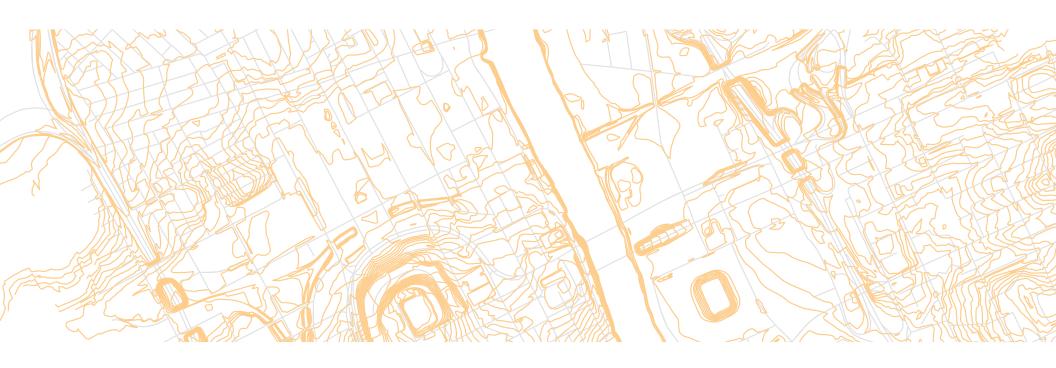
NASHVILLE RIVERFRONT CONCEPT PLAN

Prepared for Nashville Metro Parks and Recreation & US Army Corps of Engineers, Nashville District hargreaves associates . kennedy coulter rushing watson . everton oglesby architects hawkins partners . moffat nichol . chris leinberger

January 2007





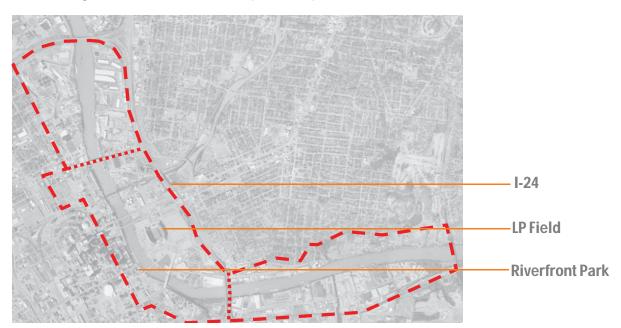


Executive Summary 0.0

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



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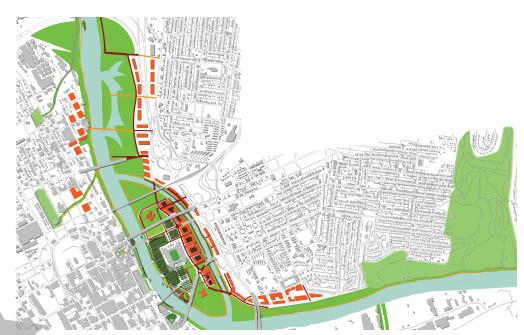
about 3 million tourists a year but only a small fraction visit the river. However, the recreational use of parks, LP Field and even the bridges has increased significantly and will potentially reach 2 million recreational visits per year when the Sounds Ballpark is complete. The Cumberland River has 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 (o 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.



The Island & Cayce Landing – phases 2 & 3 (o to 15 yrs)

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.

Chain of Islands – phase 4 (o to 20 yrs)

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.





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Metro Nashville Boaters

Anchor High Marina

Blue Heron Cruises Cedar Creek Yacht Club

Commodore Yacht Club

Creekwood Marina

Cumberland Yacht Harbor General Jackson Showboat Cruises

Harpeth Shoals Marina Music City Power Squadron Percy Priest Yacht Club

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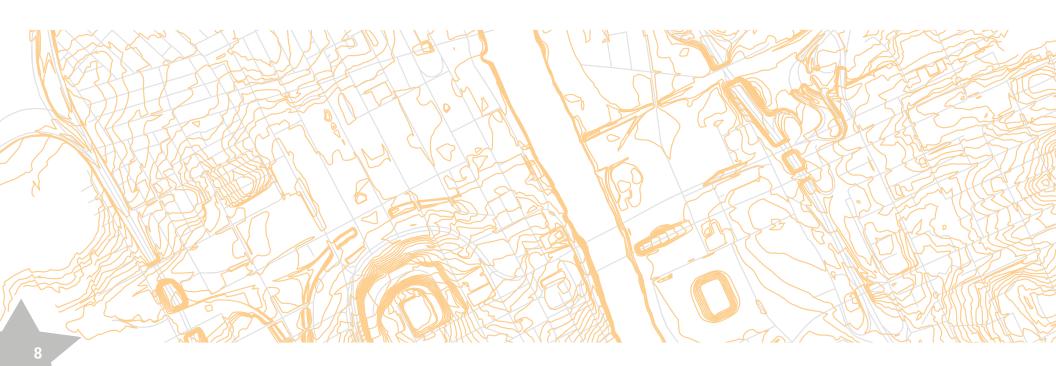
Afordable Housing Resources Steve Neighbors

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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?



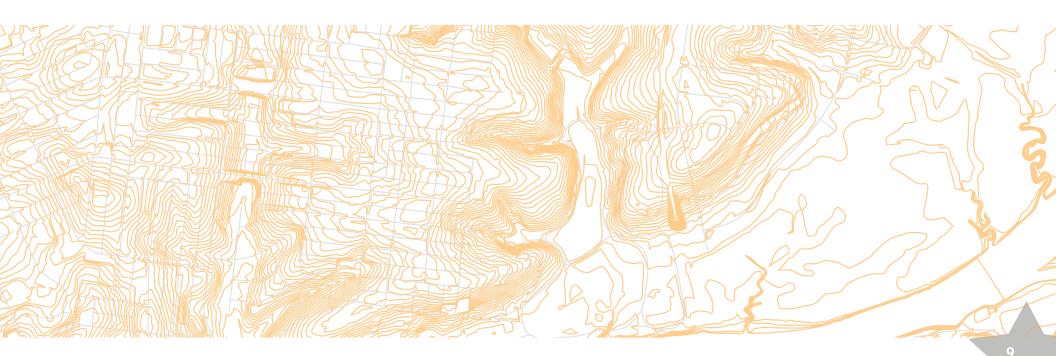
6.0 SHORT TERM POTENTIAL PROCESSES: PHASE I IMPLEMENTATION

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

1.1



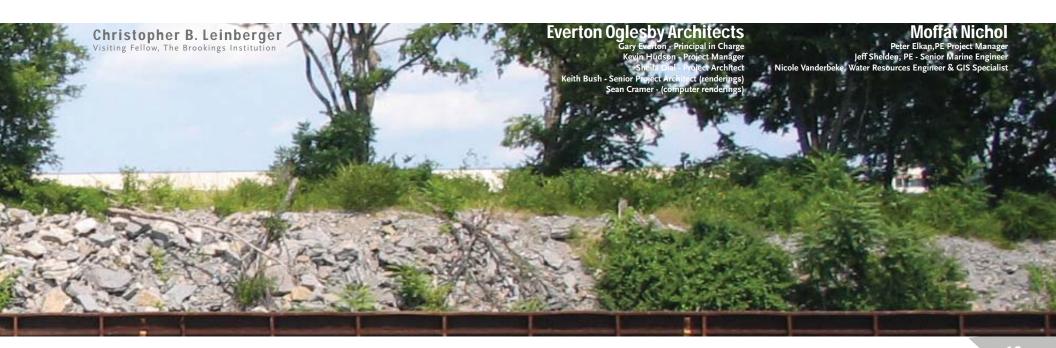


Challenge 1.

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.

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





QUESTIONS: - What makes up the place? **CURRENT PIECES** CURRENT PROCESSES - How did the place change? CURRENT VALUE - How special is the place? POTENTIAL PIECES - What could be changed? POTENTIAL PROCESSES - How could it happen? POTENTIAL VALUE - Is it worth doing? MODELS MEDIA REALITY 20 YEARS TIME SCALE 10,000 6 MONTHS INTO THE

YEARS AGO

STUDY

FUTURE

Planning Process: Purpose and Scope 1.2

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,

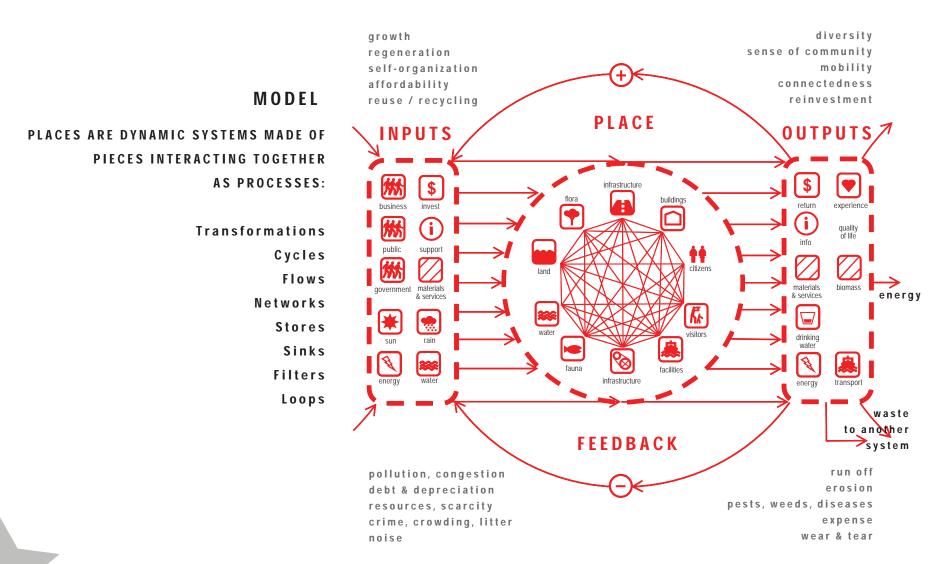
implementation strategy....within six months.

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.

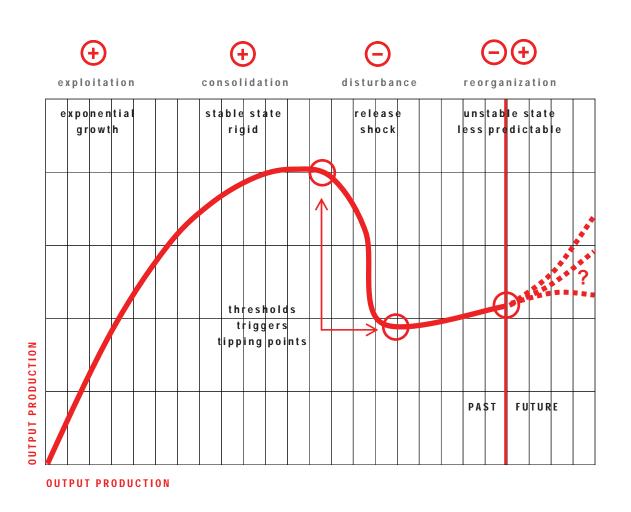
1.3 Place as Process

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 MING BACK?



26th SEP COMMENT ON DRAFT CONCEPT PLAN

25th OCT SEE FINAL CONCEPT PLAN

ADVENTURE SCIENCE CENTER 800 FORT NEGLEY BLVD.

HOSTED BY NASHVILLE CIVIC DESIGN CENTER

WATERFRONT REDEVELOPMENT PLAN SPONSORED BY CITY OF NASHVILLE & THE US ARMY CORP OF ENGINEERS FOR MORE INFO CALL 615-862-8400 OR VISIT WWW.NASHVILLE.GOV/MPC

Concept Plan Schedule 1.5

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.

1 Task 1

Develop Relationships & Understanding Working Visit # 1 Kick Off Project Meeting Steering Committee Meeting Tour on the River Follow up Meetings

Task 2

Constraints & Opportunities Analysis Working Visit # 2 Project Meeting Stakeholder Meetings Follow up Meetings

Task 3

Working Visit # 3
Project Meeting
Steering Committee
Stakeholder Meetings
Public Forum #1
Follow up meeting

Task 4

Preliminary Concept Plan
Working Visit # 4
Project Meeting
Steering Committee
Stakeholder Meetings
Public Forum #2
Follow up meeting

_ Task 5

Draft Concept Plan
Working Visit # 5
Project Meeting
Steering Committee
Stakeholder Meetings
Public Forum #3
Follow up meeting

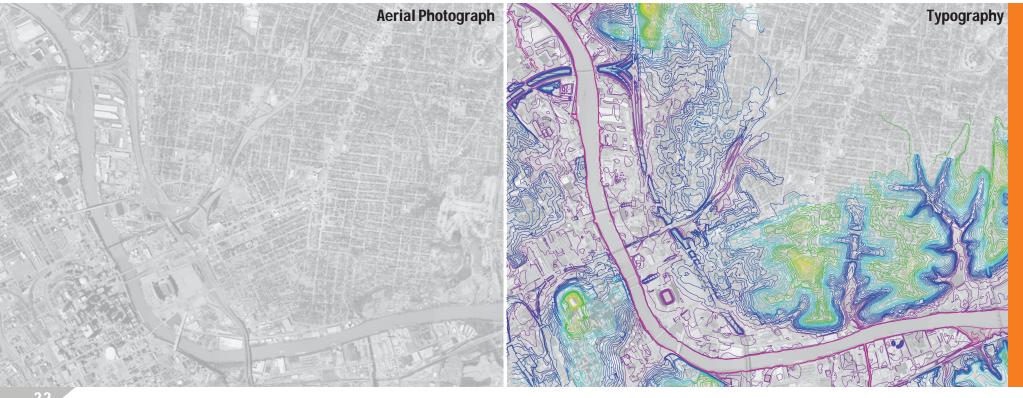
Task 6

Final Concept Plan No Working Visit



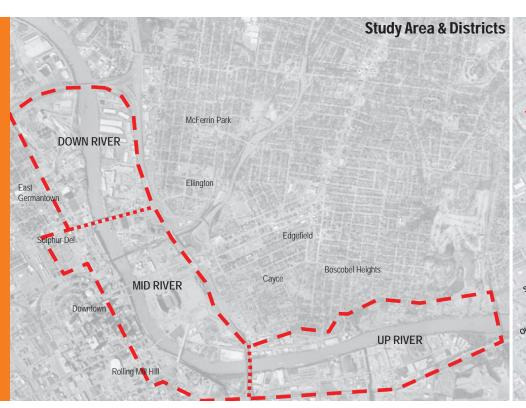


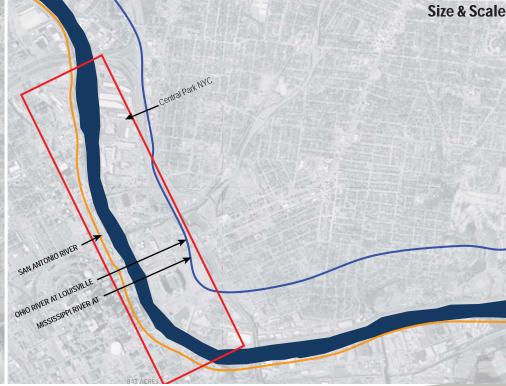
What Makes Up the Place?

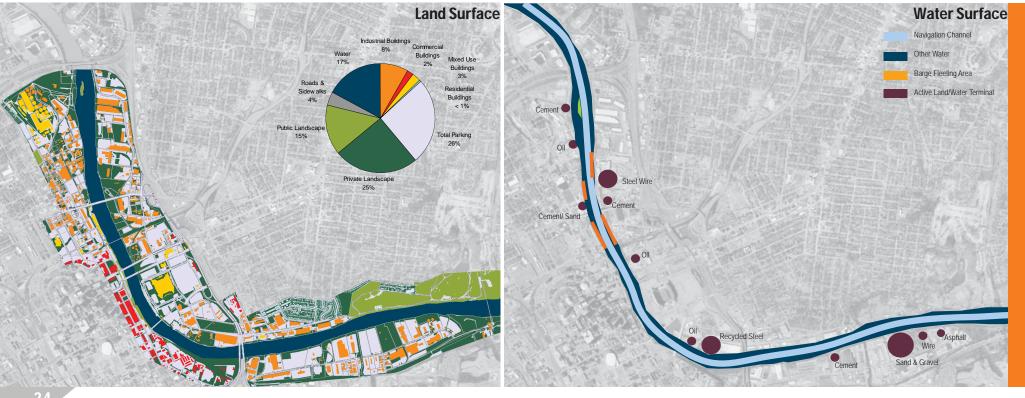


Analysis and Mapping 2.1

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 1-65 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.







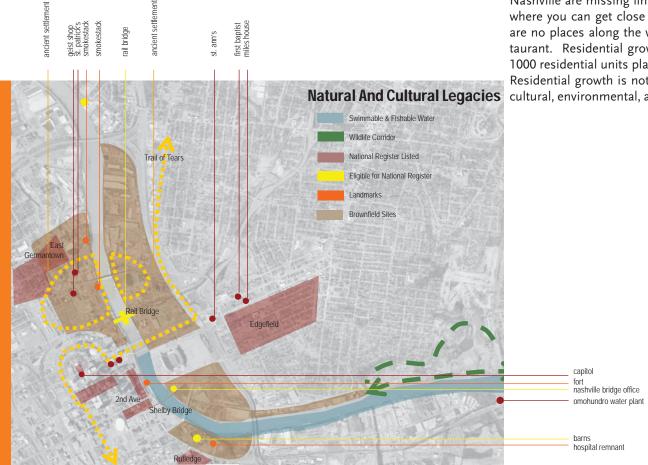
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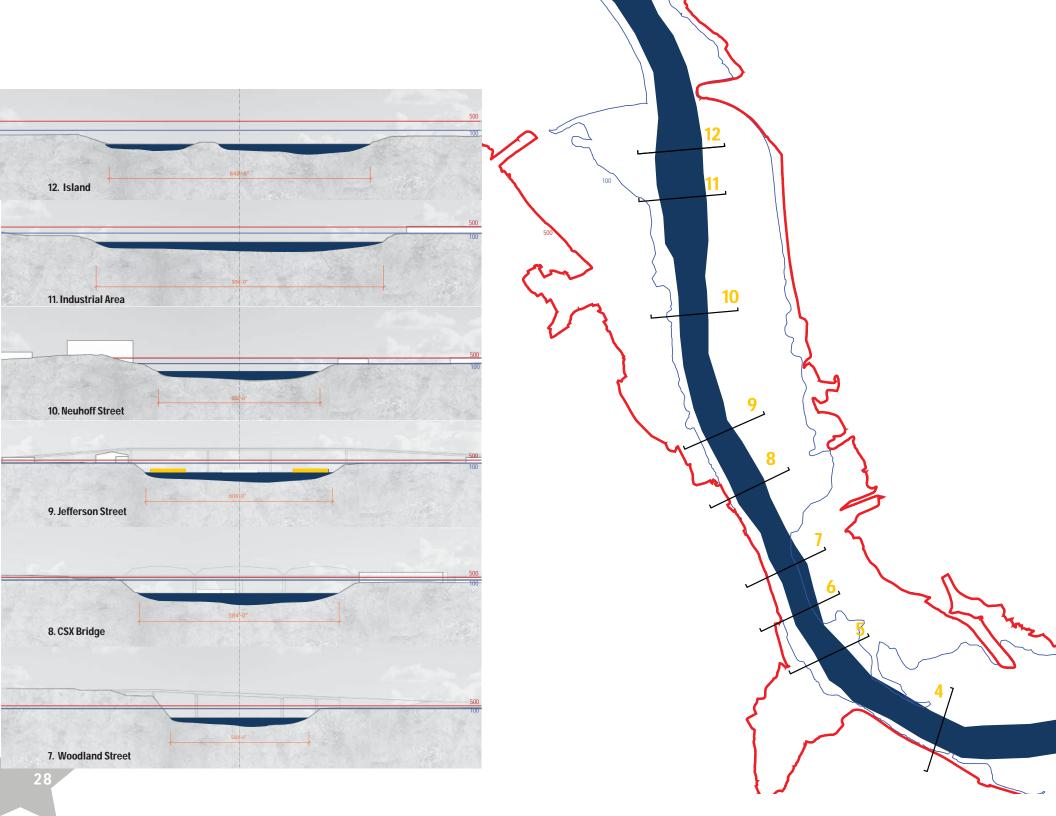
A preliminary land surface area analysis for the study area revealed that the largest current land use is parking lots. Parking lots weave through much of the industrial and warehouse areas. The Titans currently have 7000 surface lot spaces, 4000 of which are reserved for game-day tailgating, and will 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 towage 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.





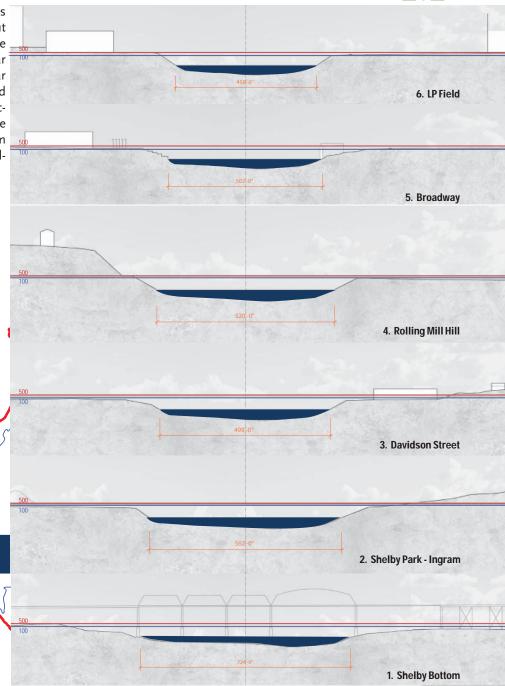
Nashville's heritage is filled with tremendous cultural stories. Nashville's past began on the river, and many of its stories are still there. For example, the Nashville Bridge Company was the birthplace of the first rail locomotive and the place where new barges were launched. The river used to serve 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.



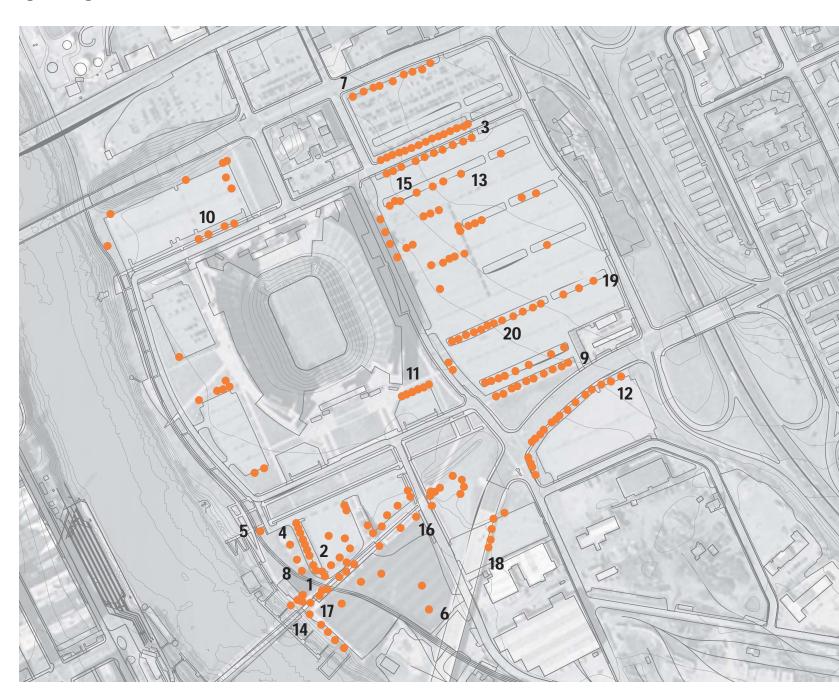


River Sections 2.2

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

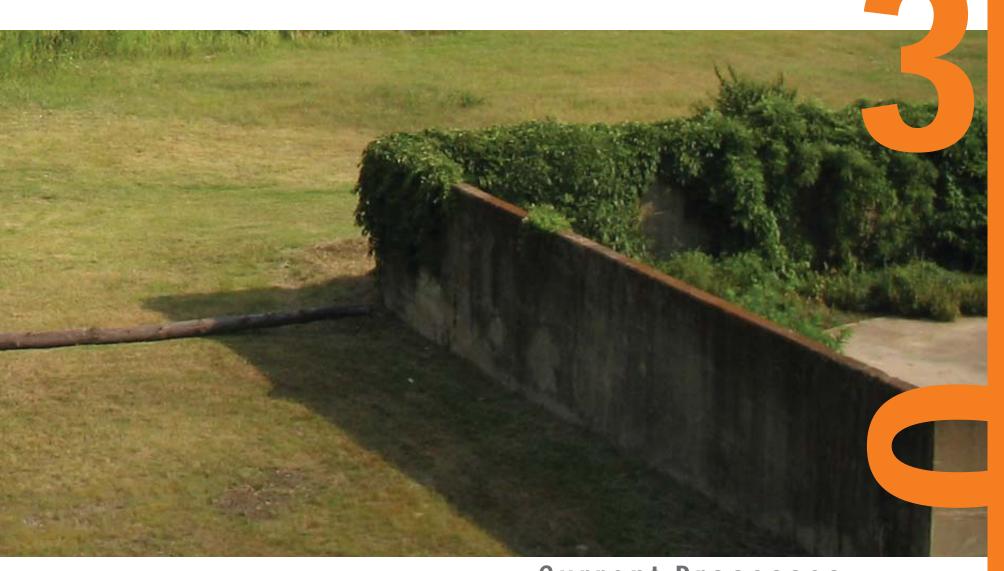


Titans Tailgating 2.3

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.

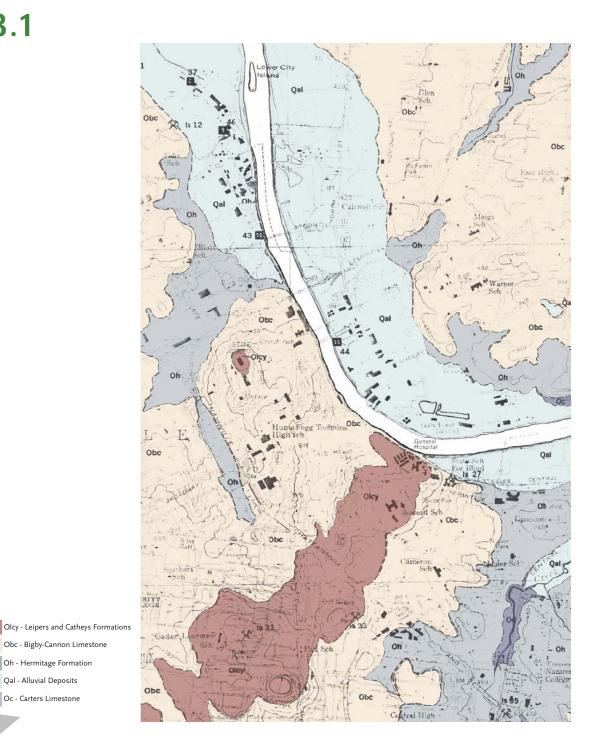


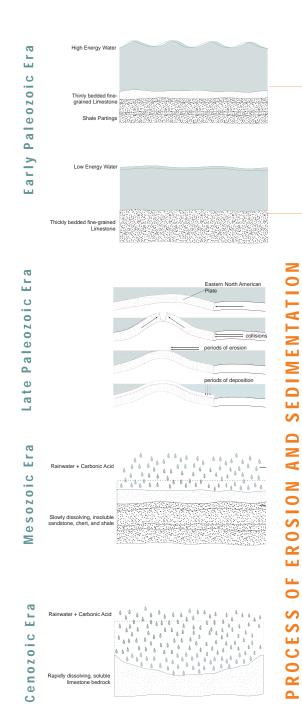




Current Processes: How Did the Land Change

3.1





Oh - Hermitage Formation

CaCO3 (lime) from marine animal shells Linfestone Roek

Sandstone

ort Payne Formation (Chert, Limestone) Chattanooga Shale

Nashville + Maysville

Stones River Limestone

315 M.A.

350 M.A

400 M.A. 450 M.A.

SIN

4

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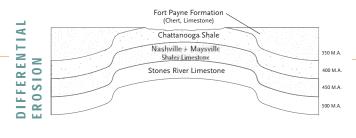
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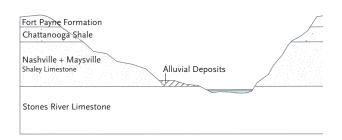




Geologic Process 3

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.





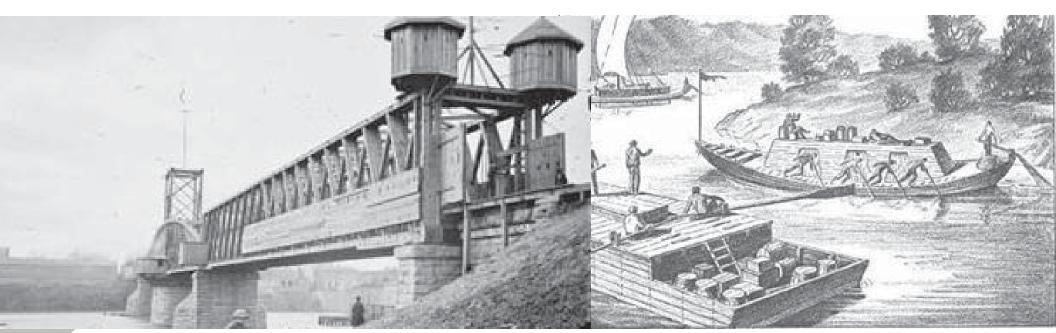
3.2 Historic Context: 1780

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.

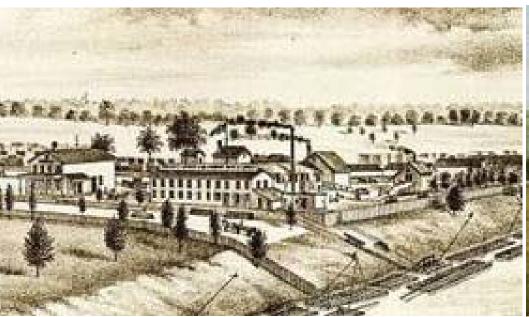




Historic Context: 1860 3.3

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 tailgaiting 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.

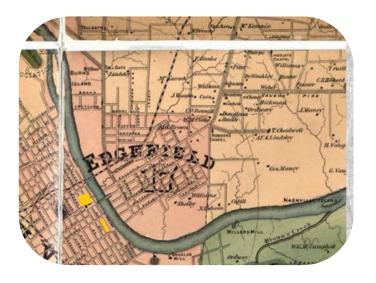






3.4 Historic Context: 1887

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 3.5

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 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.

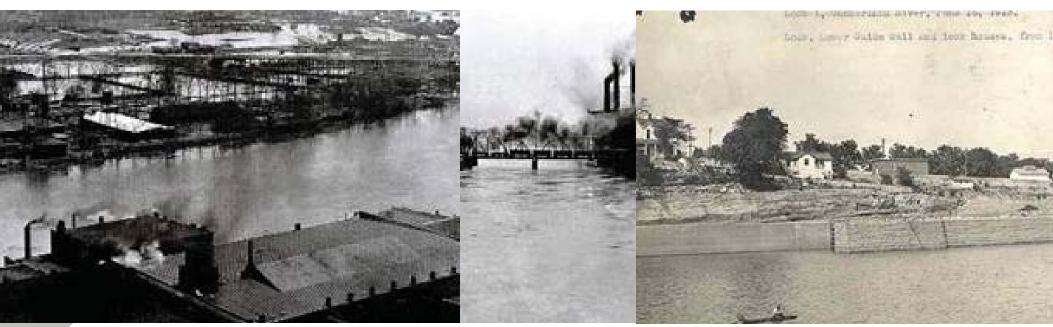




3.6 Historic Context: 1908

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 flooplains. 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.





Historic Context: 1930 3.7

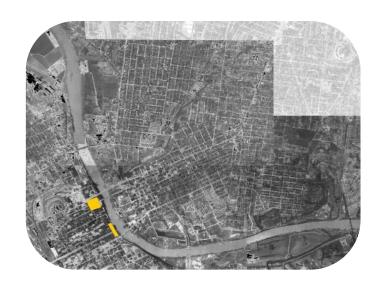
By the 1930's both sides of the river were built out. When we compared a 1930's Army Corps of Engineer's map to a 2005 GIS topography map, we discovered that the topography that exists today is not the same as existed even as recently as 1930. Further investigation showed that prior to 1930, the alluvial 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.



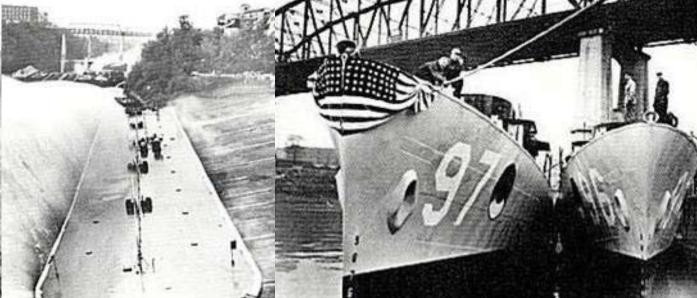
3.8 Historic Context: 1959

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.





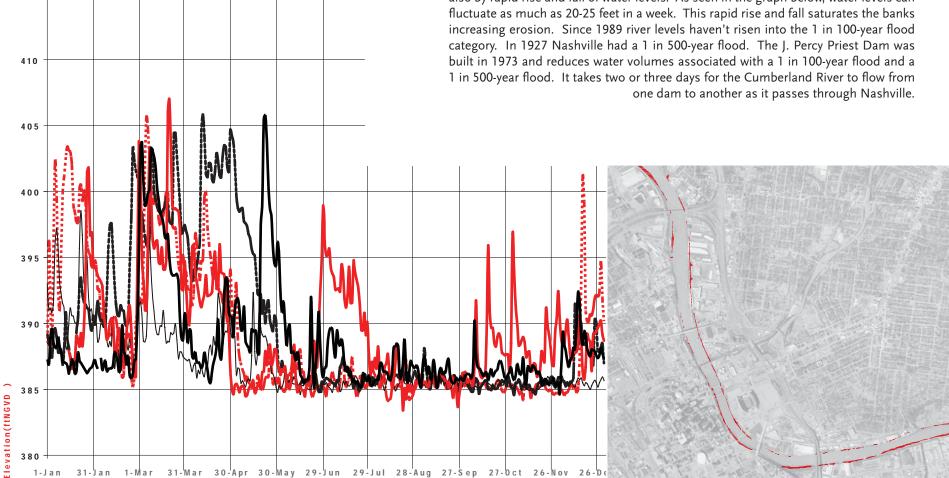


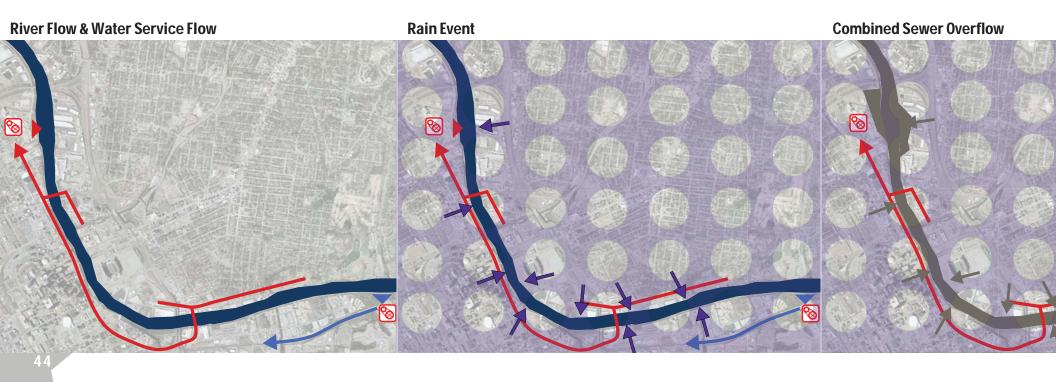
Cumberland River Lake Typology 3.9

1989199119942003

415

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 in water levels. The Cumberland River in Nashville functions as a slow moving contained reservoir controlled both by upstream releases-- Old Hickory 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.





Water Cycle 3.10

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 over-flow 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.

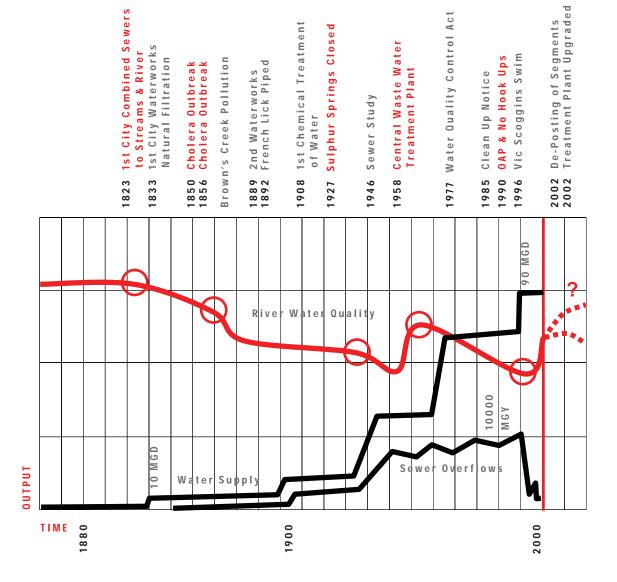
100 Year Flood Event

500 Year Flood Event



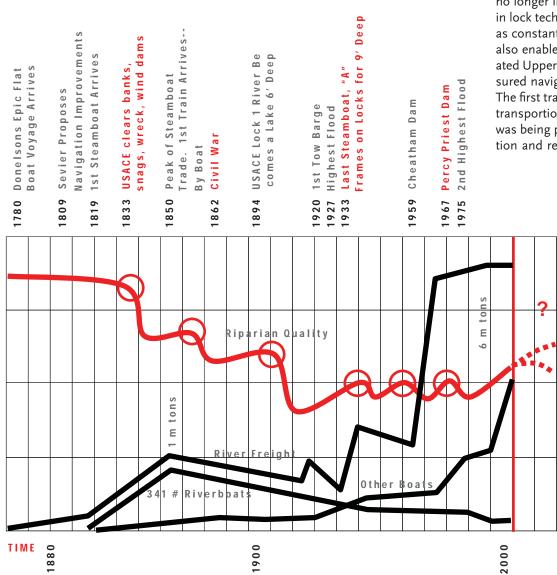
Like many cities, Nashville was founded along its waterfront. The river not only offered a means of transportation and connection to other settlements in the region and beyond, but also it provided a source of drinking water and sewage mitigation. Sulphur Dell Stream, Brown's Creek, and French Link were 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.





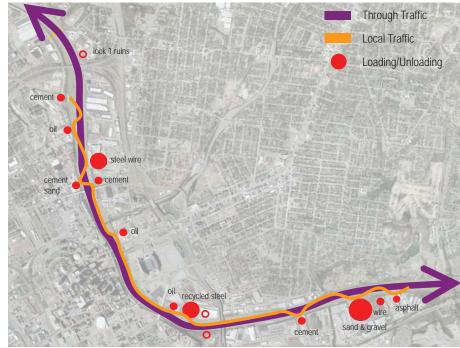
River Transport System 3.11

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 transportion 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.



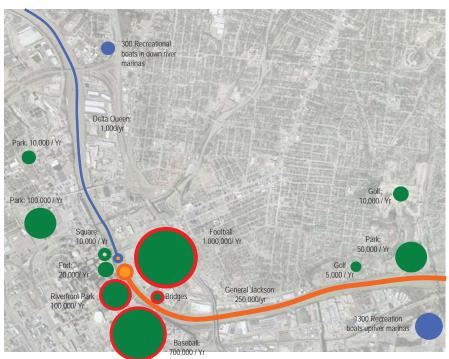
OUTPUT

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.





Leisure Program 3.12

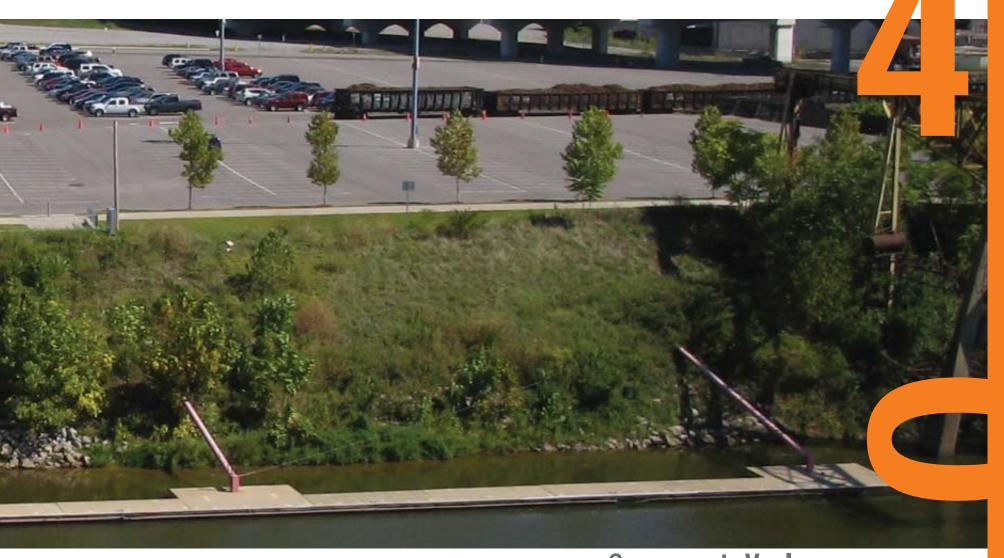


The waterfront's leisure program is interesting when you start considering the entire study area. The diagram at the left shows a number of dots which represent all the leisure activities that are happening now. With the new baseball stadium and the existing amenities along the rivers edge, the riverfront 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?

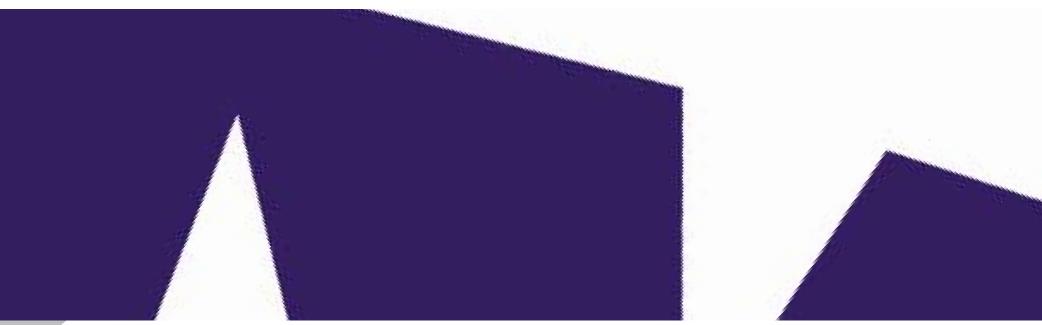
Oh Tennessee, My Tennessee by Vice-Admiral William Lawrence

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.

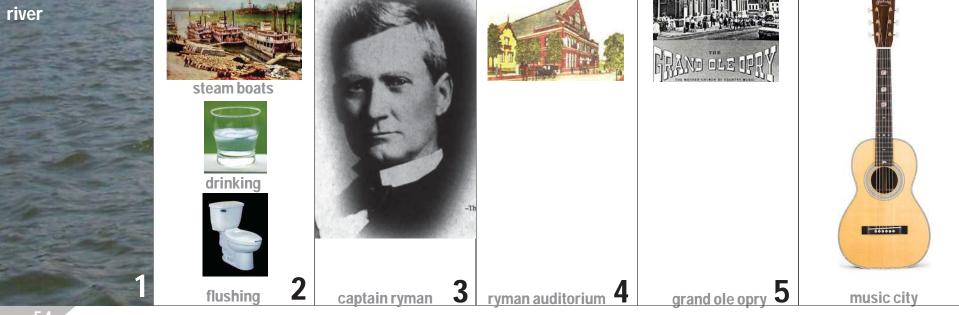
Are the hallmarks of Tennessee.
And o'er the world as I may roam,
No place exceeds my boyhood home.
And oh how much I long to see
My native land, my Tennessee.



Current Value

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.

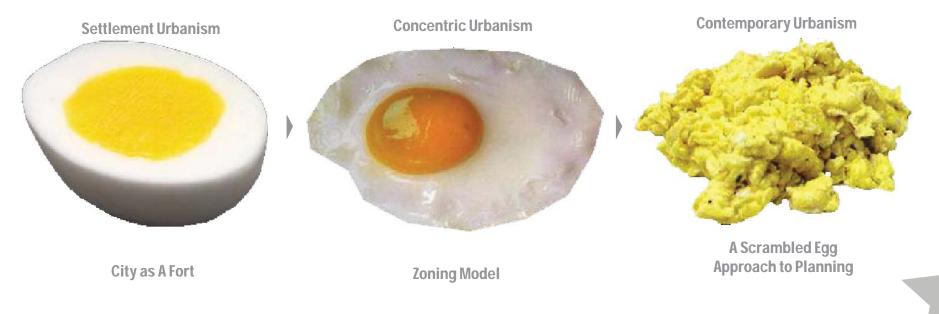




Value to the Metro Identity 4.2

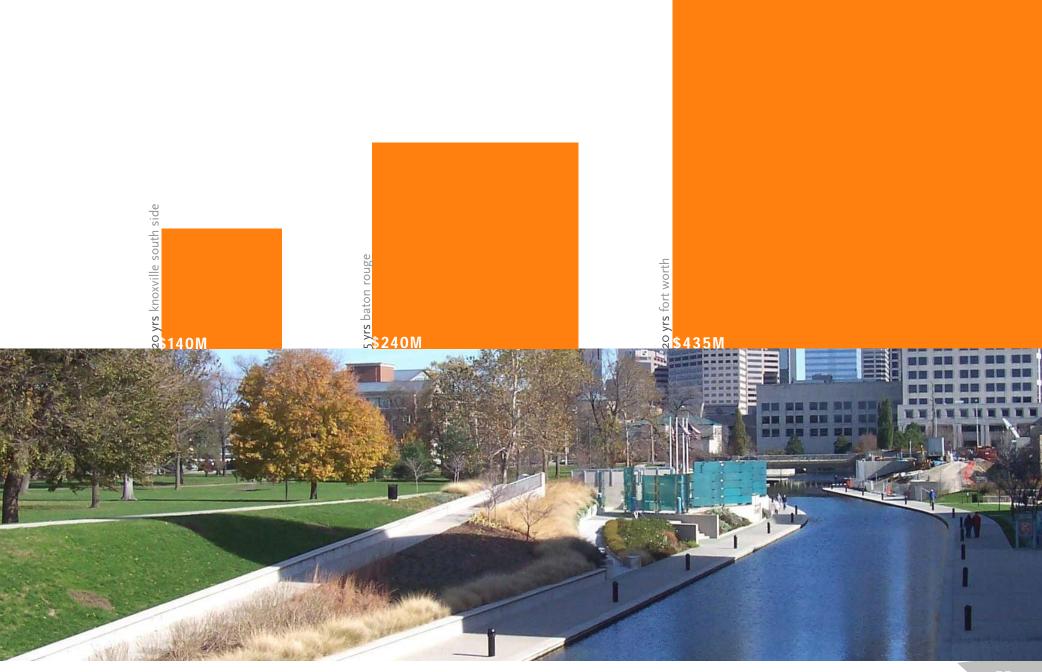
Nashville's has been dubbed the "Athens of the South," "Powder City," the "Wall Street of the South", "Rock City," and "Music City." The City of Nashville has a complex identity that can be traced within five degrees of separation back to the river. The river made Nashville what it is today. We can take 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.



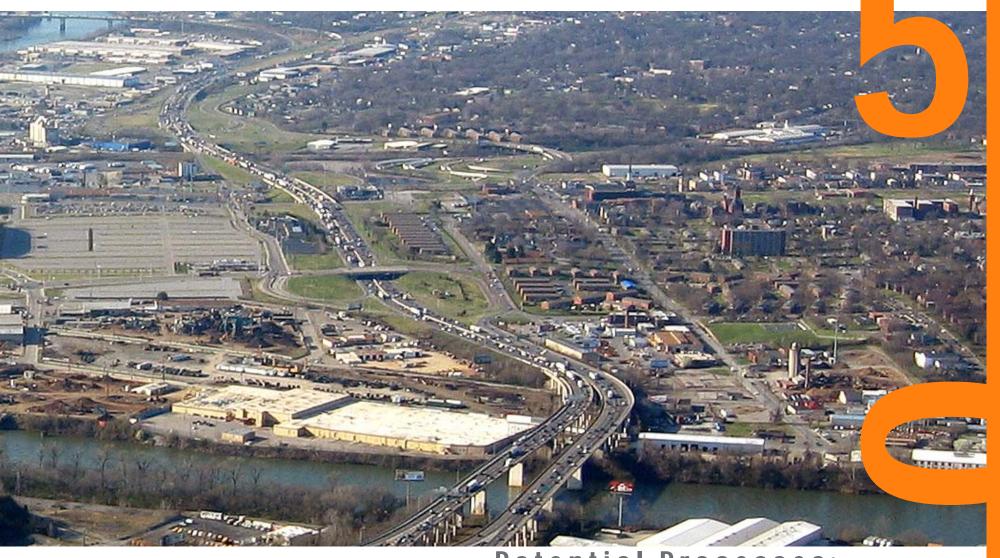
We live in a global age. Advances in technology, travel, and resource acquisition have placed business and economy within their global context. Cities compete with other cities not just to attract new residents, but cities also compete with other cities to retain their current populations. Cities compete 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?



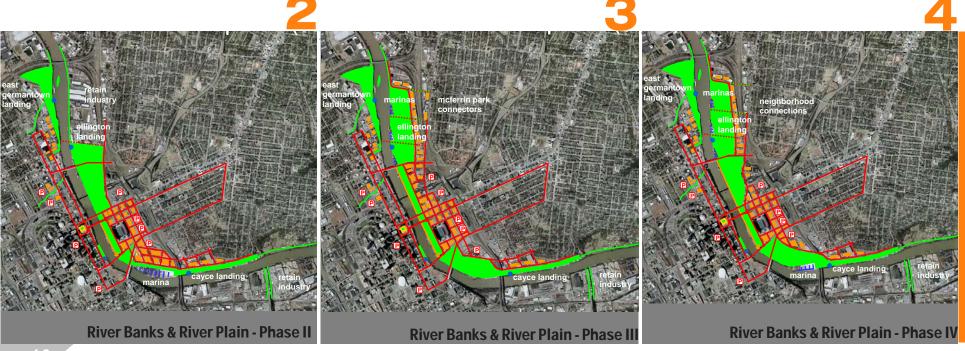








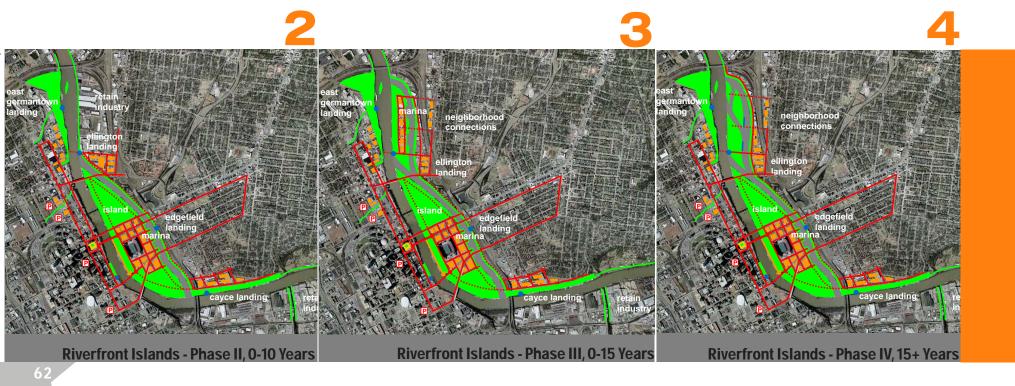
Potential Processes: How Might the Place Be Changed Long Term?



Riverfront Comes Back and Catches Nashville Back Up 5.1

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.





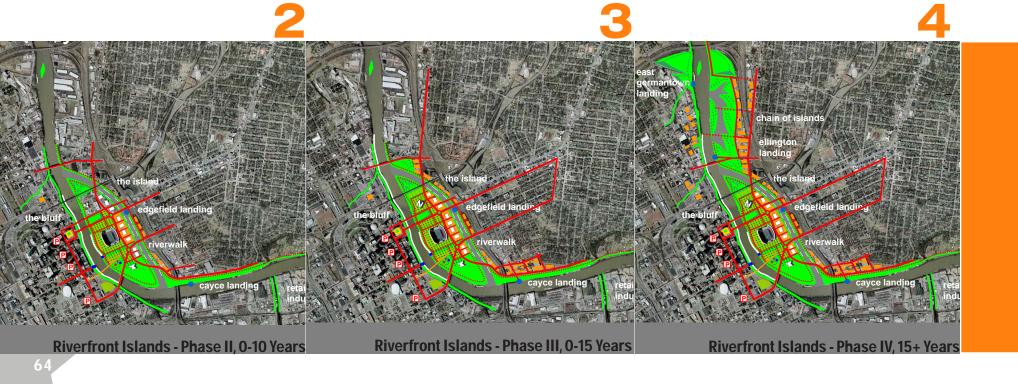
Riverfront Comes Back and Propels Nashville Forward 5.2

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

Building

barge stage hook ups

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 overflow parking 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

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)

ball play/ kite flying **Urban Forest** existing trees new bioremediation trees parking (4,000 spaces) sculpture courts

tailgating

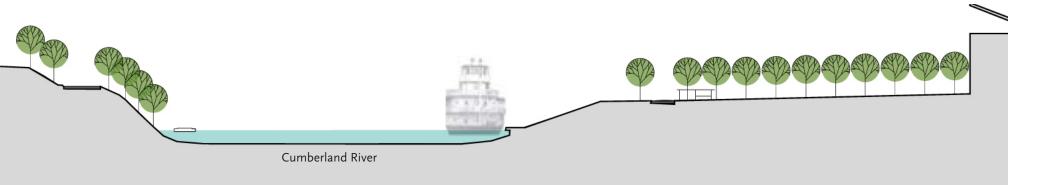
signature cultural center or corporation HQ or research center

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 -Walk on water floating walk transient docking (100 berths)

fishing ribbon of light at night river ramps



BROADWAY TERMINUS

-Riverfront Park

water feature down to river "green" wharf terracing kayak launch

CAYCE LANDING

-Cayce Landing

Shelby Park & greenway Connection

Cayce Landing

affordable neighborhoods (260 units)

bridge live/work, shops, small businesses (40,000 SF)

ISLAND CHAIN

islands, inlets, wetlands

trails

fishing

habitat restoration

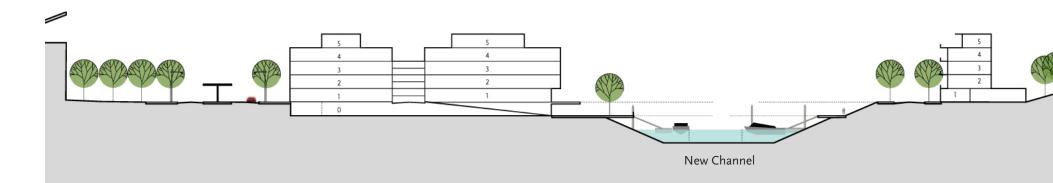
picnics

kayaking

avenue development

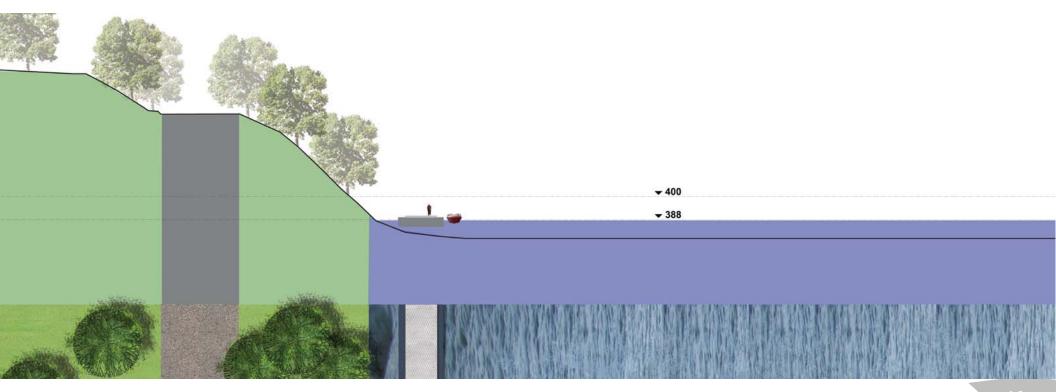
Changes also included, reducing the size of the island and the extent of excavation to avoid archaeologically sensitive areas, major utilities, and bridge structures. Instead of a L-type transit loop, we proposed a transit loop that connects the public square, the baseball stadium development and East 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.



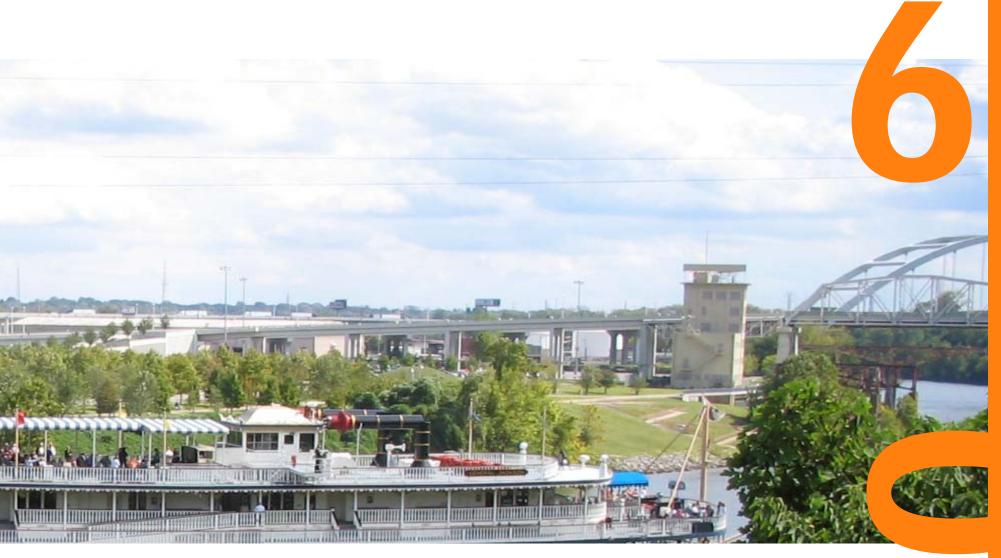


Along the new recreational waterway, the Riverwalk is a multi-level development with docking and boardwalks intermingled with restaurants and shops with residential units above. This activates the waters edge serving as a destination for residents, tourists, boaters, and recreationists.

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?



Phase One - Implementation 6.1



1 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.





5,6,7 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 acerage 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."





9,10 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.





11 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.

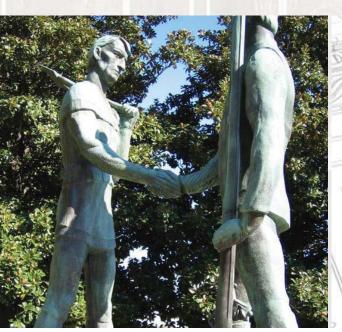




12, 13, 14 Pioneer Trail, Public Square Amphitheater, & Woodland Bridge

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.







15 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.





16 Docks

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 120,00 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 collusion 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.





17 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-- an 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.





18,19,20 Pier Overlooks

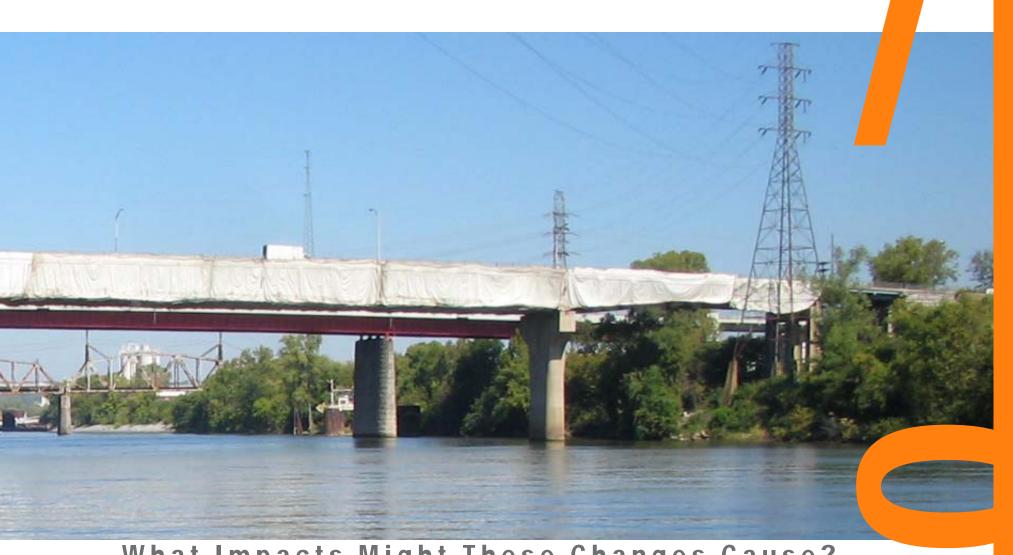
Historically, topography has defined cultural and social characteristics of cities. In the 1800's the general consensus was that lower elevations were associated with poverty and vice. Lower elevations were believed to carry pollutants and disease. Cholera was believed to be transmitted through the air 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.

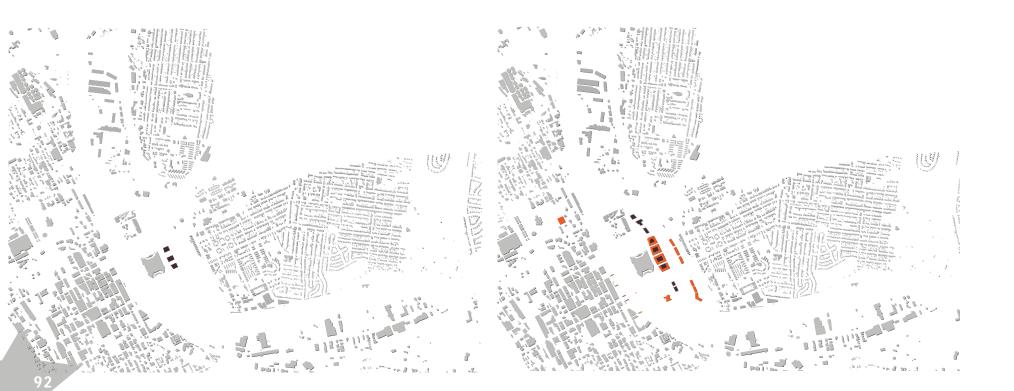


7.2 Development Massing Phase I and II

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.



Development Massing Phase III and IV 7.2

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.

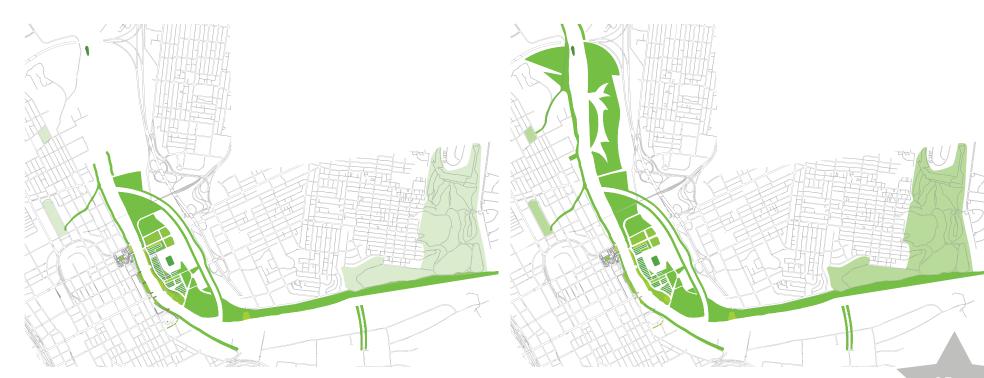


Open Space Phase III and Phase IV 7.3

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 an 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.



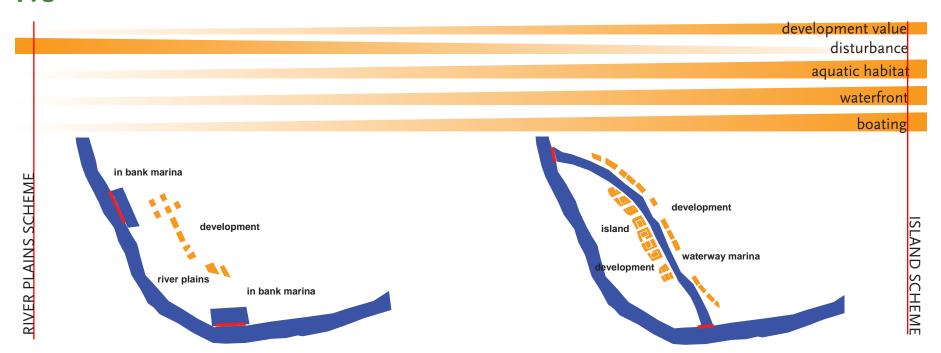
Recreational Boating Facilities Phase III and IV 7.4

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.







River Plains versus Island Scheme: Cost versus Benefits 7.5

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 that 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.









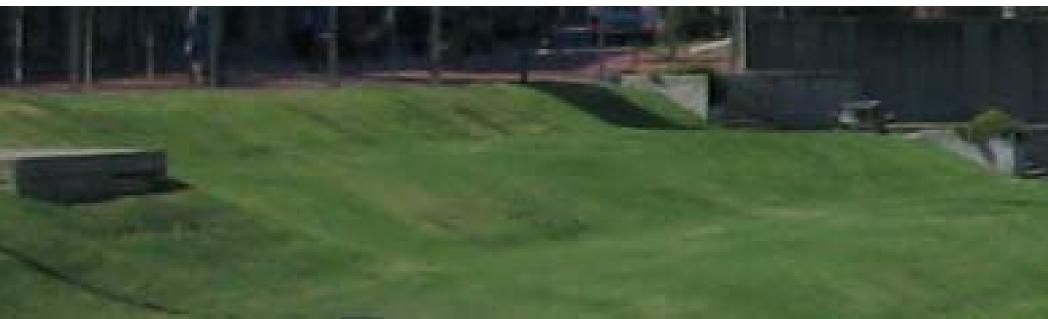
VALUE: IS IT WORTH DOING?

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 prope 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.



Value: Is it Worth Doing 8.1

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 I, \$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.



Trinity River Fort Worth ,TX

federal 8%

tif 27%

water district 4%

city 6%

country 3%

\$435 M diversion 800 acres

Value 8.2

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 his/her 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.

8.3 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.

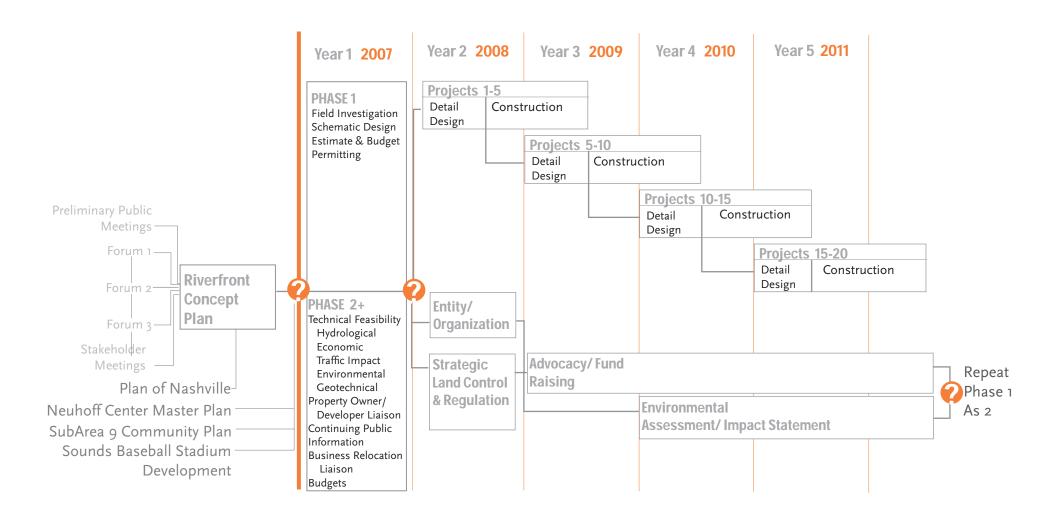


Regional Precedents: Knoxville 8.4

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.





Actions, Priorities, Roles & Responsibilities 8.5

ACTION PLAN

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 -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 mater 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

Comparable Waterfront Cities	Knoxville TN	Chattanooga TN	Louisville KY	Pittsburgh PA	Newport OH
Time Span of Redevelopment	20 Yrs.	1 Yr.	8 Yrs.	8 Yrs.	5 Yrs.
Private Development	\$814.0	\$115.0	\$364.0	\$220.0	\$158.0
Public Improvements	\$139.0	\$67.0	\$98.0	\$103.0	\$110.0
Total Investment	\$953.0	\$182.0	\$462.0	\$323.0	\$268.0
Return on Investment:	\$5.86	\$1.71	\$3.71	\$2.14	\$1.44

\$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.

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

federal representatives.

Federal Grants

control, recreation and ecosys- SAFETEA-LU (and its future re-Small Starts program. EPA has encouraging boating and fishing. grants to assist in brownfield investigation and remediation.

State Grants

Appropriations could be pos- If the project could tie itself to Enhancement grants through Financing District sible under the Army Corp of any future review of the interstate TDOT are available for multimod-Engineer's programs for flood road system then funds from al transit projects and also for lic improvements could be funded projects that mitigate against the tem restoration if a need can be placement) may be possible. If impacts of the state and federal demonstrated and supported by the project includes a street car highways. TDEC may be able to system or rapid bus system then assist with grants for brownfield it may be eligible for the federal investigations and the TWRA for

Metro Tax Increment

by Tax Increment Financing (TIF). TIF allows communities to bor- raise bonds. row 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 A major identified source of pub- funds depending on the debt capacity of the city. Any TIF scheme implemented can also be used to

Metro General Funds

properties increase.

Land sales

plan.

Garage Revenue

The initial phases of the project Metro government holds signifi- The plan proposes that over 3000 could be funded out of modest cant parcels of land within the vehicles can be accommodated in annual contributions from the project area. It is possible that garages. Such garages could be a city's general fund. As the project some of this land could be either combination of public, private, or proceeds the city will collect more swapped or sold to the highest even public/private partnerships. revenue as the value of private and best use consistent with the If the city participated then revenue could be anticipated.

Utility Fees

For cities that retain a hand in Finally, many waterfront projects their water supply and disposal, have been successful in leveragthey have the option to add a ing funding from private donors, small percentage fee for water-corporations and foundations. front projects that contribute to their mission and appeal to the entire area they service.

Foundations & Donors

8.5

PHASE 2+ FEASIBILITY STUDY ACTIONS

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.

cumberland river grain size data

natural resources

cumberland river suspended sediment data

Existing sediment transport studies

local soil surveys

Data Collection -

water quality studies

existing hydraulic studies FEMA mapping

existing hydrodynamic studies

national flood insurance reports

geotechincal investigations

utilities in the right-of-way

identify contaminated soils

land use maps

map contaminated soils

Potential Indirect Impacts/Considerations Assessment

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.

constructability

direct impacts

Assessment

potential indirect impacts/considerations

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 necessary 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.

private quasiindependent non-profits 2 public Create plans; propose zoning regulatory changes Hire staff and contract with Initiate regulatory approval processes such as permit applications Acquire, swap or sell real estate Negotiate for and hold property private improvement changes and other ordinance or private funds Develop real estate grants for Receive public and Make loans and g and privat

Private Entities

Advantages Disadvantages

Can act quickly and flexibly Has a harder time engendering public trust The structure and functions are easy to modify Difficult for any one political administration to dismantle More likely to attract private funding Can act like many public entities if it chooses to

Free of many bureaucratic limitations Cannot perform government type functions such as approving TIF's or use the power of imminent domain More free of political influence Has to have access to entities with powers it needs exercised from time to time redevelopment authorities

Contract for and manage public

Operate a business improvement district

government operating departments.

ssue tax exempt bonds

Acquire property by eminent domain regulatory agreements

Act as a limited liability partner

Relocate businesses and residents 12

Adopt PILOT agreements

Perform and enforce design review guidelines

Negotiate and grant TIF agreements Enter into brownfield clean up and 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.

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.

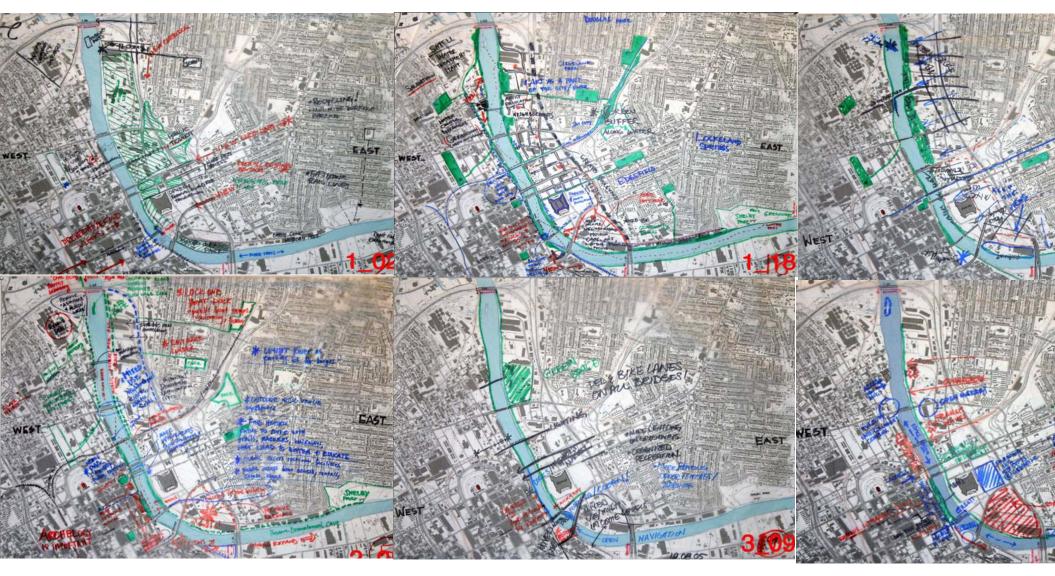
The functions at the left of the list can be carried out by a private non-profit and those near the right must be carried out by some type of governmental entity. Somewhere around items 12 or 13 this shift from non-governmental to governmental takes place. Of course, it isn't necessary that an implementation 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.

Public Entities

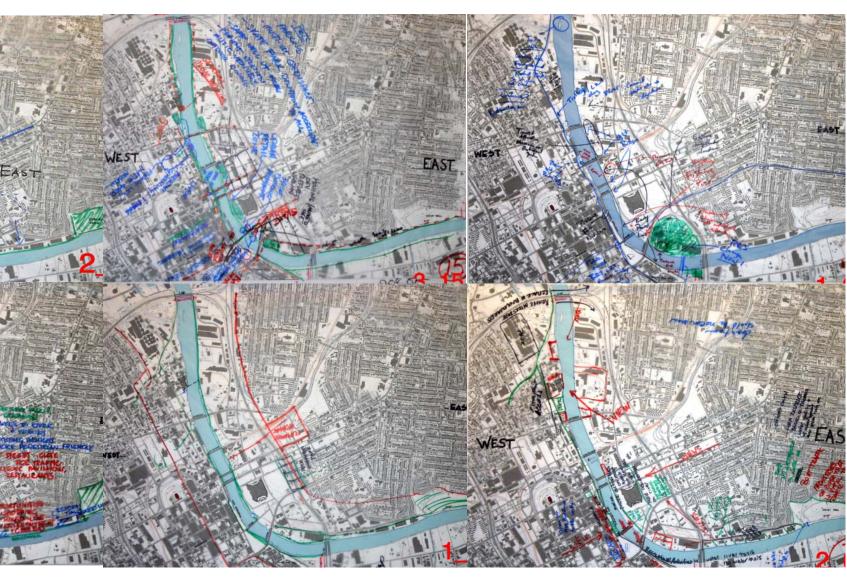
Have access to a broader range of possible powers Free legislative bodies from the burden of having to make Can encourage public trust due to public accountability Can combine all the necessary powers under one roof

Advantages Disadvantages

Subject to a higher level of political influence Can be dismantled by incoming administrations Are more constrained by bureaucratic procedures and regulations Cannot operate privately in real estate or many other matters Are less able to act quickly and flexibly Need re-energizing on a regular basis Have difficulty making structure or functional changes once established.



Preliminary Public Meeting Maps



Appendix

9.1 Preliminary Public Meeting Program Ideas

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 + Gen-

eral 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 + Nash-ville 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

are active + Stadium + Preserve Neuhoff site (make it great) + Preserve Stone Walls + Trinity building (next to Shelby bridge) + Pre-

SERVE Stockyard restaurant + Preserve mixed-use entertainment + Preserve public art + Statue (Mr. Demonbreun) + Maintain Historic Markers + Existing Greenways + Existing public space + Preserve Metro Center Lakes

Preliminary Public Meeting Program Ideas 9.1

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 + Aquari-

um + 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 + EUro-

pean 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

9.1

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 + $\frac{\mathsf{Add}}{\mathsf{Security}}$

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 + Down-

 ${\sf town\ recycling\ program+Ferry\ or\ alternative\ transportation}$

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

W. F. F.

· TECHNOLOGY IS ALLOWING OPPORTUNITIES THAT WEREIN T AVAILABLE to other cines when new Pusher topware W PLYBE FRONT DEVELOPMENT. SO WE SHOULD TAKE ADVANTAGE OF IT WHILE WE HAVE THE opportunities + RESOURCES TO MAKE SOME THING UNIQUE I SPECIAL WI THE ISLAND CONCEPT.

... FAREGULY POLITICIPAS + PRIVATE INDUSTRIES WILL HAVE THE BALL TO DO SMIETHING INTERESTING ...

- NICE PRESENTATION + THOUGHT!

islands

· I think if you make clear axis from downtown, islands, I cast nashville, you will conceptually connect and unify the city center rather than isolat isolate into three separate entities.

· wonderful thoughts. keep thinking boold!

Will the island scheme be another 30-year setback to the verestation along the riverfront the length of the Cumporland between the locks dams?

The presentation pointed out how each construction project dramatically affected vegetation getting

a foot-hold. (recovery time)

Alan Hayes President, Rediscover Fait 830-2048 presentation - Love the island scheme

fle WE NOT GUING FLOT AND SPRENDING EVERY ONE WT7

NOT PUT THE PIVER WHERE THE WITY MERGINE 15.

. love the island plan

doing nothing is not an option

CHANGE? Vehicles of: .The island like non-mot. Doating potential -j. limited wehrete -MAJOR Greenspace I- 1. He the Island -Like the plain island have its own Transport Π

CHANGE

LIKE?

· like separating motorized boding

from non-moto.

. that's inspired

· ito sexy

monewater! wider, bigger, more facilities for transient

booters look for areas on the river where you can

sit a watch the sonset.

LIKE? · One large island

· Two Islands omotorized us. nonmotorised booting

-greenways/

extensivegreenspace -wildlife habitat -Move washingvont -Great Brainstorm!

HANGE

Phase plan inst. of completely negating it as an option

8-24-66

Due Island; multiple Hand 5 too ountry"; focus prore governmental

Maximize manina space · greenway near RMH

Careful Consideration of the fic (entrance & OCH) of on the island. 01-24: travel across (pedestri) from East to island easier.

Traffic control/special quite-lines during arours - 75 fur Before wents, switch on the way

Cahal canalisa gmmk Out - Emphasize older Cultural Activities (Estimates, arounds).

-HANGE?

- Enhance pen {
bicycle access {
limit uehielas

-Analyze the cost Difference between Canal & taking Bulevard Kes the plain

Concept Ooes Nashuile needsebranding

· love the focal pl. of an island LIKE?

Like the idea of Expanding the Waterway-helps more leisure river

CHANGE

· Could expand Rivifind Park out into river foward channel rock climbina possible below Public Square brild aric place between the 2 bridges for a civic function be aware of de dd dump @ Cowan Ind. Park , make focal point more tranipost the stadium have an intimate indon/outdoon-theater

Space

124

Forum 1: Community Feedback (August 30, 2006)

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

- I like the island idea best. - The red area "retail" should push out further North & South - Traffic, except for mass transit & transport for retail areas, should be minimized if not eliminated. Push for pedestrian friendly environment. example: If parking for big events is centralized on the island it will be a huge bettle-neck.

If parking is apread outside the island area, it will be less dense.

Gwen Griffith aveguen @aol.com 1) What are flood dain indications (2) What about daylighting the tributen strains on what site as a way to connect to river w landings ate? B Will put of your of tons give a not benefit to water guality

-LIKE OPTION 1 (NO CANAL) BEST - CONNECTIVITY IMPORTANT INTEGRATING JOBS, INDUSTRY, AFFORDABLE HOUSING & GREEN SPACE IS KEY

CHANGE!

West bank (downburn)

Would it be possible to use the buildings of the new development as a real design of draw facus? - Have various regional [national architects design the buildings to make the development a veal plus for the city

LIKE?

-like the central park model · like the island ·likethennovativeness

. like the meeting ground for hets nashville · like separating nec.

traffic from comm. . like the wetland hebitat to the north

like the way this moves East Noch. e focal pt + destinistion

CHANGE

develop the small exq. Nashville island as a marina... no one uses the west side

use Demonbreun's cave as a feature

more commectivity to Fost Wash.

have a public water bus to tour this new feation

· include a bay area where books pull up freely first anchor · return the track

· Lobs of granapace Acoss & Die for booking/movertion

· Like the bouting concept
- access to park dunham.

· Like presention of Brightha

O Connections to heighborhoods - mixed use

· Reastablish grid in = Heshille

More walkable than 'Had Sche'

CHANGE?

t Lock of given spoor (c West bank (downburn)

Look@rail-lives@ East Bank-Ullia Par East Dank— Nortsit. (especially lo Stalla Park)

O Divarfronts-good excepts have less goes

- do war prekets 6 White davelopment

· Development on the River o Aglis Cousiasian outle top of Bridge Bly

· Resoldlish grid in ₹ Klashille · More walkalle Itan

'Had Sda'

LIKE?

D Lock of gran space (· loss f granopase C Access to River for booting/resolution

" Look@raillise@ Est Bank-Ullia Par Like the booting concept
 access to purk duration First Cospecially to Study Pack

· Like promuetor of Bulgetti O Divarfronts-good excepts hae less genn

Connections to heighborhoots — lute other extres. - do use Deckets 6 Whise development - raxed use

· Development on the Diver o Ado Cousission on the top of Bridge Bldg

CHANGE

o More water delta areas integrated. Henrier than jost park (natur express Exparence what if used to be like. Native Habitat

* Zoo establish an autpool bu native asimal habitest

o Lorge Burns for noise? interstate. Paize land ut excapation for industrial. Leas visible

Include (1) River Walk All THE WAY To Jefferson St Bridge ON EAST Side of RIVER (2) Bost Dock & WAIK ON WATER ON EAST Side & Clean View (3) People live on THE RIVER "RivertRONT Condos *Councilman Ludye N. WATTACE

Distait 19

love love the island amount.
I think it an idea that will death
the most suggest, up fint, and later
the most partia pation.

Although attracting towns is inputant, my hope is that the development july like large enough a programming for lack of with the nature prisone areas) diverse enough that Nashurite citizens will all feel it is furthern.

thanks for your vision.

HATE THE IDEA OF AN ICLAND.

ITC IRRIEFONGIBLE AND RECKLESS.

MAKE THE INTERSTATE A BOULEVARD

AND LET US NOT FURTHER SEPERATE

FAST NASHVILLE FROM DOWN TOWN.

ITC FOLLY.

Homeless population—please address what affect with se of dis planny that population. Do these plums take as a given achievement of the mayors goal of eliminating homelessness?

What Holder displacement affects might this have on a few Maghborhoods? Will a wind he in the bird of postore economic duckponent or are there regative potential affects that shall be awaled or mitigated? Duemaddox

Now we have TO JUMP OVER A
HUMPLE TO PID OS OF AN INTERSPITE
PLUS BROILD A FIVER THROUGH
LOTS OF PROPERTY THAT CHIP BE
DEVELOPED INTO WALLACE NEIGHBORGEOUS
TOO MUCH GREEN SPACE WILL CREATE BARRESS
TO AUTI VIEW.

QIA

who is taking the lead?

- Can excavated land be used for noise abatement of landscaping?
 must balance levy as connectivity
- where does parting go? hotel?

 do it a different may bendes surface lots
- have up tied this into pervious furement fother sustainable strat?
- · Consider daylighting streams?

QfA

· indust. blogs on Doudson-are you getting rid of them or rehab?

is land concept - do the connections cause congestion at the links!

- · what scale of development? - Stadium is an obvious benchmark
- · how many Ac is island? Have you considered no cars on island?
- . Shuffle diagram Seems compartmentally is it to be interested with 1874 or mil?

Q+A

. cost of remaining brounfield?

- 9 mm couds of fill 2 mm couds of cut frisland
- soveral randiation programs
- · industrial areas pro/con
- , some industries need access
- · Island plan reduce flood plain

Q&A

· What about downtown side?

· at this large scale now don't see it mostly fine glain in this zone available.

· will need public support

- · working with Redissover East?
- 10 entities involved will a simple entity be created?
 many cities do, we mate recomm.

- Development scenario
Suspected a reformative
by Marthille. Died any
4 the Studies Neveal
a meed for this?

· Hos there been any Study to determing the cost difference between Boulevardors I 24 and dredging a New channel.

WHAT KIND OF
ONER VIEW COMMITTEE
OR
GOVERNING OFFICE
WOULD SOT THE
PARAMETERS
FOR
ENVIRONMENTAL
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I W/ THE
GREEN ISLAND
PROPISAL?

The Island concept is

great! Consider the possiblies

of Allowing cars a traffic to then

then and over the Island with the

Island becoming the core of our

Rapid transif/Redistran From, for our

city. When public transportation is satural

han its usage invises due to it accessabily

allows will be parted on the

onte edges with people main, inuse

tomads the core of the city and the

Island.

Thank you for bining this to Mashville.

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 OFFERTE A LITERAL ISLAND.

SHAND, HOW URBAN (5 THAT?

But 18 THE 1966 PEUSEN

Fueling stations for Boats around Downtown (outer)

1 Like the "151and" plan

(2) Can me do as much as possible as soon as possible Tiral of wanting on a good plan for the riter

3 "Fast Tract" The plan as Soon as possible.

Thanks!

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- inne development closer to the motor; careful about for much green - little invantal" - opports by for buildings of a pariety of scales readed - levis midner, high give - green space close of Northal?

Other thoughts welcomed

·FERRY PARKING BARGES · POWERED BY SOLAR DEWLATER ·
METERED MARINA SLIPS FOR REVENUE:
'LOVE IDEA OF FLOATING LANDSCATED BRIDGES · CANTILENERED
RESTAURMUT : ENTERTHIMMENT VENUES

The General Jaderon riverboat was mentioned as having 250,000 riders per yent. Is there any way to leverage that into a real ferry service that could be link and Optyland-area (major employment areas), plus potential residential redevelopment in the Opry area (mixedruse redevelopment of all of opryland-areas paring lots)! Downtown residentials already taking off, so creating an alternative to I-40/ Briley Plany Lebanon Ph world use the river, acta marand to make of for increased route mileage on river Tiding a high-speed river at the Muric City Plan commuter rail station (where MTA and Parlettel. burs will circulate) would provide good multi-modal synorgy. * Also, bite racks/lochers on a ferry would increase its utility to serve short 1-2 onile trips at either end of the ferry route.

EXPLORE

MAICING THE ISLAND

ACCESSIBLE BY

MASS TRANSIT

ON LY

Does the count of ree but ships upstream and down include the new formines enter conduction at Mill Creek and at Achill Coff?

Do Nothing is not an Option!

River book to Island strategy adds that strange expectly, can constitute theoding events.

Note: Common Street Ind! Plank is built over all genting dump a softlement to method as gorbage deempons.

Mortone slips can be preseld to raise expect - Hospith Shall "sells" 29 year laws for up find for at \$1500 ft. 5 Northalle could all higher doe to answerince factor

Why was nothing Sham on the church bus parting area below & Migmed Hill ?,

- dos 26) (b) (c) spente est i west?

- World like to her has this strugthers

Forum 2: Community Feedback (September 26, 2006) 9.2

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.

Dame: Ile J'Ville (Sland of Mich-Medalli
Program: Dry estrogy for boots - ex: Destin

Program: Dry estrogy for boots - ex: Destin

Program: Dock Climbing - west book
Between Ruenfout Dak to Woodland Bryge

Posen Space: Ver street that grow to a good
Substantial size. Variety of species

Drogram: Why a westerney?

Lawe Has green. - the whole island.

More Food variety.

Continue Hastin to White Creek.

MORE PROGRAM LIKE IMPOSTURATERWHAT KEEPS PEOPLE COMING BACK?
NORE PROGRAM LIKE IMPOSTURATERS?

4 CATFISH REEDS - MATTHEW CHOM DION.

BI WHAT HAPPENS TO SUPENIUE JUSTICE CENTER, ADJUGNT TO STADIUM. H "RIVER ISLAND

DELOWER VEGETATION ON BANK ADJACENT TO RIVER WALK-MAKE SURE IT IS WELL-LIT.

14 JOHN SHEUBY ISLAND (COMENT FRENCH LICK ISLAND)
LICK ISLAND
CHEROKEET TERM IN ISLAND NAME

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Make sure to include a cits into the design (). for the Arts) 11. for every of all construction & to the Arts. [Local Adists]

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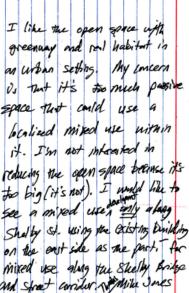
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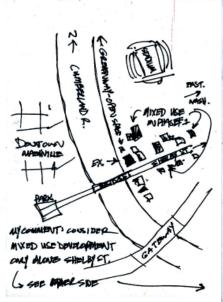
of the ecological position of this new schme.

whee did the firms come from;

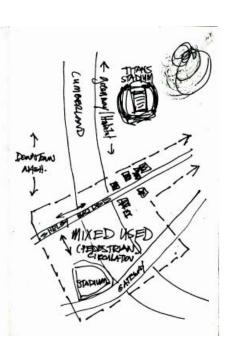
what did they relate to?

N. ISLANDS TO NOT APPEAR "NATURAL"





Have a strong mixed noe development focused between the Z bridges (SHII have green space, packet porter, connection to energy but the mixed one array but the math forms station homeony mixed use and the tridges for peakations Circulation.



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.

I Love your plans! I have it hopping 500N.

1 Note: The Walking Bridge is noise, but there is need for to differentiate from the raised boursewalk and the Invented bradwalls. As it is now, it's had to see the step down and could come accident. Need yellow loss.

We need some place for to week to when you work form
downtown across bridge to East Bunk heed shops, in cream
parloss, delis, etc. (Like chatmonga)

O The Barge Bulding needs an ice cream grader, an observation tower, a river maps, etc. Great briefing we can all enjoy

(B). At for transportation - voly not work with Not A and get decent Buses to sun from Green Holes to Paractorion, or West Moderate, South Moderate was bused to they were soft, greed Northelle people would use bused to they were soft, greed and had a place people would catch the buse.

Add Trolleys to Run from Farkley to downtown.

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archeological work that this would require.
M. tockey 38-4347,

Laught cance boat Ramps good idea

- transportation to the Stadiems parking is
a major problem - all the abuntown aren

Nashville Riverfront in the Press







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Features

PDF Edition

Sudoku

July 03, 2006

Design team selected for Cumberland project

Comics Community Camera Crossword

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 Chattanooga; Moffatt Nichol of

Raleigh; Christopher Leinberger of Washington, D.C.; and Gladding Jackson New! Photos/Multimedia K.A.L.R. of Orlando.

Hargreaves Associates has been chosen by the U.S. Army Corps of Engineers

The master plan process, which will include public meetings to gather feedback on components of the plan as it is developed, will be completed by early 2007. The master plan study area encompasses nearly six miles of waterfront centered on downtown Nashville - and includes both the east and west banks

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

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TENNESSEAN com



Project: 'unique' riverfront

Cumberland's possibilities tantalize as redevelopment planning begins

By CHAS SISK

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 awardwinning San Francisco landscape architecture firm Hargreaves Associates.

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"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

So Much Fun... It Will Give You Chills

Nov. 16 - Jan. 2



find a way to play that trump card. The Cambridge, Mass.-based, Australianeducated 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 riverfront 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 **riverfront** master plan — a seven-month, \$320,000 effort — falls into a long line of projects meant to raise interest in the river, from MetroCenter in the early 1970s and the Tennessee Titans' football stadium in the late '90s. Those projects have produced some successes, but city officials and the Army Corps of Engineers now believe a comprehensive plan for redevelopment is critical to building a downtown that residents, not just tourists, enjoy.

This project focuses on three miles of the river between Shelby Park and MetroCenter, where the water runs abreast of the downtown.

The master plan will build on a mound of comments accumulated in a series of public forums hosted by the Nashville Civic Design Center late last year. It also has the support of the many developers who have touted the area's potential for years.

"If Nashville just developed its river inside the (Interstate) loop, it could be a great asset," said Stephen McRedmond, a partner in the redevelopment of the Neuhoff Meat Packing Plant east of Germantown.

The Cumberland's main use historically has been as a means of transportation, and even today about 8 million tons of cargo pass through Nashville's waters. McMillan sees its future as a recreation area, but before businesses risk investing along the water, the government will need to step in by spending on infrastructure, offering tax incentives and building public parks.

One of McMillan's tasks will be to come up with two catalyst projects that can stimulate

Nashville Riverfront in the Press

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

development.

Hargreaves and its partners have only begun to study the possibilities, but jumpstarting 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

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

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





Business

Local Firm Selected For Knoxville, Nashville Projects

The Chattanooga firm of Kennedy, Coulter, Rushing & Watson LLC will be helping to redesign both Nashville's Cumberland River waterfront and Knoxville's Cumberland Avenue corridor.

The Cumberland River Waterfront Master Plan will reunite KCRW with Hargreaves & Associates, the Cambridge Massachusetts based firm that guided Chattanooga's 21st Century Waterfront Plan. The firms have been collaborating for the past year on the Knoxville South Waterfront Plan. KCRW will coordinate the public participation aspect of the planning work as well as providing urban design expertise for the plan, which encompasses nearly six miles of riverfront near downtown Nashville

Ann Coulter, a KCRW principal who served as KCRW's project principal on the South Waterfront work, said, "We are delighted to be working with Hargreaves again. They are the foremost waterfront designers in the world, and they have proven time and again their ability to provide designs that are unique to the place and the

The Cumberland River project is being coordinated jointly by the U.S. Army Crops of Engineers and the Metro Nashville Parks Department. The design team also includes Hawkins Partners Landscape Architects, Everton Oglesby Architects, Glatting Jackson, Moffatt & Nichol Engineers, and Christopher Leinberger.

The Knoxville project calls for the redesign of Cumberland Avenue from Alcoa Highway to Henley Street, including the area passing along the UTK campus affectionately known as "the strip." KCRW will be partnered with Glatting Jackson, the transportation design firm that re-engineered Chattanooga's Riverfront Parkway. The project is being managed by Knoxville's Transportation Planning Organization.

According to Christian Rushing, who will manage the project from the KCRW side, the Cumberland Corridor offers a unique challenge "Cumberland is not only an important transportation artery, it is also part of the very fabric of the university," said Mr. Rushing

KCRW principal Stroud Watson, who will add his urban design expertise to the project, knows Cumberland Avenue from the inside out, having been a UTK professor. "Anytime you tackle a project with this much history and emotional connection, you have to be very careful to understand and respect it," said Mr. Watson

KCRW president Jim Kennedy said the two projects indicate the firm's

growing reputation outside of Chattanooga. "These two selections are really compliments to Chattanooga and the wonderful things this city has accomplished, and we're delighted to be doing the work. At the same time, though, we plan to continue growing our client base here in Chattanooga," said Mr. Kennedy.

KCRW offers strategic planning services for cities and their moving

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Other Business

- Eco-Minded Designers Have Requested 100,000 SIM From Tricycle Samples
- Photo Gallery: NorthShore Window Contest
 Young Professional Association Of
- Chattanooga Meets Thursday Chattanooga's SurfN Development Featured
- By Sun Microsystems

 Bennett's Hosts Local Artists Friday Evening
- Assistance With Paving Utility Bills Meeting Is
- Wednesday

 Cathy Matthews Elected To G.R. Rush Board
- Allegiant Celebrates New Tampa Flight With \$39 Special
- New Hamilton County Businesses
- TVA Meets Record Winter Season Peak Power All Business Articles...
- Neal Pascal Enters Guilty Plea To Littlefield To Give His Choice For Police Chief On Tuesday
- Mayor Vince Dean Says Good-bye To
- East Ridge Council

Sports

Breaking News

Mortgage Fraud

- Trio of Mat Tourneys Highlight Prep Weekend
 Mocs Fall 62-60 At College Of

 Trio of Mat Tourneys Highlight Prep
- Charleston Outback Bowl Media Day Comments From Vols' Coach Phillip Fulmer

Happenings

- Former Homeless Woman Is "Queer For A Day"
- NCAA President Misses Rotary Meeting. But Is Expected To Be In Town For
- Game

 NAACP Celebrates Jubilee 2007

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SEND TO FRIEND | POST OPINION | PRINT Riverfront plan to be unveiled Thursday By Bill Harless, bharless@nashvillecitypaper.com



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In 1784 Thomas Molloy manned out a small town of four-acre lots around the Cumberland River near Fort Nashboro, where Riverfront Park is now situated, and established a four-acre town square that overlooked the Cumberland River

So begins the 2004 city planning guide The Plan of Nashville But now - "We've had

August 21, 2006

meetings and stood out there on the corner of Broadway and First Avenue, and tourists have come up to us and said. 'Can you tell us where the river is?

It is a question Gavin

McMillan, a principal

with world-renowned

Construction is booming along Nashville's river Josh Anderson/The City Paper

landscape architecture andscape architecture in firm Hargreaves Associates — which designed the Olympic Park in Sydney, Australia, and crafted the master plan for Chattanooga's tourist-attracting lowntown waterfront — has been wrangling with for the past month along with 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 edeveloping the riverfront in downtown Nashville to the public as it prepares to draft a final riverfront 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 hull of the city was founded on the riverfront, the city grew up and moved away from it, and then slowly is coming back to it."

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. EOA is also working on the plan, paid for with a \$200,000 ant from the U.S. Army Corps of Engineers and \$200,000 from the Metro Parks Department.

Nevertheless, the concepts will not be totally out of the current timeframe: "We're going to start with some easy things that could be done in the next five years to improve the core of the riverfront between downtown and [LP Field],"

Children's Theatre

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

> He said the two overarching concepts will incorporate specific suggestions gathered from the public during three planning sessions last fall. Thursday, he

The comments, collected by the nonprofit Nashville Civic Design Center, overwhelmingly urge preserving historic riverfront structures such as Fort Nashboro and the Neuhoff meatpacking plant in North Nashville; extending greenways and parks along the river; building more residential and retail 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.

Dispelling the pollution myth

McMillan said in addition to providing more direct access to the riverfront much of which is bordered by steep bluffs — the city should dispel the myth that the Cumberland is overwhelmingly polluted.

Basically, from the Woodland Street Bridge upriver [the river] is swimable," McMillan said, "And there's still fish in the river, there's still mussels in the river. So without too many people knowing about it, the actual quality of the river has started to come back. But the problem is the river's still out of sight and out of mind for most people

Gary Everton, an Everton Oglesby principal, noted after the master plan is complete, the city will still have to find a way to relocate the industrial uses along the Cumberland. 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 \$12 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 design of the downtown aquarium.

Further, in 2002, then-Chattanooga Mayor Bob Corker launched an eight-month fund-raising drive for the riverfront project, procuring more than \$50 million in private donations and \$64 million derived from a bonding issue against an increased hotel-motel tax that helped develop about 130 acres of river frontage

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Editorials

Features

The East Bank of the Cumberland River — at least the segment that snakes through downtown Nashville — is a brutalized wasteland. Not counting the old-school showpiece Shelby Street Pedestrian Bridge and the Crossword austere yet attention-grabbing Gateway Bridge, the only architecturally Enter to Win significant offering on "that side of the river" is the rambling LP Field, a relatively attractive NFL stadium but no sports venue masterpiece.

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Yes, the land is slated to get a facelift in the spring with Alice Avcock's edgy Ghost Ballet for the East Bank Machineworks. Still, the East Bank is otherwise pockmarked with the following assortment of nastiness: a metal recycling facility, various nondescript warehouses, an On The Run gas/junk food pit stop, and the Stadium Inn motel, not known for its luxurious accommodations. And, of course, there is a Pacific Ocean-sized surface parking lot to accommodate the vehicles of Titans fans

Archives All Archives Week in Review

In short, downtown's East Bank is about as attractive as Will Ferrell in his

TV/Movie Listings Movie Listings

But last night Nashvillians saw how this underused chunk of potentially prime property could one day look and function. The proposals to reinvent the East Bank are bold and expensive, with a price tag that could flirt with the \$300 million mark.

But they are worth serious discussion.



specifically, the Nashville Civic Design Center unveiled plans Thursday at the ddventure Science Center that could create a marina and park on the East sank. Or even a new segment of the Cumberland that would yield an island inchored by LP Field. Residential and retail could be part of the mix.

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The plan was paid for with a \$200,000 grant from the U.S. Army Corps of Engineers and \$200,000 from the Metro Parks Department No doubt, the plan would require years of effort, cooperation from the area's

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landowners, a move of PSC Metals Inc. operations, and the blessings of Titans brass, who would see their sea of parking pavement altered. Hardreaves Associates is primed for the challenge. To date, the Cambridge

has gleaves Assoliates is primed in the dinaneitys. To date, the cambridge, Mass.-based landscape architecture and planning company has overseen numerous riverfront projects, including Ohattanooga 21st Century Waterfront, Clicinnati Riverfront Park and Louisville Waterfront Park, Phases I and II. Check the company's Web site (hargreaves.com) for photos and drawings

Nobody can say with certainty if a so-called East Bank Island will take shape.

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Riverfront designs to be unveiled

Metro design consultants will unveil broad new proposals for Nashville's downtown riverfront at a public forum later today.

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 sevenmonth, \$320,000 contract in June to Hargreaves Associates, the San Francisco landscape architecture firm that's leading the work.







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Riverfront ideas unveiled in meeting By Bill Harless, bharless@nashvillecitypaper.com

August 25, 2006

Features Comics

CLASSIFIEDS

There was a slight pause in chatter last night when city planners suggested that on an island on the Cumberland River. Community Camera

Crossword It could be a good thing, planners said, if a channel was dug just east of LP Enter to Win Field, splitting the river into two tributaries, and in the process carve what seemed a Nashville-style *Île de la Cité*. The "island" would begin at the south Free E-headlines PDF Edition end of the downtown Interstate loop - where I-24 crosses the river northward to a point where, roughly, the Jefferson Street bridge sits. New! Photos/Multimedia

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

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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.

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"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.

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he 275-acre island — with parkland in much of its south and north and with residential and retail development surrounding LP Field — was one option his urban design team presented.

The other was to leave the Cumberland as-is but to pack dense green space along the east bank, eliminating unsightly businesses and open space, and surrounding much of LP Field with mixed-use development, including a marina McMillan said his group — composed of his firm Hargreaves Associates of Cambridge, Mass., local firms Hawkins Partners and Everton Oglesby Architects

and four other design firms that Metro hired about a month ago — spent the last month looking for technical problems that could kill the island project but Advertise Media Kit

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He expected this question: "What does it cost? Are you crazy?" and had a reply "You never start with the price tag because [with one], you just wouldn't do it."

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He said in the past 10 years, cities (which he did not name) have typically reaped a \$3-\$6 return on every \$1 they invested in riverfront redevelopment, and pointed to public-private partnerships for raising riverfront dollars.

Both plans have at least one major obstacle in addition to the cost. Much of the river's east bank, except for an area bordered by the Shelby Bottoms Park, is

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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 ed the concept at first glance but said he could not live with it as it is: the channel would sink his parking lot.

Planners conceived the island concept as they were trying to devise a method for the river to accommodate more recreational boating, said Everton Oglesby principal Gary Everton in an interview. The channel, which Everton playfully called the Nashville Sound, could be devoted to them, he said

Also, Everton said that by carving the channel, two million square yards of unnecessary fill would be removed and so the area floodplain would be shrunk, with rain and stormwater having have more extra to fill.

By shrinking the size of the floodplain, new land would be opened for development. And with development would come new city revenue: "Everybody pays more for a riverfront property; so let's add more riverfront," Everton said.

Under the plan, every neighborhood bordering the island, such as Germantown and Edgefield, would have a "landing" on the island to help give the island a sense of place, McMillan said.

A final master plan, paid for with a \$200,000 grant from the U.S. Army Corps of Engineers and \$200,000 from the Metro Parks Department, is scheduled to be

The plan would be long-term, mapping out a 20-50 year effort, but McMillan did suggest Nashville move to redevelop the riverfront to a degree within five years, suggesting an "extreme makeover" of Riverfront Park, the building of walkways along the river to connect the existing greenways and the creation of both a pedestrian and public transit loop around in the "island vicinity." Also, he said, bring Broadway to a river terminus, and open some restaurants along the

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Friday, 08/25/06

Island, marinas, parks in riverfront proposals Architects show ideas for Cumberland redevelopment

By MICHAEL CASS Staff Writer

LP Field would sit on an island surrounded by the Cumberland River and a new recreational waterway — which would flow through hundreds of acres of park land — in an ambitious riverfront redesign unveiled by Metro consultants Thursday.

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

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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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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.

"It gives you something unique," McMillan said. "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.

"The whole concept of the island really would pique everyone's interest and get the support needed to get it done," said Cat Chaput, an artist and information technology worker. "The idea of motorized and nonmotorized boating areas, both within the city, is an amazing concept. Right now, you've got to go out to do that."

Metro Parks and the U.S. Army Corps of Engineers hired Har-greaves 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 afforts.

"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."

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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 Purcell'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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The plan was presented by Gavin McMillan, a

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

Two options were given for the overall redevelopment of the river, both started with

Create more public access points, develop a

mid- or lower-bank river walk that's tied into

pitched in \$200,000 to fund the redevelopment design team lead by

the same immediate fixes:

Hargreaves.

principal of Hargreaves Associates - the San Francisco-based landscape architecture firm



LP Field on an island? Downtown redevelopment options discussed

Nashville Business Journal - August 25, 2006 by Janel Watson Lacy

LP Field may be floating on an island in the future if one of two proposed riverfront redevelopment designs is adopted.

Thursday evening a preliminary redevelopment plan that included two design options was presented at a public forum sponsored by the **Nashville Civic Design Center**. It covered a 5.5 mile-stretch of the Cumberland River and 1.800 acres of downtown Nashville on either side.



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

nedestrian 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.

LP Field on an island? Downtown redevelopment options discussed - Nashville Business ... Pag

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 10 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.

 $\underline{\text{The team is three months into the six month process of creating the master redevelopment plan.}\\$ 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

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Saturday, 08/26/06

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.

The history of land use along the east bank means the ground on some of the "cleaner sites" would have to be capped

with a layer of soil, said Mike Apple, solid and hazardous waste management director for the state Department of Environment and Conservation .

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 Steiner-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. •



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Splitting the Cumberland

The Nashville Civic Design Center blew a lot of minds Thursday night with a proposal on Nashville's riverfront.

The big Kahuna option called for the Cumberland River to be partially diverted, forming an island that would include LP Field, park land and areas of new development. The new waterway, which would give east Nashville its own riverfront area, would have a marina and would be designed for recreational watercraft.

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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

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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

But as mind-boggling as the idea of splitting the Cumberland and creating a new downtown waterway 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 phase, 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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Fort Worth project could serve as Nashville riverfront model By Bill Harless, bharless@nashvillecitypaper.com September 01, 2006

estimated 10-year process, can begin on the project.

Features

When a group of city planners last week made a preliminary suggestion Nashville cut a channel just off the east bank of the Cumberland and thereby Comics create a 275-acre island that would encompass the Titans' home field, they said Community Camera a benefit of this plan for redeveloping the riverfront would be its uniqueness Crossword No man — or no city — is an island, however. The city of Fort Worth, Texas, for example, has secured a significant amount of federal funding to undertake a

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And there is an interesting Nashville-Fort Worth connection, although not one likely to be significant: Randy Hutcheson, who worked several years in the design studio of the Metro Planning Department and with the Nashville Civic Design Center as the nonprofit crafted the *Plan of Nashville*, left Nashville for Fort Worth two years ago and has helped craft the zoning regulations for the Trinity Uptown project there.

similar project just north of its downtown. After six years of study already another year or two of planning is now required before construction, an

The effort in Fort Worth perhaps indicates the Nashville island - designed, in

part, by Cambridge, Mass.-based Hargreaves Associates — may be no pipe dream, according to T.K. Davis, design director for the Nashville Civic Design



Here the issue is periodic flooding that goes beyond what you get on the Cumberland River," Hutcheson said in an interview this week, regarding the \$435 million Fort Worth project, which would allow roughly 800 acres of land, known as Trinity Uptown, to be compactly developed with residential and commercial development and parkland. Currently, development there is everely restricted because of the possibility of flooding.

. 1949 flooding of the Trinity River caused \$13 million in property damage in Fort Worth, spurring Congress to build a levee system then

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Now, however, the Texas city intends to dig a 1.5-mile bypass channel for the Trinity River to replace the levee system, leaving the 800-acre island as a The channel will carry waters around the former floodland, allowing it to be

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densely developed and creating 12 miles of public waterfront, according to Hutcheson. Proponents say the development will add more than \$2.1 billion to the area property tax base over a 50-year build-out period

The project is a collaboration between the city and county, the U.S. Army Corps of Engineers and the Tarrant (County) Regional Water District (TRWD), the area's raw water supplier and flood control agency. It is depending on half its funding coming from the federal government, and already the U.S. Congress - has authorized the Corps of Engineers to spend \$110 million on the project, according to Woody Frossard, a TRWD director



Nashville 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 Children's Uptown area. Thanks to this, any new property tax revenues higher than Theatre current property tax revenues — generated because of new 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 percen

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, \$49.2 million higher than its budget last year; \$51 million would be devoted to the Uptown project. A two-cent 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 of 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 willing 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 Metro would not necessarily have to commit a huge sum of money to the island project, if the city goes for it.

And as Hargreaves principal Gavin McMillan — who is leading the riverfront master planning program in Nashville — noted last week, Davis re-emphasized 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 Hutcheson, he views the Uptown project primarily a flood control project, as an effective way of limiting urban spra

"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 infill development project."

Hutcheson 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

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Wednesday, 10/25/06

Latest riverfront plans not as splashy; public hearing at 6 tonite

Plan calls for planting grass to turn LP Field parking lots green

By CHAS SISK

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.

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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 manmade 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 there's 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.

STORY CHAT:

> I would guess most of you on here complaining don't get out and enjoy what nashville has to offer. You have to realize not all enjoy what you like and you have to have variety.

Wrong: I'm at every Titans home game, am a huge fan, and tailgate with friends. I also own a parking pass for one of the close-in lots.

Already It's a huge problem when drivers of huge oversized SUVs don't park properly, leaving space for tailgating, and in the process making it impossible to navigate down the parking lanes. While I do love to tailgate, I can already imagine the nightmare when drivers don't know where the parking lanes are, and start parking helter-skelter on grass that won't hold up to the weight of some of the oversized vehicles that I see at the oames.

To see what can happen, think back to what the field looked like after half the season last year or the year before: with just players' feet travelling up and down the field, the turf was turned to mut in spots. Considering the care and money that has been spent to keep the field in prime condition, does anyone really think that they can keep a parking lot in decent condition? I don't think so: I already see a mess in the making, for a project that most certainly won't make any difference to inner-city crime, as someone offered. Let's leave it like it is.

Posted: Thu Oct 26, 2006 6:23 pm

A fountain, some landscaping, an ampitheatre, and a pedestrian bridge. How original! I could have sworn I saw all of these things a couple of weeks ago when I went downtown, and they looked brand new (and deserted). I recommend you just go ahead and order a dozen of each so you can get a quantity discount. Now, where should I send the invoice for my consulting fee?

Posted: Wed Oct 25, 2006 8:20 pm

Both boondoggle and taxpayer are one word. Thanks and have a nice day

Posted: Wed Oct 25, 2006 1:29 pm







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pleased the mayor

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Mayor Bill Purcell said Tuesday he is game for a proposed \$40 million, five-year

funding for project, totaling \$8 million, for inclusion in the city's capital budget

And Tuesday, the Tennessee Titans organization gave a strong indication it will support the project so long as Metro can prove the redevelopment measures

will not damage the "game-day experience" for football fans. The plan calls for converting the asphalt LP Field parking lot between the Cumberland River and

the stadium into a parking lot planted with a grass-like turf that can withstand

At a public meeting late last week, an international team of civic planners assembled — with \$400,000 funding provided by the U.S. Army Corps of

Engineers and the Metro Parks Department — unveiled a retooled riverfront

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 of the Cumberland to create an island encompassing LP Field. The new plan

"I was very, very impressed with their most recent proposal — I think that the

Obviously, they have a longer and much larger vision which will be dependent upon a significant amount of federal involvement and federal inve think this first phase can go forward basically as they propose it."

e five-year plan would double the size of Riverfront Park, expanding it to

ooth sides of the Cumberland and connecting the park northward with an amphitheater that would be built along the river at the base of the newly

Monaghan, executive director of the Nashville Civic Design Center. The

opened public square, adjacent to the Historic Courthouse, according to Kate

nonprofit has been facilitating public meetings regarding the redevelopment

one development is very doable." Purcell said Tuesday.

naking of the downtown riverfront and said he intends to seek first-y



Purcell says roll with riverfront redevelopment

By Bill Harless, bharless@nashvillecity.com

Features Blog

Comics Community Camera

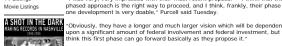
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Further, two "walk-on-water" plank pedestrian walkways would be built atop the water along both the river's east and west banks, connecting Riverfront Park to the Woodland Street Bridge, which would, in turn, be illuminated at night — same as the Shelby Street Bridge — in order to facilitate pedestrians

On the East Bank, the water walkway would lead over land to a new overlook and pavilion located southeast of LP Field. Also, a playground would be built near the Korean War Veterans (formerly Gateway) Bridge. Land adjacent to the playground would be elevated to provide a pedestrian-bike pathway to the

On the Cumberland's west bank, a water fountain would be built at the east



Broadway and Riverfront Park (and, thereby, the river). Also, a "Pioneer Walk" connecting Fort Nashboro to Riverfront Park would provide a narrative history

irther south, near the James A. Cayce Homes public housing development and under the I-24 bridge, a picnic area and ramp to the river for recreations oaters would be built

Meanwhile, the "urban forest" into which a portion of the LP Field parking lot would be converted would be planted with trees spaced to still allow parking and tailgating. Not all the lot would be converted to turf.

As for the Titans: "Trees and grass are probably better than asphalt, but we need to make sure it's something people can park on when it's wet and that 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, the Metro 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 budget

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Ideas parallel a lot of what the pros suggested - Nashville, Tennessee - Sunday, 12/17/06 -...

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Ideas parallel a lot of what the pros suggested

Let us begin this critique about the Riverfront proposal by Dale Rehn 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 docks, piers, parks, playgrounds, public art, water access points and improved connections to downtown and east Nashville - can begin the transformation of Nashville's riverfront.

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Many of the suggestions that have been conveyed through reader Dale Rehn are comparable to the already proposed Riverfront Redevelopment Plan.

Rehn'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

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renovate the Nashville Bridge Co. building and think that the uses Rehn suggested for a new riverport complex could be incorporated into this building without having to build an additional structure on the river bank between the Gateway Bridge and the Shelby Street Pedestrian Bridge. Such a new structure would visually impede the two bridges.

I think the Riverfront Redevelopment Plan's proposal for a play plaza and hill

between the Gateway Bridge and the Shelby Street Bridge would be more appropriate for this area because downtown Nashville needs a place where children and families can gather and play

Overall, the reader's 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



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Visions for the Riverfront - Nashville, Tennessee - Sunday, 12/17/06 - Tennessean.com



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Visions for the Riverfront

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

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



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Click on the links on the right-hand side of the screen to read Rehn's and Kahnle's

Other Reader Ideas

Terri Curran, White House: Running trails would be a very easy addition to anything the urban planner decides to do. Running trails along the waterfront are a staple in Washington, D.C., and Austin, Texas - how about Nashville? t_curran@yahoo.com

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.:

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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. Clyde_Jackson@Dell.com

Janet L Morrow, Brush Creek: Lots of Southern stuff all along the river. Lots of music playing, pretty landscaping, coffee houses, sweet tea. Good smells from the South to welcome visitors and home folks alike. Magnolia trees, benches, All this around the baseball and football stadiums. Forget the new homes; there is no place for that in a place like this. janluvscats 7@hotmail.com

Quinn Mathews, Nashville: Before we jump into a long process that could take years for the Riverfront, lets take care of First Avenue. The process of cleaning up 1st Avenue could be done in months. I live right downtown, and I can walk up every street (Second Avenue, Third Avenue, Fourth Avenue etc.) but the first street of our city, the riverfront street, we get trash chutes, Dumpsters, grease pits and rundown buildings. ... A perfect way to restore would be adding storefront retail and cafes/coffee shops, etc. This could really be done quickly due to the vacant buildings along the backs of the Second Avenue retail/restaurants. It would require no "adding" or "rebuilding," just simply restoring these already existing historic buildings. Take a walk along the boardwalk of Savannah, Ga. The entire community (residents and tourists) are all on First Avenue along the boardwalk. We could have that! We have the river and the street to make it happen. Also walk downtown in Charleston, S.C. We have the same historic look and buildings that they have, Charleston uses alleys and streets to set up vendors and shopping. We use ours for the restaurants to toss out yesterday's grease. It could be a beautiful stretch of our downtown community: people riding bikes, walking dogs, First Ave. retail, cafes, tents set up on weekends for a market/vendor setting. It could also happen for us in the community now, by next year. mathewsdq@yahoo.com

Allen Carver, Nashville: My idea for the east bank is to enclose LP Field and make it a retractable dome, similar to Reliant Stadium in Houston. The cost to enclose the stadium and add the roof would be about \$150 million to \$200 million. It would be financed by developing the land just south of LP Field, to include restaurants, retail, commercial and

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residential - similar to what's being done with the Sounds deal and what's being done in St. Louis around Busch Stadium. The bonds to convert LP Field would be secured with tax increment financing generated by state and local sales taxes from the restaurants and retail portion and the property taxes from the residential portion of the development. ... This would allow LP Field to be the anchor for the east bank 52 weeks a year, and it could be used to host Super Bowls, Final Fours and trade shows. The return on the investment would be overwhelming from these big events. The Superbowl alone would generate \$261 million in local revenue (Detroit 2006). allencarver@bellsouth.net

Jarrett Peters, Nashville: Build a theme park and an amphitheater. Starwood's great, but imagine watching a concert with the beautiful skyline (that's soon to include the Signature tower) behind the stage. Throw in some fireworks from LP Field and Music City has ANOTHER concert atmosphere rivaled by NO ONE. The theme park idea is just for fun. jarrettbpeters@hotmail.com

Darlene Montgomery: I believe strongly in public process to contribute to better design: design that is enriched by the input of those it will ultimately affect. I also believe that design is an academic discipline. The design for Nashville's Riverfront is a result of both professional designers and an engaged public process: This vision should be respected as a unique vision for the city. montgomery_darlene@yahoo.ca

Chris Rodgers, Old Hickory: Establish grand entrance walkway using pier-style bridge (small) leading to an island from riverfront (First Avenue/Train Station) to LP Field. Create pier arbor with sign "Smashville Island" built in bright neon lighting colors for great display at nighttime

Major pier-style walkway: Consists of existing historical woods removed from any demolitions in Nashville ... to display historical Nashville as a big part of this development. Connecting from Broadway to LP Field.

Along the walkway will be several open layouts leading to businesses (art galleries, shopping outlets, flea markets, beer brewery), marinas, restaurants overseeing the Cumberland River as people walk across the pier.

Marina docks shall be built at several possible locations (facing LP Field, Sounds Ballpark, residential building east of Korean War Veteran Bridge, two docks facing LP Field from I-24 and one facing west of Woodland Street Bridge) Docks shall consist of restaurants and souvenir shops

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

handbags boxes are to be implemented as well as trash cans.

Bridges next to I-24 shall be elevated higher to accommodate ships, cargos, boats, sails

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 side of island, facing I-24 and Broadway. Cost (game day) \$2 or round-trip \$3. (Fans purchasing ferry tickets get one free trip around the island prior to arriving at drop-off

Bars/nightclubs can be built along the pier or on Cumberland River to create nice scenery/views. Similar to the Broadway Pier in South Miami Beach. ...

General Jackson Showboat pickup location will remain but provide 7-day service to give tourists great look around the island. Great for business! Boats owned by people from outside city limit can travel to dock at any stations on game days and for entertainment

No housing projects shall be built near Interstate 24/40 around Nashville. They need to be demolished for future residential developments ONLY. Project housing shall be built outside I-440 limit.

Train (Music City Star) carries passengers on game days. Pier walkway connecting

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Broadway to Smashville Island shall provide easy access from train station. The same for Sounds ballpark. clrodgers74@vahoo.com

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