MASTER PLAN UPDATE

WORKING PAPER NO. 4
Airport Land Use Development Plan

March 8, 2013
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5 Airport Land Use Development Plan

The purpose of the Airport Land Use Development Plan is to establish an updated land use diagram for the Nashville international Airport (BNA). This diagram will assist the Metropolitan Nashville Airport Authority (MNAA) in identifying additional revenue-generating opportunities using available and surplus land owned by the Authority while also maintaining land for expansion of the Airport itself.

The Land Use Development Plan was prepared consistent with the Purpose and Objectives identified in Working Paper 1, *Inventory of Existing Facilities and Conditions*, specifically:

- Support the development of compatible land uses in the Airport’s vicinity in a manner that is sensitive to the surrounding environment;
- Identify aviation and non-aviation revenue-generation opportunities; and
- Ensure that Master Plan Update findings are in harmony with the recommendations in the BNA Sustainability Master Plan, Strategic Business Plan, and where appropriate, previous planning efforts.

Additionally, the Land Use Development Plan was prepared consistent with the broad master planning goals set forth by the Federal Aviation Administration (FAA) in Advisory Circular (AC) 150/5070-6B, *Airport Master Plans*, specifically:

- Provide an effective graphic presentation of the development of the Airport and anticipated land uses in the vicinity.

5.1 Airport Development Guidance Criteria

The United States government and the Federal Aviation Administration (FAA) have established various guidance criteria and regulatory frameworks related to airport property and development. The BNA Land Use Development Plan references the following documents to ensure cohesiveness with federal criteria.

5.1.1 FAA Order 5100.38C, *Airport Improvement Program Handbook*

FAA Order 5100.38C provides guidance on the FAA’s Airport Improvement Program (AIP), which delivers grant funding for the planning and development of public-use airports. The Order is also used to outline projects that are eligible for federal funding under the AIP. Chapter Six of the Order addresses terminal, landside, and terminal access airport projects. This Order may be referenced when determining the ability to federally fund portions of airport landside development.
5.1.2 FAA Order 5190.6B, *Airport Compliance Manual*

FAA Order 5190.6B provides guidance on complying with federal obligations in the form of grant assurances, surplus and non-surplus obligations, and other federal law. Grant assurances obligate Airport Sponsors to comply with FAA rules, regulations, design criteria, and preservation of compatible land use when receiving federal funds. Specifically, Grant Assurance 21, *Compatible Land Use*, requires Airport Sponsors to take reasonable action to maintain airport land use compatibly.

5.1.3 United States Code, Title 49, Subtitle VII *Aviation Programs*

United States Code, Title 49, Subtitle VII *Aviation Programs*, Part B, Chapter 471, Airport Development, provides guidance on the protection of the nation’s air transit system as it relates to national defense and airport operations. The Title additionally provides policies within Subchapter I, Airport Improvement, Section 47101, stating that airports should work to become as self-sustaining as possible, given conditions present for the particular airport.

Although the Title states that airports should not seek to create revenue that exceeds the amounts needed for airport purposes, surplus airport property is often used for compatible land use development capable of generating and sustaining airport revenue.

5.2 Federal Aviation Administration Development Regulations

The FAA provides information to advise airports on key issues that impact operations and functions, including:


- **Height** – Federal Aviation Regulations (FAR) Part 77, *Objects Affecting Navigable Airspace*, regulates the height restrictions surrounding airports. These restrictions are in place to ensure the safety of pilots, passengers, cargo and crew during the takeoff, landing and enroute phases of flight. It is imperative that these surfaces be maintained to promote safety at and around the Airport. These restrictions should be incorporated into local zoning ordinances in order to protect the Airport’s airspace.

- **Land Uses** – FAA AC 150/5100-17, *Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects*, provides guidance for airports developed under the Airport Improvement Program (AIP) to meet the requirements of the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970, as amended, and the Regulations of the Office of the Secretary of Transportation.
• **Ponds** – FAA AC 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports, requires that only detention areas be used within 10,000 feet of an airport and that these areas should be dry within 48 hours of a rain event.

• **Landfills** – Landfills are also subject to review by the FAA when they are within five miles of an airport (AC 150/5200-34A, Construction or Establishment of Landfills Near Public Airports).

### 5.3 Existing BNA Land Use and Transportation-Related Studies

As discussed previously in the Working Paper 1, numerous detailed studies have been completed for BNA and the surrounding area. The following subsections will provide a summary of existing BNA land use and transportation-related recommendations, issues, and concerns contained within the various studies.

In addition to these studies, coordination has occurred with the Planning Department of the Metropolitan Government of Nashville & Davidson County, Tennessee (Metro Planning) at various times throughout the development of the Master Plan Update. This coordination has included information related to community planning, zoning, and development activities for areas surrounding Airport property. Additionally, members of Metro Planning have participated in the Master Plan Update Technical Advisory Committee (TAC) to provide meaningful input pertaining to off-Airport planning and development topics relevant to the purpose and objectives of the Master Plan Update.

#### 5.3.1 2004 BNA Master Plan Update

The previous BNA Master Plan was updated in 2004, and incorporated changes in Airport demand as a result of the secession of the American Airlines hub in the 1990s and the events of September 11, 2001. The Master Plan also strived to determine appropriate land use development “envelopes” for accommodating major Airport development in the foreseeable future. The Master Plan focused on the needs of the terminal complex, cargo operations, airfield operations, airline support, non-aviation development, and the Tennessee Air National Guard (TANG). A key conclusion of the Master Plan Update was that the long-term facility and level-of-service requirements for airfield, terminal, air cargo, air freight, general aviation (GA), terminal support, and Airport support activities could generally be met at the existing site. The following list details key findings and recommendations of the 2004 Master Plan:

- **Airfield:**
  - Extend Runway 2L/20R to 11,500 feet with a full length parallel taxiway.
  - Provide a Taxiway addition connecting Runway 20C to the West Cargo Apron and
other taxiway reconfigurations.

- Extend Taxiway K to the end of Runway 13.
- Bring taxiway fillets up to Airport Design Group (ADG) V aircraft standards.
- Add a new Airfield Rescue and Fire Fighting (ARFF) facility to accommodate the Runway 2L extension.

● Terminal:

- Complete extensive commercial development and passenger amenity improvements in the passenger terminal.
- Provide security improvements in the passenger terminal building, including passenger security checkpoint modifications and addition of an in-line explosives detection systems for checked baggage screening.
- Extend concourses A and D.
- Construct a new Federal Inspection Station (FIS) and International Arrivals Building (IAB).
- Expand terminal ring road and construct additional long-term parking under the Terminal Area Roadway Improvement (TARI) project.
- Expand the short-term parking garage to 1,200 spaces.
- Construct a new consolidated rental car facility (CONRAC) on the east side.

● Cargo and Aircraft Maintenance:

- Expand and add an additional cargo aircraft apron, a new remote overnight (RON) apron, a new deicing pad, and additional cargo facilities.
- Provide two major aircraft apron expansions on the northwest quadrant and west side for future aircraft maintenance-related or RON-related activity.
- Develop utility and infrastructure in the old terminal site and the northwest quadrant sites.
- Relocate the existing electrical vault on the west side to a new location adjacent to the current cargo complex.

● General Aviation:

- Redevelop the existing facilities into a more efficient land use pattern.
- Expand into the area previously occupied by the rental car support facilities.
Control GA property to provide a more rigorous management and development structure for future growth.

Add a consolidated self-fueling facility for GA tenants.

- Non-Aviation Development:
  
  Generate viable, interim non-aviation-related land use development concepts worthy of further analysis, including the development of a convention center/hotel complex and municipal golf course facility along the east side of Airport property.

### 5.3.2 2007 MNAA Land Use and Development Options Plan

The purpose of the 2007 Land Use and Development Options Plan was to identify opportunities and constraints associated with developing specific Airport properties, to prepare conceptual plans and sequencing schedules for that development, and to estimate development costs. Using clearly defined objectives established by the MNAA, development concepts and recommendations were generated to allow the MNAA staff and Board of Commissioners to make informed decisions on developing Airport property.

The process was undertaken in three phases: 1) data collection and assessment; 2) preparation of alternative land development options and selection of a preferred development approach; and 3) generation of a recommended plan of development with associated development costs and resulting land values. As depicted on Figure 5-1 and listed below, 6 defined geographic areas immediately adjacent to the Airport were studied. The result was a conceptual design phasing plan for the following 6 areas:

- Area 1 – Elm Hill/McCrory Creek
- Area 2 – East of Runway 2R/20L
- Area 3 – Town Park
- Area 4 – South of Runway 2C/20C
- Area 5 – Airport Estates
- Area 6 – Former Days Inn Site

The following sections describe preliminary conceptual site development plans for the six development areas identified in the 2007 plan. Each of these descriptions illustrates potential site development ideas, but will ultimately undergo detailed design by prospective developers to identify site-specific opportunities and development constraints. Therefore, it is important to note that final site design for each area will take on a different appearance than what is described in Areas 1 through 6. This will be dependent upon site conditions, market considerations, and the preferences of the developer.
Area 1 – Elm Hill/McCrory Creek
This area is located north of the Airport and Interstate 40. This site is accessible from Elm Hill Pike and McCrory Creek Rd. The majority of this area is currently described as Open Space and/or business service land use. However, a site located near the Elm Hill Pike/Interstate 40 overpass can be used as Commercial Development. The area is primarily surrounded by commercial and residential development.

Area 2 – East of Runway 2R/20L
This area is located east of Runway 2R, and is accessible via Murfreesboro Road and Faircloth Lane. A blue line stream running northwest/southeast divides the areas reserved for Aviation Related Development and Office/Business Development. The southern portion of the area, along with a parcel located on the northwest corner of Murfreesboro Road and Faircloth Lane, are reserved for Commercial Development. Surrounding development includes open space, existing businesses, and BNA parking.

Area 3 – Town Park
This area is located on the south side of Murfreesboro Road and east of Donelson Pike; these two roads provide direct access to the development area. This area is reserved for Office/Business and Commercial related development and contains variations in topography which may restrict development. Surrounding development includes existing businesses and residential development.

Area 4 – South of Runway 2C/20C
This area is located southeast of the Runway 2C end, and is accessible via Donelson Pike and McGavock Pike. Although the northernmost portion of this area is reserved for General Aviation Development, the remainder of this area is reserved as Office/Business Development. This area contains significant variations in topography which restricts full development. Surrounding development includes existing office space, warehousing, open space and aviation related uses.

Area 5 – Airport Estates
This area is located south of Runway 2L, and is accessible via Murfreesboro Road and McGavock Pike and, in conjunction with the future/proposed extension of Runway 2L, is reserved for Aviation Related Development, Commercial Development, and Open Space in the future/proposed Runway Safety Area. The potential development areas run parallel to the proposed Runway 2L extension. Surrounding development includes office and business space, residential dwellings, and aviation related uses.
Area 6 – Former Days Inn Site

This area is located on the west side of the Airport, and is accessible via Briley Parkway and Jetway Drive. This area potentially may be used as Office/Business Development. Existing office space, along with warehousing, commercial, and business uses, surround this site.

5.3.3 2009 General Aviation Land Use Plan

A GA land use plan was conducted with the primary objective of accommodating future development in the GA area. The study consisted of an updated forecast of aviation demand, market analysis, and a single preferred layout option. Recommendations resulting from this plan included:

- Expand GA facilities into the rental car service area, where feasible.
- Upgrade water and sewer services.
- Remove or renovate existing asbestos laden facilities.
- Resurface existing ramp and taxiway.
- Review of leases to ascertain the best approach to tenant agreements.
- Improve drainage.
- Extend Hangar Court to intersect with Knapp Boulevard for additional internal access to the GA area.

5.3.4 2012 NEM Update

Federal Aviation Regulation (FAR) Part 150 Studies have two components: Noise Exposure Maps (NEMs) and a Noise Compatibility Program (NCP). The NEMs provide information on the existing and five-year future expected boundaries of significant levels of annual average noise exposure surrounding an airport. The NCP sets forth measures intended to mitigate the impacts of significant noise exposure on residential and noise sensitive areas near an airport and to restrict the introduction of new incompatible land uses into locations exposed to significant noise levels. This document updated the NEMs for existing and future conditions at BNA. Existing noise level information is reflected on the Airport Layout Plan (ALP).

5.3.5 Signature Flight Support Corporation Master Plan

A master plan was developed for Signature Flight Support Corporation at BNA in October 2011, providing an inventory of existing conditions and facilities, current and future infrastructure and facility needs, recommendations and concepts for future development activities, and an in-
depth market assessment. The market assessment stated that:

- According to surveys, BNA jet and turbine activity outperformed that at peer airports.
- FAA mix of operations has parallel industry and ownership trends in the past 10 years.
- Fractional operators comprise, on average, 32 percent of the total BNA transient market.
- Tenant operators comprise, on average, 26 percent of the total BNA market.
- Approximately 66 percent of BNA tenant mix is mid- and large-sized jets.
- Over the past 2 years, 8 super mid- and large-sized jets entered the BNA market.
- Total BNA tenant jet population declined 26 percent from 2006 to 2011.

5.4 Summary of Socioeconomics

As part of the Inventory of Existing Facilities and Conditions and Aviation Demand Forecasts presented in Chapters 2 and 3, historic and projected socioeconomic data for the Nashville Metropolitan Statistical Area (MSA) was collected. This data indicates that BNA is located within a rapidly growing, relatively affluent market area, which suggests positive growth in Airport activity throughout the planning period. The following is a summary of each socioeconomic factor within the Nashville MSA.

5.4.1 Population

According to Woods & Poole Economics data, the average annual growth rate (AAGR) for the Nashville MSA population has historically outpaced that for the State of Tennessee and the United States. This trend is anticipated to continue throughout the forecast period. Table 5-2 shows historic and projected populations and corresponding AAGRs for the Nashville MSA, the State of Tennessee, and the United States for years 2000 through 2010 (historic) and 2011 through 2031 (projected).
Table 5-1 – Population Trend Comparison

<table>
<thead>
<tr>
<th>Year</th>
<th>Nashville MSA (000)</th>
<th>AAGR</th>
<th>Tennessee (000)</th>
<th>AAGR</th>
<th>United States (000)</th>
<th>AAGR</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>1,317.6</td>
<td>-</td>
<td>5,703</td>
<td>-</td>
<td>282,172</td>
<td>-</td>
</tr>
<tr>
<td>2005</td>
<td>1,450.5</td>
<td>1.9%</td>
<td>5,996</td>
<td>1.0%</td>
<td>295,753</td>
<td>0.9%</td>
</tr>
<tr>
<td>2010</td>
<td>1,613.3</td>
<td>2.1%</td>
<td>6,368</td>
<td>1.2%</td>
<td>310,009</td>
<td>0.9%</td>
</tr>
<tr>
<td></td>
<td><strong>AAGR 2000-2010</strong></td>
<td><strong>2.0%</strong></td>
<td><strong>1.1%</strong></td>
<td></td>
<td><strong>0.9%</strong></td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td>1,644.2</td>
<td>1.9%</td>
<td>6,439</td>
<td>1.1%</td>
<td>313,010</td>
<td>1.0%</td>
</tr>
<tr>
<td>2016</td>
<td>1,801.4</td>
<td>2.2%</td>
<td>6,805</td>
<td>1.3%</td>
<td>328,488</td>
<td>1.2%</td>
</tr>
<tr>
<td>2021</td>
<td>1,961.3</td>
<td>1.7%</td>
<td>7,181</td>
<td>1.1%</td>
<td>344,480</td>
<td>1.0%</td>
</tr>
<tr>
<td>2026</td>
<td>2,122.9</td>
<td>1.6%</td>
<td>7,564</td>
<td>1.0%</td>
<td>360,765</td>
<td>0.9%</td>
</tr>
<tr>
<td>2031</td>
<td>2,284.8</td>
<td>1.5%</td>
<td>7,947</td>
<td>1.0%</td>
<td>377,087</td>
<td>0.9%</td>
</tr>
<tr>
<td></td>
<td><strong>AAGR 2010-2031</strong></td>
<td><strong>1.7%</strong></td>
<td><strong>1.1%</strong></td>
<td></td>
<td><strong>0.9%</strong></td>
<td></td>
</tr>
</tbody>
</table>

Note: AAGR - Average Annual Growth Rate.
Source: Woods & Poole Economics.

Strong population growth in the BNA market (i.e., the Nashville MSA), is considered a significant driver of growth at the Airport, both historically and into the future.

5.4.2 Per Capita Income

The historic and projected per capita income for the Nashville MSA, the State of Tennessee, and the United States are shown in Table 5-2. The historic data show that the Nashville MSA was below the U.S. average, however was higher than the State of Tennessee. Although the historic data show that the Nashville MSA had a lower average annual growth rate over the past 10 years, the MSA is projected to grow commensurate to what is projected for the state and national levels.

Table 5-2 – Per Capita Income Trend

<table>
<thead>
<tr>
<th>Year</th>
<th>Nashville MSA ($)</th>
<th>AAGR</th>
<th>Tennessee ($)</th>
<th>AAGR</th>
<th>United States ($)</th>
<th>AAGR</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>31,662</td>
<td>-</td>
<td>26,691</td>
<td>-</td>
<td>30,318</td>
<td>-</td>
</tr>
<tr>
<td>2005</td>
<td>36,052</td>
<td>2.6%</td>
<td>31,294</td>
<td>3.2%</td>
<td>35,424</td>
<td>3.2%</td>
</tr>
<tr>
<td>2010</td>
<td>37,954</td>
<td>1.0%</td>
<td>34,022</td>
<td>1.7%</td>
<td>39,063</td>
<td>2.0%</td>
</tr>
<tr>
<td></td>
<td><strong>AAGR 2000-2010</strong></td>
<td><strong>1.8%</strong></td>
<td><strong>2.5%</strong></td>
<td></td>
<td><strong>2.6%</strong></td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td>39,478</td>
<td>4.0%</td>
<td>35,441</td>
<td>4.2%</td>
<td>40,668</td>
<td>4.1%</td>
</tr>
<tr>
<td>2016</td>
<td>49,163</td>
<td>5.3%</td>
<td>44,191</td>
<td>5.4%</td>
<td>50,520</td>
<td>5.3%</td>
</tr>
<tr>
<td>2021</td>
<td>62,181</td>
<td>4.8%</td>
<td>55,911</td>
<td>4.8%</td>
<td>63,695</td>
<td>4.7%</td>
</tr>
<tr>
<td>2026</td>
<td>79,749</td>
<td>5.1%</td>
<td>71,712</td>
<td>5.1%</td>
<td>81,455</td>
<td>5.0%</td>
</tr>
<tr>
<td>2031</td>
<td>102,982</td>
<td>5.2%</td>
<td>92,583</td>
<td>5.2%</td>
<td>104,910</td>
<td>5.2%</td>
</tr>
<tr>
<td></td>
<td><strong>AAGR 2010-2031</strong></td>
<td><strong>4.9%</strong></td>
<td><strong>4.9%</strong></td>
<td></td>
<td><strong>4.9%</strong></td>
<td></td>
</tr>
</tbody>
</table>

Note: AAGR - Average Annual Growth Rate.
Source: 2012 Woods & Poole Economics.
5.4.3 Employment

As shown in Table 5-3, historic employment rates for the Nashville MSA have outpaced that of both the State of Tennessee and the United States. Additionally, projected employment rates for the Nashville MSA are anticipated to maintain higher than state and national levels.

<table>
<thead>
<tr>
<th>Year</th>
<th>Nashville MSA (000)</th>
<th>Percent Employed</th>
<th>Tennessee (000)</th>
<th>Percent Employed</th>
<th>United States (000)</th>
<th>Percent Employed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>913.0</td>
<td>69.3%</td>
<td>3,471</td>
<td>60.9%</td>
<td>165,371</td>
<td>58.6%</td>
</tr>
<tr>
<td>2005</td>
<td>977.9</td>
<td>67.4%</td>
<td>3,597</td>
<td>60.0%</td>
<td>172,551</td>
<td>58.3%</td>
</tr>
<tr>
<td>2010</td>
<td>986.0</td>
<td>61.1%</td>
<td>3,557</td>
<td>55.9%</td>
<td>174,063</td>
<td>56.1%</td>
</tr>
<tr>
<td>AAGR</td>
<td>0.8%</td>
<td>0.2%</td>
<td>0.5%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td>1,015.1</td>
<td>61.7%</td>
<td>3,653</td>
<td>56.7%</td>
<td>178,646</td>
<td>57.1%</td>
</tr>
<tr>
<td>2016</td>
<td>1,095.7</td>
<td>60.8%</td>
<td>3,891</td>
<td>57.2%</td>
<td>189,138</td>
<td>57.6%</td>
</tr>
<tr>
<td>2021</td>
<td>1,182.8</td>
<td>60.3%</td>
<td>4,142</td>
<td>57.7%</td>
<td>200,138</td>
<td>58.1%</td>
</tr>
<tr>
<td>2026</td>
<td>1,276.9</td>
<td>60.2%</td>
<td>4,408</td>
<td>58.3%</td>
<td>211,663</td>
<td>58.7%</td>
</tr>
<tr>
<td>2031</td>
<td>1,378.7</td>
<td>60.3%</td>
<td>4,690</td>
<td>59.0%</td>
<td>223,728</td>
<td>59.3%</td>
</tr>
<tr>
<td>AAGR</td>
<td>1.5%</td>
<td>1.3%</td>
<td>1.1%</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: AAGR - Average Annual Growth Rate.
Source: 2012 Woods & Poole Economics.

With a positive population outlook and favorable employment levels within the Nashville MSA, it is likely the BNA market area will maintain a competitive workforce. These factors are indicative of continued economic development activities within the Nashville MSA, suggesting the importance of the identification of developable land capable of supporting new revenue-generating opportunities.

5.5 On-Airport Land Use Map

The On-Airport Land Use Map (Figure 5-2) was designed to assist in identifying recommended land uses for existing and proposed property areas maintained by MNAA. The map was developed based on the FAA development guidance criteria and BNA land use studies in conjunction with input provided by the MNAA.

In evaluating future development plans, height restrictions pose a significant constraint on development in the vicinity of an airport, particularly near the approaches to a runway. Therefore, the development of an additional runway, as depicted on Figure 5-2, is an important consideration for future development plans in proximity to the proposed future parallel runway where building heights are significantly limited. Development in these areas should be kept below the maximum permissible height to ensure that there are no future conflicts.
Figure 5-2
On-Airport Land Use
It is important to note that the area north of Murfreesboro Road to the west of Donelson Pike (immediately south of the Tennessee Army/Air National Guard apron) is currently designated as General Aviation on Figure 5-2. It is the intent of the MNAA for this area to remain in this designation; however, this is contingent upon the outcome of the ongoing coordination and planning between the MNAA and the Tennessee Army/Air National Guard. As such, maintaining this area as General Aviation would require the southern portion of the Tennessee Army/Air National Guard apron (currently designated as Military) to be re-designated as General Aviation. Should the Tennessee Army/Air National Guard apron remain in its current Military use, it is recommended that the area north of Murfreesboro Road and west of Donelson Pike be re-designated as Commercial Development.

5.6 Development Phasing

Figure 5-2 identifies recommended land use classifications for MNAA-owned property. Even though these areas have been designated as growth areas by previous land development plans and this Master Plan Update, these areas will require a significant amount of time to reach full build-out.

5.7 Land Use Development Plan Review

The Land Use Development Plan as a whole should be reevaluated by the MNAA if proposed development areas identified on Figure 5-2 are built out within the 20-year planning horizon. Should this occur, the Land Use Development Plan should be amended accordingly so that identified revenue-generating properties can be maximized for their best use. Development of these areas would also act as a stimulus for surrounding development.

5.8 Coordination with Metro Planning

The coordination of development plans is critical to create buy-in and to open a dialogue that will allow both the MNAA and Metro Planning to work together on planning and designing nearby projects. As stated previously, Metro Planning has been a participant in the development of this Master Plan Update. It is recommended that coordination of projects, plans, initiatives, and developments on and surrounding Airport property continue between MNAA and Metro Planning to ensure enduring compatibility of land uses. Likewise, comprehensive planning, zoning, and transportation decisions pertaining to areas surrounding the Airport should be shared with MNAA by Metro Planning to ensure that a proposal is not in conflict with the needs of the Airport (such as violations of height restrictions or incompatible land uses).