



**Metropolitan Council**

**PROPOSED SUBSTITUTES FOR**

**ORDINANCES, LATE-FILED**

**RESOLUTION, AND**

**AMENDMENT TO ORDINANCE**

**TO BE FILED WITH THE METRO**

**CLERK**

**FOR THE COUNCIL MEETING OF**

**TUESDAY, APRIL 17, 2018**

**SUBSTITUTE A ORDINANCE NO. BL2018-1139**

**A Substitute Ordinance Approving the Donelson Transit-Oriented Redevelopment Plan.**

WHEREAS, the Tennessee General Assembly has adopted 2017 Public Acts, Chapter 254, effective as of May 2, 2017 (codified at Tennessee Code Annotated, Sections 13-20-701 through 13-20-708), authorizing a housing authority to approve and implement a transit-oriented redevelopment project in order to redevelop transit-deficient areas; and

WHEREAS, the Metropolitan Development and Housing Agency desires to redevelop the transit-deficient area located within 1,320 feet on either side of Lebanon Pike between ~~Park Drive to~~ and Stewarts Ferry Pike; and

WHEREAS, the Metropolitan Development and Housing Agency has completed studies and prepared a plan for redevelopment entitled the "Donelson Transit-Oriented Redevelopment Plan," (herein referred to as the "Plan") consisting of a text, Redevelopment Plan Maps 1 and 2, and Exhibit "A" attached thereto, all dated ~~January 30~~ April 10, 2018, which has been submitted to the ~~Metropolitan~~ Council of the Metropolitan Government of Nashville and Davidson County, Tennessee (herein referred to as the "Metropolitan Council") for review and approval; and

WHEREAS, a copy of the Plan is attached to this Substitute Ordinance as an exhibit, and any capitalized terms in this Substitute Ordinance that are not defined herein shall have the meaning provided in the Plan; and

WHEREAS, the Metropolitan Development and Housing Agency has examined the area proposed for inclusion in the redevelopment project and determined that the absence of facilities for high capacity transit options for the area constitutes a serious and growing menace that is injurious to the public health, safety, morals, and welfare of residents and that facilities for high capacity transit are necessary to promote the elimination of traffic hazards, the implementation of regional solutions to traffic congestion, and the improvement of traffic facilities in order to protect the safety, health, morals, and welfare of the community; and the members of this Metropolitan Council have been duly apprised and are aware of these conditions; and

WHEREAS, the Plan adopts the development standards set forth in the Downtown Donelson UDO as adopted by the Metropolitan Council by BL2009-560, effective November 23, 2009, and as amended by BL2010-799, effective ~~February 1~~ January 24, 2011; and

WHEREAS, the project is located in Metropolitan Nashville and Davidson County, Tennessee and is to be undertaken by the Metropolitan Development and Housing Agency in accordance with and in furtherance of the objectives of Article I, Section 8 and 21 and Article II, Section 28 of the Constitution of Tennessee; 'The Housing Authorities Law,' Chapters 20 and 45, Public Acts of Tennessee of 1935 (1<sup>st</sup> Extraordinary Session), as amended; Chapter 114 of Public Acts of Tennessee of 1945, as amended; Chapter 181 of Public Acts of Tennessee of 1955 (said statutes now codified in Tennessee Code Annotated Sections 13-20-201 through 13-20-209) and 2017

Public Acts, Chapter 254 (now codified at Tennessee Code Annotated Sections 13-20-701 through 13-20-708); and

WHEREAS, the Metropolitan Development and Housing Agency desires to utilize the tax increment financing provision pursuant to Tennessee Code Annotated Section 13-20-706 in furtherance of its projects; and

WHEREAS, the Plan conforms to Section 5.06.010 through Section 5.06.060 of the Metropolitan Code of Laws regarding the use of tax increment financing; and

WHEREAS, the Plan for the area is designed to implement the concepts from *Let's Move Nashville: Metro's Transportation Solution*, ~~which was~~ released in October 2017, which incorporated ideas from the *NashvilleNext* long range plan for Nashville's future growth adopted by the Metropolitan Planning Commission in 2015, the *nMotion* regional transit plan adopted in 2016, and the recommendations of the Transit and Affordability Taskforce released in January 2018; and

WHEREAS, the Plan sets aside a minimum of ten million dollars (\$10,000,000) of tax increment financing for affordable housing ("Minimum Housing TIF"); and

WHEREAS, the Plan for the area prescribes certain land uses and controls and provides for the acquisition by negotiation or otherwise of certain properties for public use or for resale to a redeveloper or redevelopers; and

WHEREAS, the Plan provides for relocation assistance to be provided to individuals and businesses permanently or temporarily displaced by the acquisition of land by MDHA for implementation of this Plan in accordance with the Uniform Relocation and Real Property Acquisition Policies Act of 1970; and,

WHEREAS, the members of the Metropolitan Council have carefully considered and reviewed the proposal for redevelopment, including requirements for affordable and workforce housing and the relocation of businesses that may be displaced; and

WHEREAS, as the Metropolitan Government seeks to establish future transit-oriented redevelopment districts, it along with the Metropolitan Development and Housing Agency intends to amend the subsection of the Redevelopment Plan entitled "Review Process and Submittal Requirements," which is intended to be temporary; and

WHEREAS, in order to implement the Plan, the Metropolitan Council must approve and authorize certain actions.

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

Section 1. That it is hereby found and determined that the redevelopment area defined by the Plan entitled "Donelson Transit-Oriented Redevelopment Plan," dated ~~January 30~~ April 10, 2018, is a

transit-deficient area as defined in and in accordance with Tennessee Code Annotated Section 13-20-702(4).

~~Section 2. That it is hereby found and determined that conditions existing within the transit-deficient area are detrimental to the safety, health, morals and welfare of the people of Nashville and Davidson County and such conditions should be eliminated.~~

Section 2. That it is hereby found and determined that the transit-deficient area, or such portions thereof as deemed necessary for acquisition by the Metropolitan Development and Housing Agency by negotiation or otherwise, as provided by Tennessee Code Annotated 13-20-703, and so designated pursuant to the Plan, should be so acquired by the Metropolitan Development and Housing Agency, provided that the Metropolitan Development and Housing Agency shall not use eminent domain to eliminate transit-deficient areas and may only use eminent domain to acquire land, or interests in land, for public facilities and public infrastructure, including high capacity transit facilities.

Section 3. That the Plan entitled "Donelson Transit-Oriented Redevelopment Plan," consisting of a text, Redevelopment Plan (R.P.) Maps 1 and 2, and Exhibit "A" attached thereto, all dated ~~January 30~~ April 10, 2018, as filed with the Metropolitan Clerk, is hereby in all respects approved.

Section 4. That it is hereby found and determined that the Plan for the project area conforms to the *NashvilleNext* Plan and adopts the design standards of the Downtown Donelson Urban Design Overlay.

Section 5. That the use of tax increment financing pursuant to Tennessee Code Annotated Section 13-20-706, is hereby approved for undertaking activities specified in the Plan.

Any property taxes levied upon property within the boundaries of the Donelson Transit-Oriented Redevelopment District each year after the effective date of this Ordinance shall be divided as provided in Tennessee Code Annotated Section 9-23-103. In accordance with Section 5.06.020 of the Metropolitan Code, the Metropolitan Development and Housing Agency is hereby authorized to collect and use all incremental tax increment revenues generated from all parcels identified in the Donelson Transit-Oriented Redevelopment District for uses permitted in the Plan and as allowed under Tennessee Code Annotated Section 13-20-706 and Tennessee Code Annotated Section 9-23-103.

No incremental tax revenues for property in the Project Area may be pledged as collateral for, or to support payment of, a loan or other debt obligation related to a project or property outside of the Project Area.

Section 6.

(a) In connection with the Plan, the term "Affordable Housing" shall mean residential units affordable to and occupied by households earning sixty percent (60%) or less of area median income (AMI); and the term "Workforce Housing" shall mean residential units affordable to and

occupied by households earning more than sixty percent (60%) but not more than one hundred and twenty percent (120%) of AMI.

(b) At least once every five (5) years, MDHA shall make a recommendation to the Metropolitan Council about what portion of Minimum Housing TIF shall be used for Affordable Housing and for Workforce Housing. The period from the date this ordinance is passed until MDHA's first review and recommendation shall be referred to as the "Initial Period." Each subsequent period between reviews and recommendations shall be referred to as a "Subsequent Period."

(c) For the Initial Period, one hundred percent (100%) of Minimum Housing TIF awarded during this period must be used for Affordable Housing. During the Initial Period, if any tax increment revenues are pledged as collateral for, or to support payment of, a loan or other debt obligation related to Workforce Housing, it shall not count toward the Minimum Housing TIF established in the Plan.

(d) If any amendments to this Section 6 are determined to be necessary as a result of MDHA's periodic review and recommendation for a Subsequent Period, changes to this Section 6 may be accomplished by Resolution of the Metropolitan Council without an amendment to the Plan.

Section 7. Any Affordable Housing units created using tax increment financing under the Plan must remain qualified as Affordable Housing for a period of fifteen (15) years or the duration of the tax increment loan, whichever is greater. Any Workforce Housing units created using Tax Increment Financing under the Plan must remain qualified as Workforce Housing for a period of fifteen (15) years or the duration of the tax increment loan, whichever is greater.

Section 8. That it is hereby found and determined that, in addition to the elimination of transit-deficient areas from the Donelson Transit-Oriented Redevelopment District, the undertaking of the Donelson Transit-Oriented Redevelopment Project in such area will further promote the public welfare and proper development of the community.

Section 9. The subsection of the Plan entitled "Review Process and Submittal Requirements" may be replaced in whole or in part by the Metropolitan Council adopting a Resolution.

Section 10. That it is hereby found and determined that the Plan for the Donelson Transit-Oriented Redevelopment District will afford maximum opportunity, consistent with sound needs of the locality as a whole, for the redevelopment of the area by private enterprise.

Section 11. That this Ordinance shall take effect from and after its adoption, the welfare of the Metropolitan Government of Nashville and Davidson County requiring it.

APPROVED by Metropolitan  
Development and Housing Agency:

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Executive Director

INTRODUCED BY:

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Member(s) of Council

APPROVED AS TO AVAILABILITY OF  
FUNDS

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Talia Lomax-O'dneal  
Director of Finance

APPROVED AS TO LEGALITY OF  
FORM AND COMPOSITION

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MDHA Attorney

# **DONELSON TRANSIT-ORIENTED REDEVELOPMENT PLAN**

~~January 30~~ April 10, 2018

**Metropolitan Development and Housing Agency**  
Nashville and Davidson County, Tennessee

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## PREFACE

The Donelson Transit-Oriented Redevelopment Project is located in Metropolitan Nashville and Davidson County, Tennessee, and is undertaken by the Metropolitan Development and Housing Agency, hereinafter referred to as “MDHA,” in accordance with and in furtherance of the objectives of The Housing Authorities Law, Tennessee Code Annotated, Sections 13-20-101, et. seq. (the “Housing Authorities Law”). The Metropolitan Council of Nashville and Davidson County has declared the area to be a transit-deficient area within the scope of Section 13-20-701 through 13-20-708 of the Housing Authorities Law. The Donelson Transit-Oriented Redevelopment District Plan will comply with existing Federal, State and local laws to include Metropolitan Codes 5.06.020, 5.06.050, and 5.06.060, and the Fair Housing Act, 42 U.S.C. § 3601, et seq.

A transit-deficient area means a high capacity transit area where facilities for high capacity transit are necessary to promote the elimination of traffic hazards, the implementation of regional solutions to traffic congestion, and the improvement of traffic facilities in order to protect the safety, health, morals, and welfare of the community. This Transit-Oriented Redevelopment Plan will work towards addressing these transit deficiencies. It is also part of Metropolitan Nashville’s Housing Toolkit to preserve and create housing options for a mixture of incomes, including workforce and affordable housing.

In 2009, following a public engagement process, the Metropolitan Council adopted an Urban Design Overlay (UDO) along this corridor that provides development standards and transportation needs for Downtown Donelson. This redevelopment plan adopts the development standards set forth in the UDO document as approved in BL2009-560 effective November 23, 2009 and amended by BL2010-799 effective ~~February 1~~ January 24, 2011.

In May 2017, the Tennessee Legislature passed legislation enabling housing authorities to create Transit-Oriented Redevelopment Districts. The legislation recognized that transit-deficient areas can impair sound growth, and actions can be taken to provide suitable density for development and prevent sprawl into rural areas.

In October 2017, Mayor Barry released *Let’s Move Nashville: Metro’s Transportation Solution*. This plan incorporated the ideas of the *NashvilleNext* strategic plan of 2015, the *nMotion* study of 2016, the Tennessee Legislature’s IMPROVE act of 2017, and the Transit-Oriented Redevelopment enabling legislation that made redevelopment districts possible in transit-deficient areas.

At the same time, MDHA began meeting with officials and property owners about developing the first Transit-Oriented Redevelopment District in Donelson. In November 2017, the Mayor initiated the Transit and Affordability Taskforce to provide recommendations on how to proceed as Nashville begins to implement polices to address its transportation needs. This Donelson Transit-Oriented Redevelopment District incorporates many of the recommendations of the Transit and



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Affordability Taskforce released in January 2018, along with input from residents and property owners in the impacted area.

The land included in this plan is within ~~4,300~~1,320 feet on either side of Lebanon Pike and runs west to east from Park Drive to Stewarts Ferry Pike. It includes part of two major corridors, Lebanon Pike and Donelson Pike, with the latter providing direct access to the Nashville International Airport and Interstate 40, both to the south.

The area currently lacks sufficient parking for public transit commuters, streetscapes for pedestrian activity, and appropriate infrastructure to support higher density developments, such as multi-family housing, office buildings, employment centers, creative workspaces, and additional commercial and retail activities.

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DONELSON TRANSIT-ORIENTED REDEVELOPMENT PLAN  
NASHVILLE AND DAVIDSON COUNTY, TENNESSEE

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## **B. DESCRIPTION OF THE PROJECT AREA**

The Donelson Transit-Oriented Redevelopment Area (hereinafter “Project Area”) is located east of downtown Nashville and covers approximately 145 acres of land surrounding the Music City Star Donelson train station.

The Project Area is approximately 2.5 miles from the Nashville International Airport and approximately six miles from downtown Nashville. It is currently home to a variety of retail businesses, including restaurants, auto services, and bowling alleys. The Project Area is currently zoned for low-density, residential uses such as RS20, RS10, and R10, and commercial and office uses such as CS, CL, and OR20. There are approximately 29 residential units, accounting for 16 percent of the total acreage, in the redevelopment district with an average appraised total value of approximately \$145,000.

### **BOUNDARIES OF THE PROJECT AREA**

The boundaries of the Donelson Transit-Oriented Redevelopment Project Area are shown on Redevelopment Plan (~~R.P.~~)Map No. 1, “Project Boundary Map,” and are described in Exhibit A, which is attached.

### **REDEVELOPMENT PLAN OBJECTIVES**

The specific provisions and actions incorporated into the Plan are necessary to achieve the following objectives:

- a. To create a transit-oriented, mixed-use district around the train station by promoting transit-oriented principles intended to integrate land use and transit;
- b. To provide a mix of uses and a high-quality pedestrian environment around a defined center;
- c. To provide housing to a range of incomes, including units for affordable and workforce housing;
- d. To create an environment that is safe and accessible for pedestrians, bikers, and drivers;
- e. To minimize the total number of parking spaces needed in the redevelopment district;
- f. To make transit stops focal points and locate them in areas that are accessible, visible, and well-lit;
- g. To establish standards and guidelines for high quality development;
- h. To provide for the layout of new public improvements necessary to support the redevelopment of the area; and
- i. To establish harmonious land use patterns that support a mixture of uses.

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## PROPOSED REDEVELOPMENT ACTIONS

The intent of this plan is to assist in the implementation of the Downtown Donelson Urban Design Overlay (ordinance nos. ~~BL2009-552~~, BL2009-560 and BL2010-799), which may be amended from time to time.

The main redevelopment actions proposed for the pProject aArea are to create better transit connections; additional retail spaces, including small-scale, local retail businesses; and housing that attracts new residents with a mixture of incomes, including workforce and affordable units. New streetscapes, infrastructure, and public facilities should be created to adequately handle the change in traffic flow that may result from the addition of new residents and buildings. These goals may be achieved by the following activities:

- a. Orient buildings to the street or to the Music City Star station to increase activity on the street, and create a pedestrian-friendly environment;
- b. Design vertical mixed use buildings to accommodate active ground floor uses, such as retail and entertainment, while providing for office and residential uses on upper floors;
- c. Construct buildings of high-quality, durable building materials in order to demonstrate sustained quality and a sense of permanence;
- d. Place overhead utilities in alleys or underground as properties redevelop;
- e. Encourage shared or separate detention and water quality areas as amenities by providing seating, walkways, and landscaping;
- f. Accommodate multi-modal forms of travel along Lebanon Pike by including bike facilities and bus transit stops;
- g. Develop shared parking plans for developments with different peak parking demands and operating hours to minimize the total amount of parking spaces needed;
- h. Provide pedestrian connectivity to and from individual developments and to the Music City Star station and other transit stops, including sidewalks and crosswalks in parking areas through such means as markings, textured pavement, and other walkways and landscaping;
- i. Promote transit extensions from the Music City Star to the Nashville International Airport and downtown Nashville;
- j. Improve infrastructure throughout the district to support new and existing redevelopment projects; and
- k. Place pedestrian scaled lighting along the street near sidewalks and at major pedestrian crossing areas.

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## C. LAND USE PLAN

### LAND USE MAP

The parcels of land within the Project Area are as shown on ~~(R.P.)~~ Redevelopment Plan Map No. 2, “Land Use Plan Map” and are restricted to permitted uses as further described in the following sections. The Downtown Donelson Urban Design Overlay defines the requirements in its sub-districts reflected on Map No. 2.

### LAND USE PROVISIONS AND BUILDING REQUIREMENTS

Property located within the Project Area shall be required to follow the provisions set forth in this Redevelopment Plan.

In order to achieve the objectives of this Redevelopment Plan, the redevelopment and use of land located within the Project Area will be made subject to all requirements and restrictions specified in this section. A Design Review Committee designated ~~by the Executive Director of MDHA as described in this Redevelopment Plan~~ must approve all improvements affecting the exterior appearance of property and requiring building permits. This redevelopment plan adopts the standards set forth in the UDO as revised on ~~February 4~~ January 19, 2011. ~~The Board of Commissioners of MDHA may supplement this Plan with rules and standards to assist the Design Review Committee in interpreting this Plan as it relates to appropriate uses, design, color, setbacks, landscaping, parking, ingress and egress, and other restrictions in accordance with this section and permitted under the Donelson UDO.~~

### General Land Use Districts

Within the areas shown on ~~(R.P.)~~ Redevelopment Plan Map No. 2, “Land Use Plan Map,” ~~the following uses shall be permitted as outlined by the sub-districts defined in the Downtown Donelson Urban Design Overlay~~ land uses are per the base zoning except for the conditional and prohibited uses as stated in this Plan. The more restrictive controls shall apply.

The intent of the land use districts is to provide for facilities, businesses, services, and residences that support transit-oriented development in an urban area along a major corridor.

The permitted uses in this district include residential, institutional, educational, office, medical, commercial, transportation, recreation and entertainment, and other uses that may support the general character of the overall redevelopment district. These permitted uses must be so designed, located, and proposed to be compatible with surrounding land uses and transit-oriented development principles and operated such that the public health, safety, and welfare will be protected and will not adversely affect other property in the area.

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## Conditional Uses

The following uses, upon the approval of the Design Review Committee, may be permitted in the District if it is so designed, located and proposed to be compatible with surrounding land uses, and operated such that the public health, safety, and welfare will be protected and will not adversely affect other property in the area.

- Artisan distillery
- Automobile repair
- Automobile sales, new
- Automobile sales, used
- Automobile service
- Bar or nightclub
- Concert venues
- Hotels/motels
- Light manufacturing
- Liquor sales
- Microbrewery
- Parking structures (freestanding)
- Research service
- Restaurants (with drive-through service)
- Restaurants with outdoor, live entertainment
- Short-term rentals
- Standalone surface parking lots

## Prohibited Uses

The following uses are prohibited in the District and will not be permitted by MDHA.

- Adult entertainment
- Alternative financial uses
- Industrial uses (unless noted under conditional uses)
- Self-service storage

## **Development Standards**

Property within the Project Area shall comply with Section II: Development Standards (~~Bulk, Architectural and Building Type, Fence and Wall, Parking and Access, Landscape Buffering and Screening, Signage, Development Incentives, and Transfer of Development Rights~~)(with the exception of subsections entitled “Application of the Standards” and “Modification and Process”) and Section III: Transportation ~~excluding Section II: Development Standards (Application of the Standards and Modifications and Process)~~ of the Downtown Donelson Urban Design Overlay document as amendment by BL2010-799, as may be amended from time to time by the Metropolitan Council or modifications by the Metropolitan Planning Commission.

This Redevelopment Plan provides additional development standards in addition to those found in the Downtown Donelson Urban Design Overlay.

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## Review Process and Submittal Requirements

NOTICE: This subsection of the Redevelopment Plan, entitled "Review Process and Submittal Requirements", is intended to be temporary. This subsection may be replaced in whole or in part by the Metropolitan Council by passing a Resolution receiving a majority of votes.

For any new development, redevelopment, or improvement on property located within the Project Area, a site plan, landscape plan, and elevations shall be submitted for review and approval by MDHA prior to issuance of any associated building permits. No improvement requiring a building permit (including new structures, additions, parking facilities, and signs) shall be erected, installed, enlarged, or altered until plans and permits have been approved by MDHA.

A Design Review Committee shall be designated by the Executive Director of MDHA.

Since property located within the Project Area is also within the Downtown Donelson UDO, the applicant shall also be required to follow the UDO Final Site Plan and building permit process through the Planning Department as described in the UDO document, which may be amended from time to time.

No demolition permit shall be issued prior to approval of a plan for re-use by MDHA. If property is to be kept vacant or put to another interim use, the property owner must supply plans demonstrating a proposed site plan, including grading, landscaping, fencing, and any remaining structures.

Any or all of the following specific submittal requirements may be waived as unnecessary by MDHA.

### 1. Site Plan

A site plan shall be prepared which shows locations of structures, appurtenances, walls, signs, driveways, parking and service areas, walks, utilities, plantings, and grades. The site plan shall contain information sufficient to describe the context of the development, including off-site structures and conditions. Where the development is to be accomplished in stages, a description of the proposed staging shall accompany the site plan. All development should include sufficient off-street parking to accommodate all uses.

### 2. Landscape Plan

The landscaping plan shall contain the existing and proposed topographical contours of the site, designations of all existing landscaping which will be retained, location of all existing trees or other plants having a trunk diameter of six (6) inches or more, the locations of all proposed exterior lighting fixtures, the area to be lighted by each exterior lighting fixture, and the design of each exterior lighting fixture. Any standards that shall not be modified are explicitly noted as such in the Downtown Donelson Urban Design Overlay, as may be amended from time to time.



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### 3. Elevations

Building elevations shall be prepared which show the detailed architectural design of all faces of the proposed buildings, including all proposed building materials and finishes. MDHA shall review all proposals for development, redevelopment, and improvement to ensure that a high standard of architectural and structural quality is maintained through sustainable and durable building materials.

### 4. Off-Street Parking

All development should include sufficient off-street parking to accommodate all uses. Shared parking is encouraged. All off-street drives and parking areas shall be surfaced with asphalt, concrete, or other ~~hard~~ hard-surfaced, dustless material and so constructed as to provide for adequate drainage. Width of parking access from all streets in the Redevelopment District shall be limited to minimize interruptions to sidewalks.

### 5. Buffering

The Zoning Code of the Metropolitan Government and the Downtown Donelson UDO will generally determine buffering requirements for new development. However, MDHA may require additional buffering to protect commercial, residential, and pedestrian interests from traffic, noise, glare, trash, odors, negative visual impacts, and other harmful effects likely to be caused by the introduction of a more intensive use. The materials required and the use of buffers will be determined based upon the relative intensities of adjacent uses. The accumulation of trash, debris, or any noxious materials shall be prohibited.

### 6. Signs

Signs shall be limited to on-premises signs, related to the use or business conducted on the same site, and to incidental signs of a clearly general nature such as to portray time, temperature, or announcements of activities taking place at the location. No billboards or general advertising signs shall be permitted. Detailed signage plans shall be submitted for review and approval by MDHA and shall be permitted only when designed and placed in scale and harmony with the improvements on the building site and surrounding development as outlined in the Downtown Donelson Urban Design Overlay, as may be amended from time to time.

### 7. Temporary Structures and Interim Uses

Temporary structures used in connection with construction on any lot or street within the Project Area shall be permitted with the approval of MDHA. On property which has been acquired, but which has not yet been developed, MDHA may establish such interim uses as it deems desirable in the public interest consistent with local zoning and codes requirements. Requests for installation of portable buildings shall be reviewed and

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approved by MDHA relative to design, materials, location, and impact on neighboring properties.

#### 8. Vehicular Accommodation and Service Areas

The Downtown Donelson Urban Design Overlay will generally determine requirements for the design of vehicular accommodations, including parking and service areas. However, MDHA may make additional requirements to ensure that vehicular and service areas are so designed as to adequately serve the development, but minimally impact neighboring properties. Temporary interim uses may be permitted under certain conditions.

#### 9. Energy efficiency and environmental design assistance

Subject to the approval of the MDHA Board of Commissioners, design costs, commissioning costs and fees, and costs of required documentation associated with meeting the requirements of Leadership in Energy and Environmental Design (LEED), Green Globes, or other similar programs, as well as greening costs and energy modeling costs for certification by such programs, may be provided or subsidized by MDHA, as authorized under *Tenn. Code Ann. § 13-20-703(a)(4)(F)*.

#### 910. Modifications

Based on site-specific issues, modifications to the standards may be necessary. Modifications may be permitted because of the exceptional narrowness, shallowness or shape of a specific piece of property, exceptional topographic condition, or other extraordinary and exceptional condition of a property. The condition shall be unique to the property and generally not prevalent to other properties in the general area, or have been created by the previous actions of any person having an interest in the property after the effective date of this ordinance.

Any standard within the Donelson Transit-Oriented Redevelopment Plan may be modified as set forth herein and in the Downtown Donelson Urban Design Overlay. Requested modifications should meet the intent of the design standard, result in better urban design for the neighborhood as a whole, and should not impede or burden existing or future development of adjacent properties. Only minor modifications of less than twenty percent (20%) of the standards may be approved by the Design Review Committee. Any major modifications requested to the Downtown Donelson Urban Design Overlay must follow the process outlined in the Overlay and will require the additional approval of the Metropolitan Planning Commission.

Alternate development may be permitted where such development complies with the general intent and standards for land use as herein before specified under the regulations and controls provisions for these tracts but which, because of the nature of comprehensively planned development, may deviate in detail from exact compliance with all the various development restrictions. An alternate development of this type will be

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viewed as a planned development and deviation from development regulations and controls will be subject to approval by MDHA.

The Donelson Transit-Oriented Redevelopment Plan, the Downtown Donelson Urban Design Overlay, the NashvilleNext Plan, and any other policies or regulations from governing agencies shall be consulted when considering modifications. Any standards that shall not be modified are explicitly noted as such in the code as may be amended from time to time.

Modifications must be approved by the MDHA Design Review Committee. All appeals must originate through MDHA. Any determination made by the Design Review Committee regarding the standards of the Downtown Donelson Urban Design Overlay document may be appealed to the Planning Commission after notification of Design Review Committee action.

#### ~~10~~.11. Process for Appeal from Action Taken by MDHA Design Review Committee

Applicants can appeal Design Review Committee decisions. If the appeal relates to a modification of regulations enforced by the Metro Planning Department, the appeal will follow the procedures of the Metropolitan Planning Department. If the appeal relates to the regulations to the Redevelopment Plan, the applicant will file their appeal with the Director of Urban Development within three (3) days after notification of Design Review Committee action.

In order to ensure due process for an applicant whose plans for development, redevelopment, or signage are disapproved by the MDHA Design Review Committee, the Executive Director of MDHA shall appoint an Administrative Appeals Board, consisting of three members of MDHA management. The Board will hear appeals associated with any/all action taken by MDHA's Design Review Committee in the enforcement of provisions of this Redevelopment Plan. If an applicant requests a hearing, MDHA shall convene a meeting of the Administrative Appeals Board which shall hear evidence and make a determination (by majority vote) as to whether the appropriate decision was reached by the Design Review Committee.

#### ~~11~~.12. Enforcement

In the ease event that the Redevelopment Plan restrictions or requirements of the Design Review Committee are violated, MDHA shall notify the permittee and/or the owner of record of the alleged violation. MDHA may also notify the Zoning Administrator, the Metropolitan Legal Department, and/or other legal counsel in order to seek enforcement of the Redevelopment Plan, including the pursuit of all remedies available at law or in equity, including the rights to pursue mandatory injunctions and/or other specific performance.

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### **Duration of Land Use Controls**

The provisions of this Plan, specifying the land uses for the Project Area and the requirements and restrictions with respect thereto, shall commence upon approval of the Plan by the governing body of Metropolitan Government of Nashville and Davidson County, and shall continue in effect until December 31, 2048.

### **D. LAND ACQUISITION**

Land acquisition for use under Tennessee Code Annotated, Sections 13-20-701, et. seq. (the “Housing Authorities Law”), is necessary to install, construct, or reconstruct streets, utilities, and site improvements essential to the preparation and development of sites for uses in accordance with a transit-oriented redevelopment plan; to install, construct, or reconstruct parks, public open spaces, public playgrounds, pedestrian ways, and all parking structures, regardless of use, in accordance with a transit-oriented redevelopment plan; and to install, construct, or reconstruct privately-owned affordable housing or workforce housing. The authority shall not use eminent domain to eliminate transit-deficient areas; provided that the authority may use eminent domain to acquire land, or interests in land, for public facilities and public infrastructure, including high capacity transit facilities.

#### **CONDITIONS BY WHICH LAND MAY BE EXEMPTED FROM ACQUISITION**

Certain properties or portions thereof designated for acquisition may be exempted from acquisition as provided herein. Exemption may be made if it will not require a change in the Land Use Plan or plans for street or utility improvements; the exemption and permitted continuation of a non-conforming use by MDHA will not adversely affect the use and/or disposition of adjoining parcels or the success of the redevelopment project as a whole; the owner of any exempted parcel agrees to eliminate any non-conforming use on the parcel as may be requested by MDHA, to rehabilitate all structures on the parcel, use the land and structures in accordance with the provisions of this Plan for its duration, acquire such land as deemed necessary by MDHA to conform to current local zoning and codes requirements, and/or sell any portions of the tract as deemed necessary by MDHA for street right-of-way or other purposes; the owner enters into and abides by the requirements of a contractual agreement to be executed by and between the owner and MDHA for the use and development of the exempted property. Any such exemption shall be made conditional until the owner has complied with all of the requirements of the contractual agreement.

### **E. REDEVELOPMENT OBLIGATION AND LAND USE CONTROLS**

The MDHA, in disposing of the land in the Project Area to be redeveloped, will, in its contract and deed or other instruments of conveyance, include such terms and conditions as in the judgment of

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MDHA will be necessary or advisable to ensure redevelopment of the Project Area and its use thereafter, in accordance with this Plan, and to address the transit infrastructure deficiency in this area. Such provisions will be contained in such contracts, deeds or other instruments of conveyance irrespective of whether they duplicate, in whole or in part, requirements of existing or proposed zoning ordinances or other local laws, ordinances or regulations with respect to the Project Area, so that such obligations may operate independently of such zoning or other laws, ordinances or regulations.

In all instances, the improvements in the Project Area will be made in accordance with the applicable zoning ordinances, provisions, and regulations of the Metropolitan Government of Nashville & Davidson County; building, electrical, plumbing and other local codes and ordinances; the requirements of this Redevelopment Plan; and such other requirements as may be set forth in the contracts between MDHA and the redevelopers. Any contract or agreement for disposal of project land by sale, lease or retention shall contain, and the deed or deeds to the land shall contain a covenant that the redeveloper and its successors and assigns shall not discriminate upon the basis of race, color, creed, sex, marital status, or national origin in the sale, lease, or rental, or in the use or occupancy of the property or any improvements erected or to be erected thereon. It is intended by this Plan that MDHA is the beneficiary of all such covenants and obligations and that it shall be entitled to represent the interests and to act on behalf of the community in enforcing any covenants and obligations as to the redevelopment and continued uses of the Project Area in accordance with the Plan. Such contracts, deeds, or other instruments of conveyance, in addition to including such other terms and conditions as MDHA may find desirable in order to implement and effectuate the objectives of this Plan, will obligate the purchasers of land in the Project Area and their successors in interest to:

1. Devote the parcels owned by them to, and only to, uses and controls specified in this Plan;
2. Diligently pursue the construction of the improvements as provided in the disposition contract, and to begin and complete such improvements within a reasonable time as provided by the contract;
3. Make no changes, additions or alterations in such improvements after completion of their construction that are not approved by MDHA as being in conformity with this Plan, or as it may be changed or amended; and
4. Not reassign contract rights, resell or otherwise transfer the land or any part thereof or interest therein purchased by them prior to the completion of the improvements thereon without the approval of MDHA and except in cases satisfactory to MDHA, and not to speculate in or with respect to such land.

## **F. RELOCATION ASSISTANCE**

The MDHA has established plans and procedures and shall provide assistance to individuals and businesses permanently or temporarily displaced by its actions in acquiring land for implementation of this Plan. Assistance will be offered in accordance with the Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended or other applicable federal, state or local laws and regulations that may be in effect at the time, even though no State or federal funds may be involved with a particular project. The relocation provisions of this Plan shall not

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apply to relocation necessitated by the acquisition of property by the State of Tennessee, the Metropolitan Government of Nashville and Davidson County, or any other governmental body unless such jurisdiction has entered into an agreement with MDHA to reimburse its costs for providing relocation services in connection thereto. It is the intent of this Plan to minimize the need for displacement or relocation of businesses or residents. When relocation is necessitated in connection with the implementation of the Plan, the health and continued viability of the business should be considered in providing reasonable time and assistance in finding and moving the establishment to a suitable relocation site.

## G. TAX INCREMENT FINANCING

The cumulative assessed value of all real estate within the Donelson Transit-Oriented Redevelopment District currently stands at approximately \$33,000,000 (thirty-three million dollars). The projected future increase in the value of property developed in conjunction with the Plan is estimated to be approximately \$300,000,000 (three-hundred million dollars). The additional property taxes so generated in the Donelson Transit-Oriented Redevelopment District will not occur without the redevelopment activities of MDHA.

Despite the presence of commuter rail within the District, inadequate transit infrastructure, an absence of connectivity, and other transit deficiencies exist. Therefore, it is necessary to induce investment through available economic development tools. The activities of MDHA will make the area conducive to new private development and result in increased tax revenues to the Metropolitan Government. As identified in the *Let's Move Nashville Transit and Affordability Taskforce report*, MDHA will use tax increment financing will be used to fund infrastructure, affordable housing, and economic development activities. Specifically, MDHA plans to commits a minimum of \$10,000,000 (ten million dollars) of tax increment financing to the development of affordable and workforce housing units ("Minimum Housing TIF"). For the Donelson Transit Oriented Redevelopment District, affordable housing shall mean residential units affordable to and occupied by households earning sixty percent (60%) or less of area median income (AMI). Any project that includes housing and receives tax increment financing shall provide a minimum of 10% of the new or rehabilitated units on the project site as affordable housing to residents qualifying at 60% AMI or below, and this requirement shall continue even if the Minimum Housing TIF has been reached. The remainder of the \$30,000,000 (thirty million dollars) of tax increment backed debt provided for by the Plan will be used to support infrastructure and economic development activities.

The tax increment backed debt of \$30,000,000 (thirty million dollars) provided for by the Plan will require approximately 30 percent of the projected net new property tax revenues generated by the Project Area, if development can be induced.

Therefore, the Metropolitan Government, as the taxing agency within the Project Area, will realize substantial revenues from the project and will not be substantially impacted by a tax increment financing provision. As of 2017, tax increment financing from all redevelopment districts in Nashville and Davidson County consumed approximately two percent of the annual amount of property taxes due the Metropolitan Government. The addition of TIF in this district will not have a significant impact on this percentage.

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Existing and anticipated sources of revenue to finance the Project, including the estimated amount from tax increment backed bonds or other indebtedness, are Tax Increment Financing: \$30,000,000 (thirty million dollars).

The amount of bonds or other indebtedness backed by the tax increment shall not exceed \$30,000,000 (thirty million dollars), provided that the principal amount of any debt refunded or refinanced shall not be counted in computing such total. The final maturity date on any bonded or other indebtedness backed by the tax increment from eligible properties shall be on or before December 31, 2048. ~~that the principal amount of any debt refunded or refinanced shall not be counted in computing such total.~~

Upon retirement of all bonds, loans, or other indebtedness incurred and payable from tax increment funds or at such time as moneys on deposit in the tax increment fund or funds are sufficient for such purpose, all property taxes resulting from the incremental development of the Project shall be retained by the Metropolitan Government. Activities or improvements eligible for tax increment funding shall be in compliance with State law.

No incremental tax revenues for property in the Project Area may be pledged as collateral for, or to support payment of, a loan or other debt obligation related to a project or property outside of the Project Area.

## **H. PROCEDURE FOR CHANGES IN THE APPROVED PLAN**

~~Prior to the sale of any project land or the execution of a contract for such a sale, this Plan may be modified, changed or amended by MDHA, with the subsequent approval of the Metropolitan Council by ordinance and public hearing. After part or all of the project land has been disposed of by MDHA, the Plan, including the provisions specifying the land uses for the Project Area and the requirements and restrictions with respect thereto, may only be modified, changed or amended by MDHA with subsequent approval by the Metropolitan Council by ordinance and public hearing, provided, however, that in no event will the provisions of this Plan be modified in any manner which will adversely affect any as yet not fully developed land in the Project Area that has been sold or leased by MDHA, or as to which a sales contract has been entered into by MDHA, except with the written consent of the then owners of such land or of the parties to such contract, or their successors in interest.~~

This Plan may be modified, changed or amended by MDHA or the Metropolitan Council in accordance to the procedures specified in Tenn. Code Ann. Section 13-20-704. Any recommended amendment to this Plan must be approved: (1) by ordinance after a public hearing; and (2) by the MDHA Board of Commissioners.

In no event will the provisions of this Plan be amended or modified in any manner which will adversely affect any as yet not fully developed land in the Project Area that has been sold or leased by MDHA, or as to which a sales contract has been entered into by MDHA, except with the written

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consent of the then owners of such land or of the parties to such contract, or their successors in interest.

Notwithstanding the above, amendments to the Ordinance approving this Plan may be made in the procedure set forth in the Ordinance.

## **I. SEVERABILITY**

The invalidation of any one or more of the foregoing provisions of this Redevelopment Plan or Ordinance, as approved by the Metropolitan Council of the Metropolitan Government of Nashville and Davidson County, or any part thereof by judgment of any Court of competent jurisdiction, shall not in any way affect the validity of any other of such provisions of the Plan, but the same shall remain in full force and effect.



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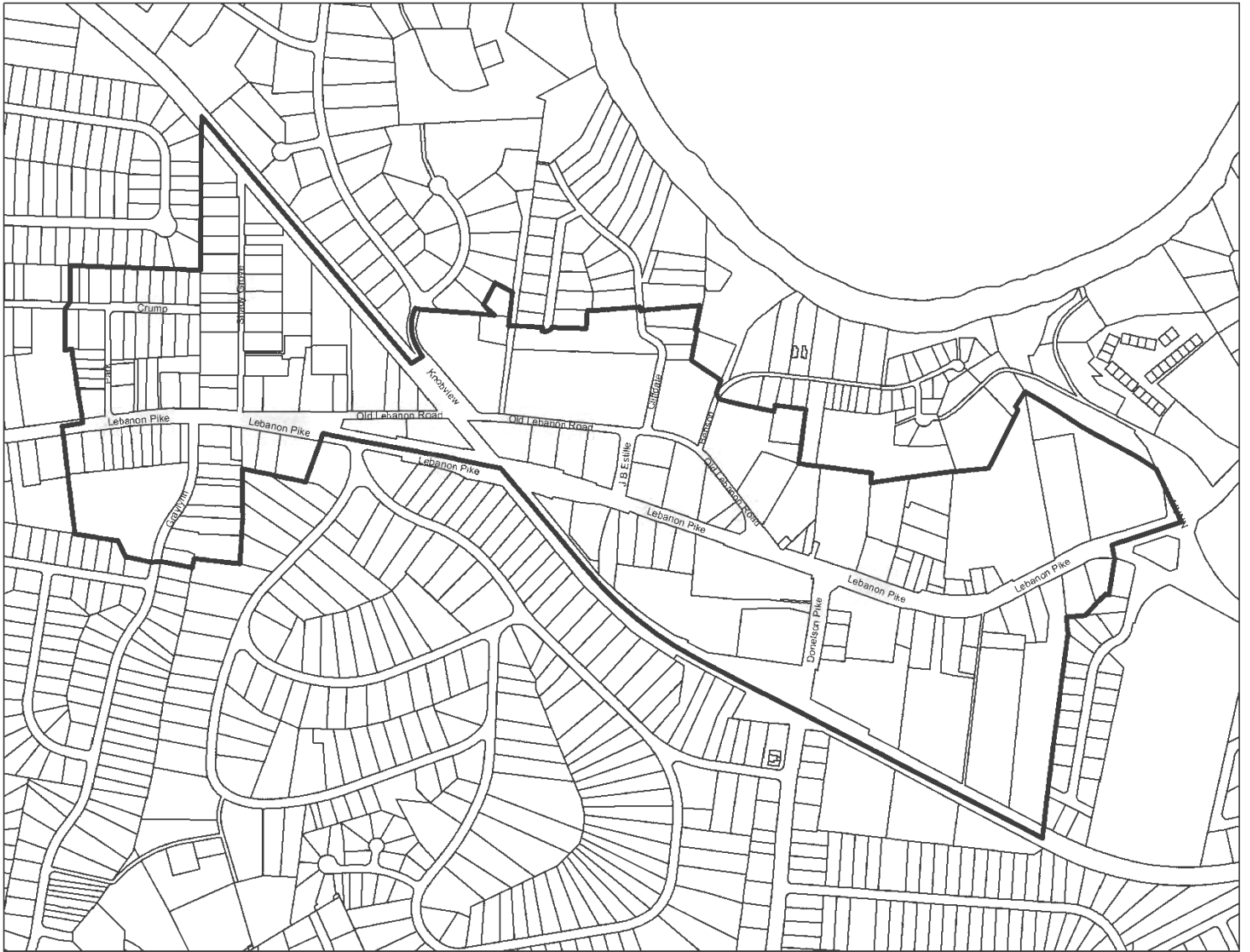
## J. MAPS AND EXHIBITS

### MAP NO. 1, PROJECT BOUNDARY MAP



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## MAP NO. 2, LAND USE MAP



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## EXHIBIT A, PROJECT BOUNDARY DESCRIPTION

The Donelson Transit-Oriented Redevelopment District shall encompass a tract of land in Metropolitan Nashville and Davidson County, Tennessee, as shown on Project Boundary Map No. 1 and generally described as follows:

Beginning at the SW corner of parcel “09504001300”, proceed in a northerly direction along the eastern boundary of parcel “09504001100” until its intersection with Park Drive, then proceed across Park Drive to the SW corner of parcel “08416011600”, then proceed in a northerly direction along the western boundary of parcel “08416011600”, then proceed in an easterly direction following the rear boundaries of parcels that front on Park Drive and Crump Drive until reaching the rear boundary of parcel “08416015800”, then proceed in a northerly direction following the rear boundaries of parcels that front on Shady Grove Road, then proceed north until the center of the railroad right-of-way, then proceed in a southeasterly direction along the centerline of the railroad right-of-way approximately 1,700 feet, then proceed in a northeasterly direction to the centerline of Knobview Drive, then proceed along the centerline of Knobview drive until a point opposite the NW corner of parcel “08513001700”, then proceed in an easterly direction to parcel “08513001700” and follow its northern boundary to its intersection with the SE corner of parcel “08513001000”, then proceed in a southerly direction approximately 175 feet along the eastern boundaries of parcels “08513001700 and 08513006600” to a point opposite the NW corner of parcel “08513004600”, then proceed in an easterly direction across parcel “08513006400” to the NW corner of parcel “08513004600”, then proceed in an easterly direction along the northern boundary of parcel “08513004600” until intersecting the centerline of Cliffdale Road, then proceed in a southerly direction approximately 20 feet along the centerline of Cliffdale Road, then proceed easterly to the NW corner of parcel “08513004900”, then proceed easterly along the boundary of parcel “08513004900” to its NE corner, then proceed in a southerly direction following the rear boundaries of parcels that front on Cliffdale Road until the intersection of the boundary of parcel “09601000400” with Benson Road, then proceed in an easterly direction across Benson Road to the NW corner of parcel “09601001700”, then proceed in an easterly direction along the northern boundary of parcel “09601001700” to its intersection with parcel “09601002000”, then proceed approximately 35 feet in a northerly direction along the boundary of parcel “09601002000”, then proceed in an easterly direction across parcel “09601002000” to the SE corner of parcel “09601002100”, then proceed in an easterly direction along the boundary of parcel “09601002000” to its NE corner, then proceed in a southerly direction along the boundaries of parcels “09601002000 and 09601001700” to the NW corner of parcel “09601001500”, then proceed in an easterly direction along the northern boundaries of parcels “09601001500, 09601003200, 09601002700, 09601002500, 09602000300, and 09602000500” to the intersection of parcel “09602000500” with the SE corner of parcel “09602000600”, then proceed in a southeasterly direction to the intersection of Munn Road, Lebanon Pike, and Stewarts Ferry Pike, then proceed westerly along the centerline of Lebanon Pike approximately 385 feet, then proceed in a southerly direction to the NE corner of parcel “09602006900”, then proceed in a southerly direction along the eastern boundaries of parcels “09602006900, 09602001900, and 09602001700” to the center of the railroad right-of-way, then proceed in a northwesterly direction along the centerline of the railroad right-of-way to the point where it crosses under the centerline of Lebanon Pike, then proceed westerly along Lebanon Pike to a point opposite the NE corner of parcel 09504018700, then proceed southerly to parcel 09504018700 and follow the southern

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boundaries of parcels “09504018700, 09504024500, and 09504024600” until intersecting parcel “09504018200”, then proceed southerly along the rear boundaries of parcels fronting Graylynn Drive until reaching the SE corner of parcel “09504017700”, then proceed westerly along the boundary of parcel “09504017700” to its intersection with Graylynn Drive, then proceed across Graylynn Drive to the SE corner of parcel “09504006000”, then proceed westerly along the boundary of parcel “09504006000” to its intersection with parcel “09504024400”, then proceed northerly along the boundaries of parcels “09504006000 and 09504005000” to the centerline of Lebanon Pike, then proceed easterly along the centerline of Lebanon Pike to a point opposite the SW corner of parcel “09504001300”, then proceed to the SW corner of parcel “09504001300”, the point of beginning.

**SUBSTITUTE B ORDINANCE NO. BL2018-1139**

**A Substitute Ordinance Approving the Donelson Transit-Oriented Redevelopment Plan.**

WHEREAS, the Tennessee General Assembly has adopted 2017 Public Acts, Chapter 254, effective as of May 2, 2017 (codified at Tennessee Code Annotated, Sections 13-20-701 through 13-20-708), authorizing a housing authority to approve and implement a transit-oriented redevelopment project in order to redevelop transit-deficient areas; and

WHEREAS, the Metropolitan Development and Housing Agency desires to redevelop the transit-deficient area located within 1,320 feet on either side of Lebanon Pike between ~~Park Drive to~~ and Stewarts Ferry Pike; and

WHEREAS, the Metropolitan Development and Housing Agency has completed studies and prepared a plan for redevelopment entitled the "Donelson Transit-Oriented Redevelopment Plan," (herein referred to as the "Plan") consisting of a text, Redevelopment Plan Maps 1 and 2, and Exhibit "A" attached thereto, all dated ~~January 30~~ April 10, 2018, which has been submitted to the ~~Metropolitan~~ Council of the Metropolitan Government of Nashville and Davidson County, Tennessee (herein referred to as the "Metropolitan Council") for review and approval; and

WHEREAS, a copy of the Plan is attached to this Substitute Ordinance as an exhibit, and any capitalized terms in this Substitute Ordinance that are not defined herein shall have the meaning provided in the Plan; and

WHEREAS, the Metropolitan Development and Housing Agency has examined the area proposed for inclusion in the redevelopment project and determined that the absence of facilities for high capacity transit options for the area constitutes a serious and growing menace that is injurious to the public health, safety, morals, and welfare of residents and that facilities for high capacity transit are necessary to promote the elimination of traffic hazards, the implementation of regional solutions to traffic congestion, and the improvement of traffic facilities in order to protect the safety, health, morals, and welfare of the community; and the members of this Metropolitan Council have been duly apprised and are aware of these conditions; and

WHEREAS, the Plan adopts the development standards set forth in the Downtown Donelson UDO as adopted by the Metropolitan Council by BL2009-560, effective November 23, 2009, and as amended by BL2010-799, effective ~~February 1~~ January 24, 2011; and

WHEREAS, the project is located in Metropolitan Nashville and Davidson County, Tennessee and is to be undertaken by the Metropolitan Development and Housing Agency in accordance with and in furtherance of the objectives of Article I, Section 8 and 21 and Article II, Section 28 of the Constitution of Tennessee; 'The Housing Authorities Law,' Chapters 20 and 45, Public Acts of Tennessee of 1935 (1<sup>st</sup> Extraordinary Session), as amended; Chapter 114 of Public Acts of Tennessee of 1945, as amended; Chapter 181 of Public Acts of Tennessee of 1955 (said statutes now codified in Tennessee Code Annotated Sections 13-20-201 through 13-20-209) and 2017

Public Acts, Chapter 254 (now codified at Tennessee Code Annotated Sections 13-20-701 through 13-20-708); and

WHEREAS, the Metropolitan Development and Housing Agency desires to utilize the tax increment financing provision pursuant to Tennessee Code Annotated Section 13-20-706 in furtherance of its projects; and

WHEREAS, the Plan conforms to Section 5.06.010 through Section 5.06.060 of the Metropolitan Code of Laws regarding the use of tax increment financing; and

WHEREAS, the Plan for the area is designed to implement the concepts from *Let's Move Nashville: Metro's Transportation Solution*, ~~which was~~ released in October 2017, which incorporated ideas from the *NashvilleNext* long range plan for Nashville's future growth adopted by the Metropolitan Planning Commission in 2015, the *nMotion* regional transit plan adopted in 2016, and the recommendations of the Transit and Affordability Taskforce released in January 2018; and

WHEREAS, the Plan sets aside a minimum of ten million dollars (\$10,000,000) of tax increment financing for affordable housing ("Minimum Housing TIF"); and

WHEREAS, the Plan for the area prescribes certain land uses and controls and provides for the acquisition by negotiation or otherwise of certain properties for public use or for resale to a redeveloper or redevelopers; and

WHEREAS, the Plan provides for relocation assistance to be provided to individuals and businesses permanently or temporarily displaced by the acquisition of land by MDHA for implementation of this Plan in accordance with the Uniform Relocation and Real Property Acquisition Policies Act of 1970; and,

WHEREAS, the members of the Metropolitan Council have carefully considered and reviewed the proposal for redevelopment, including requirements for affordable and workforce housing and the relocation of businesses that may be displaced; and

WHEREAS, as the Metropolitan Government seeks to establish future transit-oriented redevelopment districts, it along with the Metropolitan Development and Housing Agency intends to amend the subsection of the Redevelopment Plan entitled "Review Process and Submittal Requirements," which is intended to be temporary; and

WHEREAS, in order to implement the Plan, the Metropolitan Council must approve and authorize certain actions.

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

Section 1. That it is hereby found and determined that the redevelopment area defined by the Plan entitled "Donelson Transit-Oriented Redevelopment Plan," dated ~~January 30~~ April 10, 2018, is a

transit-deficient area as defined in and in accordance with Tennessee Code Annotated Section 13-20-702(4).

~~Section 2. That it is hereby found and determined that conditions existing within the transit-deficient area are detrimental to the safety, health, morals and welfare of the people of Nashville and Davidson County and such conditions should be eliminated.~~

Section 2. That it is hereby found and determined that the transit-deficient area, or such portions thereof as deemed necessary for acquisition by the Metropolitan Development and Housing Agency by negotiation or otherwise, as provided by Tennessee Code Annotated 13-20-703, and so designated pursuant to the Plan, should be so acquired by the Metropolitan Development and Housing Agency, provided that the Metropolitan Development and Housing Agency shall not use eminent domain to eliminate transit-deficient areas and may only use eminent domain to acquire land, or interests in land, for public facilities and public infrastructure, including high capacity transit facilities.

Section 3. That the Plan entitled "Donelson Transit-Oriented Redevelopment Plan," consisting of a text, Redevelopment Plan (R.P.) Maps 1 and 2, and Exhibit "A" attached thereto, all dated ~~January 30~~ April 10, 2018, as filed with the Metropolitan Clerk, is hereby in all respects approved.

Section 4. That it is hereby found and determined that the Plan for the project area conforms to the *NashvilleNext* Plan and adopts the design standards of the Downtown Donelson Urban Design Overlay.

Section 5. That the use of tax increment financing pursuant to Tennessee Code Annotated Section 13-20-706, is hereby approved for undertaking activities specified in the Plan, with each project for which such financing is sought being subject to the approval of the Metropolitan Council by resolution.

Any property taxes levied upon property within the boundaries of the Donelson Transit-Oriented Redevelopment District each year after the effective date of this Ordinance shall be divided as provided in Tennessee Code Annotated Section 9-23-103. In accordance with Section 5.06.020 of the Metropolitan Code, the Metropolitan Development and Housing Agency is hereby authorized to collect and use all incremental tax increment revenues generated from all parcels identified in the Donelson Transit-Oriented Redevelopment District for uses permitted in the Plan and as allowed under Tennessee Code Annotated Section 13-20-706 and Tennessee Code Annotated Section 9-23-103.

No incremental tax revenues for property in the Project Area may be pledged as collateral for, or to support payment of, a loan or other debt obligation related to a project or property outside of the Project Area.

Section 6.

(a) In connection with the Plan, the term "Affordable Housing" shall mean residential units affordable to and occupied by households earning sixty percent (60%) or less of area median

income (AMI); and the term "Workforce Housing" shall mean residential units affordable to and occupied by households earning more than sixty percent (60%) but not more than one hundred and twenty percent (120%) of AMI.

(b) At least once every five (5) years, MDHA shall make a recommendation to the Metropolitan Council about what portion of Minimum Housing TIF shall be used for Affordable Housing and for Workforce Housing. The period from the date this ordinance is passed until MDHA's first review and recommendation shall be referred to as the "Initial Period." Each subsequent period between reviews and recommendations shall be referred to as a "Subsequent Period."

(c) For the Initial Period, one hundred percent (100%) of Minimum Housing TIF awarded during this period must be used for Affordable Housing. During the Initial Period, if any tax increment revenues are pledged as collateral for, or to support payment of, a loan or other debt obligation related to Workforce Housing, it shall not count toward the Minimum Housing TIF established in the Plan.

(d) If any amendments to this Section 6 are determined to be necessary as a result of MDHA's periodic review and recommendation for a Subsequent Period, changes to this Section 6 may be accomplished by Resolution of the Metropolitan Council without an amendment to the Plan.

Section 7. Any Affordable Housing units created using tax increment financing under the Plan must remain qualified as Affordable Housing for a period of fifteen (15) years or the duration of the tax increment loan, whichever is greater. Any Workforce Housing units created using Tax Increment Financing under the Plan must remain qualified as Workforce Housing for a period of fifteen (15) years or the duration of the tax increment loan, whichever is greater.

Section 8. That it is hereby found and determined that, in addition to the elimination of transit-deficient areas from the Donelson Transit-Oriented Redevelopment District, the undertaking of the Donelson Transit-Oriented Redevelopment Project in such area will further promote the public welfare and proper development of the community.

Section 9. The subsection of the Plan entitled "Review Process and Submittal Requirements" may be replaced in whole or in part by the Metropolitan Council adopting a Resolution.

Section 10. That it is hereby found and determined that the Plan for the Donelson Transit-Oriented Redevelopment District will afford maximum opportunity, consistent with sound needs of the locality as a whole, for the redevelopment of the area by private enterprise.

Section 11. That this Ordinance shall take effect from and after its adoption, the welfare of the Metropolitan Government of Nashville and Davidson County requiring it.



APPROVED by Metropolitan  
Development and Housing Agency:

\_\_\_\_\_  
Executive Director

INTRODUCED BY:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Member(s) of Council

APPROVED AS TO AVAILABILITY OF  
FUNDS

\_\_\_\_\_  
Talía Lomax-O'dneal  
Director of Finance

APPROVED AS TO LEGALITY OF  
FORM AND COMPOSITION

\_\_\_\_\_  
MDHA Attorney

# **DONELSON TRANSIT-ORIENTED REDEVELOPMENT PLAN**

~~January 30~~ April 10, 2018

**Metropolitan Development and Housing Agency**  
Nashville and Davidson County, Tennessee

## PREFACE

The Donelson Transit-Oriented Redevelopment Project is located in Metropolitan Nashville and Davidson County, Tennessee, and is undertaken by the Metropolitan Development and Housing Agency, hereinafter referred to as “MDHA,” in accordance with and in furtherance of the objectives of The Housing Authorities Law, Tennessee Code Annotated, Sections 13-20-101, et. seq. (the “Housing Authorities Law”). The Metropolitan Council of Nashville and Davidson County has declared the area to be a transit-deficient area within the scope of Section 13-20-701 through 13-20-708 of the Housing Authorities Law. The Donelson Transit-Oriented Redevelopment District Plan will comply with existing Federal, State and local laws to include Metropolitan Codes 5.06.020, 5.06.050, and 5.06.060, and the Fair Housing Act, 42 U.S.C. § 3601, et seq.

A transit-deficient area means a high capacity transit area where facilities for high capacity transit are necessary to promote the elimination of traffic hazards, the implementation of regional solutions to traffic congestion, and the improvement of traffic facilities in order to protect the safety, health, morals, and welfare of the community. This Transit-Oriented Redevelopment Plan will work towards addressing these transit deficiencies. It is also part of Metropolitan Nashville’s Housing Toolkit to preserve and create housing options for a mixture of incomes, including workforce and affordable housing.

In 2009, following a public engagement process, the Metropolitan Council adopted an Urban Design Overlay (UDO) along this corridor that provides development standards and transportation needs for Downtown Donelson. This redevelopment plan adopts the development standards set forth in the UDO document as approved in BL2009-560 effective November 23, 2009 and amended by BL2010-799 effective ~~February 1~~ January 24, 2011.

In May 2017, the Tennessee Legislature passed legislation enabling housing authorities to create Transit-Oriented Redevelopment Districts. The legislation recognized that transit-deficient areas can impair sound growth, and actions can be taken to provide suitable density for development and prevent sprawl into rural areas.

In October 2017, Mayor Barry released *Let’s Move Nashville: Metro’s Transportation Solution*. This plan incorporated the ideas of the *NashvilleNext* strategic plan of 2015, the *nMotion* study of 2016, the Tennessee Legislature’s IMPROVE act of 2017, and the Transit-Oriented Redevelopment enabling legislation that made redevelopment districts possible in transit-deficient areas.

At the same time, MDHA began meeting with officials and property owners about developing the first Transit-Oriented Redevelopment District in Donelson. In November 2017, the Mayor initiated the Transit and Affordability Taskforce to provide recommendations on how to proceed as Nashville begins to implement polices to address its transportation needs. This Donelson Transit-Oriented Redevelopment District incorporates many of the recommendations of the Transit and

Affordability Taskforce released in January 2018, along with input from residents and property owners in the impacted area.

The land included in this plan is within ~~1,300~~1,320 feet on either side of Lebanon Pike and runs west to east from Park Drive to Stewarts Ferry Pike. It includes part of two major corridors, Lebanon Pike and Donelson Pike, with the latter providing direct access to the Nashville International Airport and Interstate 40, both to the south.

The area currently lacks sufficient parking for public transit commuters, streetscapes for pedestrian activity, and appropriate infrastructure to support higher density developments, such as multi-family housing, office buildings, employment centers, creative workspaces, and additional commercial and retail activities.

**DONELSON TRANSIT-ORIENTED REDEVELOPMENT PLAN  
NASHVILLE AND DAVIDSON COUNTY, TENNESSEE**

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## **B. DESCRIPTION OF THE PROJECT AREA**

The Donelson Transit-Oriented Redevelopment Area (hereinafter “Project Area”) is located east of downtown Nashville and covers approximately 145 acres of land surrounding the Music City Star Donelson train station.

The Project Area is approximately 2.5 miles from the Nashville International Airport and approximately six miles from downtown Nashville. It is currently home to a variety of retail businesses, including restaurants, auto services, and bowling alleys. The Project Area is currently zoned for low-density, residential uses such as RS20, RS10, and R10, and commercial and office uses such as CS, CL, and OR20. There are approximately 29 residential units, accounting for 16 percent of the total acreage, in the redevelopment district with an average appraised total value of approximately \$145,000.

### **BOUNDARIES OF THE PROJECT AREA**

The boundaries of the Donelson Transit-Oriented Redevelopment Project Area are shown on Redevelopment Plan (~~R.P.~~)Map No. 1, “Project Boundary Map,” and are described in Exhibit A, which is attached.

### **REDEVELOPMENT PLAN OBJECTIVES**

The specific provisions and actions incorporated into the Plan are necessary to achieve the following objectives:

- a. To create a transit-oriented, mixed-use district around the train station by promoting transit-oriented principles intended to integrate land use and transit;
- b. To provide a mix of uses and a high-quality pedestrian environment around a defined center;
- c. To provide housing to a range of incomes, including units for affordable and workforce housing;
- d. To create an environment that is safe and accessible for pedestrians, bikers, and drivers;
- e. To minimize the total number of parking spaces needed in the redevelopment district;
- f. To make transit stops focal points and locate them in areas that are accessible, visible, and well-lit;
- g. To establish standards and guidelines for high quality development;
- h. To provide for the layout of new public improvements necessary to support the redevelopment of the area; and
- i. To establish harmonious land use patterns that support a mixture of uses.

## PROPOSED REDEVELOPMENT ACTIONS

The intent of this plan is to assist in the implementation of the Downtown Donelson Urban Design Overlay (ordinance nos. ~~BL2009-552~~, BL2009-560 and BL2010-799), which may be amended from time to time.

The main redevelopment actions proposed for the pProject aArea are to create better transit connections; additional retail spaces, including small-scale, local retail businesses; and housing that attracts new residents with a mixture of incomes, including workforce and affordable units. New streetscapes, infrastructure, and public facilities should be created to adequately handle the change in traffic flow that may result from the addition of new residents and buildings. These goals may be achieved by the following activities:

- a. Orient buildings to the street or to the Music City Star station to increase activity on the street, and create a pedestrian-friendly environment;
- b. Design vertical mixed use buildings to accommodate active ground floor uses, such as retail and entertainment, while providing for office and residential uses on upper floors;
- c. Construct buildings of high-quality, durable building materials in order to demonstrate sustained quality and a sense of permanence;
- d. Place overhead utilities in alleys or underground as properties redevelop;
- e. Encourage shared or separate detention and water quality areas as amenities by providing seating, walkways, and landscaping;
- f. Accommodate multi-modal forms of travel along Lebanon Pike by including bike facilities and bus transit stops;
- g. Develop shared parking plans for developments with different peak parking demands and operating hours to minimize the total amount of parking spaces needed;
- h. Provide pedestrian connectivity to and from individual developments and to the Music City Star station and other transit stops, including sidewalks and crosswalks in parking areas through such means as markings, textured pavement, and other walkways and landscaping;
- i. Promote transit extensions from the Music City Star to the Nashville International Airport and downtown Nashville;
- j. Improve infrastructure throughout the district to support new and existing redevelopment projects; and
- k. Place pedestrian scaled lighting along the street near sidewalks and at major pedestrian crossing areas.



## C. LAND USE PLAN

### LAND USE MAP

The parcels of land within the Project Area are as shown on ~~(R.P.)~~ Redevelopment Plan Map No. 2, “Land Use ~~Plan-Map~~” and are restricted to permitted uses as further described in the following sections. The Downtown Donelson Urban Design Overlay defines the requirements in its sub-districts reflected on Map No. 2.

### LAND USE PROVISIONS AND BUILDING REQUIREMENTS

Property located within the Project Area shall be required to follow the provisions set forth in this Redevelopment Plan.

In order to achieve the objectives of this Redevelopment Plan, the redevelopment and use of land located within the Project Area will be made subject to all requirements and restrictions specified in this section. A Design Review Committee designated ~~by the Executive Director of MDHA as described in this Redevelopment Plan~~ must approve all improvements affecting the exterior appearance of property and requiring building permits. This redevelopment plan adopts the standards set forth in the UDO as revised on ~~February 4~~ January 19, 2011. ~~The Board of Commissioners of MDHA may supplement this Plan with rules and standards to assist the Design Review Committee in interpreting this Plan as it relates to appropriate uses, design, color, setbacks, landscaping, parking, ingress and egress, and other restrictions in accordance with this section and permitted under the Donelson UDO.~~

### General Land Use Districts

Within the areas shown on ~~(R.P.)~~ Redevelopment Plan Map No. 2, “Land Use ~~Plan Map~~,” ~~the following uses shall be permitted as outlined by the sub-districts defined in the Downtown Donelson Urban Design Overlay~~ land uses are per the base zoning except for the conditional and prohibited uses as stated in this Plan. The more restrictive controls shall apply.

The intent of the land use districts is to provide for facilities, businesses, services, and residences that support transit-oriented development in an urban area along a major corridor.

The permitted uses in this district include residential, institutional, educational, office, medical, commercial, transportation, recreation and entertainment, and other uses that may support the general character of the overall redevelopment district. These permitted uses must be so designed, located, and proposed to be compatible with surrounding land uses and transit-oriented development principles and operated such that the public health, safety, and welfare will be protected and will not adversely affect other property in the area.

## Conditional Uses

The following uses, upon the approval of the Design Review Committee, may be permitted in the District if it is so designed, located and proposed to be compatible with surrounding land uses, and operated such that the public health, safety, and welfare will be protected and will not adversely affect other property in the area.

- Artisan distillery
- Automobile repair
- Automobile sales, new
- Automobile sales, used
- Automobile service
- Bar or nightclub
- Concert venues
- Hotels/motels
- Light manufacturing
- Liquor sales
- Microbrewery
- Parking structures (freestanding)
- Research service
- Restaurants (with drive-through service)
- Restaurants with outdoor, live entertainment
- Short-term rentals
- Standalone surface parking lots

## Prohibited Uses

The following uses are prohibited in the District and will not be permitted by MDHA.

- Adult entertainment
- Alternative financial uses
- Industrial uses (unless noted under conditional uses)
- Self-service storage

## **Development Standards**

Property within the Project Area shall comply with Section II: Development Standards (~~Bulk, Architectural and Building Type, Fence and Wall, Parking and Access, Landscape Buffering and Screening, Signage, Development Incentives, and Transfer of Development Rights~~)(with the exception of subsections entitled “Application of the Standards” and “Modification and Process”) and Section III: Transportation ~~excluding Section II: Development Standards (Application of the Standards and Modifications and Process)~~ of the Downtown Donelson Urban Design Overlay document as amendment by BL2010-799, as may be amended from time to time by the Metropolitan Council or modifications by the Metropolitan Planning Commission.

This Redevelopment Plan provides additional development standards in addition to those found in the Downtown Donelson Urban Design Overlay.

## **Review Process and Submittal Requirements**

NOTICE: This subsection of the Redevelopment Plan, entitled "Review Process and Submittal Requirements", is intended to be temporary. This subsection may be replaced in whole or in part by the Metropolitan Council by passing a Resolution receiving a majority of votes.

For any new development, redevelopment, or improvement on property located within the Project Area, a site plan, landscape plan, and elevations shall be submitted for review and approval by MDHA prior to issuance of any associated building permits. No improvement requiring a building permit (including new structures, additions, parking facilities, and signs) shall be erected, installed, enlarged, or altered until plans and permits have been approved by MDHA.

A Design Review Committee shall be designated by the Executive Director of MDHA.

Since property located within the Project Area is also within the Downtown Donelson UDO, the applicant shall also be required to follow the UDO Final Site Plan and building permit process through the Planning Department as described in the UDO document, which may be amended from time to time.

No demolition permit shall be issued prior to approval of a plan for re-use by MDHA. If property is to be kept vacant or put to another interim use, the property owner must supply plans demonstrating a proposed site plan, including grading, landscaping, fencing, and any remaining structures.

Any or all of the following specific submittal requirements may be waived as unnecessary by MDHA.

### 1. Site Plan

A site plan shall be prepared which shows locations of structures, appurtenances, walls, signs, driveways, parking and service areas, walks, utilities, plantings, and grades. The site plan shall contain information sufficient to describe the context of the development, including off-site structures and conditions. Where the development is to be accomplished in stages, a description of the proposed staging shall accompany the site plan. All development should include sufficient off-street parking to accommodate all uses.

### 2. Landscape Plan

The landscaping plan shall contain the existing and proposed topographical contours of the site, designations of all existing landscaping which will be retained, location of all existing trees or other plants having a trunk diameter of six (6) inches or more, the locations of all proposed exterior lighting fixtures, the area to be lighted by each exterior lighting fixture, and the design of each exterior lighting fixture. Any standards that shall not be modified are explicitly noted as such in the Downtown Donelson Urban Design Overlay, as may be amended from time to time.

### 3. Elevations

Building elevations shall be prepared which show the detailed architectural design of all faces of the proposed buildings, including all proposed building materials and finishes. MDHA shall review all proposals for development, redevelopment, and improvement to ensure that a high standard of architectural and structural quality is maintained through sustainable and durable building materials.

### 4. Off-Street Parking

All development should include sufficient off-street parking to accommodate all uses. Shared parking is encouraged. All off-street drives and parking areas shall be surfaced with asphalt, concrete, or other ~~hard~~-hard-surfaced, dustless material and so constructed as to provide for adequate drainage. Width of parking access from all streets in the Redevelopment District shall be limited to minimize interruptions to sidewalks.

### 5. Buffering

The Zoning Code of the Metropolitan Government and the Downtown Donelson UDO will generally determine buffering requirements for new development. However, MDHA may require additional buffering to protect commercial, residential, and pedestrian interests from traffic, noise, glare, trash, odors, negative visual impacts, and other harmful effects likely to be caused by the introduction of a more intensive use. The materials required and the use of buffers will be determined based upon the relative intensities of adjacent uses. The accumulation of trash, debris, or any noxious materials shall be prohibited.

### 6. Signs

Signs shall be limited to on-premises signs, related to the use or business conducted on the same site, and to incidental signs of a clearly general nature such as to portray time, temperature, or announcements of activities taking place at the location. No billboards or general advertising signs shall be permitted. Detailed signage plans shall be submitted for review and approval by MDHA and shall be permitted only when designed and placed in scale and harmony with the improvements on the building site and surrounding development as outlined in the Downtown Donelson Urban Design Overlay, as may be amended from time to time.

### 7. Temporary Structures and Interim Uses

Temporary structures used in connection with construction on any lot or street within the Project Area shall be permitted with the approval of MDHA. On property which has been acquired, but which has not yet been developed, MDHA may establish such interim uses as it deems desirable in the public interest consistent with local zoning and codes requirements. Requests for installation of portable buildings shall be reviewed and

approved by MDHA relative to design, materials, location, and impact on neighboring properties.

8. Vehicular Accommodation and Service Areas

The Downtown Donelson Urban Design Overlay will generally determine requirements for the design of vehicular accommodations, including parking and service areas. However, MDHA may make additional requirements to ensure that vehicular and service areas are so designed as to adequately serve the development, but minimally impact neighboring properties. Temporary interim uses may be permitted under certain conditions.

9. Energy efficiency and environmental design assistance

Subject to the approval of the MDHA Board of Commissioners, design costs, commissioning costs and fees, and costs of required documentation associated with meeting the requirements of Leadership in Energy and Environmental Design (LEED), Green Globes, or other similar programs, as well as greening costs and energy modeling costs for certification by such programs, may be provided or subsidized by MDHA, as authorized under Tenn. Code Ann. § 13-20-703(a)(4)(F).

910. Modifications

Based on site-specific issues, modifications to the standards may be necessary. Modifications may be permitted because of the exceptional narrowness, shallowness or shape of a specific piece of property, exceptional topographic condition, or other extraordinary and exceptional condition of a property. The condition shall be unique to the property and generally not prevalent to other properties in the general area, or have been created by the previous actions of any person having an interest in the property after the effective date of this ordinance.

Any standard within the Donelson Transit-Oriented Redevelopment Plan may be modified as set forth herein and in the Downtown Donelson Urban Design Overlay. Requested modifications should meet the intent of the design standard, result in better urban design for the neighborhood as a whole, and should not impede or burden existing or future development of adjacent properties. Only minor modifications of less than twenty percent (20%) of the standards may be approved by the Design Review Committee. Any major modifications requested to the Downtown Donelson Urban Design Overlay must follow the process outlined in the Overlay and will require the additional approval of the Metropolitan Planning Commission.

Alternate development may be permitted where such development complies with the general intent and standards for land use as herein before specified under the regulations and controls provisions for these tracts but which, because of the nature of comprehensively planned development, may deviate in detail from exact compliance with all the various development restrictions. An alternate development of this type will be

viewed as a planned development and deviation from development regulations and controls will be subject to approval by MDHA.

The Donelson Transit-Oriented Redevelopment Plan, the Downtown Donelson Urban Design Overlay, the NashvilleNext Plan, and any other policies or regulations from governing agencies shall be consulted when considering modifications. Any standards that shall not be modified are explicitly noted as such in the code as may be amended from time to time.

Modifications must be approved by the MDHA Design Review Committee. All appeals must originate through MDHA. Any determination made by the Design Review Committee regarding the standards of the Downtown Donelson Urban Design Overlay document may be appealed to the Planning Commission after notification of Design Review Committee action.

#### ~~10~~.11. Process for Appeal from Action Taken by MDHA Design Review Committee

Applicants can appeal Design Review Committee decisions. If the appeal relates to a modification of regulations enforced by the Metro Planning Department, the appeal will follow the procedures of the Metropolitan Planning Department. If the appeal relates to the regulations to the Redevelopment Plan, the applicant will file their appeal with the Director of Urban Development within three (3) days after notification of Design Review Committee action.

In order to ensure due process for an applicant whose plans for development, redevelopment, or signage are disapproved by the MDHA Design Review Committee, the Executive Director of MDHA shall appoint an Administrative Appeals Board, consisting of three members of MDHA management. The Board will hear appeals associated with any/all action taken by MDHA's Design Review Committee in the enforcement of provisions of this Redevelopment Plan. If an applicant requests a hearing, MDHA shall convene a meeting of the Administrative Appeals Board which shall hear evidence and make a determination (by majority vote) as to whether the appropriate decision was reached by the Design Review Committee.

#### ~~11~~.12. Enforcement

In the ~~ease~~ event that the Redevelopment Plan restrictions or requirements of the Design Review Committee are violated, MDHA shall notify the permittee and/or the owner of record of the alleged violation. MDHA may also notify the Zoning Administrator, the Metropolitan Legal Department, and/or other legal counsel in order to seek enforcement of the Redevelopment Plan, including the pursuit of all remedies available at law or in equity, including the rights to pursue mandatory injunctions and/or other specific performance.

### **Duration of Land Use Controls**

The provisions of this Plan, specifying the land uses for the Project Area and the requirements and restrictions with respect thereto, shall commence upon approval of the Plan by the governing body of Metropolitan Government of Nashville and Davidson County, and shall continue in effect until December 31, 2048.

### **D. LAND ACQUISITION**

Land acquisition for use under Tennessee Code Annotated, Sections 13-20-701, et. seq. (the “Housing Authorities Law”), is necessary to install, construct, or reconstruct streets, utilities, and site improvements essential to the preparation and development of sites for uses in accordance with a transit-oriented redevelopment plan; to install, construct, or reconstruct parks, public open spaces, public playgrounds, pedestrian ways, and all parking structures, regardless of use, in accordance with a transit-oriented redevelopment plan; and to install, construct, or reconstruct privately-owned affordable housing or workforce housing. The authority shall not use eminent domain to eliminate transit-deficient areas; provided that the authority may use eminent domain to acquire land, or interests in land, for public facilities and public infrastructure, including high capacity transit facilities.

#### **CONDITIONS BY WHICH LAND MAY BE EXEMPTED FROM ACQUISITION**

Certain properties or portions thereof designated for acquisition may be exempted from acquisition as provided herein. Exemption may be made if it will not require a change in the Land Use Plan or plans for street or utility improvements; the exemption and permitted continuation of a non-conforming use by MDHA will not adversely affect the use and/or disposition of adjoining parcels or the success of the redevelopment project as a whole; the owner of any exempted parcel agrees to eliminate any non-conforming use on the parcel as may be requested by MDHA, to rehabilitate all structures on the parcel, use the land and structures in accordance with the provisions of this Plan for its duration, acquire such land as deemed necessary by MDHA to conform to current local zoning and codes requirements, and/or sell any portions of the tract as deemed necessary by MDHA for street right-of-way or other purposes; the owner enters into and abides by the requirements of a contractual agreement to be executed by and between the owner and MDHA for the use and development of the exempted property. Any such exemption shall be made conditional until the owner has complied with all of the requirements of the contractual agreement.

### **E. REDEVELOPMENT OBLIGATION AND LAND USE CONTROLS**

The MDHA, in disposing of the land in the Project Area to be redeveloped, will, in its contract and deed or other instruments of conveyance, include such terms and conditions as in the judgment of MDHA will be necessary or advisable to ensure redevelopment of the Project Area and its use

thereafter, in accordance with this Plan, and to address the transit infrastructure deficiency in this area. Such provisions will be contained in such contracts, deeds or other instruments of conveyance irrespective of whether they duplicate, in whole or in part, requirements of existing or proposed zoning ordinances or other local laws, ordinances or regulations with respect to the Project Area, so that such obligations may operate independently of such zoning or other laws, ordinances or regulations.

In all instances, the improvements in the Project Area will be made in accordance with the applicable zoning ordinances, provisions, and regulations of the Metropolitan Government of Nashville ~~&—and~~ Davidson County; building, electrical, plumbing and other local codes and ordinances; the requirements of this Redevelopment Plan; and such other requirements as may be set forth in the contracts between MDHA and the redevelopers. Any contract or agreement for disposal of project land by sale, lease or retention shall contain, and the deed or deeds to the land shall contain a covenant that the redeveloper and its successors and assigns shall not discriminate upon the basis of race, color, creed, sex, marital status, or national origin in the sale, lease, or rental, or in the use or occupancy of the property or any improvements erected or to be erected thereon. It is intended by this Plan that MDHA is the beneficiary of all such covenants and obligations and that it shall be entitled to represent the interests and to act on behalf of the community in enforcing any covenants and obligations as to the redevelopment and continued uses of the Project Area in accordance with the Plan. Such contracts, deeds, or other instruments of conveyance, in addition to including such other terms and conditions as MDHA may find desirable in order to implement and effectuate the objectives of this Plan, will obligate the purchasers of land in the Project Area and their successors in interest to:

1. Devote the parcels owned by them to, and only to, uses and controls specified in this Plan;
2. Diligently pursue the construction of the improvements as provided in the disposition contract, and to begin and complete such improvements within a reasonable time as provided by the contract;
3. Make no changes, additions or alterations in such improvements after completion of their construction that are not approved by MDHA as being in conformity with this Plan, or as it may be changed or amended; and
4. Not reassign contract rights, resell or otherwise transfer the land or any part thereof or interest therein purchased by them prior to the completion of the improvements thereon without the approval of MDHA and except in cases satisfactory to MDHA, and not to speculate in or with respect to such land.

## **F. RELOCATION ASSISTANCE**

~~The~~ MDHA has established plans and procedures and shall provide assistance to individuals and businesses permanently or temporarily displaced by its actions in acquiring land for implementation of this Plan. Assistance will be offered in accordance with the Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended or other applicable federal, state or local laws and regulations that may be in effect at the time, even though no ~~S~~state or federal funds may be involved with a particular project. The relocation provisions of this Plan shall not apply to relocation necessitated by the acquisition of property by the State of Tennessee, the



Metropolitan Government of Nashville and Davidson County, or any other governmental body unless such jurisdiction has entered into an agreement with MDHA to reimburse its costs for providing relocation services in connection thereto. It is the intent of this Plan to minimize the need for displacement or relocation of businesses or residents. When relocation is necessitated in connection with the implementation of the Plan, the health and continued viability of the business should be considered in providing reasonable time and assistance in finding and moving the establishment to a suitable relocation site.

## **G. TAX INCREMENT FINANCING**

The cumulative assessed value of all real estate within the Donelson Transit-Oriented Redevelopment District currently stands at approximately \$33,000,000 (thirty-three million dollars). The projected future increase in the value of property developed in conjunction with the Plan is estimated to be approximately \$300,000,000 (three-hundred million dollars). The additional property taxes so generated in the Donelson Transit-Oriented Redevelopment District will not occur without the redevelopment activities of MDHA.

Despite the presence of commuter rail within the District, inadequate transit infrastructure, an absence of connectivity, and other transit deficiencies exist. Therefore, it is necessary to induce investment through available economic development tools. The activities of MDHA will make the area conducive to new private development and result in increased tax revenues to the Metropolitan Government. As identified in the *Let's Move Nashville Transit and Affordability Taskforce report*, MDHA will use tax increment financing will be used to fund infrastructure, affordable housing, and economic development activities. Specifically, MDHA plans to commits a minimum of \$10,000,000 (ten million dollars) of tax increment financing to the development of affordable and workforce housing units ("Minimum Housing TIF"). For the Donelson Transit Oriented Redevelopment District, affordable housing shall mean residential units affordable to and occupied by households earning sixty percent (60%) or less of area median income (AMI). Any project that includes housing and receives tax increment financing shall provide a minimum of 10% of the new or rehabilitated units on the project site as affordable housing to residents qualifying at 60% AMI or below, and this requirement shall continue even if the Minimum Housing TIF has been reached. The remainder of the \$30,000,000 (thirty million dollars) of tax increment backed debt provided for by the Plan will be used to support infrastructure and economic development activities.

Any project for which tax increment financing is sought shall require approval of the Metropolitan Council by resolution.

The tax increment backed debt of \$30,000,000 (thirty million dollars) provided for by the Plan will require approximately 30 percent of the projected net new property tax revenues generated by the Project Area, if development can be induced.

Therefore, the Metropolitan Government, as the taxing agency within the Project Area, will realize substantial revenues from the project and will not be substantially impacted by a tax increment financing provision. As of 2017, tax increment financing from all redevelopment districts in Nashville and Davidson County consumed approximately two percent of the annual amount of

property taxes due the Metropolitan Government. The addition of TIF in this district will not have a significant impact on this percentage.

Existing and anticipated sources of revenue to finance the Project, including the estimated amount from tax increment backed bonds or other indebtedness, are Tax Increment Financing: \$30,000,000 (thirty million dollars).

The amount of bonds or other indebtedness backed by the tax increment shall not exceed \$30,000,000 (thirty million dollars), provided that the principal amount of any debt refunded or refinanced shall not be counted in computing such total. The final maturity date on any bonded or other indebtedness backed by the tax increment from eligible properties shall be on or before December 31, 2048. ~~that the principal amount of any debt refunded or refinanced shall not be counted in computing such total.~~

Upon retirement of all bonds, loans, or other indebtedness incurred and payable from tax increment funds or at such time as moneys on deposit in the tax increment fund or funds are sufficient for such purpose, all property taxes resulting from the incremental development of the Project shall be retained by the Metropolitan Government. Activities or improvements eligible for tax increment funding shall be in compliance with State law.

No incremental tax revenues for property in the Project Area may be pledged as collateral for, or to support payment of, a loan or other debt obligation related to a project or property outside of the Project Area.

## **H. PROCEDURE FOR CHANGES IN THE APPROVED PLAN**

~~Prior to the sale of any project land or the execution of a contract for such a sale, this Plan may be modified, changed or amended by MDHA, with the subsequent approval of the Metropolitan Council by ordinance and public hearing. After part or all of the project land has been disposed of by MDHA, the Plan, including the provisions specifying the land uses for the Project Area and the requirements and restrictions with respect thereto, may only be modified, changed or amended by MDHA with subsequent approval by the Metropolitan Council by ordinance and public hearing, provided, however, that in no event will the provisions of this Plan be modified in any manner which will adversely affect any as yet not fully developed land in the Project Area that has been sold or leased by MDHA, or as to which a sales contract has been entered into by MDHA, except with the written consent of the then owners of such land or of the parties to such contract, or their successors in interest.~~

This Plan may be modified, changed or amended by MDHA or the Metropolitan Council in accordance to the procedures specified in Tenn. Code Ann. Section 13-20-704. Any recommended amendment to this Plan must be approved: (1) by ordinance after a public hearing; and (2) by the MDHA Board of Commissioners.

In no event will the provisions of this Plan be amended or modified in any manner which will adversely affect any as yet not fully developed land in the Project Area that has been sold or leased by MDHA, or as to which a sales contract has been entered into by MDHA, except with the written consent of the then owners of such land or of the parties to such contract, or their successors in interest.

Notwithstanding the above, amendments to the Ordinance approving this Plan may be made in the procedure set forth in the Ordinance.

## **I. SEVERABILITY**

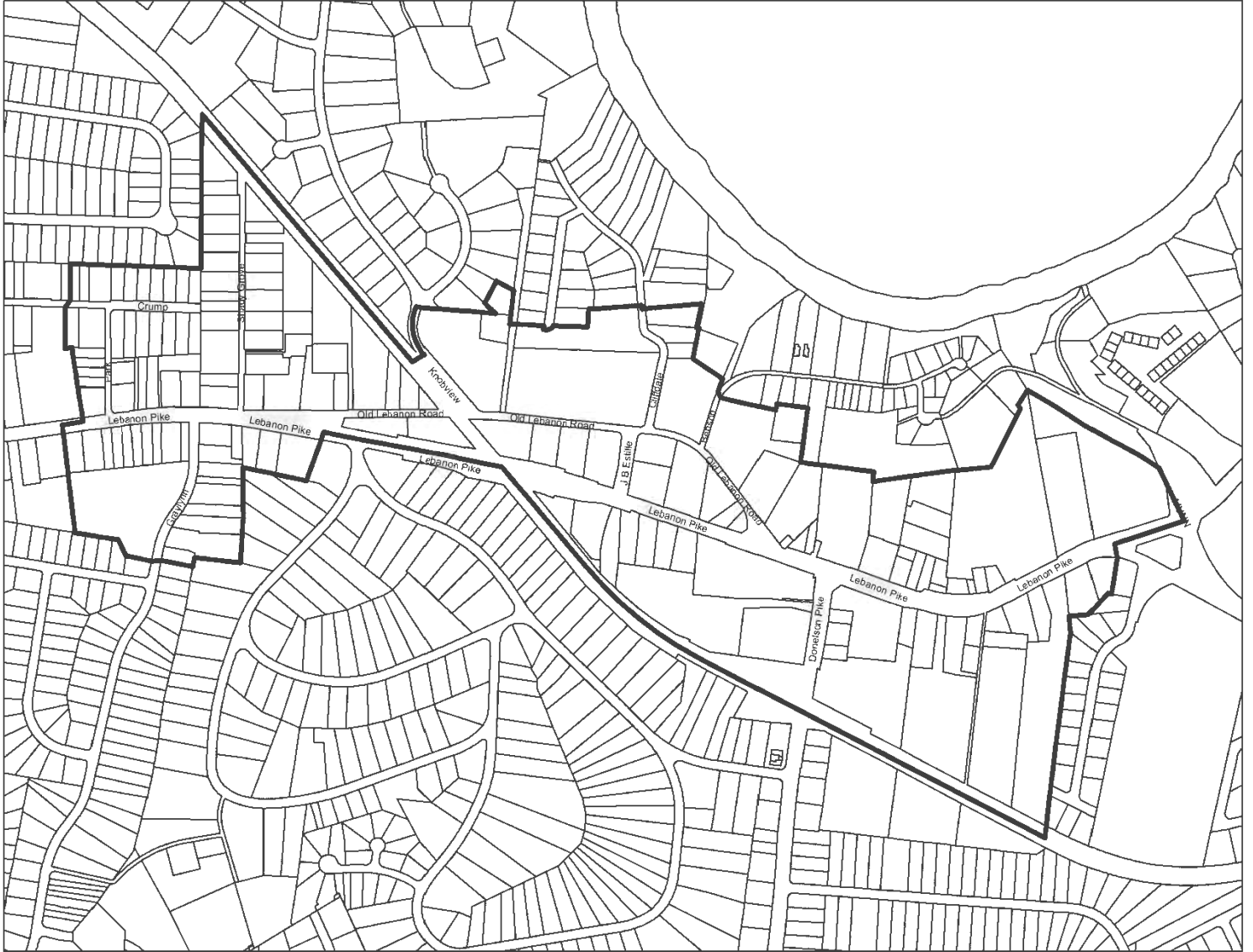
The invalidation of any one or more of the foregoing provisions of this Redevelopment Plan or Ordinance, as approved by the Metropolitan Council of the Metropolitan Government of Nashville and Davidson County, or any part thereof by judgment of any Court of competent jurisdiction, shall not in any way affect the validity of any other of such provisions of the Plan, but the same shall remain in full force and effect.

# J. MAPS AND EXHIBITS

## MAP NO. 1, PROJECT BOUNDARY MAP



MAP NO. 2, LAND USE MAP



## **EXHIBIT A, PROJECT BOUNDARY DESCRIPTION**

The Donelson Transit-Oriented Redevelopment District shall encompass a tract of land in Metropolitan Nashville and Davidson County, Tennessee, as shown on Project Boundary Map No. 1 and generally described as follows:

Beginning at the SW corner of parcel “09504001300”, proceed in a northerly direction along the eastern boundary of parcel “09504001100” until its intersection with Park Drive, then proceed across Park Drive to the SW corner of parcel “08416011600”, then proceed in a northerly direction along the western boundary of parcel “08416011600”, then proceed in an easterly direction following the rear boundaries of parcels that front on Park Drive and Crump Drive until reaching the rear boundary of parcel “08416015800”, then proceed in a northerly direction following the rear boundaries of parcels that front on Shady Grove Road, then proceed north until the center of the railroad right-of-way, then proceed in a southeasterly direction along the centerline of the railroad right-of-way approximately 1,700 feet, then proceed in a northeasterly direction to the centerline of Knobview Drive, then proceed along the centerline of Knobview drive until a point opposite the NW corner of parcel “08513001700”, then proceed in an easterly direction to parcel “08513001700” and follow its northern boundary to its intersection with the SE corner of parcel “08513001000”, then proceed in a southerly direction approximately 175 feet along the eastern boundaries of parcels “08513001700 and 08513006600” to a point opposite the NW corner of parcel “08513004600”, then proceed in an easterly direction across parcel “08513006400” to the NW corner of parcel “08513004600”, then proceed in an easterly direction along the northern boundary of parcel “08513004600” until intersecting the centerline of Cliffdale Road, then proceed in a southerly direction approximately 20 feet along the centerline of Cliffdale Road, then proceed easterly to the NW corner of parcel “08513004900”, then proceed easterly along the boundary of parcel “08513004900” to its NE corner, then proceed in a southerly direction following the rear boundaries of parcels that front on Cliffdale Road until the intersection of the boundary of parcel “09601000400” with Benson Road, then proceed in an easterly direction across Benson Road to the NW corner of parcel “09601001700”, then proceed in an easterly direction along the northern boundary of parcel “09601001700” to its intersection with parcel “09601002000”, then proceed approximately 35 feet in a northerly direction along the boundary of parcel “09601002000”, then proceed in an easterly direction across parcel “09601002000” to the SE corner of parcel “09601002100”, then proceed in an easterly direction along the boundary of parcel “09601002000” to its NE corner, then proceed in a southerly direction along the boundaries of parcels “09601002000 and 09601001700” to the NW corner of parcel “09601001500”, then proceed in an easterly direction along the northern boundaries of parcels “09601001500, 09601003200, 09601002700, 09601002500, 09602000300, and 09602000500” to the intersection of parcel “09602000500” with the SE corner of parcel “09602000600”, then proceed in a southeasterly direction to the intersection of Munn Road, Lebanon Pike, and Stewarts Ferry Pike, then proceed westerly along the centerline of Lebanon Pike approximately 385 feet, then proceed in a southerly direction to the NE corner of parcel “09602006900”, then proceed in a southerly direction along the eastern boundaries of parcels “09602006900, 09602001900, and 09602001700” to the center of the railroad right-of-way, then proceed in a northwesterly direction along the centerline of the railroad right-of-way to the point where it crosses under the centerline of Lebanon Pike, then proceed westerly along Lebanon Pike to a point opposite the NE corner of parcel 09504018700, then proceed southerly to parcel 09504018700 and follow the southern

boundaries of parcels “09504018700, 09504024500, and 09504024600” until intersecting parcel “09504018200”, then proceed southerly along the rear boundaries of parcels fronting Graylynn Drive until reaching the SE corner of parcel “09504017700”, then proceed westerly along the boundary of parcel “09504017700” to its intersection with Graylynn Drive, then proceed across Graylynn Drive to the SE corner of parcel “09504006000”, then proceed westerly along the boundary of parcel “09504006000” to its intersection with parcel “09504024400”, then proceed northerly along the boundaries of parcels “09504006000 and 09504005000” to the centerline of Lebanon Pike, then proceed easterly along the centerline of Lebanon Pike to a point opposite the SW corner of parcel “09504001300”, then proceed to the SW corner of parcel “09504001300”, the point of beginning.

Resolution No. \_\_\_\_\_

A resolution approving an application for an Aaitafama Archaeological Park Grant from the Tennessee Department of Environment and Conservation, to The Metropolitan Government of Nashville and Davidson County, acting by and through the Metropolitan Nashville Parks and Recreation Department, to begin the development and implementation of the park master plan.

WHEREAS, the Tennessee Department of Environment and Conservation is accepting applications for an Aaitafama Archaeological Park Grant, with an award of \$500,000.00 and a required match in the value of the land of \$500,000.00; and,

WHEREAS, the Metropolitan Government is eligible to participate in this grant program; and,

WHEREAS, it is to the benefit of the citizens of The Metropolitan Government of Nashville and Davidson County that this grant application be approved and submitted.

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

Section 1. That the application for an Aaitafama Archeological Park Grant, with an award of \$500,000.00, a copy of which is attached hereto and incorporated herein, is hereby approved; the Mayor is authorized to execute the same and the Metropolitan Nashville Parks and Recreation Department is authorized to submit said application to the Tennessee Department of Environment and Conservation.

Section 2. That if the Grant is awarded: (i) the required match of fifty percent of the total project cost as identified in the grant application will be provided; (ii) the Metropolitan Government of Nashville and Davidson County will complete the project as proposed in the grant application and in compliance with grant requirements; (iii) a Notice of Limitation of Use will be registered against the Warranty Deed for the Park; (iv) the project will be completed within two (2) years of the project contract start date; and (v) the project will meet all Federal, State, and Local regulations including but not limited to the Americans with Disabilities Act.

Section 3. That this resolution shall take effect from and after its adoption, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.



APPROVED AS TO AVAILABILITY  
OF FUNDS:

---

Talia Lomax-O'dneal, Director  
Department of Finance

APPROVED AS TO FORM AND  
LEGALITY:

---

Assistant Metropolitan Attorney

INTRODUCED BY:

---

Tanaka Vercher

---

---

Member(s) of Council

## GRANT APPLICATION SUMMARY SHEET

**Grant Name:** TDEC Aaitafama Park 18-18  
**Department:** PARKS & RECREATION  
**Grantor:** TENNESSEE DEPT. OF ENVIRON. & CONSERVATION  
**Pass-Through Grantor  
(If applicable):**  
**Total Applied** \$500,000.00  
**Metro In-kind Match:** \$500,000.00  
**Department Contact:** Alan Enzo  
862-8400  
**Status:** NEW

**Program Description:**

The grant from TDEC is a Local Parks and Recreation Fund (LPRF) grant. Grant awards \$500,000 for expenses related to implementing the Aaitafama Archeological Park Master Plan. Parks required match is being provided by the in-kind value of the land at \$500,000.

**Plan for continuation of services upon grant expiration:**

N/A.

**APPROVED AS TO AVAILABILITY  
OF FUNDS:**

*Hemaxodneal* 4-6-18  
\_\_\_\_\_  
Director of Finance Date

**APPROVED AS TO FORM AND  
LEGALITY:**

*nick s/ke* 4/12/18  
\_\_\_\_\_  
Metropolitan Attorney Date

**APPROVED AS TO RISK AND  
INSURANCE:**

*130W* 4/10/18  
\_\_\_\_\_  
Director of Risk Management Date  
Services

\_\_\_\_\_  
Metropolitan Mayor Date

(This application is contingent upon approval of the application by the Metropolitan Council.)

April 18, 2018

Mr. Gerald Parish  
Recreation Services Division  
Department of Environment and Conservation  
312 Rosa L. Parks Avenue  
2nd Floor, William R. Snodgrass Tennessee Tower  
Nashville, Tennessee 37243-0439

Re: 2018 Metro-Nashville Davidson County LPRF Application

Dear Mr. Gerald Parish:

This letter serves as the application of the Metropolitan Government of Nashville and Davidson County. With the submission of this application, please accept this letter as a commitment from the Metropolitan Government of Nashville and Davidson County for the following:

- 1) The total project cost is \$1,000,000. If funded, the maximum LPRF portion of the cost will be \$500,000.
- 2) Matching funds will be provided in the form of land.
- 3) A Notice of Limitation of Use will be registered against the Warranty Deed for the park.
- 4) The project will meet all Federal, State, and local regulations and requirements including ADA.
- 5) The project will be completed within two years of the project contract start date.

Thank you for the consideration of this very important project. Should you have any questions or need additional information, please do not hesitate to give Tim Netsch at Metro Parks and Recreation, a call.

Sincerely,

C. David Briley  
Mayor

April 18, 2018

Mr. Gerald Parish  
Recreation Services Division  
Department of Environment and Conservation  
312 Rosa L. Parks Avenue  
2nd Floor, William R. Snodgrass Tennessee Tower  
Nashville, Tennessee 37243-0439

Re: 2018 Metro-Nashville LPRF Application A/E Acknowledgement

Dear Mr. Parish:

The Metropolitan Government of Nashville and Davidson County ("Metro") is pleased to submit a 2018 LPRF application. If funded, Metro understands that stamped engineering/architectural plans will be required on any components of the project that are structural, electrical, or mechanical.

In efforts to submit a thorough application, Metro worked with Chris Barkley, RLA, at Hodgson Douglas to assist Metro in a cost estimate, and to create the preliminary site plans, as well as the project boundary map. Hodgson Douglas produced the 2016 *Aaittifama Archeological Park Master Plan* and is very familiar with the site. Stamped engineering/architectural plans will be submitted to LPRF for approval before any correlating materials are bid, purchased, or work is started.

Thank you for the consideration of this very important project. Should you have any questions or need additional information, please do not hesitate to give Tim Netsch at Metro Parks, a call.

Sincerely,

C. David Briley  
Mayor

# SIGNATURE PAGES



## TDEC 2018 LPRF PARK GRANT APPLICATION

**AAITTAFFAMA' ARCHAEOLOGICAL PARK DEVELOPMENT**

*All signature pages (4), as well as proof the Resolution to Submit was passed/approved should be scanned and emailed to:*

**Laralee Huguley**  
**[lhuguley@cdpllc.com](mailto:lhuguley@cdpllc.com)**  
**(615) 386-0222**

**by 8:30 A.M. on APRIL 18, 2018**



COMMUNITY DEVELOPMENT  
PARTNERS, LLC

P.O. BOX 210437 NASHVILLE TENNESSEE 37221

060

P. 615.386.0222 F. 615.386.0403 WWW.CDPLLC.COM

## Application Summary

### Senator State District

**Senator #1 Name:** Steven Dickerson

**District Number:** 20

**Senator #2 Name:** N/A

**District Number:** N/A

### Representative State District

**Representative #1 Name:** Beth Harwell

**District Number:** 56

**Representative #2 Name:** N/A

**District Number:** N/A

## Authorization

---

**Upload Proof of Project Partner Elected Official Acknowledgement:**

## Authorized Signature

---

**The following is display only and will allow for signature on the Application Summary.**

Printed Name: C. David Briley

Title: Mayor

Signature:

Date Signed: 4/18/18

TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION  
RECREATION EDUCATIONAL SERVICES

William R. Snodgrass TN Tower, 312 Rosa L. Parks Avenue 2nd Floor, Nashville, TN 37243  
PH: 615-532-0748

Save

Print

LWCF/LPRF/NRTF/RTP - PROJECT BOUNDARY MAP CERTIFICATION

---

Grant Type  Applicant Name Metro-Nashville Davidson County

Park Name Aaitafama Archaeological Park

Project Title 2018 LPRF Metro-Nashville Aaitafama Park Development Project

The APPLICANT certifies that the attached project boundary map clearly delineates the area to be included under the project scope. At

The APPLICANT certifies that the map:

- 1.
- 2.
- 3.
- 4.

The following methods of identification are acceptable; check method(s) used:

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Deed references    | <input type="checkbox"/> Adjoining water bodies |
| <input type="checkbox"/> Adjoining ownership           | <input type="checkbox"/> Metes and bounds       |
| <input type="checkbox"/> Adjoining easements of record | <input type="checkbox"/> Governments survey     |

Certification is made to the above by:

Date 4/18/2018

\_\_\_\_\_  
Applicant's Signature (usually Mayor or Agency Director)

Printed Name and Title C. David Briley, Mayor



# **TDEC 2018 LPRF PARK GRANT APPLICATION**

**AAITTAFAMA' ARCHAEOLOGICAL PARK DEVELOPMENT**

**COUNCIL & INTERNAL REVIEW COPY**

**Prepared By:**

**Community Development Partners, LLC**

**With supporting information provided by Tim Netsch and the Metro Parks Department**



ESTABLISHED  
1901

**Services Paid for By:**

**Friends of Aaittafama' Archaeological Park**





LARALEE HUGULEY  
PROJECT MANAGER

COMMUNITY DEVELOPMENT  
PARTNERS, LLC

R.D. Box 210437 NASHVILLE TENNESSEE 37221  
P. 615.386.0222 F. 615.386.0403  
LHUGULEY@CDPLLC.COM

# QUICK REFERENCE GRANT INFORMATION

**Grant Name:** Local Parks and Recreation Fund (LPRF)  
**Funding Agency:** Tennessee Department of Environment & Conservation,  
Recreation Education Services Division  
**Due Date:** April 18, 2018  
**Applicant:** Metro-Nashville Davidson County  
**Status:** Application Complete. Submission Pending Metro Approval.  
**Project Name:** 2018 LPRF Aaitafama' Archaeological Park Development  
**Location:** 6410 Hillsboro Pk. (corner of OHB & Hillsboro)  
Metro already owns property  
Site of Native American Prehistoric Village

## **Project Activities:**

Phase I—Construction of parking lot, ADA accessible walkways and recreational trail, and events field. Initial development includes site amenities, necessary site work, as well as native landscaping and signage to establish the land as an archaeological park.

The Friends of Aaitafama' group has raised funds for additional phases of development in hopes all construction can be done at once. Future development includes additional interpretive and informational signage, interpretive elements such as palisade, and a pavilion.

**Total Project Amount:** \$1,000,000  
**Grant Amount:** \$500,000  
**Match Amount:** \$500,000 **Match Source:** Value of Land  
**Development Costs:** \$500,000  
**Cash Flow:** Grant Funds Received Through Reimbursement

## **Timeline** (estimates) :

**Awards Announced:** Late Summer 2018  
**State Contracting:** Spring 2019 **Contract Duration:** 2 Years  
**Construction Start:** Fall 2019 **Construction End:** Spring 2020

# FOR REVIEW

## APPLICATION SUMMARY

27 PAGES

All attachments referenced in the summary are included on the Grant Application CD to make up the full application for submission.

Last page (27) requires a signature

## RESOLUTION TO SUBMIT

1 PAGE

To be passed by Metro Council

# FOR SIGNATURE

## 1. APPLICATION SUMMARY

PAGE 27 of 27

## 2. BOUNDARY MAP CERTIFICATION FORM

1 PAGE

## 3. SUBMISSION ACKNOWLEDGEMENT LETTER

1 PAGE

\*Print on Metro letterhead prior to signature.

## 4. ENGINEERING/ARCHITECTURAL ACKNOWLEDGEMENT LETTER

1 PAGE

\*Print on Metro letterhead prior to signature.

## Application Summary

**Application ID:** 2017-2802

**Application Type:** Local Parks and Recreation Fund  
(LPRF) Grant

**Application completed by:** Laralee  
Huguley

### Title VI Survey

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**Download and complete the Title VI Pre-Audit Survey. Once complete, upload the form and required attachments below. Resource links are available on the form.**

If you are submitting multiple applications in this grant round, you need only download the form one time. You will need to upload the completed form for each application.

[Download Title VI Pre-Audit Survey Form](#)

#### Upload completed Title VI Pre-Audit Survey

- File NameSizeDate
- 
- 1. [2018\\_LPRF\\_Nashville\\_Aaitafama\\_1\\_1\\_Pre-Audit\\_Survey.pdf](#)724 KB - 02/02/2018 4:28pm

**Upload the following: (1) Non-Discrimination Policy, (2) Limited English Proficiency (LEP) Plan, (3) a copy of your Title VI training program and (4) a copy of your agency's procedures on reviewing Title VI complaints.**

Click [here](#) to access sample policies.

- File NameSizeDate
- 
- 1. [2018\\_LPRF\\_Nashville\\_Aaitafama\\_1\\_2\\_Non-Discrimination\\_Policy.pdf](#)1,392 KB - 02/02/2018 4:28pm
- 
- 2. [2018\\_LPRF\\_Nashville\\_Aaitafama\\_1\\_3\\_Limited\\_English\\_Proficiency\\_\(LEP\)\\_Policy.pdf](#)837 KB - 02/02/2018 4:29pm
- 
- 3. [2018\\_LPRF\\_Nashville\\_Aaitafama\\_1\\_4\\_Title\\_VI\\_Training\\_Presentation.pdf](#)3,856 KB - 02/02/2018 4:29pm

## Application Summary

### General Information

---

#### Organization Profile

**Organization:** Metropolitan Government of Nashville and Davidson County

**Type:**

**Primary Contact:**

**Address:** 100 Metro Courthouse, Nashville, TN 37201

**Address Two:**

**Email:** megan.barry@nashville.gov

**Phone:** (615) 862-6000

**Fax:**

**Website:**

**Please specify which county the project will be located:**

Davidson

**Tennessee Grand Division**

Middle

**Federal ID**

62-0694743

#### Application completed by

**Name:** Laralee Huguley

**Personal Address:** P.O. Box 210437, Nashville, TN 37221

**Personal Address Two:**

**Personal Email:** lhuguley@cdpllc.com

**Personal Phone:** 6153860222

**Personal Fax:** 6153860403

### Project Information

---

**Project Title**

## Application Summary

Use this format to create the project title: Application Cycle Year, Grant Type, Organization, Project Type.  
(Example: 2018 LPRF Recreationville Playground and Splashpad)

2018 LPRF Metro-Nashville Aittafama' Park Development--Phase I

Park Name	Street Address (911 Address)	City	Zip Code	County	Latitude	Longitude
Aittafama' Archaeological Park	6410 Hillsboro Pike	Nashville	37215	Davidson	36° 2'43.48"N	86°51'46.73"W

### Use of Project Funds

Check all that apply

Acquisition (Includes land as match), New Construction, Development

### Land Type

Land as match, not presently used for recreation and owned by applicant

### Project Type

### If Other, Specify:

Parking Area

Painting Stripes on Parking Lot

Walking-Jogging Trail

Interpretive Center/Trail

Landscaping

Grading and Site Prep

Drainage

Erosion Control

Lights

Utilities

Other

Bike Rack

Trash Receptacles

Benches

Signage

Other

Construction Mobilization

### Land Information

## Application Summary

Land owned by applicant

### Is applicant a local government?

Yes

### Do you have a joint application partner?

Qualified applicants, based on grant requirements, may apply jointly for a project. If filing a joint project application, each agency must provide a resolution, a statement from Mayor on A&E requirement, and budget information in the Open Project Selection Criteria section. Both parties must have a minimum of 20% of the match to contribute to the project. The lead applicant for the grant will be the partner that holds the land ownership or lease.

No

### Detailed Project Description

Details should include all items to be developed with grant and dimensions of perimeter of items.

#### Documentation Required:

Detailed scope with relevant information on what is to be acquired and/or constructed with grant funds if awarded. No background information or justification of need is to be included in this section.

Metro-Nashville is proposing to use the value of the land with 2018 LPRF grant funding to begin the development of Aittafama' Archaeological Park. Phase I includes construction of a parking lot with ADA accessible parking, 1,300 LF of ADA accessible walkways and recreational trail, and an events field. These initial developments will include site amenities, necessary site work, as well as native landscaping and signage to establish the land as an archaeological park.

### Please enter your Trail Data (if applicable)

**Surface Type:** Asphalt

**ADA Accessible:** Yes

**Trail Length:** 1,300

**Trail Length Measurement:** Feet

**Trail Width:** 6

**Trail Width Measurement:** Feet

### Intended Use

## Application Summary

Non-Motorized Use

### Project Funding

#### Project Funding, Source Amount of Applicant's Matching Funds

Project Funding	Amount
Grant Amount Requested:	\$500,000.00
Match:	\$500,000.00
<b>TOTAL PROJECT COST:</b>	<b>\$1,000,000.00</b>

Source and Amount of Applicant's Matching Funds	Amount
General Fund:	\$0.00
Grantee Staff Workforce:	\$0.00
3rd Party Land Donation Value:	\$0.00
In-Kind Services – 3rd Party donations of volunteer labor/ materials/equip. (For match only)	\$0.00
Value of land purchased by Applicant 12 months before grant award or less (LPRF Only)	\$0.00
Value of land purchased by Applicant more than 12 months before grant award, not previously dedicated to recreation (LPRF Only)	\$500,000.00
Land purchase during grant term	\$0.00
<b>TOTAL MATCH:</b>	<b>\$500,000.00</b>

This is for: Acquisition and Development

### Grant Administration and A/E Costs

	Cost incurred within grant term	Work to be Completed By
Architectural/Engineer Fees	\$0.00	Please Select
Grant Administration	\$0.00	Please Select



## Application Summary

Total Administrative Costs \$0.00

### Acquisition Costs

Parcel # (list in Priority Order)	Acres	Parcel Cost	Anticipated Date of Acquisition
158 00 0 130.00	6.72	\$500,000.00	12/18/2014
		<b>\$500,000.00</b>	

#### Number of 6(f) Protected Park Acres in park referred to in this application

New Acreage - for acquisition or development; not previously under 6(f) protection 7

Value Added Acreage - additional development of land already under 6(f) protection

**Total Acreage 7**

Method of Acquisition Donation

This Acquisition is Publicly owned

### ADA Costs

Line Items	Total Item Cost	To Be Completed By
Parking Lot	\$78,442.00 Contractor	
Recreation Trail	\$46,800.00 Contractor	
	<b>\$125,242.00</b>	

### Development Costs

Line Items	# of Units	Unit Cost	Total Item Cost	To Be Completed By
Parking Lot (ADA)	1	\$78,442.00	\$78,442.00	Contractor
Recreational Trail (ADA)	1500	\$31.20	\$46,800.00	Contractor
Seatwalls & Retaining Walls	1	\$45,500.00	\$45,500.00	Contractor
Interpretive Panels	1	\$6,500.00	\$6,500.00	Contractor
Native Landscaping	1	\$100,393.00	\$100,393.00	Contractor

## Application Summary

Sitework	1	\$105,950.00	\$105,950.00	Contractor
Lighting	1	\$41,080.00	\$41,080.00	Contractor
Site Amenities	1	\$47,775.00	\$47,775.00	Contractor
Contractor Mobilization	1	\$8,060.00	\$8,060.00	Contractor
Utilities	1	\$19,500.00	\$19,500.00	Contractor
			<b>\$500,000.00</b>	

## Total Costs

	Amount
Total Grant Administration Costs	\$0.00
Total Architectural/Engineering Cost	\$0.00
Total Acquisition Cost	\$500,000.00
Total Development Costs	\$374,758.00
Total ADA Costs	\$125,242.00
Total Project Costs	\$1,000,000.00
Total Grant Request	\$500,000.00

Upload supporting documents such as professional construction/supplier estimates.

- File NameSizeDate
- [1. 2018\\_LPRF\\_Nashville\\_Aaitafama\\_2\\_3\\_Cost\\_Estimate.pdf](#)10 KB - 02/14/2018 5:05pm

### Assurance of Match

## Application Summary

This includes a resolution/ordinance passed by the governing body and a letter from the appropriate elected or appointed official (i.e., usually Mayor or agency director if a State application) giving assurance that the requested funds will be matched by the applicant and that the community is committed to seeing the project through to completion. The resolution must include acknowledgment of the following:

- 1) The source of the applicant's match funding must be indicated, if match includes a donation, a letter documenting the donation from donor **must** be included;
- 2) A Notice of Limitation of Use (NLU) will be registered against the deed of project parcel in the even it is selected for funding;
- 3) The project must be completed within 2 years of the project contract start date if funded and
- 4) A statement indicating the Mayor is aware and assures the project, if selected for funding, will meet all Federal, State and local regulations and requirements including ADA and if project includes a playground, CPSC and ASTM. For a joint application, both Mayors must submit required documentation.

- File NameSizeDate
- 1. 2.5\_RES-SUB.doc27 KB - 03/08/2018 3:49pm
  2. 2\_4\_Mayor\_Letter\_Assurance\_of\_Match.doc25 KB - 03/08/2018 3:49pm

## Project Contact

---

If funded, this is the individual responsible for administering the grant.

<b>Name:</b> Tim Netsch	<b>Title:</b> Assistant Director
<b>Contact Type:</b> Primary	<b>Phone:</b> 615-862-8400
<b>Email:</b> tim.netsch@nashville.gov	<b>Fax:</b> 615-862-8414
<b>Mailing Address:</b> P.O. Box 196340	<b>City:</b> Nashville
<b>State:</b> Tennessee	<b>9 Digit Zip:</b> 37219-6340

## Application Summary

### Property Information

---

**Acreage to be protected if funded:**

6.72

**Notice of Limitation of Use (NLU)**

I understand that <u>if the grant is selected for funding, the original must be filed with the local Register of Deeds, and a copy is to be to RES prior to the <b>first reimbursement.</b></u></b> The NLU must be attached to the parcel deed as evidenced by the stamp by the Register of Deeds. Note that only the reimbursement for the grant acknowledgement sign will be processed until the recorded NLU is received by RES. Please note, land protected by an NLU must be a deed to itself and cannot have land that is not included on the NLU. In some instances, a new deed will need to be created to meet this requirement.

**Project Boundary Map**

These maps must indicate the legal boundaries of the site, display known easements, and be legally sufficient to identify the area for protection as a *permanent* public recreation site.

Download Project Boundary Map Instruction

- File NameSizeDate
- [1. 2018\\_LPRF\\_Nashville\\_Aaitafama\\_3\\_2\\_Map--Boundry\\_Map.pdf](#)1,802 KB - 02/15/2018 12:36pm

**Project Boundary Map Certification**

This form must be completed and submitted with the application. It is to be signed by the elected or appointed official who will sign the grant contract if awarded.

Step 1. Download and fill in the Project Boundary Map Certification.

Step 2. After completing your Project Boundary Map Certification, upload it to system by clicking either the Multiple Files or Single File button.

Download Project Boundary Map Certification

- File NameSizeDate
- [1. 3\\_2\\_Project\\_Boundary\\_Map\\_Certification.pdf](#)107 KB - 02/07/2018 5:33pm

## Application Summary

### Legal Description

A legal description of the project property must be submitted with the application.

See Attachment.

- File NameSizeDate
- [1. 2018\\_LPRF\\_Nashville\\_Aaitafama\\_3\\_3\\_Legal\\_Description.pdf](#)51 KB - 02/05/2018 5:14pm

### Deed of Ownership, and/or Lease

A copy of any or all such applicable documents must be submitted.

- File NameSizeDate
- [1. 2018\\_LPRF\\_Nashville\\_Aaitafama\\_3\\_4\\_Deed\\_of\\_Property.pdf](#)116 KB - 02/05/2018 5:15pm

### Title Search (If Applicable)

A five-year history of conveyances (sales and transfers) of the project site is to be included with the application for acquisition projects and development projects using land value as match.

- File NameSizeDate
- [1. 2018\\_LPRF\\_Nashville\\_Aaitafama\\_3\\_5\\_Title\\_Search.pdf](#)206 KB - 02/14/2018 3:48pm

### Opinion of Value (If Applicable)

An original copy of an opinion of value of the project property is to be included with the application for acquisition projects and development projects using land value as match.

- File NameSizeDate
- [1. 2018\\_LPRF\\_Nashville\\_Aaitafama\\_3\\_6\\_Opinion\\_of\\_Value-Tax\\_Statement\\_\\_Card.pdf](#)627 KB - 02/05/2018 5:15pm

## Application Summary

### Tax Map

To include page and parcel number.

- File NameSizeDate
- 1. [2018\\_LPRF\\_Nashville\\_Aiittafama\\_3\\_7\\_Tax\\_Map\\_.pdf](#)475 KB - 02/05/2018 5:16pm

## Maps, Photos and Design

---

### Location and Topographical Maps

Clear, accurate, and legible maps must be submitted with the application. Applications with incorrect or illegible maps will result in point deductions from the final total rating. The topographic name and number must be included on the map. Written directions to the site must be included.

[Download Location Map Instructions](#)

[Download Topographical Map Sample](#)

- File NameSizeDate
- 1. [2018\\_LPRF\\_Nashville\\_Aiittafama\\_4\\_1\\_2\\_TOPO\\_Map.pdf](#)29,436 KB - 04/04/2018 11:46am
  2. [2018\\_LPRF\\_Nashville\\_Aiittafama\\_4\\_1\\_Project\\_Location\\_Map.pdf](#)966 KB - 04/04/2018 11:54am

### Vicintiy Map

Vicinity map showing location of project in the city and county showing all major roads and rivers. Include any other maps that would be beneficial to the reviewing agencies.

- File NameSizeDate
- 1. [2018\\_LPRF\\_Nashville\\_Aiittafama\\_\\_4\\_3\\_Vicintiy\\_Map\\_.pdf](#)12,616 KB - 02/05/2018 5:40pm

### Photographs of Sites

## Application Summary

- File NameSizeDate
- 
- 1. [2018\\_LPRF\\_Nashville\\_Aaittafama\\_4\\_3\\_Site\\_Photos.pdf](#)403 KB - 02/13/2018 10:07am

### Preliminary Site Plan

A copy of the preliminary site plan for the project is to be submitted and **must show** dimensions of all project components, i.e. a pavilion that is approximately 50 feet by 70 feet or a walking trail that is approximately 1 mile long by 10 feet wide, location of trees that are to be removed by the project that are 5 inches or greater in diameter at breast height and location of water elements of site. These measurements are vital to the environmental review process. ADA access routes and ADA compliance must be shown on the preliminary site plan. If the project is selected for funding, ADA compliance will be required to be shown in detail on associated plans and/or renderings. Preliminary site plans for playground must include a sample rendering and details on quantity of each type of equipment that is included for the project.

#### Download Preliminary Site Plan Instructions

- File NameSizeDate
- 
- 1. [2018\\_LPRF\\_Nashville\\_Aaittafama\\_4\\_4\\_Map--Preliminary\\_Site\\_Plans.pdf](#)1,823 KB - 02/15/2018 1:32pm

### Preliminary Component Plans

A copy of the preliminary component plan for individual components, i.e. multi-purpose field, playground, splashpad, etc. included in the project is to be submitted with the application. ADA access routes and ADA compliance must be shown on the preliminary component plan. If the project is selected for funding ADA compliance will be required to be shown in detail on associated plans. If the project is selected for funding, the preliminary component plan will be used as the intent of the grant application and must be met as a minimum to meet the scope of the project. If selected for funding, exceeding the minimum in the preliminary component plan will in no way change meeting the minimum of other preliminary component plans when evaluating the scope of the project. For details regarding these plans, see Preliminary Component Plan Instructions below.

#### Download Preliminary Component Plan Instructions

- File NameSizeDate
- 
- 1. [2018\\_LPRF\\_Nashville\\_Aaittafama\\_4\\_5\\_Map--Component\\_Plan.pdf](#)1,520 KB - 02/15/2018 1:32pm

## Application Summary

### Project Proposal Presentation

---

**Project Proposal Presentation is to be used at public meetings and civic group meetings to provide information specific to the grant application project and must include the information detailed below. Provide clear and meaningful maps, photos and other graphics. Use standard fonts and consistent colors that show well on a large scale. Do not be too flashy or overrun graphics with non-essential items. No clip-art is permitted.**

1. 2010 Census population of your jurisdiction and total acres currently dedicated to recreation use within the jurisdiction.
2. Demographics of the public you are targeting with project.
3. Explain what public recreation activities/programs you envision occurring at project.
4. Explain how the project will provide a positive impact in your community.
5. Explain the goal of the project and how it relates to the service area and needs of the potential users. Include information on how the project will address public health issues, specifically access to exercise and fitness opportunities.
6. Explain the means and funding that will be used to develop the project.
7. Explain if the site is suitable, location and topography, for the development of the project.
8. Explain the future site development and programming plans, future development phases.
9. Explain what makes the project stand out or special.
10. List each initiative met from the State Comprehensive Recreation Plan: Tennessee 2020 and provide a summary paragraph of how the project meets each initiative.
11. Provide a 2 year time-line for completion of project if selected for funding.
12. Project Design elements to include use of site, access, ease of maintenance and realistic cost estimates.
13. Pictures of site or developments similar to project, photos submitted should be taken for presentation, no stock photos may be used.
14. Project Location Map
15. Topographic Map
16. Project Boundary Map
17. Preliminary Site Plans showing proposed (and existing) park structures, facilities and/or trails and environmental items, i.e. trees, streams, etc.

- File NameSizeDate

- 1. 2018\_LPRF\_Nashville\_Aaitafama\_5\_0\_OPSP\_Presentation.pptx9,475 KB - 03/08/2018 3:56pm

### Planning and Design

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## Application Summary

### Planning and Design (30 points possible)

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#### Architect and Engineering Plans

Provide a copy of the Architect and Engineering plans **or** a letter from the Mayor indicating they are aware stamped plans will be required for all structural, mechanical and electrical plans. RES advises applicants to contact an A&E firm to get a cost estimate for the project to include in the grant application. A&E fees plus Administration fees can be awarded as part of the grant project, total of A&E fees and Administrative fees **must not** exceed 15% of the total project cost.

**Documentation Required:** Copy of stamped plans for project or letter from Mayor stating they are aware of the above. For a joint project application, both agencies must provide documentation from their Mayor if plans are not provided.

- File NameSizeDate
- 1. 6\_1\_Mayor\_Letter\_of\_Eng\_.doc25 KB - 03/08/2018 3:48pm

#### Justification of Need

Provide information as to why this project is important in the community.

**Documentation Required:**

Provide background information on why this project was selected to be submitted for grant funds, why it is needed for the community and how the community will benefit from the project if selected for funding.

## Application Summary

The proposed Aaittafama' Archaeological Park developments are essential to the Nashville community. Efforts to protect this property, previously called Kellytown, have been underway since the late 1990's when Native American remains were discovered during a TDOT intersection expansion at Old Hickory Boulevard and Hillsboro Road. An archaeological study revealed more evidence of a large prehistoric Indian village. Through the years, more research has been done to find out more about the peoples who lived in the area. Before historical preservation became a priority, all of the other known Native American sites in Nashville have been developed. The Friends of Kellytown, now the Friends of Aaittafama' Archaeological Park, was formed in efforts to preserve this last parcel of Native American land and history. In response to this Friends Group's efforts, Metro-Nashville Davidson County agreed to acquire the vacant property in 2014. Since then, FOAAP funded a Master Plan for development of the site. During this Master Plan process, Kellytown was renamed Aaittafama', meaning "meeting place" in the Chickasaw language. The development activities proposed in the Aaittafama' Master Plan create an outdoor meeting place where recreation, education, and a variety of events will be held. Phase I of the Aaittafama' Archaeological Park developments includes the construction of a parking lot, a recreational trail, and events lawn. These activities are essential for the community to gain access to the site. Relatively untouched for years now, there is a considerable amount of site work that needs to be done to prepare the area to be used for recreation. The proposed Phase I developments include site work such as grading, bioretention, drainage, and erosion control. The proposed retaining walls and seatwalls will help preserve the developments. The seatwalls also serve recreation use by providing a place for rest and recovery after a scenic walk or jog, a place to stretch, or a place to sit and enjoy the natural beauty of the site. Other amenities such as benches, bike racks, and trash receptacles are proposed in Phase I. Nashville's Plan to Play Master Plan highlights that most residents travel to Nashville parks and trails via automobile. The proposed parking lot, including ADA spaces, will give visitors a place to park their car or bike.

In addition to recreation, one of the goals of Aaittafama' Archaeological Park is to provide a meaningful visitor experience. A small portion of the planned interpretive and informational panels and signage are proposed as part of the 2018 LPRF project in efforts to introduce the significance of the park. Visitors will leave with a basic understanding of the native Mississippians and the native foliage seen at the site. Native landscaping is an important part of the proposed project activities and site work. Native tree, shrub, and grass will be cultivated using the proposed site work to make the land self-sufficient. Visitors will experience the scenery the Mississippians likely saw in the area. Future phases will expand on the interpretive panels and elements, including a Palisade, to enhance the learning experience and draw in groups and visitors for educational programming.

The Plan to Play Master Plan encourages Metro Parks to expand park land, including specialty and historical parks. The Kellytown/Aaittafama' Master Plan was cited in the Plan to Play as development the City should pursue. The Plan also noted the City's need to increase greenway and trail space. The proposed trail and layout of Aaittafama' Archaeological Park has been designed with considerations for future trail connections to other greenways in the area. The "Park Service Gap Map" (page xxvi of the Plan to Play) indicates there is a gap in service where the proposed Aaittafama' Archaeological Park is to be developed. Therefore, the proposed 2018 LPRF project is essential to directly addressing several community and recreational needs identified in the Master Plan.

### **Compliance with Tennessee 2020: Visions for Parks, People and Landscapes**

## Application Summary

### Documentation Required:

Provide a narrative addressing how the proposed grant project meets one or more of the initiative(s) of the Statewide Outdoor Comprehensive Recreation Plan (SCORP), Tennessee 2020. A 250-500 word narrative is required for each initiative that the project will impact.

#### Advocacy and Funding

The proposed project shows Metro-Nashville Davidson County's commitment to funding the development of recreational facilities that are multifaceted. Metro Parks is always expanding or enhancing Parks and Recreation in the area. The proposed project will add to Nashville's park inventory, while also creating a space that enhances the historical land. The proposed archaeological park will broaden educational space and opportunities in the area. The Friends of Aittafama' Archaeological Park has already raised funding that will be put towards Phase II of development. The Friends group and Metro Parks is committed to the success of the proposed park and other recreational development in the area.

#### Local Parks & Recreation

Metro-Nashville Davidson County is committed to encouraging community activities and recreation. The City has over 15,000 acres of land dedicated to recreational use. The Parks department oversees approximately 185 parks, 85 miles of greenways, more than 15 community centers, as well as nature centers, and more. The addition of Aittafama' Archaeological Park is a testament to the City's dedication to providing, developing, expanding, and funding recreational opportunities for the community. Aittafama Archaeological Park is located in an area of the county that was shown as "underserved" on the Plan to Play masterplan. The proposed project will develop a park to help fill a gap in the system.

#### Recreation One-Stop

Looking at the City's website and Facebook page, as well as the Metro Parks specific Facebook page, it is apparent that the City has invested a great deal of time and energy in providing citizens with relevant City information. The City's Parks and Recreation tab on the website has a detailed list with descriptions and amenities found at each park, greenway, and community center. Additionally, citizens can find the Nashville Plan to Play and other resource documents. The Metro Parks Facebook page is a great community resource for events, news, and forums about Metro Parks events and services. Throughout the development of the proposed project, the City has requested the community's input, and the community has been receptive and given their input, be it at the public meetings or on Facebook. Metro-Nashville Davidson County is committed to nurturing community, and not just be another big city.

#### Public Health

The proposed project will create opportunities for more health and fitness programming in a different setting than other parks or facilities in the area. The proposed recreational trail within the park will loop, encouraging citizens to visit the park for walking or jogging in addition to education. Parents who bring their children to activities at one of the 4 religious congregations within half a mile will be able to utilize the walking facilities while they wait instead of sitting sedentary. The events lawn created by the trail will create an ideal space for unique fitness programming such as Yoga in the Park, which has already been a popular activity at some other parks within the Metro Parks system.

#### Children In Nature

The parking lot and recreational trail proposed in this application as Phase I are essential to the utilization and development of the Aittafama' Archaeological Park. Future phases will add more interpretive and educational

## Application Summary

elements to the park and along the walkways. While the parking lot, walkways, and trail will primarily be used for recreation, these Phase I activities will give the public access to the site.

Children spend plenty of time inside at school and at home, it is exciting to have a park that incorporates historic and natural elements to create an outdoor educational space. Schools, summer camps, and youth groups can take field trips to Aittafama' to learn about the land and pre-historic cultures. Events held on the events lawn developed during Phase I will host family friendly recreational and cultural activities thereby drawing families outdoors.

### Environmental Education

While Aittafama' Archeological Park can be used for recreation, its educational elements will be notable. Visitors can learn about pre-historic cultures and the environmental challenges they may have faced. The park's location makes it easy for schools, camps, and senior citizen groups alike to access. While Phase I will include some signage and interpretive panels to introduce the community to the site, the primary interpretive elements will be added during Phase II. This will make the park a destination for environmental and historical education with or without a group. Programming events hosted by the Friends of Aittafama' group will draw in visitors and teach more about the site and the native foliage, which will also be restored at the Park during the development of recreational activities.

### Quality Growth

Nashville rapidly growing. It is estimated that the area's population is growing by 85-100 per day. With an influx of this scale, it is imperative that Metro Parks ensures citizens have quality recreational opportunities that significantly impact quality of life. With population projections, the Plan to Play suggests that park land needs to expand by approximately 4,500 acres by 2026. This is a major undertaking for the City, however the proposed project is one step towards attaining this goal. Aittafama' Archeological Park has the potential to make connections to existing greenways in the area, which will also help the City reach its goal of expanding greenways by 130 acres.

### Recreational Waters

Aittafama' Archeological Park will have a rain garden constructed in future phases. While this is not a traditional "recreational water," it is an opportunity for visitors to learn about a unique element that has been incorporated into the site. It will make rainwater an element of the park and irrigation rather than a drainage problem. This will add another environmental education draw to the park. It may also be helpful to note that the bioretention and other site work proposed in Phase I will help develop a self-sustaining greenspace with a restoration of native foliage.

### Rural Economies

Metro-Nashville Davidson County is an urban area. However, the Aittafama' Archeological Park is on the edge of the County, and much less populated. It is located in a more residential area lying between 3 major areas of town. While the purpose of the park is not to be a "tourist attraction," there is no doubt the unique park will draw in visitors traveling between Davidson and Williamson counties. It will be one of the few sites in the area specifically dedicated to educating visitors about Native American culture and honoring the historic site. It may add to the list of reasons for tourists to come visit Nashville and the surrounding areas.

## Planning Document

## Application Summary

The applicant has a planning document created or revised within the past five years that includes a plan for recreation as a whole for the applicant's community as well as including information on the project illustrating the grant application project conforms to the plan. The grant application project must be included in the top 30% of the planning document recommendations of development/renovation and justification must be provided as to why the items listed above it, if it is not the top project, must be included. (Examples of planning documents include strategic plans, master plans, 5-10 year long term plans, etc.)

**\*Note- if the applying organization has a planning document that was created from beginning to completion after January 1, 2017, you do not need to supply the items noted in the Recreational Needs Assessment, Civic Group Meeting, or Parks and Recreation Board Support as long as those items are included in the planning document. If the items noted below are not included in the planning document, they must still be provided in the grant application.**

### Documentation Required:

1. Date the plan was produced or updated.
2. Copy of the planning document that includes the grant application project created or revised in the last 5 years.
3. Copy of local governing board's meeting minutes or resolution as documentation of the official adoption or acceptance of plan.
4. List the page number(s) where the grant application project is referenced in the plan, tab and highlight section on page(s).

### **Date the plan was produced or updated:**

03/01/2017

**Copy of the planning document that includes the grant application project created or revised in the last 5 years.**

## Application Summary

- File NameSizeDate
- 1. [2018\\_LPRF\\_Nashville\\_Aaitafama\\_6\\_4\\_0\\_Outline\\_of\\_Plan\\_to\\_Play\\_Reference.pdf](#)61 KB - 03/08/2018 2:30pm
  2. [2018\\_LPRF\\_Nashville\\_Aaitafama\\_6\\_4\\_1\\_Metro\\_Nashville-Plan\\_to\\_Play.pdf](#)46,918 KB - 03/08/2018 2:42pm
  3. [2018\\_LPRF\\_Nashville\\_Aaitafama\\_6\\_4\\_2\\_Kellytown\\_Master\\_Plan.pdf](#)102,319 KB - 03/08/2018 3:08pm

### Copy of local governing board's meeting minutes or resolution as documentation of the official adoption or acceptance of plan.

- File NameSizeDate
- 1. [2018\\_LPRF\\_Nashville\\_Aaitafama\\_5\\_5\\_Adoption\\_of\\_Plan\\_to\\_Play\\_.pdf](#)211 KB - 02/05/2018 5:54pm

List the page number(s) where the grant application project is referenced in the plan, tab and highlight section on page(s).

Plan to Play: 33,162,194, A-12; AAP Master Plan: 43-45, 47-48, 72, 74

### Recreational Needs Assessment

The recreational need of the project is determined by the results of a comprehensive needs assessment in the applicant's jurisdiction. The needs assessment was conducted within the last 5 years. A list of items to be ranked does not classify as a recreation needs assessment as it does not provide comprehensive list of recreational programs or facilities.

### Date the needs assessment was conducted

05/19/2016

### Results of needs assessment

- File NameSizeDate
- 1. [2018\\_LPRF\\_Nashville\\_Aaitafama\\_6\\_8\\_Survey\\_Summary.pdf](#)4,295 KB - 02/05/2018 5:51pm

## Application Summary

**Description of the distribution method for the needs assessment. Give the date(s) of distribution and the number distributed.**

During the development of the Plan to Play Master Plan, Metro Parks conducted five (5) different surveys to engage the public and assess the community's needs. The Initial Online Survey was released in January of 2016 prior to the first public meeting. It was published online and promoted through public media. 1, 229 surveys were completed during the initial public input phase. Next, a statistically valid Telephone Survey was conducted between June and August of 2016 on a random sampling of Nashville's population. 451 telephone surveys were completed to engage those who are less likely to attend a public meeting or complete online surveys. The Community Survey had 4,158 participants between June and August of 2016. This survey was available online, circulated through email blasts, and distributed at Metro Parks events and meetings. The survey was available in English and Spanish, and also translated as needed into other languages. To engage underrepresented communities such as the Latino, African American, and New American communities, street teams were utilized distribute the surveys. The Facility User Survey had 1,361 participants during the summer of 2016. These surveys were distributed at Metro Parks' countywide facilities including community centers, golf courses, nature centers, historic sites, and arts centers. The Greenway Facility User Survey was developed following input received during the first round of public meetings in June 2016. 1,616 Greenway Surveys were conducted during July and August of 2016.

**Provide the number of returned needs assessments.**

8,815

**Describe how the needs assessment results show support for project.**

The surveys revealed that 94% of respondents support preservation of green space and acquisition of property for new parks and greenways. 77% value the preservation of natural areas. Aaittafama' Archaeological Park will now be added to Metro Parks' inventory, construct a trail, and restore native greenspace. 43% of respondents use parks and greenways for walking, running, hiking or biking. The trail at Aaittafama' will create a new facility for walking and running. 92% drive to parks. The proposed project will construct a parking lot to ensure community access. The surveys also revealed the most important public service provided by parks is fitness, health, and wellness opportunities. Multipurpose paved trails were identified as a need for most households. Nature/environmental programming was also identified as a common household need. Aaittafama' means "meeting place" and all three of these public services will be opportunities available at the park.

**Public Meeting**

## Application Summary

The applicant must conduct 3 public meeting(s) pertaining to the grant application project and using the Project Presentation between June 1, 2017 and April 1, 2018. These meetings are scheduled to specifically discuss the project and obtain community comments. 1 of the 3 meetings can be conducted **prior** to a regularly scheduled meeting, i.e. City Board or County Commission, but must be advertised per the agency's standard procedures. 1 of the 3 meetings can be conducted via social media, but advertisement noting the availability to comment must be provided. Meetings cannot be conducted on same day of the week or same time of day and must be conducted at a reasonable time of day to allow citizens to participate. Locating a sign advertising the meeting(s) at the project development site is required.

**\* Note- If you have a planning document that meets the timeframe of beginning and completion from the note in the Planning Document section above, only 1 Public Meeting is required.**

Date of the meeting(s):

Date: 01/05/2018

Date: 01/24/2018

Date: 01/09/2018

**Copy of newspaper advertisement and/or a document describing the other means used to promote each meeting.**

- File NameSizeDate

- 

1. 2018\_LPRF\_Nashville\_Aaittafama\_10\_1\_Advertisements\_\_\_Promotions.pdf9,017 KB - 02/15/2018  
1:25pm

**Copy of meeting minutes**

Including a sign in sheet and detailed documentation of the discussion and public comments on the project. Social media type meeting must provide documentation of all comments received, including screen names.

- File NameSizeDate

- 

1. 2018\_LPRF\_Nashville\_Aaittafama\_Meeting\_#1\_Minutes.pdf123 KB - 03/08/2018 5:37pm

- 

2. 2018\_LPRF\_Nashville\_Aaittafama\_Meeting\_#2\_Minutes.pdf266 KB - 03/08/2018 5:37pm

**Photo of grant application project site showing notification of meeting(s)**



## Application Summary

- File NameSizeDate
- 1. 2018\_LPRF\_Nashville\_Aaitafama\_6\_11\_Meeting\_Notification\_Signs\_At\_Park.pdf270 KB - 02/05/2018 4:31pm

### **Civic (non-governmental) Group Support**

The applicant must **present** the grant application project to **two or more** local groups to determine their support of project using the Project Presentation. Examples of groups include: civic groups, neighborhood associations, religious organizations, advisory boards, youth organizations, etc.

#### **Documentation Required:**

Copy of the group's meeting agenda and minutes confirming the presentation for the project. The documentation should include the dates of the project presentation and the support for the project. *Letters from the established leader of the group will not meet this requirement.* If the group does not normally have an agenda and/or take meeting minutes, the applicant can provide this service, but the Chair of the organization must provide documentation verify the meeting was conducted, not a support letter, in addition to the agenda and minutes required in this section.

- File NameSizeDate
- 1. 2018\_LPRF\_Nashville\_Aaitafama\_6\_12\_Civic\_Meeting\_Documentation.pdf147 KB - 03/08/2018 2:23pm

### **Parks and Recreation Board Support**

The applicant presented the project to their parks and recreation board and received a motion of support for project.

Provide a copy of the parks and recreation boards meeting agenda and minutes from the board meeting. The documentation should include the dates of the project presentation and the support for the project. For a joint project application, both agencies must provide documentation from their parks and recreation board. *Letters from the board chair or president will not meet this requirement.*

- File NameSizeDate
- 1. 2018\_LPRF\_Nashville\_Aaitafama\_6\_13\_Park\_Board\_Documentation\_August\_2017.pdf415 KB - 02/05/2018 4:31pm

## Application Summary

### Current System Development

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#### Current System Development (10 points possible)

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Provide detailed information on the current parks in the recreation system. For a joint project application, both agencies must provide documentation for their current recreation system.

**Documentation Required:**

The applicant must provide a detailed current inventory of recreation sites in the system. Download the spreadsheet below, enter the inventory and upload the completed spreadsheet. Additionally, upload photos and copies of any use or maintenance agreements for each facility.

Download Current System Development Spreadsheet to complete

- File NameSizeDate

- [1. 2018\\_LPRF\\_Nashville\\_Aaittafama\\_7\\_1\\_Current\\_System\\_Development\\_Spreadsheet.xlsx](#)42 KB - 03/21/2018 11:46am

**Upload photos:**

- File NameSizeDate

- [1. 2018\\_LPRF\\_Nashville\\_Aaittafama\\_7\\_2\\_Previous\\_Project\\_Sign\\_Pictures.pdf](#)622 KB - 03/28/2018 7:58pm

Provide a copy of any use or maintenance agreements active at each facility.

- File NameSizeDate

- [1. 2018\\_LPRF\\_Nashville\\_Aaittafama\\_7\\_3\\_Management\\_\\_Maint\\_Agreements.pdf](#)7,081 KB - 02/07/2018 5:16pm

### Management and Maintenance

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## Application Summary

### Management and Maintenance (20 points possible)

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Current facilities must be managed and maintained to create a safe and useful recreation environment for your customers.

**Documentation Required:**

- Include an overall management and/or maintenance plans for each park in the Parks and Recreation system.
- Include 2 completed maintenance and/or inspection report/list for each facility type in the Parks and Recreation system. Report/list must have been completed between June 2017 and December 2017 and must have a signature from person completing and a date of completion, i.e. playground safety inspection, pool maintenance, restroom cleaning, etc. **Note:** Post Completion Inspection (PCI) forms for past grant compliance do not meet the requirements in this section and will receive 0 points.
- Include copies of any management and/or maintenance agreement with any outside agency.

- File NameSizeDate

- [1. 2018\\_LPRF\\_Nashville\\_Aaitafama\\_7\\_3\\_Management\\_\\_Maint\\_Agreements.pdf](#)7,081 KB - 03/28/2018 7:59pm
- [2. 2018\\_LPRF\\_Nashville\\_Aaitafama\\_8\\_1\\_1\\_Mangement\\_\\_Maintenance\\_Summary.pdf](#)14 KB - 02/16/2018 12:34pm
- [3. 2018\\_LPRF\\_Nashville\\_Aaitafama\\_8\\_1\\_2\\_Policies\\_Manual.pdf](#)461 KB - 02/16/2018 12:34pm
- [4. 2018\\_LPRF\\_Nashville\\_Aaitafama\\_8\\_2\\_Inspection\\_Reports\\_Combined.pdf](#)6,749 KB - 04/04/2018 12:20pm
- [5. 2018\\_LPRF\\_Nashville\\_Aaitafama\\_8\\_2\\_Inspection\\_Reports\\_Summary.pdf](#)33 KB - 04/04/2018 12:12pm

### Benchmarking Program

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### Benchmarking Program (10 points possible)

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## Application Summary

If the agency's Parks and Recreation Department is a current Parks and Recreation Benchmarked Community by RES, provide a copy of your certificate. Current means that your certification is valid on April 1, 2018; this is not the same certification as a 3 Star Community from Economic Community Development. If a community has submitted a Benchmarking application by the November 30, 2017 deadline, the Benchmarking process must be completed and a notification from RES that the community has completed the benchmarking process must be received by community by April 1, 2018. Submission of a benchmarking application does not ensure a community will be awarded points in this section or that the benchmarking process will be completed by April 1, 2018.

If a copy of the community's Benchmarking Certificate or notification from RES if benchmarking is obtained is not included, no points will be awarded in this section.

## Special Focus

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### Special Focus (5 points possible)

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**Proper maintenance of current facilities in the applicant's parks and recreation system insures safe and quality facilities. LPRF funds can be used for renovation of facilities and in the 2018 LPRF grant cycle, renovation of current facilities is the special focus. To qualify for the Special Focus points, the grant application must be 100% renovation of existing facilities. Renovation includes, but are not limited to: addressing specific sections of a facility that have aged and do not meet current compliance to regulations (i.e. public playground safety, and ADA), demolition of a type of facility with the replacement being the same recreational benefit (i.e. demolition of a pool and replacement with a splash pad).**

**Documentation Required:**

Provide a narrative, no longer than 500 words, with information on how your project scope meets the 100% renovation requirement.

Not applicable.

## RES Program Compliance

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### RES Program Compliance (30 points possible)

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## Application Summary

No information will be provided in the application for this section. RES staff will review items in 1 & 2 below and may request supplemental information if deficiencies are found during inspection.

- For past grants, completing and returning Post Completion Inspections by deadlines.
- No remaining unresolved issues discovered during Post Completion Inspections.
- No unresolved conversions.
- No undeveloped acquisitions identified for development in previous grants.
- No incomplete past grants, example: non-fulfillment of contracts.
- Participation in RES surveys, certifications, requests & evaluations.

### On-site Recreation System Criteria

#### RES will conduct an ON SITE INSPECTION.

The inspection will be grant project focused *and will* include other parks or trails operated and maintained by the grant applicant.

## Environmental Review

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### Environmental Review

If the grant application project is selected for funding, all required State and/or Federal permits must be obtained by the grantee as part of the Environmental Review. These permits may include a National Pollution Discharge Elimination System (NPDES), Aquatic Resource Alteration Permit (ARAP) and Storm Water Pollution Prevention Plan (SWPPP) along with any other required TDEC permits or studies. **The costs associated with any items needed to obtain environmental clearance are 100% the responsibility of the grantee and may cost into the tens of thousands of dollars.** In the event a project is selected for funding, receives environmental clearance and an issue develops at the grant site that requires additional attention, grant funds may be suspended until issue is resolved.

## Additional Information

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### Federal Congressional District

**Congressperson #1 Name:** Jim Cooper

**District Number:** 5

**Congressperson #2 Name:** N/A

**District Number:** N/A

# SIGNATURE PAGES



## TDEC 2018 LPRF PARK GRANT APPLICATION

**AAITTAFAMA' ARCHAEOLOGICAL PARK DEVELOPMENT**

*All signature pages (4), as well as proof the Resolution to Submit was passed/approved should be scanned and emailed to:*

**Laralee Huguley**  
**[lhuguley@cdpllc.com](mailto:lhuguley@cdpllc.com)**  
**(615) 386-0222**

**by 8:30 A.M. on APRIL 18, 2018**



COMMUNITY DEVELOPMENT  
PARTNERS, LLC

P.O. BOX 210437 NASHVILLE TENNESSEE 37221

093 P. 615.386.0222 F. 615.386.0403 WWW.CDPLLC.COM

## Application Summary

### Senator State District

**Senator #1 Name:** Steven Dickerson

**District Number:** 20

**Senator #2 Name:** N/A

**District Number:** N/A

### Representative State District

**Representative #1 Name:** Beth Harwell

**District Number:** 56

**Representative #2 Name:** N/A

**District Number:** N/A

## Authorization

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**Upload Proof of Project Partner Elected Official Acknowledgement:**

## Authorized Signature

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**The following is display only and will allow for signature on the Application Summary.**

**Printed Name:** C. David Briley

**Title:** Mayor

**Signature:**

**Date Signed:** 4/18/18

Save

Print

LWCF/ LPRF/ NRTF/ RTP - PROJECT BOUNDARY MAP CERTIFICATION

Grant Type LPRF Applicant Name Metro-Nashville Davidson County

Park Name Aittafama Archaeological Park

Project Title 2018 LPRF Metro-Nashville Aittafama Park Development Project

The APPLICANT certifies that the attached project boundary map clearly delineates the area to be included under the project scope. At

The APPLICANT certifies that the map:

- 1.
- 2.
- 3.
- 4.

The following methods of identification are acceptable; check method(s) used:

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Deed references    | <input type="checkbox"/> Adjoining water bodies |
| <input type="checkbox"/> Adjoining ownership           | <input type="checkbox"/> Metes and bounds       |
| <input type="checkbox"/> Adjoining easements of record | <input type="checkbox"/> Governments survey     |

Certification is made to the above by:

Date 4/18/2018

\_\_\_\_\_  
Applicant's Signature (usually Mayor or Agency Director)

Printed Name and Title C. David Briley, Mayor



AMENDMENT NO. \_\_\_\_\_  
TO  
ORDINANCE NO. BL2018-1111

Madam President –

I move to amend Ordinance No. BL2018-1111 as follows:

I. By amending Section 1 by deleting it in its entirety and substituting therefore the following:

Section 1. That Section 2.222.040.C.1.(a) of the Metropolitan Code of Laws is hereby amended by adding the phrase “or an executive order currently in effect which regulates the ethical standards of conduct for employees of the Metropolitan Government” after the phrase “standards of conduct”.

II. By amending Section 2 by deleting it in its entirety and substituting therefore the following:

Section 2. That Section 2.222.040.C.1.(b).iv of the Metropolitan Code of Laws is amended by adding the phrase “or current executive order which regulates the ethical standards of conduct” after the phrase “standards of conduct”.

III. By amending Section 3 by deleting it in its entirety and substituting therefore the following:

Section 3. That Section 2.222.040.C.1.(e) of the Metropolitan Code of Laws is amended by adding the phrase “or current executive order which regulates the ethical standards of conduct” after the phrase “standards of conduct” wherever that phrase appears.

IV. By amending Section 4 by deleting it in its entirety and substituting therefore the following:

Section 4. That Section 2.222.040.C.3 of the Metropolitan Code of Laws is amended by adding the phrase “or current executive order which regulates the ethical standards of conduct” after the phrase “standards of conduct”.

INTRODUCED BY:

\_\_\_\_\_  
Burkley Allen  
Member of Council