On October 6, 2005, Mayor Bill Purcell announced a collaboration between the Metro Nashville Parks and Recreation Department and the U.S. Army Corps of Engineers to produce a Nashville Riverfront Concept Plan. The plan was to build on the Plan of Nashville principles and emphasize the importance of the river as an environmental, recreational and economic development asset. Mayor Purcell appointed a 23-member Steering Committee to guide the planning and asked the Nashville Civic Design Center to facilitate the committee’s work and a public input process that would ensure Nashvillians had ample opportunity to share their ideas about the riverfront and make recommendations about how it could transformed. Cities with great waterfronts can offer a better quality of life to retain and attract citizens and capital. Nashville has the potential to create a great waterfront that is truly world-class. The “window of opportunity” is open and the conditions are right to move on this now – it is Nashville’s time. Nashville wants to go beyond simply returning to its river. Nashville wants to reinvent its riverfront and in doing so shape its own future. That is the key finding of this study after a series of 6 river-focused public workshops. The Nashville Riverfront Concept Plan reached this consensus with over 500 forum participants and over 100 stakeholders representing government, business and community sectors during a 12 month period.

Current place, processes and value

The long interaction of the Cumberland River on the limestone valley has created a unique topography of higher bluffs and hills over a lower river plain that has been exploited over time. Starting at the historic Omohundro water plant and stretching almost 5.5 miles long and 1 mile wide, the 2,200 acre study area is dominated not by parks, not by buildings and not even by water. Its single largest land use is surface parking which is both a terrible under utilization and a tremendous opportunity. The river is still a working river carrying 700% more freight now than at the height of the steamboat era but most of it passes through Nashville without stopping. The 300 foot wide navigation channel and barge fleeting areas leave very little room for recreational boating which has hampered the city’s ability to be boater-friendly. Through the combined efforts of the State and Metro governments the water quality and habitat value of the river has improved dramatically over the last 10 years. Although the river is mostly swimable and fishable, there are only 3 or 4 places where people can get to the water and not one riverside restaurant. Before the river was dammed, Nashville coped with flooding by filling in its streams and bottom lands with millions of cubic yards of soil and contaminants. Yet under all that fill still lie incredible Native American archeological features. Nashville has been home to people for thousands of years and today it is home to a growing number of residents moving back to downtown, to Germantown and to East Nashville. These residents each see these neighborhoods as distinct but they all also lay claim to the riverfront and the “no-mans land” between the I-24 and the river. Even though downtown Nashville hosts...
about 3 million tourists a year but only a small fraction visit the river. However, the recreational use of parks, LP Field and even the bridges has increased significantly and will potentially reach 2 million recreational visits per year when the Sounds Ballpark is complete. The Cumberland River has given so much to Nashville – a fishing and hunting ground, a settlement, a trading route, a fresh water source, a waste water conduit, a famous son in Captain Ryman, a town port, an industrial base, a stadium venue and an identity. As American cities reposition their downtowns as a lively mix of live, work and play, American river cities are looking to rediscover their roots and build upon them.

**Future place, processes and value**

It is clear Nashville’s future depends on expanding interesting mixes of new development opportunities, new open spaces, new transportation connections and new recreational boating opportunities that would work together to create a distinct and identifiable riverfront to complement and not compete with surrounding neighborhoods and downtown. To this end, two strategies were developed and considered through the course of this study. One was a more conventional approach as many River Cities have done, by taking large “bites” out of the riverfront, creating two marinas that anchor a spine of new development between LP Field and I-24, and leaving a band of open space on the river’s edge. The other approach was more unconventional and calls for creating an island and inland waterway framed by development and integrating open space throughout. While more ambitious, the Island scheme as it became to be known, offered the potential for more value and captured the imagination of Nashvillians enough to pursue it further. The Island scheme was developed into four distinct phases that can be implemented over the next 20 years.

**New Riverfront Park & Cayce Landing – phase 1 (0 to 5 yrs)**

Conceived as an expansion, improvement and re-branding of the existing Riverfront Park, it is designed to provide attractions and programmed events giving locals and tourists a reason to come and enjoy both sides of the riverfront between the Gateway and Memorial Bridges and creates a “beachhead” landing under the I-24 Bridge. It would feature a river fountain, floating walkways, a family adventure playground, overlooks, piers, docks and enhanced tailgating for fans. Based on a public investment of approximately $8M per year this could be implemented by Metro government and its State and Federal partners over the next 5 years without any major land acquisitions. Phase I can serve as either a jumping off point for later phases or could stand completely on its own.
Conceived as a major public infrastructural “rewiring” to unlock the riverfront’s full development potential, a new inland recreational waterway is designed to create a 120 acre island with LP Field as its centerpiece. The 90 foot wide waterway is bordered by greenways and framed by a spine of new mixed use development on both its sides. The Island would offer fantastic leisure opportunities: an indoor entertainment center, LP Field, waterfront restaurants, picnic points, sports fields, esplanades, festival lawns, an outdoor music pavilion, urban forest tailgating, riverwalks, bridges and a boulevard with multimodal transit options. Cayce Landing would help transform the current industrial uses into an affordable residential neighborhood with integral small business opportunities. The greenway connection to Shelby Park would be relocated from Davidson Street to the riverbank as development proceeds. This phase is a redevelopment project, a transportation project, a brownfield project and an open space project - all at the same time and is based on a public investment of approximately $350 million to leverage approximately $1.4 billion of private investment. This can only be implemented by a true public/private partnership involving all levels of government, property owners and the development community to draw on all advocacy, technical and fund-raising skills.

Finally the redevelopment can be extended to the north to revitalize the land west of Ellington Parkway and around the Metro waste water treatment plant. Unlike the Island which would be intensively used, the Chain of Islands proposed here seeks to restore some of the natural processes found in the original bottom lands to encourage habitat, ecological restoration, fishing and non-motorized boating. As industrial uses phase out, this design locates newer development closer to I-24, incorporates development infill on the East Germantown bluff and links the two sides with a new pedestrian bridge from Ellington Landing to the Neuhoff complex.

All in all, this is an ambitious 20 year plan but it is one that is both adaptable to change and achievable in steps. The benefits of reinventing the riverfront are enormous:
- economic development with private investment over $1.4 billion,
- environmental clean up of over 190 acres of degraded land with new “green” development,
- culturally significant place for Metro Nashville to come celebrate, recreate and learn.

Embedded within the Riverfront Concept Plan there is something for everyone and something to aspire towards as Nashville looks to its future.
Special Thanks

Cheatham Lake Resource Management
  Tad Potter

Adventure Science Center
  Melanie White

MDHA Homelessness Services
  Mary Gormley

Metro Nashville Social Services
  Clifton Harris

TWRA
  Frank Fiss, Biologist

Urban Design Committee of Rediscover East
  Hunter Gee
  Christine Kreyling

TDEC
  Dan Eager
  Ann Morbitt

USCG
  Tom Kaminski

Office of the State Architect
  Michael Fitts

Center for Living Watersheds
  Mel Chin

Nashville Civic Design Center
  Stephanie McCullough
  Linda McFadyen-Ketchum
  Stacy Battles

Tennessee Titans
  Walter Overton
  Steve Underwood
  Don MacLachlan

Tennessee Department of Transportation
  Ed Cole
  Ralph Comer
  Martha Carver

Nashville Sports Council
  Gary Alexander
  Dave Herrell

Trail of Tears Association
  Deborah Rodriguez

Neuhoff Arts Center
  Stephen McRedmond

Regional Transit Authority
  Bill Farquhar

Affordable Housing Resources
  Steve Neighbors

Metro Water Services
  Greg Ballard

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  Shain Dennison, Greenways Director
  John Lavender, Assistant Greenways Director

Greenways Commission of Metro Parks
  John Norris- Chair

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Nashville Civic Design Center
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Nashville Area Chamber of Commerce
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Metro Arts Commission
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Frist Center for the Visual Arts
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Cumberland River Compact
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TN Department of Environment and Conservation
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Metro Water Services
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  Riverfront Redevelopment Coalition
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Nashville Housing Fund
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Metropolitan Development and Housing Agency
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  Hank Helton

Nashville Convention and Visitors Bureau
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  Terry Clements
  Camara Randolph

Metro Sports Authority
  Emmett Edwards
  Kitty Moon Emery

Congressman Cooper’s office
  Don Majors

Senator Frist’s office
  Jesse Neil

Senator Alexander’s office
  Michael Schulz
  Brent Wiles

Other Organizations

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  Steve Neighbors

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  Greg Ballard
0.0 EXECUTIVE SUMMARY

1.0 PLANNING PROCESS

2.0 WHAT MAKES UP THIS PLACE?

3.0 CURRENT PROCESSES: HOW DID THE LAND CHANGE?

4.0 CURRENT VALUE: HOW SPECIAL IS THE PLACE?

5.0 LONG TERM POTENTIAL PROCESSES: HOW MIGHT THE PLACE BE CHANGED?
6.0 SHORT TERM POTENTIAL PROCESSES: PHASE I IMPLEMENTATION

7.0 WHAT IMPACTS MIGHT THE CHANGES CAUSE?

8.0 FUTURE VALUE: IS IT WORTH DOING?

9.0 APPENDIX
  Preliminary Public Meeting Program Ideas
  Community Feedback and Comment Cards from Forum 1, 2, and 3
  Nashville Riverfront in the News
Planning Process
This project can be summed up with four images, a crane, a football player, an ice cream cone, and a collection of barges. These images represent the programmatic interests and tensions that define the outcome of this project. The crane represents environmental issues such as water quality, wildlife corridors, habitat, and recreational environmentalism such as greenways and parks. The football player represents the commitment Nashvillians have made to the sports lead economic recovery. The ice cream cone represents the missing links to activating Nashville’s waterfront such as places for children and families, as well as venues which would support activities such as bike rentals, walking and touching the water, or enjoying an afternoon treat. The barges represent industrial shipping and the working aspects of the Cumberland River. If we throw these four disparate elements together, what will we end up with? This is the project challenge that Nashville and the design consultants set forth to solve.
QUESTIONS:
- What makes up the place?
- How did the place change?
- How special is the place?
- What could be changed?
- How could it happen?
- Is it worth doing?

CURRENT PIECES
CURRENT PROCESSES
CURRENT VALUE
POTENTIAL PIECES
POTENTIAL PROCESSES
POTENTIAL VALUE

MODELS
MEDIA
REALITY

TIME SCALE
10,000 YEARS AGO
6 MONTHS STUDY
20 YEARS INTO THE FUTURE
Our sponsors introduced us to this project with the challenge to create a Concept Plan that addressed river focus for the community, link adjacent neighborhoods, river quality & use, engage the river, quality open space / recreation, access to the river, sustainable riverfront corridor, strong sense of “nashville”, no trendy / gimmicky concepts, immediate strategic start, implementation strategy...within six months.

Our method was built upon a previous public process that started in the late 1990’s and continued with the process that created the Plan of Nashville. At the end of 2005, the Riverfront Redevelopment Steering Committee appointed by Mayor Bill Purcell held three public workshops to ask Nashvillians what Nashville should keep, protect, and change about their downtown’s riverfront. Nashvillians’ suggestions and programmatic ideas became part of a riverfront redevelopment planning effort led by Metro Parks and Greenways and the United States Army Corps of Engineers which has resulted in this Concept Plan. The some 300 ideas proposed by Nashvillians early on helped accelerate the riverfront planning process. Consequently, the Nashville Riverfront Concept Plan was based from the beginning upon an understanding of what Nashville wanted from its waterfront.

Our sponsors also challenged us to avoid any trendy or gimmicky design concepts and to make Nashville unlike any place else. They requested both a long-term implementation strategy as well as a near-term starting point for riverfront improvements.
1.3 Place as Process

Places are dynamic systems which are defined by more than their physical locations. These systems are made of smaller pieces and processes interacting together and affecting each other to shape and form the current manifestation of place.
Disturbance / Reorganization Model

Places are dynamic, not static. Place and experience constantly shift in relationship to thresholds and tipping points. These can be economic, cultural, social or political forces. Right now Nashville is passing through a reorganization threshold, where it is poised to spring ahead—taking advantage of potential value and unique site characteristics. Nashville’s riverfront has the potential to act as a catalyst for future growth.

**MODEL**

**TRACKED OVER TIME**

**PLACES ARE DYNAMIC**

**SYSTEMS THAT EXHIBIT:**

- Succession
- Emergence
- Self Organization
- Competition
- Cooperation
- Differentiation
- Diversity
- Resilience
NASHVILLE’S RIVERFRONT COMING BACK?

24th AUG  LEARN BACKGROUND & INPUT ON BIG IDEAS
26th SEP  COMMENT ON DRAFT CONCEPT PLAN
25th OCT  SEE FINAL CONCEPT PLAN
6pm      ADVENTURE SCIENCE CENTER
         800 FORT NEGLEY BLVD.

HOSTED BY NASHVILLE CIVIC DESIGN CENTER
WATERFRONT REDEVELOPMENT PLAN SPONSORED BY
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FOR MORE INFO CALL 615-862-8400 OR VISIT WWW.NASHVILLE.GOV/MPC
This planning process spanned six months of study and incorporated three public meetings along with many private stakeholder meetings. Feedback from the steering committee, local stakeholders, and public input were incorporated at each step of the process. One of the great things about this project is that it stood on the shoulders of previous community charrettes and public meetings that were part of the Plan of Nashville and the Greenways Master Plan processes. One of the satisfying aspects of this project is its cross-disciplinary connections to previous and corollary planning efforts within the Metro Nashville area. In the past 45 years there have been over a hundred masterplans compiled for various aspects of Nashville’s growth and development. This study builds upon these previous efforts and ties into the updated Subarea 9 Community Plan, the Neuhoff Master Plan, and the new Nashville Sounds Baseball Stadium and Development.
What Makes Up the Place?
2.1
Our study area considered both sides of the Cumberland River as it passes along both the east and west banks of downtown Nashville. This study area extended from I-65 north of Nashville all the way south to the Shelby Bottoms’ Train Trestle Bridge. The study area encompasses 5.5 miles of river, 1860 acres of land, and 380 acres in water. We can think of the river as one long continuous segment or break it up into segments—upriver, downriver, and midriver. It would take 30 minutes to bike the study area if you could, and two hours to walk it if you could. The site is characterized by extreme topographical change. Within the riverbanks themselves, a total of 145 feet in elevation change happens from river level to the top of bluffs. The river flows south to north, and is not as wide as many other working rivers in the south, but wider than some of the recreational rivers. The riverfront area is similar in scale to that of Central Park in Manhattan. Though the Cumberland is modest in size, it is big in heart. The study area may be subject to a shifting land value as industrial warehouses become less and less dependent on the river and rail. As property values rise, these types of industries will locate further outside the city where land is cheaper. This process has already begun as recent land sales have placed some industrial land on the market.
2.1

Land Surface

Water 17%
Industrial Buildings 8%
Commercial Buildings 2%
Mixed Use Buildings 3%
Residential Buildings 1%
Total Parking 20%
Private Landscape 20%
Public Landscape 15%
Private & Public areas 4%

Water Surface

Navigation Channel
Other Water
Barge Fleeting Area
Active Land/Water Terminal

Mixed Use Sand & Gravel
Cement Sand & Gravel
Wire
Asphalt
Oil
Steel Wire
Cement
Recycled Steel

Industrial Buildings

Commercial Buildings

Mixed Use Buildings

Residential Buildings

Total Parking

Private Landscape

Public Landscape

Private & Public areas

Commer cial Buildings

Buildings

2%

Private & Public areas

< 1%

Roads & Sidewalks

4%

Water

17%

Private & Public areas

< 1%

Industrial Buildings

Private & Public areas

< 1%

Public Landscape

Private Landscape

Industrial Buildings

Private & Public areas

< 1%

Mixed Use Buildings

Private & Public areas

< 1%

Residential Buildings

Private & Public areas

< 1%

Total Parking

Private Landscape

Industrial Buildings

Private & Public areas

< 1%

Private & Public areas

< 1%

Private & Public areas

< 1%

Mixed Use Buildings

Private & Public areas

< 1%

Residential Buildings

Private & Public areas

< 1%

Total Parking

Private Landscape

Industrial Buildings

Private & Public areas

< 1%

Private & Public areas

< 1%

Private & Public areas

< 1%

Mixed Use Buildings

Private & Public areas

< 1%

Residential Buildings

Private & Public areas

< 1%

Total Parking

Private Landscape

Industrial Buildings

Private & Public areas

< 1%

Private & Public areas

< 1%

Private & Public areas

< 1%

Mixed Use Buildings

Private & Public areas

< 1%

Residential Buildings

Private & Public areas

< 1%

Total Parking

Private Landscape

Industrial Buildings

Private & Public areas

< 1%

Private & Public areas

< 1%

Private & Public areas

< 1%

Mixed Use Buildings

Private & Public areas

< 1%

Residential Buildings

Private & Public areas

< 1%

Total Parking

Private Landscape

Industrial Buildings

Private & Public areas

< 1%

Private & Public areas

< 1%

Private & Public areas

< 1%

Mixed Use Buildings

Private & Public areas

< 1%

Residential Buildings

Private & Public areas

< 1%

Total Parking

Private Landscape

Industrial Buildings

Private & Public areas

< 1%

Private & Public areas

< 1%

Private & Public areas

< 1%

Mixed Use Buildings

Private & Public areas

< 1%

Residential Buildings

Private & Public areas

< 1%
2.1 A preliminary land surface area analysis for the study area revealed that the largest current land use is parking lots. Parking lots weave through much of the industrial and warehouse areas. The Titans currently have 7000 surface lot spaces, 4000 of which are reserved for game-day tailgating, and will need to be accommodated by any future intervention. Water surface analysis shows us that 300’ of the river’s width is reserved for commercial traffic. The Cumberland is still very much a working river. Along our study area there are 12 river terminals and four fleeting areas for barges. The remaining water surface area is available to recreational boating services, but this area is tight, constricted, and potentially hazardous as the outside curve below the bluffs is most difficult for barges to navigate. The study area is a complex relationship of ownership and overlapping regulatory jurisdictions which include, railroads, US Army Corps of Engineers toage easements, US Coast Guard, Tennessee Department of Environment and Conservation, Metro Council Districts, Metro Planning Community Plan Areas and Planning Subareas, Zoning Metropolitan Development and Housing Agency Redevelopment Districts. Metro, State & Federal governments have significant land holdings within the study area.
2.1

Leisure Features
- Public Access to River Edge
- Sports, Entertainment
- Public Parks & Greenways

People
- Future Residential Developments
- Residents
- Workers
- Tourist Concentrations
- Homeless Concentrations
- Social Divide

2.1

Leisure Features
- Public Access to River Edge
- Sports, Entertainment
- Public Parks & Greenways

People
- Future Residential Developments
- Residents
- Workers
- Tourist Concentrations
- Homeless Concentrations
- Social Divide
Nashville’s heritage is filled with tremendous cultural stories. Nashville’s past began on the river, and many of its stories are still there. For example, the Nashville Bridge Company was the birthplace of the first rail locomotive and the place where new barges were launched. The river used to serve as a means to ship the products of logging. Today’s country music and religious identities had its roots in the river. Today’s cultural legacies may be a bit less nostalgic but they still have great potential for future generations. A strong sport fishing culture connects many residents to the Cumberland’s banks. Every year TWRA restocks the river with fish. Nashville has a large habitat area close to downtown connected through its greenways. Extensive brownfield sites along both banks could be remediated thereby increasing value for future generations. The Cumberland is interesting in that it functions as a social divide. People who live on the downtown side see themselves as one thing and the people on the east bank side see themselves as something else. Residents of Nashville are missing links to the waters edge-- currently there are only four places where you can get close enough to the river’s edge to touch the water, and there are no places along the waterfront where you can buy an ice cream or sit at a restaurant. Residential growth is beginning to happen along the riverfront with 400-1000 residential units planned to be built along the downtown side of the riverfront. Residential growth is not the only demographic that might benefit from additional cultural, environmental, and recreational uses. Three million tourists will be visiting the riverfront each year.
The relationship between the Cumberland River its eastern and western banks as they pass through Nashville are highly varied. The twelve sections shown here cut through the east and west banks of the Cumberland to show the relationship of the top of bank, the 500-year floodline, and the 100-year floodlines. The 1 in 500-year floodline correlates roughly to the contour elevation 425', while the 1 in 100-year floodline correlates to the 415' contour line. Normal pool elevation is at 385' and low pool elevation is at 383'—meaning the river itself can fluctuate up to 42'. Section 9 shows the fleeting areas (yellow). Graphically, the center of the rivers are aligned vertically to demonstrate how the width of the river stretches anywhere from 934' at its widest to 458' at its most narrow. The bluffs at Rolling Mill Hill and Woodland Street are the most extreme in terms of topographic change.
2.3 Titans Tailgating
To better understand how the areas adjacent to the Titans stadium are currently used, the project team documented the Titans’ 2006 home game against the Jacksonville Jaguars. The majority of tailgating took place in “green” areas near grass and trees. Families played football in the drive aisles or in the open green spaces as part of the pre-game festivities. The Titans won 24-17.
Current Processes: How Did the Land Change
3.1

**Qal - Alluvial Deposits**

**Oc - Carters Limestone**

**Olcy - Leipers and Catheys Formations**

**Obc - Bigby-Cannon Limestone**

**Oh - Hermitage Formation**

---

**PROCESS OF EROSION AND SEDIMENTATION**

- **High Energy Water**
  - Thinly bedded fine-grained Limestone
  - Shale Parting

- **Low Energy Water**
  - Thickly bedded fine-grained Limestone

---

**Eastern North American Plate**

- **Late Paleozoic Era**
  - Periods of erosion
  - Periods of deposition

**Mesozoic Era**

- **Cenozoic Era**
  - Rainwater + Carbonic Acid
    - Slowly dissolving, insoluble sandstone, chert, and shale
  - Rainwater + Carbonic Acid
    - Rapidly dissolving, soluble limestone bedrock
Nashville sits in the heart of Tennessee’s Central Basin. Geologic processes of erosion and sedimentation made the region’s topography what it is today. The Central Basin Formation exists in part due to inherent differences in bedrock properties. The exposed portions of bedrock that were soluble limestone eroded up to three times as fast as its sandstone, chert, and shale counterparts. Soil surveys for the areas surrounding downtown Nashville show us that the areas adjacent to the Cumberland are characterized by alluvial deposits throughout much of today’s defined floodplain. Other areas are characterized by thick bedrock such as found in the Leipers and Catheys Formation.
3.2 Historic Context: 1780

The first map we have of Nashville dates back to 1780, shown here by the small diagram in the middle. As you can see Nashville was originally established on the bluffs overlooking the Cumberland River. The yellow square represents the public square; the blue dots show locations of freshwater springs. Nashville was first settled by Native Americans in what is now Sulfur Dell and the east bank Industrial area.

In 1775, Richard Henderson purchased the west bank bluff areas from the Cherokee Nation. This area was later settled in 1779 by James Robertson from eastern Tennessee and John Donelson from southern Tennessee. Fort Nashborough, a two acre settlement on top of the bluffs, was built in 1779 just north of the quarter size replica that exists today.

Nashville began on the river and grew outwards from the river.
Historic Context: 1860

This map from 1860 gives us a glimpse of Nashville just before the Civil War. The downtown had grown significantly and East Nashville extended all the way to the floodplain. In 1858, a national baseball league was formed, and some 50 teams travelled the country. Games drawing as many as 3000 fans were hosted in various cities. Nashville participated in the league with its very own Sulfur Dell Baseball Stadium. Baseball was not the only spectator sport entertaining Nashvillians by 1860. Horse racing, which began in England in the 1700’s, was brought forth into the 19th century in Nashville with a race track just north of the Lower City Island. Interestingly enough today’s football tailgating had its precedents in horse racing pre-game festivities. 1861 would usher in the Civil War, and by 1862 the Union Navy had seized most of the navigable rivers that connected the Confederacy, including the Cumberland. Sulphur Dell Springs served a source of drinking water, while nearby Sulphur Dell Stream served as a means of disposing of urban sewage.
3.4 Historic Context: 1887

In the map from 1887 you can see the area labelled, “the old race course,” north of the city. By 1884 the Burns Island Horse Track was decommissioned, ending its era of horse racing. The most notable race it held there was the Peyton Stakes of 1843 with winnings of $35,000. In 1887, the island north of the city was renamed Burns Island, while upstream of Nashville, the island adjacent to the Omohundro Treatment plant was renamed Nashville Island. By 1887 mills filled in the floodplain areas south of downtown between the Cumberland River and Brown’s Creek. The rise of industry lead to further pollution.
Historic Context: 1889

1889 was considered the height of the Industrial Revolution. Nashville’s City Wharf served as a shipping port of logging, textile mills, and other goods. In 1891 Arthur Dyer founded a company called the Nashville Bridge Company (NABRICO). His company began as a bridge building enterprise for most of the Southeast and some countries in South America, eventually expanding into barge-building and WWII warship building. In the 1990’s the company would relocate downstream to Ashland City to make way for the new Titans football stadium in downtown. The Tennessee Centennial and International Exposition of 1897 celebrated the 100th anniversary of Tennessee’s entry into the union in 1796. This map also shows the diversion channel that has been cut to the west of the racecourse, turning it into an island. Around this time period, Shelby Pond in East Nashville was used for swimming and ice skating. We also see for the first time an area labelled Shelby Park, which from reading the topography appears to be land with low elevations and prone to flooding. The urban growth and the resulting increases in population density would require a second waterworks in 1889.
3.6 Historic Context: 1908
The turn of the century was the height of the steamboat era, but also the start of the railroad era. Railroads were popping up all over the country along riverfronts. Railroads were often built in the lowest lying lands to avoid extreme changes in elevation. By 1908, Nashville began treating its drinking water with chemicals. Nashville continues to expand into the floodplains. The diversion channel, a slough around the old race course still exists just west of the Lower City Island. By 1927, Sulphur Springs would be closed due to pollution from Sulphur Dell Stream, and Nashville would experience its worst flooding in history.
By the 1930’s both sides of the river were built out. When we compared a 1930’s Army Corps of Engineer’s map to a 2005 GIS topography map, we discovered that the topography that exists today is not the same as existed even as recently as 1930. Further investigation showed that prior to 1930, the alluvial riverbanks were higher in elevation than the riverplains that were located behind the river’s edge. The river banks functioned as a natural levee, perhaps formed through years of alluvial sedimentation and deposition. This means that the river’s edge was actually higher than the riverplains that extend up to 500’ further back towards East Nashville. The areas behind the levee in the river plains, shown here in red, were always part of Nashville’s landscape. The levee was a sacred site for Native American communities as many of their settlements were located along these banks. After 1930, Nashville increased its industrial presence along the water’s edge, taking advantage of both river and rail near downtown. Nashville filled in many of these low lying river plains areas to raise buildings out of the floodplains. We estimate that Nashville filled in these areas with almost 10 million cubic yards of fill to try and bring these areas out of the floodplain.
Comparing the 1959 aerial photograph of our study area with an aerial photograph from 2005, we see some significant changes especially along the periphery of downtown. It appears the I-24 loop which separates East Nashville from downtown is under construction in 1959. In this photograph we can still see the old street grid of Edgefield extending to the east banks of the Cumberland. One also notices significant differences in industrial/ farmland ratios. Areas to the north of downtown on the East bank, and south of downtown along the west bank in 1959 were used as farmland-- a suitable land use for land falling within the 1 in 100 year-floodplain. This changed with the construction of the inner I-24 loop around downtown. It’s presence increased the appeal of land used for transitory industrial or warehouse facilities. Nashville sits at the cross axis of major continental interstates I-24, I-40, and I-65. The land adjacent to the Interstate was cheap and strategically located to take advantage of Nashville’s regional position. The 1960’s brought with it a second wave of industrialization. Unlike the industrial revolution which was linked to advancements in rail, manufacturing processes, and river transport, this new shipping and storage industrialization was linked to the highway system and the increase in interstate shipping.

In the 1950’s it was cold enough that the Cumberland River froze over and people walked along its ice. In the 1960’s the Nashville Bridge Company was still launching barges into the Cumberland from its production facility along its eastern bank. A flag was raised early in the day letting downtown workers know that a launching event would happen that day.
We analyzed the amount of erosion that has happened along the banks of the Cumberland over the past several years. We took property maps and overlaid them on an aerial photograph and GIS map of the riverway. What we discovered is that erosion did not follow typical stream typology. A typical river or stream undergoes a constant process of linear erosion and sedimentation, where the banks of the river are eroded away along the inside of river’s curve and deposited downstream on the outside of the river’s curve. The Cumberland’s riverbanks erode in a manner more akin to a lake typology. A typical dam controlled lake will have a uniform distribution of erosion along its banks, brought on by quick changes in water levels. The Cumberland River in Nashville functions as a slow moving contained reservoir controlled both by upstream releases-- Old Hickorey Dam and downstream releases-- Cheatham Dam.

Today’s erosion is caused not only by a process of sedimentation and deposition but also by rapid rise and fall of water levels. As seen in the graph below, water levels can fluctuate as much as 20-25 feet in a week. This rapid rise and fall saturates the banks increasing erosion. Since 1989 river levels haven’t risen into the 1 in 100-year flood category. In 1927 Nashville had a 1 in 500-year flood. The J. Percy Priest Dam was built in 1973 and reduces water volumes associated with a 1 in 100-year flood and a 1 in 500-year flood. It takes two or three days for the Cumberland River to flow from one dam to another as it passes through Nashville.
3.10

River Flow & Water Service Flow

Rain Event

Combined Sewer Overflow
The Cumberland River flows south to north through downtown Nashville. Nashville collects water upstream through its Omohundro water treatment plant; downstream its sewage is treated and pumped back into the river. In a rain event, rain water percolates to the water table and the remaining rainwater falling on impermeable surfaces slips to the lowest point towards the river. This water is untreated and often carries with it suspended sediment and oil from surface lots and roads.

In a heavy rain event, stormwater inundates sewage lines and combined sewer overflow releases both untreated stormwater and untreated sewage back into the river. Metro Nashville has addressed this issue over the past 10 years by reducing the number of CSO locations and increasing storage capacity of the existing system. In addition, Metro Nashville has improved the wastewater treatment plant to reduce odors, bacteria, and turbidity.

The term, "1 in 100-year flood" means that there is a 1 in 100-chance that enough rain will fall to cause a particular volume of flooding. In downtown Nashville, the Cumberland maxes out its channel capacity and backs up the banks following roughly the 415' contour. This means that flooding occurs in much of the northern portions of the east bank industrial areas and much of the southern portions of the west bank industrial areas. As seen in the diagrams below, more extensive flooding occurs in a 1 in 500-year event. Flood levels rise as high as the 425' contour. This means that most of the industrial lands and other low lying areas become inundated.
3.10

Like many cities, Nashville was founded along its waterfront. The river not only offered a means of transportation and connection to other settlements in the region and beyond, but also it provided a source of drinking water and sewage mitigation. Sulphur Dell Stream, Brown’s Creek, and French Link were tributaries to the Cumberland river that wound through Nashville’s settlement. Industry and an increase in population forced cities across the nation to reexamine their water treatment, function, and process. By 1927 Sulphur Springs was closed and by 1958 Nashville had built a central wastewater treatment plant.
The history of transportation along the Cumberland centered around trade routes which connected Paducah, Kentucky, upstream of Nashville, all the way downstream towards Vicksburg, Mississippi. Fur traders floated their goods downstream on boats and then traveled back to Nashville via the 500 mile Natchez Trace Trail. By 1819 the first steamboat made its way back upstream to Nashville. River transport was revolutionized, as it was no longer limited by river directional flow. By the late 1890’s innovations in lock technology and damming did their best to maintain the river levels as constant as possible to ensure year-round navigation. Navigation was also enabled by dredging channels out of shoals— the technique that created Upper City Island and Lower City Island. These advances not only ensured navigation but also provided power generation for local industries. The first train arrived in 1850 and rail helped alleviate some of the regional transportation loads. But by the mid 1900’s the tow barge was invented and was being produced in Nashville. Using the river as a source of conservation and recreation happened later with the environmental revolution of the late 1960’s and early 1970’s.
Today’s Cumberland River remains true to its roots as a working river. More than ever, it is used to transport freight to points upstream and downstream, whether it be coal from Paducah supplying a TVA power plant or cement and oil being redistributed elsewhere. There are almost seven million tons of material shipped along the Cumberland each year. Transport takes place 24 hours a day 365 days a year, and most of it is through traffic. To put this in context, at the height of the steamboat era, when everyone thinks the river was the most active, there were only one million tons of freight being pulled through the river. Two terminals have closed in the past several years. Local barge traffic consists of cement, steel wire, sand, gravel, oil, and recycled steel industries. Local recreational boat traffic has to move around these barges. Barge traffic is constrained by the Cheatham and Old Hickory lock system—which allows for up to a 120 barges per day. Ingram Barge alone has roughly 18 barge transits per day. Accidents and collisions rarely happen but are most likely to happen on the outside of sharp turns in the river such as the one seen between the Gateway and I-24 bridge.
The waterfront’s leisure program is interesting when you start considering the entire study area. The diagram at the left shows a number of dots which represent all the leisure activities that are happening now. With the new baseball stadium and the existing amenities along the rivers edge, the riverfront has an annual attendance of over two million visits a year. This is pretty amazing attendance for such a small area. The Titans stadium hosts more than just football events; it is the site for marathons, music festivals and performances. The 4th of July Celebration happens here every year. And the CMA music festival takes place throughout the area. The Shelby Street Pedestrian Bridge has become a favorite destination special events and weddings. The General Jackson Showboat cruises come to downtown and turn around to go back upstream multiple times a day. Nashville has a broad user base of residents, tourists, and workers that take advantage of the riverfront. Currently the facilities are quite limited. Riverfront park has reached capacity for events. In recent years Riverstages and Dancin’ in the District, both music festivals which happened in Riverfront Park have been cancelled. The site is constrained by a new commuter rail station and complex design geometries along the banks. The area is difficult to navigate and inhabit. Many recreational boaters pass by downtown or even just turn around, due to the lack of docking space or hook up potential. The downtown area needs to change to foster more recreation and harness these two million visitor’s economic and activating potential, while creating a place that is memorable and enjoyable to all who visit.
Current Value:
How Special is the Place?
4.1
Oh Tennessee, My Tennessee
by Vice-Admiral William Lawrence

Oh Tennessee, my Tennessee
What love and pride I feel for thee.
You proud ole state, the volunteer,
Your proud traditions I hold dear.
I revere your heroes
Who bravely fought our country’s foes.
Renowned statesmen, so wise and strong,
Who served our country well and long.

I thrill at thoughts of mountains grand;
Rolling green hills and fertile farm land;
Earth rich with stone, mineral and ore;
Forests dense and wild flowers galore;
Powerful rivers that bring us light;
Deep lakes with fish and fowl in flight;
Thriving cities and industries;
Fine schools and universities;
Strong folks of pioneer descent,
Simple, honest, and reverent.

Beauty and hospitality
Are the hallmarks of Tennessee.
And o’er the world as I may roam,
No place exceeds my boyhood home.
And oh how much I long to see
My native land, my Tennessee.
William Lawrence said it well, that beauty and hospitality are the hallmarks of Tennessee. Nashville is definitely hospitable, and it has the opportunity to make its riverfront beautiful. Nashville is diverse and culturally rich. The city has connections to major events in American history. And it continues to thrive as one of the major centers in the south for music, religion, politics, and art. Nashville has managed to side step recession, depression, and oppression—saved time and time again by diversity of its economy, innovation, and southern charm. Nashville evolves and adapts to current pressures while keeping its identity intact. To experience Nashville is not singular in focus, but instead encompasses a rich tapestry of experience. Nashville is special in that it is faced with a unique opportunity to remake its waterfront, overcome pollution from its past, ameliorate social woes, and jump start its economy for the next 20 years. Nashville has a unique opportunity to dramatically redevelop its riverfront and leave a legacy for future generations as well as current residents. It is a place where dreams are realized and visions are made strong.
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4.2 river
Nashville’s has been dubbed the “Athens of the South,” “Powder City,” the “Wall Street of the South”, “Rock City,” and “Music City.” The City of Nashville has a complex identity that can be traced within five degrees of separation back to the river. The river made Nashville what it is today. We can take the Music City brand and trace it back to the Grand Ole Opry, which blossomed out of the Ryman Auditorium. The Ryman Auditorium was built and founded by Captain Ryman, whose new life direction lead him to open a large meeting hall for religious events and music. Captain Ryman not only brought us Music City, but he also brought Nashville steamboats. As a young fisherman along the bluffs of the Cumberland, he sewed inside his best suit coat his savings and floated downstream to Mississippi to buy Nashville’s first steamboat. This put Nashville on the shipping map. Even if we separate identity from function, Nashville still remains merely one degree away from the river, as water is the source of life.

Metro Nashville’s identity is transforming. The downtown is being seen as a major center of art, culture, diversity, entertainment, celebration, and vibrancy. Increasing numbers of residents are returning to the downtown to live, work, and explore Nashville 24 hours a day. Perception of the city has also expanded to conceive of the downtown as a place of nature – river, hills, creeks, and wildlife. This new conception of urban living differs from the “city as a fortress” mentality, and the later, “city as concentric rings” city zoning movement mentality. Today’s urbanity is more kindred to scrambled eggs, where function and use are all scrambled together.
4.3

We live in a global age. Advances in technology, travel, and resource acquisition have placed business and economy within their global context. Cities compete with other cities not just to attract new residents, but cities also compete with other cities to retain their current populations. Cities compete for residents, businesses, industry, and tourism. For any individual city to maintain a competitive advantage it must accommodate a range of age groups, diversity, and interests. It also must cultivate a distinct identity, a branding of sorts which personifies its strengths. One asset in this competitive climate is a city’s waterfront. This is the very moment where the city meets the water. Often located in the heart of a city, a large public or civic nerve center, waterfronts have the potential to become intensely activated and help form a city’s unique sense of place. Other cities in the South and Midwest are investing in improving their waterfronts. What will Nashville do?
Value to Compete As A City 4.3

- $140M 20 yrs Knoxville south side
- $240M 5 yrs Baton Rouge
- $435M 20 yrs Fort Worth
Potential Processes: How Might the Place Be Changed Long Term?
5.1

River Banks & River Plain - Phase II

River Banks & River Plain - Phase III

River Banks & River Plain - Phase IV
Riverfront Comes Back and Catches Nashville Back Up

How will Nashville remain competitive with other cities over the next 20 years? If Nashville copies what other cities are doing with their waterfronts, its waterfront might look something like the River Banks and River Plain scheme shown here. This scheme focuses on turning the majority of industrial land on the east bank into continuous open park space and concentrates development around the existing Titans stadium. In this scenario marinas are cut out of the existing riverbanks to create more docking destinations. Development reconnects East Nashville neighborhoods to the open green space. Phasing implementation proposes L-type transit loops which extend north to Germantown and east into Edgefield, making the downtown more accessible to local residents. Landings are proposed for each Nashville neighborhood, making the river more accessible. A new bridge connects Ellington to the future Neuhoff Arts Center. A new wharf extends in front of the existing Riverfront Park and the Titans stadium. Future phasing depends on the transition of industrial land to private development and open space, as previous phasing increases land values in these areas and industrial warehouses feel pressure to move further outside the city to acquire cheaper land. One of the major recommendations for this scheme was that it might need much more development in the project area to support such a park. Additional comments were that we needed to preserve existing tailgating and parking.
Riverfront Comes Back and Propels Nashville Forward 5.2

If Nashville seeks to advance to the front of the competition, it may choose to create a waterfront more like the Riverfront Islands Scheme. This scheme offers a number of advantages above and beyond the River Plains scheme. Here the island serves as a center of focus, adding identity and value to the visual landscape of Nashville. Politically it frees the east bank industrial land from being claimed by East Nashville or Downtown Nashville, and creates a third entity that can be claimed by both. The island is created without interfering with shipping traffic; the island is created by cutting a channel into the industrial fill areas behind the Titan’s stadium along I-24. The increase in water surface area will foster much more recreational opportunities, as well as potentially helping offset flooding and increase the amount of habitat for fisheries and birds. Instead of cutting marinas into the historic levee like the River Plains scheme, this scheme places marinas within the new island street grid. Bridges continue the East Nashville/West Nashville connections. The soil excavated from the channels could be remediated and placed on site for event lawns. Greenway connections to Shelby Bottoms are connected through the island and along both sides of the channel. Mixed-use development is concentrated between the Titan’s stadium and the major transportation links. Phasing implementation also establishes a L-type transit loop that makes the Island, Downtown, Germantown, and East Nashville easily accessible.

The project control group, which hired and supervised the design team, directed us to pursue this scheme for the rest of the Concept Plan process. Some of the recommended areas of further study included balancing the ratio of development to open space, feasibility and cost of excavation, the island and channel’s relationship to East Nashville and possible removal of I-24.
Island Scheme Revised 5.3

The revised Island Scheme incorporates comments and suggestions from previous public meetings. It strengthens the identity of the island while improving connections to the East Bank. It provides for 7000 Titans parking spaces, 4000 of which are reserved for open air tailgating. It introduces a new major north/south boulevard, linking Ellington Parkway to Shelby Bottoms. This boulevard acts as a spine that organizes proposed mixed-use development. Two roundabouts link this major route to the two major east/west connections to Edgefield. This scheme also proposes an Urban Forest around the stadium. The forest densifies the existing tree canopy, and converts existing parking lots into reinforced turf parking. Placed within this forest are three “jewels” or civic buildings. The featured jewel to the north might be an educational building, the one in the middle is the Titans stadium, and the one to the south might be an open air amphitheater. Marinas extend on both sides of the diversion channel and connect to housing development as well as the restaurants and shops on the island. Additional parking is placed on the interior of the boulevard development. In early phases these are just surface lots and in later phasing are transformed into parking garages. Between the channel and I-24 are housing developments that act as East Nashville’s very own waterfront development. If I-24 is rehabilitated as a high speed boulevard as the Plan of Nashville 2004 calls for, these structures can very easily be assimilated back into East Nashville’s urban grid. The west bank is further enhanced with a pioneer walk and floating walkway. Remediated fill left over from excavation is placed to the north of the study area and reshaped as signature landforms. These will anchor the site within the context of the surrounding hillscape and physically tie into to the new wastewater treatment park.
### Island Scheme Program

**THE ISLAND**
- **Picnic Point**: elevated landform for remediation, tree drifts with picnic grills
- **Fields**: football and soccer fields, overflow parking
- **Festival Lawn**: elevated lawn (8,000 lawn places), barge stage hookups
- **Play Plaza**: family facilities, beach pool & ice pond, adventure playground
- **Esplanade**: river road, shared walk, jogging trail and bikeway, storm water runnel, park concessions and restrooms, river ramps for kayaks and fishing, commercial dock for riverboats, converted Nashville Bridge Company Building, barge stage hookups

**Riverwalk**: 190’ recreational waterway framed by development, shared walk, jogging trail, and bikeway, docks (60 berths) & slips (140 berths), residential (over 1,900 units), retail, restaurant, entertainment, office, hotel (1 million square feet), structured parking (3,200 spaces)

**Boulevard**: transit lanes, bus then streetcar, bike lanes, parallel parking

**Confluence Point**: signature outdoor pavilion, performance & movies (3,000 seats, 25,000 lawn places), overflow parking, ball play/ kite flying

**Urban Forest**: existing trees, new bioremediation trees, parking (4,000 spaces), sculpture courts, tailgating, signature cultural center or corporation HQ or research center

**THE BRIDGES**
- **Woodland Street Bridge**: transit lanes, bike lanes, widened pedestrian walk, Trail of Tears
- **Gateway Bridge**: transit lanes, bike lanes, widened pedestrian walk

**THE BLUFF**
- **Top Trail**: top trail (greenway), overlooks at end of streets, water, floating walk, transient docking (100 berths), fishing, ribbon of light at night, river ramps
Changes also included, reducing the size of the island and the extent of excavation to avoid archaeologically sensitive areas, major utilities, and bridge structures. Instead of a L-type transit loop, we proposed a transit loop that connects the public square, the baseball stadium development and East Nashville. This will help alleviate event parking pressures and make all parts of the area more accessible to all.

The section shown below is cut from 1st Street all the way to I-24 in the East, just south of the Woodland Street Bridge. Here you can see the new channel, its associated marinas and the riverwalk boardwalk that is placed between the new development and the channel. Moving west you can see the boulevard’s relationship to the stadium, the stadium’s relationship to the urban forest, the esplanade’s relationship to the river, and the river’s relationship to the floating walkway along the western shore.
One of the suggestions early on from the community was that we needed to provide greater access and opportunities to connect downtown to the river. The west bank is characterized by extreme topographical change—sometimes up to 55’ of elevation change. A new greenway walk along the top of the bluff combined with a floating walkway at the base of the bluff ensures pedestrian circulation both above and below.

Piers at the termination of major streets serve not only as overlooks but also provide access down to the water’s edge. The walkway built in Phase I would stretch from the Demonbreun Street Pier Overlook to Riverfront Park and then from Riverfront Park to the Public Square Amphitheater. Eventually both the greenway and the floating walkway will extend all the way north to the new wastewater treatment park.
5.3
Along the new recreational waterway, the Riverwalk is a multi-level development with docking and boardwalks intermingled with restaurants and shops with residential units above. This activates the waters edge serving as a destination for residents, tourists, boaters, and recreationists.

The other side of the island facing downtown is reshaped with a sloping lawn that can double as event seating for 4th of July celebrations and can expand opportunities cruise ship docking such as the Mississippi Delta Queen. The Esplanade is open to the river providing panoramic views of the city. A stormwater wetland collects water from the parking areas and helps reduce sediment and oil run off. Nestled within the forest, pavilions for picnicking and small clearings serve as ideal locations for sculpture and public art, bolstering the function and use of the parking lots during non event times of year.
Phase I Implementation: How Might the Place be Changed Short Term?
6.1

1 First & Broadway Overlook
2 Walk on Water
3 River Overlook & Pavilion
4 Nabrico Gardens
5 Esplanade & Wetland
6 River Ramp
7 Cove
8 Urban Forest
9 Play Plaza & Hill
10 Gateway Bridge Walk
11 Cayce Landing
12 Pioneer Trail
13 Public Square Amphitheater
14 Woodland St. Bridge Walk
15 River Lawn
16 Docks
17 City Wharf & Terraces
18 Church St. Pier
19 Commerce St. Pier
20 Demonbreun St. Pier
Phase One - Implementation

We ended this process with an in depth study of how Nashville can begin its own riverfront transformation process. Phase I’s objectives are to improve the riverfront while studies are completed to determine the feasibility and viability of subsequent phasing. Phase I encompasses 120 acres. Phase I requires no purchase of land, rezoning or brownfield remediation. It does not require new roads or interfere with existing circulation patterns. Phase I enhances what exists today in preparation for tomorrow’s larger vision. Phase I can be accomplished step by step as it is broken into a number of smaller projects which are integrated into the recent completion of the new Public Square and the new baseball stadium development. Phase I reconnects Nashville’s severed elevations, activates its edges, reunifies East and West into one Riverfront. It is a place for people of all ages, all walks of life. Phase I provides public activities and park space for all residents of Davidson County. Phase I introduces a brighter future.
First & Broadway Overlook

Walking the site it becomes clear Nashville’s riverfront has an identity problem. The design team was stopped by tourists on 2nd and Broadway, a mere block from the water’s edge, and questioned as to how to find the river. The problem is not distance; it is visibility. First and Broadway serves as a major gateway into the historic entertainment district of the city. This area includes Nashville icons such as the Hatch Print Show and the Wildhorse Saloon, amongst many other tourist destinations. Phase I addresses the lack of river visibility by proposing an 80’ high fountain that makes the river visible from Broadway. Two Pier Overlooks flank this water feature and align with a new public plaza ideal for meetings. These Piers also frame views the “Ghost Ballet” Public Art piece situated across the river. The Pier Overlooks will provide ADA access to the floating walkways below the bluffs. Below are two images showing how the new Broadway Terminus might look during the day and at night.
Walk on Water

The "Walk on Water" boardwalk echoes Nashville’s industrial and cultural past. Walk on Water is a 20’ wide floating walkway built on recycled barges. The walking surface is made of metal mesh that is illuminated from below. At night, the entire walkway would become a floating ribbon of light along the base of Nashville’s river bluffs. The more stagnant water between the walk and the bank would be planted with wetland plants, providing additional habitat for fish, and helping offset processes of erosion and sedimentation. The Walk on Water also provides ample room for transient boat docking making downtown a destination for small craft. In Phase I this floating walkway extends all the way from the Demonbreun Street Pier Overlook in the south to the Riverfront Park Overlook. It resumes again at the edge of the City Wharf and extends all the way north toward the James Robertson Parkway Bridge. Its entire length can be used for walking, biking, fishing, and docking. This floating walkway will activate Nashville’s waterfront edge.
3, 4
Pavilions and NABRICO Building

On the east bank just south of the Titan’s Stadium, an oval shaped public plaza boats a signature pavilion. The dynamically formed pavilion provides greater views toward downtown. It incorporates shade as well as a raised overlook that could be used for picnics or as a special event destination. The pavilion could be a prototype that repeats itself along the waterfront edge.

The old Nashville Bridge Company Building is a historic piece of Nashville’s heritage. Phase I suggests an adaptive reuse of the NABRICO’s remaining structure. Its future use could house park facilities, serve as a green way trailhead, incorporate a riverfront restaurant, host an environmental and education center, as well as provide roof deck access and connection to the Shelby Street Bridge. Immediately adjacent the NABRICO building are interpretative gardens and the “Ghost Ballet” art installation that can be seen from across the river.
Esplanade, Wetland, River Ramp, and Cove

The riverfront in front of the Titans stadium is resculpted to provide open views of the water’s edge and downtown. The Esplanade weaves together a series of walks connecting to other Phase I sites. The Esplanade provides additional docking for large riverboats and cruises. A new River Ramp underneath the Woodland Street Bridge serves as additional boat launching for kayakers and small craft. Further upstream, an additional ramp next to the old barge launching site allows further kayak launching. The Esplanade also provides a greater surface area for fishing. The perched wetland between the solid esplanade walk and the winding boardwalk treats stormwater runoff from parking. A historic industrial crane remnant is preserved and a cove is carved out around it for kayakers to explore. At night large light features line the esplanade walk, making it feel safe. Ecological interpretive signage could be incorporated into this site.
8 Urban Forest

From aerial photographs and walking the site, the 7,000 Titans parking spaces surrounding the stadium are vast and unoccupied throughout most of the year. They contribute to the urban heat island effect and their impermeability reduces the amount of rain water that is able to infiltrate back into the water table.

The Urban Forest will enhance the game day tailgating experience, while offsetting the large acreage of asphalt. Parking spaces will be retrofitted with reinforced grass. Additional shade trees will be planted while allowing the existing trees to grow larger. Drive aisles will remain paved to offset the wear and tear of tires on the parking areas. Within the forest are small event spaces and a sculpture park.

The Urban Forest will give Titan’s LP Field the reputation as being the “Greenest NFL stadium.”
Play Plaza/Hill and Gateway Bridge Walk
South of the Urban Forest, nestled between the Shelby Street Pedestrian Bridge and the Gateway Bridge is a Play Plaza & Hill. Seen as a place for families and children to enjoy, it boasts an adventure playground, with age specific play equipment, a splash pad to offset summer heat, a bike circuit for teaching children how to bike, shaded picnic areas, a park pavilion, fishing opportunities, and a spiral walkway up to the Gateway Bridge. The Gateway Bridge is pedestrianized so that Nashvillians can comfortably continue their circuit across the river. The park can be used throughout the seasons and individuals can walk easily from it to the baseball stadium or along the new greenway to Shelby Park and Shelby Bottoms. Remnants of Nashville’s industrial past remain on the site with interpretive signage.
Cayce Landing

Cayce is a MDHA housing development that is currently obstructed from the water’s edge by a series of roads and industrial sites. As a part of Phase I, Cayce Landing reconnects the neighborhood of Cayce to the riverfront. Cayce Landing incorporates a river ramp, a kayak launch, a sports field, a parking plaza, and greenway connections. The Cayce river ramp slips between the I-24 bridges southeast of downtown. Its wood deck boat slip is ideal for kayak launching, and its hard paved boat slip is ideal for small boat launching. Picnic areas overlook the water and ramp area. The landing has its own parking plaza underneath the bridges. A sports lawn, flanked by night lighting, provides tables and grills, and links into the Shelby greenway. Cayce Landing might be an ideal location for fishing.
Pioneer Trail, Public Square Amphitheater, & Woodland Bridge

The Pioneer Trail, which stretches along the top of Nashville’s bluffs, connects the Public Square to Riverfront Park and the Broadway Terminus. The Pioneer Trail passes along the Fort Nashborough reinterpretation, and connects to the Pioneers Interpretation Greenway. The Pioneer Trail is a perfect opportunity for street fair event space, and the Public Square Amphitheater provides access down to the river’s edge. Stone terraces with shade trees lead to the water’s edge and an event space with a floating stage doubles as a dock or a water taxi stop. Interpretative signage for the historic bridge and Trail of Tears might be located here.

The Woodland Street Bridge is made more pedestrian friendly by widening the sidewalks and introducing designated bicycle lanes. The Woodland Street Bridge is an important pedestrian connection between both greenways along the Cumberland’s eastern and western banks. At night, the Woodland Street Bridge is illuminated with catenary lighting. This overhead canopy of lights, creates a more intimate and festive atmosphere while complimenting the dramatic lighting effects of the downtown bridges.
River Lawn

Just south of the Pavilion Overlook and due north of the “Ghost Ballet” art installation, a 49,000 square foot sloping lawn provides another venue for performances and events. It can be used in conjunction with Riverfront Park performance docking as well as the new Public Square Amphitheater. This site expands the potential venue locations for events such as River Stages, Dancin’ in the District, and the CMA Music Festival, as well as music and other staged events. Unique to the River Lawn location, is the fact that it faces downtown. Performances using this location will be framed by the Nashville skyline in the background. Additionally, ample parking in the Titans stadium and easy road access to the eastern waterfront should make this performance location more appealing to event crews. This area is also an excellent destination for a summer picnic, a nap in the sun. Sounds and views of downtown, softened by the white noise of the Broadway Terminus fountain and the sound of water lapping up against the riverwalk, will soothe the weary worker on a lunch break or the weekend jogger stopping for a quiet moment.
Through the course of this project we heard much from the public about a lack of downtown docking facilities. This was confirmed by commercial boating groups as well. The some 120,000 tourists that take the General Jackson Sightseeing Cruise each year can’t even dock in downtown, due to lack of docking space. Additionally, Gaylord Entertainment’s water taxi from downtown to Opryland no longer services Nashville’s waterfront. By not providing enough docking for boaters, Nashville is missing the opportunity to capitalize on its aquatic tourism.

In Phase I, we propose relocating some of the existing recreational docks in downtown to a singular new location. Both the Riverfront Park recreational dock and the Titan’s recreational dock would be relocated upstream to the eastern shore between the Shelby Street Pedestrian Bridge and the Gateway Bridge. Doing so improves the docking situation by a number of factors. Docks are moved out of the way of the sharp outer turn of the Cumberland, reducing collision potential with barge traffic. The location will be highly visible from both sides of the river, so boater safety will be increased. Park space adjacent to the docking would be highly active year round. The presence of both the boaters and the park users will be mutually beneficial to public safety. Additionally, since the eastern bank’s topographic change is less dramatic, ADA access is much more easily obtained. Utility hook ups and gas pumps can easily be added without conflicting with the existing congestion of Riverfront Park. These docks are ideal for boaters coming from upstream or downstream and spending the night or weekend in Nashville, as well as commercial cruises or water taxis that want to stop in downtown. The new transit loops would connect these docks to 2nd Ave, 1st Ave, Broadway, and Germantown. The water surface between the docks and the edge of bank would have floating wetlands to improve water quality and provide additional habitat for fish and other aquatic species. An additional 2,398 linear feet of transient boat docking can occur in Phase I along the western shore’s new floating walkway.
City Wharf & Terraces

The City Wharf is one of downtown’s key historical sites and a link Nashville’s working river past. Old mills and refineries flanked its sides and goods such as flour, grain, and timber were traded here. The City Wharf served as a starting node for trade and shipment of goods down to Mississippi and was a major node in Civil War access to navigable rivers. Today’s wharf is a combination of congested uses, and complex geometries. It functions more to separate Nashvillians from the water’s edge than to connect them. Access to the wharf’s edge is further complicated by the new commuter rail stop. And its steep banks prevent visibility and negatively affect perceived safety.

In Phase I we aim to simplify the wharf terraces, while preserving existing uses such as riverboat docking, water taxi access, and event space booking. Visibility and access are increased with two new pier overlooks which flank its sides. Current space limitations are relieved by the availability of additional event space across the river and further downstream at Public Square. A plaza at the end of Broadway and an 80’ high jet fountain frame the new city wharf edge—a ideal location for food kiosks, ice cream stands, or festivals.

The City Wharf also now functions as an anchor to two ends of the floating walkway connecting the Public Square to the new baseball stadium.
Historically, topography has defined cultural and social characteristics of cities. In the 1800’s the general consensus was that lower elevations were associated with poverty and vice. Lower elevations were believed to carry pollutants and disease. Cholera was believed to be transmitted through the air at lower elevations. Since then, some of the myths have been proven wrong-- cholera was spread through water, not air, and disease does not necessarily have to do with elevation, but with how waste was handled. However, some of the cultural associations still hold true, as Nashville’s topography poses a challenge of how to deal with issues such as visibility, water access, and public safety. In this instance, Nashville’s greatest asset is also its greatest challenge.

The Pier Overlooks solve this problem, as they stretch out over the bluffs toward the river, extending the geometry of the street grid out into the water. They visually draw views out toward the river, as well as to river activities below-- such as fishing, boating, walking, docking. The piers also serve as accents to key points along the western riverbank-- emphasizing Church Street, Fort Nashborough, the City Wharf, and Demonbreun Street connections to West Nashville. The Pier Overlooks provide additional plaza space for small group gatherings and events. ADA access within the piers themselves link the Pioneer Trail at 1st Avenue to the floating walkway below.
What Impacts Might These Changes Cause?
7.1 **Vehicular and Pedestrian Circulation Phase I and Phase II**

One of the key steps to ensure Nashville’s riverfront is a success is to make sure it is easily accessible by car, foot, bike, and boat.

Phase I begins to address these immediate issues by proposing new public transit loops which link existing city parking lots and event spaces. The loop is anchored by the new Public Square and continues south to the new baseball development across the Gateway Bridge and back behind the Titans’ stadium. A new boulevard and two roundabouts link Woodland Street and Shelby Street. New bus routes make the children’s play area and river stages easier to access. There are also mini loops for pedestrian circulation that navigate the top of the river bank to the bottom of the bank on both sides of the river. Widened sidewalks and bike ways complete an inner pedestrian route for Phase I.

Phase II significantly strengthens east/west connections from East Nashville to Downtown. Additional bridges connect the major east/west thoroughfares, and the Cayce Landing development. The Boulevard spine east of the stadium is complete over the island and ties in to the neighborhood of Ellington. The street grid between the channel and the boulevard begins to fill in. The Shelby Greenway extends all the way from Shelby Park up to the Jefferson Street Bridge on the East Bank. A new greenway route loops around the island’s edge, and the Pioneer Trail and Walk on Water are complete from the Gateway bridge all the way to the CSX rail bridge. Greenway connections extend as far north as the Jefferson Street bridge on the west bank and link back to Bicentennial Mall.
Vehicular and Pedestrian Circulation Phase III and Phase IV

By Phase III, the transportation loops extend all the way into Edgefield and further into the new Cayce riverfront development. New roads on the northern portion of the island service new sports fields and additional mixed use development, while strengthening connections to the neighborhood of Ellington. The northern end of the island fills in the remaining street grid.

By Phase IV the industrial land to the north of the island has been retrofitted into ecological wetlands and park. Pedestrian spines extend out into these areas and a pedestrian links connect the more ecological concentrations of the riverfront to the Neuhoff Arts Center and the Center for Living Watersheds Riverfront Museum. The Pioneer Greenway continues now all the way north past the waste water treatment plant. One additional pedestrian bridge connects the Eco Park to the Neuhoff Center.

These phasing interventions will acquire additional public transportation whether it be by bus or a trolley system. Phase II and IV are infrastructure intensive aspects of the project, while Phase I and Phase III are interim steps with much study and preparation for subsequent phasing.
7.2 DEVELOPMENT MASSING PHASE I AND II

Most of Phase I’s efforts are geared toward open space and riverfront access. Phase I’s intervention includes very little residential and commercial development; it adapts to existing conditions with minimal massing. Phase I development is limited to three parking garages to the east of the Titans’ stadium. These garages can help generate revenue for the park and future development. In subsequent phasing the development is built up around the parking garages.

Phase I requires no acquisition of land, as it is constructed entirely on top of Metro owned parcels. However, by Phase II, minimal land acquisition is required for areas north of the stadium affected by the channel and new development.

In Phase II, the channel has been built and some of the mixed use and residential development is going in. Similar to Phase I, parking garages precursor later development. Mixed use development is built around the Phase I parking garages. Residential units are built with their backs to I-24 and their fronts to the new channel. A public amphitheater pavilion is placed south of the urban forest, accommodating major events.
In Phase III most of the island development and massing is complete. The boulevard is finished and the third “jewel” or civic building is placed at the northern edge of the urban forest. Development now begins restitching together Ellington and Cayce neighborhoods back to the waterfront. Development potential for the main island is complete.

Phase IV development is complementary to Phase IV Open Space. A new development spine connecting Ellington to the new riverfront engages the ecological functions north of the main island. By the end of Phase IV, the corollary Neuhoff Arts Center just east of Germantown is complete.
7.3 Open Space Phase I and Phase II

Phase I emphasizes open space over development, and retrofits the existing open spaces and parking lots currently held by Metro Government. The parking lots surrounding the stadium are converted to grass parking while the urban forest is established. Cayce Landing is inserted underneath the I-24 bridge. The riverfront between James Robertson Parkway and the Gateway Bridge is fully developed. Existing major open spaces--Shelby Park and the Bicentennial Mall--will be connected in later phasing. Phase I defines new recreational nodes along the waterfront’s edge that can eventually be connected to existing nodes.

In Phase II, open space amplifies connection. The reworked riverfront edge continues to expand north and south along both sides of the river. By Phase II, both sides of the island’s riverway are complete. A large event lawn at the southern terminus of the island flows into a greenway riverwalk along the new channel. The new greenway is not just limited to the island but extends on the east bank from the edge of the channel south to Shelby Park and on the west bank all the way south to Rolling Mill Hill.
Open Space Phase III and Phase IV

Open Space in Phase III builds on previous phases by filling in the remaining portions of the island. The west bank greenway now extends all the way north to the Jefferson Street Bridge and connects back to the Bicentennial Mall. Sports fields and additional sloped lawns for performances fill in between the Urban Forest and development.

Phase IV’s open space is where the Concept Plan is finalized. Phase IV extends public open space to the north of downtown, providing a new wetland park, links to the wastewater treatment plant and park, and remediation landforms. By Phase IV, links and connections to other major green spaces are complete. The wastewater treatment park and remediation landforms anchor the site to the north. The new greenway along the west bank now extends all the way from the I-65 bridge south to Rolling Mill Hill. Environmental wetlands hug the shore to the east. The varied park spaces on the island are complete and the Shelby greenway connects back to Shelby Park.

Similar to other phasing strategies, open space efforts in Phase I and III lay the groundwork for major implementation in Phase II and IV.
7.4 Recreational Boating Facilities Phase I and II

In Phase I, boating opportunities are greatly strengthened within downtown. Boat docking facilities are provided between the Shelby Street Pedestrian Bridge and the Gateway Bridge. Boat ramps are placed below the Woodland Street Bridge, the Shelby Street Pedestrian Bridge, and the 1-24 bridge. Venue docking for performance barges still occurs in front of Riverfront Park and is bolstered with additional event docking locations in front of the new Public Square and the new Esplanade. Transient docking for boats not requiring facility hook ups extends along the west bank all the way from the new baseball stadium to the new Public Square.

By Phase II, the channel and preliminary island development is in place. Boat docking is developed in conjunction with new development.
Recreational Boating Facilities Phase III and IV

By Phase III, boating opportunities continue to expand. Transient docking extends further north toward the Jefferson Street Bridge in conjunction with the new greenway links extending to the north of downtown. Marina growth continues to fill in the banks of the riverway channel between the island and I-24.

Phase IV boating opportunities push all the way to the north. Transient docking now extends all the way to the new Neuhoff Arts and Cultural Center. In this area smaller islands and wetland provide further destinations for recreational boaters.

Phase I and Phase III are the most intensive phasing of recreational boating facilities.
development value
disturbance
aquatic habitat
waterfront
boating

RIVER PLAINS SCHEME

 development
river plains
in bank marina

ISLAND SCHEME

development
waterway marina
island
in bank marina
River Plains versus Island Scheme: Cost versus Benefits

After the first public meeting in August of 2006, the design team and sponsor group compared the two schemes side by side—the River Plains and the Island Schemes. They reviewed comments from the public meetings. Of all the comments it was clear the Island Scheme was favored over the River Plains Scheme. Most of the suggestions were about how to improve the Island Scheme. Many had questions about how long it would take to complete the Island Scheme and how Nashville should go about it.

The design team reviewed the two schemes with developers. Developers pointed out the advantage of the Island Scheme. Since this scheme provides twice the amount of water surface and three times the water’s edge, it will increase land value and make the area much easier to develop. In the River Plains Scheme the cuts for the marinas provide additional docking, but the development is really constrained to areas surrounding around the stadium. The Island Scheme provides significantly more surface water, the cuts into the riverbank are smaller, and development potential is much greater. The Island Scheme was selected because it has a greater development potential, less riverbank disturbance, less levee disturbance, greater aquatic habitat, greater waterfront surface area, and greater boating opportunities.

As far as constructability, the island can be achieved through a phased process of public and private investment. The first step, Phase I, could focus on making riverfront improvements up front, while studies are conducted to determine the feasibility of later phases. The island idea not only provides numerous benefits, but also forges a new identity for Nashville.
VALUE: IS IT WORTH DOING?
8.1 Value: Is it Worth Doing

Nashville is now faced with a decision. Is there value in changing Nashville’s waterfront? If Nashville leaves the riverfront as it is today, development potential will be dispersed throughout the greater Nashville periphery or redirected toward other cities with more appealing waterfronts. Taking action and transforming Nashville’s waterfront has the potential not only to provide a sense of identity and place, but also to increase property values, public uses, access for residents, retail development, housing, recreational opportunities, and tourism venues. So overwhelmingly the answer is yes. Nashville must do something and the time is now.

Secondly, does Nashville just catch up to other cities, by implementing something similar--River Plains Scheme? Or does it propel itself ahead of other cities--Island Scheme? Over arching benefits support pursuing the Island scheme. Development potential is significantly greater, water surface area is significantly greater, recreational opportunities are greater, political boundaries are unified, access and connection are significantly improved, disturbance to the riverbank is immensely decreased. And in the end, Nashville has something greater than the sum of its parts to share with the world, marketable, distributable, and consumable.

In general, all this argues for taking deliberative action sooner rather than later to continue the considerable forward momentum of the plan and take full advantage of local support and funding opportunities. And it makes sense to draw on current organizational know how to at least begin implementing Phase I.
With the last public meeting behind us and with the high degree of enthusiasm about the Nashville Riverfront Concept Plan on the part of our client group and other Nashville stakeholders, it’s important for decisions to be made soon about how to implement the plan. Several aspects of Nashville’s situation are important to recognize given the context of other large downtown revitalization projects.

**property**
All the property necessary to accomplish the first five-year phase of improvements is either owned by the Metro government, State government, or Federal government, such as USACE’s ownership of Riverfront Park. This is a huge asset and means the project can begin quickly and have significant influence over later phases.

**three competent entities**
Institutionally, Nashville has three competent entities experienced in various aspects of planning and/or implementing public and private downtown development projects: MDHA, Metro Parks and Recreation, and the Civic Design Center. In all likelihood, almost every function necessary to carry out the first phase, if not later phases of the project, is contained within these entities.

**three complementary efforts**
Three efforts in progress, the completion of the Metro Greenways Plan, Parks Masterplan, and the new Convention Center might come to be viewed as possible competitors of the Riverfront Project. However, Nashville is a big, bustling thriving city and all indications are it has the robustness to accomplish all these projects and more while still undergoing considerable downtown private and public/private development.

**regulatory approvals**
The USACE is potentially a major player with regulatory approvals necessary for implementation of the project. This kind of support is not typical and brings resources that won’t have to be generated from within the community itself.

**informal management group**
The informal management group for the planning process, USACE, Metro Parks, the Civic Design Center, MPD, and MDHA, in concert with the Mayor’s steering committee for the project appointed over a year ago worked well to this juncture and may have a logical and useful role to play in the implementation phase.
8.2 Value

This project has value for everyone. This project could potentially generate over $1.4 billion in economic development, 190 acres of remediated land, as well as a new place for Nashville residents to recreate and celebrate. We estimate the public investment to be roughly $40 million in Phase 1, $200 million in Phase 2, and $150 million in phase 3. It is estimated that for every dollar spent of public funds spent, Nashville gets three to four back in private funding. Some potential sources of funding include Federal SAFETEA LU and Small Starts funding, Federal appropriations, State, Land sales, Tax revenues, TIF districts, Metro, Garage revenue, Foundations & Donors.

Other cities have done or are in the process of starting from the same place. Trinity River in Fort Worth, Texas, hopes to generate $2.1 billion for the $435 million in public investment. They underwent a similar envisioning process between 2002 and 2004.
The riverfront vision provides tremendous benefit for the greater metro area. Phase I alone gives Nashville a Riverfront Park that is 50 times greater than the size it is now. A one-mile inner circuit and a two-mile middle-circuit allow a visitor or resident to park their car once, and walk, run, or bike to their destination of choice. In essence, the riverfront becomes not only a destination in and of itself, but also a trailhead for exploring the rest of the city.

This project gives Nashville extensive docking space for boaters, three places to launch small boats into the river, and more than twenty reasons to come down to the river. It potentially brings in three million visitors a year, which is one million more than come downtown now. This would brand Nashville’s Riverfront as one of the most popular riverfront parks in the United States. This project gives Nashville a river focus, links neighborhoods, provides the opportunity for new neighborhoods, supports downtown living, improves water quality and use, engages the river, gives Nashville more open space and recreation, increases access to the river, has sustainable aspects, provides more wildlife habitat, and offers public use and enjoyment for everyone in the county.

The riverfront is where Nashville started and the riverfront is where many of the layers of history build upon each other. There is nothing trendy or gimmicky about this project; it makes a lot of sense and Nashville can get started immediately. All it needs is political will and a group of people willing to stand behind and implement this project. This project provides a long term implementation strategy that Nashville can build upon leaving a legacy for generations to come. We started this process with a poster that said, “Is the Riverfront Coming Back?” This process produced a resounding answer, “Yes, it can really come back.” Together we can propel Nashville into the forefront as a premier riverfront city.
Regional Precedents: Chattanooga

Two recent examples of waterfront plan implementation, Chattanooga and Knoxville may be instructive. Chattanooga embarked on a waterfront planning process with focus group meetings and a public charrette in early 2001. This part of the planning process was funded and led by RiverCity Company, a private non-profit organization created in 1986 to undertake downtown redevelopment projects. Its board of directors consists of public and private stakeholders and includes the city and county mayors.

The planning process was successful and at the Mayor’s request, City Council approved the plan, created a lodging tax to provide funds and tapped an existing development corporation (Chattanooga Downtown Redevelopment Corporation) to take on responsibilities for implementation of the plan. The CDRC contracted with RiverCity Company to be the master development entity that would manage the planning and construction contracts for the first five-year phase of improvements and oversee the regulatory permitting process. The CDRC is a five-member body that complied with sunshine laws and acted as an intermediary between City Council and the private sector. It doesn’t have its own staff. RiverCity Company hired a construction manager, bought, sold and swapped property as appropriate, completed the project and at its conclusion, began receiving an agreed upon developer’s fee.
Regional Precedents: Knoxville

The City of Knoxville began a waterfront planning process in mid 2005 for the downtown’s South Tennessee River Waterfront. As a Mayoral initiative, it was led by the Mayor’s Chief of Operations. The city formed a diverse oversight committee, hired a team of waterfront designers and hosted a series of public forums. The 20-year, three-phase plan was adopted by City Council in early 2006 and called for the creation of new public spaces, transportation improvements, private development opportunities, creation of financing mechanisms, zoning reform, and neighborhood preservation.

Given the complex nature of the first phase, the city opted to establish an implementation effort in the Mayor’s office that would transition to a more independent implementation structure over a period of several years. The Chief of Operations was reassigned as Director of Waterfront Implementation. The city proceeded to create a Tax Increment Financing District to help fund the public improvements through the Knoxville Community Development Corporation, the city’s housing and redevelopment authority. A form-based code has been developed for the area to encourage and allow the necessary types of private development and is scheduled for adoption by City Council in early 2007. The City, with assistance from the waterfront consultants, is also negotiating with various private property owners in the area to accomplish the planned for public and private developments.
The way to realize Nashville’s vision for its waterfront is through a series of phases or steps. These steps can be broken down into five-year increments, or if the funding is present, multiple phases can be completed at the same time. The Nashville Riverfront Action Plan on the left just focuses on the first 5 years and contains the following actions:

1. Phase 1 Public Projects
2. Phase 2+ Feasibility

**PHASE 1 PUBLIC PROJECT ACTIONS**

The Concept Plan identified 4 phases for implementation: 0-5 years, 0-10 yrs, 0-15 yrs, 0-20 years. The first phase 0–5 years is designed to be generative-- to seed development, and demonstrative-- to establish public uses. Phase 2 is strategic-- to control key pieces of land, establish new relationships, and rework the structure the riverfront’s urban fabric. Phase 3 is more infill of missing pieces, while Phase IV is more akin to the type of efforts extended in Phase II, applied now to the riverfront downriver of downtown. Priorities and order of projects within Phase I will emerge out of the Schematic Design process in the next step.

**Site Investigation, Schematic Design & Permitting**

The Concept Plan has used a variety of previous reports and GIS information. The next Schematic Design phase needs to be informed by real and up-to-date site investigations including topographic & hydrographic surveys, geotechnical surveys, phase 1 environmental & archeological studies and existing structure condition reports. These studies must have consistency for the permits and accuracy to be of use for construction.

Schematic Design including landscape architecture, architecture, marine engineering, civil engineering, lighting design and estimating needs to be done as one package first before splitting into several packages leading to design development, documentation, bidding and then finally construction. Schematic Design also needs to be used as a program management tool to help decide what projects are the most important, how much they cost and which proceed first for maximum benefit.

Schematic Design has to proceed with an understanding of the full build out to ensure phase 1 segments connect and relate to future phases and that permit applications involving federal & state agencies are grouped together for coordination as a single applicant submittal.

**Joint Private/Public Riverfront Corp Permitting**

As part of the City’s priority public improvement projects, applications for USACE/ TDEC permits for work within the flood plain must be submitted. There is, however, an opportunity to apply for additional permitting if private property owners are willing to cooperate. For example, if a landowner foresees redevelopment of his/her property’s riverbank or the addition of a marina, this work could be grouped with the City’s permit applications to USACE/ TDEC. Such a permit would need to be renewed every five years or if significant changes are made. The holding of a permit does not obligate any party to do anything if there is no need, but it does significantly reduce the longest approval time for a new development and hence is a great incentive for following the Concept Plan with private and public development. The permit application would need to be reasonably specific as to the river-dependant uses and as such a concept design would have to be agreed upon as part of the Property Owner/ Developer Liaison tasks.

**Local Traffic and Parking Impact Study**

The Riverfront Concept Plan was developed with a traffic strategy that distributed the increased traffic over the system as development progressed in phases. The development growth and its impact on traffic could be modeled in a study to quantify the capacity and the impacts over time. This district-wide study could be another great incentive to development because if a development is planned in accordance with the Riverfront Concept Plan it would not require its own traffic impact analysis, hence, a reduced development approval time.
8.5

**Property Owner / Developer Liaison**
The Riverfront Concept Plan has challenged current owners to re-look and re-value their property. The first step in determining the highest and best use of a property is to execute quick site studies that determine the building envelopes, development yield and parking requirements. Also if there is some private and public benefit in modifying adjacent streets or utilities, the Concept Plan could be made more flexible in response. The City could also investigate a role for the Nashville Civic Design Center in assisting in this task. This task would also be of help for those property owners who have agreed to include their property in a joint Corps/ TDEC permit application.

**Strategic Land Control**
Besides the privately held land that must be acquired for the second phase, the land for subsequent phases could also be studied to determine how those parcels of land could best be reserved in the short term and controlled in the future.

**Continuing Public Information**
The Riverfront Concept Plan process established an expectation for involving citizens in a meaningful way no matter if you were a local resident or an out-of-town developer. There will be an expectation that this goodwill and openness continues as the waterfront plans are developed. There may be a need to create or continue a less formal public information process as the Phase I of the Concept Plan is implemented. This maybe in the form of continued public input meetings or other public forums.

Additionally, a project website could be used as an implementation tool. The website could be used as an instrument of the organizational entity and its mission would be guide improved growth to the benefit of all.

**Business Relocation Liaison**
The Riverfront Concept Plan is mostly predicated on the market force of non-river dependant industrial land being revalued for higher and better uses. In this case some businesses will need to relocate and the city can provide some assistance in finding other potential sites and/or organizations that can help.

In the extreme case, PSC metals has a river-dependent industrial use that is still viable. In this case the City and the Owner would need to agree to form a working group to look at the long-term relocation options for the plant that take into account the Cumberland River’s future, other potential sites on the river within the County, and a phased relocation.

Conversely, there may also be a need to recruit and encourage new businesses to the waterfront.
PHASE 2+ BUDGETING ACTIONS

Potentially $1,400 million in private investment is anticipated from market-driven development, with approximately $390 million needed for public improvements such as parks, roads, parking, and river walks. The investment and cost figures have been generated for a 20-year period, and will certainly change over time.

The Return-On-Investment (ROI) expected from Nashville’s Riverfront revitalization is $3.00 to $4.00 in private investment for every $1.00 spent on public improvements. This leveraging of funds is very attractive when compared to other cities’ waterfront projects.

### Public Improvement Leverage of Private Investment

<table>
<thead>
<tr>
<th>Comparable Waterfront Cities</th>
<th>Knoxville TN</th>
<th>Chattanooga TN</th>
<th>Louisville KY</th>
<th>Pittsburgh PA</th>
<th>Newport OH</th>
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<tr>
<td>Time Span of Redevelopment</td>
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</tbody>
</table>

$1.00 of Public Improvements Leverages....

All Figures are in millions and in current value excluding relocation costs, conversion to Light Rail Rapid Transit (LRRT). Estimates assume parking garage investments are Public-Private Partnerships.

Generally public roads and parking costs include allowances to: replace overhead utilities with underground utilities; modify existing storm drainage, sewer, water, gas, and communications tunnels; demolish existing structures; modify existing outlets, culverts, stream crossings; build new roads, streetscapes; upgrade existing roads, streetscapes; renovate existing bridges/underpasses, rail underpasses; introduce roundabouts; set traffic signals; pedestrianize existing vehicular bridges; build new pedestrian bridges over river; renovate existing surface parking lots; acquire land; conduct site investigation, design and cover contingencies.

Generally public open space costs include allowances to: modify existing storm drainage and sewer; remediate hot spot contamination; demolish existing structures; bioengineer bank stabilization; build bulk heads, piers, floating docks, floating walkways, small boat ramps, park landscapes, plaza landscapes, kiosks, cafés, restrooms, and maintenance storage; acquire land; conduct site investigation, design and cover contingencies.

The cost for public improvements does not mean that Metro Nashville taxpayers will be expected to foot the bill alone. Other funding sources will have to be explored to support the Nashville Riverfront, including recapturing federal/state taxes through grants, private donations, and/or user fees, and/or development fees.
8.5 PHASE 2+ FUNDING ACTIONS

A variety of potential funding sources are available to pursue. In the early stages it is important to consider all potential options and then focus on the ones most likely at each phase of the redevelopment.

Federal Appropriations

Appropriations could be possible under the Army Corp of Engineer’s programs for flood control, recreation and ecosystem restoration if a need can be demonstrated and supported by federal representatives.

Federal Grants

If the project could tie itself to any future review of the interstate road system then funds from SAFETEA-LU (and its future replacement) may be possible. If the project includes a street car system or rapid bus system then it may be eligible for the federal Small Starts program. EPA has grants to assist in brownfield investigation and remediation.

State Grants

Enhancement grants through TDOT are available for multimodal transit projects and also for projects that mitigate against the impacts of the state and federal highways. TDEC may be able to assist with grants for brownfield investigations and the TWRA for encouraging boating and fishing.

Metro Tax Increment Financing District

A major identified source of public improvements could be funded by Tax Increment Financing (TIF). TIF allows communities to borrow from the future property tax assessments of new development to incentivize that development today. First, the assessed value of properties within an urban redevelopment district are frozen, which sets the base level. The difference between the revenues generated by current and future tax assessments is called the “increment.” Bonds are sold to raise capital for major real estate development and infrastructure projects, which increase the value of the properties. All tax revenues collected above the base level are used to pay the bonds. Tax payments generated on the increased property value may be called urban renewal taxes. After the bonds are paid off, the TIF structure is retired, and the full property tax assessment is collected by the local government.

Metro Bonds

Bonds could be issued to raise funds depending on the debt capacity of the city. Any TIF scheme implemented can also be used to raise bonds.
Metro General Funds
The initial phases of the project could be funded out of modest annual contributions from the city’s general fund. As the project proceeds the city will collect more revenue as the value of private properties increase.

Land sales
Metro government holds significant parcels of land within the project area. It is possible that some of this land could be either swapped or sold to the highest and best use consistent with the plan.

Garage Revenue
The plan proposes that over 3000 vehicles can be accommodated in garages. Such garages could be a combination of public, private, or even public/private partnerships. If the city participated then revenue could be anticipated.

Utility Fees
For cities that retain a hand in their water supply and disposal, they have the option to add a small percentage fee for waterfront projects that contribute to their mission and appeal to the entire area they service.

Foundations & Donors
Finally, many waterfront projects have been successful in leveraging funding from private donors, corporations and foundations.
The Riverfront Concept Plan identifies a concept which proposes a major alteration to the existing site by digging a new diversion channel from the Cumberland River. A preliminary study will determine construction feasibility of the proposed channel, significant direct and indirect impacts, environmental considerations, and economic costs & benefits.

Constructability Assessment
An evaluation of construction feasibility based upon available soil and geology data will be needed. Any potential problems will need to be identified. Areas of potential contaminated material will need to be characterized. Quantities for channel excavation and total cost will need to be estimated based upon local construction practices. The alignment and capacity of the proposed channel are considered design variables. Therefore, recommendations may be made for modification of the location and capacity of the channel.

Direct Impact Assessment
General review of the project right-of-way along the proposed alignment will need to be performed. The footprint of the proposed channel will need to be superimposed on digital aerial photographs and GIS data to identify impacts to existing infrastructure and natural resources. Easement issues will need to be identified and crossings of existing transportation corridors will need to be reviewed. Financial cost for relocation and redevelopment of infrastructure will need to be assessed; direct impacts will need to be quantified.

8.5 PHASE 2+ FEASIBILITY STUDY ACTIONS

Constructability Assessment
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Data Collection
- Cumberland River grain size data
- Cumberland River suspended sediment data
- Existing sediment transport studies
- Local soil surveys
- Water quality studies
- Existing hydraulic studies
- Existing hydrodynamic studies
- FEMA mapping
- Natural resources
- Geotechnical investigations
- National flood insurance reports
- Utilities in the right-of-way
- Identify contaminated soils
- Land use maps
- Map contaminated soils
The proposed channel may alter the hydrology and sediment transport within the main stem of the Cumberland River. Changes in the physical system may indirectly impact the natural ecosystem as well as existing infrastructure. The study will need to address specific environmental and regulatory concerns including potential changes to flooding, water quality, water supply & navigation. It is anticipated that existing FEMA hydrologic and hydraulic models will be obtained and employed to evaluate the potential changes in flooding. The H&H tools will need to be modified to reflect the proposed channel and applied to quantify changes to the floodplain for the 100-year and 500-year recurrence interval events.

The reconnaissance study will need to employ accepted analytical methods as well as numerical models to assess the range of hydrodynamic, water quality and sediment transport capacity in the diversion channel as well as the main stem of the Cumberland River. Investigation of both flood flows as well as low flow (drought) conditions will need to be performed to bracket the range of expected conditions. Maintenance dredging requirements will need to be quantified. Based upon prior investigations and similar efforts, a conceptual design will need to be developed for diversion structures and/or levees which may be required to confine or regulate flow to the proposed channel.

Permitting Review

Meetings will need to be held with the United States Army Corps of Engineers, the Tennessee Department of Environmental & Conservation, Metro Nashville and FEMA representatives to review project objectives, identify key issues/concerns, and clarify permitting requirements.

Assessment

Potential Indirect Impacts/Considerations Assessment

USACE, TDEC, Metro Nashville, FEMA review

Information will be collected from the USACE, TDEC, Metro Nashville and the USGS.
8.5 PHASE 2 + ORGANIZATIONAL ACTIONS

A City’s options for an appropriate organizational structure arise out of the unique conditions in that City. What has worked in one city will not necessarily work in another. The initial establishment of an organization is as much dependant on the character and dedication of the first people in it as it is on the organizational structure.

Whether the implementing entity is private or public, is a crucial question. This has greater bearing than any other single decision. It would be instructive to look at entities around Tennessee since they operate within the same body of state law as Nashville. The most pertinent examples are four public entities-- the Memphis Center City Commission (MCCC), the Memphis Riverfront Redevelopment Corporation (MRRC), the Knoxville Community Development Corporation (KCDC), Nashville’s Metropolitan Development and Housing Authority (MDHA)-- and one private one, Chattanooga’s RiverCity Company.

Other examples of public entities include the Portland Development Commission (PDC), and the Denver Urban Renewal Redevelopment Authority (DURA). Other examples of private entities include Hartford’s Riverfront Recapture, and Pittsburgh’s Riverlife Task Force.

Public and private entities have their own advantages and disadvantages as shown below.

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**Private Entities**

**Advantages**
- Can act quickly and flexibly
- Free of many bureaucratic limitations
- The structure and functions are easy to modify
- More free of political influence
- Difficult for any one political administration to dismantle
- More likely to attract private funding

**Disadvantages**
- Has a harder time engendering public trust
- Cannot perform government type functions such as approving TIF’s or use the power of eminent domain
- Has to have access to entities with powers it needs exercised from time to time

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**Private Non-Profits**

**Advantages**
- Hire staff and contract with consultants
- Acquire, swap or sell real estate
- Develop real estate
- Negotiate for and hold property easements
- Make loans and grants for public and private improvement

**Disadvantages**
- Has a harder time engendering public trust
- Cannot perform government type functions such as approving TIF’s or use the power of eminent domain
- Has to have access to entities with powers it needs exercised from time to time
Each redevelopment entity or implementation effort is somewhat different due to reasons specific to each city; however, three general models are prevalent: private non-profits, quasi-independent redevelopment authorities and government operating departments. It’s probably useful to think of the options as more of a continuum from most private to most public.

Options for establishment of an organization include:
1. Permanently establish a city department/office.
2. Assign to an existing city agency or establish an office within an existing agency which already has some redevelopment, parks, planning, or development authority.
3. Incubate a governmental agency out of the Mayor’s Office for one year and then transition to private non-profit status with a tight strategic plan.
4. Incubate a governmental agency out of the Mayor’s Office for approximately six months, then create a city-based redevelopment corporation with semi-independent status.

The functions at the left of the list can be carried out by a private non-profit and those near the right must be carried out by some type of governmental entity. Somewhere around items 12 or 13 this shift from non-governmental to governmental takes place. Of course, it isn’t necessary that an implementation entity have all these powers as long as it has access to them as necessary, especially in the case of Nashville’s Phase I which is already publicly held. Examples exist, within Tennessee, of redevelopment entities with various combinations of these powers.
Accessibility to river + Bluffs + Existing views + Keep access along river + Skyline Preservation + Views from bluffs + Culture and history along river + Great French Lick + Keep memory of industrial feel + Maintain Music City Identity + Preserve what makes Nashville unique + Baptist Seminary + Existing industrial vestiges - use in the future + 1st & 2nd Avenue - historic character + Fort Nashborough + General hospital buildings + Historic architecture + Historic industrial structures + Retain Stadium, greenways, parks + Riverfront Park + Apartments + Use of riverfront park for events + Keep connection with Rutledge Hill and Thermal Transfer Site + Keep upper Broadway and river + Retain Rolling Mill Hill development + Preserve Railroads + Rail access/Tracks (future access) + Transportation architecture + Wildlife species + Vegetation on banks + Boat and Barge traffic Navigability + Nashville Island + Existing Riverbed - stone walls + Natural bank forms + Water Quality + Bridges (Architecture) + Crane structure at Shelby Street Bridge + Preserve boat docks

Relocate non-river business - Remove Philip Metals - Remove truck stop - Remove ash dump - Remove chain link fences - Remove Thermal Plant for Baseball Stadium - Remove waste water plant NO SMELL - Rid of toxic mound - Remove rag plant - Remove warehouses on East Side of River - Relocate industry - Get rid of overhead power lines - Move I-24 for reconnection/realign/adjust - Remove I-24 on the East Bank - Remove Oil and Gas tanks - Remove surface parking around stadium

Job creating industrial + Keep Citgo Terminals + Keep residential/ neighborhoods + Keep variety of development + Nashville Bridge building + Keep bridges and Nashville Bridge Building + Navy Reserve Building + PSC Metals & Industrial uses that are active + Stadium + Preserve Neuhoff site (make it great) + Preserve Stone Walls + Trinity building (next to Shelby bridge) + Preserve Stockyard restaurant + Preserve mixed-use entertainment + Preserve public art + Statue (Mr. Demonbreun) + Maintain Historic Markers + Existing Greenways + Existing public space + Preserve Metro Center Lakes
More access to water + Buildings to face the river + Connect Lockland elementary to River + Connect to river not just along it with user friendly access + Develop East side with beautiful views – businesses gain access to greenways + Develop vistas on East side of river toward courthouse + Event access + Framed views of the river with generous public access points + Increase views along river +

**Link to neighborhoods and pedestrian access** + More connections (streets) to river + River needs to be visible + Sounds stadium pedestrian access – easier access + Artist relocation program + Brand identity + Create distinct icon or public image on east side

Emphasis on all aspects of sustainable + Enhance Fort Nashborough + Enhance historic/educational opportunities + Ensure TDEC and TDOT align with goals + Environmental sustainability/consciousness + Green building design + **High design standards** + Identity of industrial section above stadium + Improve historical culture + Local contributions – active + More pervious pavement + Provide jobs on East Bank - #1 Priority at Philip Metals + Respect Green in natural and built projects + Smart growth + Starting point for tourist visit to Nashville + Walking tour with signs along East Bank + Add bridges and pathways over river + Addition of schools + **Aquarium** + **Attention to small locally owned retail**

Attract non-profit HQs + **Baseball Stadium** + Center for innovative technology in East Nashville + Convention Center on East side + Diverse housing opportunities for all folks + Ensure creative class housing + Establish high school as a magnet arts school + **European style development** + Higher density residential + Industrial redevelopment + Loft houses on Peabody + Low rise mixed-use edged by green + Low-rise developments to preserve views + Make Neuhoff site great + More residential (dramatically!) + Neighborhood cafes along the river + No more large-footprint buildings + Opportunity for new schools on East Bank + Public restroom facilities

Add green way on West and East side to Shelby Park + Additional public space recreation/activities along river + Area for tennis courts

**Children and family activities** + Church street terminus- park & marina site + Complete entire bike-pedestrian way + Continuous green way along East side + Educational use of greenways + Greenways and Parks + Jogging trails + Large prominent park in the East + Magdeburge promenade (Sister Cities) + Nature preserve + Organized recreation activities + **Park for festivals** + Parks and trails + Permanent seating at riverfront park + Pet and dog parks + **Places to gather and sit**
Mixed use development all up and down East Side + Mixed use- grocery stores etc along river + Mixed use neighborhood with service/amenities + Mixed use on East mirroring West (retail, restaurant, parks, residential) + Mixed-use residential to Shelby park + Redevelop First Street to waterfront + **Redevelop residential (Cayce Homes as far as East Park)** + Housing income mix +

Redevelop Steiner lift property/Truck Stop to museum/cinema/park + Access to I-40 East from Inglewood area + **Add security to green way system lights** + Alternative transportation and parking + Bonus and Incentives for water cleaning buildings/uses + Close First Avenue around river for pedestrians + Complete bio-solids plant + Complete first avenue trolley line + Downtown recycling program + **Ferry or alternative transportation**

Kids train ride on lines + **Light rail / commuter rail** + Lighting (safety) + **Limit surface parking** + Make Jefferson bridge entrance to downtown + Minimize traffic congestion on East Bank during game days + Monorail + More creative development of parking lots + More free parking + More pedestrian use on Broadway, narrow + More public facilities + More public transportation + Reconnect Dickerson Pike to the River and revitalize + Redesign bridges to be more pedestrian friendly + Redesign Ellington Exchange or eliminate + Redevelop Titans parking lot + Reestablish ferry between McGavock and McGavock + Re-establish street grid – look at interstate ramps

Re-establish street grid (look at interstate ramps) + Resolve game day traffic + Restrict traffic on river streets + Russell Street pedestrian connection to river + Street car line from Rolling Mill Hill to Metro Center using existing rail + Trolley line – North-south and east-west + Underground parking/parking structures + Use existing rail on East Bank as commuter rail + Way finding + Woodland and Main Street as Gateways (pedestrian) + Bio-engineering at riverfront park + **Bird habitat on Nashville Island** + Butterfly atriums + More trees and landscaping + **River ecology along river** + Boat taxis + Boating / marinas + Canoeing + fishing + crew + backpack

Children and family activities + Ferry or alternative transportation [earlier ref] + Rental for small sail boats + Swimming beach (accommodate boat traffic) + Theme park + Blue Way for river + Church street terminus- park & marina site + Consider narrowness of the river + Encompass water with piers, river walk, family friendly attractions + Improve water quality + Island to Jefferson St. bridge redevelop +

Make Island destination park + Protect/ clean up shoreline + **Riverfront wetlands** + Stabilize riverbanks + Fishing piers & marinas and docks + **Floating restaurant** + Fountains + Lock 1 needs a boat dock for public use
Places where people can get to & touch the water + Pocket parks to connect to river + Rails to trails + Reconstruct Shelby Pond + Recreation/athletic fields + Recreational access to river from parks / greenways + Connect both neighborhoods on Jefferson Street to river + Connect Demonbreun to river similar to Broadway + Development of new growth on East bank + East Bank medium to high density mixed-use + Form based zoning district + Future plan for Titan stadium + Higher density mixed use residential neighborhoods + Improve

5th as Avenue of Arts + Jefferson Street historic side – entertainment / tourism center integrated with downtown

Recreational/research center for water quality-living watershed + Reuse material for new development/areas + River Museum + Riverview housing + Riverview restaurants + Thermal site convert to mixed-use + Visitor’s center/museum + Waterfront hotel + Mixed use park-like access/connect Rolling Mill Hill + A draw to bring people to new development + Amphitheater/cultural/entertainment sites + Festivals & green spaces better linked to river + More public art along river + Place for markers etc- fund raising opportunity + Public art in parks along greenways + Public Art on Nashville Island + Public place for cultural arts/events + Reuse industrial materials for public art + Street vendors and performers

Plan of Nashville Community Charrette

30 plans
over 20 ideas for removal
over 60 ideas for keeping
over 300 ideas for changing or adding
The first of three public forums held at the Adventure Science Center had roughly 166 attendees. In this public forum we presented the research, analysis, and the two directions Nashville’s Riverfront might take - The Island or River plains.

Public feedback showed that the island scheme caught people’s imagination by surprise. Many folks loved the island scheme; no one “loved” river plains scheme. The island scheme was criticized for not removing or converting I-24...
The Island concept is great! Consider the possibilities of allowing cars & trucks to flow then and over the Island with the Island becoming the core of our rapid transit/pedestrian flows. As our city, with public transportation in network at its wage incentive due to it, essentially cars will be parked on the outer edge, with right moving lanes towards the core of the city and the Island.

Thank you for bringing this to my attention.

Love the Island concept—especially if it promotes a pedestrian-friendly environment. (can you tell I am a New Urbanist?)

Are not islands perceived as a bad thing. We have now proposed to create a liberal island surrounded by a bigger green island. How urban is that? I like the water access approach.

Fueling stations for boats around downtown (outer)

1. I like the "Island" plan
2. Can we do as much as possible— as soon as possible. Tried of waiting on a good plan for the river
3. "Fast Track" the plan as soon as possible.

Thanks!

Other thoughts welcomed.

Ferry parking gardens to be similar to Seattle. - Proposed harbor slips for kayaks - Great idea of floating lobbies and bridges. - Can't believe restaurant & entertainment venues
Forum 2: Community Feedback (September 26, 2006)

The second of three public forums held at the Adventure Science Center had roughly 71 attendees. In this public forum we presented revisions to the island scheme and phasing and more information of what it might be like to be on site on the island.

More suggestions were made and folks offered up suggestions for naming the island.
I like the area because it is safe, and the people are friendly. The community is diverse, and I enjoy being part of it.

The city has many parks, and there are plenty of green spaces. I enjoy walking in the park and spending time with my family.

The city is well connected by public transportation, and I can easily commute to work or go out for fun.

The area has a good mix of old and new buildings, which I find appealing.

I enjoy the local culture and the food that is available in the area.

Overall, I feel very satisfied with my current home and would recommend this area to anyone looking for a safe and enjoyable place to live.
Forum 3: Community Feedback (October 28, 2006)

The third and final of three public forums held at the Adventure Science Center had roughly 115 attendees. In this public forum we presented Phase I implementation and talked about what it would take to make Nashville's Riverfront cutting edge.
Design team selected for Cumberland project

Hargreaves Associates, which has been hired by the U.S. Army Corps of Engineers and the Metro Nashville Parks Department to lead a team of experts in the creation of a Cumberland River Waterfront Redevelopment Master Plan.

In addition to Hargreaves Associates, the design team will include local firms Hawkins Partners (landscape architects) and Everton Oglesby Architects; Kennedy, Coulter, Rushing and Watson of Driehaus/Rohe/Neihof at Raleigh; Christopher Leinberger of Washington, D.C.; and Gladding Jackson (landscape architects) of Orlando.

The master plan, which will include public meetings to gather feedback on components of the plan as it is developed, will be completed by early 2007.

“With the Cumberland River, Nashville has yet to recognize, says Gavin McMillan, a principal with the award-winning San Francisco landscape architecture firm Hargreaves Associates.

"Nashville is competing with Charlotte, Atlanta," he said, "but Nashville is the one that has the river."

As the leader of a team of seven firms that will write a master plan for the Cumberland River, McMillan’s job is to find a way to play that trump card. The Cambridge, Mass.-based, Australian-educated landscape architect has helped design riverfront parks across the country, and in Nashville he sees unique features that could make its waterfront a showpiece.

But the key to Nashville’s redevelopment, McMillan said, will be getting people to pay attention to the river. The Cumberland is practically invisible in much of the city, yet boating, restaurants and other activities, much of it fueled by private investment, could make it a lively district and an essential part of the downtown.

“We often find that once you start the momentum, it becomes self-sustaining,” he said. The master plan process, which will include public meetings to gather feedback on the plan, will be completed by early 2007.

Additional information about the Cumberland River Waterfront Redevelopment Master Plan, the results of public meetings, and maps and photos of the project area are available at www.civicdesigncenter.org.

Project: ‘unique’ riverfront

Cumberland’s possibilities tantalize as redevelopment planning begins

By CHAS SISK
Staff writer

It’s narrow, filled with barges and still threatens to flood every now and then.

But the Cumberland River nonetheless holds a great deal of potential, an ace in the hole that Nashville has yet to recognize, says Gavin McMillan, a principal with the award-winning San Francisco landscape architecture firm Hargreaves Associates.

Nashville is competing with Charlotte, Atlanta," he said, "but Nashville is the one that has the river."

As the leader of a team of seven firms that will write a master plan for the Cumberland River, McMillan’s job is to...
Nashville Riverfront in the Press

Below are news articles we have collected about the Nashville Riverfront over the past several months.

Hargreaves and its partners have only begun to study the possibilities, but jumping-starting the waterfront will likely mean pulling together public resources and private funds, McMillan said. He envisions a park project that runs parallel to the river and a neighborhood project that runs perpendicular to the water, joining river and city.

"In other cities, when they redevelop along the waterfront, it frequently extends back several blocks or more and connects to the waterfront," said Kate Monaghan, the Civic Design Center's executive director.

Exactly how it will look is uncertain. Hargreaves has designed riverfront projects across the country, including San Jose, Calif., Louisville, Ky., and the Clinton Presidential Library in Little Rock, Ark. Its team also includes firms that it worked with on the Chattanooga waterfront — a project that civic leaders often hold up as a model of riverfront redevelopment.

But Ann Coulter, a principal at partner firm Kennedy, Coulter, Rushing & Watson, cautioned against lifting ideas from previous projects.

"A lot of places have seen something somewhere, and they want to graft it onto their place," Coulter said. "Nashville is already beyond that. Nashville is unique and they want something that is unique to them."

One asset the river holds is its size, McMillan said. Supporters of riverfront redevelopment often say it is difficult to get boaters to use the river when they have to share the narrow waterway with barges.

But McMillan said the river's relative skinniness makes it possible to link parks on both sides with each other, opening design possibilities that don't exist in other cities.

"The Cumberland is wide enough to be perceived as a river, but not too wide so as to be an obstacle," he said.

The plan will contain a host of recommendations, some of which could take decades to complete. But McMillan said residents could start seeing the result within a few short years.

"If it grows out of the community, then the community is going to run with it," he said.

KCRW offers strategic planning services for cities and their moving parts.

Eco-Minded Designers Have Requested

Breaking News

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Riverfront plan to be unveiled Thursday
By B. B. Hinkle, binkle@nashvillecitypaper.com
August 21, 2006

In 1974, Thomas Mulroy mapped out a small town of four-acre lots around the Cumberland River near Fort Nashborough, where Riverfront Park is now situated, and established a four-acre town square that overlaid the Cumberland River.

So begins the 2004 city planning guide The Plan of Nashville. But now—“We’ve had meetings and stood out there on the corner of Broadway and River Street, and the people have asked us, ‘Ask us to us and said, ‘Can you tell us where the river is?’”

It is a question Gavin McMillan, a principal with world-renowned landscape architecture firm Hargreaves Associates—which designed the Olympic Park in Sydney, Australia, and crafted the master plan for Chattanooga’s tourist-attracting Riverwalk—was asked countless times in the past decade as city planners in Nashville searched for a host of other local and out-of-town planners since Metro selected the firm in late June.

On Thursday, the urban design team members will present their initial ideas for redeveloping the riverfront in downtown Nashville to the public as it prepares to draft a final master plan for the city as Metro has asked.

“The riverfront made Nashville what it is.”

“From all the research that we’ve done, basically, the riverfront made Nashville what it is.” McMillan said in an interview Friday. “The hub of the city was through the riverfront; the city grew up and moved away from it, and then the railroad came along and took away the riverfront’s role in commerce and traffic. When finished, the master plan will provide a roughly 50-year map for redevelopment, according to Sheila Dial, an architect with local firm Everton Oglesby Architects.

The proposals to reinvent the East Bank are bold and expensive, with a price tag that could hit with the $60 billion mark. But last night Nashvillians saw how this underused chunk of potentially prime property could one day look and function.

Specifically, the Nashville Civic Design Center unveiled plans Thursday at the East Bank Machineworks for the potential near prime-time use through downtown Nashville. And then funds will have to be procured to launch building projects.

Look to Chattanooga

But this has not been impossible for Chattanooga, which last year completed its $120 million “21st Century Waterfront” project for turning the Tennessee River that runs through the city’s downtown into a tourist and civic destination.

“If you come up with something that is going to be memorable and high-quality, I think the private sector leaders will step forward and support it,” said Jim Bowen, vice president of the RiverCity Company in Chattanooga—a nonprofit entity founded in 1986 through $1 million in seed funding providing by local businesses and philanthropists.

The company, Bowen said, went on to develop hundreds of condominiums and apartments in downtown Chattanooga in partnership with private developers and city government, developed office and retail space, and also paid for the Downtown waterfront—has been wrangling with for the past month along with city planning guide The Plan of Nashville.

Further, in 2002, then-Chattanooga Mayor Bob Barker launched an eight-month fund-raising drive for the riverfront project, procuring more than $50 million in private donations and $6 million derived from a bonding issue against an increased hotel-occupancy tax that helped develop about 130 acres of riverfront.

Dispelling the pollution myth

McMillan said, declining to comment on the specifics of the two “strategic approaches” to redeveloping the riverfront that will be presented Thursday.

“The comments, collected by the nonprofit Nashville Civic Design Center, overwhelmingly urge preserving historic riverfront structures such as Fort Nashborough and the Nashvill-meatpacking plant in North Nashville; extending neighborhoods along the riverfront; and, somehow, relocating the industrial facilities that overwhelmingly cover riverfront property but that, riverfront activists say, do not need direct access to it.

But last night Nashvillians saw how the undeveloped chunk of potentially prime property could one day look and function.

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Plan is just what East Bank needs

August 25, 2006

The East Bank of the Cumberland River—at least the segment that snakes through downtown Nashville—is a blighted wasteland. Not counting the old-school showpiece Shelby Street Pedestrian Bridge and the decades-old pedestrian-oriented cauliflower, this area is overwhelmingly polluted. If this area is developed, it could be a tourist and civic destination. But last night Nashvillians saw how this underused chunk of potentially prime property could one day look and function.

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Riverfront ideas unveiled in meeting
By Gail Hardee, hardee@sptnews.nashville.com

August 25, 2006

There was a slight pause in chatter last night when city planners suggested that Nashville undertake a redevelopment plan that would put the Titans’ home field on an island on the Cumberland River.

It could be a good thing, planners said, if a channel was dug just east of LP Field, splitting the river into two tributaries, and in the process carve what would be a Nashville-style ‘Isle in the City.’ The island would begin at the south end of the MetroCenter bridge, northward to a point where, roughly, the Jefferson Street bridge sits.

Even if this radical idea is scrapped, Nashville should start some sort of river project soon, said Gail McMillan, who’s spearheading Metro’s effort to craft a master plan for redeveloping a five-and-a-half mile stretch of the Cumberland downtown.

McMillan, speaking at a public forum Thursday at the Adventure Science Center, did appeal to the city to not let the momentum for revitalizing the river die before the current generation passes.

What’s happened here in the last ten years is the entire city has laid the groundwork for what you can do in the future (for the river),” McMillan. “But that window of opportunity will close by the end of this decade.”

Seven design firms from Nashville and around the country are working on a master plan that will focus on three miles of the river between Shelby Park and MetroCenter. The Metro Parks Department and the U.S. Army Corps of Engineers and $200,000 from the Metro Parks Department, is scheduled to be presented in December.

The meeting, hosted by the Nashville Civic Design Center, will be held at 6 p.m. at the Adventure Science Center, 800 Fort Negley Blvd. Citizens will be able to review, comment on and ask questions about plans for riverfront improvements.

Seven design firms from Nashville and around the country are working on a master plan that will focus on three miles of the river between Shelby Park and MetroCenter. The Metro Parks Department and the U.S. Army Corps of Engineers jointly awarded a seven-month, $220,000 contract in June to Hargreaves Associates, the San Francisco landscape architecture firm that’s leading the work.

primarily existing industrial development, including the PSC Metals scrap recycling site across the river from the proposed Sounds ballpark.

But, said McMillan, the city is fortunate to already own a good deal of riverfront property in the form of greenways and on the proposed island site itself, with LP Field and its parking lots. He did not know offhand the exact amount of acreage Metro owns.

Larry Cashman, General Manager of the Ramada hotel near LP Field, said he did not think it would be a problem to provide parking for the Sounds ballpark.

Planners conceived the island concept as they were trying to devise a method for the river to accommodate more recreational boating, said Everton Oglesby, i.e. the island would sink its parking lot.

Crossword

Seven design firms from Nashville and around the country are working on a master plan that will focus on three miles of the river between Shelby Park and MetroCenter. The Metro Parks Department and the U.S. Army Corps of Engineers and $200,000 from the Metro Parks Department, is scheduled to be presented in December.

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The meeting, hosted by the Nashville Civic Design Center, will be held at 6 p.m. at the Adventure Science Center, 800 Fort Negley Blvd. Citizens will be able to review, comment on and ask questions about plans for riverfront improvements.

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The designs, revealed at a public forum attended by more than 100 people, won’t become realities anytime soon. Engineering the proposed waterway and acquiring the land for it would cost more than LP Field itself did — $292 million — when the Tennessee Titans moved there seven years ago, said Kate Monaghan, executive director of the Nashville Civic Design Center, which hosted the forum.

Gavin McMillan of Hargreaves Associates, the lead consulting firm, said he could see the island becoming known as “The Island,” a neighborhood unto itself, a place to live, work and play.

“Not many cities are actually making their rivers wider.”

The waterway could include areas for both motorized and nonmotorized boats. Barges would stay out of those areas, making them “much more inviting,” boating enthusiast Jim Varallo said after the meeting.

But Ed Branding, who also attended and works in commercial real estate and research, said cost would be a consideration.

“It’s going to be difficult to raise taxes” to pay for it, he said. “In theory, I think it’s good,” said Alice Rivers of Inglewood, who attended with her husband, Thurman. “Making it happen is a whole different story.”

Supporters say the plans represent an important first step toward re-conceiving Music City’s waterfront, and some feel the political will exists to make them happen.

“Either way, a scrap-metal plant that many people see as an eyesore would go away, as would numerous other, largely industrial sites in east Nashville. They would be replaced by residential and commercial developments.

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Or, in a more modest plan, a marina and park would dominate the Cumberland’s east bank.

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Metro Parks and the U.S. Army Corps of Engineers hired Hargreaves Associates, a San Francisco landscape architecture firm, for seven months and $320,000 in June. Monaghan said the Corps of Engineers could be involved in the waterway work, and McMillan said many federal funding sources were available for riverfront redevelopment.

Hargreaves is working through December with six other design firms, including two from Nashville. They’ll start talking about specific land uses and locations at a public meeting next month.

McMillan said Nashville had been making steady strides with its riverfront for the past 10 years, but that now it needed to take a big step forward or risk missing its window of opportunity. He said that both plans were physically doable and that other cities, including Chattanooga and Louisville, Ky., had invested tens, even hundreds of millions of dollars in such efforts.

“How far you want to make (the river) come back, and how long you make it last, is up to you all,” he said.

No Metro Council members attended the meeting, and Mayor Bill Purcell was out of town, taking his daughter to college in California. But some council members weighed in after being told of the ideas and seeing renderings.

“I love it. It’s ambitious, but Nashville needs a little ambition for its riverfront because it’s a portion of the city we’ve ignored for half a century,” said Councilman Mike Jameson, whose district includes parts of downtown and east Nashville. “The east bank is clearly the untapped resource in Nashville.”

Councilman Jim Forkum of Madison said the plans showed “merit and promise” but also invited a question of cost.

“I see the major positive point of this being the fact that they’re trying to clean up that riverbank and do away with some eyesores on the industrial side, which have been there for a long time,” said Forkum, who chairs the council committee that oversees parks.

Councilman Eric Crafton said green space along the riverfront could be “more aesthetically pleasing” than industrial sites, but that implementing the plan would require “private companies willing to step up and invest in that area.”
Crafton said his suburban, west Nashville constituents have an interest in downtown, even though they don’t live there. “From Bellevue to downtown is only 20 minutes. If there are enough attractive venues, people will come.”

Scott Ramsey, executive director of the Nashville Sports Council, said he was concerned about any potential loss of parking around LP Field, where the Titans’ current parking lot leases expire in 2009.

The roughly 7,000 spaces there have been a plus in marketing events such as the Music City Bowl, he said, because they make parking more convenient for visitors.

On the other hand, Ramsey said, continuing redevelopment of the riverfront could assist efforts to recruit events and give visitors a reason to “stay and play” longer in Nashville.

David Ewing, senior vice president for government relations and community improvement at the Nashville Area Chamber of Commerce, said the city had a historic opportunity. “We have a chance to change the face of the downtown area so that generations and generations will benefit,” said Ewing, a member of Pursell’s steering committee for the redevelopment plan.

“Nashville was settled because of its proximity to the river, and we hope the city’s leaders look to the river as they try to make the city more livable and bring people back to the core.”

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LP Field on an island? Downtown redevelopment options discussed

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The plan was presented by Gavin McMillan, a principal of Hargreaves Associates, the San Francisco-based landscape architecture firm responsible for the revamp of the riverfront in Chattanooga that wrapped up last year. Metro Nashville Parks Department and Recreation and the U.S. Army Corps of Engineers both pitched in $200,000 to fund the redevelopment design team lead by Hargreaves.

Two options were given for the overall redevelopment of the river, both started with the same immediate fixes:

- Create more public access points, develop a mid- or lower-bank river walk that’s tied into the greenway currently under construction;
- Revamp Riverfront Park and tie Broadway to the river either through a water feature or by taking the street down to the river and form two transportation loops - an inner loop for pedestrian traffic that connects both sides of the river through the pedestrian bridge and an outer loop with public transit to connect the area’s public parking lots.

The designs varied with the long-term plan. McMillan said Interstate 24 is a major barricade to connecting East Nashville to the river. One solution would be turning it into a boulevard—an idea suggested in the Civic Design Center’s Plan of Nashville. Or a man-made waterway could be constructed just west of I-24, making the property that the stadium sits on an island.

Either way, the two operating companies along the river would need to move. But if having access to the river is essential to their business, McMillan said there will be room at both the north and south ends of the redevelopment area for industrial use.

The team is three months into the six month process of creating the master redevelopment plan. Two more public meetings will take place in September and October to continue receiving public input, reveal more specifics of the plan and explain how it could be pulled off. The final version is set to be completed by December.

McMillan began the presentation on Thursday with an overview of a study conducted of the river, which included determining flood plains and the current use for 1,800 acres of land on either side of the river. At the moment, the largest use—about 25 percent—for riverfront property is surface parking lots. There are only four public access points to the river along the studied area. But McMillan said the good news is there is substantial public land that could be redeveloped immediately.

Hargreaves has worked with a number of cities that have spent as little as $30 million on their riverfront redevelopments or as much as $240 million. Chattanooga has spent $120 million over the last five years. He said the funds could come from various sources—there is a myriad of government grant programs that the city could “beg or steal from.” Other than the financial barrier, McMillan said the last month has been spent looking for “red flags” that would make either plans impossible engineering-wise and nothing has come to his attention.

The next public meeting will be held Sept. 26 at the Adventure Science Center on Fort Negley Boulevard.

Please visit our website for more information.

East bank would need environmental checkup

Site has long history of heavy industrial use

By LEE ANN O’NEAL
Staff Writer

The historically industrial east bank — where old car batteries have been dumped and chemicals stored — would need an environmental health checkup before building could take place there.

Among other businesses, the land is home to PSC Metals, a processor of scrap metal, which can be seen from the southeastern crook of the interstate loop.

In other areas, more extensive work, such as installing a liner system to isolate underlying soil from the surface, could be needed, Apple said. The required environmental work also would depend on what type of redevelopment is proposed for each tract.

"If it's going to be a paved parking lot," he said, "less work would be needed than for a residential area green space," where you'd have to be careful.

The site requiring the most testing would be the PSC Metals site, he said. That business was formerly Steinke-Liff Iron & Metal Co.

"Over the years, they've shredded cars and they've shredded batteries with lead in them, capacitors with mercury in them and just general residue. They've shredded refrigerators and things such as that," Apple said.

"We're talking about a number of years of usage." Because of the nature of PSC's work, the company is "under obviously strict scrutiny," said its attorney, Tom White, but he added that the environmental concerns "would not be any significant deterrent to anyone who wanted to do something with the property."

"They've had an impeccable record over there," White said. Apple said that other redevelopment in the east bank area gives some indication of what could be required if the riverfront plan goes forward.

When LP Field was built, he said, the state "found some areas that were highly contaminated and some where there was no problem whatsoever," Apple said.

The land where the Titans stadium now sits was previously home to garages, transmission shops, some chemical warehouses and other uses, he said. After inspections, some materials contaminated with petroleum products had to be hauled off to a sanitary landfill before the area could be developed, he said.

Gavin McMillan of Hargreaves Associates, the lead design firm on the riverfront project, said the costs of environmental cleanup would depend on the contaminants at each site.

He said he and the other consultants "haven't gotten that far into it" yet and wouldn't be able to get much detail about sites like PSC Metals without talking to the owners.

Even the more modest option was pretty amazing: It called for marinas on the east Nashville side of the river both upriver and downriver from LP Field and park land stretching between and beyond the marinas.
Both plans would represent a major alteration to downtown and east Nashville. Both plans would require big checks, not just from the city, but probably from the federal government, as well.

But as mind-boggling as the idea of splitting the Cumberland and creating a new downtown waterfront may seem, think about this: Nashvillians may not agree on much, but there’s a big consensus that the Cumberland River needs to be a Nashville focal point. The riverfront area has improved drastically over the past 20 years, first with Riverfront Park, then with the gorgeous new bridges. Still, the focus now needs to be primarily on the river’s east bank.

That’s where the greatest potential lies. Moreover, both of the proposals would ensure that riverfront park land is open and accessible to the public.

Should the mayor and the Metro Council adopt the river diverting plan as their own and set out to make it happen? Not yet. But neither should they ignore the proposals. City officials, business leaders and area property owners should pull these options apart, figuring out what is feasible in the short term and in the long term, attaching realistic costs to each plan, assessing any environmental impact and exploring funding options.

Even if a fraction of the proposals come to light, it would be grand. •

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Of the $435 million total, 27 percent would derive from a tax increment financing (TIF) district that has been established in and around the Trinity Uptown area. Thanks to this, any new property taxes revenues higher than what would have been paid if the area remained in a traditional tax base will be used to support the development within the district — will be directed to the channel project.

On top of the federal financing, TRWD will provide 15 percent of the monies, the city 6 percent, or $26 million, and Tarrant County 3 percent.

According to a recent article in the Fort Worth Star-Telegram, the TRWD has proposed a $64.7 million general fund budget for its upcoming fiscal year, $45.2 million higher than its budget last year; $51 million would be devoted to the Uptown project. A facetious property tax increase would be needed to support the budget, according to the article.

Frossard, however, said no tax revenue would be used for Uptown funding. The dollars, rather, will come from revenues the utility generates by selling gas discovered on one of its properties.

According to the Star-Telegram article, about 95 property owners currently have land interests in the Uptown area. Frossard would not confirm this number but did say 116 parcels must be acquired for the project. If owners are not selling to sell, the local government is willing to pursue eminent domain, although it hopes to avoid this, Frossard said.

Davis, of the Civic Design Center, said he believes the Fort Worth program shows Halim would not necessarily have to commit a huge sum of money to the island project, if the city goes with the diverting plan.

And an Hargreaves principal Gavin McMillan — who is leading the riverfront master planning program in Nashville — noted last week, Davis re-energized the Cumberland has 100-year and a 500-year flood cycles, adding, “We do have a flood issue, and you don’t have to be New Orleans to get access to federal money for this kind of thing.”

As for Hutchison, he views the Uptown project primarily a flood control project, as an effective way of limiting urban sprawl.

“I see it as being an opportunity to cut down on the amount of farmland that is being quickly used up in this area for sprawling single-family homes on the edge of the city,” he said. “It’s a good urban development project.”

Hutchison said the city Planning Department has designed a zoning code for the area that establishes strict design guidelines for public spaces, carefully designing sidewalks, lighting and riverfront rails, etc.
A study group is floating a new set of ideas to draw people to Nashville's waterfront, a $40 million package of scaled-back proposals it sees as a first step to jump-starting interest in broader redevelopment there.

A consultant team the city hired will unveil several projects tonight — such as a fountain at the foot of Lower Broadway and improved landscaping on the East Bank — that are meant to kick off an ambitious effort to reshape the Cumberland riverfront.

All of the ideas, which also include an amphitheater and a floating walkway, could be completed in five years or less, said Gavin McMillan, the architect leading the effort. They also could be integrated into the group's earlier splashy plan to build an artificial island in the center of the river.

And, just as importantly, all could be built without the city acquiring any more land.

"Basically, we wanted people to feel comfortable with this first phase," said McMillan, a principal at the Cambridge, Mass.-based riverfront specialist Hargreaves Associates. "Everybody thought the expansive idea was a good idea, but it is a long way off."

The proposals are meant as small steps toward a total overhaul of Nashville's riverfront, an effort that would involve creating stores, living quarters and new parks in a broad swath between Interstate 65 and Shelby Park.

At a meeting in August, Hargreaves proposed turning the East Bank of the Cumberland River into an island, separated from east Nashville by a mammoth channel that would serve as a recreational waterway. The island would hold LP Field and new residential and commercial developments, the group envisioned.

But such a plan could cost as much as $1.8 billion, in public and private funds, McMillan said. It also would mean clearing a 90-acre industrial area dominated by a profitable scrap yard, PSC Metals Inc.

But the modest proposals to be presented tonight at a public forum could be accomplished without tackling any of those larger tasks, McMillan said.

Instead, the city would commit to 19 relatively small projects, most of them on public land between Gateway Boulevard and Main Street. These projects would have the effect of expanding Riverfront Park into an integrated park that encourages people to cross back and forth over the river, McMillan said.

That approach pleased Alan Hayes, president of Rediscover East!, an umbrella organization for east Nashville neighborhood associations.

"You hear over and over again that there have been 50 different plans for the riverfront," Hayes said. "What it (this set of proposals) tells me is his confidence in this project."

The proposals include replacing the asphalt parking lots around LP Field with a grass turf strong enough for cars to park on during football games and other events at the stadium. Trees could be planted between the rows of parking spaces, creating an urban grove that could be used for events when the parking lots are not in use.

Steve Underwood, the Tennessee Titans' chief operating officer, couldn't be reached for comment about the idea Tuesday. No one with the Titans was briefed in advance about the stadium changes, planners said.

In the past, Titans officials have said they would oppose any plan that reduces the 7,400 parking spaces available at the stadium. It's not clear whether the new landscaping would take away any spaces.

Other ideas include building an amphitheater at the eastern edge of Public Square Park and connecting it to Riverfront Park with a floating walkway. Across the river, parkland could be expanded with an observation deck, a water park for children and an esplanade.

Riverfront redevelopment proponents plan to release a report with all of their recommendations by early 2007.

The proposals are meant to build enthusiasm for greater riverfront redevelopment, said Kate Monaghan, the executive director of the Civic Design Center.

But Councilman Mike Jameson, whose district includes downtown and east Nashville, said he fears the proposals could distract from the larger effort to remake Nashville's waterfront.

"Our reach should be beyond our grasp," he said. A public hearing will take place at the Adventure Science Center on Fort Negley Boulevard at 6 p.m. today.

http://www.tennessean.com/apps/pbcs.dll/article?AID=/20061025/BUSINESS02/6102509...
There's not going to be anything that would inhibit tailgating — we're not opposed to development of the riverfront," said Titans Chief Operating Officer Steve Underwood. Underwood said team management must now gather opinions on the proposal from the Metro Sports Authority, theMetro Government administration, season ticket holders and Titans owner Bud Adams.

Purcell said he wants the Civic Design Center to continue holding public forums on the riverfront plan, which is due in final form by year's end, and to continue refining it. The Metro Council must give final approval to each year's capital redevelopment plan that places emphasis on the immediate five-year project while still retaining a 15-to-20-year plan for carving a channel in the East Bank while still retaining a 15-to-20-year plan for carving a channel in the East Bank.}

**Ideas parallel a lot of what the pros suggested**

**BY HENRY D. KHONIS**

Let us begin this critique about the Riverfront proposal by Dale Rhin by remembering that there were many public forums held over the past year for the visioning and creation of the proposed Riverfront Redevelopment Plan. Through these series of public forums, the consultants sought public input during the planning process. The most recent forum was held Oct. 25 at the Adventure Science Center, where the design team presented the first five-year phase of waterfront improvements that would set the course toward creating a distinctive riverfront for Nashville.

This proposal illustrated how a range of activities and uses strategically located along the waterfront — such as floating walkways, boat decks, piers, parks, playgrounds, public art, water access points and improved connections to downtown and east Nashville — can begin the transformation of Nashville's riverfront.

Many of the suggestions that have been conveyed through reader Dale Rhin's suggestion of creating a welcome center and transportation hub that also incorporates retail uses is interesting, but it does not provide an overall vision for the redevelopment of Nashville's Riverfront. I agree with the suggestion to...
Visions for the Riverfront - Nashville, Tennessee - Sunday, 12/17/06 - Tennessean.com

The Tennessean challenged readers to be master planners and tell us their ideas for the downtown riverfront area. We are sharing some of these proposals today.

We selected the submission from Nashville’s Dale Rehn to illustrate and present to Hilary Kahle, head of design at the Metro Planning Department, for her evaluation. Her feedback is presented along with Rehn’s plan.

The Tennessee Bridge Company building and think that the uses Rehn suggested for a new riverport complex near the pedestrian bridge in the Rolling Mills area with the new East Bank Landing area. Add greenways and streets and a whole new Nashville neighborhood. I would call the area the East Bank Landing or the Cumberland Landing. An area with new neighborhoods a place where children and families can gather and play.

Overall, the readers’ suggestions, other than the building between the two bridges, are in line with the current proposed Riverfront Redevelopment Plan as it promotes alternative means of transportation and provides stronger connections to downtown Nashville and east Nashville.

My riverfront would be similar to the Atlantic Station area in Atlanta. I envision a riverfront area that would be a neighborhood with condos, retail areas and sport bars, an ESPN Zone with a balcony … where you can look across the river and see the Nashville Sounds park and maybe catch a glimpse of the baseball game.

I would call the area the East Bank Landing or the Cumberland Landing. An area with new streets and a whole new Nashville neighborhood.

I don’t want to go off the deep end but add several new bridges crossing the river. Connect the Rolling Mills area with the new East Bank Landing area. Add greenways and landscape that tells a fine story about our proud river.

Waylon Tait: It seems to me that the best idea would be for you to follow the ideas that the public process has already developed. Otherwise it seems like you would be moving backward instead of forward. There has already been some really great work done so far, and it should continue: rachel_waylon@hotmail.com

Clyde M. Jackson, Jr.: My riverfront would be similar to the Atlantic Station area in Atlanta. I envision a riverfront area that would be a neighborhood with condos, retail areas and sport bars, an ESPN Zone with a balcony … where you can look across the river and see the Nashville Sounds park and maybe catch a glimpse of the baseball game.

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Broadway to Smashville Island shall provide easy access from train station. The same for handbags boxes are to be implemented as well as trash cans.

Woodland Street Bridge shall be rebuilt similar to pedestrian bridge with new archway and lightings. Unknown bridge next to Woodland Street Bridge shall be rebuilt similar to Korean War Veterans Bridge design. This way, all bridges will be built opposing other bridges in symmetry style.

Project housing facing east of I-24 shall be demolished to make room for parking lots for LP Field and Sounds ballpark. Bus shuttles will transport fans from the parking lots. This will provide quick access to Interstate 24 after each game. … Parking on the island is SOLELY to be used for people wanting to use the park for recreation. LP Field and island park officials are only allowed to park on the island using parking permits.

No commercial/residential developments are to be developed on the island. Residential developments can be built facing Cumberland River on the mainland. No shops or restaurants are to be built on the island. They are to be built along the pier walkway connecting to First Street and LP Field. Restaurants/shops can be built on Cumberland River facing LP Field. There can also be some built near LP Field facing First Street. These make a great view for romantic dining.

Two pier walkways shall be built leading from LP Field to Interstate 24. Walkways will be built under the bridge that will lead to the parking lots. (Black drawing color) Ferries can be brought in to run between mainland and Smashville Island, located on both sides.)

On Smashville Island, there shall be a walkway (trail pathways) for rollerblading, biking, skateboarding, walking and running. …Trees shall be planted along the pathway. Benches shall be implemented as well as water fountains (for displays and drinking) Dog-disposal