

# METROPOLITAN PLANNING COMMISSION

## MINUTES

**October 6, 2022**  
**3:30 pm Special Called Meeting**

**2601 Bransford Avenue**  
Metro Nashville Public School Admin Building

### MISSION STATEMENT

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The Planning Commission guides growth and development as Nashville and Davidson County evolve into a more socially, economically and environmentally sustainable community, with a commitment to preservation of important assets, efficient use of public infrastructure, distinctive and diverse neighborhood character, free and open civic life, and choices in housing and transportation.

**Commissioners Present:**

Greg Adkins, Chair  
Jessica Farr, Vice Chair  
Edward Henley  
Jeff Haynes  
Jim Lawson  
Brian Tibbs  
Councilmember Brett Withers  
Councilmember Burkley Allen

**Staff Present:**

Lucy Kempf, Executive Director  
Anna Grider, Planner II  
Alex Dickerson, Legal

**Commissioners Absent:**

Lilian Blackshear  
Stewart Clifton  
Mina Johnson

**Lucy Alden Kempf**

Secretary and Executive Director, Metro Planning Commission

**Metro Planning Department of Nashville and Davidson County**  
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## Notice to Public

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### Please remember to turn off your cell phones.

Nine of the Planning Commission's ten members are appointed by the Metropolitan Council; the tenth member is the Mayor's representative. The Commission meets on the second and fourth Thursday of each month at 4:00 pm, in the Sonny West Conference Center on the ground floor of the Howard Office Building at 700 Second Avenue South. Only one meeting may be held in December. Special meetings, cancellations, and location changes are advertised on the [Planning Department's main webpage](#).

The Planning Commission makes the final decision on final site plan and subdivision applications. On all other applications, including zone changes, specific plans, overlay districts, and mandatory referrals, the Commission recommends an action to the Council, which has final authority.

Agendas and staff reports are [posted online](#) and emailed to our mailing list on the Friday afternoon before each meeting. They can also be viewed in person from 7:30 am – 4 pm at the Planning Department office in the Metro Office Building at 800 2nd Avenue South. [Subscribe to the agenda mailing list](#)

Planning Commission meetings are shown live on the Metro Nashville Network, Comcast channel 3, [streamed online live](#), and [posted on YouTube](#), usually on the day after the meeting.

### Writing to the Commission

Comments on any agenda item can be mailed, hand-delivered, faxed, or emailed to the Planning Department by noon on meeting day. Written comments can also be brought to the Planning Commission meeting and distributed during the public hearing. Please provide 15 copies of any correspondence brought to the meeting.

Mailing Address: Metro Planning Department, 800 2nd Avenue South, P.O. Box 196300, Nashville, TN 37219-6300  
Fax: (615) 862-7130  
E-mail: [planning.commissioners@nashville.gov](mailto:planning.commissioners@nashville.gov)

### Speaking to the Commission


Anyone can speak before the Commission during a public hearing. A Planning Department staff member presents each case, followed by the applicant, community members opposed to the application, and community members in favor.

Community members may speak for two minutes each. Representatives of neighborhood groups or other organizations may speak for five minutes if written notice is received before the meeting. Applicants may speak for ten minutes, with the option of reserving two minutes for rebuttal after public comments are complete. Councilmembers may speak at the beginning of the meeting, after an item is presented by staff, or during the public hearing on that item, with no time limit.

If you intend to speak during a meeting, you will be asked to fill out a short "Request to Speak" form. Items set for consent or deferral will be listed at the start of the meeting. Meetings are conducted in accordance with the Commission's [Rules and Procedures](#).

### Legal Notice

**As information for our audience, if you are not satisfied with a decision made by the Planning Commission today, you may appeal the decision by petitioning for a writ of cert with the Davidson County Chancery or Circuit Court. Your appeal must be filed within 60 days of the date of the entry of the Planning Commission's decision. To ensure that your appeal is filed in a timely manner, and that all procedural requirements have been met, please be advised that you should contact independent legal counsel.**

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# MEETING AGENDA

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## A: CALL TO ORDER

The meeting was called to order at 3:42 p.m.

## B: ADOPTION OF AGENDA

Mr. Lawson moved and Mr. Haynes seconded the motion to adopt the agenda. (6-0)

## C: RECOGNITION OF COUNCILMEMBERS

Chairman Adkins advised that Councilmember Burkley Allen will represent the Mayor's Office for the next three meetings.

NOTICE TO THE PUBLIC: Items on the Consent Agenda will be voted on at a single time. No individual public hearing will be held, nor will the Commission debate these items unless a member of the audience or the Commission requests that the item be removed from the Consent Agenda.

## D: ITEMS TO BE CONSIDERED

### 1. 2022CP-009-001

#### IMAGINE EAST BANK VISION PLAN

Council District 5 (Sean Parker), 6 (Brett Withers)

Staff Reviewer: Anna Grider

A request to amend the Downtown Community Plan to adopt the Imagine East Bank Vision Plan on various parcels in an area bounded by I-24 to the east and south, the Cumberland River to the west, and Jefferson Street to the north, this will replace the Supplemental Policy (09-T6-DN-EB-01), update the Major and Collector Street Plan to include the new East Bank Boulevard, and amend the WalknBike Strategic Plan for Sidewalks and Bikeways. Requested by the Metro Planning Department, applicant; various owners.

**Staff Recommendation: Approve.**

#### APPLICANT REQUEST

**Amend Downtown Community Plan to replace the current supplemental policy, update the Major and Collector Street Plan (MCSP), and update the WalknBike Strategic Plan for Sidewalks and Bikeways.**

#### Major Plan Amendment, Major and Collector Street Plan Amendment, and WalknBike Amendment

A request to amend the Downtown Community Plan to adopt the Imagine East Bank Vision Plan on various parcels in an area bounded by I-24 to the east and south, the Cumberland River to the west, and Jefferson Street to the north, this will replace the Supplemental Policy (09-T6-DN-EB-01), update the Major and Collector Street Plan to include the new East Bank Boulevard, and amend the WalknBike Strategic Plan for Sidewalks and Bikeways. Requested by the Metro Planning Department, applicant; various owners.

#### DOWNTOWN COMMUNITY PLAN

##### Background

The *Imagine East Bank* Vision Plan covers 338 acres of the East Bank of the Cumberland River in an area bounded by I-24 to the east and south, the Cumberland River to the west, and Jefferson Street to the north. The existing policy for the study area was adopted in *NashvilleNext* in 2015 and in the update to *NashvilleNext* in 2017.

In early 2021, the Planning Department kicked-off a study to re-envision 338 acres of underutilized land in the heart of Nashville along the banks of the Cumberland River. In partnership with consultants, Perkins Eastman, the Mayor's Office, Nashville Department of Transportation, Metropolitan Development and Housing Agency, and others, the *Imagine East Bank* visioning process has provided Nashville with the opportunity to dream of new neighborhoods that could emerge in this area, that are accessible to all, and reposition this area of the city for generations to come.

Historically, the East Bank supported industrial uses for a budding new city and the area has remained largely industrial to this day. Urban renewal projects in the mid-twentieth century severed the East Bank from its neighbors effectively making it an island characterized by disjointed streets, industrial development, surface parking lots, and

other large-scale infrastructure. More recently, a renewed interest in the waterfront and urban core brought new uses to the East Bank. Over time, the construction of a new NFL Stadium, the John Seigenthaler Pedestrian Bridge, and Cumberland Park created important destinations.

Several major projects currently under development, in and around the East Bank, will add significant new development. These include the rapid development of River North and the arrival of Oracle, the redevelopment of the truck stop site, and explorations around Titans Stadium. If each project develops in a piecemeal fashion, without a coordinated strategy, it will strain already lacking infrastructure. The *Imagine East Bank* vision was initiated to outline strategies for coordinated development and to better understand how Nashvillians want the area to evolve with these changes. This approach proactively directs and manages growth, as opposed to defensively and retroactively planning for it at its margins.

## **ANALYSIS**

The Planning Department, in collaboration with expert consultants and multiple Metro Departments has undertaken extensive technical analysis, urban design inquiry, and robust community outreach to shape this Vision Plan.

The planning process was divided into the following phases:

- Imagine
- Research & Analyze
- Test Ideas
- Draft & Refine Vision Concepts
- Draft Vision Plan
- Feedback & Adoption

The following issues were analyzed in depth:

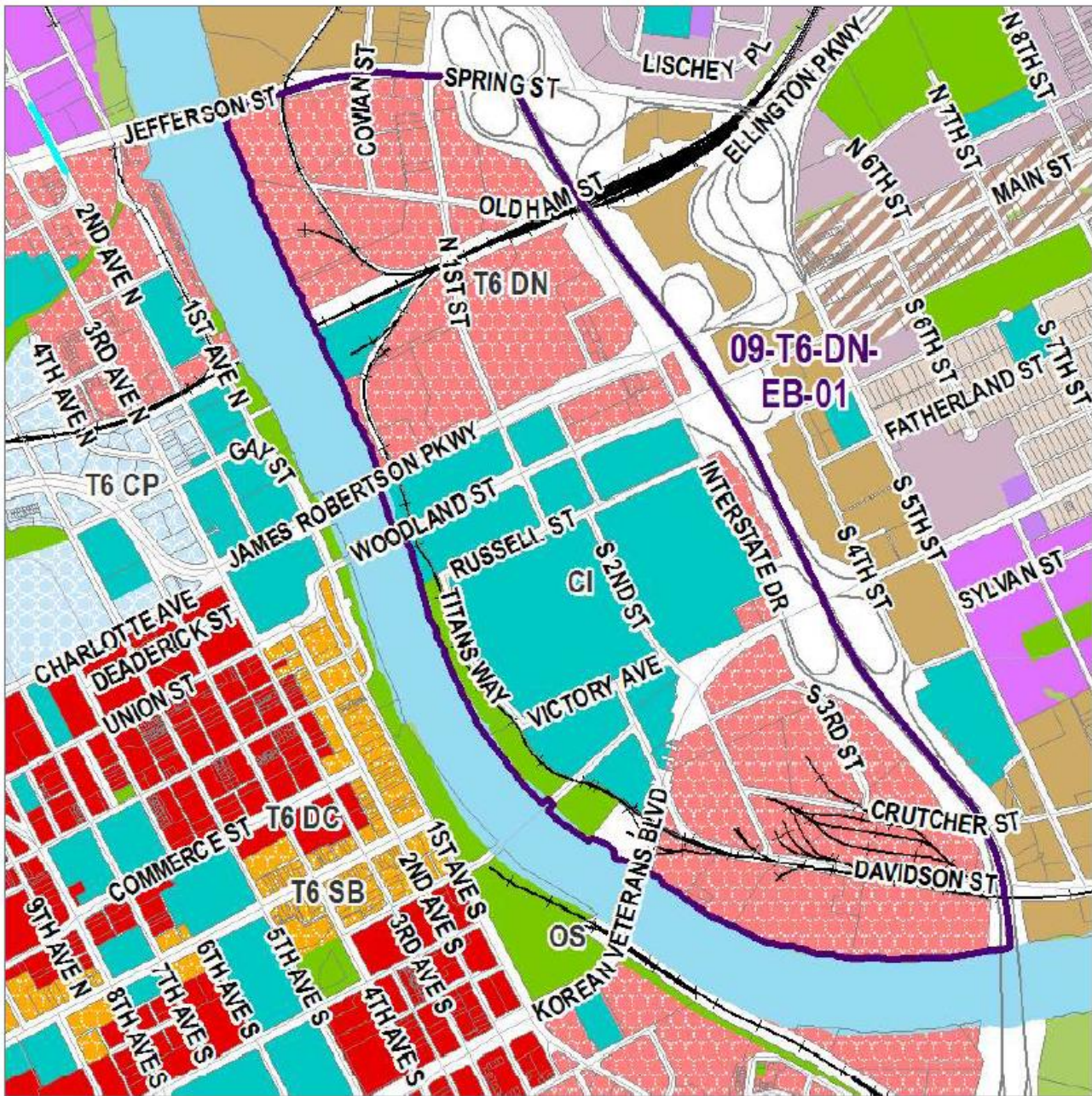
- Equity and affordability
- Infrastructure, in particular for mobility
- Climate change and living with water
- Creating new complete neighborhoods

During the study process, the Tennessee Titans organization began exploring the option of building a relocated stadium on the East Bank. While the stadium is an important component of the study area, it is one part of a much broader area with the potential for positive change. Our primary focus is the livability of the entire area, including but not limited to the publicly owned parcels around the stadium. From a planning and design perspective, there are important downsides and advantages around the stadium placement decision, however, we believe that basic plan elements that support the broader planning effort can be achieved under either scenario.

### NashvilleNext Growth and Preservation Concept Map

The Growth and Preservation Concept Map adopted with NashvilleNext reflects Nashvillians' expectations for growth in the future. It identifies tiered centers expected to accommodate a range of future growth, improved public spaces, transit, and sustainable economic activity, and it encourages infill development along transit and multimodal corridors. Within the study area, the Concept Map designates the entire Downtown Community Plan area as a Tier One Center. These centers are the focus of coordinated investments to shape growth and support transit.





CCM Policy. Green is Open Space (OS), teal is Civic (CI), pink is T6 Downtown Neighborhood (T6 DN).

### Existing Policy

At this time, the Community Character policy of Downtown Neighborhood (T6-DN) is applied to foster mixed use development on private property. Open Space (OS) policy is applied to properties along the river bank already held in public ownership, and Civic (CI) policy is applied to the Nissan Stadium properties and parking areas.

### Existing Supplemental Policies

Currently, supplemental policy 09-T6-DN-EB-01 is applied to the East Bank. With the adoption of the *Imagine East Bank* Vision Plan this policy will be replaced by the guidance within *Imagine East Bank*.

### Zoning and Existing Land Use

Much of the study area is zoned for more intense mixed use - Mixed Use Intensive (MUI), Mixed Use General (MUG-A). There is also a prominent amount of industrial zoning districts Industrial Restrictive (IR) and Industrial General (IG). The truck stop parcel was rezoned from IR to SP in 2021.

### Historic Properties

There are no National Register Historic Districts or local historic districts within the study area. The railroad swing bridge is National Register Eligible.

## **COMMUNITY PARTICIPATION**

*Imagine East Bank* represents a 20-month effort to meaningfully engage as many residents and stakeholders as possible, to understand their experiences and craft a collaborative vision for the future of the East Bank. These conversations directly shaped the infrastructure and design recommendations presented in the plan.

Planning staff undertook an extensive public outreach and participation program, including a Technical Advisory Committee and Neighborhood Advisory Committee, and multiple means of promoting the project and participation opportunities. Due to the COVID-19 pandemic, several engagement activities were adapted to an online format to safely gather public opinion.

The following is a timeline of key events and dates:

- February 4, 2021 – Virtual Informational Meeting
- April 13, 2021 – Consultant Team Announced
- May 11, 2021 – Virtual Kickoff Meeting
- June 2021 – Boating and Waterfront Survey
- July and August 2021 – Summer Design Principles Workshops (4 total)
- September - October 2021 – Multimodal Survey
- November 2021 – Study Update Public Meeting and accompanying survey
- December 2021 to July 2022 – 9 public meetings and 57 technical engagements
- August 2022 Draft Plan Review – engagements totaling 33 meetings and events, plus an online survey

In total over the past 20-months the planning department undertook:

- Approximately 50 public meetings with over 1,000 attendees
- Over 200 technical meetings
- Four surveys with a total of over 2,000 survey responses
- Established an email listserv with approximately 1,100 subscribers

### Technical and Neighborhood Advisory Committees

During the spring of 2021, the Planning Department formed two Steering Committees to assist with outreach and function as a sounding board for ideas and strategies. The Technical Advisory Committee was made up of multiple federal, state, and local entities, and development and design professionals. The Neighborhood Advisory Committee was made up of residents, property owners, business owners, and faith-based organizations. Both groups each met five times throughout the planning process.

## **RECOMMENDATION**

### **Adopt the *Imagine East Bank* Vision Plan as the Supplemental Policy.**

The Plan, if adopted, will be the policy guide for zone change requests. It may also guide requests for the Capital Improvements Budget. The vision and goals are intended to guide policy interpretation and zone change requests. Adoption of the proposed Vision Plan would replace the current Supplemental Policy 09-T6-DN-EB-01. Supplemental policies are intended to provide an additional level of guidance beyond that provided by the Community Character Manual (CCM). They address unique features of the area and expand upon standard guidance of CCM in order to tailor policy to the needs of the study area. No changes to the CCM land use policy are proposed.

This Supplemental Policy includes guidance for the following (please refer to the *Imagine East Bank* Vision Plan for the full guidance:

1. Equitable and Affordable East Bank. Advancing equity, resiliency, and high quality of life for all Nashvillians through the creation of accessible and affordable places to live, work, and play. Equity and affordability are promoted through a multi-pronged approach that includes housing, multimodal connectivity, economic development, resiliency, and land use. Several strategies and tools for advancing housing diversity on the East Bank are addressed.

The vision for equity represents the first of the vision concepts and is woven throughout the entire plan.

2. Safe and Simple Multimodal Connections. Providing a robust, multimodal transportation system enabling easy and equal access to and through the East Bank. The proposed mobility plan prioritizes the experience of transit riders, cyclists, and pedestrians, while improving street connectivity. It identifies placement and sections for these networks.
3. Respect for the River. Re-centering the river as a vital community amenity and bolstering resiliency through enhanced floodplain and stormwater management. The environmental strategy links flood resiliency and stormwater management with the creation of vibrant park spaces that provide a variety of river-oriented activities.
4. Neighborhoods for Nashvillians. Creating vibrant, livable, and authentic neighborhoods that prioritize the everyday needs of Nashvillians. The East Bank is divided into four neighborhoods with unique contexts and characteristics. Objectives and guidelines are proposed for the development of buildings, streetscapes, and outdoor spaces.
5. Metro-owned Land in Focus. Outlining key ideas and opportunities for Metro-owned land on the East Bank including the creation of an East Bank Park, mobility hub, and opportunities for cultural resources. Given Metro's responsibility as stewards of public property, the vision for the Metro-owned land on the East Bank was developed further than that of the other neighborhoods.

#### **Amend the Major & Collector Street Plan and WalknBike**

The Major & Collector Street Plan (MCSP) is a comprehensive plan and implementation tool for guiding public and private investment on major streets (Arterial-Boulevards, Arterial-Parkways, and Collector-Avenues) that make up the backbone of the city's transportation system. It is a part of, and implements, *Access Nashville 2040*, which is the functional plan component of *NashvilleNext*, the General Plan for Nashville and Davidson County.

As an element of the General Plan, the MCSP is amended as updates occur to each Community Plan and further engineering studies are completed to reflect the changes that have occurred in the community since the MCSP was adopted and/or to respond to future planned growth, development, and preservation.

The *Imagine East Bank* Plan proposes adding the East Bank Boulevard as an Arterial-Boulevard to the MCSP from I-24 to Jefferson Street with the T5-M-AB designation. The proposed East Bank Boulevard will include dedicated transit only lanes in each direction. Two conceptual alignments of the boulevard are shown, one with Nissan Stadium remaining in place and another with it moving to the East. Since a decision on the location of the Stadium has not been made, the MCSP amendment includes concepts for both futures. As a tool that is conceptual in nature this will ensure that the intent of a continuous north-south boulevard through the East Bank is conveyed.

110' is the typical right-of-way for the boulevard with additional ROW where needed at intersections or at stop locations.

Additionally, the section of Cowan Street within the River North UDO, from Jefferson Street to Cleveland Street, should be updated to include 110' right-of-way consistent with recent discussions on River North.

The following maps depict the changes:

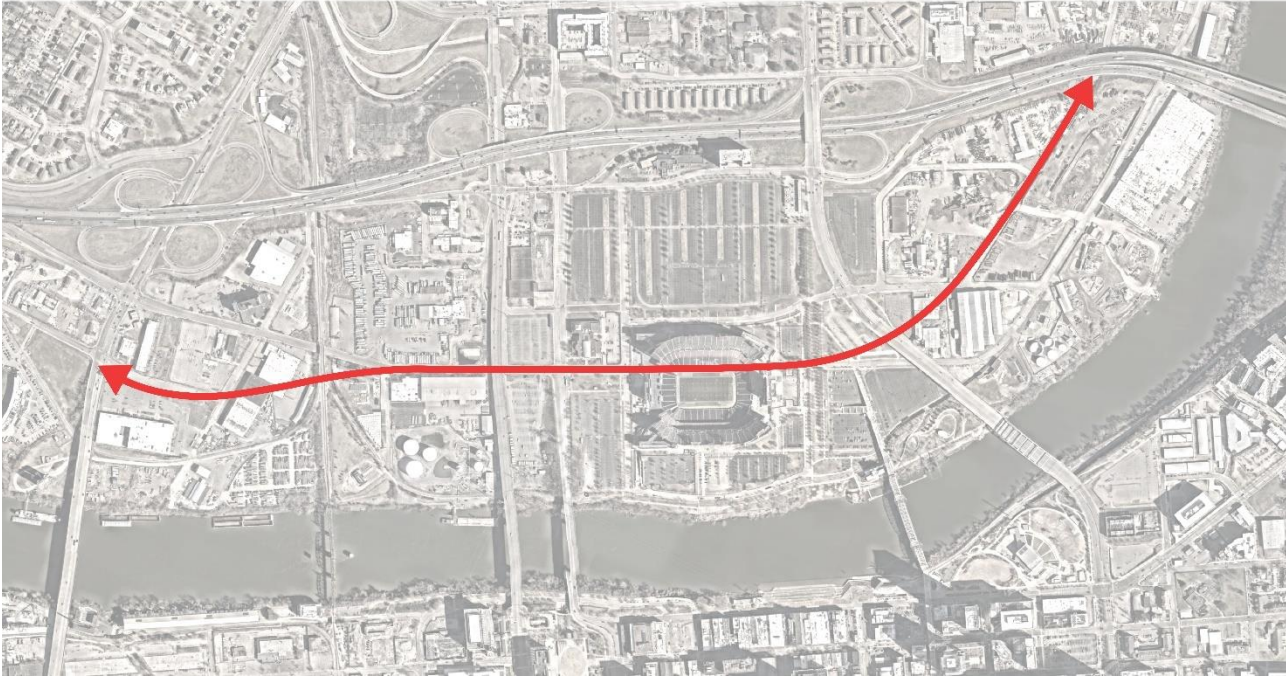


## East Bank Boulevard: Option A

(accommodates relocated stadium)

typical ROW: 110'

below line represents approximate alignment

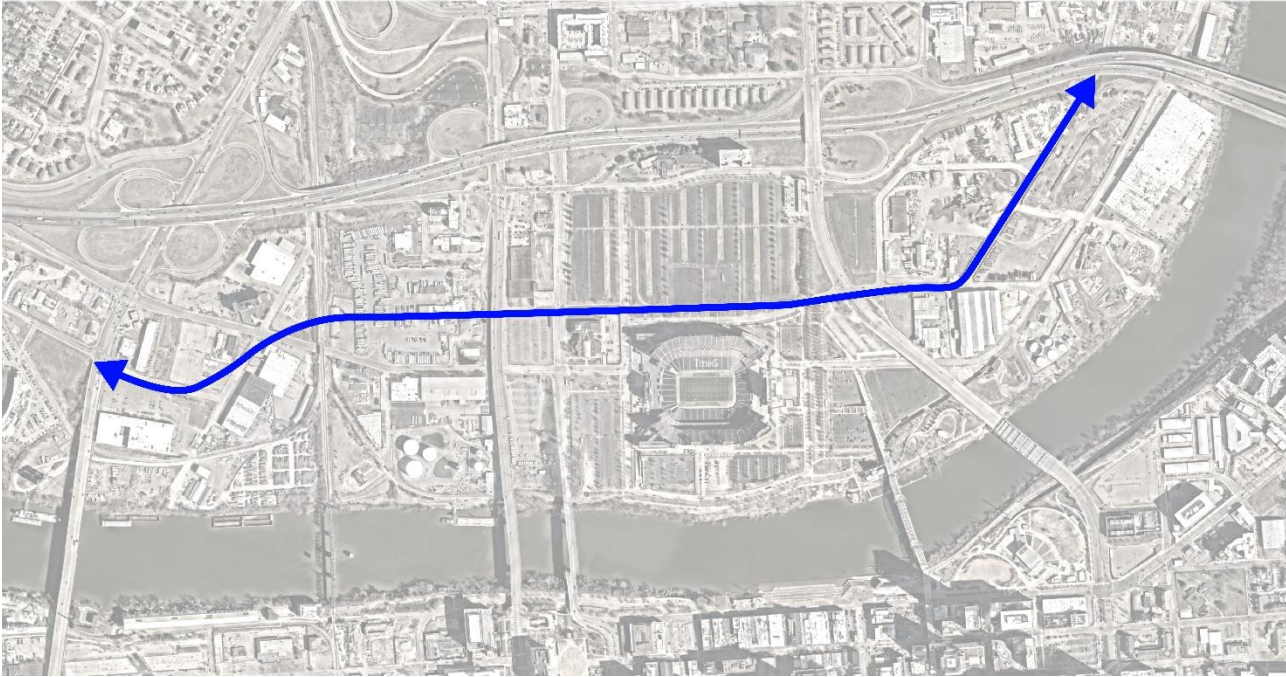


## East Bank Boulevard: Option B

(accommodates renovation of existing stadium)

typical ROW: 110'

below line represents approximate alignment





Additionally, *WalknBike* should be updated to identify new bike facilities within the study area. Planning staff will make note of those changes and work with NDOT to incorporate the bikeway elements as part of a comprehensive update to *WalknBike*.

### **Summary**

- Adopt the *Imagine East Bank* Vision Plan to replace the current Supplemental Policy in the *Downtown Community Plan*.
- Amend the Major and Collector Street Plan.
- Amend the WalknBike Strategic Plan for Sidewalks and Bikeways.

### **STAFF RECOMMENDATION**

Staff recommends approval.

Mr. Tibbs and Mr. Henley joined the meeting.

Ms. Grider presented the staff recommendation to approve *Imagine East Bank* to replace the current supplemental policy on the East Bank, to update the major and collector street plan to include the East Bank boulevard and to amend the WalknBike with a comprehensive update. Ms. Grider explained their multiple scales of work, the public visioning process and the visioning goal. She reminded the Commissioners of the four main chapters of the vision plan, which included, *Equitable and Affordable East Bank*, *Safe and Simple Multimodal Connections*, *Respect for the River and Neighborhoods for Nashvillians*. Ms. Grider then provided information on the feedback received from the latest survey and how that was addressed in the draft plan.

Chairman Adkins stated there will be two votes. One vote will be on the Vision Plan and one on the Major and Collector Street Plan.

Ben Pasnow, 5710 Maxon Avenue, asked that the vision plan be more followed through based upon the design elements. He encouraged the Planning Department to expand upon the vision of complete streets, especially through the lens of equity and business, as it related to other forms of transportation.

### **Chairman Adkins closed the Public Hearing.**

Ms. Farr said she was excited and thought they were in a good starting place. She asked what it means if they adopt the Major and Collector Street Plan and East Bank boulevard.

Ms. Kempf said the Major and Collector Street Plan was part of the general plan so it was a conceptual expression of the city's goal of mobility. She said to meet the community's desire for multimodal functionality, they need to address the right-of-way needs. Ms. Kempf stressed that the Planning Commission approval of the Major and Collector Street Plan was a very important first step to say this was a plan component that should be part of all the implementation work moving forward.

Ms. Farr asked if they would have the ability, depending on one of the configurations, to acquire that right-of-way.

Ms. Kempf replied yes and that there was a process. She stated they have already been to Council to seek approval for the funding and for a partnership with TDOT. Ms. Kempf said that hard step happened last year when they realized how critical the right-of-way was going to need to be to address all the multimodal goals they have.

Ms. Farr asked if there was some next step with the Titan's stadium in the first quarter of next year.

Ms. Kempf advised the process for the stadium approval in that discussion was financial operational and one that was going to involve a lot of Council work. She said their goal was to give a view of the planning and design considerations around where the stadium was placed. She said she cannot speak to when the Council process and all the operational and financial issues will be before Council.

Ms. Farr stated she has seen a lot of discussion on the bike lanes and the debate about whether the bike lanes were on the East Bank Boulevard or whether they go on the side streets. She asked if it was flexible to figure that out as they go forward regardless of what they do with the Major and Collector Street Plan.

Ms. Kempf stated they took a wholistic look at the multimodal options, not just on the boulevard, but on the parallel and secondary streets, the relationships to the interstate and the existing bridges. She explained they prioritized the kind of modes, pedestrian ways, bikeways and busses, that support people and for the boulevard, their first priority was ensuring they had dedicated bus lanes. Ms. Kempf stressed that the right-of-way for the boulevard was critical and felt the sidewalks and street trees were also critical. She said they did extensive modeling that gave them the alternative 1, which would have protected bike lanes on parallel routes that had direct access to economic drivers as well as where people may be living and going. She said they got feedback from bicyclists who did not agree, so their recommendation was the second two alternatives which would include bikeways on the boulevard. They are recommending that NDOT conduct the same level of analysis they did on the first option and new information that they will have as new development occurred. She felt that it was important as a policy matter that the dedicated bus service be prioritized.

Ms. Farr liked the idea of the dedicated bike lanes off the main boulevard as she saw the main boulevard as serving some purpose of getting people through in an organized fashion and not an alternative to the freeway. She said that if their goal was tree canopy, they need to think about not having overhead powerlines. Ms. Farr also expressed interest in the affordable housing goals and hoped there would be some flexibility because there would be external factors that would impact their ability to accomplish that.

Mr. Tibbs asked how the design standards would be put in place.

Ms. Grider answered that the first phase of development will likely be focused on the Metro owned property. She said the Planning Department will be working on an Urban Design Overlay for that piece which will include design standards in much more detail than the vision plan lays out.

Mr. Tibbs then asked if there were already thoughts about that.

Ms. Grider said most of that was within the Neighborhoods chapter with details on development guidance that highlighted specific things they think are important.

Ms. Kempf shared that they looked across the river at some cues. They were seeing the rebuilding of Second Avenue at the same time they were planning East Bank, so they were able to have conversations about scaling building form down to open spaces and down to the river, for example, not creating long building walls. She said they tried hard to define block lengths to create a more pedestrian oriented environment. Ms. Kempf stated the principals for a pedestrian human scaled experience was defined in the plan and it's to the next phase to get into the detailed guidance.

Mr. Tibbs wanted to make sure there were guard rails on the architecture. He spoke in favor of the pedestrian and bike lanes and said he loved how the greenway connected back to downtown.

Mr. Henley recused himself.

Councilmember Allen requested that as they look at design standards regarding housing, they have the conversation of how do design standards and affordability interact. She asked regarding the Metro land and housing, was the vision consistent with potentially using some of that for community land trust.

Angie Hubbard, Planning Department Housing Director, responded that was the point of repeated commitments in the vision plan of not selling the Metro land, which operated like a land trust. The purpose of a land trust was having it in perpetuity so you can control what was built on it and similarly with Metro continuing the public ownership, then the ground lease and development agreements would dictate that affordability requirements that's within each of those developments.

Councilmember Allen said she is a cyclist and felt more comfortable choosing side roads with bike lanes than on big ones and appreciated there were three options. She looked forward to seeing what the transportation experts came back with on that. Ms. Allen asked where the bike lanes connect.

Ms. Grider showed the Request: Update WalknBike slide and explained the solid lines were the existing bike infrastructure and the dashed lines were all new bike ways that would be protective grade separated.

Councilmember Allen asked if they had the ability to figure out how they can safely have barge traffic, as well as kayakers and rowers, continue on the river.

Ms. Grider said that was a big topic of conversation because the Cumberland was a working river. She advised their recommendation in the vision plan, to understand how barges, kayaks and motor craft can coexist, there needed to be an operational study to understand the uses of the river and how they can work together.

Councilmember Allen asked who will pay for the environmental remediation and if that falls on whoever buys the property. She then asked if any of the Metro property had environmental issues.

Ms. Kempf responded that there were stringent state and federal guidelines for how to handle the types of environmental remediation that might be necessary and defining what those are. She said if any of those are identified, typically it would fall to the property owner who is seeking to develop the land, and so they would await those things at implementation and go from there.

Councilmember Allen asked about sight lines.

Ms. Grider stated they looked at the topography on the East Bank to understand where tall buildings might be appropriate and how they could least impact viewsheds of the river and towards the downtown skyline. She said the vision plan included words about scaling buildings down to the river and to public spaces such as greenways and parks.

Councilmember Allen then asked about the sight lines from houses on Shelby Avenue.

Ms. Grider responded that considering viewsheds, they want to look outside the study area.

Mr. Haynes praised the work done and said this project was going to be fantastic. He asked if the stadium decision were to get postponed, how did the right-of-way acquisition change for the projects that were in the queue and how do they help those projects move ahead.

Ben York, NDOT, said they would like to acquire right-of-way quicker than they can and one of the necessary steps was to acquire right-of-way for a road that does not exist on any Metro map or plan. He advised it needed to show up on a plan before Metro can authorize them to buy that land. Mr. York pointed out they have a partnership deal with the State of Tennessee to do early acquisition which has never been done in the city of Nashville. He understood how it affected some of those property owners but knew discussions will occur continuously.

Ms. Kempf said, in addition to partnering with the state, they were following the National Environmental Policy Act process, which was a federal environmental review to ensure that whatever they build will qualify for transit funding in the future. She stated they were future proofing some of their work and thought with this vote, they would sit down with the property owners that would be affected under either scenario and talk about what acquisition would look like under either scenario so they can plan whether there was footprint left to develop but acquisition itself cannot happen until the stadium decision is made.

Mr. Haynes said they need a contingency plan in case the stadium decision gets postponed, so these projects can move forward. He thought it was important to have some overarching design guideline goals and objectives. Mr. Haynes asked if it would make sense to have an East Bank authority that could help the Planning Commission, NDOT and other departments be the interface for some of the big projects. Lastly, he asked if they thought of a business improvement district to have collective wholistic street cleaning, trash pick-up, landscaping and things like that. He said those were post approval suggestions.

Mr. Lawson said he would withhold at this time and see where they land.

Councilmember Withers thought the number one concern in the city, and in this area, was affordable housing. He said he had the opportunity to work with the Affordable Housing Task Force to come up with recommendations for AMI levels. Mr. Withers commented that though there were no houses on the East Bank today, there were people who live there unhoused and it was important to him to raise that discussion. He advised there was a project called the East Nashville Backbones Grant, a TDOT grant through the Greater Nashville Regional Council, which contemplates having protected or buffered bike lanes. Mr. Withers said he was excited about updates and projects to existing bike lanes and developing a new marquee bike lane. He said one of the comments that was helpful regarding boating was the idea that the East Bank should engage the river. He felt it should be designed in such a way that the people using the river for transportation could easily come from the river and up to the banks. Mr. Withers liked the emphasis on having things be pedestrian scaled. He said with the planting of shade trees and street trees, the utilities, from overhead and underground encroachments, need to support that. Lastly, Mr. Withers thought it was a good idea to have a body that was set up to guide implementation.

**Mr. Lawson moved and Ms. Farr seconded the motion to approve the East Bank Vision Plan. (7-0-1) Mr. Henley recused himself.**

Councilmember Allen said they have been shown two different plans and asked if there was flexibility if that needed to be tweaked later.

Ms. Kempf answered in the affirmative.



**Mr. Lawson moved and Mr. Haynes seconded the motion to approve the amendments to the Major and Collector Street Plan. (7-0-1) Mr. Henley recused himself.**

**Resolution No. RS2022-270**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2022CP-009-001 is approved the East Bank Vision Plan. (7-0-1)

**Resolution No. RS2022-271**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2022CP-009-001 is approved the motion to approve the amendments to the Major and Collector Street Plan. (7-0-1)

**E: MPC CALENDAR OF UPCOMING EVENTS**

**October 13, 2022**

MPC Meeting

4 pm, 2601 Bransford Avenue Metro Nashville Public School Admin Building

**October 27, 2022**

MPC Meeting

4 pm, 2601 Bransford Avenue Metro Nashville Public School Admin Building

**F: ADJOURNMENT**

The meeting adjourned at 4:59 p.m.