METROPOLITAN
HISTORICAL
COMMISSION

To: Metropolitan Council
From: Metropolitan Historical Commission, Staff
Date: June 26, 2018
Re: BL2018-1252

An ordinance to amend the Geographic Information Systems Street and Alley Centerline Layer for the Metropolitan Government of Nashville and Davidson County, by changing the name of a portion of McGavock Pike to "Knight Valley Drive." (Proposal Number 2018M-002SR-001)

The subject portion of McGavock Pike, which runs from Murfreesboro Pike to Harding Place, includes a portion of the original route as well as a relocated segment. The current route has existed officially since 2014. For this report, unless otherwise specified, "subject portion" refers to the route prior to 1992, when a length of the road was closed through local legislation.

Background Information: The subject portion of McGavock Pike originally served as the southernmost segment of a collection of roads comprising a route that ran from Mill Creek northward into McSpadden's Bend (later, Pennington Bend). The historic route was known by several names across multiple segments. Like many early roads, the various segments were named for adjacent property owners. The northernmost segment of this route passed by the property of David H. and Willie Harding McGavock. According to a report describing the 1200-acre plantation in 1855, the McGavocks had "been in possession of the property but four years [1851]" and since that time had "made about a mile of turnpike road."[1] The McGavocks, "one of Nashville's most prominent 19th century families," built Two Rivers Mansion on this property in 1859.[2] "At its zenith in the 1880s, the McGavock estate, located in the Pennington Bend…was 1085-acres in size and contained over 50 structures."[3]

Although unlabeled, the entire route appears on Wilbur F. Foster's 1871 Map of Davidson County. The subject portion of McGavock Pike is just west of the "Tennessee Asylum for the Insane" (later, Central State Hospital) [Figure 1].[4] The State of Tennessee purchased this property in 1848 and opened the hospital at this location in 1852. Decades later, Southgate's

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[1] Encore Interpretive Design, LLC, "Two Rivers Mansion Master Plan" (Nashville: Metropolitan Board of Parks and Recreation, 2016, accessed 19 June 2018: https://www.nashville.gov/Portals/0/SiteContent/HistoricalCommission/Plans%20and%20Structure%20Reports/2017%20TR%20MP%20Final%20reduced.pdf), 38.
[2] Encore Interpretive Design, 4.
[3] Encore Interpretive Design, 4.
[4] Wilbur F. Foster and G.W. & C.B. Colton & Co. *Map of Davidson County Tennessee, from actual surveys made by order of the county court of Davidson County*. New York: G.W. & C.B. Colton & Col, 1871. Map. https://www.loc.gov/item/2006626025/. Accessed 20 June 2018.

1900 Map of Davidson County identifies the subject portion of McGavock Pike as "Smiley Road."[5] North of Murfreesboro Pike, the route is called "Morgan Road." North of Stones River Road (later, Couchville Pike) it is called "Shumate Road;" the next segment north is "McGavock Road." With the exception of McGavock Road, the names of these road segments will change over time.

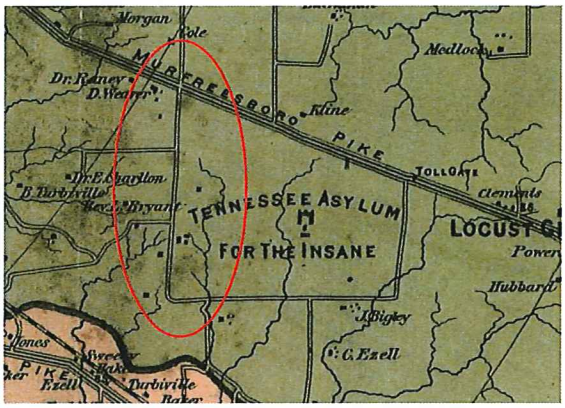

Figure 1: Map of Davidson County, 1871

In 1919, Davidson County officially accepted and mapped the subject portion and the other segments of the route that will eventually become known as "McGavock Pike." The county prepared the "General Road Map, Davidson County, Tenn.," in accordance with Senate Bill No. 494 of the Private Acts of the State of Tennessee passed by the Sixtieth General Assembly in 1917. The act aimed "to provide for a system of good public roads in counties having a population of not less than 149,000, not more than 190,000 inhabitants by the Federal Census of 1910." It also included requirements for counties "to create a Board of Highway Commissioners, to have charge of the building and repairing of all the highways of said counties," and to designate, classify, and map public county highways and roads.[6]

As mentioned earlier, segments of the thoroughfare, including "Smiley Road," changed names between the maps of 1900 and 1919. **By 1919, likely due to its proximity to the "State Asylum" (later, Central State Hospital), the subject portion of McGavock Pike was known as "Asylum Lane" (or Road) from its southern terminus with Ezell Road until its intersection with Murfreesboro Road, also known as the Dixie Highway [Figure 2].**[7] Continuing north, the route is identified as "Cole Road" until it changes to "Fanning College Road" at its intersection with Couchville Road. The route continues north past Dabbs Road onward to Elm Hill Road. At Elm Hill Road, the route makes a slight shift to the east and is identified as

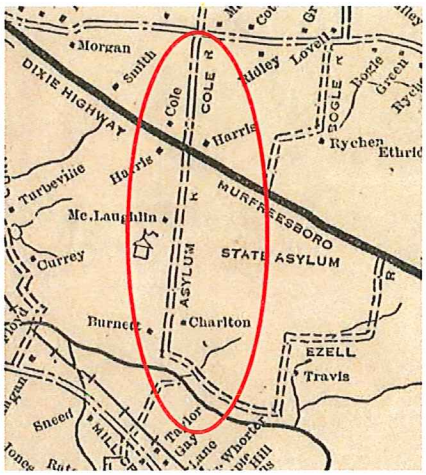

Figure 2: Map of Davidson County, c1920.

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[5] W. B. Southgate and W.W. Southgate & Son. *Map of Davidson County, Tennessee.* [Nashville, Tenn.: W.W. Southgate & Son, 1900] Map. https://www.loc.gov/item/2012593686/. Accessed 20 June 2018. Code books published by the Davidson County Highway Commission use an alternate spelling, "Smyley." The route appears, but is not labeled, south of Murfreesboro Pike on USGS topographic maps, including the following quadrangles: Nashville and Greenbrier, 1903; Hermitage, 1932; Lebanon, 1942; Antioch, 1952; Nashville, 1956; Nashville, 1959. http://historicalmaps.arcgis.com/usgs/.

[6] County Committee (Finley M. Dorris, Samuel G. Douglas, James R. Allen, and John Langham) and Engineers (Freeland, Roberts & Co.), *General Road Map, Davidson County, Tenn.* 1919. Metropolitan Government Archives. Tennessee, *Senate Bill No. 484, Private Acts* (1917), 441: 1375-1390.

[7] Author unknown, *Map of Davidson County Tennessee.* c1920. Tennessee State Library and Archives, accessed 11 June 2018: http://teva.contentdm.oclc.org/cdm/ref/collection/p15138coll23/id/9708.

"Merritt's Lane" north to Lebanon Road. From Lebanon Road north, the route is identified as "McGavocks Lane."

By January 1, 1936, the entire route, running about 13 miles in length, was known as McGavock Pike.[8] Details noted in the 1936 Code book of the Davidson County Highway Commission indicate that the Davidson County Quarterly Court renamed the majority of the route in April 1927, as recorded in Minute Book P, Page 386. At that time, from Pennington Bend in the north to Murfreesboro Pike in the south, the court unified four segments of the route under the "McGavock Pike" name.[9] **The court did not change the name of Asylum Road to McGavock Pike (the subject portion) until January 1931, as recorded in Minute Book R, Page 313.**[10] With this action, the court also converted the 2-1/8 mile road from the district road system to the pike system. However, in April 1937, it appears the County Court returned the southernmost 0.80 miles of McGavock Pike (or about half the distance of the subject portion), running from Charlton's Place on McGavock Pike to Ezell Road, to the district road system and changed its name to "State Asylum Road."[11]

By publication of the 1940 Code book, the segment of McGavock Pike from Couchville Pike to Murfreesboro Pike (the former Cole Road/Lane segment) was closed for Berry Field, which had opened in June 1937. Berry Field would later become the Nashville Municipal Airport and is now part of the Nashville International Airport. Over the next decade and more, construction of the Vultee Aircraft, Inc. factory and expansion of the airport through new runways and terminals required several adjustments to McGavock Pike and the road system between Elm Hill Pike and Murfreesboro Pike. This industrial development also spurred new residential development in the area. Property located south of the Nashville Municipal Airport property on Murfreesboro Pike was developed into *Airport Estates, A Subdivision of McLaughlin Farm*, recorded on November 27, 1946, in Plat Book 1130, Page 83, RODC [Figure 3]. The subject portion of McGavock Pike served as the eastern boundary, Forrester Drive served as the western boundary, and School Lane and Currey Road as the northern and southern boundaries, respectively. Streets platted within the development included Cummins Drive, Convair Circle, Portview Drive, and Parry Drive. These streets were recorded as district roads across several quarterly meetings of the County Court in April, July, and October 1949 and January 1950.[12]

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[8] Davidson County Highway Commission, *1936 Code*, 8. The County Court renamed Williamson's Ferry Road and Maxey Lane, running from Pennington Bend to Gallatin Pike, to McGavock Pike in April 1934, per Minute Book T, Page 20.

[9] The renamed segments included Cole Road, Fanning College Road, Merritt Lane, and McGavock Road.

[10] Davidson County Highway Commission, *1936 Code*, 8.

[11] Davidson County Highway Commission, *1936 Code*, 8 and 12. Handwritten notations. The record is somewhat confusing regarding the name change. See also, Davidson County Quarterly Court Minute Book U, Page 274. Later, the County Court approved the "construction" of 4,300 feet of State Asylum Road, running from the end of McGavock Pike to Ezell Road, in January 1949, Minute Book Y, Page 482.

[12] Davidson County Highway Commission, *1943 Code*, 12. Handwritten notations.

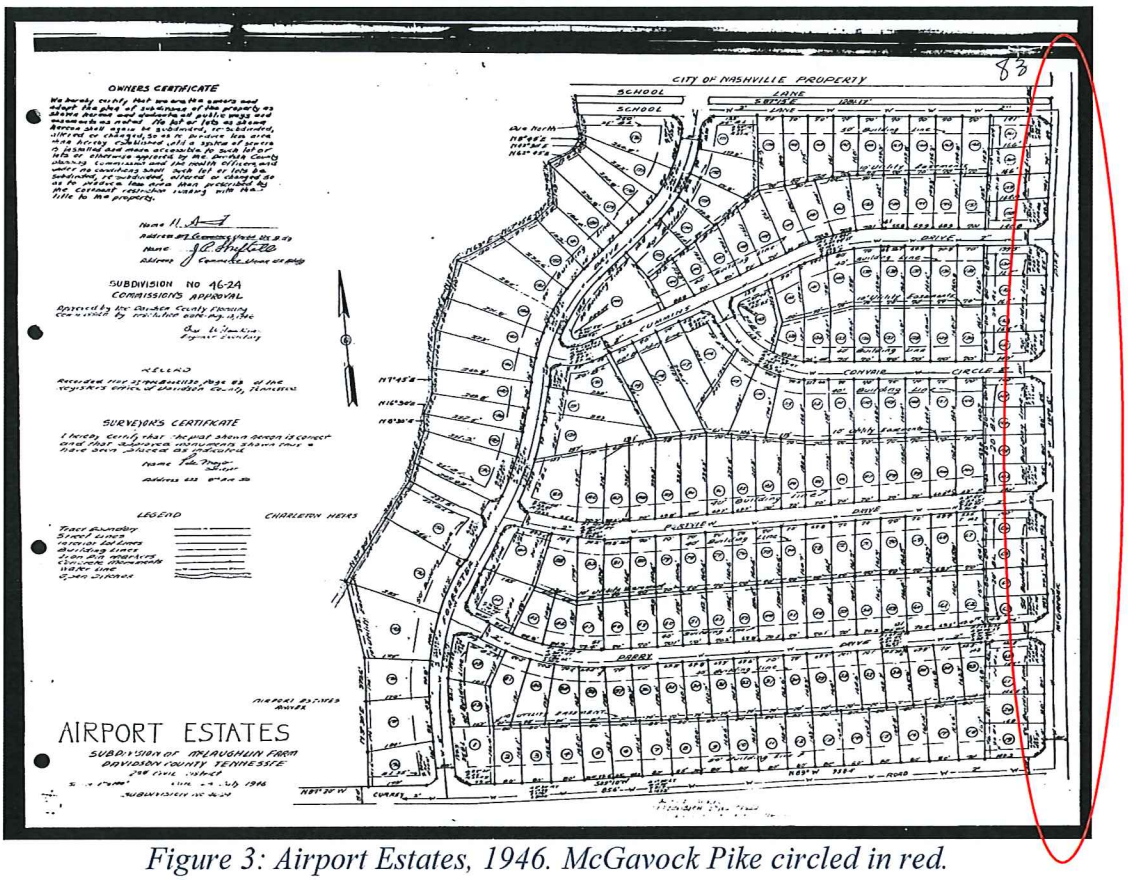

Figure 3: Airport Estates, 1946. McGavock Pike circled in red.

Current Information: The subject portion of McGavock Pike remained essentially the same for the next 45 years until a portion of the route was altered by Substitute Bill No. 092-195. The 1992 ordinance closed, abandoned, and vacated Helen Drive and State Asylum Road; portions of Currey Road, Parry Drive, Portview Drive, and Convair Circle; and a portion of McGavock Pike. It also rerouted portions of McGavock Pike and Currey Road. This measure, enacted on behalf of the Metropolitan Nashville Airport Authority, resulted in the demolition of numerous residential properties in order to relocate an airport runway. In August of 2014, Public Works accepted the relocated route of McGavock Pike, which shifted a segment of the road over to the west, slightly north of Convair Circle, more particularly described as "Beginning from a point approximately 1,700 feet northwest of Harding Place, then northward approximately 5,200 feet, connecting with a previously accepted portion of McGavock Pike."[13] The relocated route was dedicated by recording of plat Instrument Number 20140624-0054937, recorded June 24, 2014, RODC.[14]

Additional Information: The "new" or "duplicate" McGavock Pike located west of the subject portion was developed in two separate segments which were connected years later. The 1953 and 1954 plats for *Seven Oaks* included one segment of this "new" McGavock Pike located just

[13] Correspondence Re: Consolidation Plat Metropolitan Airport Authority, Subdivision Number 2010S-056-001, Department of Public Works to Planning Department, 18 August 2014. Obtained by author via email 1 June 2018.
[14] Ibid.

south of Murfreesboro Pike.[15] The 1954 *Plan of Curreywood Acres* included another segment of McGavock Pike, located south of Currey Road.[16] The portion of McGavock Pike measuring 0.99 mile, from Murfreesboro Pike to the Curreywood Subdivision, was accepted by the County Court in January 1953 (Minute Book AI, Page 520); School Lane had already been extended to meet the new McGavock Pike in October 1952 (Minute Book AI, Page 270). A decade later, the Metropolitan Board of Parks and Recreation purchased land for Seven Oaks Park in 1963 from C.H. and Margaret Waldron. The Board paid $44,517 for approximately 76 acres, with the balance (70%) funded through the Federal Open Space land program.[17] The 1957 Sanborn Map and the Antioch 1968 USGS topographic map (with 1983 edits) show the development of the complete segment of McGavock Pike running from Murfreesboro Pike, through Seven Oaks Park, to Bel Air Drive.

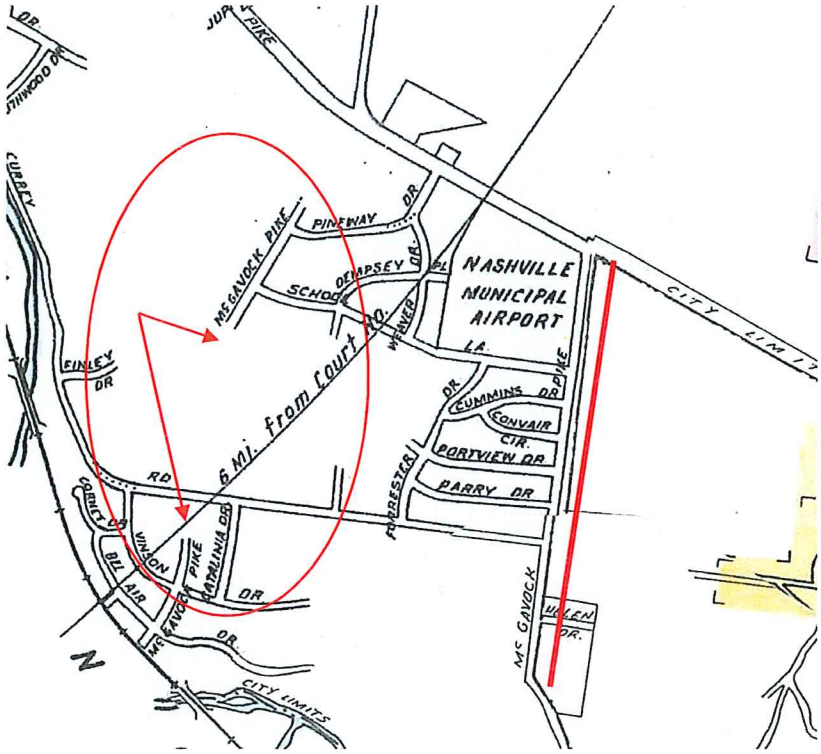

Figure 4: Sanborn Fire Insurance Map, 1957, Volume 9, Site Map. Red circle shows duplicate McGavock Pike branches, with arrows showing the "gap" between the two branches. Straight line indicates subject portion of McGavock Pike.

[15] *Seven Oaks*, Section No. 2: Plat Book 2133, Page 36, recorded on March 19, 1953, RODC; Section No. 3: Plat Book 2083, Page 78, recorded on February 25, 1954, RODC.
[16] *Plan of Curreywood Acres*, Section I: Plat Book 2133, Pages 109-110, recorded on August 11, 1954, RODC.
[17] Leland R. Johnson, *The Parks of Nashville: A History of the Board of Parks and Recreation* (Nashville: Metropolitan Nashville and Davidson County Board of Parks and Recreation, 1986) 252, 168.

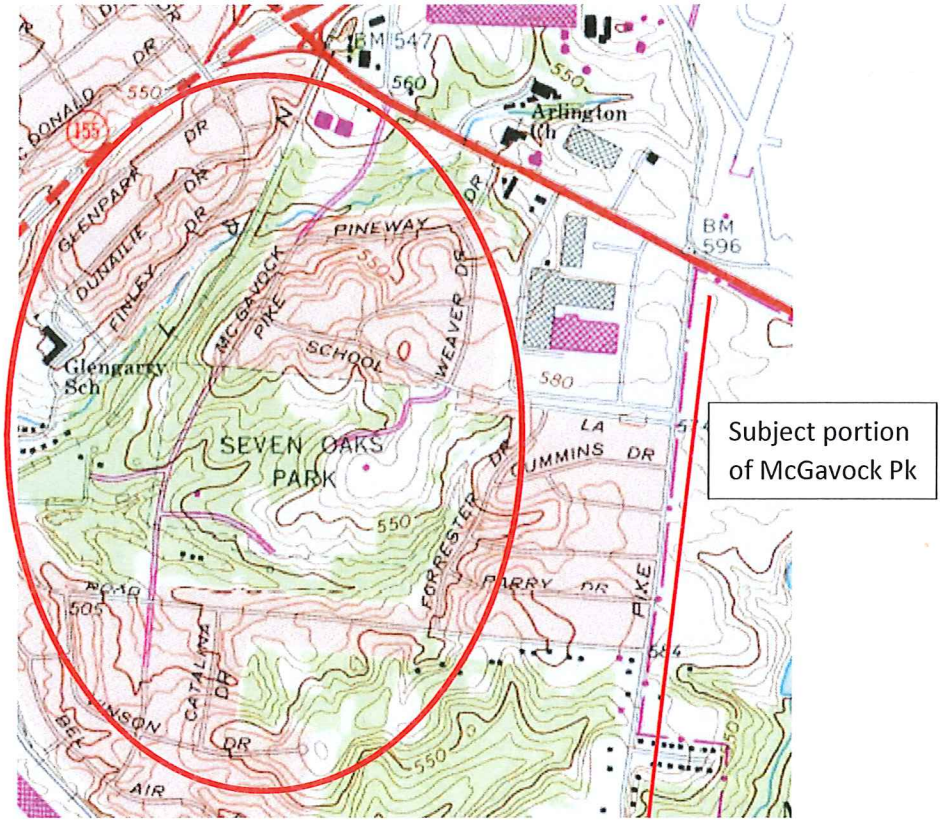

Figure 5: 1968 USGS Topographic Map with 1983 updates, Antioch Quadrangle. Red circle indicates completed McGavock Pike. Per the map, "Revisions shown in purple and woodland compiled from aerial photographs taken 1980 and other sources. This information not field checked. Map edited 1983."