

MINUTES
OF THE
METROPOLITAN PLANNING COMMISSION

Date: August 14, 1997
Time: 11:30 a.m.
Place: Planning Commission Offices, Main Conference Room

Roll Call

Present:

Gilbert N. Smith
Arnett Bodenhamer
James Lawson
William Manier
Ann Nielson
Marilyn Warren

Absent:

Mayor Philip Bredesen
Councilmember Stewart Clifton
William Harbison
Stephen Smith

Others Present:

Executive Office:

Jeff Browning, Executive Director and Secretary
Karen Nicely, Assistant Executive Director

Community Plans Division:

Chris Hall, Planner I
Brian Hamilton, Intern

Also Present:

Marlin Keel, Public Works
Mark Macy, Public Works
Ted Kniazewicz, Public Works
Leslie Shechter, Metro Legal
Rachel Allen, Metro Legal
Phil Ryan, Metropolitan Development and Housing Agency

Chairman Smith called the meeting to order

Mr. Jeff Browning began the meeting by stating that its purpose was to provide the commissioners with additional information on the Franklin Street Corridor. Using graphics, he compared the right of way width of the proposed corridor with James Robertson Parkway. The Commissioners then viewed a series of slides which showed various details and features of James Robertson Parkway. The purpose of the slide presentation was to demonstrate that roads which are designed to carry a high volume of traffic are not necessarily incompatible with pedestrians and other modes of transportation.

After the slide presentation and a brief discussion, Mr. Browning turned the meeting over to Marlin Keel, the Director of Public Works. Mr. Keel stated that original Subarea 9 plan, completed in 1991, called for better east/west connections in the area south of Broadway. In response Metro hired a team of consultants and initiated the Shelby/Demonbreun Street corridor study. Originally, nine alternatives were evaluated.

These alternatives were presented to the Mayor and various Metro Departments, including a presentation to the Planning Commission in March of 1994. After further study these nine alternatives were narrowed to three, with a seven lane arterial following Franklin Street being the preferred route. Mr. Keel emphasized that this planning process involved public meetings as well as presentations to various groups. In August of 1994, the staff of the Planning Commission and Public Works made a presentation to the Planning Commission explaining their preference for a seven lane arterial following Franklin Street. This alternative, along with a discontinuous pair and a no build option, were forwarded for review to the Federal Government in an EIS statement.

While the Federal Government is reviewing the project, The Planning Commission has approved two Capital Improvement Budget Programs which propose funding for the current alignment of the corridor. In addition the project was included in two Transportation Improvement Budgets adopted by the MPO. Mr. Keel stated that Public Works held workshops on the design of the corridor and that they are willing to continue to work with the public on the design of the road. He also explained that the proposal to stop the corridor at 8th Avenue and to keep the Demonbreun Street Viaduct open would not likely meet the purpose and need statement in the current EIS and would thus jeopardize federal funding for any improvements.

After Mr. Keel's presentation, the commissioners held a lengthy discussion on the corridor. Commissioner Lawson and Commissioner Manier stated that they favored the continuous alternative. Mr. Manier felt the consultant's expectation for mixed use development in the area south of Franklin Street was greatly inflated. Mr. Browning stated that this was also staff's position and that staff felt the mixed use concept had more promise in the Rutledge Hill area between 3rd Avenue and the river where Metro owned property and where some residential development already existed. Mr. Browning also stated that he felt the success of the area south of Broadway, especially the businesses, was dependent upon improved access. Chairman Smith was interested in the recommendations contained in the CBD Access Study as well as a more detailed representation of the corridor.

There being no further business, upon motion made and seconded, the meeting adjourned at approximately 1:30 p.m.

Chairman

Secretary

Minute Approval:
This 4th Day of September, 1997