

NASHVILLE CIVIC DESIGN CENTER



NASHVILLE RIVERFRONT REDEVELOPMENT MASTER PLAN

PUBLIC MEETING REPORT

2006

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Questions and comments may be directed to:

Nashville Riverfront Redevelopment Master Plan

Nashville Civic Design Center
138 2nd Avenue North, Suite 106
Nashville, Tennessee, 37201
(615) 248 – 4280 voice
(615) 248 – 4282 fax
kate@civicedesigncenter.org
www.civicedesigncenter.org

The Nashville Civic Design Center is a 501(c)3
non-profit organization whose mission
is to elevate the quality of Nashville's
built environment and to promote public
participation in the creation of a more beautiful
and functional city for all.

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OVERVIEW

BACKGROUND INFORMATION

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 Redevelopment Master Plan.

The **Nashville Riverfront Redevelopment Master Plan** will rely on citizen input gathered at three public meetings in December 2005 as the basis for a master plan to be created by a professional design team. The final plan will also build on principles in the Plan of Nashville that emphasize the importance of the river as an environmental, recreational and economic development asset.

Mayor Purcell appointed a 21-member Steering Committee to guide the planning process. The Steering Committee will work to ensure Nashvillians have ample opportunity to share their ideas about the downtown riverfront and will make recommendations to Metro government and the U.S. Army Corps of Engineers on the selection of a professional firm to provide the design services, feasibility analysis and establishment of project priorities, phases and cost estimates that will be part of the master plan.

The Nashville Civic Design Center received a contract to provide coordination of the Steering

Committee, and with the assistance of the consulting firm Kennedy, Coulter, Rushing and Watson, facilitation of public meetings and the visioning process. The Civic Design Center was chosen because of its connection to the Plan of Nashville, the 2004 vision plan that places high priority and emphasis on river amenities, public access and neighborhood connections. The Center also regularly provides community forum meetings on public and private development proposals in Nashville.

The Steering Committee, made up of downtown residents and business owners, Metro department heads, and others with a stake in the future of the downtown riverfront, began its work at a meeting on Tuesday, October 11, 2005 at the Nashville Civic Design Center. The committee completed the first phase of its work, with the release of a Request for Proposals to select a design team to create the actual master plan.

Funding for the riverfront redevelopment planning process was provided by a Planning Assistance to States grant from the U.S. Army Corps of Engineers matched by funds for downtown greenways planning allocated in the Metro Parks and Greenways Master Plan. The Metro Council approved the agreement between the city and the Corps at its August 3, 2005 meeting.



PEOPLE AND ORGANIZATIONS INVOLVED

Steering Committee members:

Paul Ballard
Metro Transit Authority

Rick Bernhardt
Metro Planning Department

Kenny Blackburn
BellSouth

Noree Boyd
Metro Arts Commission

Berdelle Campbell
Cumberland River Compact

TK Davis
Nashville Civic Design Center

Susan Edwards
Frist Center for the Visual Arts

James Fyke
TN Department of Environment and Conservation

Ron Gobbel
Gobbel Hays Partners

Chris Koster
Office of the Mayor

Mark Macy
Metro Public Works

Ken Maynard
Metro Finance/Real Property

John Norris
Chair, Metro Greenways Commission

Scott Potter
Metro Water Services

Doug Radley
U.S. Army Corps of Engineers

Ann Roberts
Metro Historical Commission

Phil Ryan
Metropolitan Development and Housing Agency

Anita Sheridan
Riverfront Redevelopment Coalition

Michelle Steele
Mayor's Office of Neighborhoods

Tom Turner
Nashville Downtown Partnership

Roy Wilson
Metro Parks and Greenway

Representatives from the Army Corps of Engineers:
Geneva Hartbarger, Project Manager

Sue Ferguson, Acting Chief of the Plan Formulation Section

Metropolitan Board of Parks and Recreation
Shain Dennison, Greenways Director

John Lavender, RLA, Assistant Greenways Director

Metropolitan Development and Housing Agency
David Koellein, Development Program Manager

Metropolitan Nashville Planning Department
Randy Morgan, Designer

Metro Historical Commission
Blythe Semmer

Nashville Civic Design Center Staff:
Kate Monaghan, Executive Director

TK Davis, Design Director

Gary Gaston, Assistant Design Director

Stephanie McCullough, Design Assistant

Stacy Battles, Administrative Assistant

Linda McFadyen-Ketchum, Development Assistant

STUDY AREA

The study area for this section of development runs along both the east and west bank of the Cumberland River, from the Interstate 65 bridge to the north, to the Interstate 24 bridge to the South on the West Bank and Shelby Park on the East Bank. The area stretches approximately 6.5 linear miles.

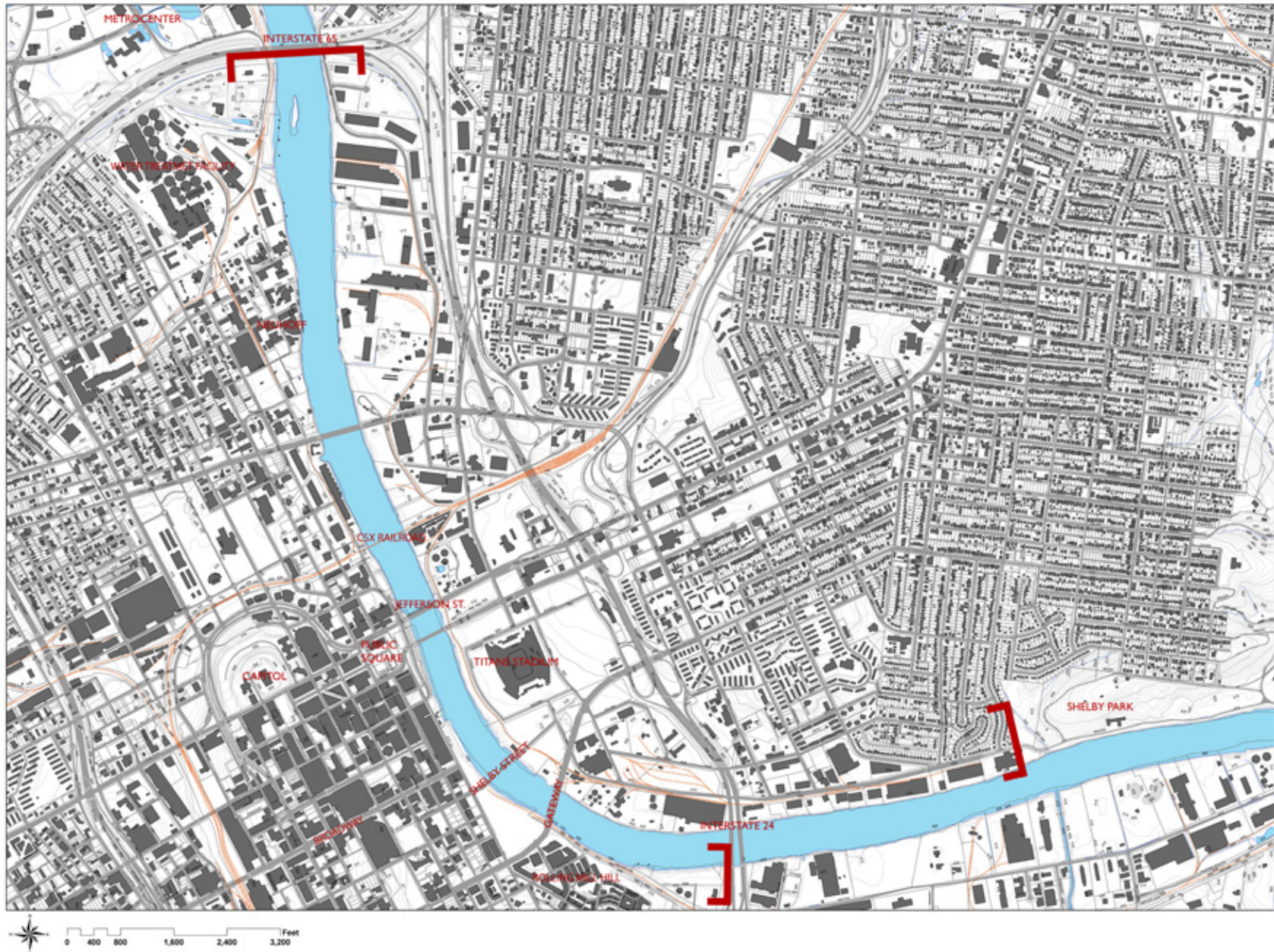
View of the the Cumberland River, looking north



This aerial map of Nashville, Tennessee, illustrates the Tennessee River and its proximity to major urban centers. Three red brackets indicate specific locations of interest:

- Location 1:** Situated near Interstate 45 and the river, this area is adjacent to the MetroCenter and the Nashville Convention Center.
- Location 2:** Located near the river and the city center, this area is close to the Nashville Public Square and the Nashville Convention Center.
- Location 3:** Situated near Interstate 24 and the river, this area is adjacent to the Nashville Convention Center and the Nashville Convention Center.

STUDY AREA



PUBLIC MEETING SUMMARY AND VOTING RESULTS

The Public Meeting Process

The same process was used at each of the three public meetings held in December 2005.

1. Attendees were grouped at tables (up to nine per table) with a facilitator and asked to consider two questions:
 - What should be preserved or retained about the banks of the Cumberland River?
 - What should be changed or added on the banks of the Cumberland River?
2. A recorder at each table took notes of the discussion and comments made by each group.
3. Each recorder presented the ideas and comments of their table to the entire group and volunteers listed those ideas and comments on flip chart paper posted in the meeting halls, eliminating duplicate ideas and comments as necessary.
4. Once all ideas were listed, attendees were given the opportunity to vote (using colored adhesive dots) on the three ideas they felt were most important in each question category. The voting provided a very visual way to determine which suggestions resonated most powerfully with meeting participants.

Public Meeting Results

The data recorded and voted upon by the participants has been summarized in the following pages. The information in its entirety will be provided to the design team upon selection.

The answers for question one, **"What should be preserved or retained?"** can be listed in ten categories.

1. Historic buildings and industrial remnants.

Suggestions for sites that should be preserved include the Nashville Bridge Building located adjacent to the Shelby Street pedestrian bridge (also referred to as the Trinity Building), Neuhoff Meatpacking Plant, Fort Nashboro, various crane structures and piers along the river, the old General Hospital building and other buildings in Rolling Mill Hill, the Citgo Terminals, the Naval Reserve building in Shelby Park, and the

A group presenting their ideas during the public meeting at the Downtown Library



PUBLIC INPUT

Stockyard Restaurant on Second Avenue North. Retaining the Phillips Metal recycling plant because it is an employer of East Nashville residents was also mentioned.

2. Existing parks, greenways, and public spaces, to include the lakes at Metro Center, the park space at First Avenue and Broadway, and Riverfront Park.

3. Existing views should be preserved. Those views include what can be seen from the many bluffs along the river and from streets leading to the river, such as Broadway and Woodland Street. Many participants would also like to preserve views of the skyline from points along the river.

4. Access to the river and water transport. Navigability and methods of crossing the river should be preserved.

5. Transportation structures such as railroad, vehicular and pedestrian bridges and boat docks should be preserved.

6. The riverbed, including the preservation and protection of the vegetation on the banks, wildlife, the stone walls that remain along the banks, and the bluffs that overlook the river.

7. The character of the neighborhoods adjacent to the river, should be preserved.

8. The Coliseum, home of the Tennessee Titans, should be preserved.

9. Nashville Island should be conserved. The island should be considered as a potential location for public art.

10. The identity of Nashville as Music City should be preserved, and the things that make Nashville unique should be celebrated.

The responses to Question Two, “**What should be changed or added?**” produced six main ideas:

1. Remove (relocate) and redevelop industrial sites along the Cumberland River.

Industrial artifacts should be incorporated into the redevelopment whenever possible.

Sites suggested for redevelopment: Phillips Metal recycling on East Bank, Citgo Oil Site, Warehouse District along river to the North of Spring Street and to the east of I-24, the Titans surface parking lots (transform into mixed-use developments), Metro’s toxic ash mound and the rag plant.

2. Create residential/mixed-use neighborhoods along the Cumberland River.

Participants would like to see schools, recreation/athletic fields, underground parking/parking structures, additional free

parking, grocery stores in new mixed-use developments near the riverfront. Other suggestions included encouraging nonprofit agencies to set up headquarters along the river; developing Jefferson Street as a district with entertainment/tourism that is integrated with downtown; ensuring that development on the former Thermal Transfer site includes mixed uses and provides space for locally

Flier used to advertise the public meetings

SHARE YOUR IDEAS ABOUT NASHVILLE’S RIVERFRONT

You are invited to attend public meetings where ideas and concerns about redeveloping Nashville’s Downtown riverfront will be discussed.



Play a part in creating a master plan for riverfront redevelopment by participating in a public meeting:

East Nashville:	Saturday, December 3 Martha O'Bryan Center, 711 South 7th Street, Registration: 9:30 am, Meeting: 10:00 am – Noon
North Nashville:	Monday, December 5 Randlee Rogers Center, 1419 8th Avenue North Registration: 6:30 pm, Meeting: 7:00pm – 9:00pm
Downtown:	Thursday, December 8 Downtown Public Library, 615 Church Street Registration: 11:30 am, Meeting: Noon – 2:00pm

For more information go to www.civicedesigncenter.org or call 615.248.4280

owned and/or small scale retail. Developments should also include mixed income housing, as well as specialty housing such as artist or "creative class" housing. These units could be part of an artist relocation program. Participants identified the John A. Cayce Homes as an area for redevelopment into a mixed-use/ mixed-income neighborhood that would benefit from connections to the Cumberland River.

Adjacencies to Shelby Park and integration of the development proposed on Jefferson Street into development on the east bank that also links to the river are encouraged. Development on the former Thermal Transfer site should be mixed use and provide space for locally owned and/or small scale retail.

3. Provide physical and visual access to the Cumberland River from Downtown and adjacent neighborhoods.

Physical access could be increased by adding canoe launching, swimming and fishing areas, marinas/piers/boat docks including boat rental facilities, additional pedestrian-friendly bridges (especially north of Jefferson Street), greenways and bike paths, walking tours exploring the history of the area, and a large park (perhaps on the east bank) for passive uses. Gateways or points of interest on Main and Woodland Streets could be created to distinguish the River District from the surrounding neighborhoods. It was also suggested that Riverfront Park be redesigned to incorporate permanent seating.

Additional public transportation options were suggested including a streetcar/trolley line from Rolling Mill Hill along the river to Metro Center, a rail-to-trails program, and a "blue line" water taxi/ferry that would improve circulation to and from the Cumberland River.

The extension or reconnection of existing streets, such as Russell Street, Demonbreun Street and Dickerson Pike, to provide more connections to the river was recommended, as well as creating more connections to key locations on the east bank (e.g. Lockland Elementary). Connections to neighborhoods could also be improved by removing chain link fences around some properties. Suggestions for increasing the pedestrian-friendly nature of the riverfront included limiting First Avenue to a pedestrian access, as well as narrowing Broadway. The Ellington Exchange should be reconfigured to allow access to the river. Views to and from the river, from the bluffs and major thoroughfares (Broadway, Main Street) should be identified and designated as points of interest.

4. Provide public spaces along the Cumberland River that allow a variety of uses and accommodate both active and passive recreation.

In addition to sports facilities, participants would like to see parks (pocket parks, dog parks, places to gather and sit), jogging trails and/or

promenade similar to the one in Magdeburg, Germany, Nashville's sister city, street vendors/performers, cultural events and spaces for those events to be held, all with a safe, cohesive lighting plan. The development of places to sit and relax as well as places to play or watch sporting events should be considered as well.

5. Create landmark destinations along the Cumberland River

The places listed in this category are more specific. Participants would like to see some of the following incorporated into a concept plan for the waterfront:

- Amphitheater
- Museums (including a Native American History Museum)
- Center for Living Watershed
- Aquarium
- Visitor's Center
- Iconic bridges
- Magnet arts school
- Public art
- Fountains/ water features (incorporating the history of the Cumberland River and Nashville)
- Enhancement of Fort Nashboro
- Baseball stadium
- Nature preserve
- Nashville Island as a destination park or site for public art

- Butterfly atrium
- Restoration/reconstruction of Shelby Pond
- Center for Innovative Technology
- The Stockyard Restaurant, a place of historic significance, should be linked to the Cumberland River
- Wetlands
- Swimming beach

6. Ensure high environmental and design standards for Riverfront redevelopment.

The entire design should incorporate the following ideas as principles:

- Clean and protect the shoreline and improve water quality (enhance river ecology) including: provide incentives for ensuring or promoting clean water programs, complete the Metro bio solids plant, implement a downtown recycling program.
- Promote green/sustainable building and design by encouraging high design standards (ex: use of pervious pavements, LED lighting, remove overhead power lines); ensuring that buildings don't "turn their back on" the river, promoting low-rise mixed-use along the river; instituting form-based zoning, balancing development with Smart Growth; ensuring that the

goals of TDEC (Tennessee Department of Environment and Conservation) and TDOT (Tennessee Department of Transportation) are in sync; and by re-establishing the street grid.

- Increase the number of trees/vegetation along the study area.
- Improve the quality of the bridges according to the themes established by the Shelby Street pedestrian bridge

and the Gateway Bridge.

- Maintain active public participation in redevelopment efforts.
- Be socially responsible (provide alternative jobs for those displaced by the relocation of industrial development along the river).
- Follow Plan of Nashville principles, especially regarding bridges and parks.

View from the river south of downtown.



IMAGES FROM PUBLIC MEETINGS

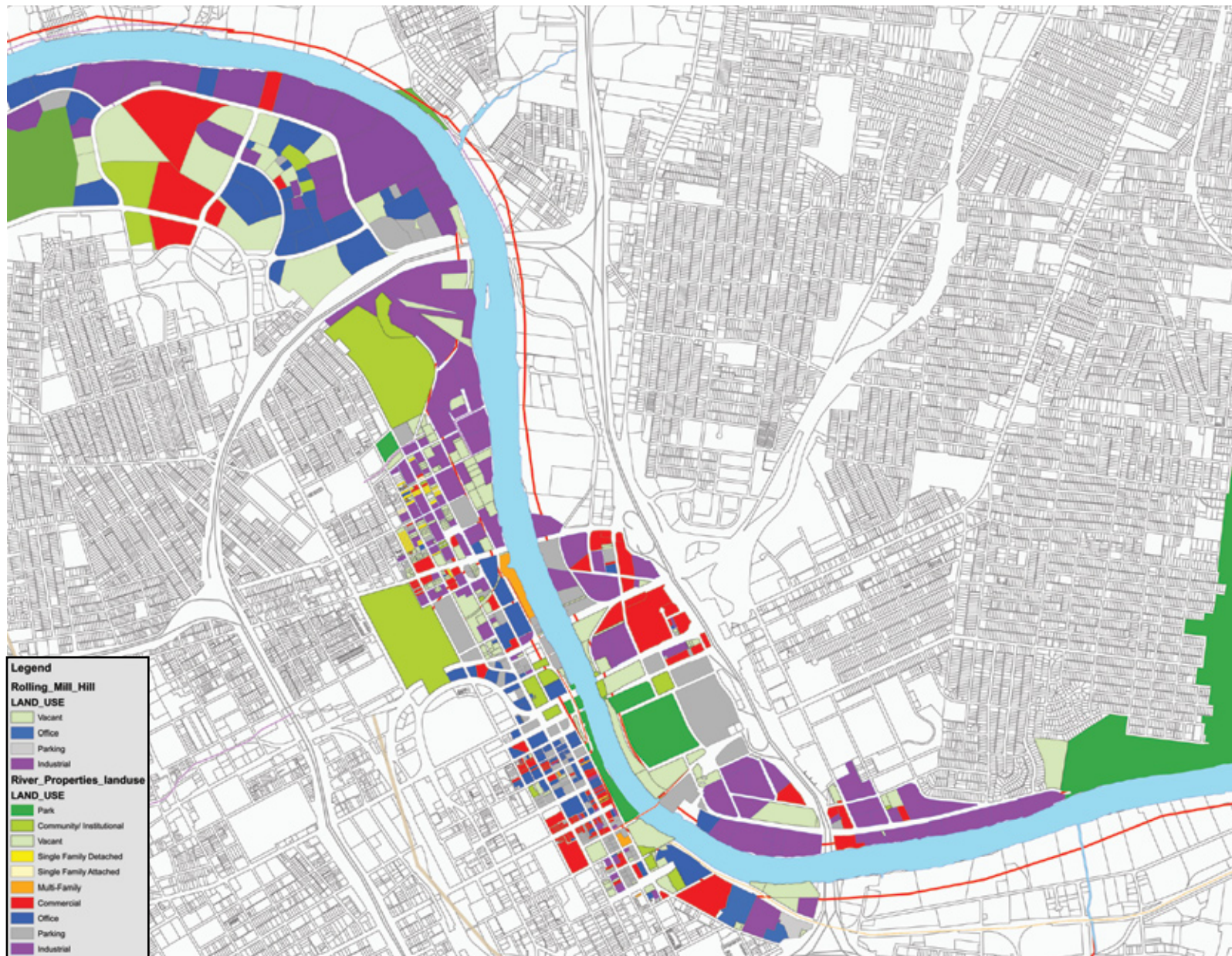


IMAGES FROM PUBLIC MEETINGS

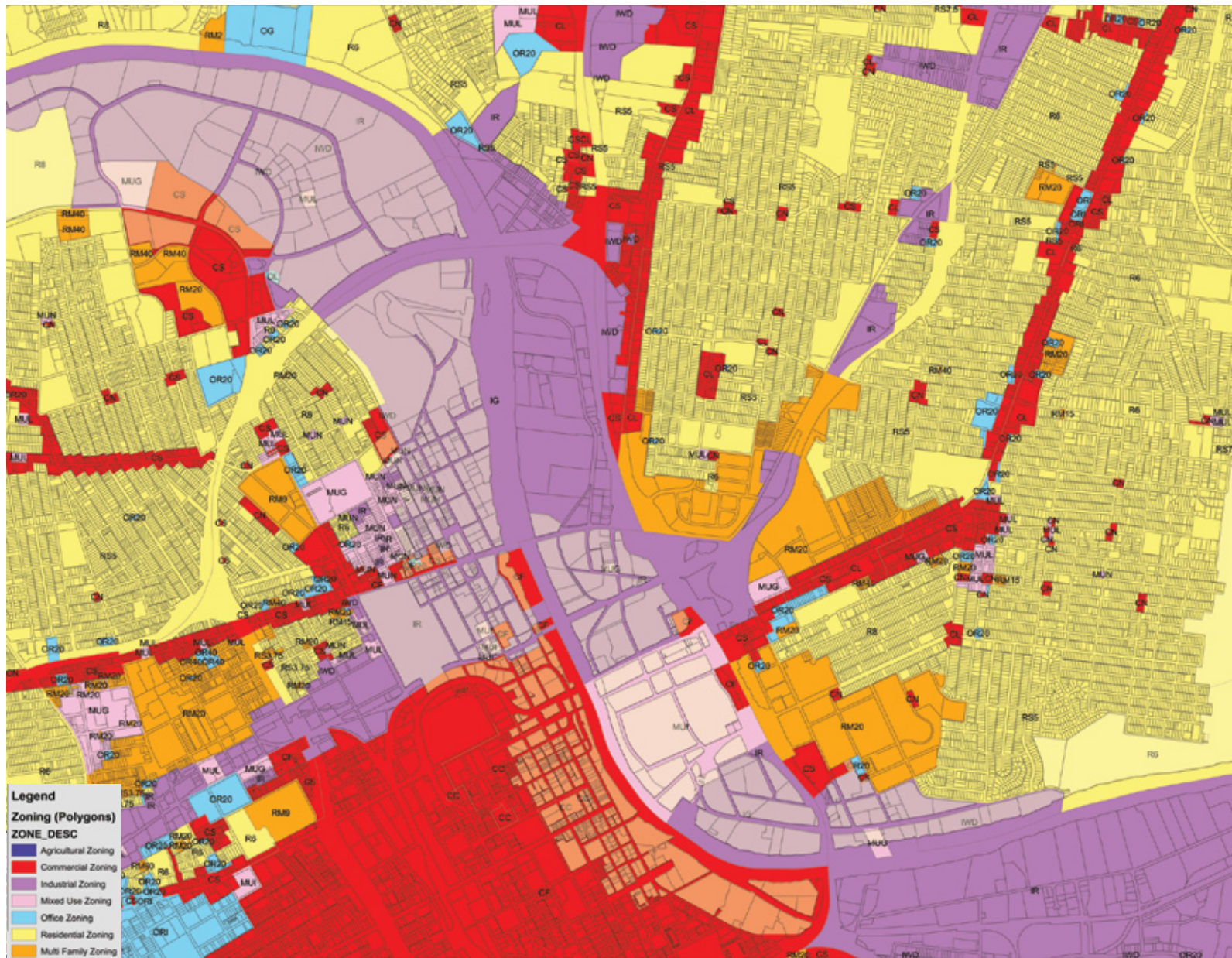




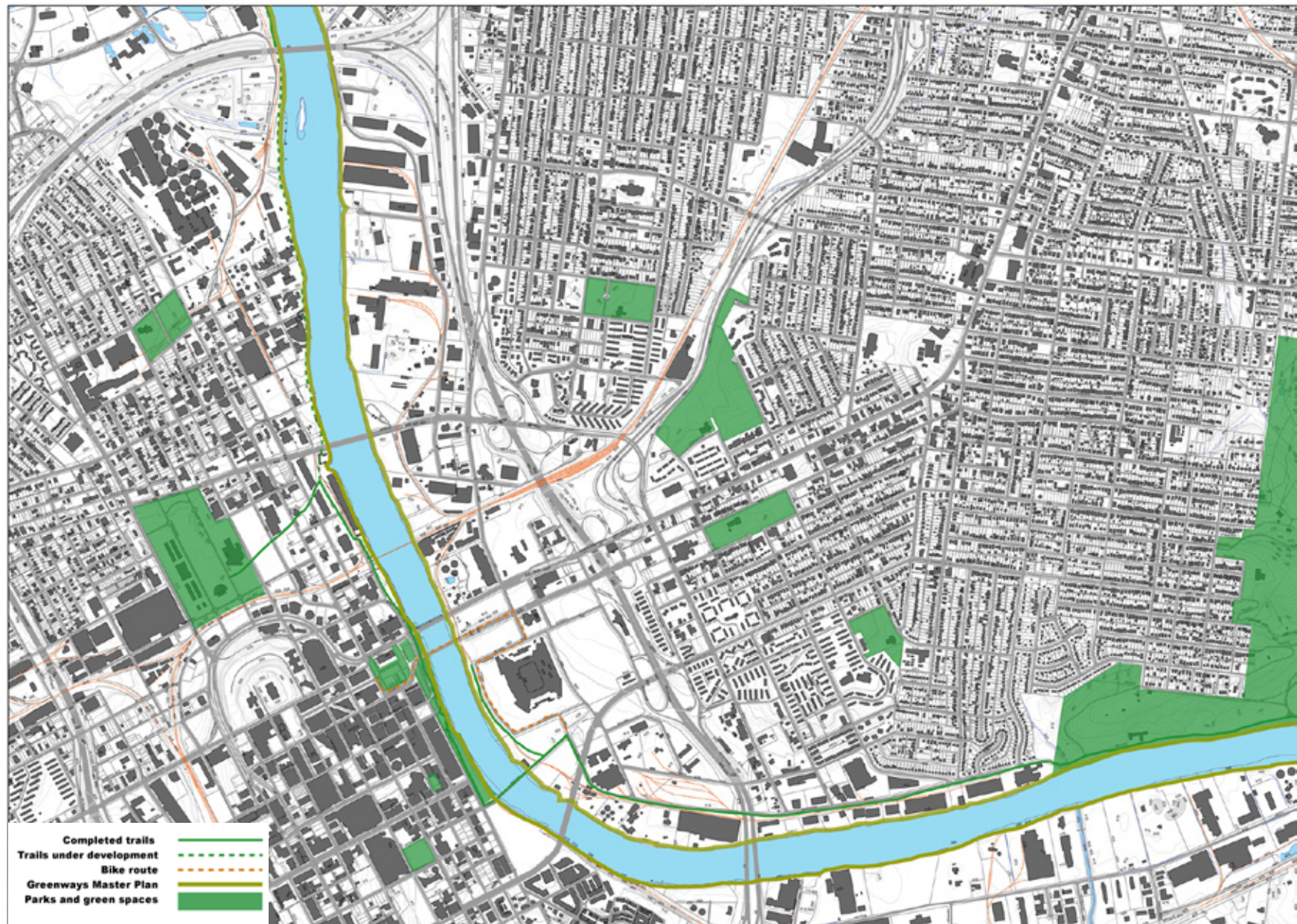
EXISTING CONDITIONS - LAND USE



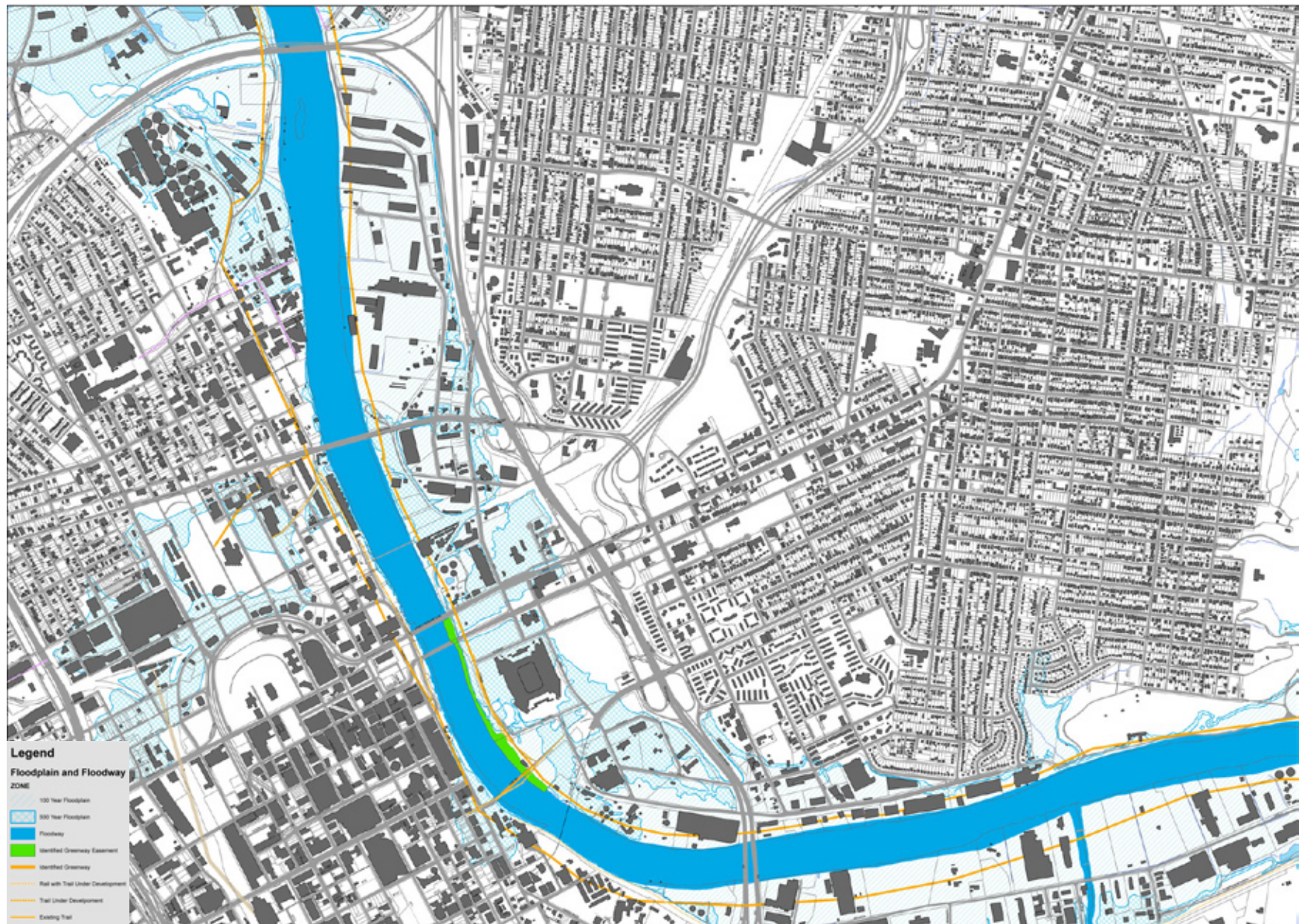
EXISTING CONDITIONS - ZONING



EXISTING CONDITIONS - PARKS AND GREENWAYS



EXISTING CONDITIONS - FLOODING



ABOUT THE STEERING COMMITTEE

The Steering Committee met four times during the visioning phase of the project (October 2005– January 2006).

Steering Committee Meetings

October 11, 2005

November 8, 2005

November 29, 2005

January 5, 2005

Other Steering Committee Activities

October 27, 2005 (trip to Chattanooga)

November 17, 2005 (Urban Design Forum on Chattanooga Waterfront)

November 18, 2005 (Boat trip along the Cumberland for Steering Committee volunteers)

Steering Committee Meeting Minutes

October 11, 2005

11:30–1:00 at Nashville Civic Design Center

Attending: Paul Ballard, Rick Bernhardt, Kenny Blackburn, Norree Boyd, Berdelle Campbell, Sally Connelly (for Tom Turner), T.K. Davis, Shain Dennison, Sandra Duncan, Sue Ferguson, Veronica Frazier (for Mark Macy), Jim Fyke, Curt Garrigan (for Roy Wilson) Geneva Hartbarger, Chris Koster, Ken Maynard, Kate Monaghan, John Norris, Scott Potter, Doug Radley, Ann Roberts, and Michelle Steele, Stephanie McCullough and Linda McFadyen-Ketchum.

Facilitator Kate Monaghan welcomed everyone and stated that the Army Corps of Engineers and Metro Parks and Greenways are partnering to fund the first phase of the Riverfront Redevelopment Plan and that the Nashville Civic Design Center will facilitate the process. Monaghan outlined the main goals of the Steering Committee:

- To ensure maximum public participation in the creation of a riverfront master plan
- To suggest the broad issues (e.g. environment, public access), identify realities (e.g. the river serves industry and freight needs) and consider priorities for discussion at public meetings. The three public meetings will be held within one week of each other and will use similar formats.
- To create a process for selecting a design firm that will formulate a master plan based on the ideas and priorities identified at the public meetings.

Monaghan also outlined potential challenges facing the Steering Committee:

- Constituencies who already feel excluded from the Steering Committee and finding ways for them to participate that suit their different organizational styles;

- Cataloging public input for the design firm chosen so nothing is lost in translation;
- Finishing the committee's work by late January 2006.

Monaghan then discussed several reasons why the time is right for the creation of a master plan:

- Numerous downtown projects are increasing Nashvillians' awareness of the river as an important asset (Rolling Mill Hill, Music City Star, Symphony Center, a growing roster of downtown events, Courthouse renovation, increased residential housing).
- The Chamber of Commerce's draft 2006 legislative agenda includes this position: The Chamber will encourage Metro Government to enter into a public/private partnership to completely redevelop the East Bank of the Cumberland River.
- The public is extremely interested in what happens to the riverfront—and expects to be asked what they think.

Ann Roberts of the Metro Historical Commission presented a brief history of the downtown

ABOUT THE STEERING COMMITTEE

Cumberland River, from the time when Native Americans called the Cumberland the "River of the Shawnees," to the present. She pointed out that the last big flood of the Cumberland downtown occurred in the late 1920's when the river reached 5th Avenue. By and large, the Cumberland has served a utilitarian function for Nashvillians through the years and has not been viewed as a recreational or cultural resource.

T.K. Davis of the Design Center summarized the Plan of Nashville's recommendations regarding the Cumberland. He pointed out that when citizens were asked their views about the future of the downtown Cumberland, they overwhelmingly supported increased public access to the river. They also wanted neighborhoods adjacent to the river to incorporate it as part of their identity and sought more connections between the East and West banks of the river. He explained that unobstructed view corridors to and across the river would reinforce Nashvillian's perceptions that the Cumberland River is an important asset.

Monaghan announced the following schedule of meetings and events:

Thursday, October 27–Chattanooga Field Trip
– The bus will leave the Sam's Club parking lot at 1304 Antioch Pike, at 8:00 a.m., and return by 5:30 p.m. Consultants in Chattanooga will plan a full day of meetings and walking tours that will give the Steering Committee an in-depth

view of what Chattanooga has accomplished and how they did it.

Tuesday, November 8–Next Steering Committee meeting at the Nashville Civic Design Center. The agenda will include:

- Presentation by Design Center staff of research on other cities' riverfront redevelopment efforts
- Discussion of Nashville's riverfront issues, opportunities, and priorities
- Decision whether or not to schedule a second field trip (possibly to Louisville)

Thursday, November 17–Urban Design Forum "The Transformation of Chattanooga's Riverfront," 5:15–7:00 p.m. at NCDC. Will be helpful for anyone unable to make the trip to Chattanooga. This forum will be the first meeting on riverfront redevelopment that the public will be invited to and encouraged to give input.

In order to gain an understanding of the study area and its features, the Steering Committee set off on a walking tour along 1st Avenue to Riverfront Park and onto the Shelby Street Bridge. Rick Bernhardt and others helped identify prominent buildings and other structures that currently occupy the banks of the river in the immediate downtown area.

October 27, 2005 Trip to Chattanooga

Attending: Kenny Blackburn, Berdelle Campbell, TK Davis, Shain Dennison, Sandra Duncan, Susan Edwards, David Ewing, Sue Ferguson, Curt Garrigan, Geneva Hartbarger, Dave Koehlin, John Lavendar, Ken Maynard, Linda McFadyen-Ketchum, Kate Monaghan, Randy Morgan, John Norris, Scott Potter, Ann Roberts, Phil Ryan, Michelle Steele, Tom Turner

Agenda for the Trip:

11:00 – 12:10 Overview and orientation by Kennedy, Coulter, Rushing, and Watson, and RiverCity Company representative
12:10 – 1:15 Board bus, travel to Bellsouth baseball park, for lunch and meeting with ballpark owner and manager.
1:15 – 2:45 Walking tour of Riverfront, including the River Pier, River Passage, First Street, Holmberg Bridge, and Hunter Museum of American Art.
2:45 – 3:00 Board bus, travel to Renaissance Park.
3:00 – 3:45 Tour Renaissance Park and Coolidge Park.
3:45 – 4:30 Debriefing, Stone Cup Brewing Co., 330 Fraizer Avenue.
4:30 Board bus for return trip.

ABOUT THE STEERING COMMITTEE



November 8, 2005

8:00 – 9:30 am at the Nashville Civic Design Center

Attending: Paul Ballard, Rick Bernhardt, Kenny Blackburn, Norree Boyd, Berdelle Campbell, Anne Coulter, T.K. Davis, Shain Dennison, Sandra Duncan, David Ewing, Sue Ferguson, Jim Fyke, Curt Garrigan, Ron Gobbel, Geneva Hartbarger, Dave Koellein, John Lavender, Mark Macy, Ken Maynard, Stephanie McCullough, Linda McFadyen-Ketchum, Kate Monaghan, John Norris, Scott Potter, Doug Radley, Ann Roberts, Phil Ryan, Anita Sheridan, Michelle Steele, and Tom Turner.

Kate Monaghan welcomed everyone and announced that Steering Committee members are needed to help facilitate small group visioning sessions at the Riverfront Redevelopment public meetings scheduled for December 3, 5, and 8.

Monaghan introduced Phil Ryan, Executive Director of the Metropolitan Development and Housing Agency, who made a presentation about MDHA's long involvement in a wide variety of development projects pertinent to riverfront redevelopment in Nashville, including Riverfront Park, the East Bank, Rolling Mill Hill, and numerous other downtown civic, residential, and office spaces. Ryan stated that MDHA is a unique entity in the United States and that it has succeeded over the years by forming partnerships with other agencies and groups.



ABOUT THE STEERING COMMITTEE

Next Stephanie McCullough, Design Assistant at the NCDC, gave a PowerPoint presentation featuring riverfront redevelopment projects in ten other American cities, including: Austin, St. Paul, Charleston, Portland, Pittsburgh, Cleveland, Cincinnati, OH/Covington, KY, Louisville, Knoxville, and St. Louis.

Monaghan then lead the group in a discussion of factors that affect Nashville's riverfront redevelopment. They are:

Navigability

- About 4,000 barges float thru downtown annually.
- The Cumberland River is navigable.
- Any new bridges would ideally be 80' high (minimum) with piers built into the riverbank (check with Coast Guard for bridge restrictions).
- U.S. Army Corps of engineers maintains a 9' channel depth in the river.

Water level fluctuations and flooding

- River's water level fluctuates 30 to 32 feet yearly.
- Need to understand the restrictions that various flood plains (50 year, 100 year and 1975 flood) impose.

Maintaining and improving water quality standards and wildlife considerations

- The portion of the river in the study area is designated as "partially supporting"—The rest of the Cumberland is classified as "fully supporting" by the TN Department of Environment and Conservation.
- Seven combined sewer sites downtown discharge storm water with a small component of wastewater into the Cumberland during very heavy rain—remediation is planned as part of a Metro water services overhaul but will be extremely expensive.
- 5.3 miles of riverfront are candidates for remediation.

Brownfields

- The existence of brownfields has potential impact on development potential, land costs, etc.
- MDHA has information about their locations.

Land in public or quasi-public ownership and existing constraints

Washington Regulator, Titans Stadium, Metro Central waste water treatment plant, parking lot near Woodland St. Bridge, Rolling Mill Hill, former Thermal site, Metro Courthouse

and Public Square, Briley/AA Birch facilities, Nashville Bridge Company building.

Areas of current direct public access that should be considered permanent

Status of any commercial leases on the river
Need to identify

Historic zoning and properties

Shelby St. Bridge
1st and 2nd Avenues
Industrial remnants on East Bank
Bluffs
Demonbreun's Cave
CSX Railroad bridge
Trail of Tears crossing
Omohundro water facility
Civil War battery at Rolling Mill Hill
Creek branch

Significant underground utilities

TVA lines
Football stadium discharge lines
Check with NES for their plans

Annual public festival or programmed event constraints

Dancin' in The District
CMA Week
4th of July
Holiday Tree-Lighting
Shelby St. Bridge events

ABOUT THE STEERING COMMITTEE

Erosion control issues and adding riparian buffers to the riverbank

Army Corps controls riverbank up to elevation 392 MSL

Visual and physical accessibility

How we see the river

Making the river more visible and physically accessible

Monaghan announced that boat tours of the study area would be available on November

18 and reminded the group that the November 17 Urban Design Forum would feature a presentation about Chattanooga's riverfront redevelopment given by Karen Hundt. She urged any who did not travel to Chattanooga on October 27 to attend.

The Steering Committee decided to meet next on November 28, 2005, from 8:00-9:30 am, to go over the materials and process that will be used at the public meetings on December 3, 5 and 8.

November 17, 2005

Urban Design Forum – "Reconnecting to Our River: Learning from Chattanooga"

Karen Hundt of Chattanooga's Planning and Design Studio discussed the scope of the city's \$120 million project, the public/private connection that made it happen, and how the project was completed in 36 months.

November 18, 2005

Boat trip sponsored by the Army Corps of Engineers

The Army Corps of Engineers sponsored two trips for Steering Committee members interested in a closer look at the Cumberland River.

November 29, 2005

8:00-9:30 am at the Nashville Civic Design Center

Attending: Kenny Blackburn, Berdelle Campbell, Anne Coulter, T.K. Davis, Shain Dennison, Sandra Duncan, Susan Edwards, David Ewing, Curt Garrigan, Gary Gaston, Ron Gobbel, Geneva Hartbarger, John Lavender, Mark Macy, Ken Maynard, Stephanie McCullough, Linda McFadyen-Ketchum, Kate Monaghan, Scott Potter, Ann Roberts, Phil Ryan, and Tom Turner.



ABOUT THE STEERING COMMITTEE

Kate Monaghan welcomed everyone and reminded them of the upcoming Riverfront Redevelopment public meetings slated for December 3, 5, and 8. She reminded Steering Committee members that many of them had volunteered earlier to serve as small group facilitators at the public visioning sessions.

Monaghan introduced Stephanie McCullough, Design Assistant at NCDC, who showed slides she took on the November 18 boat tour of the study area. The group discussed the numbers of homeless individuals shown in the photographs and the best way to handle the disruption to them that riverfront development will cause. It was noted that homeless individuals usually move to other locations when development begins.

T.K. Davis shared several ideas he had as a result of the boat tour. These included lighting the CSX railroad bridge so that it and the Shelby Street Bridge would "bracket" downtown in light; developing a natural area under the I-65 bridge that would provide a great view of the river in both directions; and putting something of interest (event space, chapel, art gallery) on a barge that would move up and down the downtown section of the Cumberland.

Final changes to riverfront study area were discussed. The Steering committee agreed that the boundaries will be: (a) the section of the

Cumberland between Shelby Bottoms and the I-65 bridge on the East Bank, and, (b) the section of the river between Rolling Hill Mill and the I-65 bridge on the West Bank.

Monaghan asked the group to read the minutes of the November 8 meeting carefully and to let her know if there were corrections needed. She added that the NCDC has e-mailed and mailed public meeting announcements about the December meetings extensively and that adequate newspaper coverage promoting the meetings is expected.

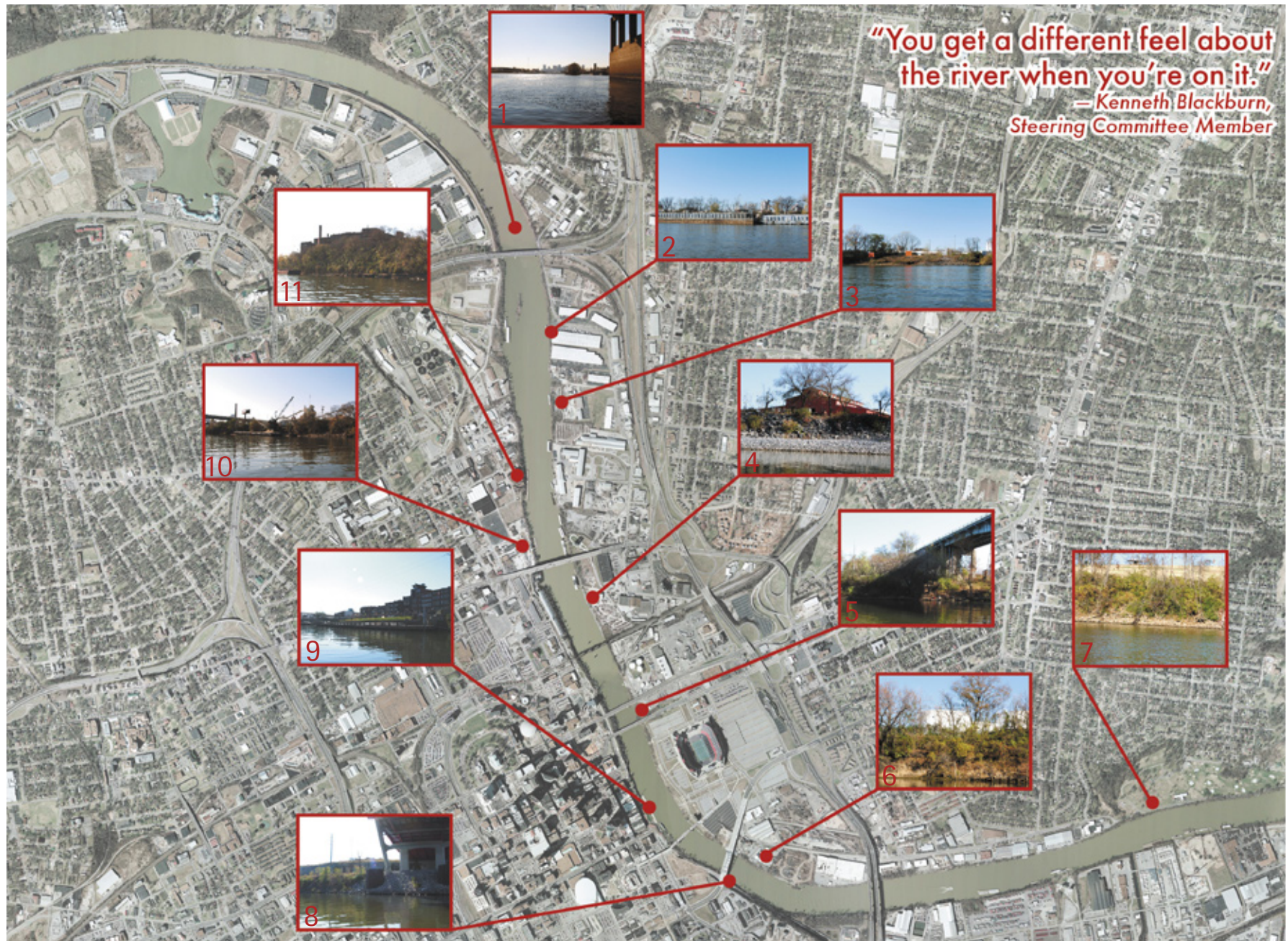
Monaghan introduced Ann Coulter who explained the visioning process that facilitators will use at the public meetings. The process centered on two questions that will be asked: What do you want to keep about the riverfront now and what do you want to add to it? Coulter explained the process and instructed those who will be acting as small group leaders to listen to all suggestions and encourage divergent thinking with no regard for the cost.

Steering Committee members then worked at tables with the same materials that the public will use and completed a shortened version of the visioning process. At the end, each table reported to the larger group the suggestions of their small group.

Monaghan announced that the Steering Committee will meet in early January, 2006. A small committee may be formed to work on the RFQ that will be submitted during the winter of 2006.

BOAT TRIP IMAGES

Images from the Steering Committee Boat Trip sponsored by the
Army Corps of Engineers



BOAT TRIP IMAGES



1. Looking upriver past Nashville Island to Downtown Nashville



2. View of east bank of the Cumberland, opposite Nashville Island



3. East bank, opposite Neuhooff Packing Plant



4. Barn structure on east bank, opposite Riverfront Condos



5. East bank of Cumberland River between Jefferson Street and Woodland Street Bridges



6. Industrial area on east bank, opposite Rolling Mill Hill development

BOAT TRIP IMAGES



7. Shelby Park



8. West bank, below Gateway Bridge



9. Riverfront Park



10. Metro Ready Mix



11. Neuhoff Packing Plant

PREVIOUS STUDIES

LISTING OF PREVIOUS STUDIES

Connecting with the Invisible River – Published in June 1997 by the Connecting with the Invisible River Subcommittee, organized by the Nashville Downtown Partnership. *Proposes the development of a Task Force to coordinate the development and implementation of a Riverfront Master Plan.*

Cumberland River Greenway Concept Plan – Prepared by Hawkins Partners, Inc. for the Metropolitan Board of Parks and Recreation, and the U.S. Army Corps of Engineers, May 2000. *A plan that focuses on the development of greenway trails, open space, careful development/ redevelopment, and education along the entire length of the Cumberland River in Davidson County – a total of 57 miles.*

Plan of Nashville – Developed by the Nashville Civic Design Center, October 2004. Documented in The Plan of Nashville: Avenues to a Great City, written and edited by Christine Kreyling. Published by Vanderbilt University Press, 2005. *Vision plan for Nashville that emphasizes the importance of the Cumberland River in the development of Nashville.*

WHAT THE PLAN OF NASHVILLE SAYS ABOUT THE CUMBERLAND RIVER

- The Cumberland River should be treated as an asset central to Nashville's identity—an asset to be treasured and enjoyed.
- The Cumberland's riverbanks, waterways and wetlands should be protected.
- The river and its wildlife areas should have environmentally sensitive, balancing habitat, recreation, transportation and water supply issues.
- Future riverfront development should incorporate amenities and public access to the river.
- There should be a variety and multiplicity of connections (both visual and physical) across the river.
- Should there be strong connections (both visual and physical) between neighborhoods and the river.
- All green space along the river should be interconnected.
- Public art should be incorporated in greenway development along the river.
- New mixed-use neighborhoods (residential and commercial) should

be encouraged along the river.

- Over time, industries not dependent on the river should relocate to more appropriate sites, for example, near interstate nodes.
- There should be a marina for recreational boats located in close proximity to downtown Nashville.
- Additional pedestrian and vehicular bridges should be added during the next several decades.
- Each neighborhood near the river should have a point of reference to the river (for example, a viewing terrace or gateway pylons).
- A river overlook should be developed at or near the Neuhoff complex.
- Tennessee State University should have a boat dock for rowing sport activities.
- The northeast Nashville neighborhood should be the location for a band shell on the Cumberland.
- A linear boat dock parallel to the river's shore should be provided along the Sulphur Dell neighborhood.
- There should be a marker on the east shore of the river marking the west to east axis on the river.
- The Broadway terminus on the river

should be redesigned to promote a view corridor across the river to the new public art sculpture by Alice Aycock, soon to be built.

- Redevelopment of the Thermal Transfer Plant site should preserve public access to the water's edge.
- Over time, streets in the South of Broadway neighborhood (SoBro) should be realigned to maximize view corridors to the river.
- The parking areas surrounding the stadium should have more landscaping.
- The landscape development in the Metro Center neighborhood should be enhanced as an arboretum.
- The I-265 and I-24 bridges should have new guardrails that allow the river to be seen while crossing.
- A new bridge should be built linking Trinity Lane and Whites Creek Pike.
- A new bridge should be built at Old Buena Vista Pike to connect Trinity Lane, Buena Vista Pike, Whites Creek Pike and Old Hickory Boulevard.
- A new pedestrian bridge should be built to connect the Neuhoff Complex (Nashville Cultural Arts Project

and International Center for Living Watersheds) with a new Cumberland Northeast Park.

- The Jefferson Street Bridge should be made more pedestrian and bicycle friendly.
- A new bridge should be built connecting northeast Nashville neighborhoods to the state government district and the Bicentennial Mall.
- A new pedestrian bridge should be built at South Eleventh Street linking new neighborhoods in East Nashville with the Stones River Greenway on the south bank.
- A new park should be created along the river for northeast Nashville.
- Morgan Park should be connected back to the river greenway.
- The Ellington Parkway should be transformed into a boulevard and linear park connected to the river.
- A new East Bank Neighborhood Park should be connected to the east bank greenway.
- The unutilized land at the river bend below and adjacent to the I-24

Interstate Bridge should become a Southside Riverfront Park.

- Public tours of the historic Omohundro Water Plant should be offered periodically.



PLAN OF NASHVILLE MAP

