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executive summary

The Master Plan's Guilding Principles.

Upgrade facilities & maintenance
Celebrate the park's history
Be good stewards of the natural environment
Embrace diversity of users and activities
Create a secure atmosphere
Improve access & connectivity
Provide greatest value at acceptable costs
Recognize Shelby Park is a neighborhood & regional park

The Master Plan. As recommended in the Metropolitan Parks & Greenways Master Plan, the master plan for Shelby Park will guide the investment and development within the park for the next generation. The plan includes an analysis of existing site facilities, conditions and programs, development recommendations, phasing/ priority recommendations and cost estimates.

Opened to the public in 1912, Shelby Park is one of Nashville's most historically significant parks. Shelby Park is adjacent to the Cumberland River and the 810-acre Shelby Bottoms Greenway. Master plan components focus on site solutions and guidelines for implementation that address issues such as vehicular, pedestrian and bicycle circulation, parking, athletic field configurations, design standards for lighting, site furnishings, signage, incorporation of new outdoor spaces, playgrounds, public art, hiking/ nature trail opportunities, riverbank erosion/ stabilization, floodplain constraints/ opportunities and relationship to existing Shelby Golf Course. Critical to the master plan was the focus on sustainable planning, construction and design practices.

Consensus Building. The master plan was developed over a six month period. During the planning process, a total of four public meetings were held (see listing below for dates and locations). Over three hundred citizens participated in the public meetings.

In addition, a technical advisory committee was formed to provide specific insight into the operation, needs, and opportunities within the park. The technical advisory committee was comprised of representatives of various agencies (i.e. Corp of Engineers), other Metro departments (i.e. Water Services), and divisions within the Parks and Recreation Department (i.e. Golf Operations, Park Police, Greenways).

The purpose of the public and technical advisory committee meetings was to provide a forum to solicit feedback while informing every one of the planning team's efforts and findings. At the very outset of the project, the input received was invaluable in helping the planning team get an understanding of the events and processes that shaped the park. Furthermore, the meetings aided in clearly defining the issues and everyone's vision for the park. The effort helped establish a clear set of guiding principles that served to shape the Recommendations of the plan. The plan is the manifestation of these guiding principles.

Inventory Phase
Public Workshop 2/5/2009 (Thursday), at East Literature Cafeteria

Analysis Phase
Public Meeting 3/5/2009 (Thursday), at East Literature Cafeteria

Preliminary Master Plan
Public Meeting 4/23/2009 (Thursday), at East Literature Cafeteria

Final Master Plan
Public Meeting / Presentation 6/11/2009 (Thursday), at East Park Community Center

Technical Advisory Committee

Metro Board of Parks and Recreation
Curt Garrigan, Assistant Director of Planning
Tim Netsch, Planning Superintendent
Jackie Jones, Public Relations
Bob Parrish, Natural Resources Superintendent
Bobby Sandlin, Maintenance
Sandy Bivens, Director of Nature Centers
Denise Weyer, Director of Shelby Bottoms Nature Center
Henderson Kelly, Recreation Division Superintendent
Mike Bays, Assistant Director of Maintenance
Ronnie Pruitt, Grounds Maintenance
Sally Davis, Golf Operations
Shain Dennison, Greenways Director
Tommy Lynch, Assistant Director of Special Services
Bob Benson, Special Services

US Army Corp of Engineers
Bradley BishopSue Ferguson, Regulatory & Funding

Metro Water Services & Stormwater
Michael Hunt

Riverfront Development
Chris Koster

Metropolitan Historical Commission
Tim Walker, Director

Design Team

EOA Architects PLLC
Gary Everton, FAIA, Leed AP
Tracey Ford, AIA, Leed AP

Hawkins Partners
Gary Hawkins, ASLA
Brian Phelps, ASLA, Leed AP
Sara Putney, ASLA, Leed AP

history

1913 View from Meredith Grove looking towards the area of the current ballfields. The Sycamore Lodge and the smokestack from the Omohundro Water Plant is in the background.

Location of Nashville Street Railway and turn-around at Shelby Park

The land known as Shelby Park began as a private amusement park located at the end of the street car line on Shelby Avenue. The Nashville Street Railway built a summer casino in the early 1890s near where the current community center is located. On summer evenings, free tickets to plays were given to street car riders.

On Sunday afternoons a balloon ascension with a parachute and man aboard, was a drawing attraction. And the first cylinder phonograph records were played at the park. Ear phones were attached. It cost one cent per tune. Boys in the neighborhood would work after school hours to earn money to listen to the music on Sunday afternoons. Movies were shown on the hillside near the site of community center on saturday nights. Large crowds came to view them.

Following the bankruptcy of the amusement park, the Nashville Park Board purchased 151 acres in 1909 with an additional 80 acres purchases in 1911 (of Meredith Grove). Shelby Park was opened to the public in 1912. Named in honor John Shelby, a physician, state senator and postmaster, Shelby Park became East Nashville's premiere recreation area and community gathering space. A planting plan from 1919 indicates that the layout of today's meandering roadways was original to the park design.

history
the follies

Original features built in Shelby Park included several architectural "follies" or fanciful, picturesque structures. One was the Dutch Windmill. Built for the park opening in 1912 on what became known as Windmill Hill, it was a full scale interpretation of what one might have imagined in Holland. The tall structure allowed visitors to climb an exterior staircase and enjoy expansive views of the park. The windmill burned in 1940. The Lake Sevier Boathouse (1912) was constructed of wood & concrete and designed to look like the prow of a riverboat. Paddle boats and canoes were available for rental at the boathouse, which also offered views of lake and surrounding area from an upper deck. The water fountain shelter (1912) near the Lillian Avenue entrance is the only folly still standing today, and is the most fanciful of several cast concrete structures in the park designed by E. C. Lewis.

concrete shelter

dutch windmill

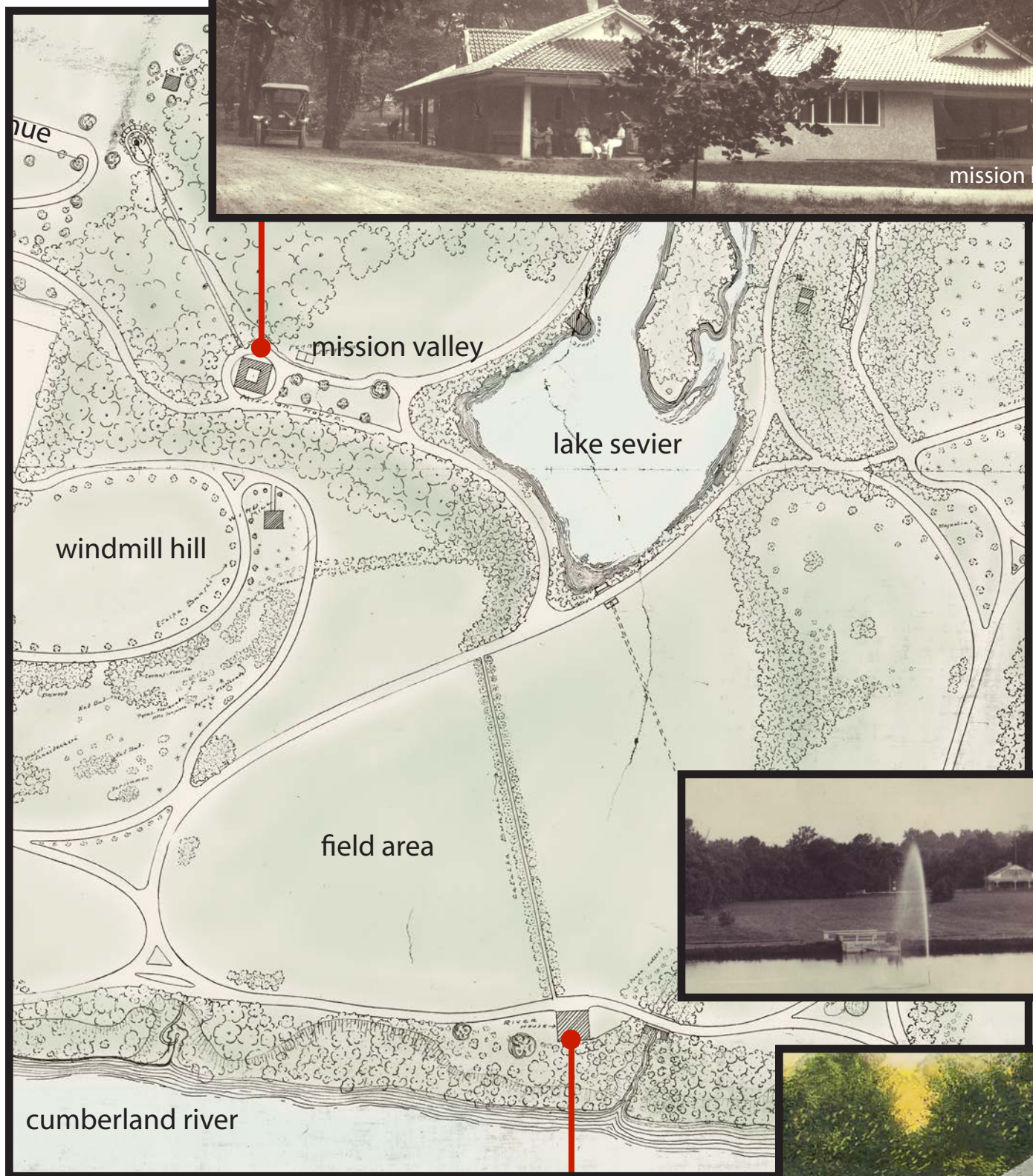
lake sevier boathouse

history
the follies

There were two public comfort stations built for the park in its first years of operation. These buildings included restrooms, porches and rentable meeting space.

The Mission House Lodge (c. 1912) was built in the Spanish Colonial Revival style and included deep porches & lounge areas. The lodge served as a park orientation building for visitors arriving from the Shelby Avenue entrance. The 1919 plan shows a circular drive around the building, along with a peanut stand. Other period photos show a large oak tree anchoring the eastern end of the mission valley area.

The Sycamore Lodge (c.1913) was located south of the current ballfields at the river's edge. The log structure had a second storey overlook above a port cochere where visitors enjoyed a view of the ballfields. Constructed of cedar logs, the building had restrooms and a large space that was rented for picnics and church and family gatherings. The lodge was disassembled and moved in the 1980s to the Boxwell Reservation in Gallatin for use by a Boy Scout troop.



history
the site today

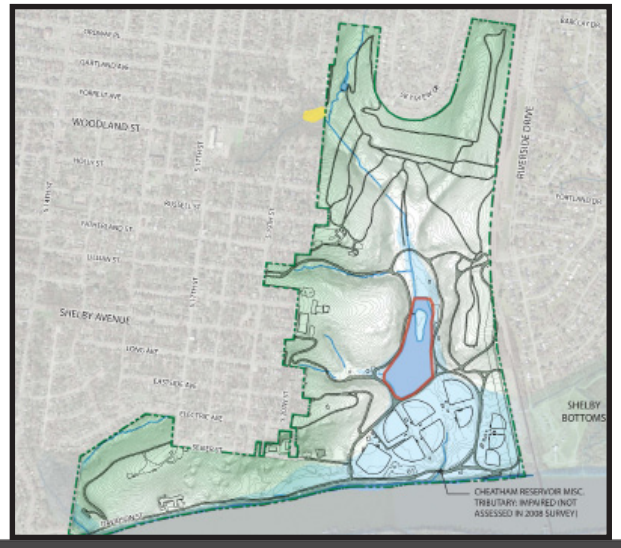
Shelby Park has been defined by not only the historical and cultural features of the park, but also by its rolling topography and natural areas -- all within an urban context near downtown Nashville. The inventory phase of the master planning process inventoried and assessed the current land use patterns, soils, utilities, hydrology, vegetation, and habitat. All of these features add to the park's unique identity. The steeply wooded slopes create a stunning landscape that helps to define more intimate spaces within the park. The terrain also shapes how the park is used and can create obstacles to connectivity between spaces.

Use of the park is further influenced by the hydrology, particularly the floodplain and lake. The active recreation activities (i.e. ballfields) occupy the extensive, level flood plain, while the other uses like the community center and golf course clubhouse are located on higher ground outside of these areas. The soils identified as a part of the inventory phase do not pose any serious limitations to the potential uses within the park.

cave spring

Most of the park's historic structures are only memories, and those that remain are in poor condition. Cave Spring is one such remaining cultural and natural feature that has been disconnected from the identity of Shelby Park. Many current visitors are not aware of its existence or history. One can still see the remains of the grotto, fountain, stone steps and pergola that were constructed around this natural spring in 1913. Park visitors once sat inside the grotto of the cave and appreciate not only the sounds of the spring but also the naturally cool air provided by the cave.

cave spring today



inventory
public input

February 5, 2009 – At the first public meeting, participants were asked to discuss the master plan in terms of four key questions:

Current Issues:
What issues related to the park should be addressed in this plan?

Facilities and Programs:
What are the most important facilities or programs currently offered at Shelby Park that should be maintained or improved?

Facilities and Programs:
What new facilities or programs should be considered?

Unique Park Qualities:
What do you think makes Shelby Park unique?

A summary of responses to these questions is at left.

Current Issues.

Circulation & Connections - Parking, traffic (internal & external), cut-through traffic, entrances, motor vehicules, hard surface trails (pedestrians, strollers, bicycilng, in-line skating), soft surface trails (trail running, hiking, mountain biking), cart paths, signage & way-finding. Connections from sidewalk system in residential areas. **Site drainage & stormwater** - Flooding fields, lake needs to be dredged. Site drainage is not working, needs to be addressed with BMP. **Nature** - Maintain trees, natural habitat, more shade trees, more beautification, local species, low maintenance. Connect natural areas to trail systems. Clean out invasive/ exotics. Better connection to river/lake. **Conflicts related to existing adjacent uses** – Non-golfers on cart paths – needing fencing. Race day conflicts with other users. Restroom facilities. Trash & recycling. **Accessibility. Safety** - Lighting, security, stray dog/cat issue. **Greatest value for acceptable costs** – Condition of Shelby facilities relative to other Metro Parks facilities is poor, best value should be extracted from revenue generating facilities. **Upgrade facilities & maintenance.**

Most Important Current Facilities and Programs.

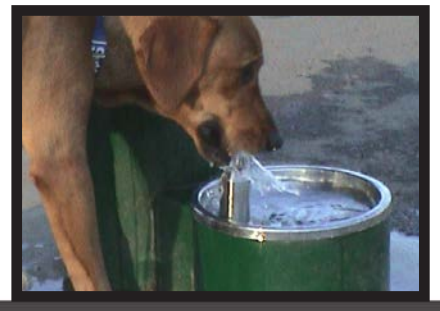
Diversity - Variety of activities/programs/multipurpose spaces, Something for all age groups. Has always been diverse. Serves diverse socio-economic and racial populations (wide demographic). **Celebrate unique history** - Improve & restore historic structures & open spaces like Cave Spring, former lodges, picnic shelters. Unique **river edge**. Centerpiece of **Lake Sevier**. Hills, terrain and **topography**. Iconic train **trestle**. Proximity to **Downtown**. Site **ecology** and the natural environment. Having both a **community center** and a **nature center**. History of **athletic** programs. Shelby is both a **regional** and a **neighborhood** park.

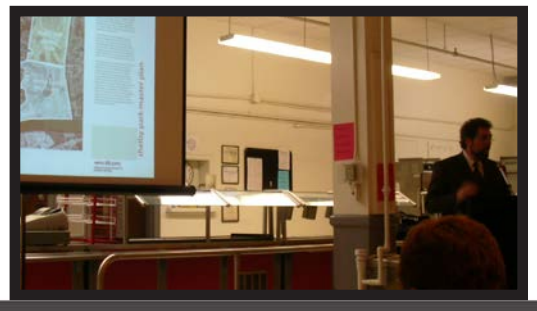
Unique Park Qualities.

The river - Improve views & access, repair boat ramp, add other access points for canoes/ non-motorized craft. Greenway connections. Clean out invasive/ exotics. **Active sports** – Maintain Nashville Girls Softball, expand Jess Neely, expand Old Timers, maintain adult softball, all need better concessions/restrooms. **Lake Sevier** – Improve water quality and edges, bring back boating, maintain fishing, manage ducks. Maintain dog park - maintain. **Shelby Golf Course** - Add driving range & putting green, improve 18-hole course or reduce to 9-hole, new clubhouse, currently not generating substantial revenue, revenue producing facility should be financially sound to ensure long-term viability. Maintain **Vinny Links**. **Community Center** -- Needs more programs/ under utilized, needs renovation. **Picnic shelters & playgrounds** -- Need more shelters, need more/ better playgrounds near shelters, need different sizes of shelters. Maintain/expand **tennis courts**.

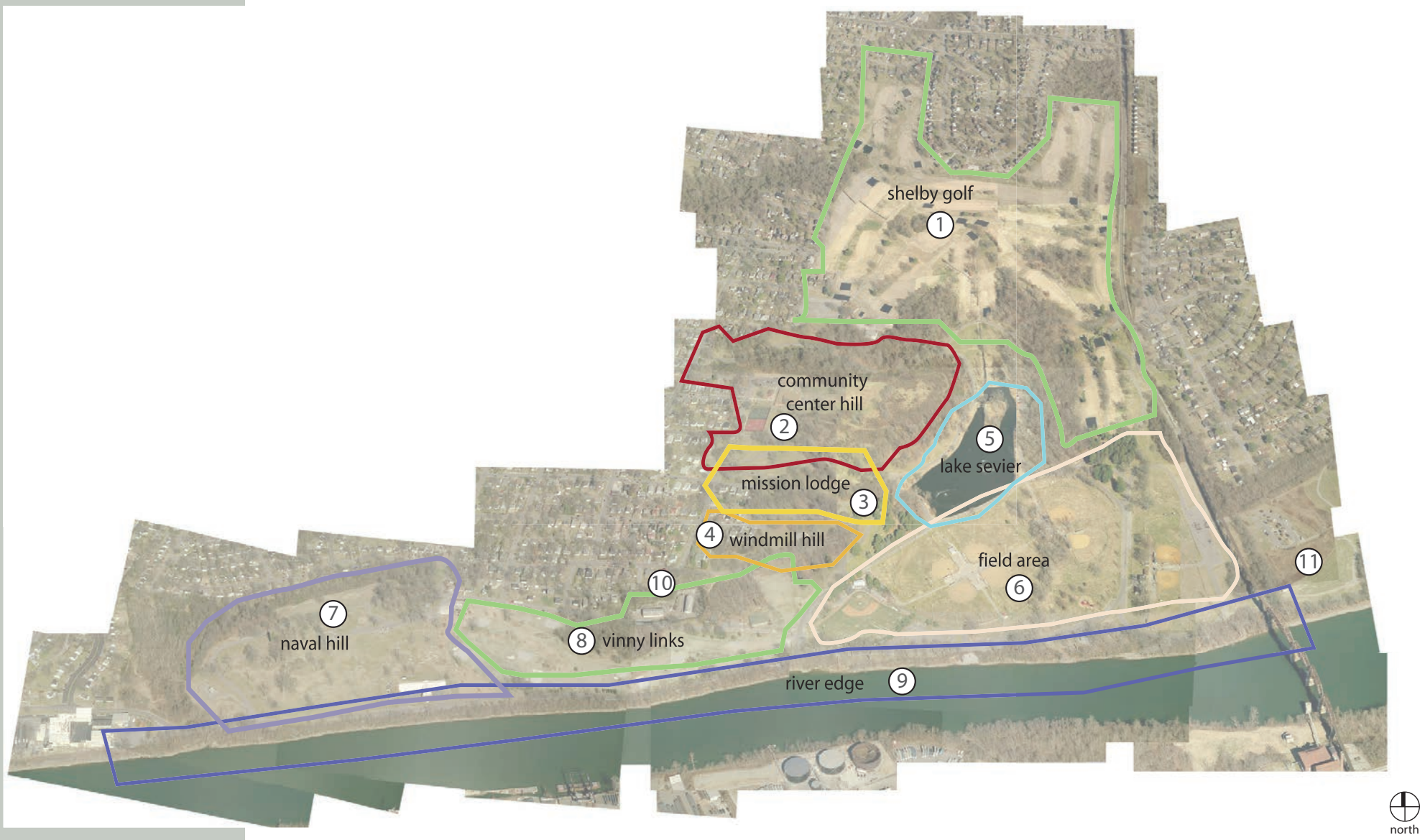
What new facilities or programs should be considered?

Wheelchair softball. **Historical** interpretative at Cave Spring, Lockeland Spring, former lodges. **Soccer** field and/or **multiuse field**. Access to along river such as a **river boardwalk.** Open flat area for area large events like symphony, movies in the park. Bandstand/shelter. Structured amphitheater. Natural amphitheater. **Naval Facility** - arts center, sustainability center (CRC), "water center", green jobs training, public/ private partnership, bike/canoe/ kayak/in-line skate rental, **disk golf course**. Small **skate** park. Separate **small**-dog park. New community center. **Windmill** feature/green power. Community center - adult fitness programs, Boy/ Girl Scout programs.





inventory
park subareas



inventory
what is shelby *today?*

Existing Facilities.

Working with the Technical Advisory Committee, the design team gathered information regarding the location, number and condition of existing facilities within the park, including parking, shelters, athletic fields and trails.

1 Shelby Golf Course.

a. Shelby Golf Course clubhouse - 5,300 square feet, steel frame, brick veneer. 2001 facility assessment: rated 2, needs repair.
b. Stone cart barn - golf cart storage - 22'x32', stone walls, metal roof. 2001 facility assessment: rated 2, needs repair.
c. Golf course maintenance building - 40'x65', pre-engineered metal building, 2001 facility assessment: rated 1, satisfactory.
d. A-frame rain shelter - 8'x10', wood frame. 2001 facility assessment: rated 1, satisfactory.
e. Historic octagon rain shelters (2) - 15'x15', stone base/ wood frame, 2001 facility assessment: rated 1, satisfactory.
f. Shelby Golf Course (1924) - 18-holes, 50 acres, 75 parking spaces.

2 Shelby Community Center.

a. Shelby Community Center (1961) - 16,572 square feet, CMU structure/brick veneer. 2001 facility assessment: rating 2, needs repair. Repairs & ADA upgrade complete in 2002.
b. Playground (2002) – ADA compliant.
c. Tennis courts & play court – repaired in 2002.
d. Parking below tennis courts (2002) - 24 spaces.
e. Dog park (2002).
f. Parking for Community Center – expanded in 2002, 40 spaces.
g. Community Garden.
h. Shelby Avenue stone entry gates (historic).
i. Lillian Avenue stone entry gates (c. 1935).
j. Concrete shelter (c. 1913) - 16' diameter. 2001 facility assessment: rated 3, needs replacement.

3 Mission Hollow & Cave Spring.

a. Mission picnic shelter - 42'x42' seating for 40, wood frame, octagon shape. 2001 facility assessment: rating 2, needs repair.
b. Playground.
c. Parking - minimal & on-street.
d. Cave Spring (1913) - stone steps and columns of former pergola.

4 Windmill Hill.

a. Windmill Hill picnic shelter - 25'x45' seating for 40, wood frame, metal roof,. 2001 facility assessment: rating 1, satisfactory.
b. Stone wall & parking area (minimal parking on-street).

5 Lake Sevier.

a. Lake Sevier.
b. Lakeview #1 picnic shelter - 18'x36', seating for 40, wood glue-lam beam structure, metal roof. 2001 facility assessment: rating 1, satisfactory.
c. Lakeview #2 picnic shelter - 18'x36', seating for 40, wood glue-lam beam structure, metal roof. 2001 facility assessment: rating 1, satisfactory.
d. Duck houses - 2'x2'.
e. Parking lots - 26+/- spaces, near Lakeview #1.
f. Nature trail/concrete bridge (c. 1913)

6 Fields Area & Riverfront Road.

a. Old Timers Baseball Field (1914 - Shelby #1).
b. Old Timers dugout -- CMU structure.
c. Old Timers Field concessions & restrooms - 37'x44', CMU structure/wood siding, metal roof. 2001 facility assessment: rating 2, needs repair.
d. Old Timers ticket booth - 8'x17'. 2001 facility assessment: rating 1, satisfactory.
e Old Timers storage shed - 12'x16'. 2001 facility assessment: rating 2, needs repair.
f. Old Timers dugout -- CMU structure
g. Metro softball quad fields (4)
h. Quad fields concessions & restrooms - 26'x34', CMU structure, metal roof2001 facility assessment: rating 1, satisfactory.
i. Playground (2002) – ADA compliant.
k. Parking - 35 spaces
l. Jess Neely/Dixie League baseball fields
m. Jess Neely/ Dixie League football fields
n. Jess Neely storage building - 10'x15'. 2001 facility assessment: rating 1, satisfactory.
o. Jess Neely picnic shelter - 20'x36'. 2001 facility assessment: rating 1, satisfactory.
p. Jess Neely concessions - 30'x30', 2-storey ribbed CMU structure. 2001 facility assessment: rating 1, satisfactory.
q. Jess Neely restrooms - 12'x29', CMU structure. 2001 facility assessment: rating 2, needs repair.
r. Jess Neely storage shed - 12'x36'. 2001 facility assessment: rating 1, satisfactory.
s. Youth ball fields office/support building - 16'x24'. 2001 facility assessment: rating 1, satisfactory.
t. Restrooms - 12'x42'. 2001 facility assessment: rating 1, satisfactory.
u. Concession stand - 14'x32', portable building. 2001 facility assessment: rating 1, satisfactory.
v. Parking lot - 120+/- spaces.
w. Parking lot - 50+/- spaces.

7 Naval Hill.

a. Naval Hill picnic shelters #1 & #3 (Original c. 1935 fireplaces with later replacement shelter structures) -- 19'x38', seating for 40, wood frame shelters with stone fireplace & chimney, metal roof . 2001 facility assessment: rating 2, needs repair.
b. Naval Hill picnic shelter #2 - 25'x27', wood glue-lam arch structure, metal roof.
2001 facility assessment: rating 2, needs repair.
c. Old Playground.
d. Maintenance building for Vinny Links - 36'x53', pre-engineered building. 2001 facility assessment: rating 1, satisfactory.
e. Davidson Street stone entry gates.
f. Naval Reserve Center (c. 1946) - parking for +/- 25
g. Pump house - 7'x10'. 2001 facility assessment: rating 1, satisfactory.

8 Vinny Links Golf Course (2001).

a. Clubhouse.
b. Driving range.
c. Course.
d. Parking - 20+/- spaces.

9 River Edge.

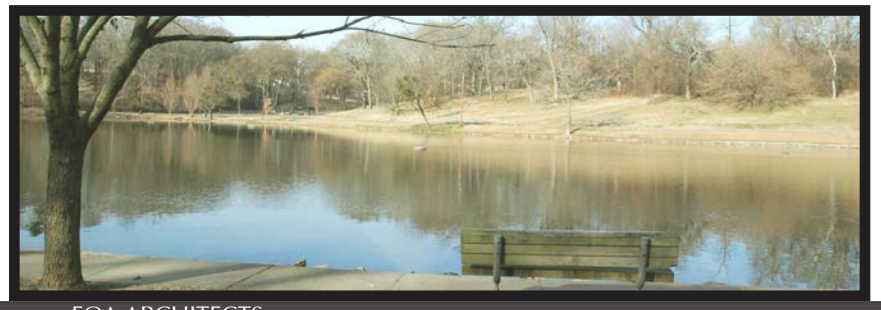
a. Riverview picnic shelter - 25'x43' - seating for 50, wood frame, metal roof. ADA compliant. 2001 facility assessment: rating 1, satisfactory.

10 Regional Park Maintenance Area.

a. Maintenance building - 40'x100', wood frame, metal siding & roof. 2001 facility assessment: rating 3, replace.
b. Maintenance building/quonset hut - 42'x100'. 2001 facility assessment: rating 3, replace.
c. Privately owned home.

11 Shelby Bottoms Nature Center.

a. Shelby Bottoms Nature Center (2007)
b. Parking - 68 spaces + bus drop-off



inventory
what is shelby *today*?

Existing Programs.

The inventory process led to a diverse list of the current uses and programs offered in Shelby Park. This list was expanded through a series of meetings with the Technical Advisory Committee and the public. The first public workshop brought to light some conflicts between existing uses which are impacted by the park layout, program scheduling, and the fundamental carrying capacity of the available land.

Shelby Park & Shelby Bottoms Programs.

Running -11 races in 2008 with 4,750 participants
Hiking
Biking, in-line skating
Birdwatching
7 total events in 2008 with 6,160 participants
Visitors to Shelby Bottoms Greenway estimated at several thousand annually

Shelby Golf Course.

1 clubhouse & course maintenance facility
18-hole golf course
3 rain shelters
Neighborhood sledding during snow

Shelby Community Center.

1 building with 2 public meeting rooms, 1 gymnasium, 1 game room, restrooms
2 tennis courts with and parking (upgraded 2002)
1 playcourt with fence and parking (upgraded 2002)
1 playground (upgraded 2002, ADA compliant)
1 community garden
1 dog park
1 nature trail

Picnic Areas.

8 covered shelters, 287 reservations in 2008, average seating for 40+ per shelter
3 playgrounds located near shelters (1 upgraded in 2002, ADA compliant)

Athletic Fields (2008 numbers).

20 Metro leagues of 148 adult softball teams, 2,960 players, Mon-Fri
600-700 youth in the Jess Neely leagues for baseball and football
300 in Nashville Girls Softball
22 tournaments with 500 teams and 10,000 players, including 4 world tournaments

Lake Sevier.

Fishing
Feeding ducks

Shelby Bottoms Nature Center.

1 building open 23 hours per week Tues-Sat
Conference room, library, teaching porches, exhibit hall, restrooms
265 programs in 2008 with 4,481 participants
11,746 total visitors in 2008

Riverfront.

Boat Dock

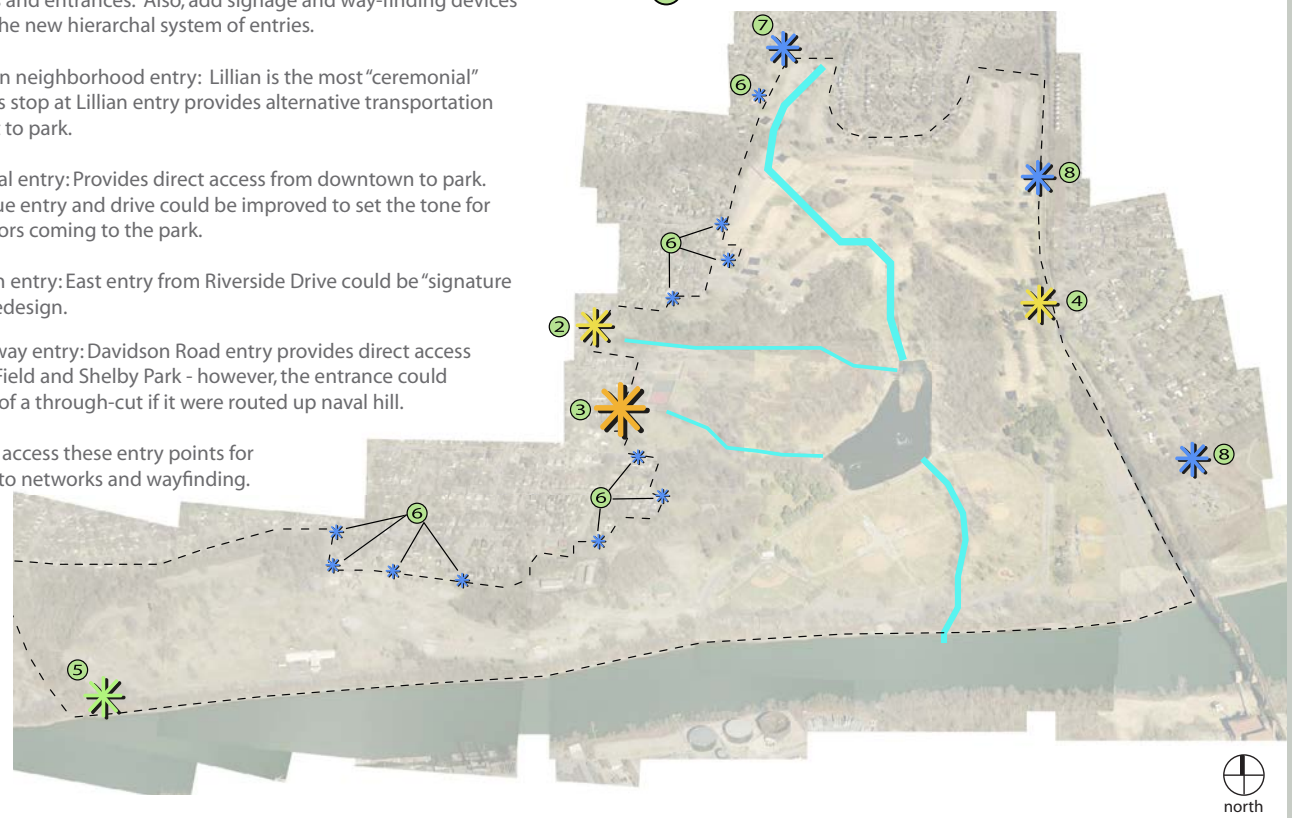
Vinny Links.

1 clubhouse
8-hole golf course
1 driving range

analysis
what *can* shelby be?

opportunities - entrances

1. Create hierarchy of vehicular entrances, pedestrian entrances & parking for neighborhood and regional traffic by rethinking and redesigning all access points and entrances. Also, add signage and way-finding devices to reinforce the new hierarchal system of entries.
2. Major western neighborhood entry: Lillian is the most "ceremonial" entrance. Bus stop at Lillian entry provides alternative transportation option to get to park.
3. Major regional entry: Provides direct access from downtown to park. Shelby Avenue entry and drive could be improved to set the tone for regional visitors coming to the park.
4. Major eastern entry: East entry from Riverside Drive could be "signature entry" with redesign.
5. Major greenway entry: Davidson Road entry provides direct access between LP Field and Shelby Park - however, the entrance could become less of a through-cut if it were routed up naval hill.
6. Evaluate and access these entry points for connections to networks and wayfinding.
7. Opportunity to connect at northwest corner to 10th Avenue to create pedestrian link to Eastland commercial area.
8. Opportunity to connect the eastern neighborhood pedestrians



constraints - entrances

1. No wayfinding in park.
2. Entries are vehicular oriented and provide no facilities for pedestrians once they reach the park.
3. While the 19th & Lillian Street entry is the ceremonial entry with stone gates & landscaped island, it is difficult to find for those outside the neighborhood. There are no sidewalks on the east edge of 19th Street at this entrance.
4. Shelby Avenue entry is termination of major arterial and was a major park entry (marked with stone gates). Currently, driving from Shelby Avenue into the park is confusing and doesn't "feel" like the entry, as you don't know "when you have arrived".
5. RR bridge limits access from Riverside Drive/ East Entry. Riverside Drive entry on east side of park is an unfriendly neighborhood entrance accessed only through a concrete tunnel under the railroad. There is no pedestrian entrance separate from this vehicular tunnel.
6. Davidson Road entry is currently used as regional entry due to "ease" of giving directions and tradition. This entry forces visitors to go through existing industrial development along Davidson Road before entering the park, as opposed to going through the historic residential sections of East Nashville.
7. Minor entrances (ends of residential streets) - some have sidewalks that dead-end into the park, others do not.
8. No entrances from the north edges of the park.
9. No pedestrian entrances from the east edges of the park.

opportunities & constraints.

Site analysis of the inventoried items was developed with site reconnaissance in the field to understand the aesthetic qualities, physical properties and economic considerations of the identified sites. The analysis process began to identify critical linkages that tie the east nashville community together physically, historically and culturally.

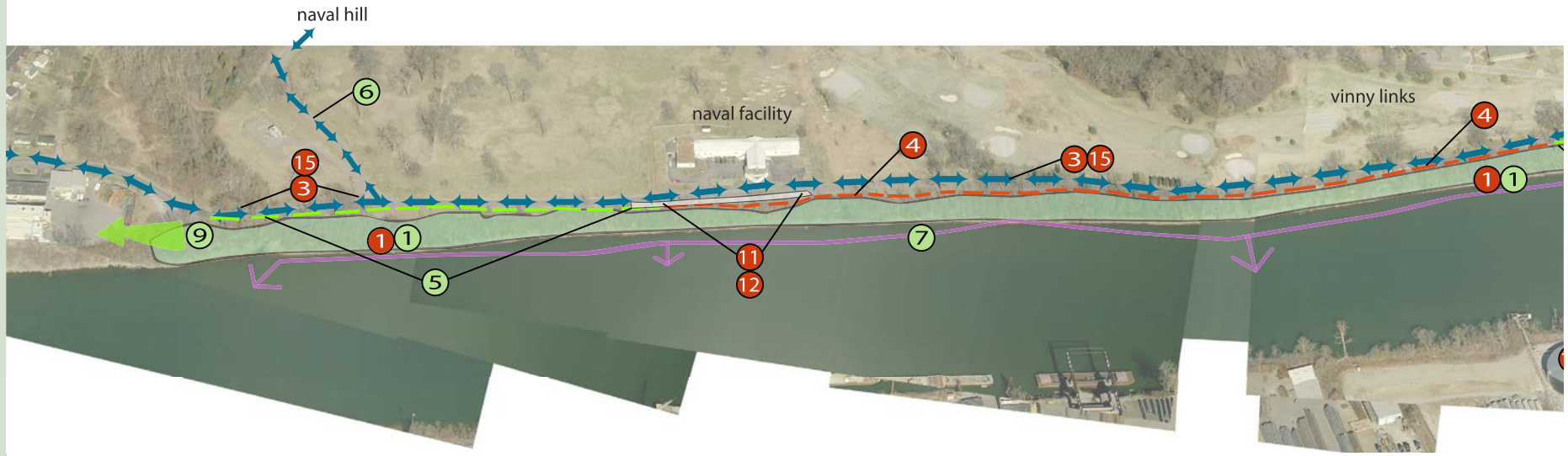
The character & identity of subareas within the park property were identified. Each area was analyzed according to context-sensitive opportunities and constraints. Physical, functional, environmental and perceived constraints were listed for each subarea. The opportunities were identified as potential proposed solutions. This step involved gaining a strong familiarity with the urban fabric and environmental factors (such as historical/cultural characteristics) that have shaped and will continue to influence this regional park. Through a marriage of inventory and analysis, possible linkages and critical nodes were mapped for further study in the planning stage.

metro parks

analysis

This phase included review of the physical inventory and the value of the resources identified in the project to-date. The analysis documentation of opportunities and constraints was refined through meetings with the Technical Advisory Committee at this stage in the planning process. The intent was to solicit comments from those in various fields of expertise.

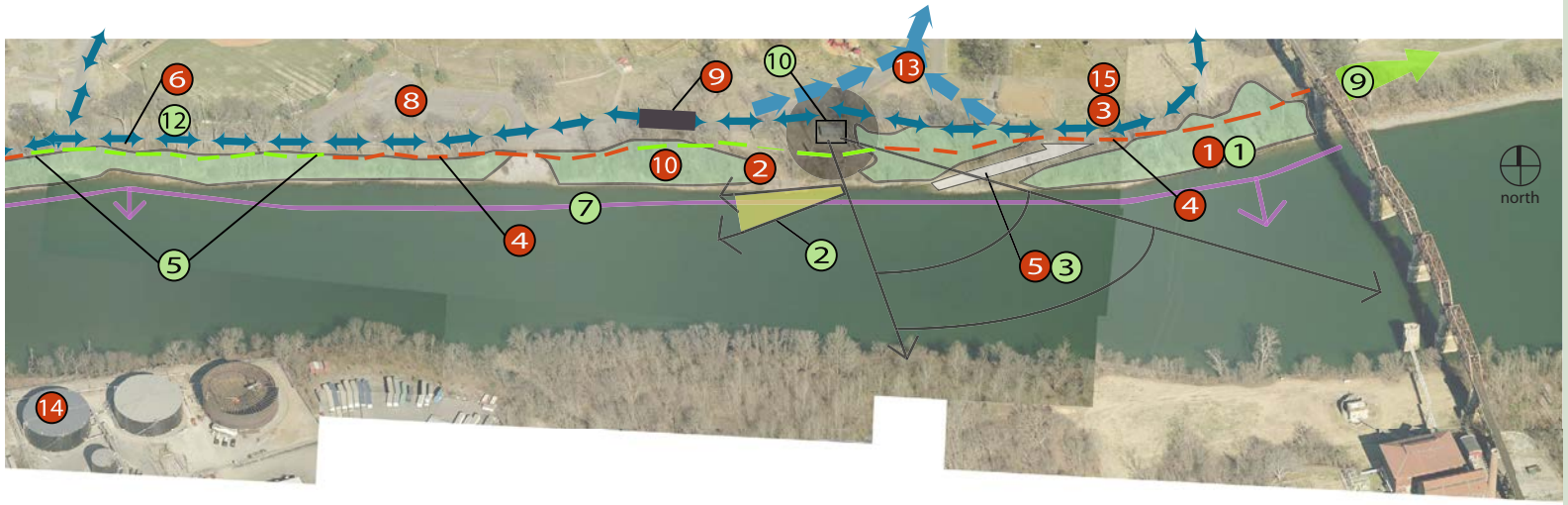
A community-wide public meeting was an important element in this early stage of plan development. The meeting raised public awareness about current park facilities and potential additional facilities. The meeting also gauged public attitudes about the park's perceived needs and future development.



constraints - river edge

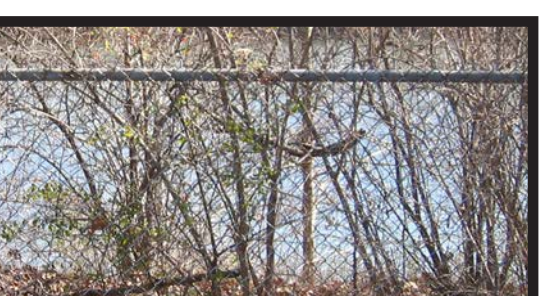
1. Invasive exotic species block views of river.
2. Sensitive edge that needs to be protected from erosion and destruction of riparian habitat
3. There are no pedestrian facilities along the vehicular drive creating a dangerous conflict between pedestrians and vehicles.
4. Where the vehicular drive is close to the riverbank, it reduces the potential of easily accommodating a parallel multi-use trail.
5. Boat ramp provides area to dump cars. In addition, it is poor condition and the steep grade makes it difficult to use.
6. The gravel pull off areas along the vehicular drive encourage people to park under large shade trees, thereby negatively impacting their root systems and health.
7. The river's edge is controlled by the Army Corp of Engineers and requires their approval for structures along the river.
8. Parking lots are not pervious and increase stormwater runoff.
9. Narrow bridge does not accommodate pedestrians and creates dangerous passing of cars and crossing for pedestrians.
10. Ravine at bridge crossing has steep slopes.
11. Head-in parking across from the naval training Facility interrupts potential for paralleling multi-use path.
12. Head-in parking along the drive creates conflict with traffic and degrades aesthetics of park experience due to the increase in pavement widths.
13. The large amount of pavement and limited markings makes the intersection near the Jess Neely Ball Fields confusing.
14. The views to working waterfront on the opposite bank could be considered unattractive by some.
15. Straight drive promote high speeds.
16. The vehicular drive facilitates cut through traffic to Riverside Drive entry and 19th Avenue entry.

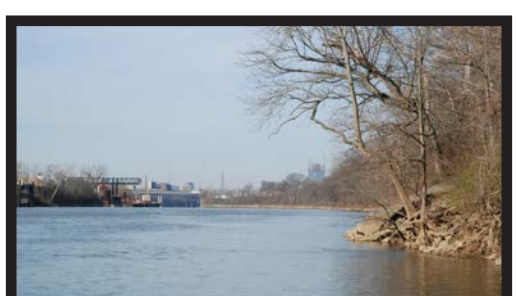
analysis

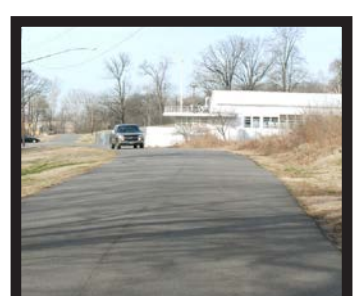


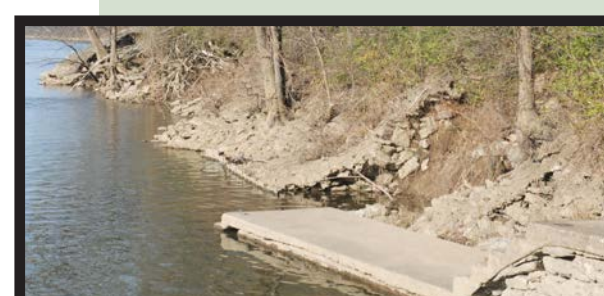
opportunities - river edge

1. Proximity to river provides opportunity to provide better visual access through the provision of pedestrian facilities and/or removal of invasive exotic species while maintaining riparian habitat.
2. The views to downtown (i.e. Gulch, Rolling Mill Hill, and the Pinnacle at Symphony Place Tower) provide a visual connection to downtown.
3. Boat ramp is one of the few access points on the river. The Cayce's Landing facility could eliminate the need for it and improve boating access in the area.
4. Riparian habitat provides unique environment and interpretive opportunity.
5. There are opportunities along vehicular drive to accommodate paralleling multi-use trail. Particularly near Davidson Road entry and across from Old Timer's Field.
6. Vehicular drive does not provide the only access to the park. Alternate route via Naval Hill could offer opportunity to remove drive.
7. Riverbank can accommodate future kayaking and/or canoeing facilities.
8. The river provides opportunities for fishing either from riverbank or future piers.
9. Area provides direct access to Shelby Bottoms along river and would be an important connection between the bottoms and the future planned greenway connection to downtown.
10. Picnic area with shelter provides an area to see the river. It has great views to the George Reyer Pumping Station (Omohundro).
11. Historic Sycamore Lodge was located in the current parking area and could be brought back in some form (I.e. enclosed rental space) or interpreted. It provides a rich history to incorporate into future improvements.
12. Large trees provide wonderful passive recreation setting.
13. Bike route follows drive.
14. Large damaged trees near viewshed of pumping station could be taken down to improve view.









analysis

constraints - lake sevier

Historic layout of lake edge has changed over the years. (1)

The bridge to the island appears to have structural issues needing repair. (2)

The vehicular drives constrict the use of the lake on the east, west, and south sides. (3)

South one-way drive limits use at lake's edge. (4)

Series of one-way drives forces users of Shelby Avenue entry to go all the way around the park to reach east side of the lake and beyond. (5)

Water quality appears to be poor and limits potential for interaction with water (i.e. boating). (6)

Ducks and geese can be pest and contribute to poor water quality. (7) (10)

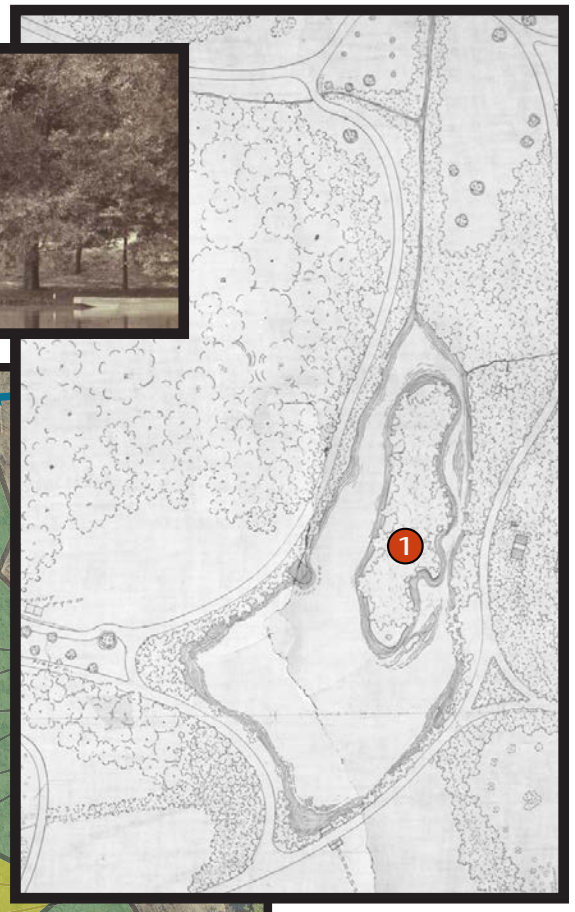
Lake is a barrier to east-west pedestrian connections in the park. (8)

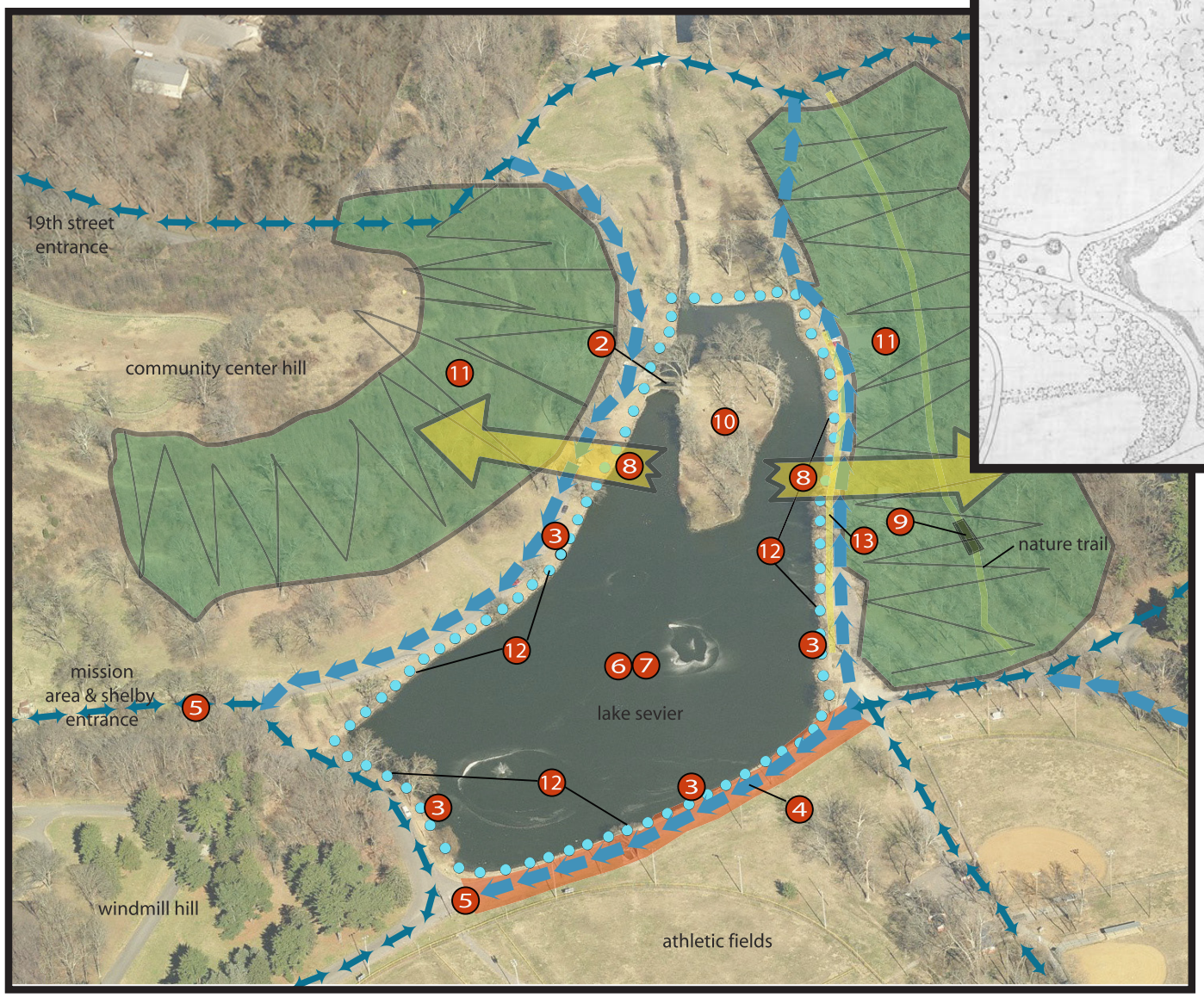
The Three Arch Bridge structure along the closed road east of the lake is in poor condition and is limited to pedestrian traffic only. (9)

Views are blocked to lake by invasive exotics on hillsides. (11)

Lake's edge is tattered and needs to be repaired. Existing sidewalk along lake is too narrow to comfortably accommodate pedestrian access. (12)

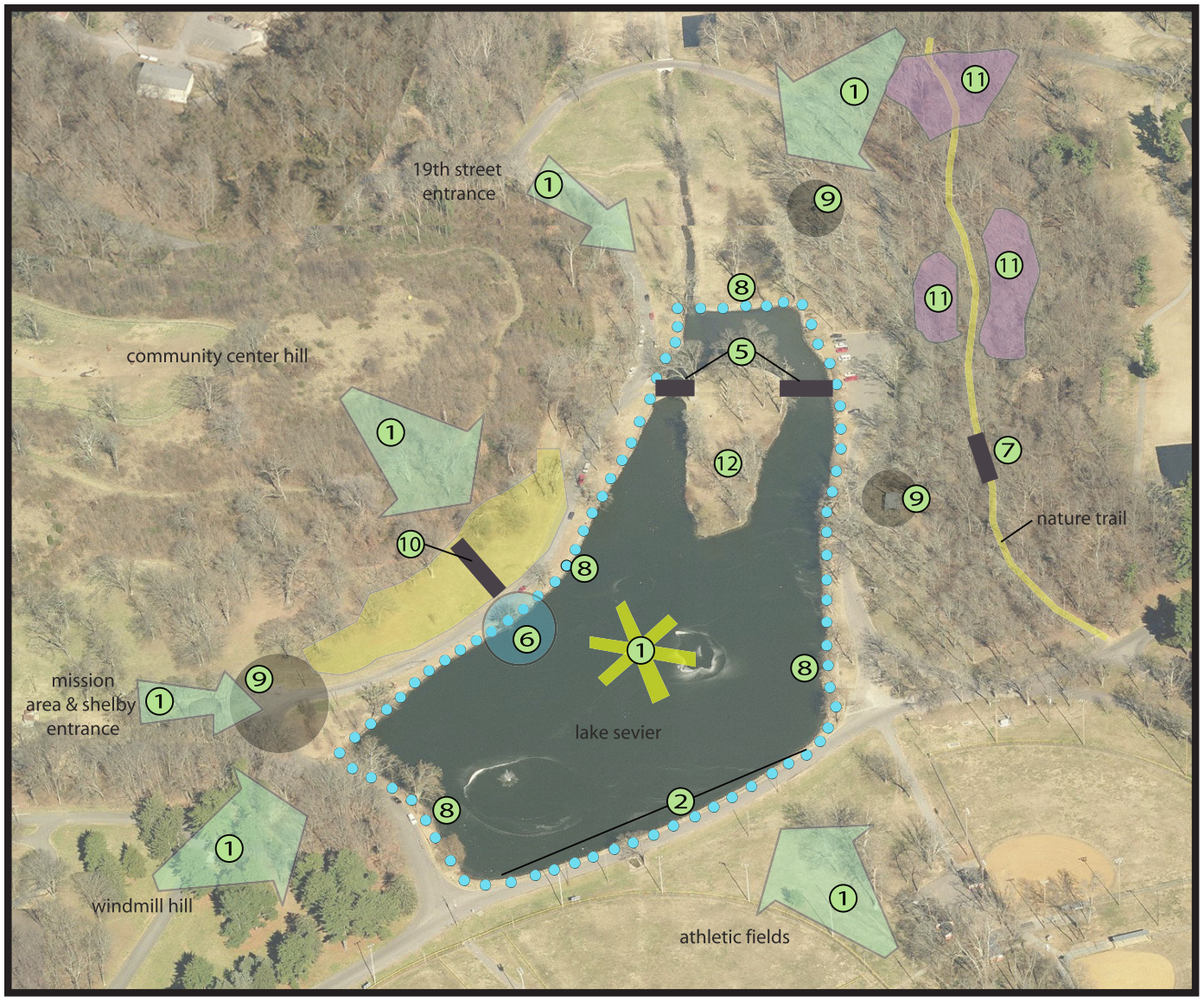
Picnic shelters are in need of maintenance (i.e. roof & lighting). (13)





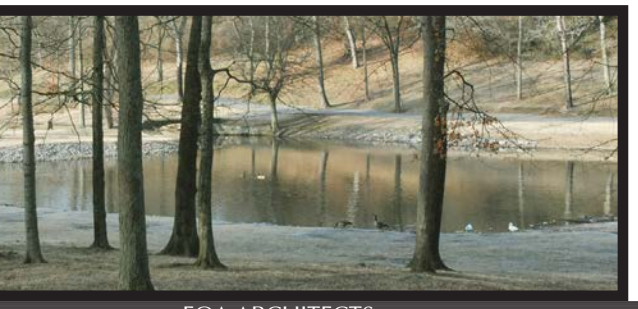
north

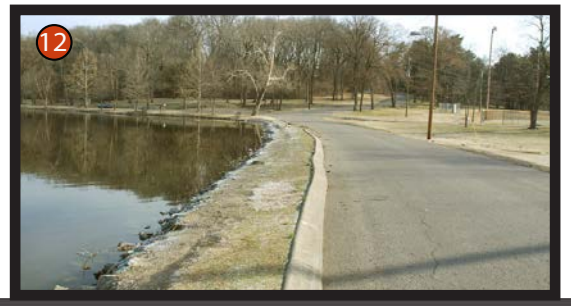
analysis



opportunities - lake sevier

1. Lake can continue to be major focal point of the park.
2. Large portion of the lake is near narrow one-way drive which could create an opportunity to make the lake smaller.
3. Surrounding hills create an impressive space for the lake.
4. The topography on the west side provides an opportunity for future event seating oriented to the lake.
5. Island provides short spans where a future pedestrian connection could be easily accommodated to cross lake and provide east-west connection.
6. The location of the former boat folly provides an opportunity for a future focal point that could accommodate a similar use.
7. Three Arch Bridge could be renovated to provide restored folly in the park and strengthen connection to the past.
8. The need for a new edge to the lake could provide opportunity to create a varied edge to the lake that can accommodate a variety of experiences.
9. Picnic shelters are popular and offer amenities for large gatherings.
10. Stone steps on west side of the lake could be reused to provide a critical connection to community center.
11. Nature trail has some of the best wildflower shows in the spring. They provide an opportunity for interpretation.
12. Presence of ducks and geese provide a quintessential park lake experience for families. It also offers opportunity for wildlife management education.





analysis

constraints
community center hill

Four major vehicular entry options: 1
1.19th Street park entrance
2. Lillian Street alley
3. Boscobel Street (axis with center)
4. Shelby Avenue park entrance

Area is accessed from "outside" the park – more of a neighborhood area, than regional park . 2

Lillian Alley presents a "back yard" view at a primary entrance to the park and to the center. Parking at alley causes conflict with neighbor's accessibility to backyards. 3

Sidewalks & pedestrian entrances are not clear and are not connected to edges of park. 4

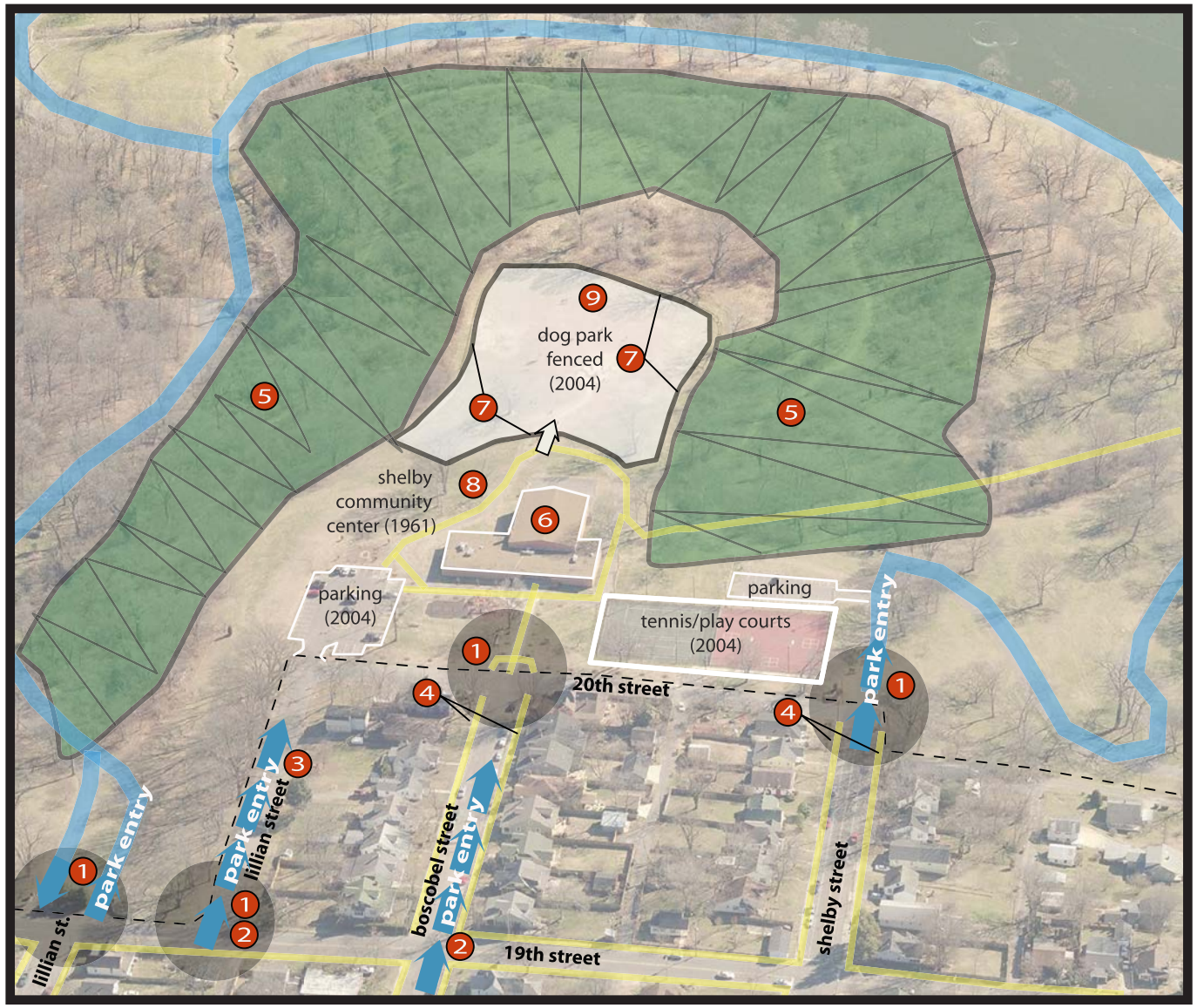
Natural habitat around hill is overgrown with invasive and exotic plants – this overgrowth creates barrier to view-sheds from hill down to the lake. Hill is one of the "high points" within the park. 5

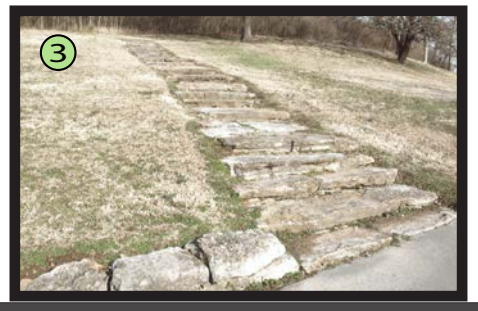
The community center was built in 1960 without significant facility improvements. It is closed on weekends. Basketball courts are in poor condition. New playground is popular and in good condition. 6

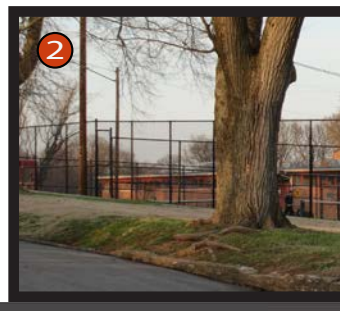
Dog park's fenced boundaries are barrier to direct pedestrian connections from community center hill to Lake area below 7

Dog park and community center are both very popular. With heavy use creates demand conflict between users. Conflict between outdoor open field play space for center versus dog park. 8

Center and dog park sit on prime, relatively flat area with steep topography dropping off toward lake. 9







analysis

opportunities
community center hill

1. Define hierarchy of vehicular entrances, pedestrian entrances & parking for neighborhood and regional traffic by re-thinking and re-designing entrances. Also, add signage and way-finding devices to reinforce system of entries.

2. Connect defined pedestrian network into the-community center hill area by extending existing sidewalks to internal park paths and also integrating bus-stops to this system.

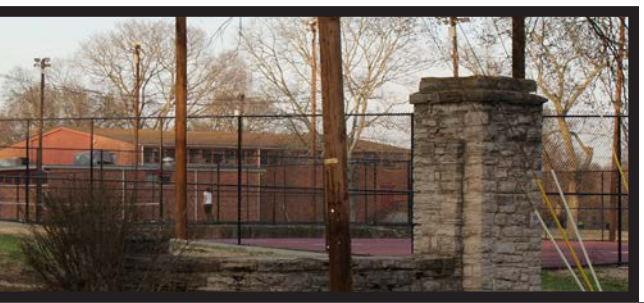
3. Create internal pedestrian networks (ex. enhance pen-pal) and connect to external pedestrian networks. Extend these networks down to lake & to mission area. Develop planting plan that eliminates visual and functional barrier between center campus and facilities at base of hill.

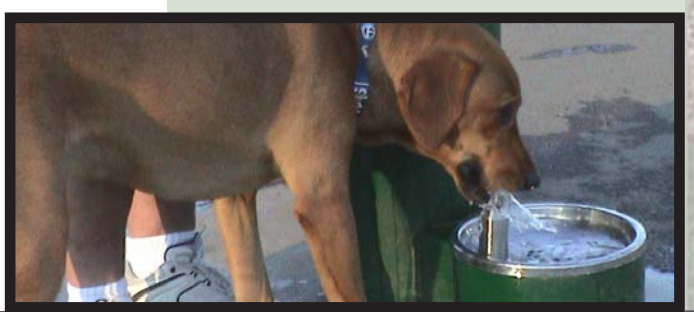
4. The community center hill could become the gateway building into the park. Center makes a logical "entry hub" for information with staffed presence, parking and public restroom facilities.

5. Community center could be renovated to enhance basketball courts, tennis and other projected demands OR center could be relocated to other area of the park OR center could be eliminated if needs are met elsewhere.

6. History of area - the park entry located at the end of nashville street car Line. Create references or features that relate to historical elements that are no longer – trolley lines, amusement park, balloon rides – also use stone steps as new connections and paths.

7. Re-definition dog park borders or re-location of dog park could allow pedestrian network and viewsheds to be created to connect the hill to the lake below.





analysis

constraints - field area

Water from lake overflow can exacerbate storm-water related damage of the athletic fields. (1)

While important for conveying/ controlling stormwater, drainage ways create barriers between uses particularly when wet. Where the large north-south drainage way is deep, it is a permanent barrier to pedestrians. Side slopes are eroding. (2)

Fields are susceptible to damage due to flooding. And cannot be used during flood events. (3)

Limited maintenance resources makes it difficult to keep all fields in desired condition. (4)

Vehicular circulation and parking is a barrier to pedestrian access between venues. In addition, parking along street creates a conflict with drive and limits driver's visibility of pedestrians crossing the street. (5)

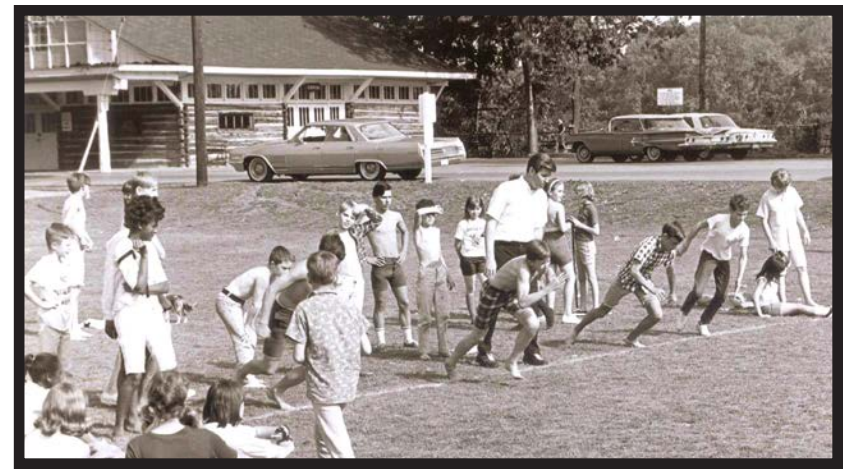
There are not enough parking spaces when many or all of the fields are used simultaneously. This puts a considerable strain on the park's re-sources particularly when vehicles park in areas where parking is not permitted. It can create dangerous conditions for drivers and pedestrians as well as damage the landscape. (6)

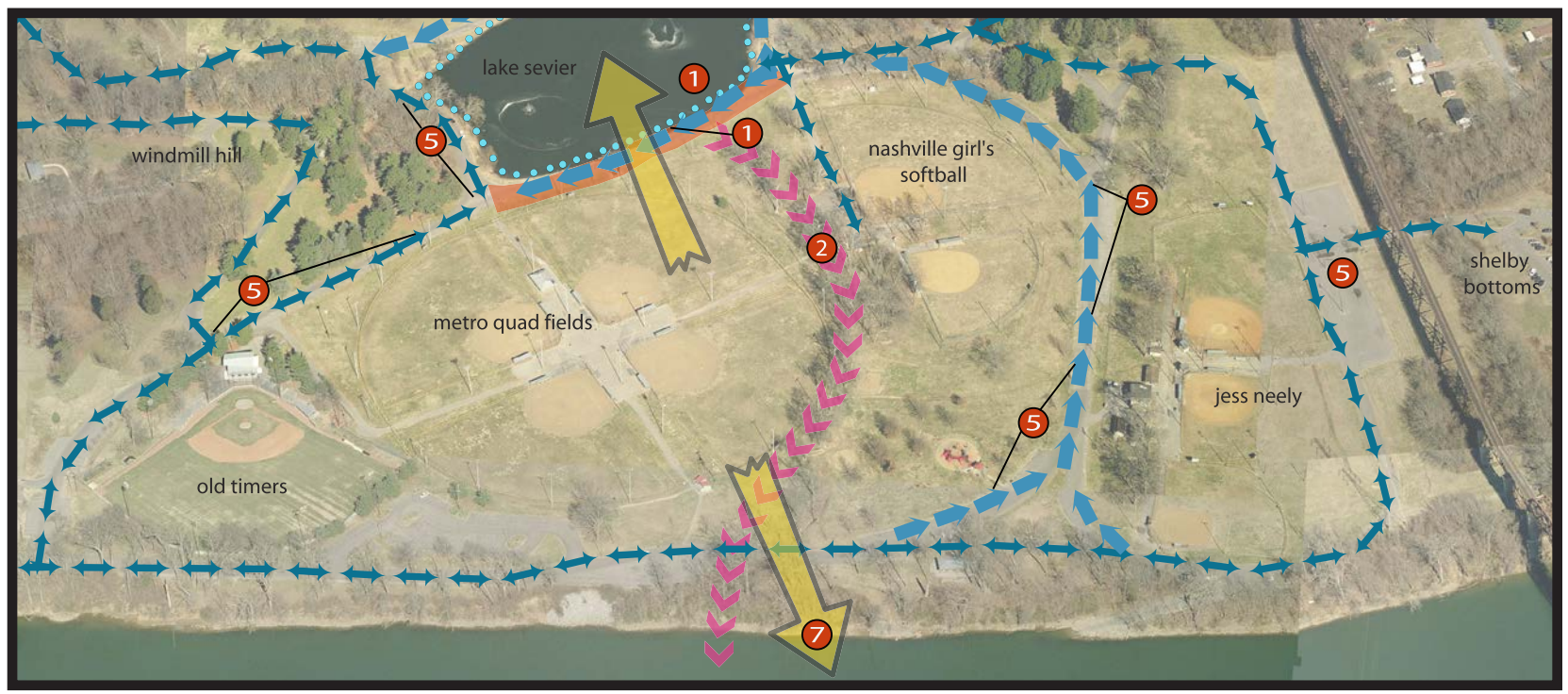
Location of fields restricts passive access to river edge. Conflict of parking lots along river edge. (7)

No handicapped accessible fields, and limited accessibility of existing support facilitates. (8)

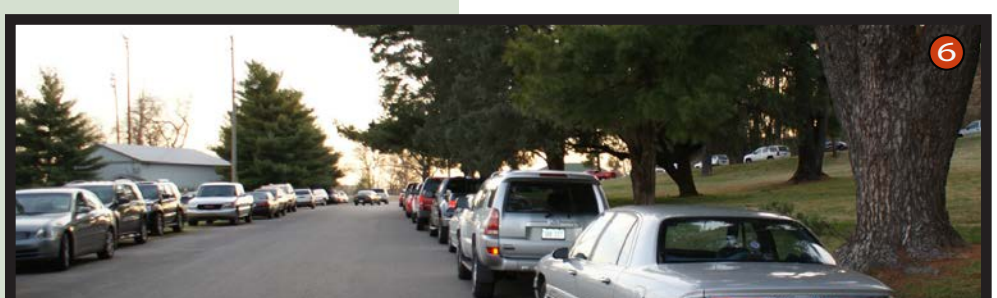
Current light pollution during games from inefficient lighting poles that are poorly located. (9)

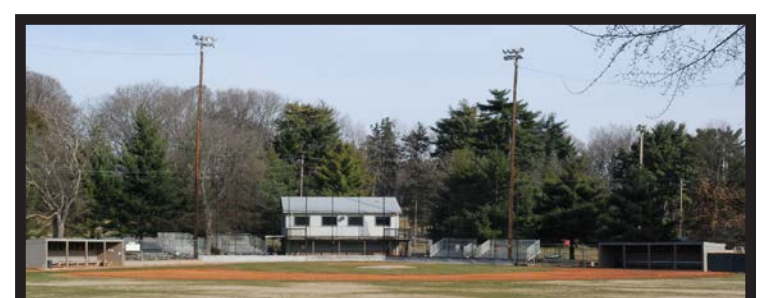
Structures are not protected from flooding. Continued degradation due to flooding is likely. (10)





north

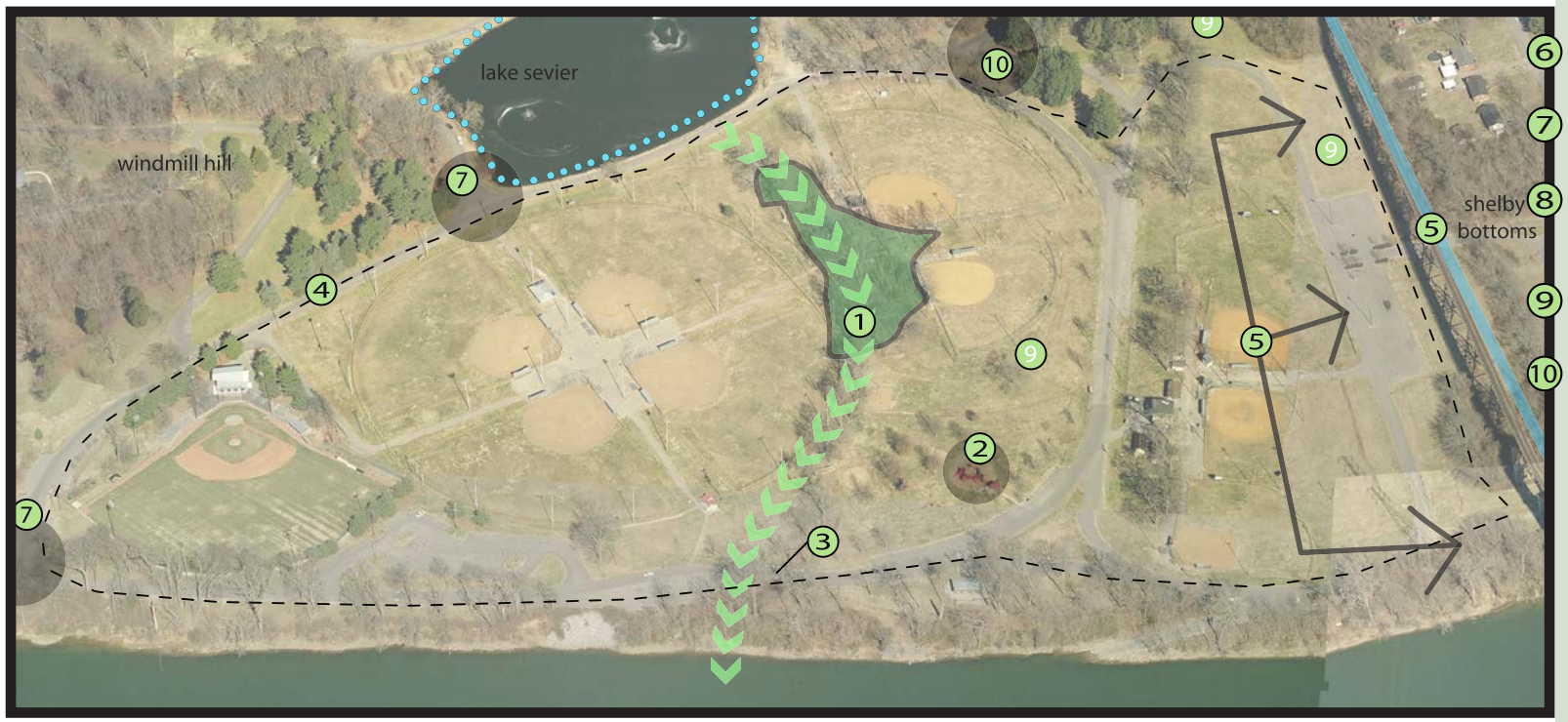




analysis

opportunities - field area

1. Natural drainage course and associated trees are attractive and could be further naturalized into a signature park element. It could also provide an important pedestrian connection between lake sevier and the river.
2. Playground is in excellent condition and could be moved relatively easily if needed.
3. Small bridge is provided to facilitate crossing of large north-south drainage way.
4. Due to moderate slopes, area is most suitable in park for athletic fields and other amenities that require "flat" sites. Area is easiest to accommodate accessible facilities (i.e. ballfields, trails).
5. Train trestle is prominent focal point throughout area and helps orient users of the park.
6. The facilities are popular and bring people from all parts of the city to the park.
7. Better wayfinding signage could help people navigate the park due to the openness of the area.
8. Groves of large trees enhance the aesthetic appeal of the park and should be protected. They provide great opportunity for passive recreation areas.
9. There are a number of orphaned passive recreation areas that could be put to better use.
10. Redesign could provide for more efficient layout of fields while incorporating a diversified program and pedestrian connections.



north

metro parks

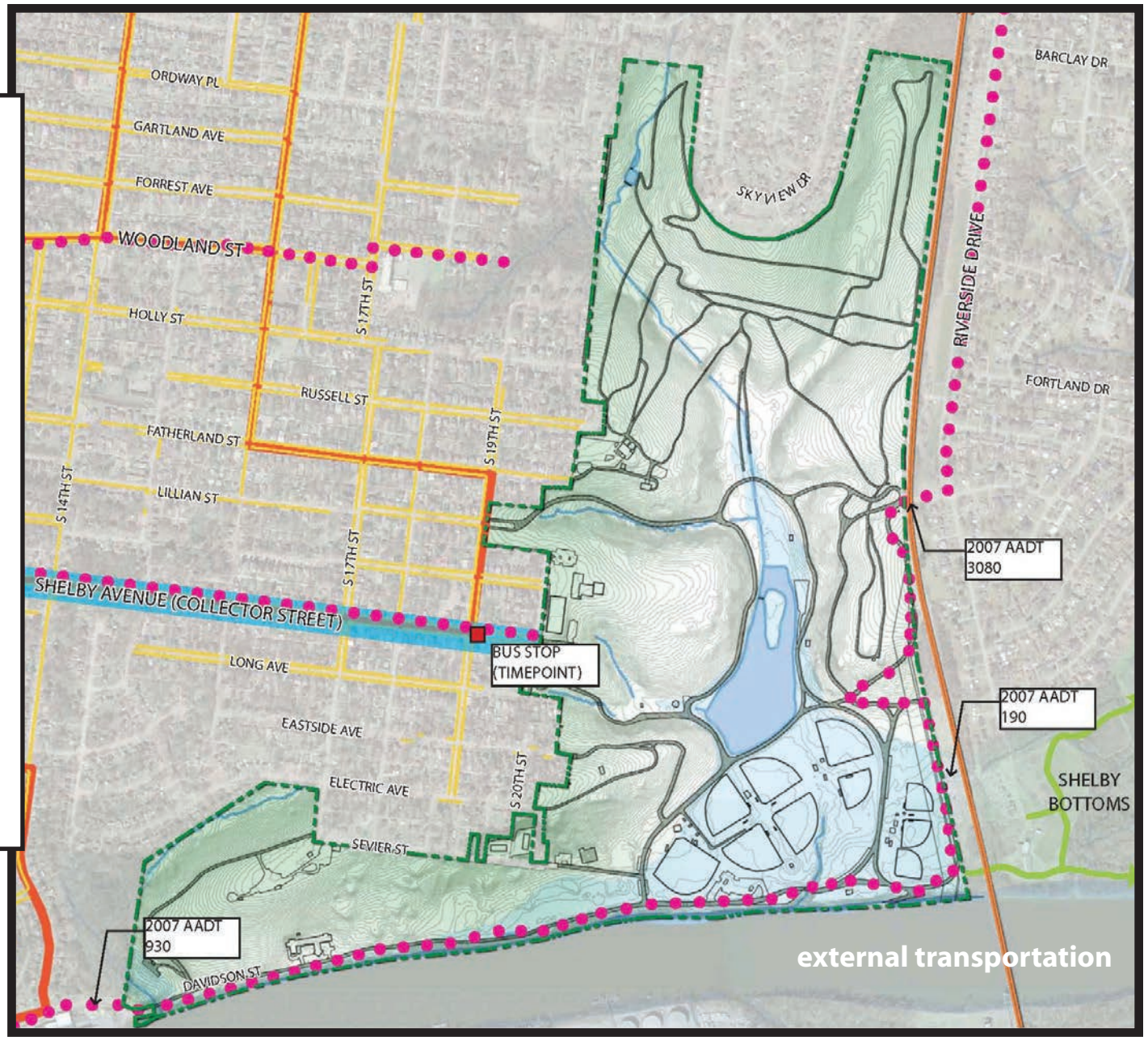
analysis

external transportation

The transportation network leading to the park offer reasonably good options for all travel modes, including bike facilities, sidewalks and transit routes. A bus stop is located at the 19th Avenue entry. The major vehicular entrances are located at Shelby Avenue, Davidson Street, 19th Street, and Riverside Drive. The grid pattern of the neighborhood streets to the west, in particular, provides multiple secondary entry points and facilitates dispersal of park traffic. Though the posted speed limit in the park is 20 miles per hour, speeding is a problem, with a disproportionate amount of park police time dedicated to enforcing limits.

The density of almost all nearby residential development supports pedestrian and bicycle access to the park. Many of the streets on the west side of the park, in particular, have sidewalks, although all sidewalks end at park entrances. Riverside Drive and Davidson Street both have bike lanes, and Shelby Avenue is a signed shared bike route. The riverfront drive that connects the shelby bottoms trails and Davidson Street bike lanes is an especially popular recreational and transportation route and is also a designated signed shared bike route.

Park users accessing the park from Riverside Drive must utilize the only eastern point of entry -- the CSX railroad underpass at Huntleigh Drive. The narrow underpass limits visibility for all users and is hostile to non-motorized travelers. The shelby golf course separates the neighborhoods to the north from the park proper, resulting in inappropriate and conflicting use of cart paths by non-golfers trying to get south.



Park Limits

Local Streets

Sidewalks

MTA Bus Route

Bike Route (Existing or Planned)

Greenway Trail (Shelby Bottoms)

CSX Railway

Bus stop, sidewalks, and bike route provide alternative transportation options to the park.

Current road engineering encourages speeding, which creates unsafe conditions for all travel modes, and harm to the park setting and overall user experience.

One-way road segments make navigation through the park difficult, particularly for the east-west connection from the Shelby Ave. entrance. Routing is inefficient and often contrary to natural desire lines.

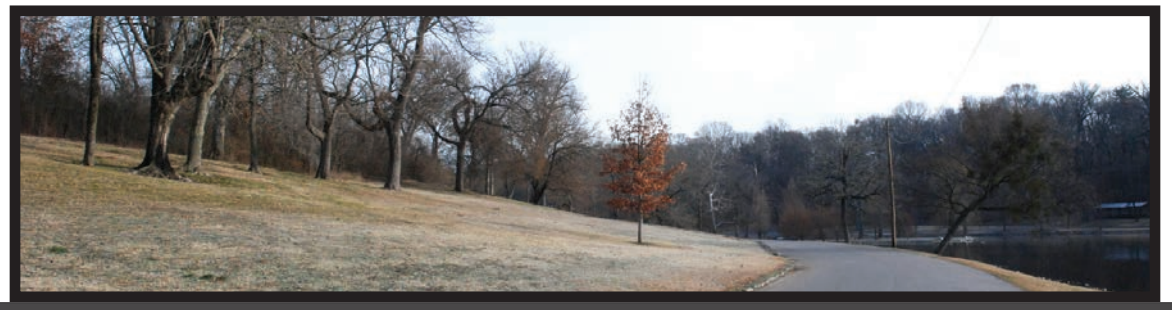
Confusing intersections make it difficult to predict the movements of others.

The road on naval hill and Sevier Street offer an alternative to the riverfront route.

A conflict is created where cart path crosses internal drives.

Cut-through traffic is inevitable but excessive.

Shelby Avenue and Davidson Street are primary entrances for regional traffic coming to the park.



analysis

transportation within the park

Shelby Park's circulation system is primarily oriented to the automobile. Most of the existing roadway routing is true to the 1919 plan, when cars were few and a sunday afternoon drive was a tradition for many. Today, the roads are a favorite cut-through for area commuter traffic, with a confusing combination of one-way and two-way segments. The inconsistency of the directional flow is particularly frustrating for visitors new to the park.

Parking is located throughout the park, with approximately 300 designated parking spaces concentrated near major facilities. During larger events, parking demand exceeds capacity. Visitors park along roadway shoulders and (since parking is largely unrestricted) nearly anywhere a car can get to. This random parking situation results in safety hazards for all transportation modes, a pedestrian/bicycle-hostile environment, and additional maintenance needs.

Dedicated non-motorized trails are limited to the "pen pal trail" that crowns community center hill, and short paths at cave springs and east of lake sevier. The absence of a non-motorized transportation infrastructure is a barrier to connectivity between park destinations and severely limits passive recreational use.

Local streets provide access between the surrounding neighborhoods and the park.

The golf course is a barrier to east-west connections between neighborhoods and north-south connections to the park proper.

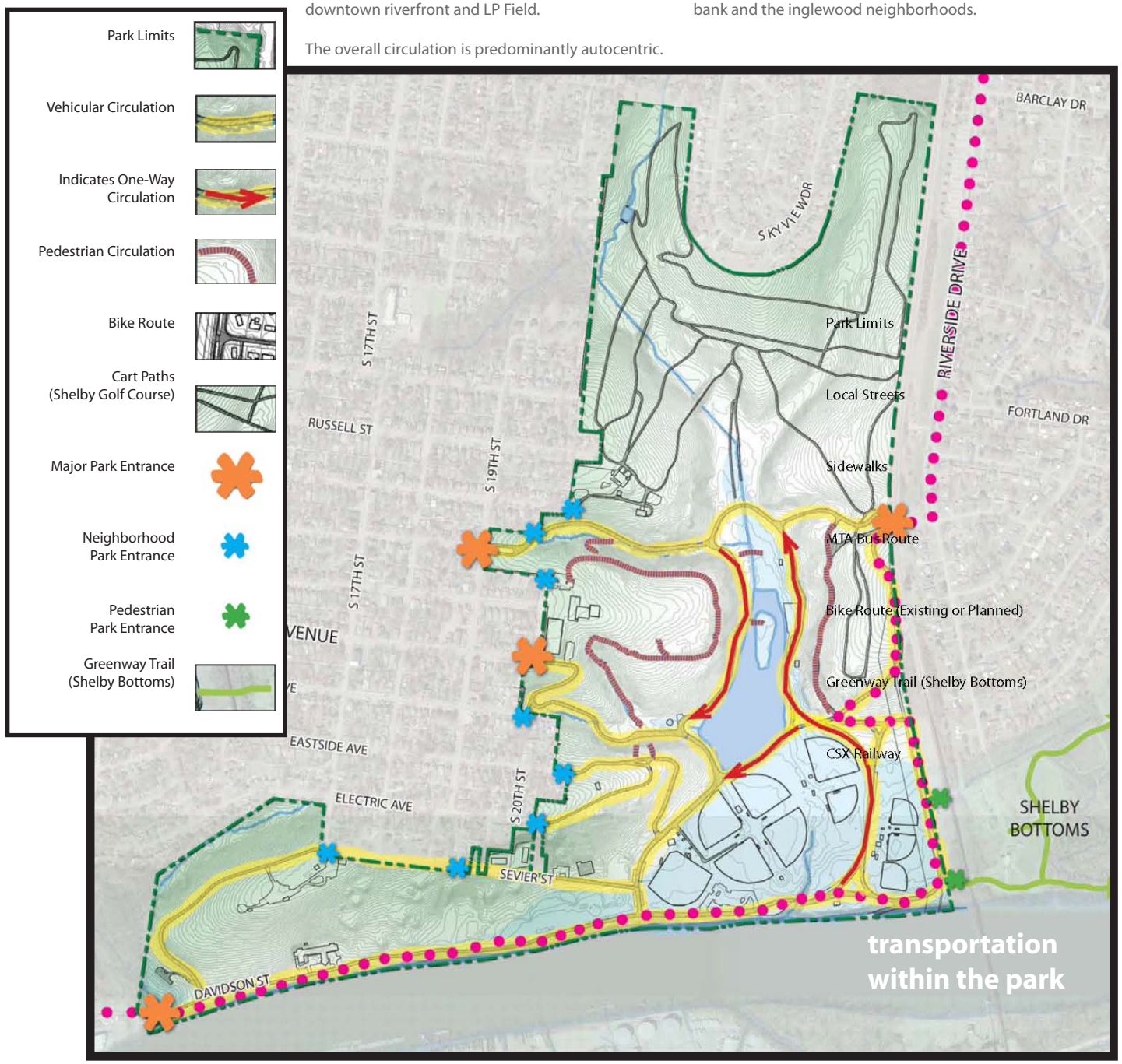
Davidson Street provides most direct access to the downtown riverfront and LP Field.

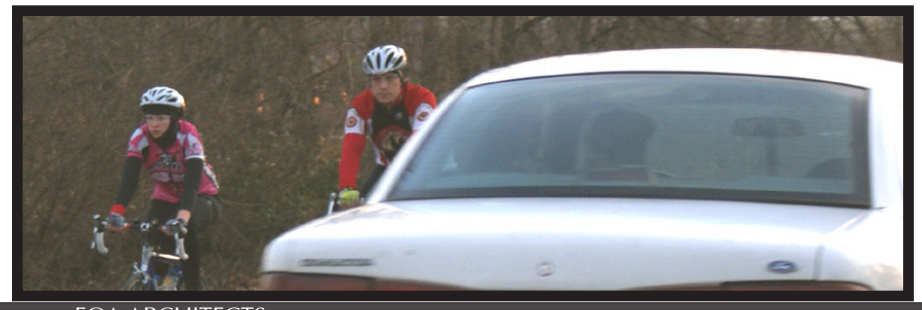
The overall circulation is predominantly autocentric.

There are few pedestrian facilities, forcing pedestrians and cyclists into constant contact with cars.

Riverside Drive entry to 19th Avenue entry and Riverside Drive entry to Davidson Street entry are popular cut-throughs.

Riverside Drive is the primary connection to rosebank and the inglewood neighborhoods.





analysis

constraints - shelby golf

1. Not generating substantial revenue. Shelby 2008 Greens Fees only totaled $119,000 / 18 holes = $6,600 / hole. Average for all other Metro Parks 18 hole courses = $36,000 per hole revenue

2. Lack of a driving range discourages learning/ training for players wanting to improve and reduces revenue opportunities

3. Course is considered difficult to play by many - public courses need to be forgiving to attract a large number of players and to speed play

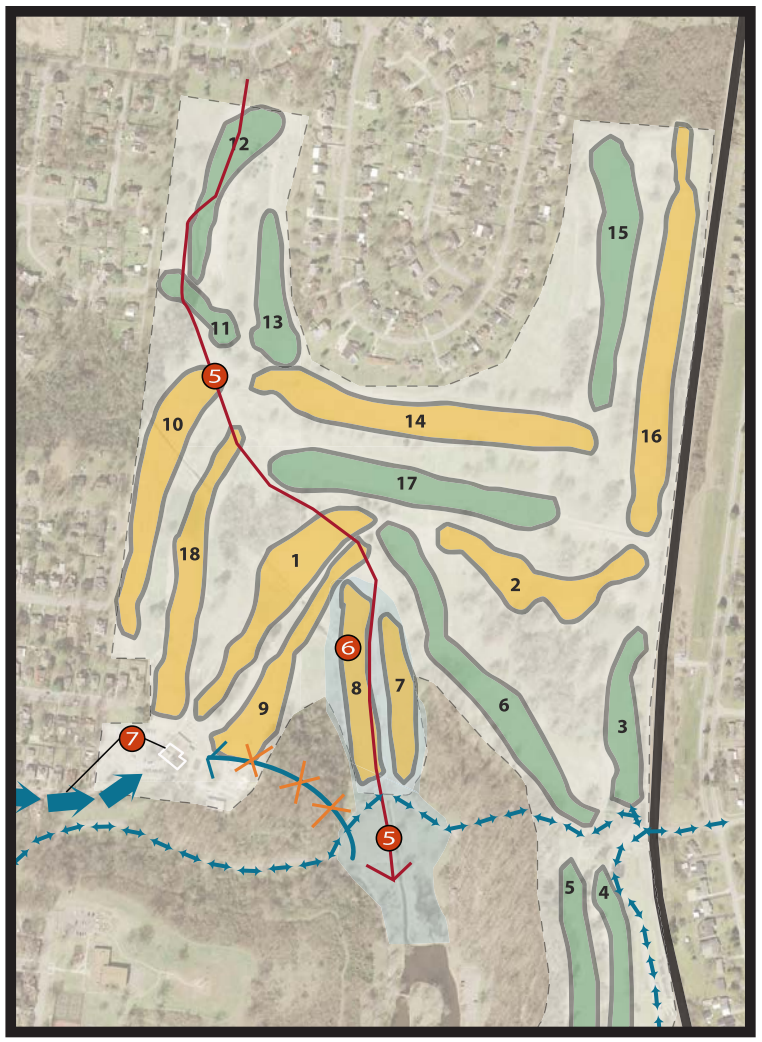
4. Layout does not minimize impact of difficult topography - extreme vertical terrain and cross slopes are typically too challenging for the average golfer

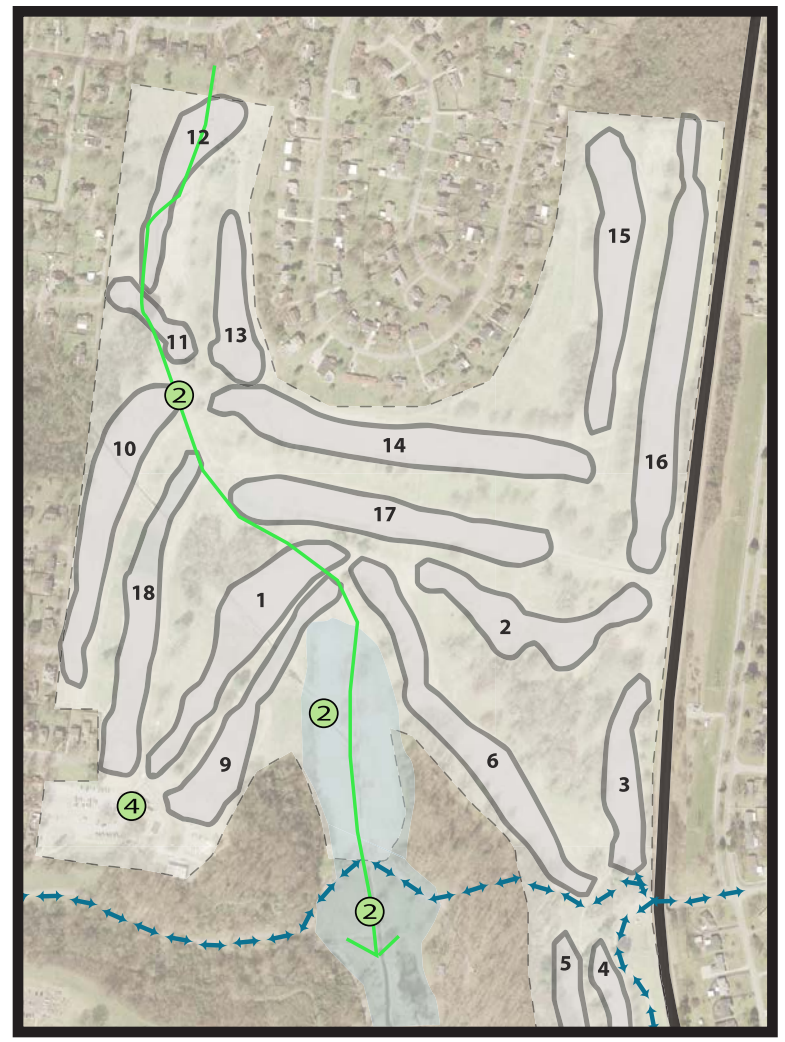
5. Concrete swales are inappropriate – crossing the course they are visual and physical obstacles to golfers and ineffective at managing water runoff

6. Flood plain area renders two holes unplayable at times and increases course maintenance costs

7. Clubhouse location, while visible, is inaccessible by vehicle from inside the park. Clubhouse is located where adding a driving range nearby would be unlikely

8. Large area of land and high maintenance costs associated with course is disproportionate to the small number of users





opportunities - shelby golf

1. This was the first municipal course in Nashville.

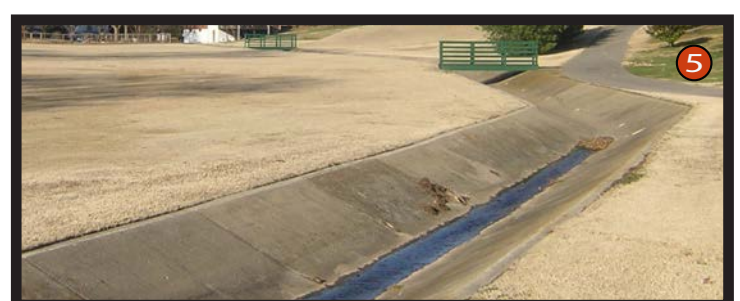
2. Improving the course layout to work with the topography could improve its attraction and playability.

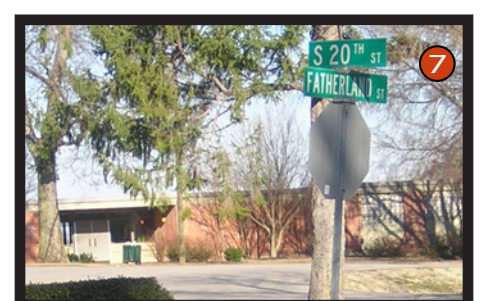
3. Improving the course design to naturalize the storm water management and become an Audubon course could make it a larger, regional attraction.

4. Great vistas inside and outside the park could be further enhanced.

5. Possibility of a new clubhouse at new location:
   - Could offer vehicular access from internal park roads
   - Could provide more space for driving range convenient to clubhouse

6. Redesign of course could provide opportunity for neighborhood connections to park.





guiding principles
what *should* shelby be?

Much of the discussion at the first public and Technical Advisory Committee meetings revolved around hopes, visions, concerns, and ideas for Shelby Park. These comments were distilled into a set of principles that guided subsequent development of the master plan. Each principle is followed by more specific, supporting objectives. Together, the principles help answer the question, "What should Shelby Park be?"

The guiding principles remain useful and applicable now that the plan is complete. The master plan is intended to provide enough room to adapt as conditions or opportunities change over its lengthy time horizon for implementation. Any potential diversion from the plan, however, should be evaluated through the filter of these guiding principles to ensure that the integrity of the plan is retained.

Principle 1

Respect the Park.

Shelby Park should provide a balance of facilities, program & space that meets the community's needs now and in the future, and offers high quality user experiences.

Objectives

- Design and build all facilities to nationally accepted standards.
- Do not exceed the carrying capacity of available land.
- Honor legacy uses while broadening recreational opportunities

Principle 2

Honor History.

Shelby Park should celebrate and respect the unique place the park holds in the City's history and in the hearts of those that have enjoyed the park for generations.

Objectives

- Preserve existing historic features, including landscape character and horticulture.
- Interpret history using innovative design approach
- Use now-gone historic structures as inspiration for new facilities while ensuring contemporary design relevance.

guiding principles

Principle 3
Conserve the Environment.

Shelby Park should utilize sustainable design practices to protect and enhance natural habitat, minimize maintenance costs, connect people to nature, and provide programming opportunities.

Objectives

- Use stormwater Best Management Practices (BMPs)
- Identify and enhance habitat
- Create physical & visual connections to the Cumberland River
- Naturalize waterways, riverfront, steep slopes and other passive-use areas

Principle 4
Welcome Everyone.

Through planning and programming, Shelby Park should welcome and broaden the diversity of people who use and enjoy the park.

Objectives

- Expand programming where feasible & compatible
- Efficiently configure facilities to reduce conflicts
- Expand accessibility throughout the park meeting ADA
- Anticipate future needs
- Recognize proximity to the downtown core
- Maintain as regional & neighborhood attraction

Principle 5
Provide Safety.

Shelby Park should create an environment that is safe and inviting for all users.

Objectives

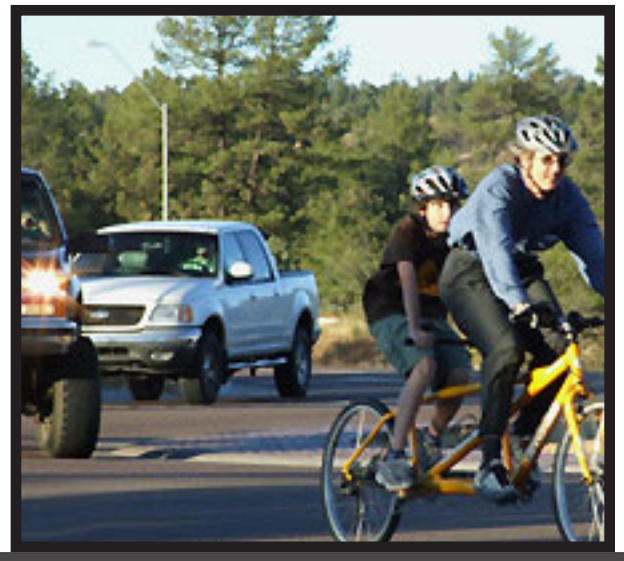
- Create defensible spaces that are easily observed
- Define security lighting needs

Principle 6
Make Connections, Manage Traffic.

Shelby Park should establish a safe, legible, high-quality network into and through the park that accommodates pedestrians, cyclists, drivers and the disabled.

Objectives

- Calm & manage circulation and parking of motor vehicles in and through the park
- Ensure high quality connectivity and experience for cyclists and pedestrians
- Consider facility adjacencies that reduce pedestrian expo sure to motor vehicles



Principle 7

Nurture Our Children & Youth.

Shelby Park should provide places that engage children and youth in programmed activities and in unstructured play, making Shelby Park a big "backyard" for learning, fitness and exploration.

Objectives

- Provide facilities for wide variety of age groups
- Encourage physical & environmental education along with active play
- Create safe environment
- Connect facilities within the park

Principle 8

Be Fiscally Responsible.

Improvements, operational, phasing and maintenance recommendations in the master plan should balance community value with fiscal responsibility; revenue producing facilities should be financially sound to ensure long-term viability.

Objectives

- Extract best value from revenue generating facilities
- Consider first and life-cycle cost in decision making process
- Utilize energy efficient design in all new facilities

guiding principles

Principle 9
Keep the Character.

Shelby Park should showcase the unique qualities and personality of the park as a whole, and those of each of its distinct sub-areas. It should affirm Shelby Park as one of Nashville's premier parks.

Objectives

- Take advantage of the topography
- Embrace the natural water shed system of the site
- Maintain the blending of passive and active recreation
- Strengthen neighborhood connections
- Seek inspiration from the unique physical & cultural park qualities

master plan concepts

Two-Way Roadways Throughout Park
Type I Vehicular Roadway - 22' wide, asphalt, lighting at intersections
Type II Vehicular Roadway - 22' wide, asphalt, lighting at 175' spacing
Type III Vehicular Roadway - 22' wide, concrete pavers, with lighting
27 new parking spaces at Community Center, 38 existing spaces
22 existing parking spaces at Cave Spring
25 new parking spaces at Mission Hollow
44 new parking spaces at Eastern Lake edge
8 new parking spaces at Riverside Drive Entrance
288 new parking spaces at Eastern Field Area (formerly 140)
66 existing parking spaces at Shelby Bottoms
33 new parking spaces at Play Area
185 new parking spaces at Western Field Area (formerly 45 spaces)
77 new parking spaces at Naval Hill (formerly 45 existing)
70 new parking spaces at Naval Center (formerly 50 spaces)
Master Plan - Vehicular Roadways & Parking

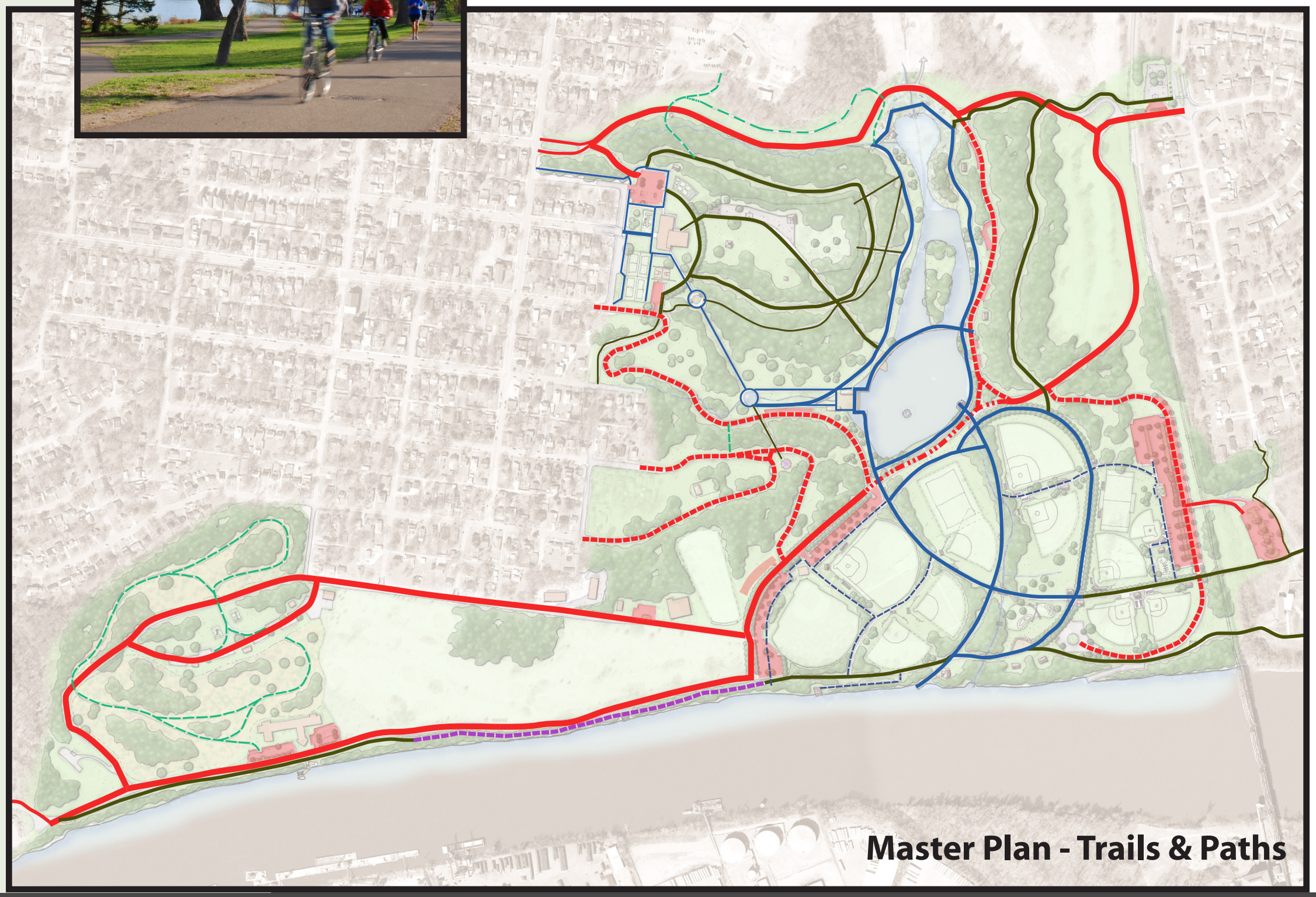
master plan circulation

roadways & parking.

Several of the guiding principles focus on creating a clear system of circulation throughout the park that promotes safe multi-modal use. The master plan converts all one-way road segments into two-way travel. Motorized vehicle access and parking is managed by provided multiple designated parking lots located strategically throughout the park and reducing opportunities to park on roadway shoulders. With the removal of shoulder parking, visitors can move from the parking lots directly into the pedestrian trail system without encountering motorized traffic. Other circulation improvements involve eliminating motorized access from areas of the park in order to create more continuous pedestrian connections between major destinations. Three roadway segments are closed to cars and redesigned as multi-use trail (non-motorized).

These segments are:
1. The west shore of Lake Sevier
2. The riverfront between the adult baseball field and boat ramp parking
3. Between the youth sports fields and softball fields

Conversion of these roadway segments to trail creates contiguous, car-free, pedestrian-friendly areas while improving motor vehicle conditions. The existing boat ramp remains accessible via a spur road from the new, easternmost parking lot near Shelby Bottoms. Traffic calming is incorporated wherever warranted – particularly in areas with a lot of pedestrian activity -- to control speeding by motorists. Because some cyclists will continue to use the roads, all traffic calming devices must by bicycle-safe.


Master Plan - Trails & Paths

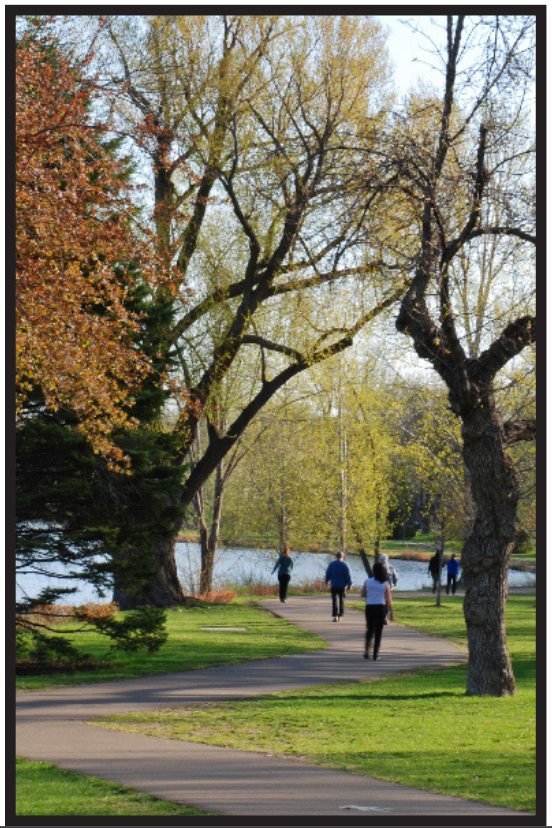
master plan circulation

- Type I Trail - 12' wide, concrete, with lighting
- Type II Trail - 6' wide concrete with lighting
- Type III Trail - 12' wide asphalt
- Type IV Trail - 6' wide asphalt
- Type V Trail - 6' wide concrete
- Type VI Trail - 4' wide primitive
- Boardwalk Trail - 12' wide

trails & paths.

Cars have been part of the Shelby Park experience since its beginnings, with roads originally designed to facilitate leisurely pleasure drives. Both the volume and speed of cars have since increased exponentially, with negative impacts on safety, pedestrian-friendliness, and the overall park experience. Along with parking and roadway improvements intended to tame motorized traffic, the master plan recommends 6.5 miles of new, continuous, multi-use trails throughout the park. The trails will facilitate non-motorized use of the park, dramatically reduce conflicts with motor vehicles, and expand passive recreational options. Key projects include:

- Multiple trail connections from the 19th Avenue entry/community center to areas at the bottom of the hill and on to Shelby Bottoms.
- Restoration of historic walkways and stone steps at and near Community Center Hill and Windmill Hill.
- A riverfront trail connecting Shelby Bottoms to the Davidson Street bike lanes with water access and views.
- A safe and scenic loop around Lake Sevier and new wetlands
- A connection from the Riverside Drive railroad tunnel to the rest of the park
- A boardwalk connection from the southern terminus of Riverside Drive to Shelby Bottoms.
- Strolling promenade along an original roadway segment in the fields area

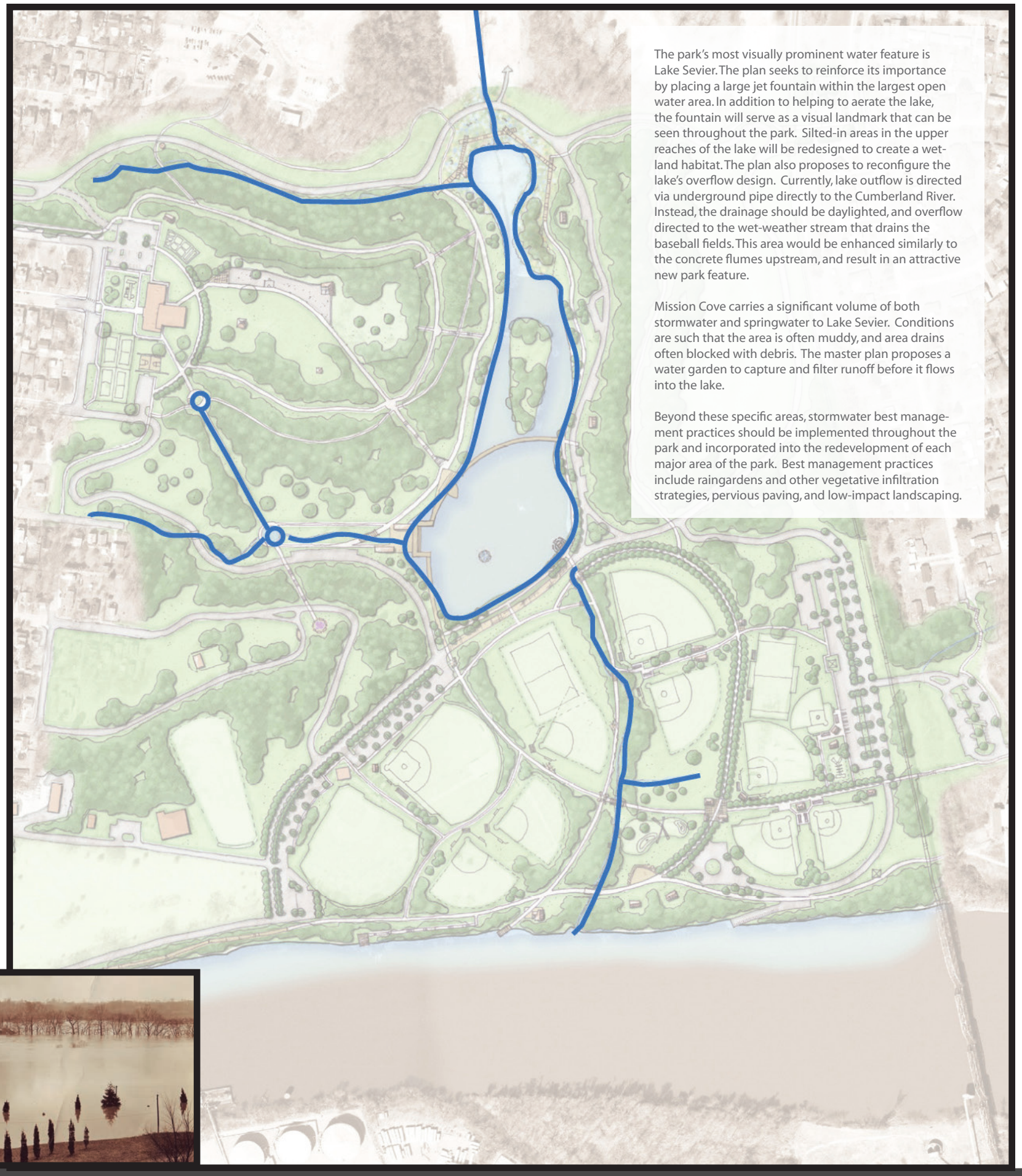


master plan

enhance & naturalize waterways.

Hydrology is an important environmental and organizing feature of Shelby Park. Approximately 85 of the park's 362 acres consist of floodplain. Fed by at least seven know springs and located within the Cumberland River watershed, all of the park's waterways have been significantly altered. A primary focus of the master plan is to naturalize and improve the park's natural water systems through the use of best management practices.

The largest stream system is located on the Shelby Golf Course. Concrete flumes currently carry high velocity, sediment-rich, and high-temperature stormwater to Lake Sevier. The result is poor water quality, silting-in of the entire upper end of the lake, and degradation of the aquatic habitat. In addition, the flumes represent ineffective stormwater management strategies no longer in use, and detract from the course's park-like character. By restoring the original stream environment, more stormwater is returned to the ground to recharge groundwater. A natural streambed ensures that the stormwater entering the lake is filtered and has a lower temperature. Better water quality and stream buffers will also improve habitat conditions, and can be designed to be an asset to golf operations.



The park's most visually prominent water feature is Lake Sevier. The plan seeks to reinforce its importance by placing a large jet fountain within the largest open water area. In addition to helping to aerate the lake, the fountain will serve as a visual landmark that can be seen throughout the park. Silted-in areas in the upper reaches of the lake will be redesigned to create a wetland habitat. The plan also proposes to reconfigure the lake's overflow design. Currently, lake outflow is directed via underground pipe directly to the Cumberland River. Instead, the drainage should be daylighted, and overflow directed to the wet-weather stream that drains the baseball fields. This area would be enhanced similarly to the concrete flumes upstream, and result in an attractive new park feature.

Mission Cove carries a significant volume of both stormwater and springwater to Lake Sevier. Conditions are such that the area is often muddy, and area drains often blocked with debris. The master plan proposes a water garden to capture and filter runoff before it flows into the lake.

Beyond these specific areas, stormwater best management practices should be implemented throughout the park and incorporated into the redevelopment of each major area of the park. Best management practices include raingardens and other vegetative infiltration strategies, pervious paving, and low-impact landscaping.

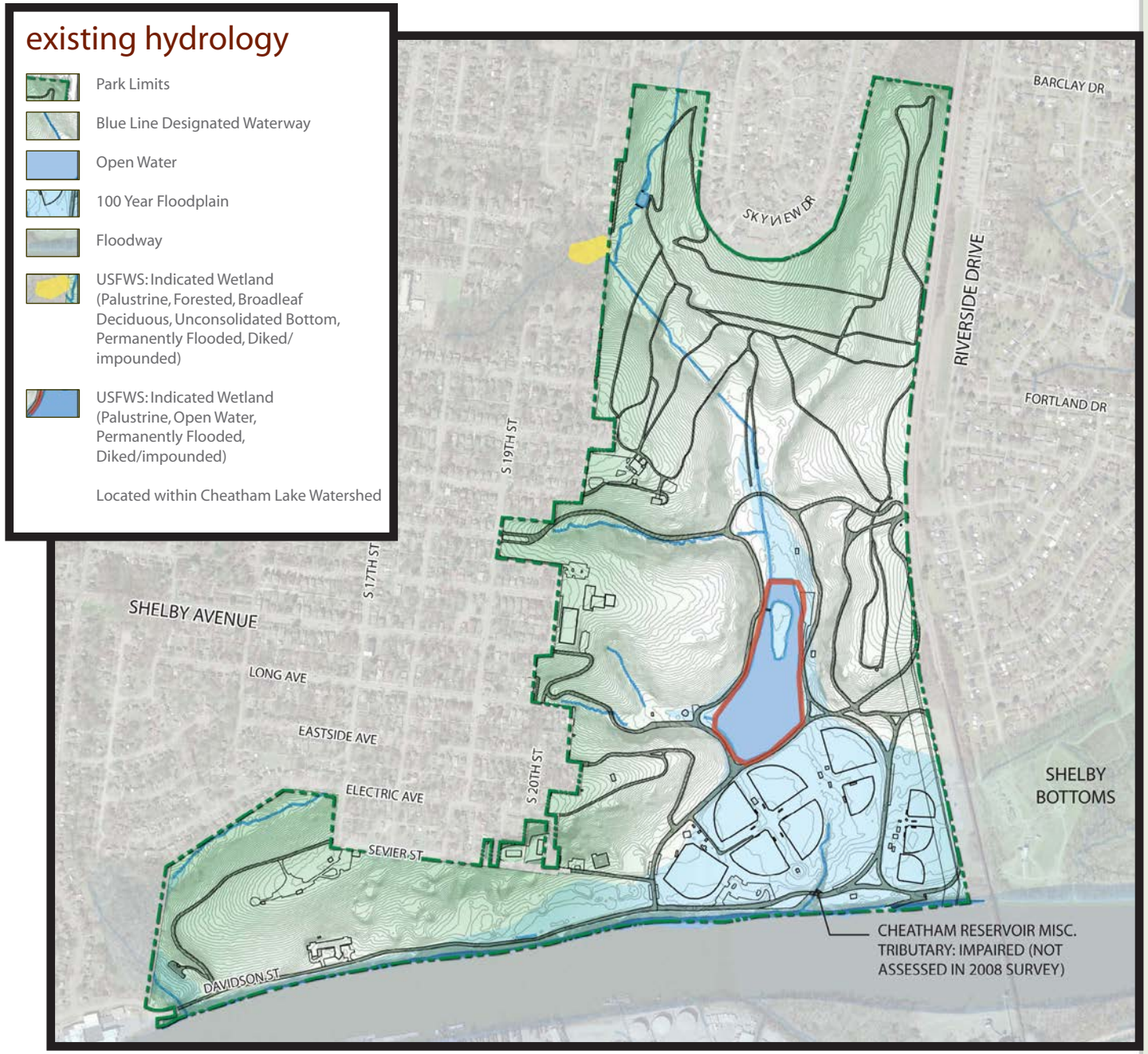
master plan

enhance & naturalize waterways.

Shelby Park's 1.1-mile Cumberland River frontage is among its most unique and underutilized natural features. In order to stabilize the banks of the river, maintain its beauty, and nurture the area's habitat, it is important to maintain a healthy and safe ecosystem along the river edge. The two most frequent comments about the river frontage are that views of the river are blocked with heavy brush, and that invasive/exotics dominate the plant habitat. In fact, a fully naturalized riverbank habitat would also block most river views. Achieving the twin goals of river views and native plants will require a proactive, ongoing, and managed transition to bank-stabilizing native materials; and thoughtful identification of opportunities to provide high-value water views and access with structures (overlooks and docks) and, in select area, vegetation maintenance a height not exceeding 24".

In addition, the following guidelines should be followed when implementing improvements along the river frontage:

- Maximize the use of bioengineering streambank stabilization solutions.
- Materials and construction methods for all improvements within the floodplain and floodway should be able to sustain the destructive forces of water and inundation of water for prolonged periods.
- Protect tree root systems by reducing opportunities for parking along roadway shoulders, or through appropriate engineering methods (i.e. structural soil).



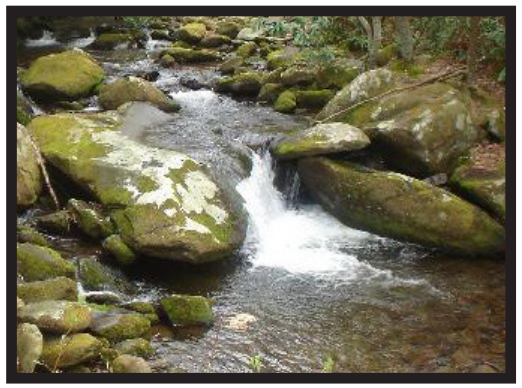
master plan

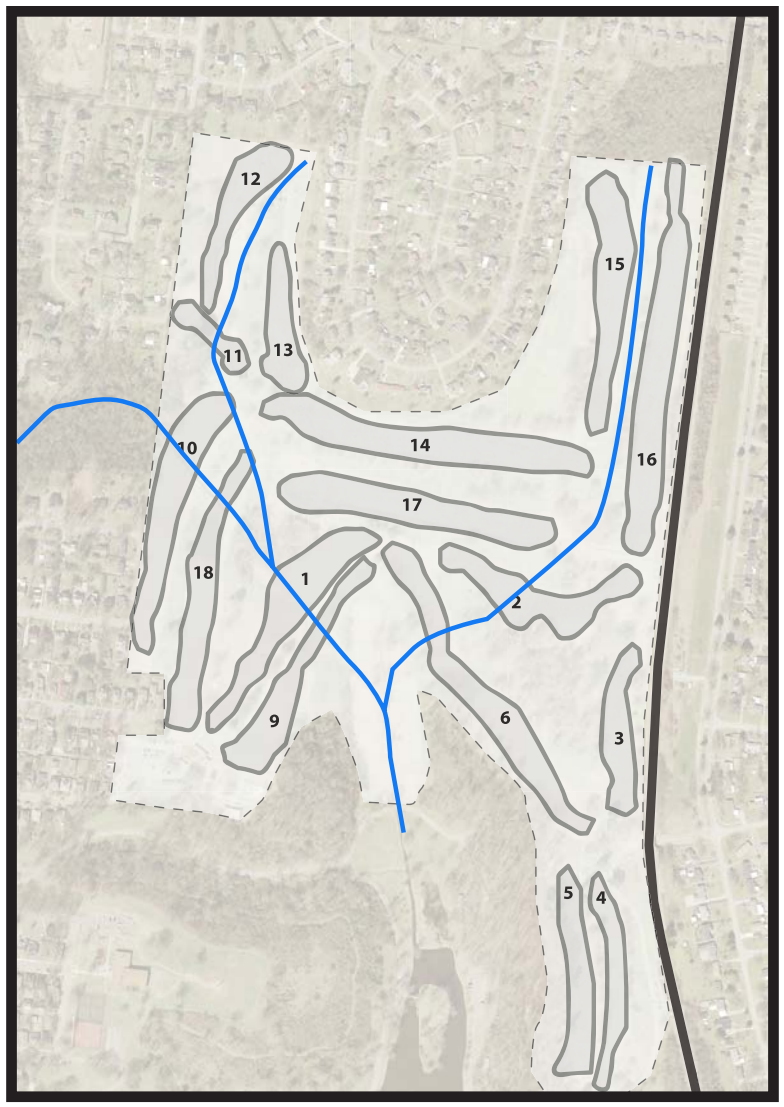
enhance & naturalize waterways - shelby golf.

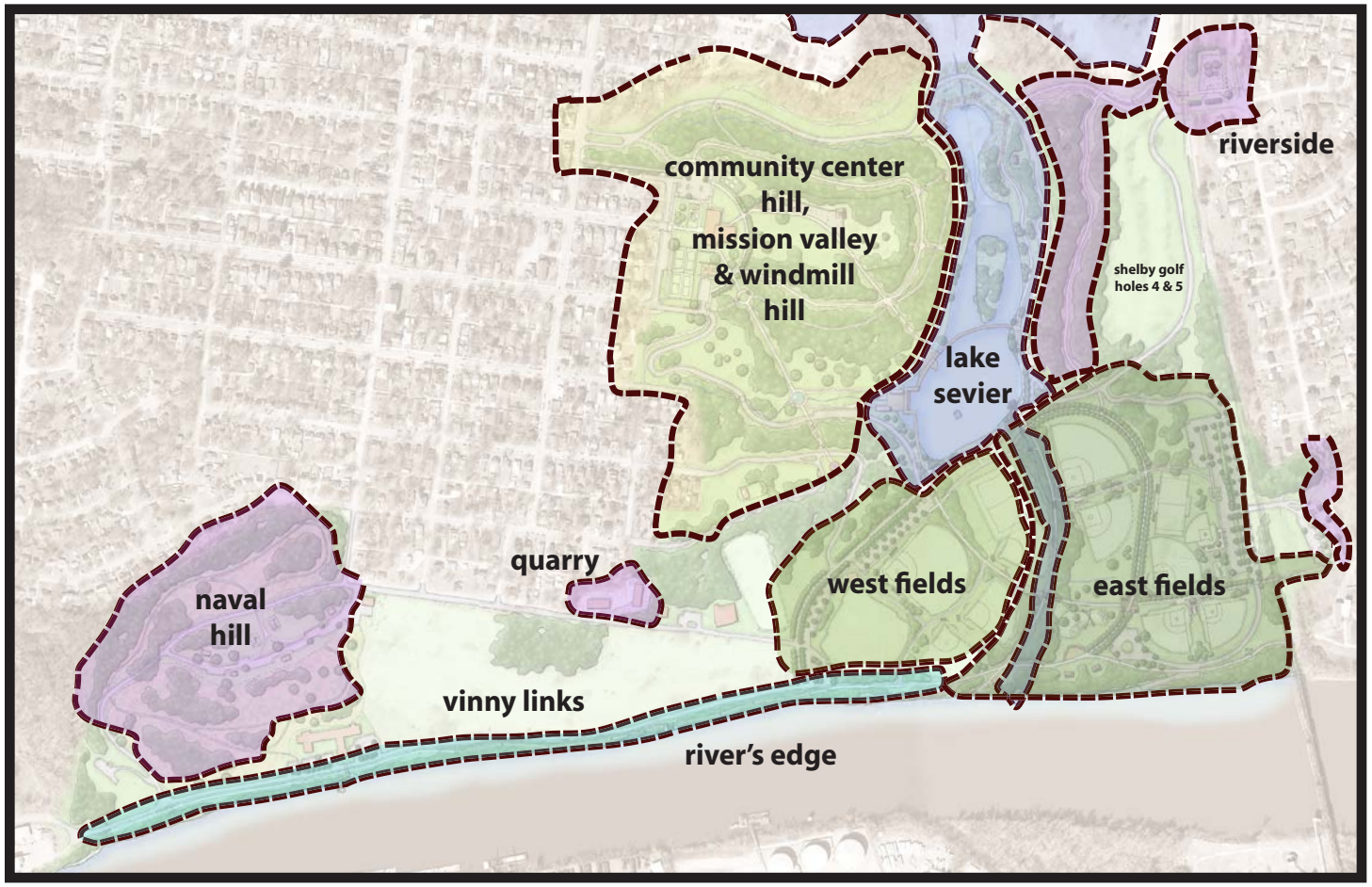
Shelby Park's 18-hole golf course was Nashville's first municipal course and has always been one of East Nashville's defining amenities. Specific plans for the golf course were not part of the scope of work for the Shelby Park Master Plan. However, in recognition of the relationship between the course and the rest of Shelby Park, and because a number of golf course-related issues arose during the public meetings, some general recommendations have been developed.

master planning the golf course.

A separate master planning process should be undertaken for the golf course, which includes a business plan and conceptual layout. The business plan should determine a strategy for making the course more economically viable and include capital improvement recommendations and a funding strategy. The conceptual layout should address fundamental design problem on the current course that affect playability. In addition, the layout should identify locations for a new clubhouse that is visible and accessible from within Shelby Park, a driving range, and a new maintenance facility (possibly consolidated with Shelby Park maintenance). Finally, the layout should explore the feasibility of providing a multi-use trail on the course perimeter, separated from cart paths that provide access from surrounding neighborhoods to the rest of Shelby Park.





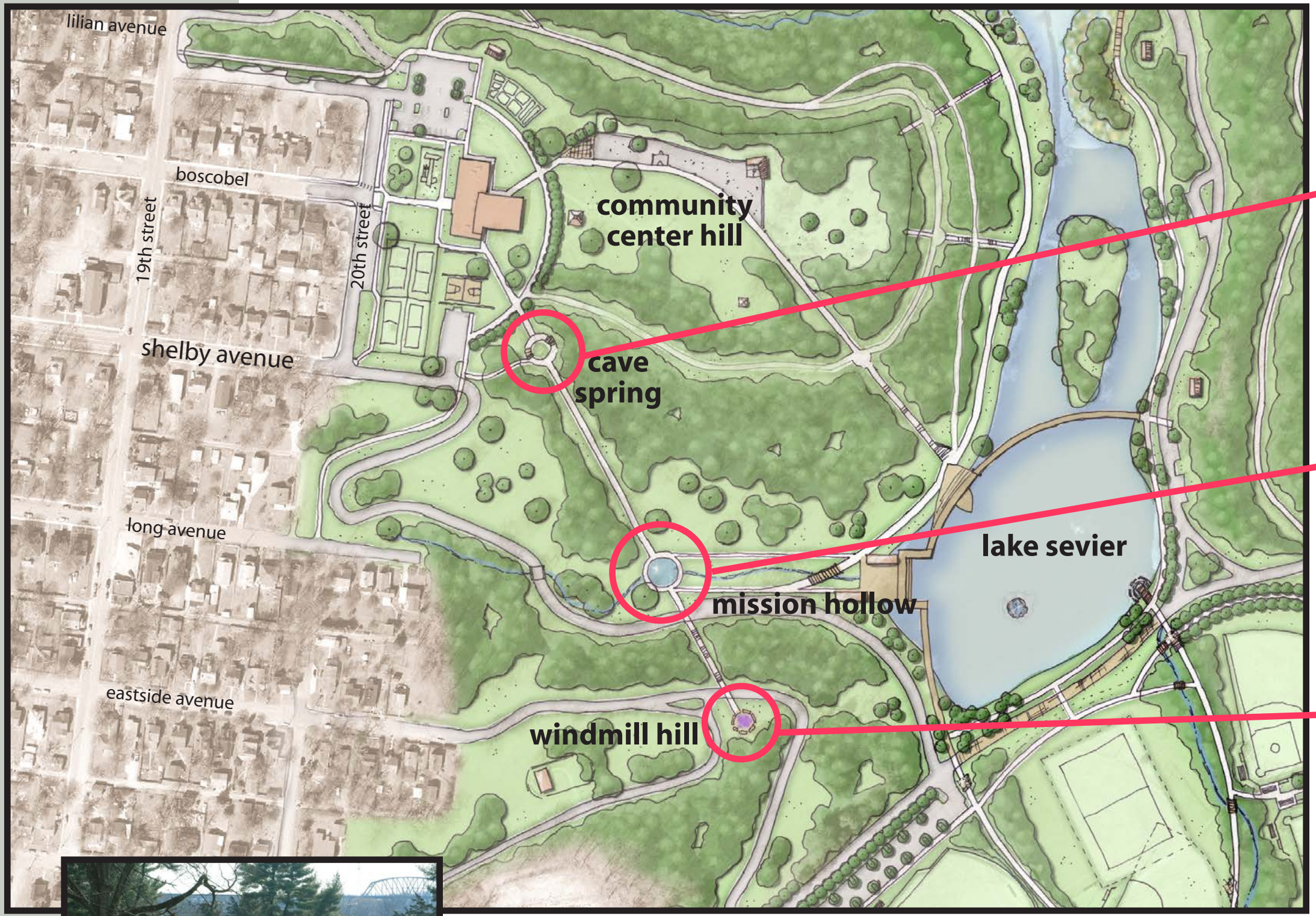


master plan details

defining and detailing the site specific areas within the park.

The master plan substantially reimagines Shelby Park -- maximizing its assets, restoring its integrity and, for the first time, comprehensively analyzing design, program and management needs now and tomorrow. While many Nashvillians fondly remember Shelby Park's heyday, the master plan presents a vision that surpasses earlier eras of development.

Shelby Park's diversity of uses and users is one of its greatest attributes. Within its 362 acres there are several distinct regions, or subareas, that have their own feel and function. Each subarea has specific site characteristics, facilities, and programs, and each can offer unique and rewarding park experiences. In order to maximize their potential, and to break the planning process into manageable components, each subareas was studied individually, and within the context of planning for the entire park, and includes issues related to connectivity and cohesiveness.


lilian avenue
boscobel
19th street
20th street
shelby avenue
long avenue
eastside avenue
community
center hill
cave
spring
mission hollow
windmill hill
lake sevier

master plan

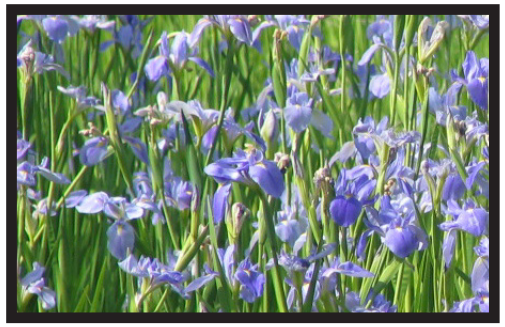
windmill hill, mission hollow & cave spring.

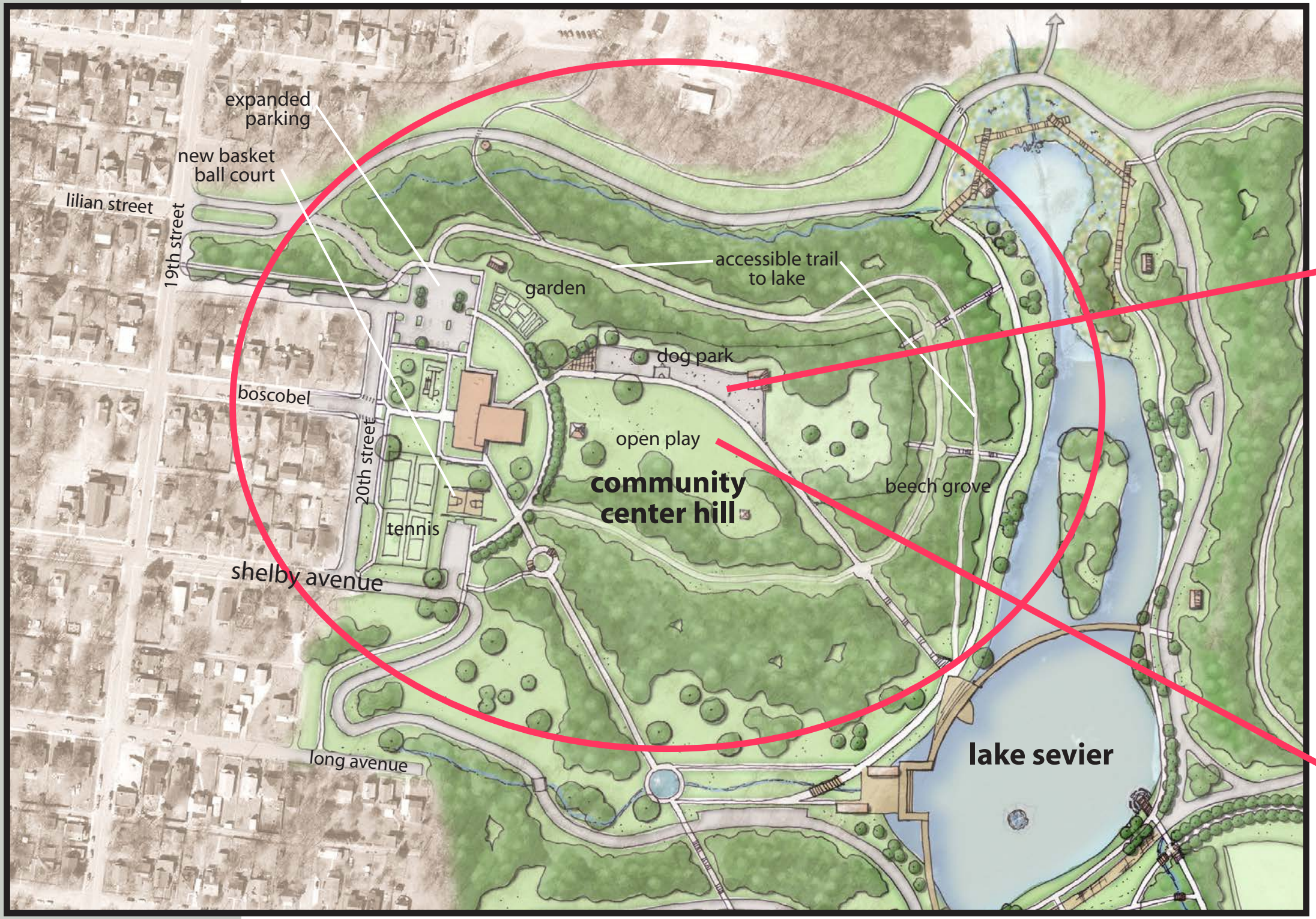
Historically, Cave Spring, Mission Hollow, and Windmill Hill were among the park's most popular destinations and were connected with a series of pedestrian paths. Some of the historic features of this area remain today, although in poor condition.

The master plan proposes to restore the Cave Spring grotto and associated structures, and to manage vegetation in a manner that increases their visibility. A new, ADA-compliant trail would provide access from the tennis court parking area to the spring. From the spring, the historic concrete sidewalk would be repaired to restore the connection to Mission Hollow.

At the former site of the Mission House, a raingarden and public art are proposed. The raingarden would be fed by stormwater and possibly springwater. Outflow from the pond would drain via an existing conyenance, enhanced, to Lake Sevier. The raingarden and stream should address a number of stormwater issues that current plague Mission Hollow.

The trail continues from the hollow southeast up a series of restored stone steps to the former site of the Dutch Windmill. Marking the location of the historic structure is a "council ring" where groups can gather for community activities or individuals for contemplation. As a nod to the former municipal iris garden that was once located on Windmill Hill, flowers beds add color to the hilltop area, which has always been the most formally designed area of Shelby Park. Interpretation of the history of Cave Spring, Mission Hollow and Windmill Hill should be site-specific, incorporating alternatives to the conventional, text-heavy plaque.




expanded parking
new basket ball court
lilian street
19th street
garden
accessible trail to lake
dog park
boscobel
open play
community center hill
beech grove
20th street
tennis
shelby avenue
long avenue
lake sevier

master plan

community center hill.

Community Center Hill serves as a major entrance and hub of activity for Shelby Park. This western edge of the park serves as the primary entrance point for surrounding historic neighborhoods, as well as a regional entry for visitors arriving from downtown. Enhancements to the entrance monuments will reinforce the Shelby Avenue entrance as the primary gateway to Shelby Park.

Improvements to the community center campus include expanded tennis courts and an expanded parking lot, where a kiosk will orient visitors with maps of the park.

Behind the center, the dog park is relocated slightly to the north and enlarged from two to approximately three acres, which will incorporate some wooded areas offering shade. A significant portion of the dog park will be redeveloped with gravel surfacing to reduce mud and runoff issues. Relocation of the dog park allows for the reintroduction of an open field in the level area at the crest of Community Center Hill. This area will be programmed for community center activities and special events.

Multiple trails down the hillside slopes will make a strong physical connection to Lake Sevier and the rest of the park, while selective clearing of the heavy vegetation will restore the visual connection between hill top and bottom. This hillside was historically known as Beech Grove, and the clearing should allow these trees to once again flourish.

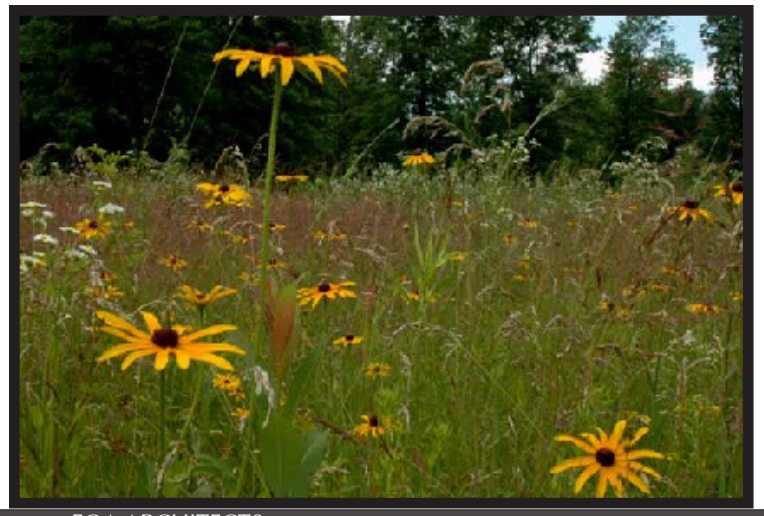
17th street
sevier street
butterfly
meadow with
primative trails
new
playgrounds
historic
picnicshelters
vinny links
butterfly
meadow with
primative trails
naval hill
naval facility

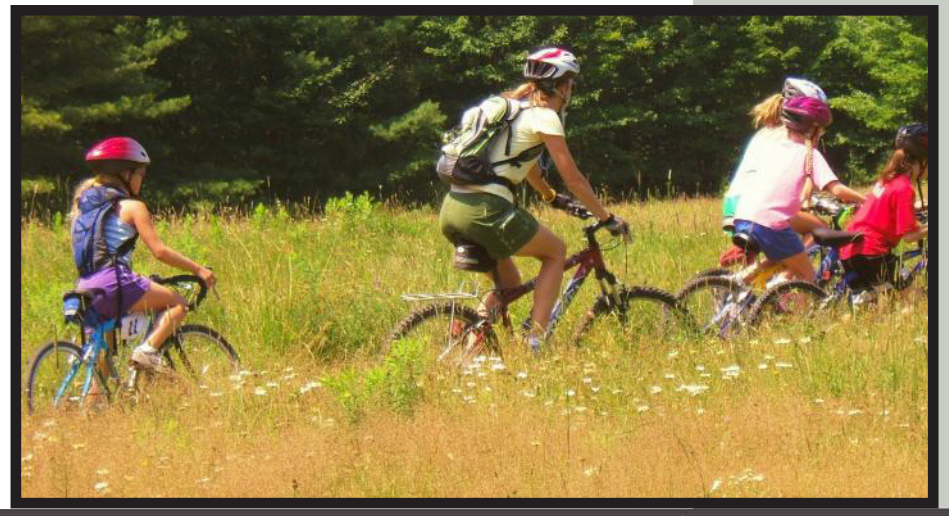
master plan

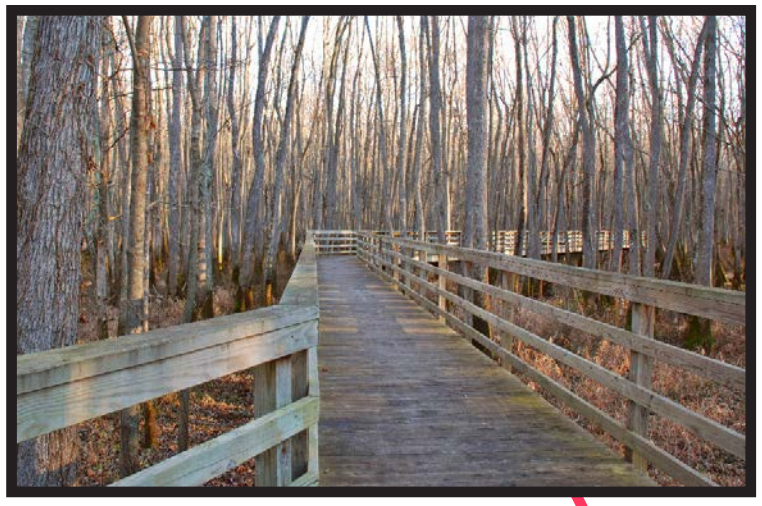
naval hill.

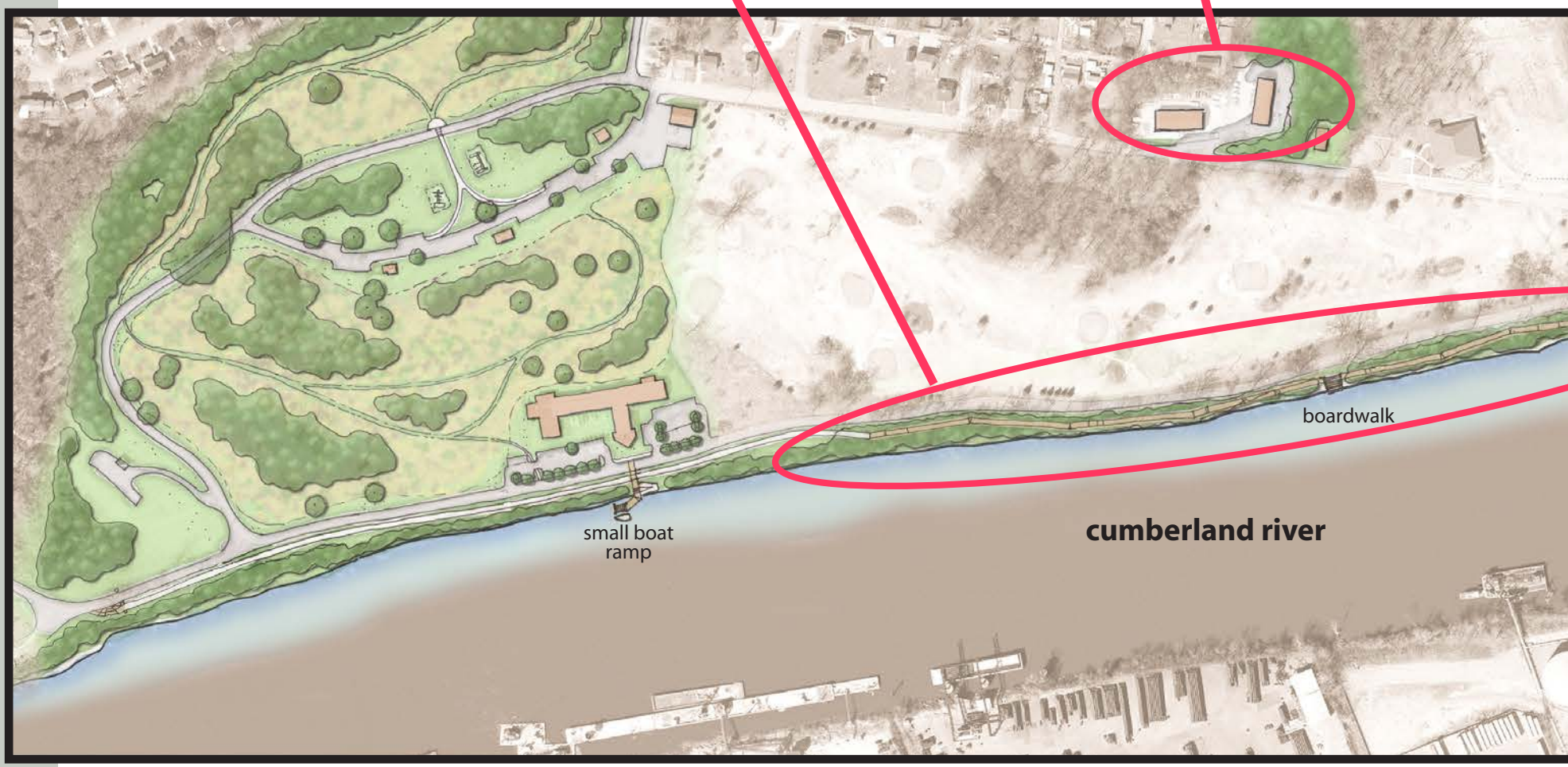
Naval Hill offers expansive views in all directions and is the primary entry point for neighbors south of Shelby Avenue. The master plan proposes restoration of two historic picnic shelters, a new shelter, a replacement playground, and reconfiguration of parking lots and drives. Currently, the hill is maintained completely as open lawn with sparse trees. Sloping portions of the hillside should be transformed into a butterfly meadow, with a primitive trail system connecting the hill to the river.

As of publication of this plan, the Naval Reserve Building has been vacated by the Navy and may be transferred to Metro Parks. Built in 1946-48, the building is eligible for the National Register of Historic Places. Any future use of the building should provide substantial community access and benefit, be compatible with the mission of the Metro Parks Department, and serve to activate this isolated area of the park. Improvements should include preservation of the building, public restrooms, and a river access point for non-motorized watercraft. A reconfiguration of parking will reduce conflicts and serve as a trailhead for the riverfront greenway.

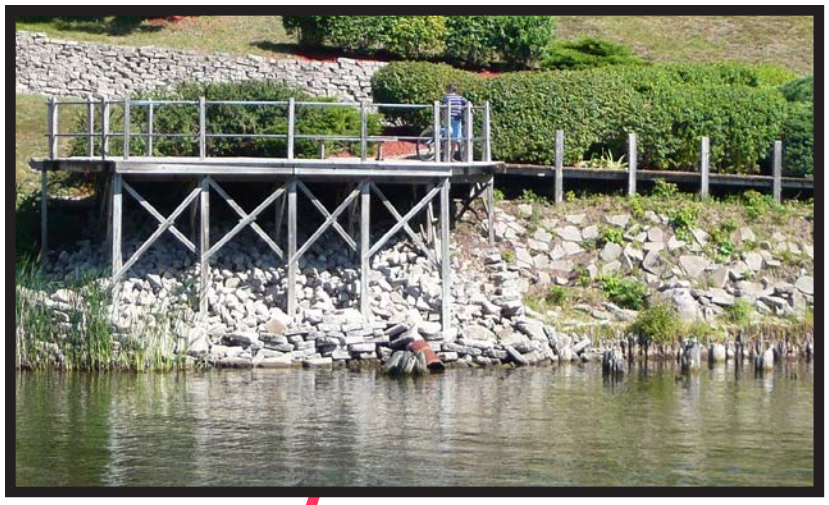







boardwalk
small boat
ramp
cumberland river

master plan



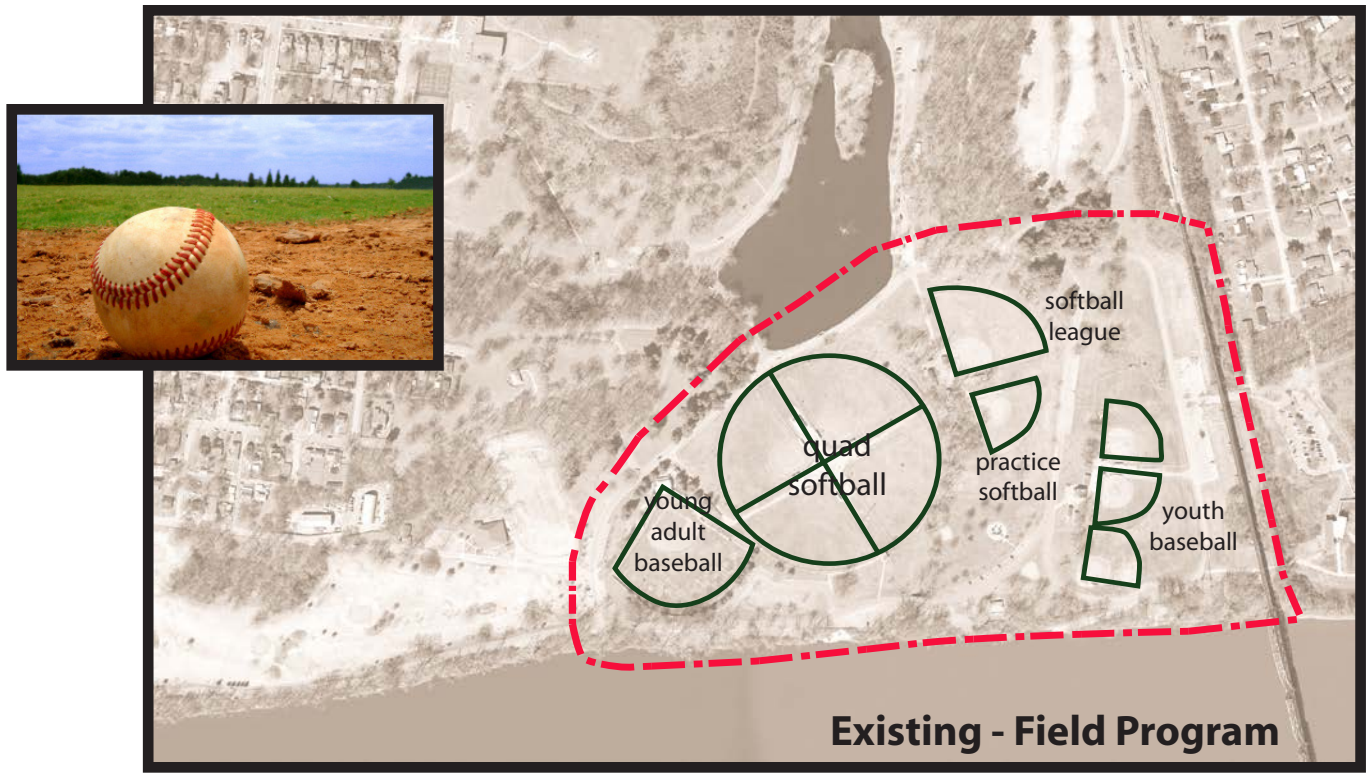
river's edge.

The Cumberland River is one of Shelby Park's greatest assets, yet it is rarely part of the park visitor's experience. River views are blocked by heavy vegetation, and there is only one point of access to the water's edge along the entire 1.1-mile frontage. The master plan seeks to reconnect the park to this important resource. The improvements call for a new pedestrian trail along the entire frontage that will connect to the Shelby Bottoms Greenway to the east, and the Davidson Street bike lanes to the west. Overlooks, piers, and selective vegetation removal will allow visitors to see and touch the water.

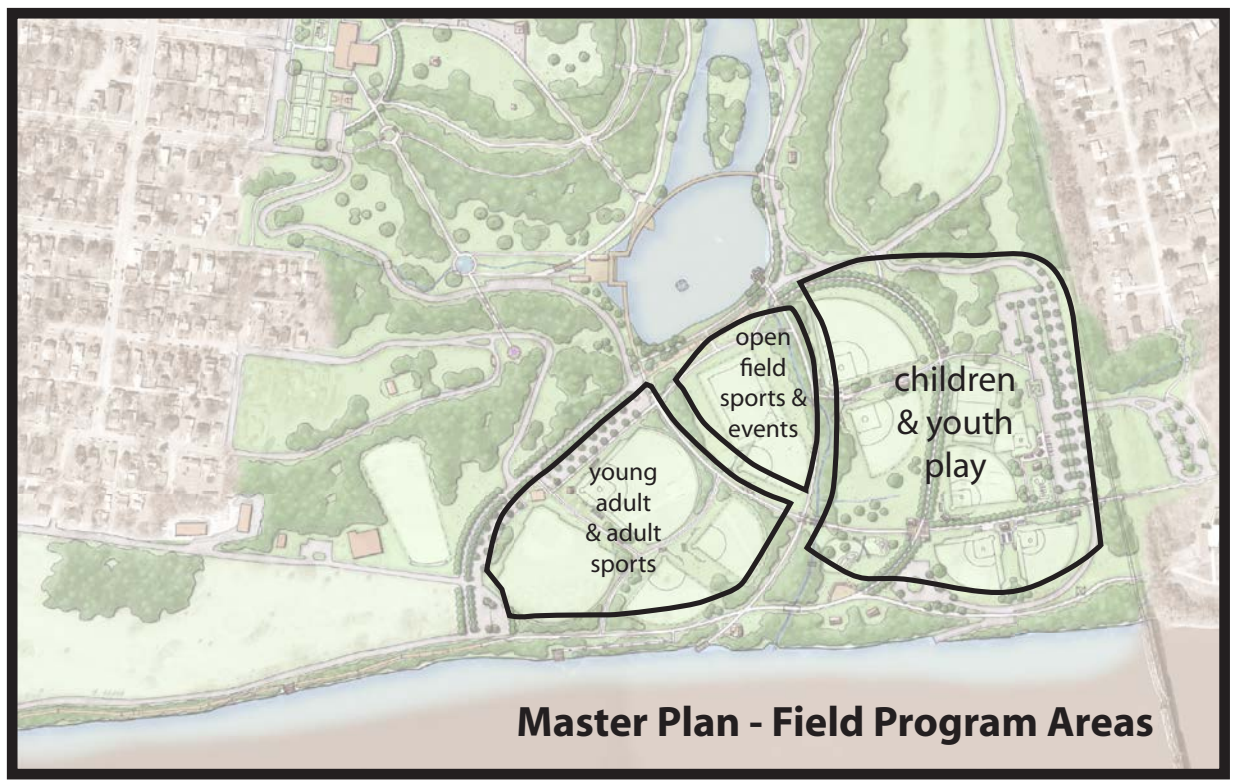
From the Davidson Street entrance, a greenway trail will be developed parallel to the roadway. The width-constrained segment between the Naval Reserve Building to the adult baseball fields would require either a boardwalk over the water or, with further study, a rerouting of motorized traffic. From the adult baseball fields continuing east, the roadway will be closed to motorized traffic, dramatically improving the breadth of recreational opportunities along the river's edge. The boat ramp will remain available for motorized users, although use is projected to decrease after the Cayce Landing boat ramps are developed two miles downstream as part of the Nashville Riverfront Plan. The Shelby ramp will be enhanced to improve its function for non-motorized watercraft (kayaks and canoes).

Master Plan - Field Layout

master plan



Existing - Field Program

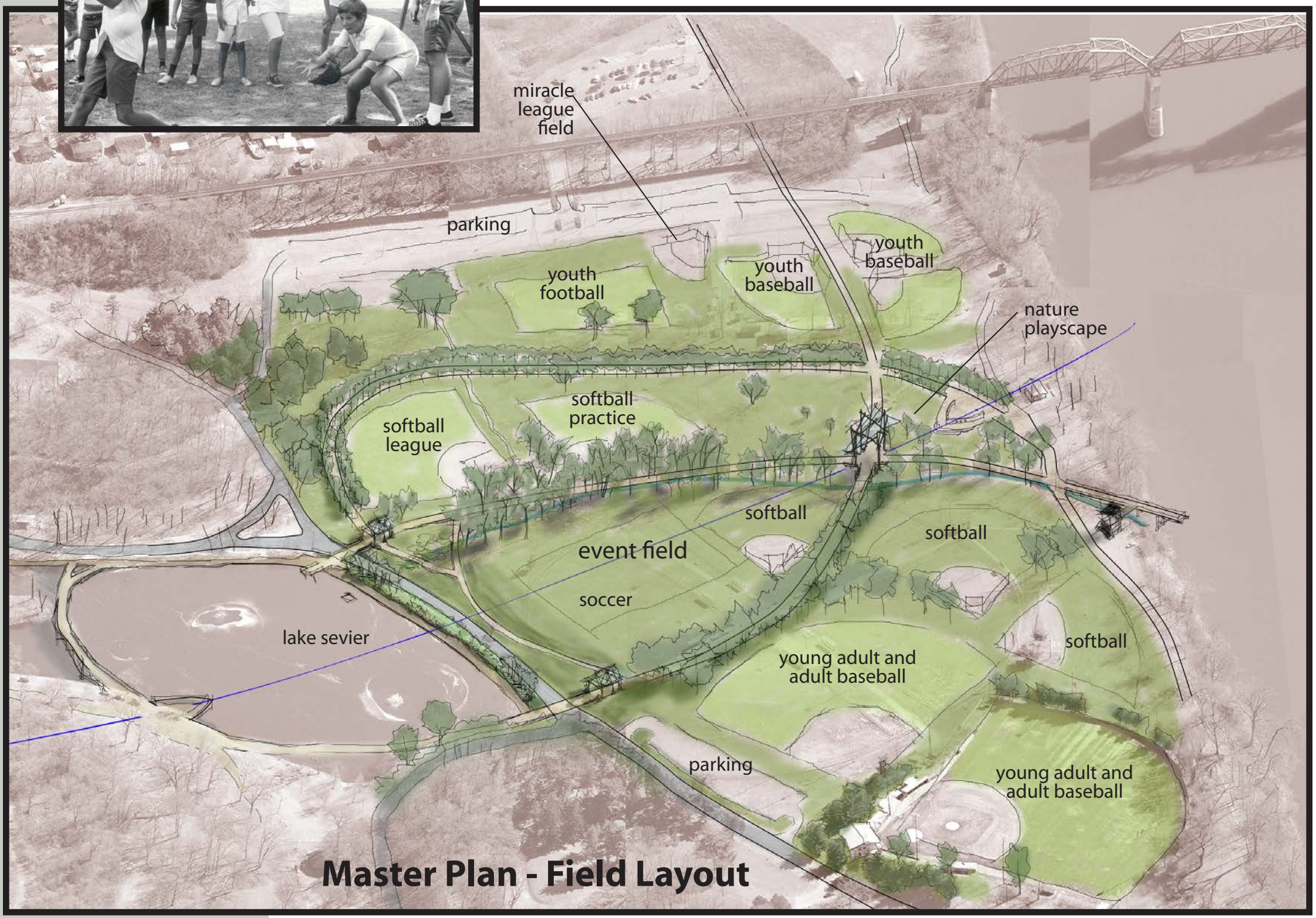


Master Plan - Field Program Areas

the fields.

Since its earliest days, Shelby Park has been a major hub for baseball and softball, and continues to function as one of Metro Parks' primary sports complexes. The fields, several of which are in poor condition, currently serve adult and youth baseball and softball leagues, and other youth sports such as football. The master plan reinforces the centrality of these legacy uses while addressing a number of current layout, design and program issues.

The plan calls for reconfiguring the field layout in a way that is sensitive to the existing landform, vegetation and waterways. The new layout provides a second adult baseball field and up to five softball fields, including retention of the Buster Bogusky Field. Some softball fields could utilize removable outfield fencing to enhance program flexibility. Youth sports are concentrated to the east, with three baseball fields, a Miracle League baseball field, and a regulation football field. A centrally located, multi-purpose lawn will offer important new programming opportunities for large special events and soccer. In general, all of the fields will be brought up to current standards and include upgraded support features such as restrooms, concession, seating, and field lighting. New parking lots are strategically located, and changes to the roadway system improve traffic safety and efficiency. These changes collectively create a cohesive sports and events complex that facilitates a broader range of activities, creates a vast pedestrian-friendly car-free zone, and improves the site's park-like character.



Master Plan - Field Layout

the fields.

miracle league field

Master Plan - Nature Integrated

master plan

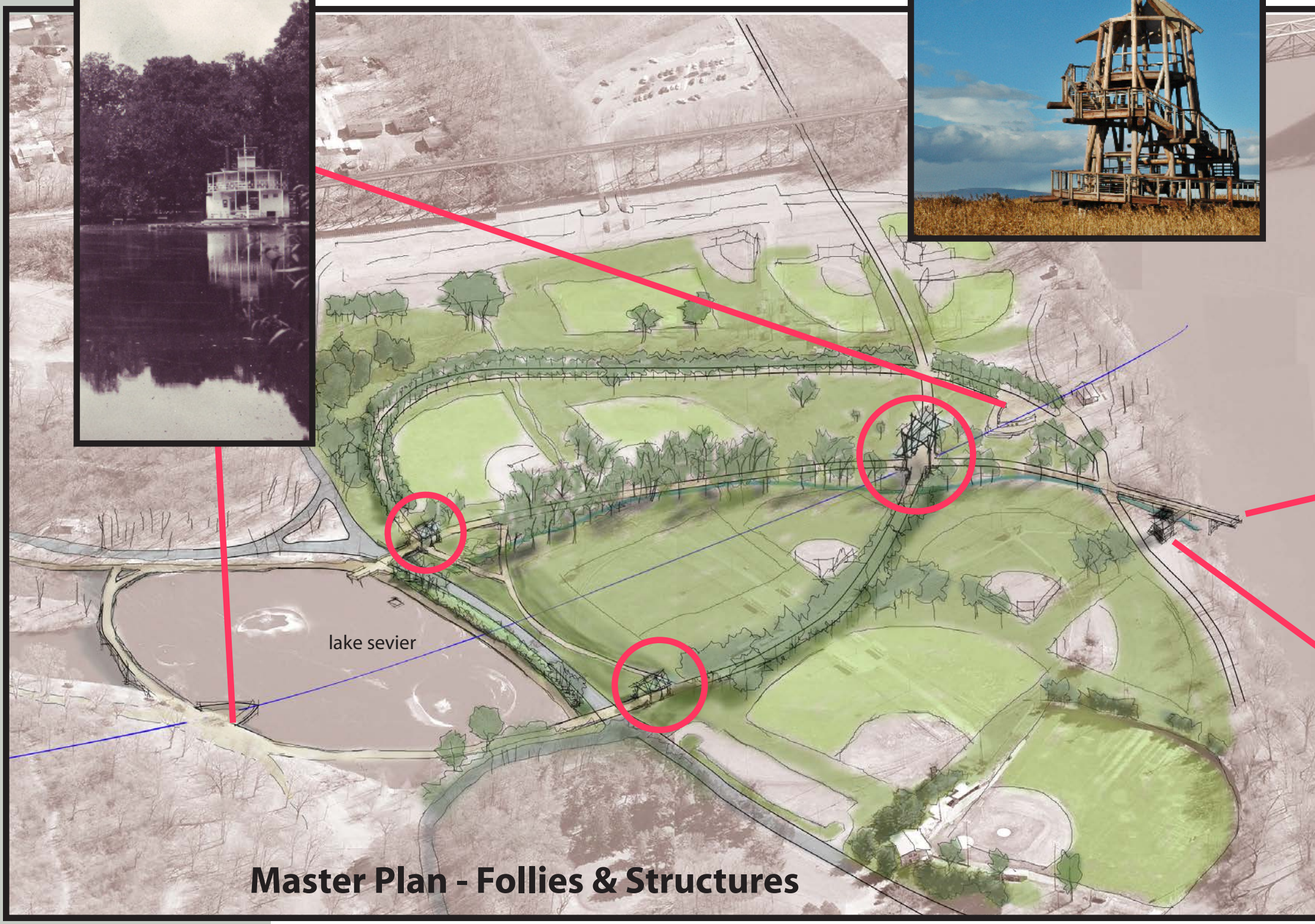
the fields.

Playgrounds are integral to the new field area of Shelby Park. The existing playground near the fields will be reinvented as a natural playscape for children and adults alike. The playscape may incorporate natural elements such as large grass berms with slides, stone pathways or climbing walls, wooden structures that mimic trees, artwork, and other naturalistic features. The existing topography, vegetation and stream will provide inspiration and opportunities for the playscape design. A natural playscape should encourage free play, imagination, discovery, and a connection to the natural world. In addition, such a play features is typically more sustainable, with a naturalistic character blends nicely into the landscape. A second, conventional playground will be integrated with the youth sports fields. Consideration should be given to the feasibility of reuse and relocation of the existing playground for this purpose. Both playgrounds are located to facilitate crossover use by visitors at the youth sports fields, picnic shelters and riverfront trail, with no roadway crossings.

natural play area.

Some of the benefits of natural play areas include:

- Can be less expensive than large manufactured play structures
- Often increase green space and can be easily integrated into existing landforms
- Provide a wide variety of play options for all ages
- Provide a timelessness (equipment does not eventually look outdated)
- Have a low carbon footprint and can be highly sustainable



Master Plan - Follies & Structures

master plan

the fields.

Only a handful of Shelby Park's historic structures are still standing, but their unique character helps to define the park's history. The master plan proposes several new structures inspired by these now-gone features.

Tall, folly-inspired structures will be located in key locations to serve as orientation features. Two vertically-oriented gateway structures mark each northerly corner of the events lawn, signaling the transition from the passive lake area to the active recreation area. They will also mark the primary trail crossing on the roadway by raising visibility and slowing cars. A third folly in the events lawn is located on axis with the lake, lawn and natural playscape. A boat-inspired dock on Lake Sevier and a similar feature at the natural playscape will reference the historic boathouse. Sycamore Lodge will be acknowledged with a new shelter in the same location. Adjacent to the new shelter is the park's most prominent outlook over the Cumberland River, which is the terminus of the primary trail from the events lawn. Architecturally, the structures should take inspiration from Shelby Park's historic buildings while remaining distinctly contemporary in character. Site specific and innovative designs will help ensure future landmark status of the new structures.

landmark fountain

Master Plan - Lake Sevier

master plan

lake sevier.

Shelby Park's historical, natural, recreational and organizational layers all come together at Lake Sevier. Current design and water/habitat quality issues, however, limit the lake's current value.

The master plan proposes a continuous trail around the lake that removes cars from the lake edge and offers a variety of passive recreational experiences, including a scenic fitness loop. Roads alignment will be adjusted as necessary to allow for the lakeside trails and permit two-way traffic. The existing roadway on the west side of the lake will be closed to cars entirely and converted to trail.

The southern end of the lake will have a hardscaped edge with a relatively formal, urban character that invites activity near the water. Near Mission Cove, a dock/plaza structure will allow for programmed events and provide restrooms and a picnic shelter. The dock will also be the springboard for a new bridge. Lake Sevier is an important landmark, but it's also a barrier to east-west circulation. The bridge will provide direct connectivity across the lake while expanding the lake experience. A second, smaller dock structure will be located where the park's historic boathouse once stood. North of the bridge, the lake becomes more naturalistic in character, culminating in a new wetland with boardwalks and a wildlife viewing area in the upper reaches.

wetland boardwalk

formal structured edge

master plan

natural edge

lake sevier.

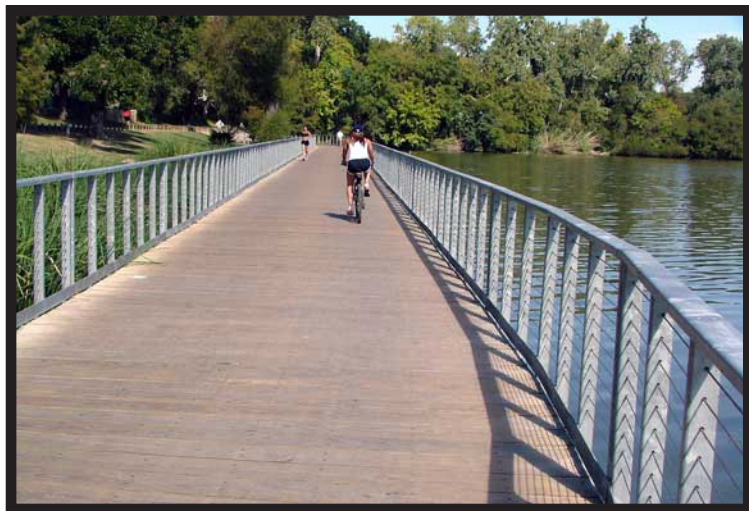
Water quality is addressed comprehensively with naturalization of the streams that flow into the lake, and diverting all outflow from an underground pipe to the stream that meanders through the ballfield complex. Aeration will be expanded, including a large, vertically-oriented fountain that will also serve as an orientation landmark and focal point. The new wetlands will help filter lake in-flow and control mosquitoes. Removal of the existing bridge to the island will provide a refuge for waterfowl and allow for removal of the fenced duck houses. These improvements will require some filling and dredging.

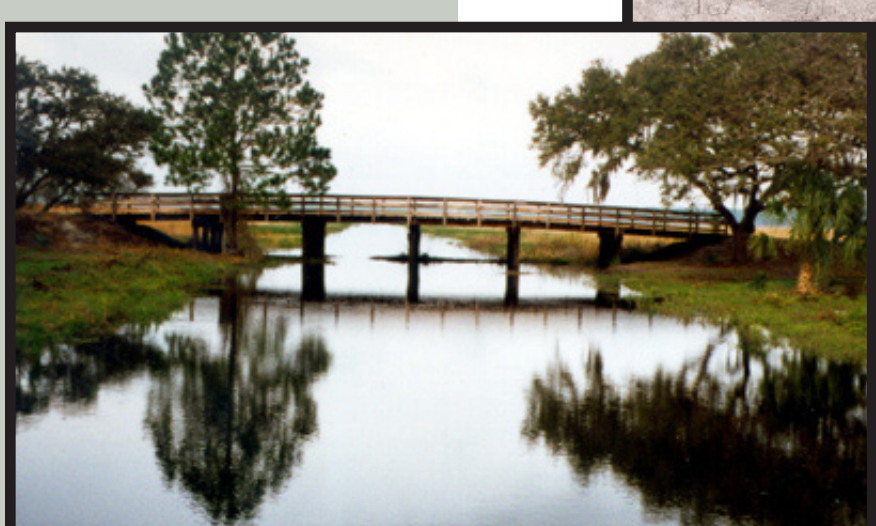
master plan

lake sevier.

Bridges serve to create connection, metaphorically and physcially. The centerpiece of Lake Sevier will be a dynamic bridge that connects Community Center Hill with the eastern side of the park and will also serve as an orientation device within the heart of the park.

The intent of the bridge is to create a transition experience that is currently not part of the park system. From the bridge, there will be expansive views of the event lawn and Cumberland River. As part of the expanded trail system, the bridge will become part of the loop trail system for recreation.





master plan

implementation by area.

This master plan is the guidebook for redevelopment of Shelby Park, directing and coordinating all future investments. Because of the park's size and complexity, Chapter Seven divides the park into various subareas and addresses them individually. For the same reasons, implementation of the plan will require a similar, area-by-area approach. The sheer scale of the undertaking and funding realities preclude a single, massive redevelopment project. Instead, implementation will be divided into more manageable, phase-able components. In general, these phases will correspond to subarea, although some opportunity exists to further divide a subarea into smaller phases.

For example, redevelopment of the east fields will involve grading, site work and infrastructure improvements that are necessarily addressed as a single project. Further economy and practicalities are gained by completing all improvements in the subarea at the same time. Some individual components, however – an unfunded field or support building, for example -- could wait for a secondary phase.

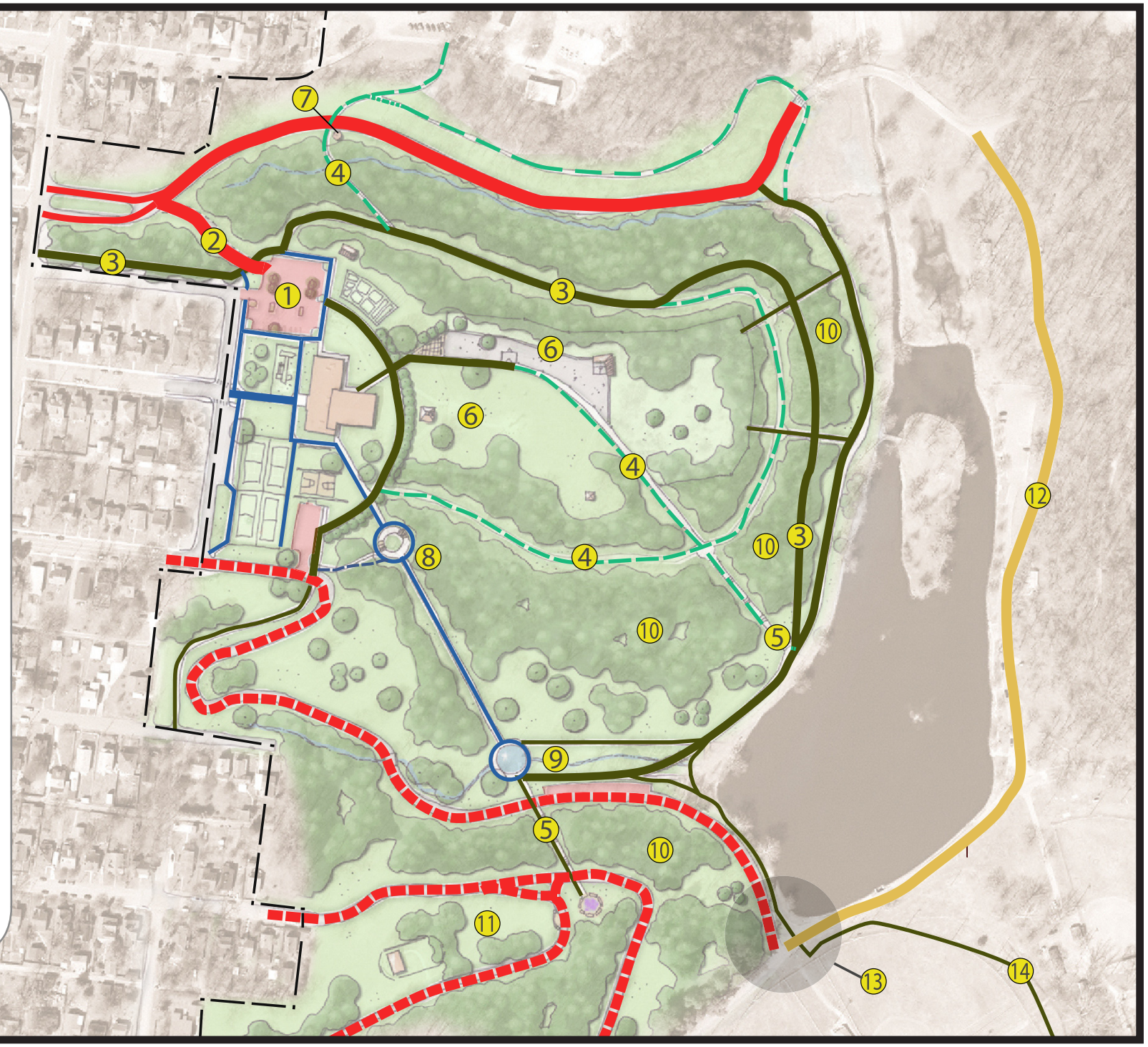
Note that any given subarea development project will happen within the context of the park as a whole, and each must take into consideration function, adjacencies and connectivity to ensure success. For example, while implementation of many circulation system improvements will be wrapped into subarea projects, the roadway work may extend well beyond the subarea boundaries.

Implementation

Community Hill:

1. Additional 27 new pervious parking spaces at Community Center North parking lot for a total of 65 parking spaces
2. New vehicular connection to parking from Lillian & 19th Street Entrance Road
3. New multi-use trails connecting neighborhood sidewalks down an accessible path to the lake & fields
4. New connections and enhancements to primitive trails at Community Center Hill
5. Stabilization of historic stone steps and incorporation into new trail system
6. Larger & relocated Dog Park allows the creation of open play-space behind Community Center
7. Repair of Shelby Troll Shelter
8. Restoration of Cave Spring and associated trail systems with interpretive elements
9. Mission Hollow Area improvements include creation of Lily Pond, new trails, trailhead kiosk, stormwater improvements and 25 new pervious parking spaces
10. Removal of invasive exotic plantings and selective clearing to create view sheds from Hills to Lake
11. Repair of Windmill Hill shelter & site stone work, new traffic calming, new council ring & trail connections
12. Modification of existing roadway to accommodate two-way traffic
13. Address vehicular/pedestrian trail intersection at south west edge of lake with temporary traffic calming & signage
14. Temporary pedestrian trail along south west edge of lake to connect to temporary path to Shelby Bottoms Nature Center

Total Opinion of Probable Cost$1.96 Million



Implementation

Naval Hill

1. Simplification of roadway circulation at top of hill to create more defined parking and less pedestrian conflict
2. New butterfly meadow trail from Naval Hill down to Naval Center
3. New playgrounds
4. Renovations at existing picnic shelters & addition of one shelter

Total Opinion of Probable Cost $791,000

Maintenance & Quarry Zone

5. With relocation of Maintenance Facility, Quarry is available for parks programming including new picnic shelters, interpretive features related to geology and possible use of quarry as a climbing facility

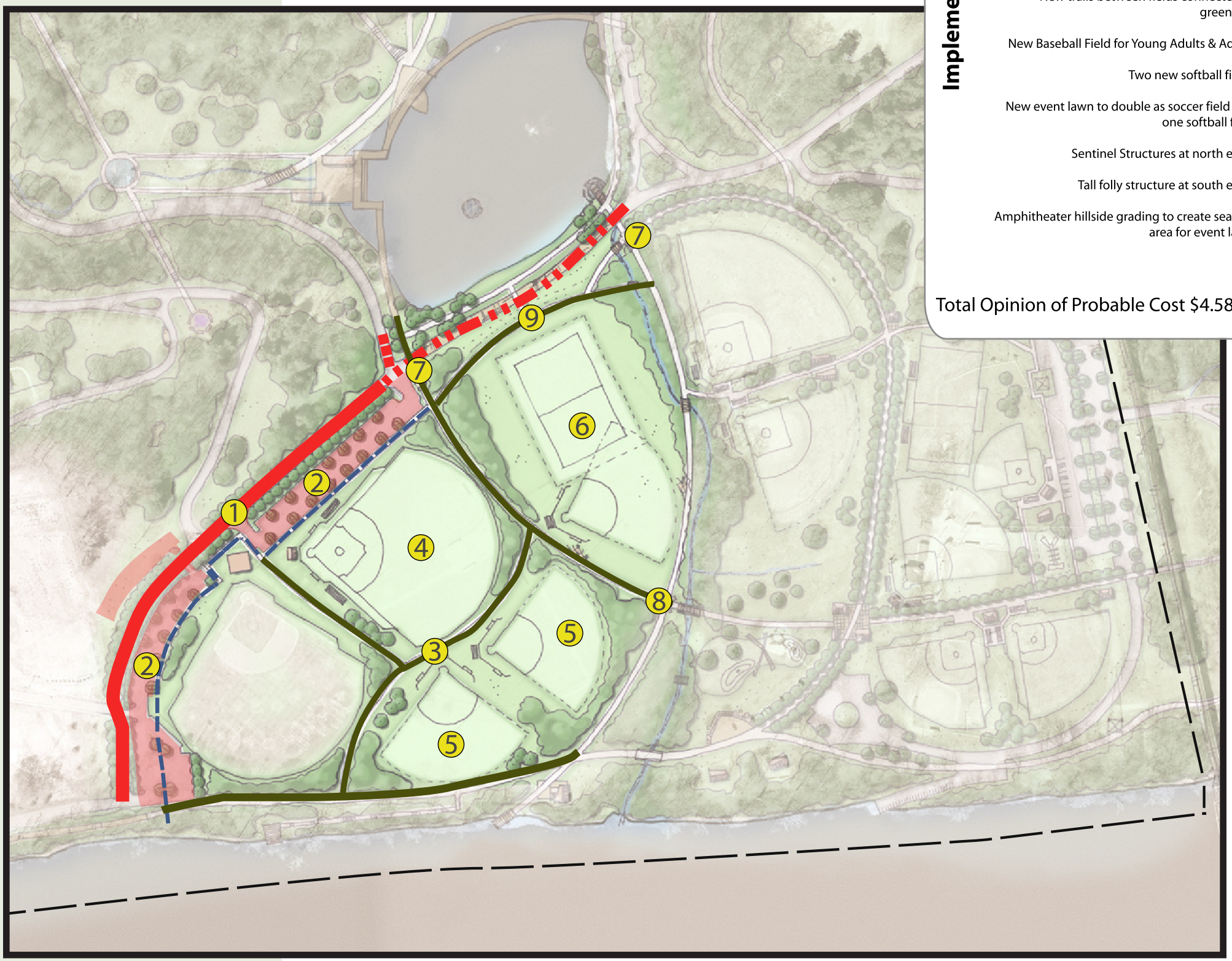
Total Opinion of Probable Cost $110,000

implementation by area.

Chapter 8.0 details specific improvements by subarea, along with probable costs (in 2009 dollars).

Funding for plan implementation is likely to come from multiple sources, including direct capital funds, grants, donations, partnerships and others. Funding will necessarily take an opportunistic approach and, accordingly, no specific sequencing of phases has been identified. A general consensus among master planning participants is, however, that trail improvements and connectivity are a high priority.

Note: Adult softball field complex will not be removed until replacement facilities are provided elsewhere within the Metro Parks system.



Implementation

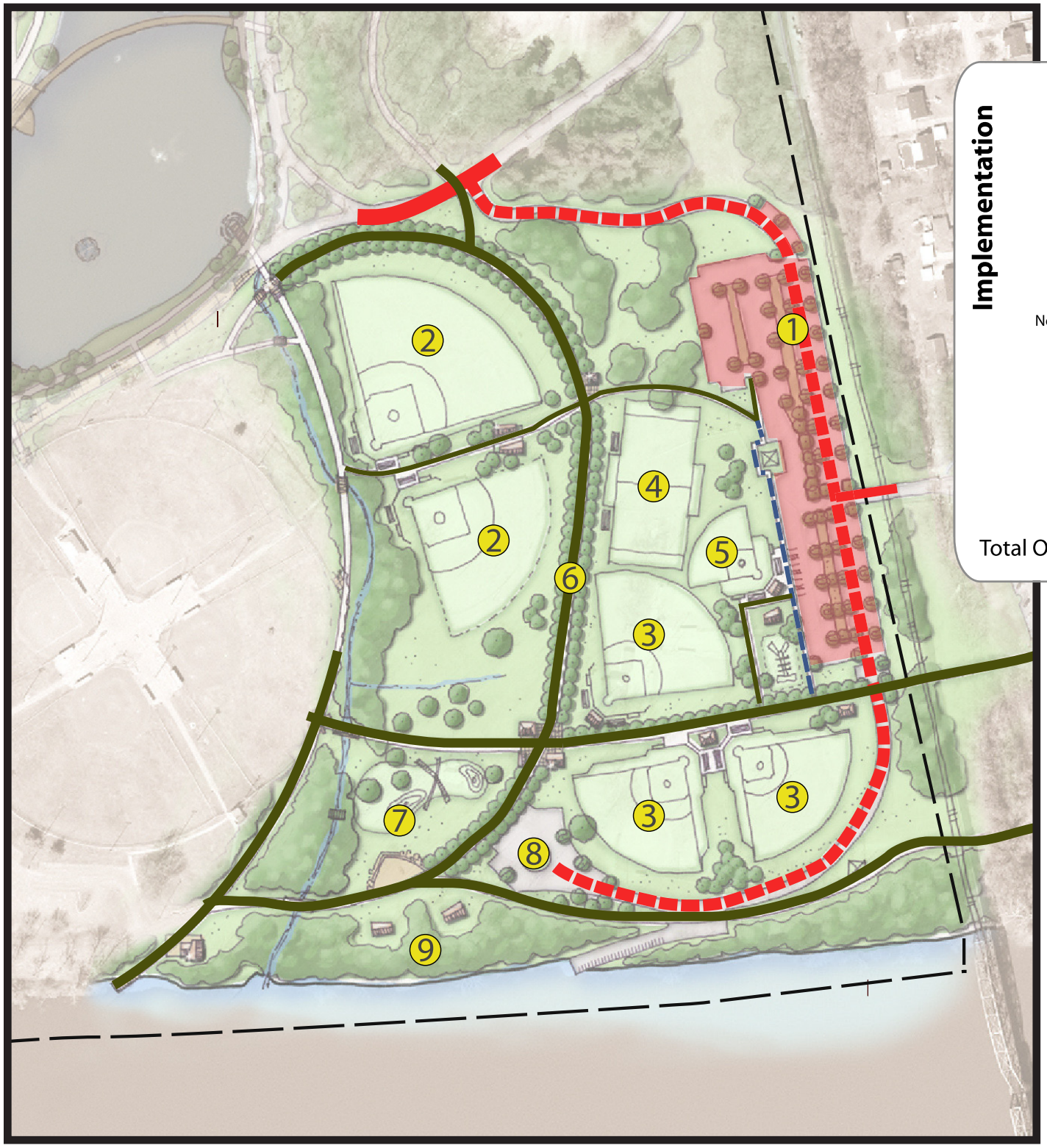
Western Field Area:

1. Roadway improvements along western edge
2. New parking lots at western edge
3. New trails between fields connected to greenway
4. New Baseball Field for Young Adults & Adults
5. Two new softball fields
6. New event lawn to double as soccer field and one softball field
7. Sentinel Structures at north edge
8. Tall folly structure at south edge
9. Amphitheater hillside grading to create seating area for event lawn

Total Opinion of Probable Cost $4.58 Million

master plan

implementation by area.



Implementation

East Field Area:

1. New roadway & parking lot at east field area
2. Improvements at Softball League fields with restrooms, concessions, shelters and storage
3. New Youth Baseball Fields with playground, restrooms, concessions, shelters and storage
4. New Youth Football Field
5. New Miracle League field
6. New tree-lined pedestrian boulevard at location of existing vehicular roadway
7. New natural playground
8. New parking & vehicular turn-around
9. New picnic shelters at river edge

Total Opinion of Probable Cost $5.26 Million

Implementation

Lake Sevier:

1. Shelby Golf Course naturalization of stormwater run-off channels
2. Naturalization & activation of water conveyance south of lake to river
3. New Lake Sevier Wetland area with boardwalk & interpretative shelter
4. Lake Sevier - new fountain, overflow device, enhanced water quality & accessibility
5. New naturalized lake edge
6. New formal lake edge with direct connections to waters edge
7. New boat prowl overlook feature
8. New overlook extending out over the lake
9. New Lake Sevier Bridge connecting east and west sides of lake with lighting
10. Creation of Mission Cove including one large picnic shelters, one public restroom & dock area
11. New parking areas and renovated shelters at east side of lake - total of 44 spaces
12. Major southern lake edge improvements such as new roadway with enhanced paving, clear pedestrian crossings, sentinel structures at ends of new roadway & start of trail system into future event lawn
13. Duck Island enhancements include new planting and water edge treatments and removal of existing bridge, chain link fencing & duck houses

Total Opinion of Probable Cost $7.55 Million

master plan

implementation by area.

Implementation

Riverside Connections:

1. New pedestrian tunnel at Riverside Drive entrance connected to new trail system to lake
2. New dog park for small dogs with parking
3. Improvements to existing Nature Trail & repair of historic concrete bridge
4. New trail & boardwalk connecting end of Riverside Drive to Shelby Bottoms parking area

Total Opinion of Probable Cost $1.35 Million

master plan

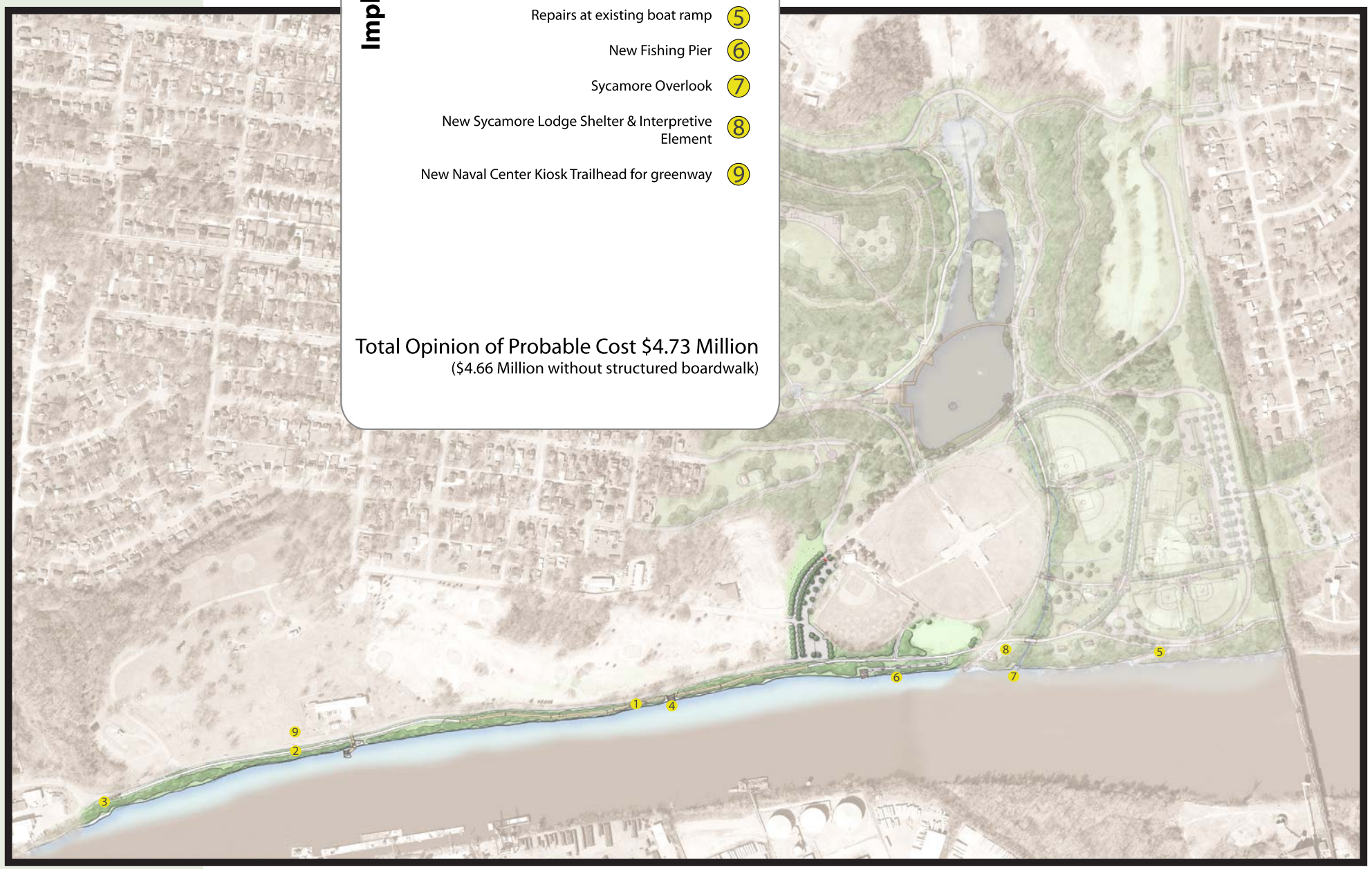
implementation by area.

Implementation

River Edge:

1. New Structured Boardwalk Area
2. Paved Greenway along former roadway
3. New pedestrian bridge at Davidson Road
4. New Boardwalk Overlook
5. Repairs at existing boat ramp
6. New Fishing Pier
7. Sycamore Overlook
8. New Sycamore Lodge Shelter & Interpretive Element
9. New Naval Center Kiosk Trailhead for greenway

Total Opinion of Probable Cost $4.73 Million
($4.66 Million without structured boardwalk)



master plan
design guidelines

metro parks

master plan design guidelines

black vinly fencing

General
A master plan is conceptual in scope – laying out a clear and broad vision for future development. The design of individual plan elements occurs as part of the implementation phases. Just as the plan itself was filtered through a set of guiding principles, future design phases should be filtered through a set of design guidelines. These guidelines will serve as standards and parameters for achieving the look, character, integrity and quality of Shelby Park in the future. General Principles:

- Remain true to the master plan's guiding principles and objectives
- Preserve all existing features that contribute to the park's historic character
- Respect the roadway layout per the 1919 plan
- Consider impact on all park users when considering improvements.

Safety and Security Guidelines
Real and perceived safety and security are essential characteristics of any successful park.

- All activity areas should be easily visible to everyone. Where possible, concealed or hidden areas should be avoided.
- Vegetation that obscures views to isolated trails and other amenities should be cleared and/or controlled to a maximum height of 36". Where the maintenance burden of such clearing is excessive, selected pockets should be cleared to maximize user visibility.
- All improvements should meet national, state, local, and industry safety standards.

Accessibility
Everyone should be able to experience and enjoy the full breadth of Shelby Park's amenities, regardless of physical ability. The park should be accessible to as many users to the extent it is feasible within the site conditions without destroying the character of the park.

- All park improvements should meet the standards established by the American with Disabilities Act (ADA) standards.
- Compliance should not negatively impact the park's natural and historical integrity.
- Provide alternative accessible routes where topography prevents a direct route.

Maintenance
To maximize investments in Shelby Park, and to retain their value and safety, the park must be adequately maintained.

- Utilize durable materials that are resistant to vandalism and the rigors of public use.
- Design detailing should minimize maintenance requirements.
- All areas should provide appropriate clearances for equipment necessary to conduct maintenance operations.
- Vandalism and graffiti should be repaired immediately in order to instill a sense of pride and dedication to the park.
- Routine maintenance should be scheduled regularly and properly funded.

Athletic Facilities
Active sports fields define most of the level areas in Shelby Park. Their configuration, design and quality greatly influence the character and experience of the park.

- All fields should meet or exceed the standards established by their respective leagues
- All lighting should provided adequate functional illumination while minimizing light spill beyond targeted areas. Particular care should be taken to minimize light pollution impacts in Shelby Bottoms.
- Uniform agreements should be established with each league to ensure adequate and consistent field maintenance.
- Utilize moveable outfield fencing at fields that overlap multi-use areas to maximize flexibility and reduce the visual impact of excessive fencing.
- Field fencing should be black vinyl-coated chain link.

Site Furniture
Site furniture includes benches, tables, trash receptacles, and other such amenities. Limited site furnishings are provided in Shelby Park today. The extensive expansion of bike/ped facilities, new destinations and programs will require additional site furniture. Such furnishings are an important part of place-making, and are an essential ingredient in creating successful gathering spaces, intimate waysides, and comfortable experiences.

- Site furniture should be sufficiently durable to withstand long-term public use and resist vandalism
- Site furnishings should be easily repairable in-house by Metro Parks.
- All furnishings must comply with the American with Disabilities Act (ADA).

master plan design guidelines

Hardscape
Other than that used for roads, trails and parking, pavement throughout the park will be limited.

- Plazas, wayside areas, and the like should utilize concrete pavement.
- Consider pervious paving options and utilize where appropriate to hardscape function.
- Generally, new walls, steps and other freestanding stonework should match the visual characteristics of the park's historic stonework.

Pedestrian and Bicycle Circulation
Walking and cycling perform both recreational and transportation functions, and have fewer environmental impacts and infrastructure requirements than motor vehicles. Shelby Park is also an essential link in Nashville's ever-lengthening, river-based greenway system. For these reasons, the master plan facilitates non-motorized transportation with an entirely new system of trail facilities. The design of all facilities (particularly at street crossings) should empower pedestrians and cyclists by equalizing the control balance with motorists.

- Multi-use paths should be a minimum of 12 ft in width with 2 ft shoulders and 10 ft of overhead clearance.
- Where paths cross streets, appropriate traffic calming measures, signage, and marked crosswalks should be provided. For enhanced safety, design should favor the non-motorized user.
- Provide share-the-road signs along all roadways within the park.
- All signage should meet the Manual on Uniform Traffic Control Devices. Where possible, sign posts should be consistent with any comprehensive signage design package.
- Use Table 2.0 for path types, classifications, appropriate widths, materials, and other characteristics of multi-use and pedestrian paths within the park.
- Construction detailing of trail should comply with Metro Parks and Greenway standards.
- All destinations and gathering areas in the park should include to-standard bike racks.

Table 2.0
Multi-use and Pedestrian Trail Design Standards

Type	Width (ft)	Lights	Material
Class I	12	Yes	Concrete
Class II	6	Yes	Concrete
Class III	12	No	Asphalt
Class IV	6	No	Asphalt
Class V	6	No	Concrete
Class VI	4	No	Crushed Granite

Vehicular Circulation and Parking
Shelby Park's 1919 layout reflects the early days of the Automobile Age. The system of curvilinear roads are typical in parks of the period, where relatively few, slow moving cars could share a narrow road with pedestrians, horses and cyclists with reasonable safety. Ninety years later, the impacts and needs of each of these travel modes have changed significantly. For motor vehicles, the master plan dramatically simplifies circulation patterns, provides designated parking areas, calms traffic, reduces conflicts, and reigns in a free-for-all approach to access. At the same time, the historic layout of the roadway network is preserved.

- Use Table 1.0 for roadway types, classifications, appropriate widths, materials, and other characteristics of roadways within the park.
- To minimize the speeds of vehicles within the park, speed humps and other appropriate traffic calming measure should be utilized. All devices should meet AASHTO standards.
- Minimize corner radii at intersections to reduce pedestrian crossing distances.
- Emergency vehicles should be able to access all major activity areas in the park.
- Parking lots should be paved using pervious concrete or other permeable product that allows stormwater to infiltrate into the soil. (see photo left)
- Parking lots should utilize best management practices for stormwater management such as bioretention areas, vegetated swales, and other low impact development strategies.
- All parking lots should include a minimum of one shade tree per 10 spaces, or meet Metro Tree Ordinance, which ever is greater.
- Curbs along roadways and within parking lots should be used only when necessary. When edging is necessary it should be flush with the pavement to allow water to flow over it. (see photo right) Where curbing is necessary, gaps within the curb should be provided to allow water to flow to landscape areas. All associated landscape areas should be concave and allow water to passively irrigate landscape.
- Structured bus shelters that are unique to the park, but identifiable as a part of the MTA system should be provided at all bus stops bordering the park.
- The number of ADA-compliant parking spaces near the Miracle League field should exceed minimum requirements.

Table 1.0
Roadway and Parking Design Standards

Type	Width (ft)	Lights	Material
Class I	22 (2-way)	At Intersections	Asphalt
Class II	22 (2-way)	175ft O.C.	Asphalt
Class III	22 (2-way)	Specific	Asphalt
Parking	N/A	Yes	Pervious Pavers

permeable pavers

flush curb condition

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low maintenance ground cover

trees and native grasses

Landscape
Shelby Park's landscape is composed of a diverse plant palette and a variety of habitats, few of which reflect proactive planning. Though short on details, the 1919 plan for the park indicates a naturalistic design intent that was common to parks of the era. The diversity and style of the 1919 landscape should be the foundation for all new improvements.

- No landscape improvements should add maintenance demands that exceed the capacity of Metro Parks.
- Utilize low maintenance, drought tolerant, hardy native plant species for landscape plantings. Adapted non-invasive plants may be incorporated when native plants cannot fulfill needs.
- Plantings should be adapted and appropriate for the habitat/characteristics of the specific area where they are used (i.e. parking lot, riparian, floodplain, valley, steep slopes).
- Existing specimen plants should be identified and protected.
- The reintroduction of heirloom plant materials is desirable and appropriate if based on historical documentation and consistent with the other guidelines.
- Remove and control invasive exotic species.
- Use irrigation judiciously. Most new plantings should not be irrigated, but hand watered during the establishment period as needed. Where provided, temporary or permanent irrigation should utilize highly efficient technology, which should include rain harvesting.
- Trees and native grasses (see photo right) should be the primary landscape additions to the park. Where it is possible, lawn areas requiring frequent mowing should be limited. Establishment of detailed ornamental beds should be limited and only if adequate irrigation and maintenance can be provided.
- Hybrid fescue grass adapted to the region should be used for all new lawn areas.
- Playfield turf should be a hybrid Bermuda grass adapted to the region, should meet the standards for the respective playing field's league, and be maintained accordingly.
- Plants should be strategically located to avoid hidden areas and ensure visual monitoring for security.
- Plantings should not obscure nearby signage. Generally, tall plant material should be used as a backdrop with lower plantings in front.
- Shade trees selected for parking lots should be selected to maximize shade. Species that attract a disproportionate amount of birds and produce excessive fruit, litter, or sap should be avoided.
- Low maintenance groundcover should be used in constrained areas at parking lots that are difficult to mow. (see photo right)
- Planting islands should be a minimum of 150 SF per tree.

Site Lighting
Site lighting extends the park's hours and enhances visibility and security. The master plan recommends lighting for roadways and parking lots, formal trail segments, entry signage, and general area/security lighting. Lighting for athletic fields is addressed in that section.

- LED lighting is energy efficiency, low maintenance, and provides high quality light. As LED technology matures, it should be consider for all lighting in the park.
- The design and location of all fixtures should not permit light trespass beyond the park boundaries, and comply with appropriate dark-sky standards. Particular care should be taken to ensure that the Shelby Bottoms natural area is protected from light pollution.
- Metal poles should be used in area with high visibility. Where fixtures need to recede into the background and reflect the natural character of the park, wooden poles should be used.
- Any lighting for trail or plaza areas should reinforce the pedestrian scale of the facility.
- Where feasible, solar powered lighting should be considered.
- Refer to Table 3.0 for lighting type characteristics.

Architectural Features
Shelby Park has a rich architectural history that is unlike any in Nashville. Those historic structures should be a starting point, though not the ending point, for a new architectural vision for the park. Additional inspiration may come from existing features such as the CSX train trestle, and natural features like the Cumberland River. Finally, new structures should be responsive to contemporary issues, such as sustainability, and reflect the spirit of the park's contemporary community. These various inspirations should come together in a collection of new buildings that may be individually unique but share a coherent design philosophy. The built environment of Shelby Park should once again possess a character and experience available nowhere else.

- Construction materials should be low maintenance and durable.
- All development should be sustainable. Consider applying LEED standards or other applicable development guidelines.
- Preserve existing historic architectural and site features.
- Do not replicate missing historic buildings. Where appropriate, let such buildings inform the design, material pallet, and character of new buildings that are products of their own time. Poured concrete, ashlar limestone, hewn log, and steel are historic construction materials that offer rich potential for reinterpretation.
- Where appropriate, honor the eccentric, beautiful and whimsical spirit of the park's historic follies.
- Integrate public art.
- Considering the reuse of materials from buildings and structures being demolished elsewhere in the park (e.g. the structural ribs from the maintenance Quonset hut).
- Exploit the structural qualities of building materials to add character.

Table 3.0 Light Standards

Type	Pole Height (ft)	Light Source	Pole Material
Vehicular 1	25	LED/MH	Wood
Vehicular 2	25	LED/MH	Metal
Pedestrian 1	18	LED/MH	Metal
* MH=Metal Halide			

Entrances

Entrances to Shelby Park should feel like gateways to a special experience. Consistent architectural elements, signage and landscaping will signal to visitors their arrival. The master plan identifies entries that are shared by vehicles and pedestrians, as well as pedestrian-only entrances. All entrances should maintain consistency in design detail and material pallet. In general, all entries should at minimum have a park identification sign.

Primary entrances are at Davidson Street, Shelby Avenue, Lillian Street and Riverside Drive. At primary entrances:

- Preserve existing historical architectural features. All new features should be compatible with the existing materials and detail.
- If visually appropriate, incorporate ID signage into existing stonework.
- Pedestrian access (either sidewalk or multi-use trail) should be clearly defined and separated from vehicular traffic with a physical buffer.
- General park rules should be posted and clearly visible at pedestrian points of access.
- Landscaping should welcome visitors. Landscaping planning should follow the guidelines outlined in this document.

Secondary entrances are at Eastside Avenue, Electric Avenue and 17th Street, and at multiple new pedestrian-only entrances. At secondary entrances:

- Signage and/or architectural features appropriate to the scale of the entrance should clearly identify the point of entry.
- Materials and design should be consistent with the features used at primary entrances.
- Minimal low-maintenance landscaping may be provided where appropriate.
- General park rules should be posted and clearly visible at pedestrian entries.

Playgrounds

The master plan identifies two types of playground: structured playgrounds and natural playgrounds. Structured playgrounds are conventional facilities that contain prefabricated, elevated play equipment. Natural playgrounds are intended to emphasize self-directed, creative play and utilize naturalistic features that take advantage of topography and other landscape characteristics.

- For comfort and UV protection, all playgrounds should offer shade provided primary by trees
- To facilitate supervision, all components of a playground should have maximum visibility from multiple vantage points.
- Site furniture should be provided nearby for those monitoring children and for adjunct activities.
- A variety of social and spatial spaces for a full range of age groups - preschool thru teenager – should be provided.
- Play areas should comply with all ADA requirements.
- Materials and designs should meet both ASTM playground standards and current U.S. Consumer Product Safety Commission (CPSC) guidelines.
- Any landscape plant materials should be capable of withstanding playground activity. Plant materials should be of a type and in a location that does not hamper playground monitoring.

Structured Play Areas

- The style of individual playgrounds throughout the park should be uniform, although each should have unique play features.
- All play areas should have a soft ground surface; preferably poured-in-place rubberized surfacing (see photo at left).
- Equipment should be provided for both pre-school and school age children. These areas should be separated into clearly defined zones.

Natural Play Areas

- Designs should take advantage of natural grades, boulders, water or other landscape features – existing or introduced -- to provide a site-specific experience.
- Any built features should be integrated into the natural landscape and provide places to climb, slide, sit, etc.
- All efforts should be made to comply with ADA guidelines without unduly compromising the site's natural features or the intensity of physical challenges for all users.

rubberized surfacing

natural play area

master plan design guidelines

Signage
Shelby Park is a large, complex public space. Signage will be critical in organizing and orienting the park to visitors and in reinforcing the park's character. The four primary signage types are identification, wayfinding, regulatory, and interpretive.

- Because excessive signage creates visual clutter and unnecessary maintenance demands, carefully consider the need for each sign. Less can be more.
- Materials should require limited maintenance, be cost effective and vandal resistant.
- Signs that may require content changes over time should be designed to accommodate this need.
- Signage should be designed as a family or hierarchy of signs, with consistency of materials, color pallet and appearance. Design should compliment both historic and proposed structures.
- The signs' graphic qualities should be legible to their respective target audience, e.g. motorist or pedestrian.

Identification Signage
- Identification signage should be limited to major park features such as buildings, high-use areas, and other major destinations.

Way finding Signage
Understanding how to navigate Shelby Park and find one's destination is the purpose of wayfinding signage. Wayfinding occurs on multiple levels, depending on your travel mode.

- Unlike some other sign types, wayfinding signage should be implemented as a system-wide package to ensure functionality.
- Large format directional signs with text should be located at primary entrances and at intersections to provide clear direction for vehicular traffic.
- Medium to large format signs with text and map graphics should be located at key, high-traffic pedestrian zones and/or near parking lots. Such signage may also incorporate appropriate regulatory or interpretive content.
- Small format signs should provide scaled-down locality and directional information with text and map graphics at key trail entrances or intersections.

Regulatory Signage
- Vehicular signage should comply with the Manual on Uniform Traffic Control Devices (MUTCD) for placement, shape, color and text.
- Signage should be located in highly visible locations.
- Signs should be located at all points of entry to the park and at trailheads.
- Signs should be scaled to the intended audience (i.e. motorists, pedestrians/cyclists)

Interpretive Signage
Interpretive signage is distinct from the other sign types. Rather than directing traffic or identifying facilities, an interpretive sign tells a story. Typical themes revolve around culture, history or the environment. Conventional interpretive signage frequently makes use of text-heavy, photo-laden panels on a metal support structure. While such signage can be effective, particularly in locations with high one-time or first-time visitorship, they can quickly become little-read maintenance burdens. With such a rich history, Shelby Park deserves not only interpretation, but an innovative approach.

The master plan identifies several interpretive sites. While each should comply with the architectural design guidelines in this document, the approach to, and design of, interpretation should be site specific. Interpretation should be integrated into the overall design of the space. It may take a form other than signage and may be an opportunity to incorporate public art. Where a non-traditional approach is implemented, it may be augmented with more traditional interpretation (text and photo) on-line or in hardcopy form.