

## CHAPTER 7. DEFINITIONS

### 7-1 Usage

1. *Usage.* For the purpose of these regulations, certain numbers, abbreviations, terms, and words used herein shall be used, interpreted, and defined as set forth in this chapter.
2. *Meaning of Terms.* Unless the context clearly indicates to the contrary, the following shall apply:
  - a. Words used in the present tense include the future tense.
  - b. Words used in the plural number include the singular.
  - c. The word "herein" means "in these regulations."
  - d. The word "regulations" means "these regulations."
  - e. A "person" includes a corporation, a partnership, and an unincorporated association of persons, such as a club.
  - f. "Shall" is always mandatory.
  - g. "May" shall be interpreted to be assigned to the Metropolitan Planning Commission, except where otherwise noted.
  - h. A "building" or "structure" includes any part thereof.
  - i. "Used" or "occupied," as applies to any land or building, shall be construed to include the word "intended, arranged, or designed to be used or occupied."
  - j. The word "days" means "calendar days."

### 7-2 Words and Terms Defined

*Abutting.* Lots that are touching or sharing a common point or line but does not include lots that are across a public way from each other.

*Access.* The place, means, or way by which pedestrians, bicyclists, and/or vehicles have safe, adequate, and usable ingress and egress to a property or use. A private access is an access not in public ownership or control by means of deed, dedication, or easement.

*Adjacent.* Lots that are touching or sharing a common point or line including lots that are across a public way from each other.

*Alley.* A low volume lane intended to provide access to the rear or side of lots or buildings and not intended for the purpose of through vehicular traffic.

*Applicant.* The owner or optionee of land proposed to be subdivided or his/her authorized representative, also referred to as subdivider or subdivider agent. See "Subdivider and Subdivider Agent"

*Arterial Street.* See "street, arterial."

*Attached and Detached Single-Family Lot.* See "Lot, Attached and Detached Single-Family."

*Block.* A tract of land bounded by streets or by a combination of streets and public lands, cemeteries, railroad rights-of-way, shorelines of waterways or any other barrier to the continuity of development.

*Block Face.* A single boundary of a block described in the definition of a block. A block face is opposing when it is across a public street.

*Bond, Performance.* An agreement and security to assure construction of roads, water and sewer systems or other public facilities in a form specified by Chapter 6 of these regulations. (See public improvements.)

*Building.* Any structure built for the support, shelter, or enclosure of persons, animals, chattels, or movable property of any kind. The term includes any permanent structure including mobile homes.

*Capital Improvements Program.* A schedule of all future projects, listed in order of construction priority, together with cost estimates and the anticipated means of financing each project. All major projects requiring the expenditure of public funds, over and above the annual local government operating expenses, for the purchase, construction, or replacement of the physical assets for the community are included.

*Collector Street.* See “street, collector.”

*Common Open Space.* Any portion of a condominium site or a subdivision that is held in joint ownership by property owners or a homeowners’ association and is intended for the use or enjoyment of the occupants. Common Open Space can include property that is left in a natural state and has primarily scenic value. Land to accommodate required subdivision infrastructure, including green infrastructure such as planting strips, street medians/islands, and conventional stormwater management devices, is excluded from common open space calculations. Conventional stormwater management devices are those designed to hold water for an extended period of time and require disturbance of the land in order to meet detention requirements. (See “lands held in common”)

*Community Character.* The image of a community or area defined by such factors as its built environment, natural features and open space elements, types of housing, infrastructure, and the type and quality of public facilities and services. It is the intent of Neighborhood Maintenance areas to preserve the general character of the neighborhood as characterized by its development pattern, building form, land use and associated public realm. These areas will experience some change over time but efforts should be made to retain the existing character. It is the intent of Neighborhood Evolving and Neighborhood General areas to create new neighborhoods that are generally compatible with the rural, suburban or urban neighborhoods’ characteristics in terms of building form, land use and associated public realm, but with opportunities for increased housing choice and improved pedestrian, bicycle and vehicular connectivity.

*Community Transect.* A system for categorizing, understanding and guiding the various development patterns of a region, from the most natural and rural to the most urban. The Transect is an ordering system, which calls for all elements of the natural and built environment to be consistent with the character of the Transect Category that they are within.

The Community Transect system was initially described in detail in the “Land Use Policy Application” as adopted, May 27, 2004 and subsequently amended. This classification system was also refined and included in the Community Character Manual, August 14,

2009. The Nashville/Davidson County Transect consists of seven categories of natural and built environments.

8. *T1- Natural.* Publicly and privately owned, generally undisturbed land often with environmentally sensitive features that is intended to be permanently maintained as open space.
9. *T2- Rural.* Sparsely developed land with agricultural and low density residential uses, complemented by low intensity commercial uses.
10. *T3- Suburban.* Primarily lower density, single-family residential uses, with some higher density mixed-housing developments and commercial uses, the suburban category is the bridge between rural and urban transect areas and should incorporate open space and natural features into site design while beginning to make buildings more prominent.
11. *T4- Urban.* Medium to higher density housing with a mixture of housing types with compatibly-scaled commercial and civic uses located in centers or commercial corridors; served by highly-connected street systems with sidewalks, bikeways and facilities for mass transit.
12. *T5- Centers.* Intense, mixed-use areas where residents can live, work and recreate, Centers serve multiple neighborhoods and communities. These areas are envisioned to redevelop as complete communities with a mixture of housing convenient to commercial, employment and recreational land uses. These areas should be served by multiple modes of transportation.
13. *T6- Downtown.* Downtown has the highest intensity and mixture of uses including commercial, office, residential, civic and open space uses, serving the entire County and the Region as the center of commerce, governance and the arts.
14. *D- Districts.* A range of generally single use areas including medical centers, universities, industrial parks, office parks, and impact areas including airports, quarries, etc., which in some cases are designed to blend into the surrounding neighborhood or center and in other cases should be designed to limit impact on surrounding areas.

*Complete Application.* The completed form or forms and all accompanying documents, maps, exhibits and fees required of an applicant, including all information required by the Submittal Checklist available from the Executive Director.

*Concept Plan.* A plan drawn to scale that shows street, lot, and open space layouts, public dedications, and reservations, if any, and proposed environmental changes to the tract. It includes topographical information, existing site conditions, analysis, and off-site conditions of a minimum of 300 feet beyond the property boundaries.

*Concept Plan Pre-Application Conference.* A meeting to discuss, at the earliest stages, subdivision requirements and procedures, and possible issues related to the development of a property. It is intended that this meeting will help alleviate possible conflicts over subdivision requirements by early recognition of existing conditions, necessary facilities and other requirements, which the developer can then consider in preparing the formal subdivision proposal.

*Condominium.* Joint domain (joint ownership) also horizontal property regime.

*Conservation Easement.* The grant of a property right or interest from the property owner to a unit of government or nonprofit conservation organization stipulating that the

described land shall remain in its natural, scenic, open or wooded state, precluding future or additional development. The land may contain historic structures and archaeological sites.

*Conservation Land.* The portion of undeveloped land within a conservation subdivision that has been designated, dedicated, reserved or restricted in perpetuity from further development and is set aside under a conservation easement. Conservation Lands are divided into Primary and Secondary Conservation areas. Land to accommodate required subdivision infrastructure, including green infrastructure such as planting strips, street medians/islands, drainage fields for individual sewage disposal systems, and conventional stormwater management devices, is excluded from Conservation Land calculations. Conventional stormwater management devices are those designed to hold water for an extended period of time and require disturbance of the land in order to meet detention requirements.

*Construction Plan.* The maps or drawings showing the specific location and design of improvements to be installed in a subdivision or development.

*Contextual Street Classifications.* See Street, Contextual Classifications.

*Conventional Subdivision.* A lot-by-lot division of land that spreads development evenly throughout a parcel, minimum lot size determined by underlying zoning.

*Cottage Subdivision.* A small lot single-family residential or attached subdivision of dwelling units arranged on at least two sides of a common open space with frontage onto a street of sufficient width to allow direct pedestrian access to the street. Vehicular access is via an abutting alley. A primary pedestrian entrance to each of the dwelling units is located on the common open space with frontage onto a street.

*County.* Metropolitan Nashville and Davidson County, Tennessee.

*County Council (Metro Council).* The chief legislative body for The Metropolitan Government of Nashville and Davidson County.

*Close Street.* See Street, Close.

*Critical Lots.* Lots designated as critical during the concept plan review process, or final plat review process if no concept plan is required, based on soil conditions, degree of slope, flooding, or other lot features that could affect the feasibility of construction.

*Cul-de-sac Street.* See Street, Permanent Dead End.

*Deed Restriction.* A restriction on the use of a property set forth in the deed.

*Designated Historic Districts.* Designated Historic Districts shall include all Historic Overlay Districts adopted in accordance with Chapter 17 of the Metropolitan Zoning Code and any National Historic Register districts officially listed on the National Register of Historic Places as designated by the National Park Service.

*Detached Single-Family Lots.* See “Lot, Attached and Detached Single-Family.”

*Developer.* The owner of land proposed to be subdivided or his authorized representative.

*Development Review Committee.* A committee established to review all development applications. The Committee is made up of staff from the Planning, Public Works, Stormwater Division, Water Services, Code Enforcement, Fire Marshal, Parks and Greenways, Health, NES and other agencies as appropriate, with representatives of the State, or Boards and Commissions maybe included in the review as appropriate.

*Drawings.* The documents that show the characteristics and scope of a subdivision in map form.

*Drive.* A way or place in private ownership that is used for vehicular travel by the owner and those having express or implied permission from the owner, but not by other persons and is not eligible to become a public right-of-way in the future pursuant to Section 13.10 of the Metro Code.

*Easement.* Authorization by a property owner creating the right for the use by another, for a specified purpose, of any designated part of his property.

*Eligible Areas, Conservation and T2 Rural Neighborhood Policies.* Areas of the county that are eligible for subdivision on private streets because the property to be subdivided lies within a Conservation or T2 Rural Neighborhood community character policy areas (designated by the General Plan), is proposed for the creation of lots of five acres or greater, has a predominance of steep topography or floodplain precluding development of lots on less than five acres.

*Engineer.* See "Registered Engineer."

*Executive Director.* The Executive Director of the Metropolitan Planning Commission or such person as designated by the Executive Director responsible for enforcing the provisions of these regulations. (See Secretary of the Planning Commission.)

*External Subdivision Boundary.* All points along the periphery of a subdivision.

*Final Site Plan.* The final site plan provides construction details for roadways and sidewalks, stormwater facilities, water and sewer lines, utilities and other infrastructure as well as landscaping plans. This provides for a coordinated review of the various plan documents, construction plans and grading plans related to the subdivision and ensures proper placement of infrastructure, utility lines and boxes and allows for mitigation measures such as screening walls and landscaping to ensure that the final site plan conforms to the approved concept plan and conditions.

*Final Subdivision Plat.* The final map or drawing and accompanying materials, described in these regulations, on which the subdivider's plan of the subdivision is presented to the Planning Commission and which, if approved, may be submitted to the Register of Deeds for recording.

*Financial Contribution to the Pedestrian Network.* A contribution to Metro as an Alternative to Sidewalk Installation. Where permitted by Section 3-8.2.c.1, the developer may make a financial contribution to Metro in lieu of construction. The value of said

contribution shall be the average linear foot sidewalk project cost, determined on an annual basis by the Public Works Department review of sidewalk projects contracted for or constructed by Metro. Any such payments received by Metro shall be assigned and designated for implementation of the Strategic Plan for Sidewalk Capital Improvements, as amended from time to time. The fee in lieu of sidewalk construction shall be used to accommodate pedestrian needs within the pedestrian benefit zone in which the development property is located. The applicant's payment shall be allocated within 24 months of receipt of the payment; otherwise, said payment shall be refunded to the subdivision applicant.

*Floodplain.* A land area adjoining a river, stream, watercourse, bay, or lake that is likely to be flooded. The floodplain is composed of the regulated floodway and the floodway fringe, as further defined in Volume 1, Regulations, of the Metropolitan Government Stormwater Management Manual.

*Flood Prone Area* - Those lands located in an area that will be inundated by a one hundred-year flood.

*Floodway.* The stream channel and adjacent over bank area required to carry and safely discharge the one hundred-year flood without increasing flood levels more than one foot above natural flood levels (i.e., the area of moving or flowing water).

*Frontage.* That side of a lot abutting on a street and ordinarily regarded as the front of the lot, but it shall not be considered as the ordinary side of a corner lot.

*Frontage Street.* See "Street, Frontage."

*Frontage Zone.* The space running parallel to and between the street right of way (or boundary of other public/common space) and the front building façade, extending along the width of a building lot.

*General Plan.* The general final site plan for Metropolitan Nashville and Davidson County, Tennessee meeting the intent of Sections 13-3-301, 13-3-302, and 13-4-102, Tennessee Code Annotated, including any subordinate documents.

*Grade.* The slope of a road, other public facility, or terrain generally specified in percentage terms.

*Greenway.* A public linear park, alternative transportation route, or open space conservation area approved by the Metropolitan Greenways Commission that provides passive recreational opportunities, pedestrian and/or bicycle paths, and/or the conservation of open spaces or natural areas, as indicated in a greenway plan adopted by the Greenway Commission.

*Greenway Conservation Easement.* An easement required for land identified as a greenway, as indicated in the General Plan, including the Metropolitan Parks and Greenways Master Plan, and along blue line streams identified in Community Plans, including a streambed plus a corridor width based on the natural conditions of the land abutting the stream.

*Highway, Limited Access.* A freeway or expressway providing a traffic-way for through traffic, in respect to which owners or occupants of abutting property or lands and other persons have no legal right of access to or from the traffic-way, except at such points and in such manner as may be determined by the public authority having jurisdiction over such traffic-way.

*Hollow Core Turnaround.* The turnaround area of a permanent dead-end street (also referred to as a cul-de-sac) that includes an interior landscaped island in the center of the turnaround.

*Homeowners' Association.* An incorporated community association responsible for the maintenance and management of commonly owned properties or facilities.

*Improvements.* See "Lot Improvement" or "Public Improvement."

*Individual Sewage Disposal System.* A septic tank and disposal field, seepage tile sewage disposal system, or any other sewage treatment device other than a public treatment system, that serves an individual lot.

*Infill Development.* Refers to proposed development within previously subdivided and predominantly developed areas.

*Infill Subdivision.* See "Subdivision, Infill."

*Internal Subdivision Boundary.* All points within a subdivision such as lot corners, street lines, etc., which do not constitute external boundaries.

*Lands Held in Common.* Lands held in common are all lands held by a homeowners' association or equivalent and includes: lands designated as Common Open Space (see "Common Open Space"); Conservation Lands owned by the Homeowners' association (see "Conservation Lands"); land used for the provision of infrastructure common to all subdivisions such as private roads, sidewalks on private roads, planting strips, stormwater facilities, planted portion of hollow-core turnarounds, closes and eyebrows; and land used for drainage fields for individual sewage disposal systems.

*Land Surveyor.* See "Registered Land Surveyor."

*Land Use Policy.* Community Character Policy categories contained in the "Community Character Manual" as adopted August 14, 2008, and Land Use Policy categories contained in the "Land Use Policy Application" as adopted, May 27, 2004 and subsequently amended, which are applied to property during the Community Planning process to provide specific guidance on the future growth, development and preservation of land.

*Landscape Buffer.* A required yard located at the perimeter of the lot containing landscaping, berms, walls, or fences that shield use of adjacent properties from those uses occurring on the subject property.

*Level of Service (LOS).* A standard comparing a roadways traffic load to the roadways capacity. The Level of Service range, from LOS A (free flow) to LOS F (forced flow). The factors affecting LOS are numerous but include the lane widths, number of lanes,

parking, bus stops, percentage of trucks, types of traffic controls, etc. LOS is determined using the procedures described in the Highway Capacity Manual (HCM) published by the Transportation Research Board (TRB).

*Local Street.* See “Street, Local.”

*Loop Street.* See “Street, Loop.”

*Lot.* A tract, plot, or portion of a subdivision or parcel of land intended as a unit for the purpose, whether immediate or future, for transfer of ownership or for creation of a building site.

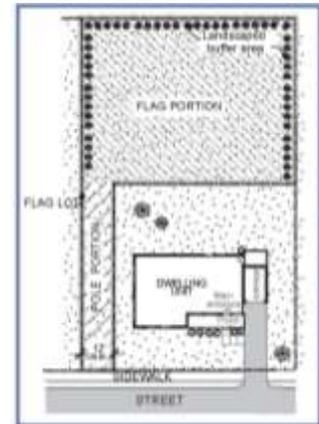
*Lot, Attached and Detached Single-Family.* A lot for one or two-family dwelling units or three or more attached dwelling units where each unit is on its own lot.

*Lot, Corner.* A lot situated at the intersection of two streets the longest dimension of which is to be considered the side.

*Lot, Double Frontage.* A lot other than a corner lot that has frontage on two or more streets that do not intersect at a point abutting the property.

*Lot, Flag.* A lot so shaped and designed that it contains two distinct parts:

1. The flag, which is the *primary*, building site; and 50% of the property boundary is adjacent to the rear property line of adjacent lots); and
2. The pole, which connects the flag to the street; provides the only street frontage for the lot; and has a minimum lot width of 15 (fifteen) feet and a maximum width of 40 (forty) feet at the street and has a continuous minimum width of 15 (fifteen) feet along the side property line of adjacent lots.



*Lot, Through.* See “Lot, Double Frontage.”

*Lot Improvement.* Any building, structure, work of art, or other object or improvement constituting a physical betterment of real property, or any part of such betterment.

*Major Street.* See “Street, Major.”

*Major and Collector Street Plan (MCSP).* The MCSP is a comprehensive plan and implementation tool for guiding public and private investment on the major streets that make up the backbone of Nashville’s transportation system. It is a part of, and implements, the transportation component of the General Plan. The MCSP is adopted by the Planning Commission, pursuant to Sections 13-3-402 and 13-4-302, Tennessee Code Annotated, showing, among other things, "the general location, character, and extent of public ways... (and) the removal, relocation, extension, widening, narrowing, vacating, abandonment or change of use of existing public ways..."

*Major Subdivision.* See “Subdivision, Major.”

*Metro.* The Metropolitan Government of Nashville and Davidson County.

*Metropolitan Attorney.* The attorney holding the position of attorney for the county or such licensed attorney designated by the Metropolitan Attorney to furnish legal assistance for the administration of these regulations.

*Minor Street.* See “Street, Minor.”

Minor Subdivision. See “Subdivision, Minor.”

*Neighborhood Street Plan.* See “Street, Neighborhood Plan.”

*Off-Site (Also Off-Site Improvements).* Any premises not located within the area of the property to be subdivided, whether or not in the same ownership of the applicant for subdivision approval.

*Open Space.* Open space includes, but is not limited to, parks, plazas, courtyards, playing fields, trails, greenways, and golf course. Open space may be public or privately held and may be used for active or passive recreation.

*Owner.* Any person, group of persons, firm or firms, corporation or corporations, or any other legal entity having legal title to or sufficient proprietary interest in the real property, including contracts to purchase.

*Owner's Registered Engineer or Registered Land Surveyor.* The person, firm, or corporation named to perform design or survey services for the owner. (See Registered Engineer and Registered Land Surveyor)

*Parcel.* A single piece of land separately owned, either publicly or privately, and may be converted into a building site.

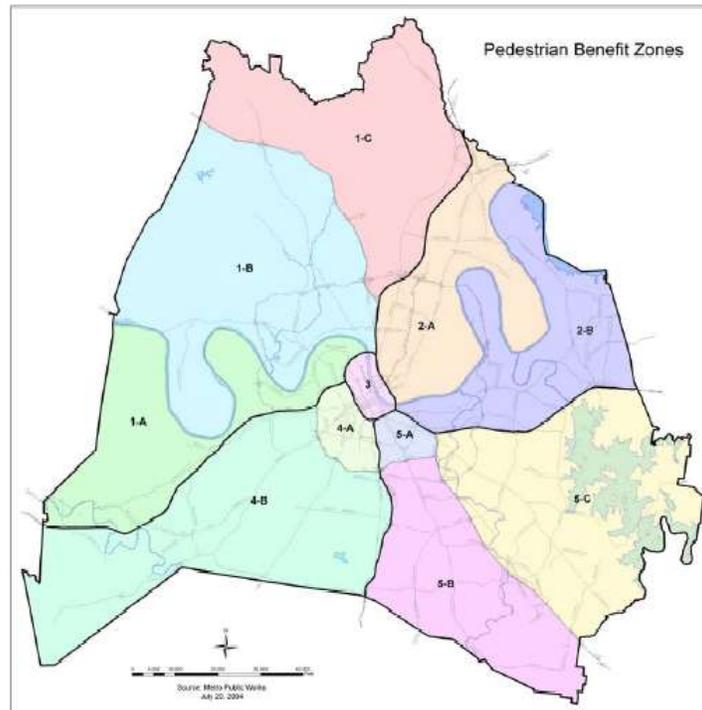
*Pedestrian Access.* Pedestrian accesses are access ways that provide direct and continuous pedestrian passage through blocks. They are designed to provide continuous pedestrian routes by connecting a public street to another public street or a residential area, neighborhood activity center, an industrial or commercial center, a transit facility, a park, a school, open space, or a trail facility.

*Pedestrian Benefit Zone.* Each of eleven zones in which fees in-lieu of sidewalk construction may be collected, and where such fees shall be spent for the safety and convenience of pedestrians utilizing the sidewalk or pedestrian network within that zone. Each zone represents, to the extent practicable, an area where pedestrian circulation can take place without traversing major barriers to movement such as interstate freeways and major federal highways that are, by definition, unsafe or unsuitable for pedestrian crossing. Pedestrian Benefit Zones are described as follows:

Zone 1-A	Bounded by I-40 and I-265 on the southeast; Cumberland River on north/northwest; county line on west. (West, edge)
Zone 1-B	Bounded by Cumberland River and I-265 on the south; I-24 on the east and north; county line on the west. (Northwest, edge)
Zone 1-C	Bounded by I-24 on the west; I-65 on the southeast and east; county line on

	the north. (North, edge)
Zone 2-A	Bounded by I-65 on the northwest; I-24 on the west; Cumberland River on the south and east; county line on the northeast. (Northeast, edge)
Zone 2-B	Bounded by Cumberland River on the north/northwest; I-40 on the south/southwest; county line on the east. (East, edge)
Zone 3	Bounded by the downtown loop (Downtown)
Zone 4-A	Bounded by I-65 on the east/northeast; I-440 on the south and southwest; I-40 on the north and northeast. (Southwest, inner)
Zone 4-B	Bounded by I-65 on the east; I-440 on the north/northeast; I-40 on the northwest; county line on the south. (Southwest, edge)
Zone 5-A	Bounded by I-440 on the south; I-24 on the northeast and east; I-40 on the north/northwest; and I-65 on the west. (South, inner)
Zone 5-B	Bounded by I-24 on the east/northeast; I-65 on the west; I-440 on the north; and county line on the south. (South, edge)
Zone 5-C	Bounded by I-40 on the north; I-24 on the west and southwest; county line on the east. (Southeast, edge)

Figure 7-1: Pedestrian Benefit Zones



*Performance Bond.* See "Bond."

*Permanent Dead-End Street.* See "Street, Permanent Dead-End."

*Planned Unit Development (PUD).* An overlay zone district created by approval of the Metropolitan Council for the purpose of permitting a specific development or land uses.

*Planning Commission.* The Metropolitan Nashville and Davidson County Planning Commission created in accordance with Title 13 of the Tennessee Code Annotated and the Charter of Metropolitan Nashville and Davidson County, Tennessee.

*Preliminary Plat.* Term formerly used under the previous Subdivision regulations to mean drawing or drawings, described in these regulations, indicating the proposed manner of layout of the subdivision. Now referred to as the Concept Plan.

*Primary Conservation Areas.* Primary Conservation areas include the 100 year floodplain, all perennial and intermittent streams and associated floodways with a 75-foot corridor measured from the outer edge of the floodway, contiguous slopes over 20 percent, wetlands, known habitat for rare, threatened, or endangered species, cedar glade communities, archaeological sites, cemeteries and burial grounds.

*Private Street.* See “Street, Private.”

*Public Improvement.* Any drainage ditch, roadway, parkway, sidewalk, pedestrian way, tree, lawn, off-street parking area, lot improvement, or other facility for which the county may ultimately assume the responsibility for maintenance and operation or which may affect an improvement for which county responsibility is established.

*Public Works Department.* The Department of Public Works for Metropolitan Nashville and Davidson County.

*Ratio of Street Enclosure.* A ratio used to spatially define the space of the street (or passageway) and associated frontage zones. The ratio of street enclosure compares the average building height along a block to the horizontal separation between the building facades that spatially define the street. When defining the space of streets classified as Urban Overlay Streets, a ratio of one increment of height to six increments of width (1:6) is the maximum, with a ratio of 1:3 being typical, a ratio of 1:2 being desirable in dense urban settings, and a ratio of 1:1 being appropriate for urban pedestrian passages. In the absence of spatial definition by building facades, regularly spaced street trees can provide the vertical element of the ratio.

*Register of Deeds.* The Metropolitan Davidson County Register of Deeds.

*Registered Engineer.* An engineer certified and registered by the State Board of Architectural and Engineer Examiners pursuant to Section 62-202, Tennessee Code Annotated, to practice in Tennessee.

*Registered Land Surveyor.* A land surveyor certified and registered by the State Board of Land Survey Examiners pursuant to Section 62-1803, Tennessee Code Annotated, to practice in Tennessee.

*Registered Landscape Architect.* Landscape architect certified and licensed by the State Board of Landscape Architects pursuant to Section 62-203, Tennessee Code Annotated, to practice in Tennessee.

*Resubdivision.* A change of any approved or recorded subdivision plat if such change affects any street layout on such map, or any area reserved thereon for public use, or any lot line, or if it affects any map or plan legally recorded prior to the adoption of any regulations controlling subdivisions.

*Right-of-Way.* A strip of land occupied or intended to be occupied by public facilities such as streets, crosswalks, railroads, electric transmission lines, oil or gas pipelines, water mains, sanitary or storm sewer lines, or for another special use. The usage of the term "right-of-way," for land platting purposes, shall mean that every right-of-way hereafter established and shown on a final plat is to be separate and distinct from the lots or parcels adjoining such right-of-way and not included within the dimensions or area of such lots or parcels.

*Sanitary Sewer.* Domestic wastewater collected from dwelling units, commercial, industrial and institutions within Metro and conveyed through gravity or pumped pipe network to a publicly owned treatment works. Sanitary sewers are not designed to convey stormwater or groundwater.

*Secondary Conservation Areas.* Secondary Conservation areas include existing healthy, native forests of a least one-acre contiguous area, prime farmland soils and land in agricultural use, designated historic and specimen trees, other significant natural features and scenic viewsheds, existing and planned trails that connect the tract to neighboring areas, contiguous slopes between 15 and 20 percent and significant historical and cultural sites.

*Secretary of Planning Commission.* The Executive Director of the Metropolitan Planning Commission (also see Executive Director).

*Sidewalk.* That portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, intended for use by pedestrians.

*Sinkhole.* A sinkhole is a depression that occurs naturally in a karst area with no surface outflow of water and shall be identified by the first closed contour on 2-foot contour interval map or as designated by TDEC.

*Specific Plan (SP) District.* An alternative zoning process that may permit any land uses, mixture of land uses, and alternative design standards, as may be required to address the unique characteristics of an individual property through a site-specific plan. In return, a SP district requires the site specific plan to be designed such that, at a minimum, the location, integration and arrangement of land uses, buildings, structures, utilities, access, transit, parking, and streets collectively avoid monotony, promote variety, and yield a context sensitive development.

*Specifications.* Written descriptions of a technical nature of materials, equipment, construction systems, standards, and workmanship.

*Specimen Quality Trees.* Trees that are generally considered to be prototypical of that particular species, accurately representing the typical line, form, texture, and color. Generally, larger than 12 inches in caliper.

*Start of Construction.* The first use of permanent construction materials on a site, such as the pouring of slabs or footings or any work beyond the state of excavation.

*Arterial Street.* Any street designated either present or future in accordance with the Major Street Plan designation as an arterial street.

*Street, Arterial.* Any United States or state numbered route, controlled-access highway, or other major radial or circumferential street or highway designated by the *Major and Collector Street Plan* as an Arterial-Boulevard or Arterial-Parkway.

*Street, Collector.* A street designated by the *Major and Collector Street Plan* as a Collector-Avenue.

*Street, Contextual Classifications.* Contextual street classifications are labeled and described below according to the context each supports. They are intended for use with the development standards of Chapters 4 and 5. Contextual street classifications address right-of-way and frontage zones, taken together, and include elements of the street architecture that occupy space between building facades on opposing sides of a street. The classifications for streets define the array of elements that make streets “complete”, in that they support the needs of drivers, cyclists, and pedestrians to access adjacent land uses, to circulate safely and comfortably, and to enjoy the predominant public realm of the city – the space of its streets. Each contextual street is correlated to the functional classification(s) it overlays. The definition for each street below sets out a typical way in which a cross-section can be assembled. Variations to the cross-section are permitted to the extent that they support the intended context and meet the needs of the various users.

*Collector-Avenue* Collector-Avenues (CA) are relatively low speed, low- to medium-volume streets that provide circulation within and between neighborhoods. Collector-Avenues usually serve short trips and are intended for collecting trips from local streets and distributing them to the Arterial-Boulevard network. Collector-Avenues privilege access (the ability to get in and out of surrounding land uses such as businesses or residences on the street) over mobility (the ability to move people on bikes, sidewalks and in vehicles and transit through the area). They are present in both residential and mixed-use areas. For more detailed information regarding the development of Collector-Avenues, refer to the *Major and Collector Street Plan*.

*Arterial-Boulevard.* Arterial Boulevards are medium- to high speed, high-volume streets that serve longer trips within and between different communities within the city, with access provided by driveways, alleys or frontage roads. While the public may generally think of a boulevard as having a median, in Nashville, Arterial Boulevards range from three-lane, one-way streets Downtown (two travel lanes, one parking lane) to five-lane suburban streets (four travel lanes and one center turn-lane/ raised median). They are designated Arterial Boulevards because of the function they serve to balance access and mobility equally. The balance of moving people through the area while providing access to an area results in a different design for the Arterial Boulevard than that of the Collector-Avenue. For more detailed information regarding the development of Arterial Boulevards, refer to the *Major and Collector Street Plan*.

*Lane.* A road of low capacity and low speed serving Rural Character subdivisions built at low gross densities in rural environments or providing access to low density land uses on the neighborhood edge of Walkable Subdivisions. Lanes may intersect to form a widely spaced organic grid, but should follow the terrain to minimize land disturbance. Lanes provide circulation within rural areas by connecting Rural Character subdivisions to one another and serve primarily vehicular travel. From centerline to edge, the Lane’s architecture includes a vehicular travel lane, a grassed

shoulder, ditch drainage, and may provide for bicycle travel in a bike lane, wide outside lane, or on a multi-use side path that simultaneously serves pedestrians and cyclists. Side plantings are naturalistic rather than formal and take the place of buildings to create an acceptable ratio of street enclosure. Buildings are well set back from the street. Driveways, if present, can be spaced no closer than an average of 100 feet. A Lane is compatible with streets functionally classified as Locals and Minor Locals. The Lane designation is dropped when the street exits the rural area or neighborhood edge and enters a conventional suburban or urban area.

*Main Street.* A destination street, usually found in a Traditional Neighborhood Development, with moderate vehicular capacity at low speeds, designed to balance pedestrian comfort and vehicular throughput. It provides access to civic, social, and commercial activities that are densely arranged to frame an active pedestrian realm. A Main Street is appropriate where buildings tightly frame the street, storefronts and display windows front directly on a sidewalk, land uses are vertically mixed, and ground level uses are generators and attractors of pedestrian activity. From centerline to edge, the Main Street's architecture includes vehicular travel lane(s) that provide for bicycle travel in mixed traffic, parking lanes, standing curb and gutter, pedestrian-scaled lighting, sidewalk of minimum 12 foot width, with street trees planted in tree wells. Because storefronts occupy much of the ground floor frontage, street trees are located with two objectives in mind: to provide shade for pedestrians and to provide storefront visibility from slow-moving vehicles. The maximum desirable ratio of street enclosure of 1:4; the maximum allowable ratio of street enclosure 1:6. A Main Street is compatible with a street functionally classified as a local street, where it passes through the urban context described herein. The Main Street character is dropped upon exiting the mixed commercial area.

*Arterial-Parkway* Arterial Parkways are typically at-grade, limited access roadways which provide mobility for cross-town trips while also acting as linear green spaces with landscaping along them. They serve both residential and mixed-use areas. In prioritizing mobility over access, parkways have a different design that accommodates higher traffic speeds and keeps pedestrians and cyclists further away from vehicles to increase safety and prevent injury. For more detailed information regarding the development of Arterial-Parkway, refer to the *Major and Collector Street Plan*.

*Residential Street.* A local urban street of low speed and capacity serving primarily mixed residential and civic uses at moderate intensities. Residential streets form the primary street network in compact, walkable neighborhoods. They intersect to form short blocks, provide internal circulation within a neighborhood and to nearby neighborhood services, and reduce demand on the arterial network for short convenience trips. Residential streets provide a balance of short-distance services for all modes of transportation. From centerline to edge, the Residential Street's architecture includes a vehicular travel lane, provision for bicycle travel in mixed traffic or in a wide outside lane, on-street parking, standing curb and gutter, planting strip, pedestrian-scaled lighting, and sidewalks and street trees at a maximum of 40 feet on center. Continuous on-street parking on both sides of the street is generally appropriate. The maximum allowable ratio of street enclosure is 1:6. A Residential Street is compatible with a street functionally classified as Collector, Local, or Minor Local. The Residential Street designation is dropped when the street exits the compact, walkable neighborhood.

*Rural Road.* A rural or suburban road of moderate speed and capacity serving residential and small civic uses at low gross development densities. From centerline to edge, the Rural Road's architecture includes vehicular travel lanes, grassed shoulder, swales drained by percolation, and may provide for bicycle travel in a bike lane, wide outside lane, or on a multi-use side path that can serve both pedestrians and cyclists. Roadside vegetation will vary depending upon the natural condition of roadside land. There is no specified ratio of street enclosure. Buildings are well set back from the street. Driveways, if present, can be spaced no closer than an average of 100 feet. A Rural Road is compatible with streets functionally classified as Locals, Collectors, or Arterials. The Rural Road designation is dropped when the street exits the rural or low-density suburban area, and enters a higher density suburban or urban area.

*Street, Close.* A "U" shaped loop street having two open ends, each end generally connecting with the same street. Property fronts on the outside of the "U" but the interior of the "U" is a natural or landscaped open space. The close street is used as an alternative to cul-de-sacs in areas where it is difficult to provide a through street.

*Street, Cul-de-Sac.* See "Street, Permanent Dead-end."

*Street Design (Standard Specifications and Details).* The standards for engineering design and construction of roads, highways, streets, alleys, and related structures within a public street right of way or in an easement created to grant public use of a street.

*Street, Eyebrow.* An informal open space created along a street that preserves an existing natural feature that is in the path of the street.

*Street, Frontage.* A minor street giving access to lots usually running parallel to an arterial street.

*Street, Local.* A street whose principal function is providing access to individual properties.

*Street, Loop.* A local service street that originates from and returns to the same street.

*Street, Minor Local.* A dead-end or loop street providing service to no more than 50 single-family residential lots or 65 multifamily units.

*Street, Major.* A street that is classified as a Collector-Avenue, Arterial-Boulevard or Arterial-Parkway according to these regulations or by the *Major and Collector Street Plan*. See "street, arterial," "street, collector," and "Major and Collector Street Plan."

*Street Plan, Neighborhood.* The pattern and hierarchy of streets that provide structure to a compact, walkable neighborhood. The organic network, curvilinear network, orthogonal grid, and diagonal network are types of neighborhood street plans that provide good connectivity, multiple routes, and efficient low-speed vehicular movement.

*Street, Permanent Dead-End.* A street or a portion of a street with only one vehicular-traffic outlet. Also referred to as a cul-de-sac street. (See also Hollow Core Turnaround).

*Street, Private.* A way or place in private ownership and used for vehicular travel by the owner and those having express or implied permission from the owner, but not by other persons. A private street is not maintained by Metro.

*Street Right-of-Way Width.* The distance between property lines measured at right angles to the centerline of the road.

*Street, Temporary Dead-End.* A local or collector, closed-end street that is only acceptable as a temporary street condition. Temporary dead-end streets are similar to cul-de-sacs except that they provide a temporary turnaround circle at their closed end. Temporary Dead-end streets are designed to provide for future connections.

*Street Trees.* Species and varieties of trees identified by the Urban Forester and acceptable to the Public Works Department and utility providers for installation in a planting strip or sidewalk tree well within a street right-of-way. Street trees are a street architecture element and are provided to enhance the pedestrian experience and to enclose the space of the street.

*Structure.* Anything constructed above or below ground.

*Subdivider.* Any person who having an interest in land, causes it, directly or indirectly, to be divided, also referred to as applicant. See "Applicant."

*Subdivider Agent.* Any person who represents or acts for or on behalf of a subdivider or developer in selling, leasing, or developing or offering to sell, lease, or develop any interest, lot, parcel, unit, site, or plot in a subdivision, except an attorney-at-law whose representation of another person consists solely of rendering legal service.

*Subdivision.* Any land, vacant or improved, which is divided or proposed to be divided into two (2) or more lots, parcels, sites, units, plots, or interests of less than five (5) acres in size for the purpose, whether immediate or future, of offer, sale, lease, or development, either on the installment plan or upon any and all other plans, terms, and conditions, including resubdivision, provided, however, that the term "subdivision" does not include land partitioned by owners among themselves either in court or by deeds. (The term "subdivision" includes the process of subdivision or division land, whether by deed, description, map, plat, or other recorded instrument.)

*Subdivision, Infill.* Refers to proposed development within previously subdivided and predominantly developed areas where new lot(s) are created. Consolidation plats are not infill subdivisions.

*Subdivision, Major.* All subdivisions that are not classified as minor or as partitions.

*Subdivision, Minor.* A division of land into three (3) or more lots fronting on an existing publicly maintained street not requiring improvements other than repair or construction of sidewalk(s) or other pedestrian connections or other types of minor improvements necessary to serve the lots being created.

*Subdivision, Partition.* For the purpose of these regulations, a partition is a subdivision creating not more than two (2) lots fronting on an existing publicly maintained street

*Substandard Street.* Substandard meaning of less pavement, right-of-way width, construction technique, or otherwise non-conforming with current Standard Specifications and Details as is required by these regulations for the applicable class of street.

*Substantial Completion.* Where the stage of constructions of public facilities has progressed to the point of rendering the facility usable for the intended purpose. Project or construction activity is complete except for cleanup, minor landscaping, etc.

*Temporary Improvement.* Any improvement built and maintained by a subdivider during construction not intended to be a permanent structure or facility.

*Tract.* A specified stretch of land to be subdivided.

*Unified Plat of Subdivision.* A property plat(s) approved by the planning commission and recorded by the Register of Deeds which either creates new lots or rerecords existing lots for the purpose of achieving a coordinated and inter-related form of development and/or manner of operation, utilizing the plat to identify and establish by appropriate notes and legal cross references those development or operational opportunities and/or limitations as authorized by the Zoning Code for Metropolitan Nashville and Davidson County and assigned to the subject lots by the owner(s) of the property.

*Urban Design Overlay District (UDO).* An overlay district that allows for the application and implementation of special design standards with the intent of achieving a sense of place by fostering a scale and form of development that emphasizes sensitivity to the pedestrian environment, minimizes intrusion of the automobile into the urban setting, and provides for the sensitive placement of open spaces.

*Walkable Subdivision.* Walkable Subdivisions contribute to neighborhoods that are pedestrian oriented, that provide an opportunity for a variety of housing types, where residences, shops, workplaces and civic building are within close proximity of each other, where there is a network of interconnected streets and blocks and the open space is incorporated. A Traditional Neighborhood Subdivision may be infill subdivisions that are built at urban densities and are intended to be part of a larger, integrated, connected community as well as a subdivision that may contain single or mixed uses, built at urban densities, that create a development pattern that initiates or adds to a well connected street system that promotes walkable, urban communities.

*Water Body.* A standing pool of water such as a lake or pond either natural or manmade with or without a defined inlet or outlet.

*Water Course.* A natural or manmade channel for the movement of water.

*Yard.* The area of any lot where building is restricted by the Zoning Code, including front and side yards which shall remain unobstructed by buildings, and rear yard which shall remain unobstructed by the principal building.

*Zoning Code.* The Zoning Code for Metropolitan Nashville and Davidson County

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