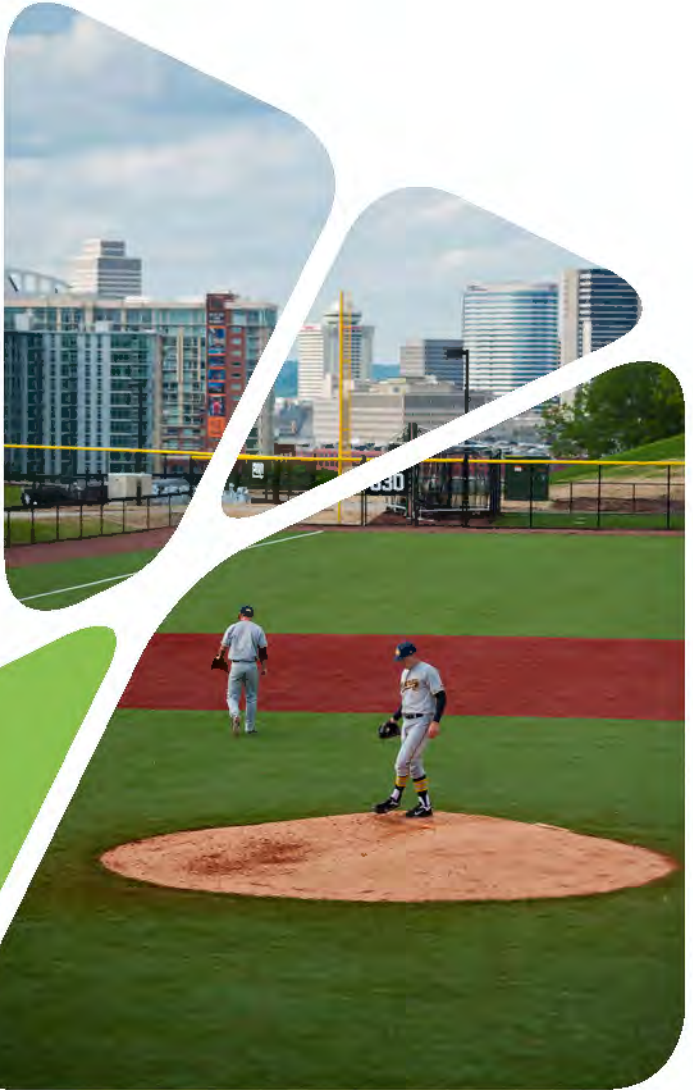
Future Park Viewshed

Viewsheds from the proposed park site should be considered when developing the area (Zone 3) adjacent to the site. Structures should be oriented to provide sight lines from the proposed park toward downtown.

Vertical Height Exceptions

Structures A, B, and C in Zones 1 and 2 are permitted to be constructed at an elevation higher than the set ring road elevation. Please see the standards on pages 9-11 for more detail.





THE RESERVOIR
8TH AVENUE SOUTH AT EDGEHILL 058

SUBSTITUTE ORDINANCE NO. BL2018-1244

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 R10 to RS10 zoning for various properties located on General Bate Drive, north of Caldwell Lane (4.06 2.96 acres), all of which is described herein (Proposal No. 2018Z-060PR-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 R10 to RS10 zoning for various properties located on General Bate Drive, north of Caldwell Lane (4.06 2.96 acres), Property Parcel Nos. ~~088, 121, 122, 123, 124, 125, 167, 186, 187, 188, 189~~ as designated on Map 118-13, ~~Property Parcel Nos. 001, 002, 900 as designated on Map 118-13-2, Property Parcel Nos. 001, 002, 900 as designated on Map 118-13-4~~ 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 Metropolitan Clerk is hereby authorized and directed, upon the enactment and approval of this ordinance, to cause the change to be on Maps 118-13, of said Official Zoning Maps 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 this ordinance take effect immediately after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

Councilmember Russ Pulley

2018Z-060PR-001
 Map 118-13, Parcel(s) ~~088~~, 121-125, 167, 186-189
~~Map 118-13-2-A, Parcel(s) 001-002, 900~~
~~Map 118-13-4-D, Parcel(s) 001-002, 900~~
 Subarea 10, Green Hills - Midtown
 District 25 (Pulley)
 Application fee paid by: Fee waived by Council

A request to rezone from R10 to RS10 zoning for various properties located on General Bate Drive, north of Caldwell Lane (4.06 ~~2.96~~ acres), requested by Councilmember Russ Pulley, applicant; various property owners.



APN	Owner	Prop Addr	Prop City	Prop State	Prop Zip
11813016700	TAYLOR, MARNA J. & PEMBERTON, BRADLEY S.	3608 GENERAL BATE DR	NASHVILLE	TN	37204
11813018600	RUSSELL, EMMETT IV., & GINA L.	3612 GENERAL BATE DR	NASHVILLE	TN	37204
11813012500	HAULTER, FIONA	3613 GENERAL BATE DR	NASHVILLE	TN	37204
11813018700	BRETT, JOSEPH R. & MAMIE D.	3614 GENERAL BATE DR	NASHVILLE	TN	37204
11813012400	SMITH, BRYAN	3615 GENERAL BATE DR	NASHVILLE	TN	37204
11813018800	JOHNSON, HUNTER S. & JAMES A.	3618 GENERAL BATE DR	NASHVILLE	TN	37204
11813012300	MAYS, EDDIE P. & LISA A.	3617 GENERAL BATE DR	NASHVILLE	TN	37204
11813018900	DUNCAN, MARGARET M. & KENNETH R.	3620 GENERAL BATE DR	NASHVILLE	TN	37204
11813012200	KEITH, MARY	3619 GENERAL BATE DR	NASHVILLE	TN	37204
11813012100	ANDREWS, GLENNON N. & JORDAN E.	3629 GENERAL BATE DR	NASHVILLE	TN	37204