



Wharf Park

Master Plan

Prepared for Metro Parks Nashville
Nashville, Tennessee
February 2023
Prepared by: Agency Landscape + Planning



Acknowledgments

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“Create a community park that invites people to embrace the Cumberland River, that responds to the land’s natural character, and that provides a range of recreational experiences that serve the surrounding neighborhoods and all Nashvillians.”
Wharf Park Master Plan Vision



Meet Wharf Park

Master Plan Introduction

Why Wharf Park







An Introduction

With unparalleled access to the Cumberland River, dramatic views of downtown Nashville, and unique geologic features, Wharf Park will provide a combination of natural experiences, neighborhood amenities and river access to fill the currently unmet recreational needs of Nashvillians. Built upon the goals and objectives of recent planning and extensive community outreach and engagement, the Wharf Park Master Plan creates a broad range of experiences. It imagines a public space with walks through intimate forest spaces, lively sports offerings, nature-engaged play, flexible community spaces, and regionally-significant facilities for non-motorized recreational use of the Cumberland River.

At the same time, Wharf Park’s role as one of a number of new investments in riverfront and downtown park spaces offers the opportunity for a holistic approach to long-term, systemic sustainability for the network of downtown parks. While Wharf Park is conceived and designed as a neighborhood park, explosive growth in its vicinity and throughout downtown will bring the kind of heavy use, maintenance, and operational demands of a downtown park. This context is a critical consideration in the phasing and implementation of Wharf Park – with Metro Nashville Parks viewing it as an opportunity to contemplate new financial and operational models. This Master Plan document both presents the long-term vision for Wharf Park and frames implementation through the lens of financial sustainability.

On Nashville Parks



City Context	Use Today	Future Pressures
 Pressure Population Growth	 Pressure Balance maintenance and program expectations with available funding	 Pressure Climate and Flooding
 Opportunity Value Creation	 Opportunity Connectivity	 Opportunity Modeling Resilience

On Wharf Park



The Need for the Park	The Park’s Community	Growing the Greenway
Wharf Park’s surrounding community is underserved by neighborhood-scaled parks and the range of fundamental recreational amenities that are increasingly important as the residential population grows.	Wharf Park’s design and program is focused on the needs of those who live within walking and riding distance along with a few destination facilities that are uniquely suited to the site and serve the broader Nashville community.	Wharf Park is located at a critical junction between planned greenway corridors on the downtown interstate loop and the Cumberland River Greenway.

Long-Term Success

A Sustainable Wharf Park

As the county-wide parks Master Plan, Plan to Play, indicated, Nashville has made significant capital investments in recent years. Wharf Park will be no different – and the data shows that Nashville is ahead of or aligned with its peers in capital spending. Contemporary park design best practices, however, encourage clients, planners, and designers to place equal emphasis on the financial picture for the long-term success of park investments, namely operations, programming, and maintenance.

To ensure Wharf Park has the best chances for a long and successful trajectory, the Master Plan provides a framework of options for how Nashville might expand its current approach to funding long-term park care. To the right, both sides of the ledger – the capital cost of construction and the long-term operating costs – are revealed for similarly-scaled successful urban parks in the U.S.

In terms of capital costs, comparable parks cost between \$2M to \$3.5M per acre – many of which leverage public, contributed, and earned income mechanisms. Many of these potential funding sources are currently underutilized or unavailable to Metro Parks but could be explored on a path to implementation.

In terms of operational costs, comparable park operations cost between \$1K to \$185K per acre depending on the level of programming and need for maintenance. Similar to capital cost, many other cities are leveraging public funding, contributed dollars, captured value, and earned revenue to cover the cost of long-term care and activation.

Funding Sources



Public Funding

- City / Local
- State and Federal
- Other Sources



Value Capture

- Tax Increment Financing
- Tourist Tax
- Other Sources



Contributed

- Philanthropy
- Individual Donations
- Other Sources

Comparable Peer Waterfronts

Other

Contributed
40%

Public
50%



River's Edge Park

Size: 7 Acres
Cost: \$2.0M/Acre

Other

Contributed
45%

Public
40%



Smale Riverfront

Size: 45 Acres
Cost: \$2.7M/Acre

Other

Public
20%

Contributed
30%

Value
Capture
50%



Sarasota Bay Park

Size: 6 Acres
Cost: \$3M/Acre

Operating Cost Recovery



Baseline Public Funding



Value Capture

- BID or Special Improvement District



Contributed

- Memberships
- Grants
- Sponsorships



Earned Income

- Events + Weddings
- Fees
- F+B and Waterside Revenues

Comparable Peer Parks

Public
20%

Earned
30%

Contributed
50%



Shelby Farms

Memphis, Tennessee
\$1.0K/Acre

Earned
30%

Public
70%



Romare Bearden

Charlotte, North Carolina
\$50K/Acre

Earned
15%

Value
Capture
85%



Brooklyn Bridge

Brooklyn, NY
\$185K/Acre

Master Plan

Goals

Inspired by the park’s context and recent planning, the Master Plan commenced with the following goals:

A Neighborhood Park

Deliver a visionary and feasible Master Plan that seizes the extraordinary opportunity of this site to create a vibrant neighborhood park like none other.

Bridging Greenway Gaps

Take advantage of Wharf Park’s strategic location at the intersection of the Cumberland River Greenway/Blueway system and future City Central Greenway connections to promote and enhance greater connectivity and access for Nashville citizens.

Activating the River

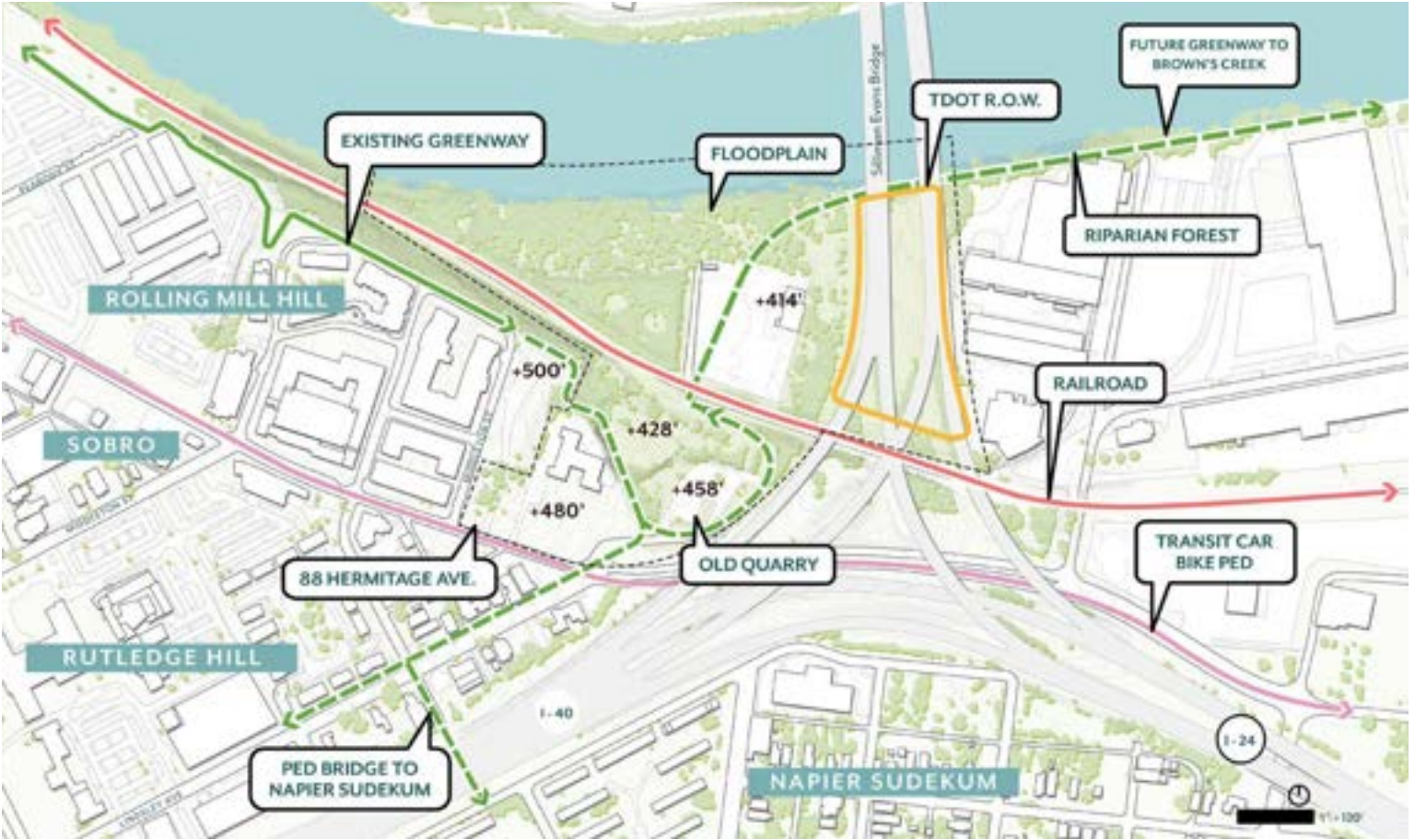
Explore the potential of a regional rowing center to serve as a hub for regional paddle sports and an anchor program or signature element of the park.

Access for All

Leverage the site’s location to deliver recreational amenities that are lacking in the adjacent, underserved neighborhoods.

Respecting the River

Create a model for sustainability and resiliency for modern urban waterfront parks, including demonstration of best practices for flood resilience, preservation and enhancement of the existing trees on site.



A Unique Site

Site Analysis Approach

The Master Plan commenced with a rigorous and comprehensive site analysis. Four different lenses framed this analysis into a unified story meant to introduce the community to the Wharf Park site. A unique characteristic of this site is that it is largely unknown to many of its closest neighborhoods. Cut off by highways and deeply forested, the site is almost hidden in plain view.

Thus, the Master Plan analysis started by asking the community how they might imagine taking ownership of the park and its future. The four lenses included: (1) Make It Your River, (2) Make It Your Greenway, (3) Make It Your Park, and (4) Make It Your Own.



Make It Your _____

OWN

RIVER



PARK

GREENWAY

Site History

Eras of Change

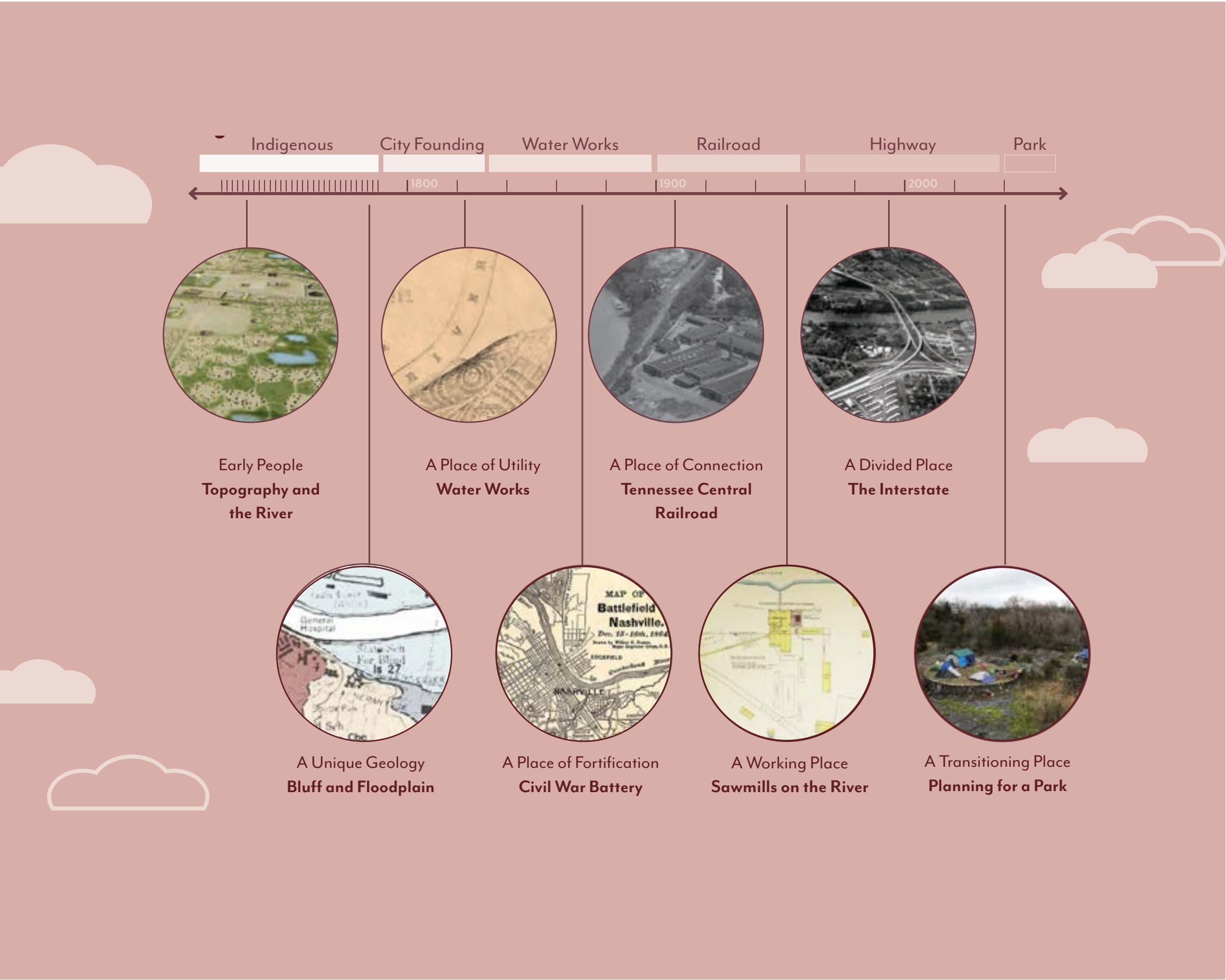
The eras of Wharf Park’s history have been diverse – but each has taken advantage of the site’s unique geology and access to the river. These include:

Early People and Topography
Though not deeply documented, early human use of this site likely included indigenous trails and water access.

A Place of Prospect
The site’s bluff ensured its use as a place of prospect and fortification during the Civil War, including a Union Army encampment.

A Place of Utility and Industry
Later, water and railroad access invited industrial use and development, largely for sawmills. In the middle of last century, the construction of the highway had an unprecedented impact on the access to this site, dividing it and cutting it off from adjacent communities. The late 20th Century saw the property used for chemical tank farms.

A Place of Transition and Encampment
Over the course of the last few decades, active industrial uses have waned as a population of people experiencing homelessness have created one of Nashville’s largest encampments.



River Engagement

The Dynamic Cumberland

Wharf Park is very unique among downtown Nashville parks as its lowest elevation allow for direct access to the Cumberland River. This same amenity also means that areas of the site are at risk of regular flood inundation, and thus calls for a design and resilience strategy for water oriented program that respects the river. Key opportunities include integrated resiliency, grading to enable safe access, and integration of opportunities for river access for all.

Flood Dynamics

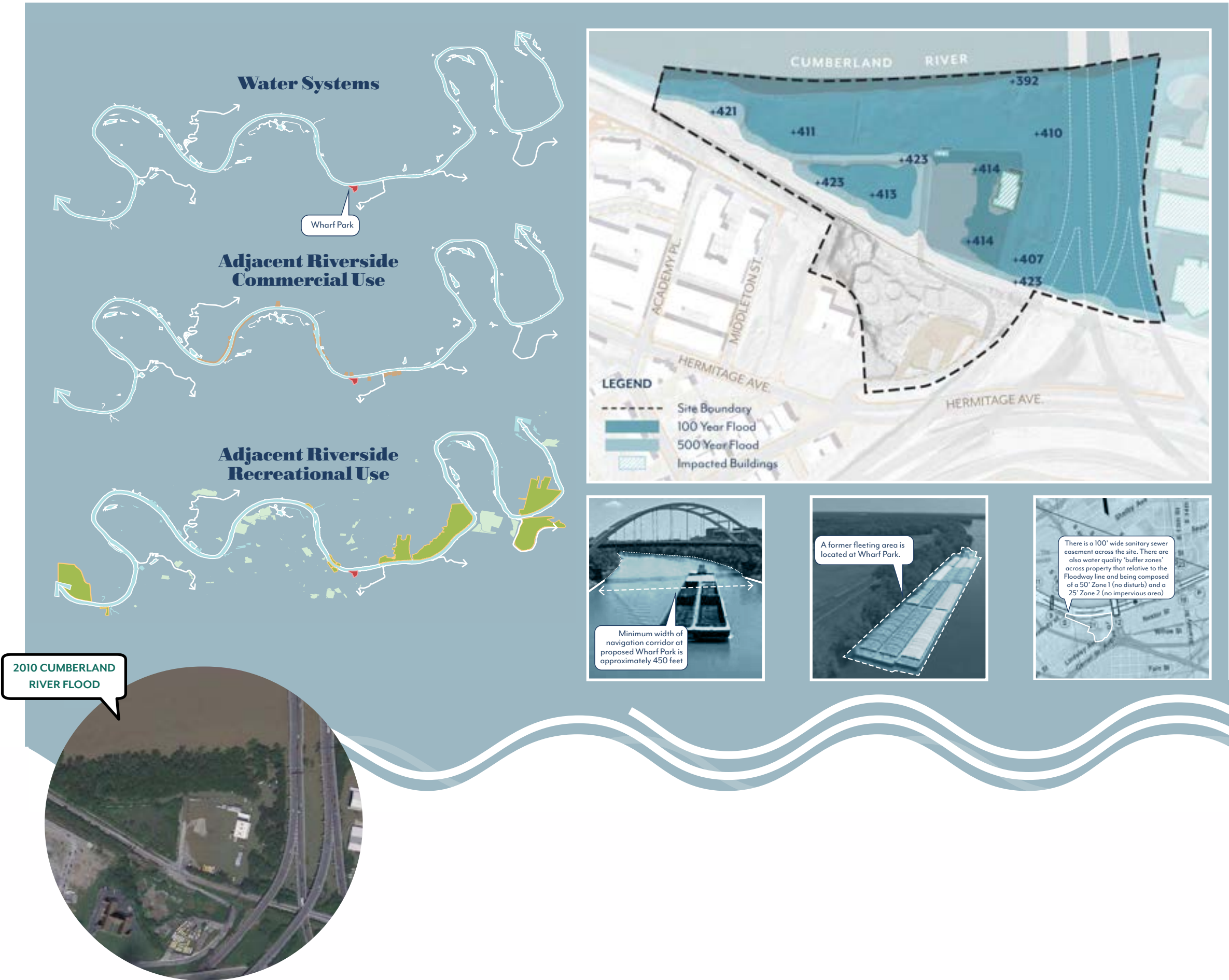
The water’s edge fluctuates seasonally, as well as yearly with major flood events. The flood from 2010 largely inundated the site – and much of the site is inundated during from both a 100-year and 500-year flood events. As these events become more frequent and severe with the changing climate, the Master Plan’s design approach makes rooms for the river to swell and shrink while protecting park amenities and preserving the longevity of permanent infrastructure.

River Systems

From Cumberland Park to the East Bank Vision Plan Wharf Park is also part of greater existing and planned commercial, industrial, and recreational systems. The planning team looked at how other parcels on the water relate to the river to ensure minimal duplication with other planned and existing uses.

Legacy Infrastructure

The shore and bank along the Cumberland river include many existing utility structures as well as historic maritime structures. The overall condition and physical qualities of the shoreline were inventoried. Ecology and vegetation patterns on site were observed and recorded.



Park Trends

Neighborhood Needs

Site analysis also considered the factors that would be key in establishing use and programming of the future park. This included:

Planning Context

The analysis studies the site for both its role on the riverfront and proximity to downtown, the emerging East Bank, and its surrounding neighborhoods. The Rolling Mill Hill and Napier Sudekum neighborhoods – as the two closest existing user groups – are very different in terms of access and need as well as racial and socioeconomic identities. Wharf Park’s offerings need to resonate across a diverse spectrum of users. Over the next ten years, population growth is projected to double from 4,000 to approximately 8,000 people residing within the ten-minute walksheds of Wharf Park.

Broader Recreational Trends

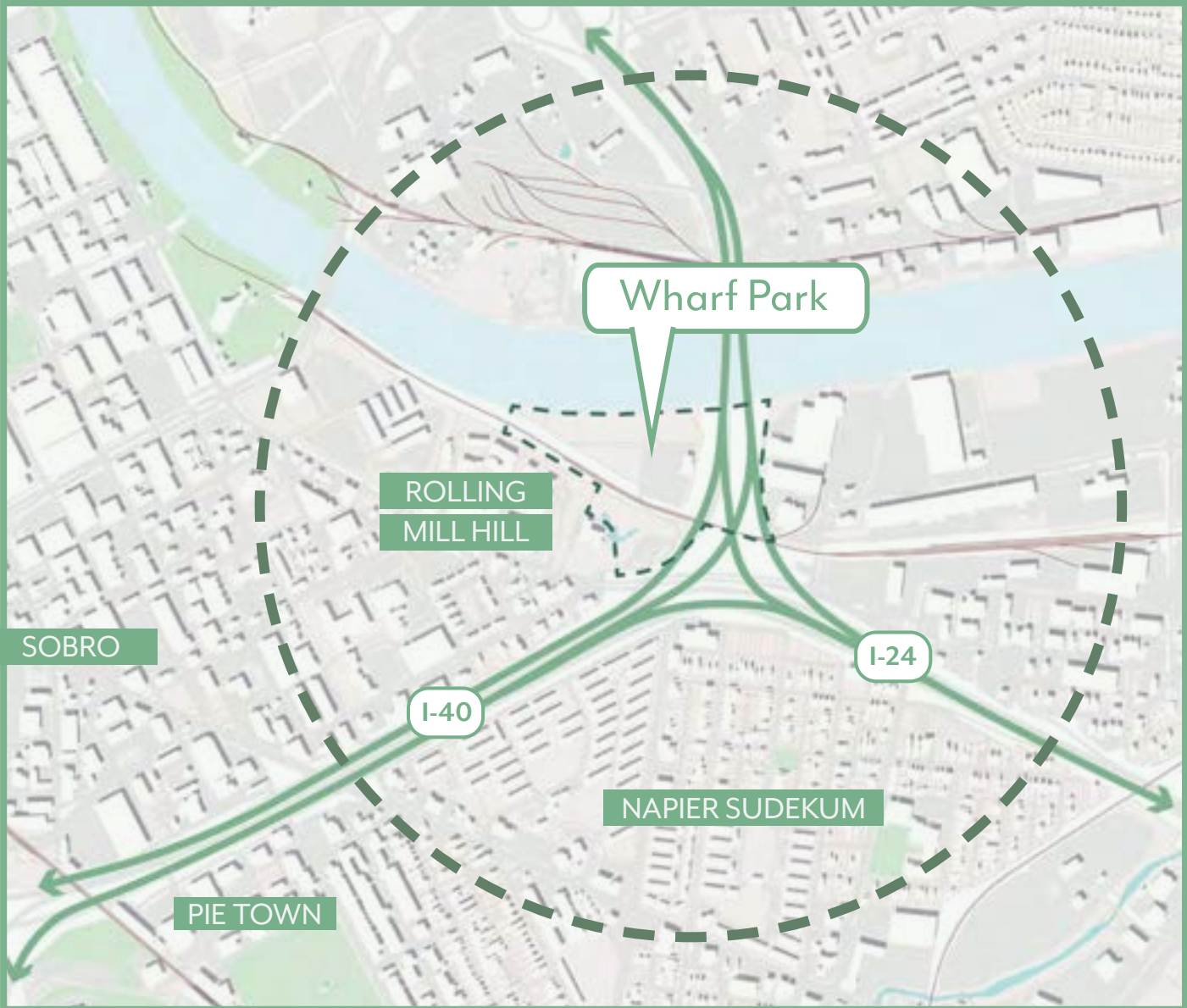
Broader trends in parks and recreation nationally point to a series of new potential uses and ideas. Public health considerations are paramount. Multi-generational spaces – those that are used by young children, teens, adults and the elderly alike – can welcome more people to the park.

Art Integration

In addition to the recreational and ecological functions conventionally provided by parks, arts and culture can be equally engaging. Opportunities for a wide array of arts and cultural experiences and elements—including art installations and neighborhood-scale performances—can contribute to park identity, celebrate the diversity of the Nashville community, and bring great beauty to the park.



Neighborhood Character



National Park Trends & Programming



Park Connectivity

Access and Circulation

The last topic of analysis includes considerations of connections to, arrival at, and connections through the park. Analysis included critical evaluation of how the site can be equitably accessed by considering all forms of mobility, including foot, bike, car, rail and non-motorized watercraft.

Pedestrians and Bicycles

Nashville’s growing and existing greenway system terminates just to the Northwest of the site today in the Rolling Mill Hill neighborhood, providing a key opportunity to connect to and through Wharf Park connecting to downtown and the larger greenway network. Opportunities exist to connect east and west from the lower park along the River.

Public Transportation

There are several bus routes in and around the site, as well as a few key lines adjacent to the park’s entry at Hermitage Park. A direct and safe connection at this entrance will enable people to safely arrive by bus.

Train

Nashville & Eastern Railroad tracks currently bisect the property. An active layer of transportation, the train line requires careful incorporation into the park design.

Vehicles and Parking

Wharf Park will likely welcome visitors by car as well, especially those associated with the Greenway or the Rowing Facility. Vehicular access needs to be safe and welcoming – and include an appropriate level of parking.

Transit Access



Foot



Bike



Bus



Car



Rail

Greenway Network



Master Plan Process

Engaging the Nashville Community

Master Plan Process

Engaging the Nashville Community

From its inception, the Wharf Park Master Plan was envisioned as a community-driven effort. The team prioritized community engagement and inclusive outreach throughout, including during the challenges presented by the COVID-19 Pandemic. Goals achieved during this effort included:

- Grounding the Master Plan in the existing planning context, including Plan to Play, The Nashville Parks & Greenways Master Plan, Nashville Next, South of Broadway Strategic Master Plan, the Nashville Riverfront Concept Plan, Nashville’s Boathouse: Connecting Community to the Cumberland River, Imagine East Bank and Envision Napier + Sudekum among others.
- Offering meaningful opportunities for the general public and relevant stakeholders to participate and to influence plan outcomes.
- Determining the park’s program mix in close collaboration with the community.
- Utilizing a range of engagement tactics, including social media and web-based presence, public workshops, online meetings, and other methods to deepen engagement.
- Implementing an engagement strategy that is inclusive of interviews and coordination with numerous project stakeholders and partners.

Project Schedule

February 2020 - July 2021*

INVENTORY | Site Analysis

During this phase, the design team conducted a thorough site analysis, included regional context mapping, circulation and access systems, topography and site hydrology, soils and geology and cultural resources and historic features.

Community Meeting #1

The design and client team shared the site analysis with the community using drawings and a site model. Feedback gathered focused on desired activities and uses.

July 2021 - February 2022

DESIGN | Programmatic Planning

During this phase, the design team developed three concept alternatives - each meeting the desired uses from the first community forum - but each conveying different spatial qualities and experiences.

Community Meeting #2

The design and client team shared three site concepts. Feedback focused on community evaluation of the options.

February 2022 - January 2023*

REFINE | Plan Development

Using the results of the second community workshop, the design team developed a draft preferred direction for the Master Plan including phasing, cost and technical considerations.

Community Meeting #3

The design and client team shared the draft Master Plan for feedback. Feedback focused on community priorities for implementation.

** Inventory phase was delayed due to the COVID-19 pandemic. Community Meeting #3 postponed until Metro Planning’s 88 Hermitage Study kick-off in January 2023*



River Forest | Industrial Nature



Bridge and Bowl | A Neighborhood Icon



Wetland Braid | A Celebration of Water



Engagement Process

Community engagement took many forms throughout this multi-year effort – all focused on creating an inclusive two-way dialogue with the Nashville community. Tactics included:

Community Workshops

Designed as open houses, community workshops occurred at three milestone moments as described on the previous pages. Recognizing the presence of the existing unhoused community on the site, representatives from the Nashville Homeless Impact Division were present at workshops to field questions and facilitate discussion with community advocates.*

Focus Groups

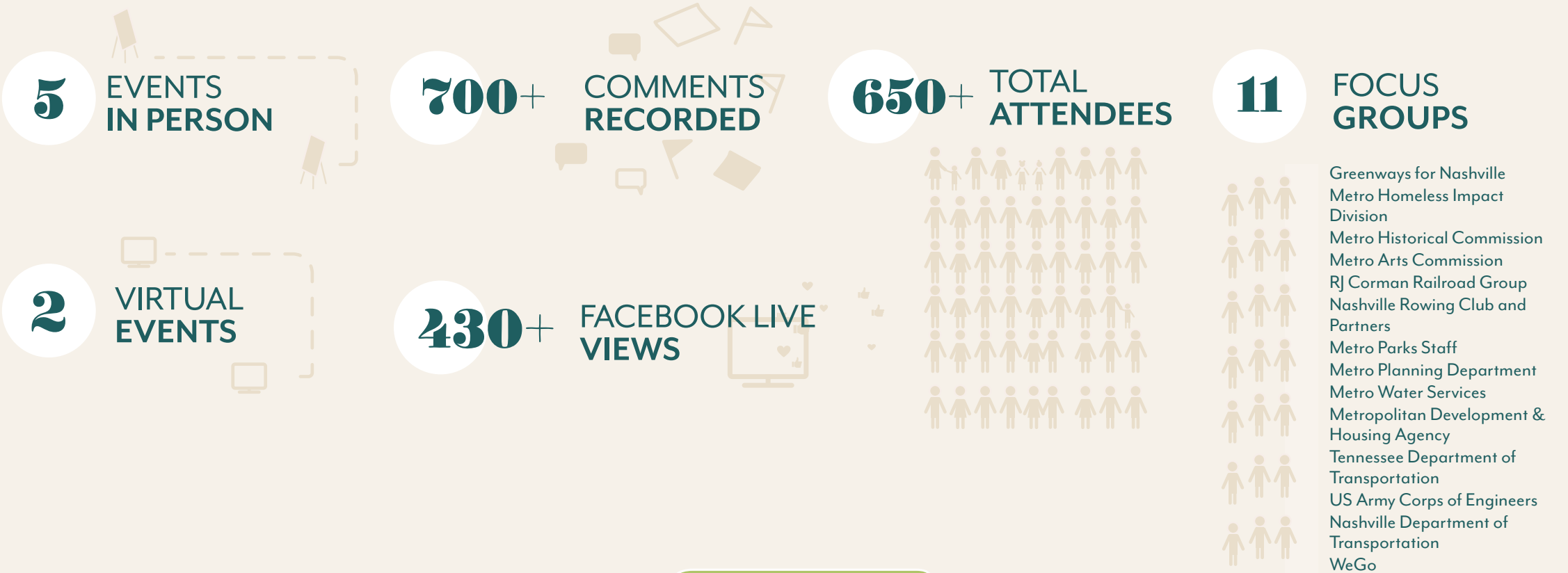
At multiple points in the process, the planning team convened thematically-connected or agency-specific focus groups to ensure alignment with concurrent and future planning, solicit technical feedback, and share ideas throughout the course of the Master Plan.

Online Engagement

The planning team presented draft materials to both the Nashville Civic Design Center as well as a public Facebook Live session. Metrics associated with attendance, feedback, and tactics are to the right.

Advocates for both the Boathouse and for the existing population on site participated heavily in all public engagement sessions.

* See community engagement appendix for full list of comments received.



Community Workshops

Focus Groups

Online Meetings and Forums

Homeless Impact Division joined for community workshops

Multiple ways to engage!

Engagement Themes

The following are the key themes identified by the community:

The Park’s Identity

Comments largely centered youth recreation, future access, and concerns about the social welfare of the current unhoused residents on site.

River Uses

Dedicated space for paddle watercraft, water safety, and passive river viewing were important and recurring themes.

Park Activities

In addition to water access, skate parks, and nature programming, attendees highlighted needs for facilities, 24 hour access, and water safety.

Connectivity

While biking, driving, and water transport were the most popular modes of transportation, bike sharing and zip lines were alternative means of connection proposed.

Encampment Transition

Throughout the Master Planning process, Metro Parks has worked closely with the Metro Homeless Impact Division of the Social Services Department, the Housing Office at the Metro Planning Department and other service providers. The department’s strategy at Wharf Park and at other park site with encampments is to work cooperatively and compassionately with site residents, the appropriate agencies and service providers to address issue.

The timeline for implementation of the Wharf Park Master Plan is dependent on future funding and is unknown at this time. Metro Parks is committed to continuing our robust partnership with those that have the expertise, mission and resources to provide all necessary transition assistance to those living on the Wharf Park property prior to any construction phase.

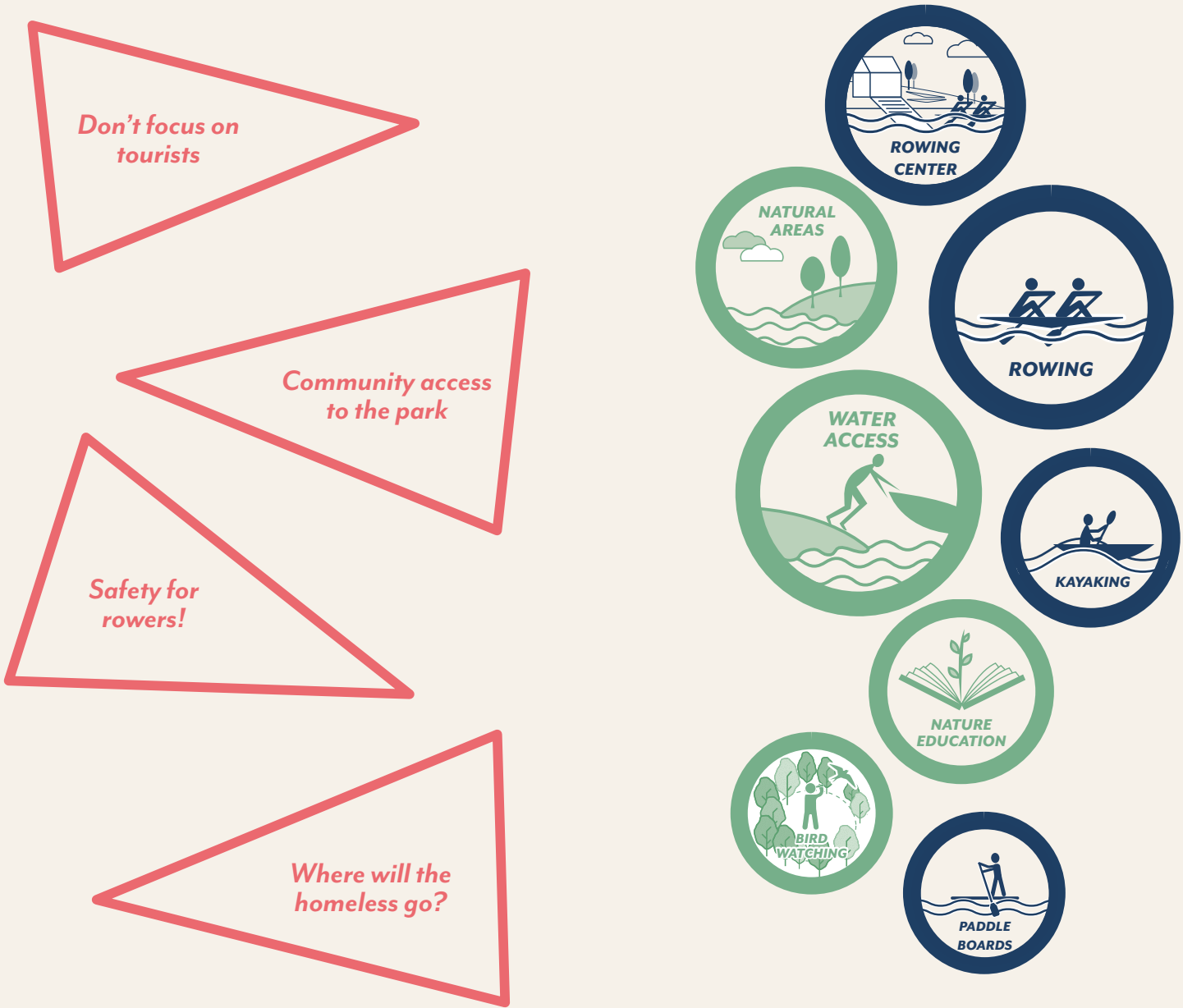
Areas of Concern



Desired Activities and Uses



Design Feedback



“Like the wetland for birds and wildlife”

“Great celebration of the river!”

“Like where the boathouse is”

“Love the trails and water activities”

“More nature to watch”

Master Plan Vision
Park Places and Park Systems

Wharf Park

Master Plan

Inspired by the needs of the community surrounding Wharf Park and supported by the preceding goals, the Master Plan capitalizes on the unique features of the site to create a park unlike any other in the region. With nearly 100’ of vertical change from its entrance to the Cumberland River, the park is experienced as a series of connected spaces offering a range of views, experiences, and activities.

Connected greenway, trail, roadway, and parking systems allow continuous access to the upland **Quarry**, a new boathouse and flexible community spaces as the park’s **Heart**, extensive acreage for immersion in the river’s riparian **Forest**, and active recreation in the cathedral-like space under the Silliman Evans Bridge.

Park Features

- 1

88 Hermitage Avenue
(Historic Tennessee School for the Blind)
- 2

Community Yard
- 3

Tot Lot
- 4

Quarry Overlook
- 5

Dog Park
- 6

Play Space
- 7

Quarry Falls
- 8

Cumberland River Greenway
- 9

Trailhead
- 10

Parking
- 11

Park Entry Road
- 12

Future Train Platform
- 13

Maintenance & Park Police Facility
- 14

Pedestrian Connection Tower
- 15

Greenway Bridge
- 16

Trails
- 17

Boathouse
- 18

Boat Storage
- 19

Beach Overlook
- 20

Rowing Dock
- 21

Paddle Launch & Water Access
- 22

Central Event Lawn
- 23

Sand Volleyball
- 24

Lawn Terraces & Gathering Plaza
- 25

Sports Courts
- 26

Skate Park / Pump Track
- 27

Skyline Overlook
- 28

Shade Structure
- 29

Picnic Pavilions
- 30

Tot Track



“Create a community park that invites people to embrace the Cumberland River, that responds to the land’s natural character, and that provides a range of recreational experiences that serve the surrounding neighborhoods and all Nashvillians.”

Wharf Park Master Plan Vision



The Quarry

Celebrating the Bluff

The Quarry focus area includes both the entrance to the park on Hermitage Avenue and the post-industrial landscape and bluff that steps down to the floodplain park. This area is the most immediately accessible part of the park – at the edge of Rolling Mill Hill and at the entrance to the park for pedestrians, bicyclists, and drivers coming from the neighborhoods to the south and west. The Master Plan prioritizes neighborhood and family-friendly amenities in this area. A new Community Yard offers a welcoming green front door to the park, allowing a flexible open space for markets, neighborhood-scale events and programs.

The Greenway connects along the top of the bluff from a Rolling Mill Hill trailhead, past 88 Hermitage and down through the Quarry to the lowland park and riverfront. Future use of the historic school building is undetermined at this time of writing. Any future use of the school should reserve the bluff for public access, overlook and greenway development.

The Quarry itself is a unique landscape formed through its history as a working landscape – first as a quarry and later as an industrial site. Carved out of the steep rocky bluff, the Quarry today still shows traces of this past, with a vertical limestone face, bedrock floor, and remnant tank farm foundations. Pioneer vegetation has emerged where soil is still present.

Features within the Quarry include shaded picnic facilities, play features for both young children and older children, an adventure bridge and a dog park. Planting here recalls a Tennessee Cedar Glade, providing trees for shade and wildflowers for seasonal change.

Optional water features include an iconic waterfall that celebrates and accentuates the bluff’s drama, called the Quarry Falls, and potential splash features integrated into the playscape.



88 Hermitage

Development Feasibility Study

At the time of the Wharf Park Master Plan’s publication, Metro Planning was in the beginning stages of a feasibility study for the 88 Hermitage site and the Historic Tennessee School for the Blind. The feasibility study will take into consideration the Wharf Park Paster plan and the history, cultural context and architectural significance of the former School for the Blind and lead to a plan that is complementary to Wharf Park and the greater neighborhood.

While amenities represented in this plan are informed by community feedback provided throughout the Master Planning process, these are subject to change and further refinement based on community engagement efforts related to the Feasibility Study. The Planning Team aligned the beginning of this engagement process with the third Community Workshop for Wharf Park. As the gateway to Study will establish a program for the School that offers good synergies with the park and will reserve bluff frontage as a greenway corridor.





The Heart

Activating the River

The Heart of the park is a low-lying and relatively flat area - entirely within the Cumberland River floodplain - that is ideal for improved water access and community gathering spaces adjacent to the river. Roadway access from Hermitage Avenue concludes on a 90-car parking lot partially under the Silliman Evans Bridge. The Greenway sweeps through the park, reaching a trailhead that allows for either access westward toward Downtown or eastward toward the Brown's Creek Greenway.

At the center of the Heart, a new Community Boathouse graces a flexible community lawn space. The facility contains gathering and training spaces for area rowing clubs but also public amenities such as restrooms, a kayak outfitter and food service. Community benefit from the facility will also occur via its water safety education lessons and programs. See more on the following pages.

Moving toward the river, two new water access points provide direct connection to the Cumberland. A graceful "valley" of spaces passes under the Greenway bridge, connecting to new rowing docks. A narrow water course adjacent to the docks allows for a sheltered kayak and SUP launch while also providing a safe haven for more novice paddlers.



About the Boathouse

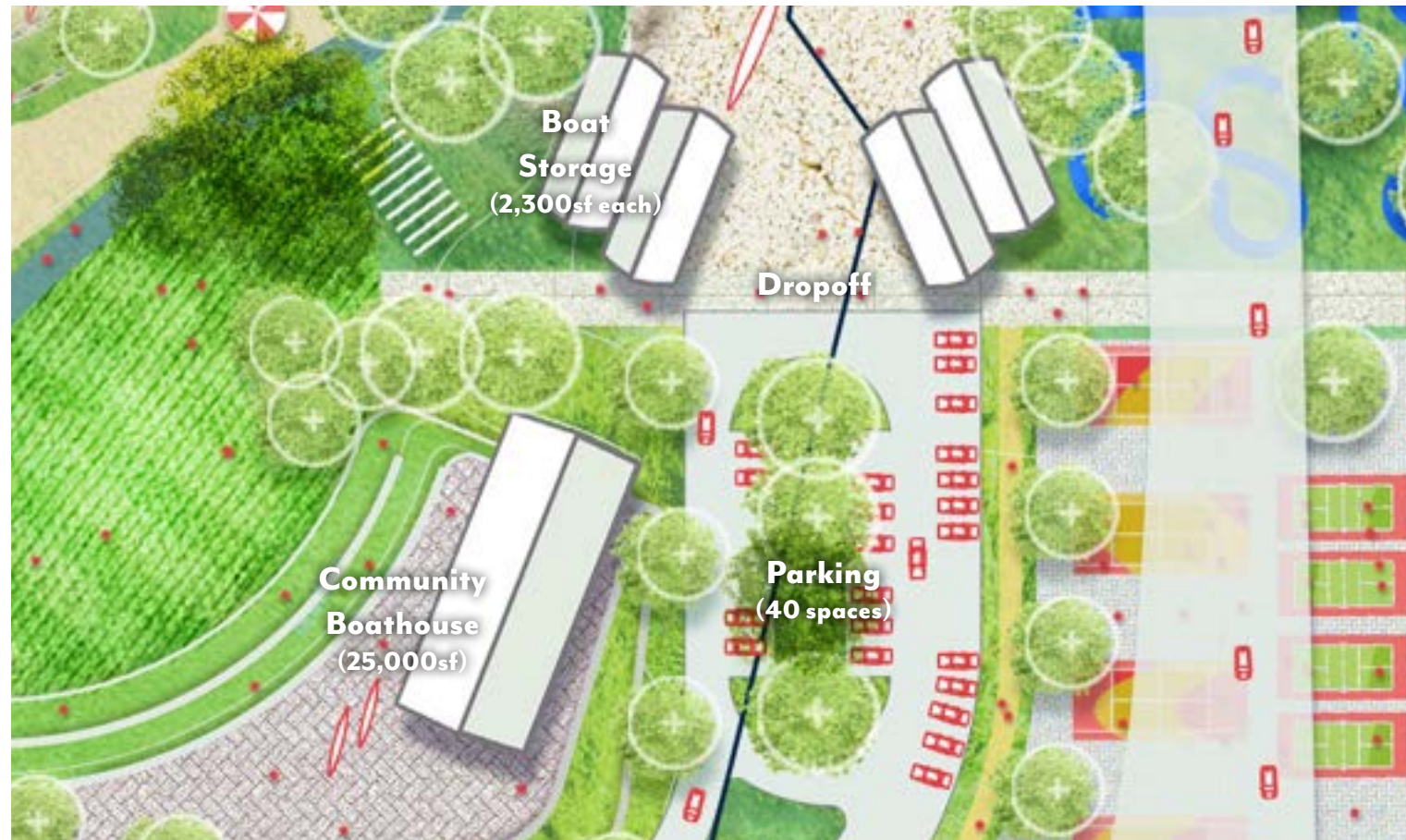
A Portal to the River

Despite the growth happening throughout downtown that has served to draw residents and visitors alike to the city's core, there has been little progress made towards placing Nashvillians back on the water. New Boathouse could provide a focal point, an object of recreation, community, and sport. It also could create a consistent attraction for all of Nashville to utilize.

Local rowing groups identified a strong need for a boathouse, with numerous organizations and events currently held annually along the river. Drawing inspiration from other cities, a boathouse can act as a center for a range of both public and private uses. From competitive events like crew regattas, paddling races and triathlons, to more casual recreational opportunities like blueway access and boat rentals, there is a nearly endless set of possibilities for such a structure that would serve the needs. Metro Parks is committed to ensuring that any boathouse benefits the general public and offers substantial opportunities for all visitors to use the facility, whether it be restrooms, food service, kayak or SUP rental, or other programs and activities.

Some key public benefits of this use in Wharf Park include:

- Providing physical and visual access to the Cumberland River from Downtown and adjacent neighborhoods.
- Supporting exploration of the Cumberland River possible via kayaking, paddling, swimming and rowing education and access.
- Being a hub for alternative transportation across and along the river, either as a leisurely or recreational activity.
- Creating a landmark destination along the Cumberland River.
- Acting as a meeting dock, a point of departure, or a destination to be experienced in congruence with the other landmarks along the Cumberland River.



KAYAK RENTAL + SWIM LESSONS, LAKE OLATHE, Olathe, KS



ROW NEW YORK, Harlem, NY



BOAT HOUSE CAFE, FOREST PARK, St. Louis, MO



BOAT HOUSE RESTAURANT, CENTRAL PARK, New York, NY



ROWING FACILITY, JULIAN B. LANE PARK, Tampa, FL



BOAT STORAGE, CAMBRIDGE COMMUNITY ROWING, Cambridge, MA



BOAT HOUSES, CLARK PARK, Chicago, IL



BOAT HOUSE, BROOKLYN BRIDGE PARK, Brooklyn, NY



Beneath the Bridge

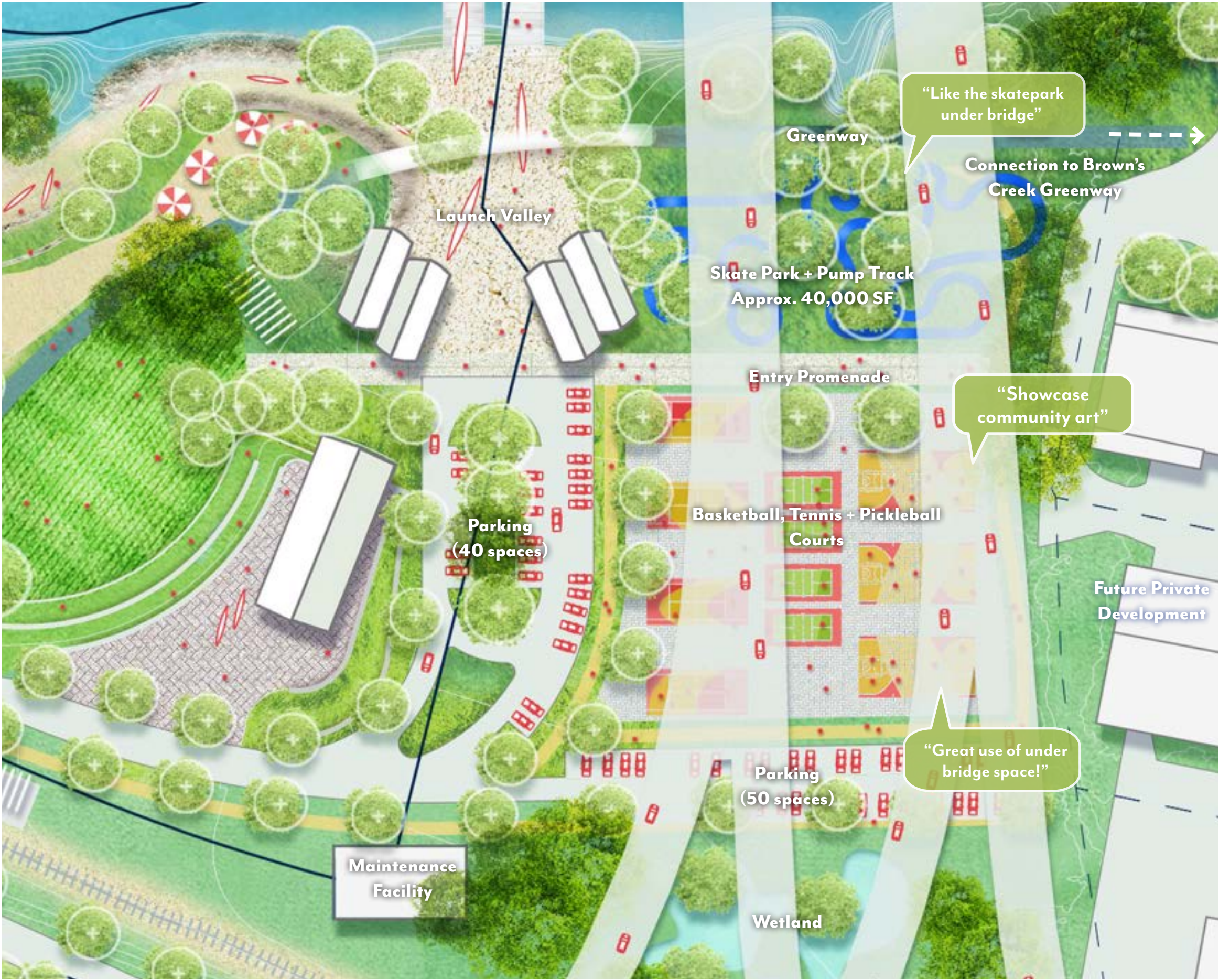
Embracing Special Spaces

The space under the Silliman Evans Bridge is unique – offering adjacency to the river while also having both shade and shelter from the highway above. The height of the bridge and its significant support structures create a cathedral-like space – majestic and powerful!

For this unique space, the Master Plan contemplates a more active recreation hub. A regional-scaled skate park or pump track, approximately 40,000 sf, provides a multi-generational space. A series of court sports, including basketball, tennis, and pickleball, create a sports hub.

Shaded seating and adjacent parking, as well as close walking access to the rowing facility’s accommodations, make this a place families can come and spend the day. Nearby, a maintenance and park police building allows for easy access to the park from its Metro stewards.

The timing of these improvements will be impacted by and aligned to the Tennessee Department of Transportation’s bridge replacement project. Detailed design will be subject to their review to ensure compliance with their requirements.





The Forest

Activating the River

The western half of the lower park is a richly forested site with expansive views of Downtown. Providing relief from the active places elsewhere in the park and taking advantage of the site's existing tree canopy, the Forest is a place for more passive enjoyment of nature.

Multiple kinds of trails thread through an improved forest, met by pause places and scenic spots. A sweeping and direct trail links the Heart to a grand S Overlook - a place to rest by the River and experience long views upriver to the Downtown skyline. Along the way, shaded seating opportunities, small-scale public art and a dedicated Tot Skate Spot. Nearby, a series of smaller, secondary trails provide a fitness loop and connect to shaded picnic pavilions.

Forest health is critical to the success of the park – and the existing forest is unique in Downtown Nashville. The Master Plan recommends a series of forest health investments including removal of exotic and invasive species, selective removal of compromised trees, and strategic planting of hardwoods to diversify the existing canopy.

To the west, potential connections include a lower-level walkway to Downtown and a large-scale pedestrian bridge connecting over the train tracks to Rolling Mill Hill. The bridge would provide a vertical connector tower to the top of the bluff. In addition to providing stellar views of Nashville, the tower bridge could provide an large structure of iconic design visible from downtown, and could integrate program element like slides, climbing walls and other components that would draw people up and down the tower as a destination experience all its own.





Park Systems

Overall Site Strategies

In addition to the special places in the park, the Master Plan also outlines a series of recommendations at the system-scale. That is, elements that connect and unify the park require as much care and orchestration as distinct investment areas. For the Master Plan, these are:

Vegetation

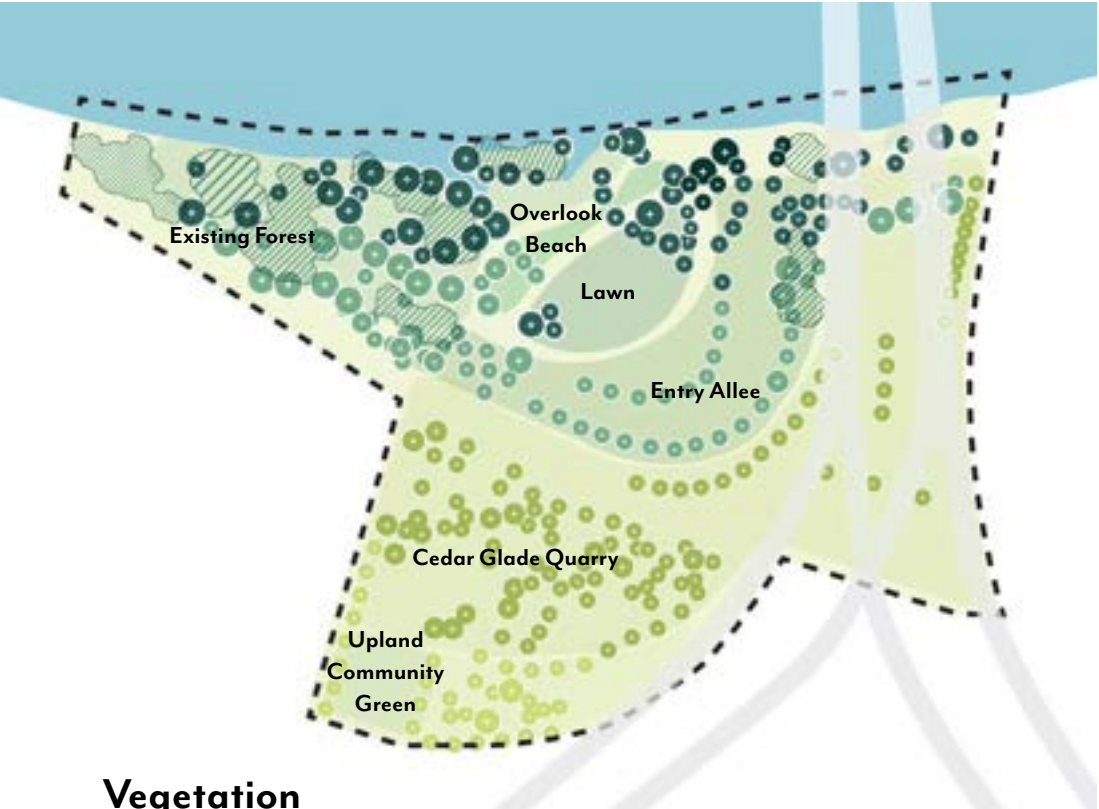
The Master Plan seeks to preserve as much existing tree canopy as possible while also expanding plant diversity and distribution, using variations in the planting palette as elevation changes to create areas of unique character.

Circulation

The Master Plan lays out an improved park road experience, from Hermitage Avenue to parking under the Silliman Evans Bridge. In addition, it describes a series of greenways, walkways, and plazas that together offer a wide range of mobility options and experiences.

Program

The Master Plan aims to provide a wide range of programmatic opportunities aligned with the community’s feedback and strategic priorities of the Parks Department on desired activities and uses. These include places for active recreation, water access, passive and flexible spaces, play environments, and nature experiences.



Vegetation

Forest Types



WEST BRIDGE
Netherlands



GREENWAY BRIDGE
Copenhagen

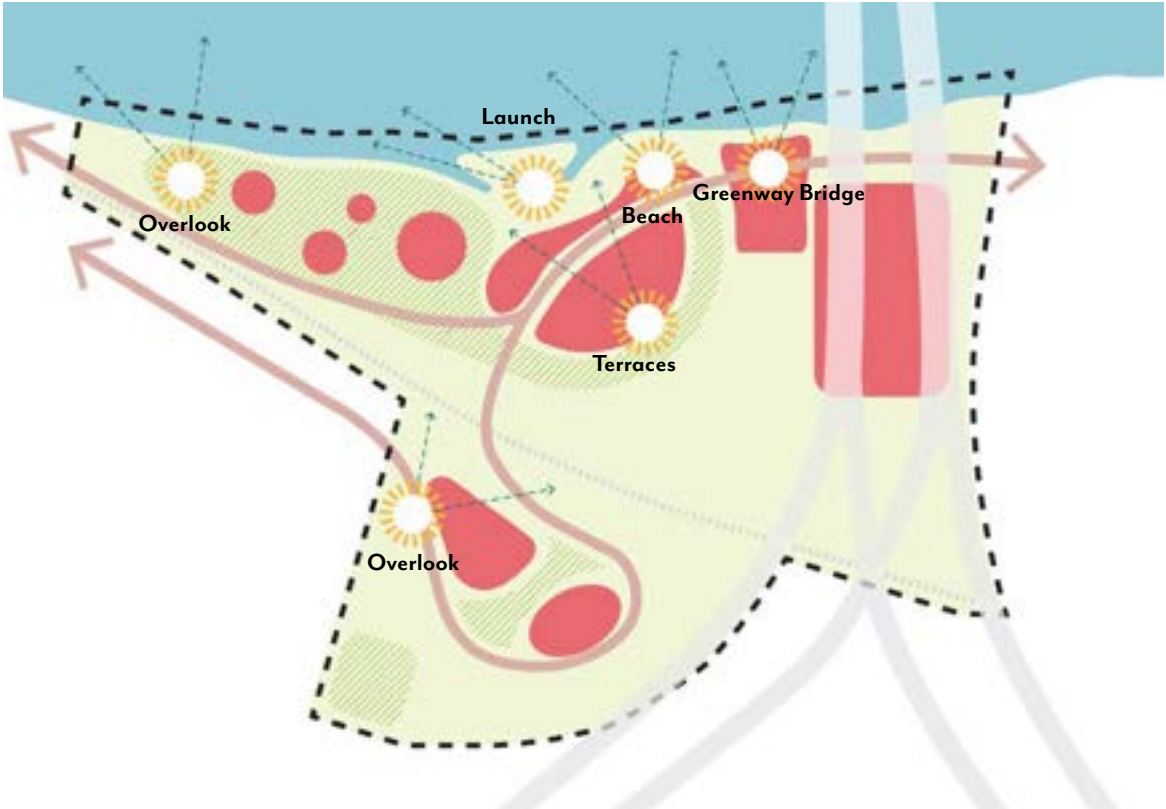


RIVER OVERLOOK
Vancouver, BC

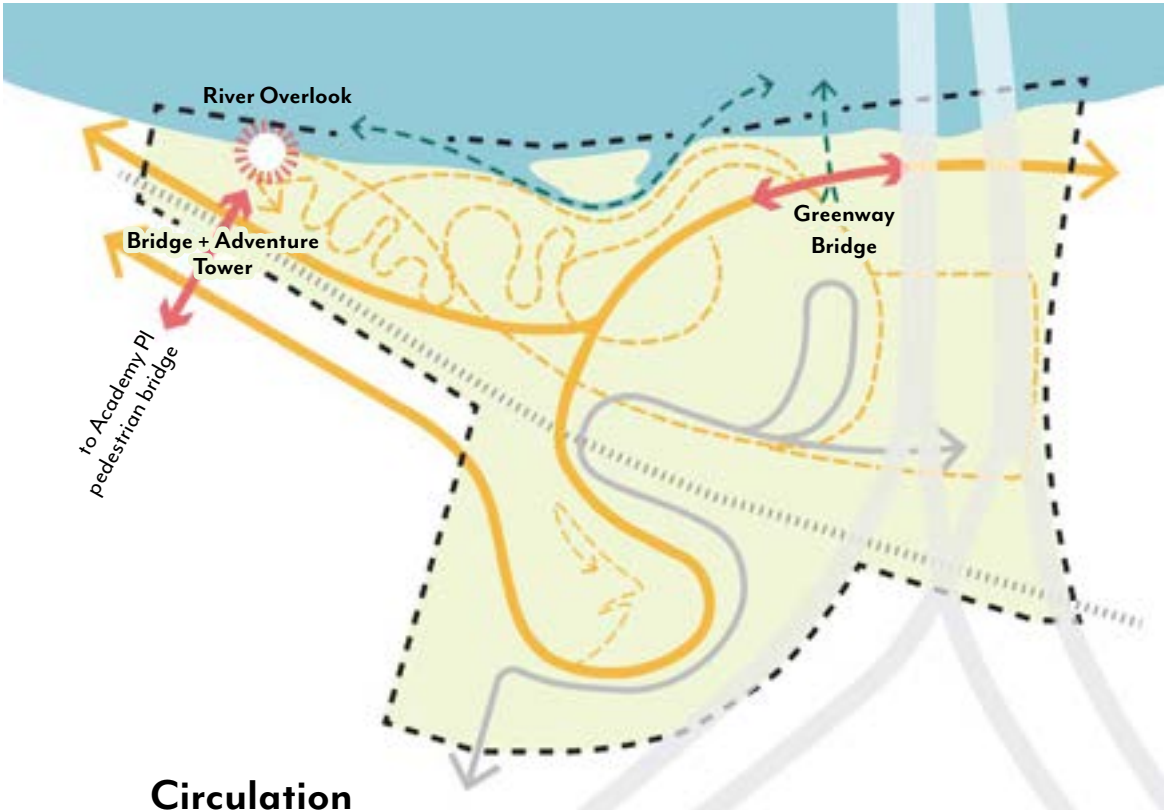


ADVENTURE TOWER
Amsterdam

Circulation Precedents



Program



Circulation



Park Systems

Mobility Connections

Wharf Park is sited at the confluence of several mobility systems, making it accessible via various modes of transportation, and connected to the larger Nashville transit systems.

Greenway

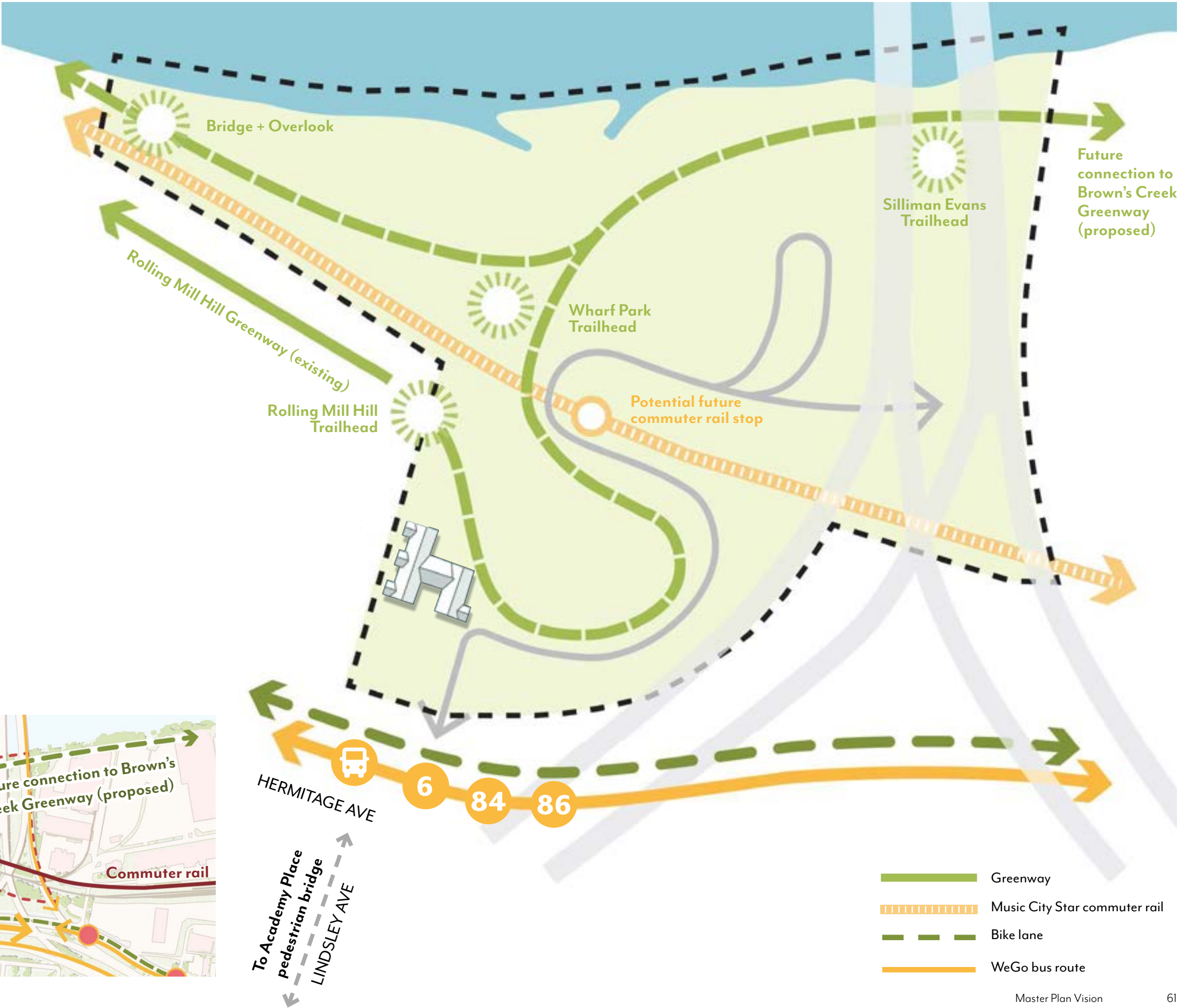
The park is situated to fill gaps within the existing and planned greenway network. Today, the Rolling Mill Hill Greenway terminates just west of the Historic School for the Blind. With just under a mile of greenway through the proposed Park site, Wharf Park bridges the greenway gap by connecting the existing greenway with the future Brown's Creek Greenway. Trailhead nodes throughout the park creates orienting thresholds from any direction users may travel from.

Commuter Rail

The route along the Music City Star commuter rail currently runs through the site several times a day. The Master Plan proposes a rail stop near the greenway crossing.

Hermitage & Lindsley Ave

The proposed park entrance at Hermitage and Lindsley Ave creates a multimodal gateway into the park. Here, the bike lane and bus route along Hermitage provide access from local neighborhoods and communities across Nashville.



Park Systems

River Dynamics

As storm events become more frequent and severe flood resilience was a critical consideration for the planning team. The Master Plan addresses river dynamics by creating layers of flood readiness and sustainability based on storm frequency. The design approach minimizes impact to permanent structures like the Community Boathouse, and creates safe access to the greenway during minor storm events.

A Typical Day

Low to normal pool at this site is expected to be around elevation 383' to 385' above sea level. This is the most ideal condition that will allow safe river access via the launch lagoon and rowers launch throughout the year.

Summer Storms

The typical summer storm reaches roughly 5-10 feet above the normal pool. Although type of flood event is expected to happen most frequently throughout the year, safe access to most of the site and to the floating rower dock is preserved.

Minor Storm Events

The occasional minor storm events will reach 15 to 20 feet above the normal pool. In this scenario, while the launches are not accessible, access to the greenway and most of the site's land-based recreational areas is preserved. Boat storage structures along the launch valley are design to withstand flooding during these events without the need for major infrastructural repairs. The greenway and greenway bridge are also protected outside of the floodway during and following these events.

Major Storm Events

The 2010 Cumberland River flood was the last major storm event in Nashville where water levels reached over 30 feet above normal pool elevation. While the majority of floodplain would be inundated during this type of storm, the upper floors of Community Boathouse is designed to remain outside of the floodway.

Launch Lagoon becomes small stream

Floating rower launch remains accessible

Greenway bridge remains accessible

typical water line

Upper floors of boathouse remain out of flood

Summer Storms
(50% PROBABILITY)

Minor Storm Events
(10% PROBABILITY)

Major Storm Events
(1% PROBABILITY)



Implementation

Phasing, Cost and Maintenance

Project Costs

Master Plan Vision

Rough order of magnitude cost are included in the Master Plan for both the full Master Plan vision and the recommended first phase. Estimates were conducted using digital take-offs and unit costs based on recent local construction bid tabulations. The estimate includes a range of contingencies as well as escalation aligned with the anticipated phased construction of the park.

As mentioned, urban parks of similar scale and quality in peer cities ranged in capital costs from \$2M to \$3.5M per acre. The Wharf Park cost model arrived at \$67M for the entire park project, or approximately \$2.4M per acre. This full cost includes all water-access related facilities and the full cost of the community rowing facility and associated storage.



Wharf Park Master Plan		
Master Plan Statement of Probable Cost		
SUMMARY		
DESCRIPTION		TOTAL
Master Plan Elements		
Site Preparation		\$1,069,028
Site Improvements		\$38,810,552
Site Mechanical Utilities		\$950,600
Site Electrical Utilities		\$1,099,000
Subtotal		\$41,929,180
Estimating Design Evolution	15.0%	\$6,289,377
Subtotal - Cost of Work		\$48,218,558
General Contractors Markups		
General Conditions	6.0%	\$2,893,113
General Contractors Overhead & Profit	2.0%	\$1,022,233
Insurance	1.0%	\$521,339
Payment & Performance Bonds	0.5%	\$263,276
Opinion of Probable Construction Cost		\$52,918,520
Owner's Soft Costs		
Architectural / Engineering Design	13.0%	\$6,879,408
Architectural / Engineering Construction Admin	2.0%	\$1,058,370
Materials Testing / Inspection / Commissioning	2.5%	\$1,322,963
Miscellaneous Owner Costs (i.e. Legal)	1.0%	\$529,185
Project Contingency	0.0%	\$0
Subtotal		\$62,708,446
Escalation	12.0%	\$7,525,013
Opinion of Probable Project Cost		\$70,233,459

Project Costs

Phase One

After consideration of the possible first phase boundaries, “The Heart” rose to the top of the possibilities for its early river access (a community priority), its relatively low impact to the site’s existing forest and its range of both connectivity and programming offerings. This boundary also avoids the pending Silliman Evans bridge replacement construction area.

The cost estimate for this phase one project includes the Greenway, improved park road, approximately half of the long-term parking, the rowing facility and its associated storage and docks, a flexible lawn and plaza, a riverside recreational beach and sand volleyball courts, and the water channel for the launch of small recreational human-powered craft. The estimate for this project is \$44M for approximately 14 acres, or \$3.1M per acre.

Phase One Site
Approx. 14 acres



Wharf Park Master Plan		
Phase One Statement of Probable Cost		
SUMMARY		
DESCRIPTION		TOTAL
Master Plan Elements		
Site Preparation		\$1,069,028
Site Improvements		\$24,236,599
Site Mechanical Utilities		\$950,600
Site Electrical Utilities		\$1,099,000
Subtotal		\$27,355,227
Estimating Design Evolution	15.0%	\$4,103,284
Subtotal - Cost of Work		\$31,458,511
General Contractors Markups		
General Conditions	6.0%	\$1,887,511
General Contractors Overhead & Profit	2.0%	\$666,920
Insurance	1.0%	\$340,129
Payment & Performance Bonds	0.5%	\$171,765
Opinion of Probable Construction Cost		\$34,524,837
Owner's Soft Costs		
Architectural / Engineering Design	13.0%	\$4,488,229
Architectural / Engineering Construction Admin	2.0%	\$690,497
Materials Testing / Inspection / Commissioning	2.5%	\$863,121
Miscellaneous Owner Costs (i.e. Legal)	1.0%	\$345,248
Project Contingency	0.0%	\$0
Subtotal		\$40,911,932
Escalation	12.0%	\$4,909,432
Opinion of Probable Project Cost		\$45,821,364

Project Phasing

Key Considerations

Given the scale and complexity of construction, Wharf Park will be realized in a series of phased projects. Importantly, the Greenway, the Entry Road and a reasonable amount of parking will be part any first phase.

The Master Planning team contemplated a series of first phases and outline strengths and challenges for each:

The Heart

- Strengths: Early phase access to the river including the signature rowing program and facility, early implementation of mobility connections and flexible public spaces like the beach, lawn and kayak launch
- Challenges: Limited active recreation program

The Forest

- Strengths: Opportunity to deliver nature experiences, iconic bridge as signature element, early activation of the more remote edge
- Challenges: Limited gathering space, limited active recreation program, most remote, minimal river access

The Quarry

- Strengths: Early phase community yard including multigenerational play and walkable community amenities and offers later stage unhoused relocation
- Challenges: Limited greenway connectivity, no forest or river activation, limited program

Beneath the Bridge

- Strengths: Opportunity to deliver active recreation
- Challenges: Contingent on timing of reconstruction of the Silliman Evans Bridge, provides limited gathering space and minimal river access.



Technical Appendix
Permitting Memorandums and Meeting Notes

Technical Appendix

Meeting Notes and Memos

The following pages contain technical memorandum and meeting notes related to specific topic areas. These are:

Permitting Memorandum

Meeting Notes

- May 18, 2021 - Metro Arts
- May 18, 2021 - Rowing
- May 19, 2021 - Greenways for Nashville
- May 24, 2021 - Metro Parks Staff
- May 25, 2021 - Historic Commission
- June 4, 2021 - Homelessness
- June 9, 2021 - Metro Water
- June 14, 2021 - Metro Planning
- August 3, 2021 - MDHA
- September 10, 2021 - Metro Planning (East Bank)
- November 18, 2021 - TDOT & NDOT
- January 7, 2022 - US Army Corps of Engineers
- April 13, 2022 - US Army Corps of Engineers
- May 4, 2022 - Metro Arts
- May 4, 2022 - Metro Planning
- August 10, 2022 - RJ Corman
- August 19, 2022 - TDOT & NDOT
- September 8, 2022 - Metro Arts

Permitting Memorandum

MEMORANDUM

TO: Metro Parks Nashville

FROM: Susannah Ross, ASLA, Agency Landscape + Planning
Samuel K. Parish, P.G., Davey Resource Group
Barry K. Quinn, P.E., CFM, Barge Civil Associates
Mark Pirrello, Moffatt & Nichol

DATE: February 23, 2023

RE: Environmental Due Diligence and Permitting Analysis
Wharf Park
Anthes Park, Nashville, Davidson County, Tennessee

ENVIRONMENTAL DUE DILIGENCE RECOMMENDATIONS:

- 1) To address the previously observed visual evidence of spills, releases, and staining of petroleum products on the ground outside of secondary containment of Above-Ground Storage Tanks (ASTs) in the parking lot and the previously observed plastic totes containing used oil and anti-freeze, open pans of oil, and multiple 5- gallon containers with lubricants inside of the facility, we recommend surficial soil sampling in grid around identified AST and in grid around the previously observed totes and containers.
- 2) A historical UST was removed from the Site, but there is a TDEC Closure Letter on file. Additionally, Historical contaminants of concern (COC) have been documented on the Site and on adjacent properties. To address these concerns, we recommend that several soil gas samples be collected to ensure that there are no potential vapor intrusion issues on the Site.
- 3) Records indicate an EPA Fuels Programs facility is listed on the property adjoining the Site, which was a previous oil refinery with bulk storage tanks. To address this concern, we recommend installing several borings along property boundary next to oil refinery and install a temporary well(s) and collect top of rock water sample(s), if perched water is encountered on top of rock.
- 4) Evidence of water sampling activities were found on an adjoining property very close to the property line where a groundwater well is installed. There is insufficient data available from TDEC regarding the apparent ground water sampling activities at this monitoring well. If access is available, we would recommend purging and sampling this monitoring well and searching recent TDEC files for records regarding this well.

ANTICIPATED LOCAL, STATE, AND FEDERAL PERMITTING NEEDS

I. Tennessee Department of Transportation (TDOT)

1) TDOT Excess Lands

- a. Given the site’s proximity to nearby Interstate Highway (I-24), Metro Parks seeks to expand its planning area for Wharf Park to include the grounds beneath the Silliman Evans Bridge as potential area for increased development potential and expansive Parks programming.
- b. Specifically, the land portion(s) of interest include all those under TDOT jurisdiction – (immediately underneath the I-24 interstate support columns).
- c. This land portion currently falls under the jurisdiction of TDOT Excess Land. To date, Metro Parks has been in previous communication with TDOT Excess Land Division in consideration of a licensed use agreement that would authorize Parks use of the space.
- d. Inclusion of this TDOT Excess Land for future Parks development is subject to the approval of TDOT. Following receipt of a use agreement from TDOT, subsequent permitting from USACE may require a reinforcement/stabilization study of the shore bank as there is considerable evidence of soil erosion occurring on the outwardly-facing shore bank in this area.

2) Right of Way Work Permits

- a. This item will include permits for working within the TDOT Rights of Way both for the Silliman Evans Bridge and along Hermitage Avenue. The permit will be obtained by the construction contractor and will include bonding requirements.

3) Rail Engineering

- a. Modifications to the at-grade rail crossing may require coordination with the Office of Rail Engineering at TDOT. This is an existing public rail crossing and is included in the FRA National Grade Crossing Inventory, however, the proposed use is significantly different than the existing use.

II. Tennessee Department of Environment and Conservation (TDEC)

1) TDEC National Pollutant Discharge Elimination System (NPDES)/Construction General Permit (CGP)

The project will require coverage under the TDEC Construction General Permit for construction stormwater controls. The review and approval of this permit will be tied to the Aquatic Resources Alteration Permit (ARAP).

2) TDEC Aquatic Resources Alteration Permit (ARAP)/ Section 401 Water Quality Permit

In a previous Regulatory constraints Analysis (RCA) report prepared by BDY Environmental (now Davey Resource Group), one potential wetland was documented under the bridge, one area of ponded water was documented on the southern portion of the Site, one excavated ditch was document on the northern portion of the Site, and one freshwater forested/shrub wetland is mapped by the National Wetland Inventory (NWI) along the banks of the Cumberland River on the northern portion of the Site. Impacts to aquatic resources

determined to be Waters of the State by TDEC will require ARAP permitting. To confirm the extent of Waters of the State we recommend the following tasks:

- a. Conduct a Hydrologic Determination on the excavated ditch
- b. Conduct a wetland delineation to determine to areal extent of wetland resources that may be present on the Site.

Depending on final bank stabilization method employed along the Wharf Park shoreline, a general TDEC bank stabilization permit application may be required.

III. U.S. Army Corps of Engineers (USACE)

1) **Section 404 permit**

Per the RCA, Waters of the US (WOTUS) may be present on the Site, and the Cumberland River, which is a Traditionally Navigable Water (TNW), is present on the Site. Placement of fill and alterations to aquatic resources determined to be WOTUS and the Cumberland River (including areas with the flowage easement) will require a Section 404 permit. To confirm the extent of WOTUS, we recommend the following tasks:

- a. Request a Jurisdictional Determination (JD) from the USACE after completing the drainage assessments (HDs) and wetland delineations.
- b. Finalization of shoreline alignment and upland grading plan to identify locations of excavation, fill placement and dredging of existing shoreline, lower property floodplain, and river bottoms.
- c. Confirm alterations within the flowage easement (elevation 392.6 feet) including location of proposed fill structures. A consent of use agreement with USACE Real Estate Division may be required

2) **Section 10 Permit**

Section 10 Permit regulates work and structures in, over and under navigable waters and is administered by the USACE. The placement of structures in navigation waterways (Cumberland River for this project) will require Section 10 authorization. A navigation assessment may be required to assess the potential of floating dock infrastructure on commercial and recreational traffic and adjoining commercial waterfront business as part of the planned waterside programming at Wharf Park. The navigation assessment may also include an component that requires evaluation of congestion and appropriateness of the recreational and commercial within the segments of the Cumberland River.

IV. Metro Water Services (MWS)

The anticipated permits and necessary actions with Metro Water Services are listed below:

1) **Grading Permit**

2) **Variances from the Stormwater Management Committee for buffer encroachments, potential compensatory cut and fill, Zone 2 permanent encroachments, etal.**

3) **Water and Sewer Availability requests including projections of future flow demands and payment of Capacity Charges.**

4) **Approval of any Public Waterline additions, deletions or modifications to the public system.**

5) **Approval of any Public Sanitary Sewer additions, deletions or modifications to the public system.**

6) **Private Site Utility Plan approvals related to new water or sewer taps and connections.**

7) **No-Rise Certification with supporting technical documentation indicating project alternations do not impact floodplain.**

V. Metro Planning/ Codes Department

Preliminary project coordination meeting with Planning Department staff (Community Design) to review existing civil conditions and planning goals on behalf of Metro Parks; and to discuss zoning, urban forestry and permitting requirements for approval.

With its location abutting the Cumberland River, the Wharf Park project area resides within Nashville’s Zoning Ordinance, subsection Downtown Code District (DTC). As such, all improvements occurring at the site must conform to the land use policies as described in the DTC district.

Per the Zoning Use Table - Recreation and Entertainment Uses are all permitted by right, and the following design guidelines are required.

Building Height: measurement of height (# of stories) - max height 18-25' based on floors.

Lots and Frontages: window glazing for all building windows must conform to glazing requirements.

Vehicle Parking & Access: minimum width, access to structured parking; Design specifications for minimum width for access and minimum spacing.

Screening & Landscaping: screening standards with interior planting and landscape materials specifications apply. Tree and shrub species type subject to selection recommendation from Urban Forestry.

Prior to authorizing use and occupancy approval, Metro Planning will require a review of the consolidated, final site plan with grading changes. The submitted Plat of Survey should highlight any potential easement alterations and/or removal of easements (Variance) if applicable.

Density calculations and replacement schedule details available in the Downtown Code.

Zoning waivers and variances would be processed as needed.

VI. Nashville Department of Transportation (NDOT)

Input from NDOT will be focused on the public roadways and multi-modal considerations. The public roadways involved in this case will be Anthes Drive and Hermitage Avenue. In particular, the intersection of Anthes Drive and Hermitage Avenue will need special attention due to the location being in the middle of the reversible lane transitions.

Approvals will involve the traffic group, multi-modal group and right of way work permitting groups.

Meeting Notes

Meeting Notes

Project Name	Wharf Park Master Plan
Project Number	AG1838
Meeting Date	May 18, 2021
Meeting Time	9:00am EST
Location	Conference Call
Recorded By	Laura Brusson
Purpose	Wharf Park Outreach with Metro Arts

Attendance

Metro Parks	Tim Netsch, Cindy Harrison, Amrita Chatterjee, Jackie Jones
Agency	Gina Ford, Susannah Ross, Matthew Macchietto
Zaragunda	Chris Wangro
HDLA	Robert Waits
Metro Arts (MA)	Caroline Vincent, Van Maravalli

Notes

1. Metro Arts: traditionally public art has donors supporting permanent sculptural things that are there forever, or supposedly there forever. The field is moving away from that, and so is MA.
2. But that brings **challenges around having flexibility to do programming** and temporary and performance-based things. Staffing capacity—who's going to staff that? Who's going to program it? MA doesn't have staff like that
3. There's **what they would hope to see versus what MA is actually funded** for and how do we get creative within those spaces?
4. Chris: is there anything like a public arts plan either for the park system or for the city or anything that served as a model or a guide that you like, or don't like?
5. MA: We don't have a designated one with parks...in **2017, we released our community investment, public art plan**. And so that was really kind of focused less on, it did touch on kind of geographic zones. It was really about the mission and vision behind our work and how we wanted to make the shift that Caroline was just touching on. This idea that public arts is a part of an everyday interaction that you're having as a citizen. Also, how is it engaging and improving quality of life at the neighborhood level, but also for local artists. And so I think that's where some of the programming component comes into play, where we've been exploring what's our relationship with parks and libraries and community centers and the role of artists residencies or local artists opportunities.
6. Work we've found to be successful, that's been on a small scale until now are opportunities to set the stage for programming. So I think that's a great example. That's a community center who did an artist designed basketball court. We have a project that work with Tim right now and his team and a really small pocket park called Senior park. And there is a narrow wall, that's our kind of first step into a rotating space that we're going to curate every, about two

and a half years and thinking about that as a backdrop for activation and gathering and events in that space. I'm trying to think of some other...

7. Chris: That all sounds great. I mean, I sort of don't want to get ahead of ourselves here, but it might be something to think about creating, even if it's not some huge master plan level document, but some kind of guidelines for public art or public programming for the space in so much as if we can create and memorialize some of the goals you have that conceivably from there, if everyone buys into those goals, we can then direct the programming in the public art, in that direction. So, the first step is get everyone to agree and then follow those guidelines forward.
8. And then as an agency, we're starting a sort of strategic and cultural planning process this summer. And I think the larger question around cultural spaces and big news and just spaces where people can rehearse or perform or have a music concert. I mean, I think music venues have been in the news lately in Nashville, if you haven't seen that. So I just think there is a question around cultural space. Is there enough? Is it accessible in neighborhoods too?
9. Civic Design Center did a report back in the late 90s or early 2000s around just a sort of a typology of public art. And then they called out maybe 40 or 50 spots and public art might go. And that was like pre our program. It was sort of the beginnings of the program--they updated it in 2007, that was the last version of it.
10. What content is actually in this master plan with regard to art and how, and the process that we go through to determine that, because I think we do want to address it in the plan. And so planning team, I guess I'm imagining that probably an easy part of the process is as we develop the conceptual layout program plan, it's going to be pretty easy to say, "Oh, this could be an opportunity to integrate art or that could be an opportunity to integrate art," and that's, I think that's probably worthwhile, but then there's all these other layers of consideration of programming
11. Some guidelines might be helpful versus physical specificity about where something's going to go—the designers have a sense of what needs to go where and then an artist comes in with something different-
12. MA I would prefer **more guidelines versus prescriptive**. We want art here or it's going to solve this design problem, or it's going to do this because I think that's when we just run in different tracks or does it really fit what the design is envisioned.
13. That also helps set clear expectations for the community members
14. Gina: our approach is really about thinking about how art becomes baked into a great public park. So this question of what does the master plan deliver that really works with the processes you all have in place, but also align with, the community, whatever the community's expectations are. We'll learn more this summer around what they want to see in the park. We're super flexible and want to do what's best in service of the best outcome, obviously. And we tend to, Chris's presence on the team, we tend to think in an integrated way about it, but also allow for that kind of flexibility where it's not super locked in or finite.
 - We know artists, as you guys are saying, artists have, are also creative thinkers that have a different way of seeing the problem. And so not wanting to put too tight of a box around them. So maybe it is some combination of open-ended opportunities and more specific guidelines.

There may be really key sites that we do have to give a little bit of shape to in terms of goals and is it in service of some bigger programmatic idea in the park.

15. Chris: Is it really public art focused or programming focused or it's more like holistic? Is there anything, you to in the world outside of Nashville? You talked a little bit about kind of what the downtown art experience is like, but are there things that you're seeing elsewhere in the world that you think you'd love to see? Even approaches that you see to art or ways of thinking about it that you'd love for us to investigate as part of our work?
16. The space is just making me think of very environmental work. I was thinking about Stacy Jones is someone we've worked with in St. Paul. And he has a space that he's developed, really by artists, but it's a garden and a farm. It's all **Frogtown** and it's just beautiful. And they have spaces for performance or like poetry readings, but they also have structures and it's also growing food for like community.
17. Gina: There's a lot of opportunity here that ecology is wanting, it's sort of very scrappy. And so the idea that there could be something productive and artful, it's really interesting.
18. MA: We're also really curious about the kind of **intergenerational components** and how they're inviting families into this space and teenagers as well. Parks are how are we engaging toddlers caregivers, parents, elderly folk. We're all kind of sharing this space together and then helping the arts and encourage them to engage.
19. Chris: One of the things that we've done, a lot of that we really love is thinking about this sort of meeting place between public art and play space--there's a meeting place between giant sculptural work and giant play spaces and things that make an adult squeal too.
20. Creation of an iconic sort of play area or playful area and baking that into the kind of design strategy is one way of making it, fun for the whole family.
21. Like **Rose Kennedy Greenway** at Boston.
22. As the crow flies, it's five minutes or 10 minutes of walking, but it feels like an entire, we have to figure out how to **make this feel really accessible and really an extension of the neighborhoods**.
23. One of the ways to bring people from the neighborhoods is to **create a programming of, and from the neighborhoods. Making people feel like it's their space** by showing their artists and their creative communities. Works every time.
24. Art components in Napier—we funded several, we have a program called Thrive, which funds artists in neighborhoods or projects that have been a few there. And then we did an artist residency there with a poet and a photographer, and there might be other things we can kind of pull out a few of those descriptions of things that have happened in that space.
25. Susannah: well, we are coming up against the end of an hour, but I think this has been really productive and helpful. And I hope we'll just be the kind of beginning of a dialogue as we start to dig into ideas and things in the coming months. But we really appreciate your contributions and hope we can come back to you with ideas as we develop them and work with you to really get something into the master plan that creates lots of opportunity without a lot of sorts of prescriptive things we want to stay away from.

26. Are there some key points at which we should check in with MA to make sure that you're tracking with the vision?
27. Certainly before everything is fully baked-At least towards the tail end of community engagement, so we can analyze that together
28. Gina: Yeah, we love input and we love dialogues. So it could be that there's a moment after the big community input push we'll have some sort of exploration options. It might be a good time to touch back in a little later in that process.
29. One of the things that makes this site unique compared to other Nashville parks is it's got some built in very defining physical and natural features. And then the other park that I think is going to be a theme through this is who we're planning this park for, and specifically, all of the other major downtown parks essentially function for major events. And that's fine. That's great. But we want to find a way to **make sure that Wharf park is not a commandeered for those functions and it's reserved more for residents**. I mean, obviously it's going to be connected. There's going to be a tourism component, but we need to make sure that it's not primarily or downtown economic development.
30. No bachelorettes!

Meeting Notes

Project Name	Wharf Park Master Plan
Project Number	AG1838
Meeting Date	May 18, 2021
Meeting Time	1:00pm EST
Location	Conference Call
Recorded By	Laura Brusson
Purpose	Wharf Park Master Plan Outreach with Nashville Rowing

Attendance

Metro Parks	Tim Netsch, Cindy Harrison, Amrita Chatterjee, Jackie Jones, Russell Lackey
Agency	Gina Ford, Susannah Ross, Matthew Macchietto
Nashville Rowing	Cory Sanderson
Gresham Smith	Don Williams
Rowing Community	Jon Ross Miller Larry Papel Lizabeth Theiss
Moffatt & Nichol	Mike Hermann, Mark Pirrello
HDLA	Robert Waits

Notes

1. Water access vs 60 ft boat, often 8th graders carrying boat
2. Metro parks worked well with rowers
3. Access to water is pretty tough, trying to figure out dock system, where to anchor
4. Flood ability – having boat structures be floodable
5. Concern with site-parking. No other way to expand programs. We utilize stadium across the way when we host 10th largest regatta in the nation
6. Trying to get disabled community involved, want ramps for handicap access from boathouse
7. Metro school incorporation to include rowing (connected to buses)
8. Boathouse is sited to work with paddle boaters, dragon boat racers, kayakers. If everyone knows the rules it's safer. They act as the community resource for water safety.
9. Lifelong sports, engaging youth, fitness, opportunity for community access to water (disabled and a full range of people)
10. Big race second weekend of October, take over most of the surrounding parking lots
11. How often are we talking about the area flooding?
 - Once every 10 years
 - Lower site falls in 100 year flood plain
 - Flooding stays at top of bank

12. Wharf park is an opportunity for a boathouse, and an active park for downtown and its constituents. Must be a larger fully programmed park to work (like parking issue). May require coordination for major events.
13. Love greenways as the ultimate connector-especially youth after school to play.
14. Floodable buildings are great, like riverfront park
15. Challenge: parking and building footprint. Related is metro stormwater regulations. Are there opportunities for variances in the project.
16. Picked site due to solid rock and interstate offers protection from barge
17. The gradual embankment is useful for boats
18. Wharf park preferred location for boathouse. TN Yacht club is trying to get a dock in front of TN Titans Stadium for hook ups and power. River north marina a potential. This is the idea spot for non motor boats
19. Boater safety standpoint—lighting interfering with navigational lighting. Barrier with interstate protects from barge. Education is a key part of safety.
20. Wish list-markers, also organization to handle boathouse, it's on them to explain traffic patterns
21. No ties on the dock. Johnboats are in a protected zone on inside between dock and riverbank
22. Look at CFS before going on the river, dictates the size of boat on river, at a threshold they go upstream first
23. Casual kayaker will want to go right towards downtown, rowers will want to upstream first
24. Barge companies are great to work with.
25. During the race they close the river for 12 hours at a time
26. Examples-
 - Pittsburgh has good policies and safety matrices
 - Chicago river downtown – good rules to the road
 - Park users- swim lessons, community space to bring in entire family, examples like row NY (academic support, holistic approach to kids + families). Some place for parents that's enriching?
27. Boathouse could include event space/fitness center/outfitter space
28. Reaching out to HBCU/people that don't have access how to you bring rowing out- mobile rowing machines. Making the jump to rowing. Potential to start crew teams with local universities (room to grow).
29. Boathouse is an activity center, and will support programs symbiotically
30. Vandy has a diverse rowing team
31. To consider: Parking, partnerships, programs/space needs

Meeting Notes

Project Name	Wharf Park Master Plan
Project Number	AG1838
Meeting Date	May 19, 2021
Meeting Time	12:30pm EST
Location	Conference Call
Recorded By	Laura Brusson
Purpose	Greenways for Nashville Board Meeting

Attendance

Metro Parks	Tim Netsch, Cindy Harrison, Amrita Chatterjee
Agency	Susannah Ross, Matthew Macchietto, Brie Hensold
McNeely Brockman	Kelly Brockman, Kim, Staci
HDLA	Richie Jones, Rovert Waits

Notes

1. Beaut de Chemant Park in Paris brought up as good case study
2. Homelessness brought up as an important issue
3. Public art at site – very visible from Interstate
4. Sudekum/Napier is critically important neighborhood. The team discussed the outreach to community
5. Work currently being done at Trolley at Peabody Development
6. TN School for the Blind – There is room to create a trail through this site. This is state owned → the ownership trust is “entangled”. Deed may restrict future uses.
7. There is a need to acknowledge homeless as a neighbor and community. Also acknowledge tourists as users.
8. Need to clarify and use proper vocabulary for Nashville’s current greenway system.
9. This is an opportunity to bring native flood resistant plan communities to this site

Meeting Notes

Project Name	Wharf Park Master Plan
Project Number	AG1838
Meeting Date	May 24, 2021
Meeting Time	11:00am EST
Location	Conference Call
Recorded By	Laura Brusson
Purpose	Wharf Park Master Plan Outreach with Parks Staff

Attendance

Agency	Gina Ford, Susannah Ross, Brie Hensold, Matthew Macchietto
Metro Parks	Tim Netsch, Cindy Harrison, Amrita Chatterjee, Jackie Jones Darlene Morrow, Denise Weyer, Jackie McKinley, Jim Hester, John Holmes, Monique Odom, Randall Lantz, Rick Taylor, Wayne Evans, William Manuel, Stevon Neloms
HDLA	Robert Waits
Zaragunda	Chris Wangro

Notes

Gina: Tell us a little bit about your **hopes and dreams for this site**. What's your biggest vision for what you hope happens here during this planning process?

1. Last time we talked about a **maintenance facility**. Really that this park could serve a really important maintenance node within the network of spaces because of where it's located. What else on your minds?
2. John: **access to the river for rowing and water recreation—yes!** We met with some rowing constituents, recreational water use constituents, last week, and the idea of the site offering vehicular and shallow-grade access to the water makes it a really key place for water engagement.
 - John is asked: we're going to get some interest or maybe pressure from motorized, either users or business interests. And in the discussions we had with the rowing club people, they feel strongly that those are not compatible on this site. Do you have any thoughts about that?
 - John: I don't have an issue with that. I mean other group, and it's kind of what Jim actually takes care of the paddle board groups and the kayaking groups. **I would have no issue with it being restricted to a non-motorized**. That’s happening elsewhere on the river—new permits and a couple of park for a company to do that. And they're in the process of developing a marina upstream, and then you've got what's going down with Oracle downstream. I think we're going to see a tremendous amount of development of the river over the next five years, and it will be accessed for the motorized. Unless Jim feels that otherwise, I would say I would not have an issue with this not being a motorized access point.
 - Jim: I agree with that. I'd rather it not take motorized, but we would want to include **all the paddle sports, not just the crew and shells**

	<p>with the paddleboard, kayaks. Public access, as well as permitted activities. The riverfront gets blacked out by events and things, so it would be really nice to have an alternate location.</p> <ul style="list-style-type: none"> • Rick: With the motorized, you'd actually have to have a much bigger footprint for parking with the trailers, and I think that would just create a bigger issue down there. I'm not for the motorized on that site. <p>3. Cindy: I know you've already talked with our Greenways group and I know I'm doing dual roles here as staff and department, but I'm going to talk through things from a Greenways and open standpoint.</p> <ul style="list-style-type: none"> • Connectivity, obviously one of the main points that we have with the Greenway, and understanding that this is part of the larger City Central Greenway System, and that we've got connectivity points set up. • The Peabody, which is a development that's going to happen to the north of Pinewood Social. It's a redevelopment of that Greenway. And with that redevelopment, they're going to also construct a Greenway ramp, down to the railroad level. • So between their development and Wharf Park is property that I believe is owned by MDHA, so we need to think about getting Wharf Parks set up to connect the Greenway to that gap space that we'll have to come in later and address. But there's that opportunity. • When you go beyond to the south of I-24, or 40, there's a development that's gone partially through planning that knows that we're expecting Greenway easement there. So that connectivity is going to continue onto Brown's Creek. So it's that larger picture there. • Of course, over to Napier, how we make that connection. • Connection to the water is, as you've already talked about. • Also, of course, conservation of natural resources, and I know that you've addressed that. • But the Tennessee school for the blind continues to be really important. That connectivity up to Rolling Mill Hill. I think there's an opportunity there. I've got some information I'll send you that we've gotten from the land trust about that building and that property. But hopefully finding a way to utilize that space, the open space in front, I don't think we want to own the building, but maybe there's a partnership there or some type of activity. And obviously we have to look at those constraints in that deed. • Being able to come up with a Greenway along Hermitage, but stepped back from Hermitage, to connect to Rolling Mill Hill, is so the lower and the upper connection on Rolling Mill Hill. • Trail, along the railroad, and if there's any opportunity there. I don't know how the Music City Star operates, but if there's an opportunity to pick folks up and carry them on out of town, or even to the park, both directions, at least like to look at that. • Equity, of course • Any opportunity to do a loop so that we don't end up with just walkways within the park that can't accommodate multi-use. <p>4. Randall: make sure that we really concentrate on Water's Edge. We have not been very successful with Water's Edge. In fact, it's been sort of a disaster</p>	<p>everywhere. I don't know what you do to make that work, but anything gets covered with sand, the blocks get washed down the river. This is a lake, so it goes up and down all the time. It's not just a flowing river. So that makes a big difference the way we treat it. So I hope we consider that it's very difficult to maintain those edges.</p> <ul style="list-style-type: none"> • Gina: Agreed—the reason you're describing other places as kind of a disaster, mostly the maintenance demands of flooding and dynamic river. • Randall: yeah, the flooding covers in sand. And one thing we have now, we have artwork downtown. We cannot access artwork because the way the design works. So we have to be, well, there's not much in the way of this from, but also be really aware of what's already there and accessed. But that's been something we've not been real successful, with Water's Edge on both sides of the river. • Gina: Yeah. It seems like a great opportunity here, but we have a lot of questions around maintenance, but let's continue on the hopes and dreams and we'll come back to maintenance. <p>5. William: to piggyback on what Randall said, we have had issues at Cumberland park, which is on the other side of the river bank with compromising of sidewalks. We've got a mechanical ball that has dropped. We report an area down there because it had dropped due to the waters rising during flood. And I just hope that when this is built over here, that we look at that to be sure that, if we put buildings or type of structures close to the water like that, that we'll take in account that with the rise and fall, there could be some compromise to those structures.</p> <ul style="list-style-type: none"> • Gina: We toured that park and I remember much of the hard infrastructure is up a little bit higher, right? That it's much lower on our side of the river because we're on this low bank, kind of flat flood-prone condition. You're saying that basically, there's a lot of subsidence. That their settlement, and is that right? • William: Yes. <p>6. Rick: Because bank stabilization on that, because that's going to be the outer bank, so you're going to get more erosion. The water's going to be swifter on that side. You're going to get more debris coming down the river, hitting that side of the bank. So bank stabilization and infrastructure design there is going to be critical for this to be successful long-term.</p> <ul style="list-style-type: none"> • And from a greenways perspective, the closer you put it to the river then there are higher probability of flooding. I mean, the Greenway needs to come in there, but I think if you bring it in and keep it on the high side, away from that flood area, and then connect it with permanent trails or whatever, I think that would work. • Gina: in our experience on the low bank side, the outer low bank side of rivers like this, is also that the sand and sediment drop is much greater. Is that your experience on other parks on the river? Sounds like it, just confirming. • Rick: Yeah. Most of the Greenways we have here close to the river will get sediment, water, and you'll see we'll get mud and sand, et cetera, and just various debris items. And so it requires us to go and clear it out
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- and that can take several weeks to get to that, especially when it's city wide.
- Cindy: I agree with Rick on that. We can have trails, connectors down to the river and certainly, we should, but it needs to be up higher because for them to get down and clean that off. When you consider we have over a hundred miles now across the county, and most of them are long waterways it's a maintenance issue and a user issue.
 - Gina: So having some sort of more stable, operationally easy route, and maybe some more ones that can flood closer to the river, that are more options?
 - Cindy: Except that lots of people go north to south without that maintenance issue. And then there can be secondary access points, but not that are critical to getting from one end to the other, because people will use this as time goes by to get around town, in addition to the recreational uses.
 - Gina: I was looking for the word reliable. So a reliable through-path and some sort of offshoots I am hearing.
 - Cindy: Yeah. And I would say too, typically we built our widest trails are 12 feet wide, I think we're finding that our urban Greenways probably need to be a little bit wider than that. And going through the park, there's probably opportunities where there'll be Plaza spaces and that type of thing. But **a 14 foot wide Greenway, if they can be accommodated, is certainly better for user groups.** And then **areas to store bikes,** since it's a destination park for the trailhead, they need a place to put their bikes. And whether it's part of the rowing building, I don't know where it needs to go. Probably various places and trailheads of course, at various locations and signage, wayfinding signage, all that.
7. Gina: Do you all have a sense of the **kind of program you could imagine** uses, that either you've seen be successful in other neighborhood parks of this scale, or that you think might be resonant with the communities adjacent to this, or any ideas about clearly the water usage, the water sheet activation, and the potential for rowing here. Other things you think?
- Cindy: **outdoor education,** environmental education. There's opportunities for that with the River's Edge.
 - Darlene: Anything on the grounds that's tailored towards children? So it will be more of a **family destination.** I agree with Cindy. Outdoor education will be great to have in the park, but it would also be great to **have features that are geared towards children.**
 - Gina: Are there things in the system that you look at today that you think are fairly been successful with kids and families, or things that you see elsewhere in other communities that you think might be worth considering here?
 - parks that have shelters and playgrounds tend to bring more family activity.
 - Randall: **Does anybody do fishing anymore?** I'm not even sure. I think you can fish in any river, really, but do you see people fishing on the river? Would you eat the fish out of that river? We see a lot of people in our lakes try to fish and we sort of stopped dealing with that much. We don't see the stock like we used to, so I'm just curious. And I hear the

- maintenance guys over here talking about taking their boats out and fishing all the time. And I'm just wondering, **do we need to look at that as a water activity too?** They usually go to a lake, though.
- Gina: we can look into that. It's a great activator and something we see get asked of us on riverfront projects more and more these days.
 - also to the previous point, it could be something that is multi-generational, right? I think a lot of people have memories of doing that with parents or grandparents. So it could get to the kids idea too.
 - Gina: And we've been trying to think also of like what program pieces **uses and activities are complimentary with the rowing and the water access.** Like how do you start to think about this being more than singular program destinations, but **imagine a whole day of family experience?** And so that could dovetail nicely with that.
8. **what about splash pads?** We have a good one across the Cumberland River there that's pretty popular. Another one on the other side might be a good venture.
- Gina: Your splash pad at Cumberland is world renowned.
 - Randall: Let's talk about which side is world renowned.
 - Gina: Let's hear a little bit about that. Because I'm assuming given how complex it looks, it's hard to maintain. Has it been okay? Equipment wise maintenance, the amount of time that goes into it?
 - No--I'm hoping we can build one there and fill the other one in, make it a skate park.
 - Randall: Here's a problem with this. With all the common spray parts, as long as the health department keeps demanding that they be, have somebody have to staff them and they can't just run on their own, which is the way most communities do it. They're of very limited value. Two months out of the year, it's not worth it. Cumberland Park loses its soul when spray park is closed. When the spray park open, it's active, it's a wonderful, it's fun, it's everything's going on. And then spray park is not there, it's pretty dead.
 - Gina: And it has to be, that's the finding in the health department, it has to be staffed?
 - Randall: Yeah.
 - Gina: Fully staffed to operate? It's all splash pads or is it a function of that specific design?
 - Randall: All of our splash pads right now, except the one we don't talk about, but we won't talk about that one.
 - But that's too bad, and I think we need to work with the health department on that because other cities do this, but it takes the soul out of the space when we can't use the central feature. And it's been very disappointing at Cumberland because we can't use that feature but two or three months out of the year,
 - Gina: in our experience doing splash pads, it's always been a depth issue. If you keep it small and over a certain depth of water, most municipalities don't require staffing. So, that is unique.
 - Speaker 6: It gets treated as a swimming pool.
 - Randall: Cumberland tends to, with the way we're currently running it, it tends to build up and gets a little deeper then, but that can be changed.

- But it just seems that the health department doesn't seem to want us to have a splash pads. Rick, speak up. Rick? Where'd he go? Okay.
- Rick: I'm still here. The health department doesn't have an issue with us having splash pads. They simply rule them the same, or find them the same as a swimming pool, which requires the staffing from a chemical balancing standpoint. It's not a lifeguard standpoint, but from a monitoring standpoint for maintaining your water chemistry. And you have to have restrooms.
 - Okay, but we're unique on that in the country. And I'm not sure why we're unique, and I don't know why we don't have an in-depth conversation with health department about that because there's, help me out here, but there are people all over the United States doing these things without those facilities, and they're very successful. Downtown Atlanta. You know, the fountain in downtown Atlanta.
 - Gina: The restrooms, the kind of water quality monitoring, those are standard fare in all splash pads, but really we've not seen, unless it's got depth, the need to have staffing at regular splash pads. So yeah, I think it's a great point you make, even just with the one investment you've already made and making sure that soul is active as much as possible. Okay. So there's some big strings attached. So thinking about a splash pad or water system here. Thanks for being brave and bringing it up, despite that.
9. Cindy: **built-in flexibility.** Being able to bring in **food trucks** and have a designated spot for those. Being able to have a, if it's a **mobile stage** for programming, that kind of thing to build in those locations that maybe they have multiple uses, so that they're not barren when there's not a programming activity going on. But I know the amphitheater over at Cumberland Park seems to lend itself to that a bit, but even something maybe even more flexible?
- Randall: our mobile stage needs a solid platform to be used. So it has to be on pavement. And we don't seem to remember that a lot on our designs. Maybe someday we'll get another kind of stage, but right now it has to be on solid surface
 - Gina: doe the department's mobile stage work well?
 - Randall: It worked...we have a lot of departments tell us, "Oh, the stage."
 - Susannah: What size is it?
 - Randall: It's huge. I don't know, anybody know? It's a semi size, but it's very complicated. Has to have staff with it all the time because it's a lot of hydraulics involved. Very hard to use and we're very, very limited in what we could do with it. It's not very mobile. It's 20 plus years old.
 - Gina: We hear that a lot—It almost disincentivizes its own use at some point, because it's hard to do. And I think with a lot of what we're hearing in other parks across the country is a **real emphasis on lighter, easier-to-use infrastructure** that enables more equitable use of facilities so that it doesn't require big time, big dropping in a stage. I don't know if that's something you all are seeing as well. In other words, power, easy ways to use sites for smaller scale.
 - Chris: To elaborate on that. Just curious if we could build in a small or medium-sized performance stage with some basic amenities in it, so that people could use it more easily, as it becomes a much more equitable, sort of democratic space. Is that something you think would be used by the community?
 - Tim: It'd be useful for us to look at all of the other stage or performance spaces in the parks in the vicinity. So Riverfront Park, Cumberland Park, et cetera. See how those work together and see where something on this site might fit in terms of the infrastructure for performances.
 - Gina: it just seems from our very early experience at those places, Tim, that you have a lot of infrastructure. But this might want to be maybe in that ecosystem. Might want to be smaller, more neighborhood-scaled, just a thought.
 - Tim: That would be consistent with some of the previous discussion about making sure that this is a part that is for residents, and isn't designed for the tourism, explicitly for the tourism market downtown.
 - If you design space it's got to function as more than just that, it can't be just dedicated as a stage. Because it won't get used very much, so most of the time it'll be sitting there not used as a stage. So you need a bit of a think through that. How does it get multi-use that can also be used to say rather than a stage.
 - Randall: In the old days, you would do a shuffleboard court, then that would turn into a stage. But of course, we're not doing shuffleboard anymore. I don't know what's out there as far as those kind of uses.
10. Randall: I'm also intrigued about, it's close to Napier and I feel like **Napier is a little shy on active use stuff**, and even picnic areas. I don't think Napier has access to picnic spaces. And yes, we know we have problems with shelters, and homeless, and all that, but that's part of the programming that could go on. But I think **Napier really, that side of town really needs some family kind of things for youths there.**
- Gina: I think there's a recreation facility, right? And some small parks. And so yes, this feels like it could really offer something unique and different
 - Denise: Napier, Lafayette, downtown, that whole area **doesn't have really any access much to nature.** And with this part of being located on the river there. And there's already, it looks to be planning for some ecological interpretation. That might be a **good opportunity to give a neighborhood that doesn't have a lot of vegetation, to walk amongst the trees and the river. That's a special experience.** So, that would be a great feature there. And we could do interpretation. We could do programming, but you can do that along trails and in small little outdoor classrooms. We don't necessarily need a big stage for that.
 - Randall: Well, I think Denise, we need to, we're going to have ticks, we're going to have jiggers, we're going to have mosquitos, and that ought to be part of it. Talk about it. And I don't know about the sign. The signs will get washed away because it will get washed away. But again, I think **water's edge is a cool spot to be.** And somebody up in the Greenways because the Greenways, we lose the water's edge. We tried to build them along the rivers, and we can't get to them to keep them open, so they grow up, so you can't do the water anymore. So it'd

- be nice to really **make sure the water is the feature**, that we can really see it.
 - Denise: The water is the feature, exactly. Exactly, Randall. And capitalize on the fact that there is some **native vegetation** still left down there. We could develop the areas that are more upland that's full of Ailanthus. And I think it was Bush honeysuckle. So, that would be great for development in the higher areas. And lots of use of the river, all along.
 - Denise: **Nashville's special in that we have this beautiful river running right through our downtown area. And we have beautiful nature right there in downtown.** I mean, it's such a special opportunity. In a neighborhood that doesn't have access to nature that'd be within a short walk and drive and bus ride. You want to talk about opportunity, that's it.
 - Randall: **Getting across Hermitage Avenue from the Napier side,** I don't know that they need to do bridges, but that's a pretty busy area to cross over. But making it easy access for foot traffic. We keep talking about "I'm so tired of bike ways," right? I think Greenways are great, but all of these bike lanes are bringing up that I never see bikes on. But if they make sense, if they connect Napier to the park with some sort of Greenway, bikeway, whatever. To me, that decent access that really well thought out. I'm curious about how we're going to get from the high point, up where the road middle of Greenway down to the road. That is a long way down.
11. Gina: that bluff landscape, that **sheer wall of stone, is also super beautiful and fascinating.** When you look at it, it's sort of a unique geologic occurrence in the city, from what we understand. So, there's an opportunity there to do a nature engagement, even as you're coming down that slope, which is pretty cool. I think we're coming up on time, so I just wanted to say thank you. And also just say, we're going to do our broader community engagement in July and hear from the community, so hopefully we start to see some of the things you all are talking about resonant also in the things that they talk about, the community talks about.
12. Gina: And then we'll be looking at probably wildly different alternatives for how to think about the site. So the Denise's Oasis, Water Oasis, river schemes, cooking already in the brain. But there might be others, just to test with the community, too, and with you all. **What's the highest and best use of this site?** What experiences can it offer that other parts of the city don't. So, you're right. The river makes the site really, really unique and special.
13. Susannah: I just want everybody else to know that we will be regrouping throughout this process. And I'm sure that we'll be getting in touch with some of you individually, or with your divisions also, as we start to dig into specific questions that we need your expertise on. So this is the beginning. Thank you all so much. And if you think of things you didn't say in this setting, feel free to shoot us an email. We're always listening.

Meeting Notes

Project Name	Wharf Park Master Plan
Project Number	AG1838
Meeting Date	May 25, 2021
Meeting Time	4:00pm EST
Location	Conference Call
Recorded By	Susannah Ross
Purpose	Wharf Park Master Plan Outreach with Historic Commission

Attendance

Metro Parks	Tim Netsch
Agency	Gina Ford, Susannah Ross, Matthew Macchietto
HDLA	Robert Waits
Historic Commission	Tim Walker

Notes

1. Gina: remnants on site: a lot of utility lines that just come to the surface, gas manholes, that are above ground. It's a thorny rubbly thicket of things. There are a few, the kind of working waterfront pieces are pretty interesting. I think we'd love to dig into those more. And our waterfront engineers did give us a really nice summary of kind of the pieces that are remaining and what they were used for and how we could reuse them. So I think there's some of that that we're kind of already doing.
2. Tim N: If there are gaps in our understanding of the history, would be good to some awareness of it before we got into the first round of public meetings, which are in late July or early August.
3. Tim W: We'd have it to you by the end of next month. And if there's a way to share, I noticed you recorded this, share this. I'd like to share it with the county historian and whatever staff member I assign this project to.
4. Gina: Absolutely. And we can pass along the deeper deck to you, which has a little bit more depth. This is really our analysis phase. The next phase of work will be options and exploring possibilities for the site. And so, certainly by then, it would be lovely just to know if there are things we should be incorporating or thinking differently about. So I think we have, I think we have some time, hopefully it's enough of a generous amount of time for your team to do some digging.
5. Tim N: That would be so great. And Gina, does the full slide deck communicate the sources that you guys went to? Or could you provide Tim W a list of the sources that you went to?
6. Gina: Let me share now, just to just show you. We did basically a kind of timeline of history and yeah, we have some sources, noting some of the key findings trying to pull in storytelling components that along with sort of maps. We could source actually the maps too, and where we found them. But this is about sort of the geology of the bluff and some of the uniqueness of that element, which is pretty special. There are people that actually do scavenger

hunts looking for bluffs like this, to find fossils and find old remnants, seashells from when this was actually a riverbed or an ocean bed.

7. Tim W: Our team does that.
8. Gina: Yeah, it's beautiful. That's not something we have in our park systems in Boston, per se. We did not find a ton about indigenous history on the site specifically, although of course the river and the topography make it really central to the way indigenous folks would have moved and some significant battles and conflicts, which you probably know a ton about here. But nothing necessarily specifically related to the site that I could find on that front.
9. There's a really beautiful moment where you see that bluff and the old map of the city and how the site sort of nestles into that. This is the old water works.
10. Gina (looking at historical map): So you see there's something up on the bluff and then something down on the site. So I'm assuming there was a relationship to the river drawing out infrastructure. So some of that could be remnant. Some of that old piping could be there.
11. Tim N: There are, as you walk along that section of railroad track from Wharf Park toward downtown, on the bluff or built into the bluff are some stone old stone steps and other remnants that we need to know more about. I wonder if those were associated with the water wars.
12. Gina: Could have been right here, right? Yeah. That connection. No doubt.
13. Gina: We want to go back out there too, but there was this pandemic. So hopefully soon. We just had one rainy walk and it was lovely. It got us in intrigued by the bluff, as a character defining feature. It really does feel like this is one of the unique moments in downtown Nashville, where there is a geologic condition like this up against the river. It's very cool. Bunch of old maps associated with the war, Civil War. Kind of the armament and how that extended to our site, these kinds of lines of the different battles, which made perfect sense, given the topography. So we have lots of maps we've pulled of that era. A little bit around the rail line. The Tennessee Central was plagued. I remember it was, you know better than I do, but really just never, never was a fully functional financially sustainable enterprise, but was significant nonetheless and has left that mark on the landscape.
14. Gina: The shift to the sawmill industry and some of the sawmills. And also these are some Sandborn maps of the site. This is our site, as you can see, and we pulled a bunch of those. And you see the site as the highway came through, you see it in construction here on the left, the highway. And then there's our site, the triangle. And here it is from the other direction, as the highway was realized. So a little bit of a historic site, but you see not much present on our site except for the waterfront infrastructure, which remains. Those two dolphins or piles. And then this is today. So I think... And then we did a little bit, this is the topographic map I showed you already, but we also did, oh, there's our, there's our bluff. That's pretty significant.
15. Gina: And you see, it's got a kind of that wooly vegetation, Matthew talked about, and then you see these moments of the kind of rock out crops, which is lovely. And here's another great image of it. So it's a pretty special feature for a park of this size.
16. Gina: There's this analysis, which just showed a steepness, but there's a tangle of tank foundations, the kind of quarry edges, the gas and pipeline easements, sewer easements. And when you're out there those things are not hidden.

They're like you get moments where they poke to the surface and it's a real tangle.

17. Tim N: The foundations I think are probably the most obvious and widespread. They're pretty remarkable on site.
18. Gina: Here is some more of our imagery of the site. Great view to downtown, and then this is the contamination map.
19. Gina: Looking to see if I can see the staircase in the topography, Tim, but I don't see it. Maybe here.
20. Gina: You get a sense of all of the little micro changes to the site drainage ways. And the terracing to get things out of floodplain or to contain potential leaks. So earthworks that were done. More for industrial purpose. So that's the full deck. But we also have a deep folder that we pulled from to make those slides
21. Matthew: Any resources you could share, Tim W., that would be appreciated
22. Tim W: Happy to do it. Thanks for chatting with us. Any last comments or questions?
23. Tim N: I appreciate you taking the time Tim, and we'll continue the dialogue and touching base again as we go through the process. Even if we determine that there aren't remnant historic features there, or maybe isolated, like the tank foundations, there will be a lot of interpreted themes that potentially get identified in the master planning phase that we'd love to have you vet.
24. Tim W: Sure. We're happy to do that. And we can, even as we're doing this initial work, any images we might find that you don't have we'll add those

Meeting Notes

Project Name	Wharf Park Master Plan
Project Number	AG1838
Meeting Date	June 4, 2021
Meeting Time	2:00pm EST
Location	Conference Call
Recorded By	Susannah Ross
Purpose	Wharf Park Master Plan Outreach About Homelessness

Attendance

Metro Parks	Tim Netsch, Cindy Harrison, Amrita Chatterjee, Jackie Jones
Agency	Gina Ford, Susannah Ross, Matthew Macchietto
Metro HID	Judy Tackett, Abigail Dowell
HDLA	Luis Venegas
Metro Police	Brett Kenny

Notes

- Judy: I'm Judy Tackett. I'm with the Metro Homeless Impact Division. We are division of Social Services and doing planning and co-ordination around homelessness. Abigail also with MHID
- Susannah: Brett Kenny is trying to join by phone and having some trouble, so I re-sent the phone number and passcode and hopefully he joins momentarily.
- Tim: As you probably already know, the Parks Department owns this property where there is a large population of people living. We refer to it as Wharf Park. That's not it's formal name, it doesn't have an adopted name by the park board. So, Wharf Park is it's working name. A year or more ago we enlisted Agency and a team of other very smart consultants to undertake a master planning process. We got into it a bit. The project was frozen. We re-launched a couple of months ago and we are meeting with various stakeholder groups now with the intent of having a first round of public engagement on this, this summer. So, our intent before we talk with the public about the park is to make sure that we have a full understanding of all of the existing issues that we need to be aware of that need to inform the plan. The population of people living on the site is one of those issues.
- Tim: The master plan is only a master plan. It's not construction documents to build anything. We have no money to build anything on this property at the moment. Typically, the sequence on a park development project is we first complete a master plan, then we may or may not get funding to undertake a design process for a phase 1, which in and of itself can easily take a year. And then, if we're lucky, we get funding to build it. So that means that if we have about a year's worth of master planning to do and if we're lucky we get money for design. That would be another year, so **it could be two or more years before we're actually pushing dirt on that site**. That gives you, in very broad terms, an idea of the timeline that we might be looking at for actually starting development of the park.

- Gina: I'm going to do a rapid two minute summary which is that we're doing focus groups now. We're going to come and do our first community engagement in July. Really excited to talk about this site and the structure of the community engagement will be talking about four dimensions of the site:
 - Understanding its history as a largely industrial site.
 - It's got some interesting topography and interesting relationships. Talking about the river access being really key, and understanding the issues of flood dynamic and access to the river that are important for this site, and the way that it fits in with that system.
 - Thinking about how it can meet needs of adjacent communities in ways that are not met today by the park system, so both in terms of big, open 25 acre site, what can it provide neighborhoods like Napier Sudekum that have some assets but are not well served by active public space.
 - Lastly, really how it fits into the Greenway network. Thinking about how it's really a critical connection in some broader regional systems.
 - These are the four ideas: Connectivity, history, park use and the riverfront**
 - We're really excited to learn a little about the work you're doing and how that dovetails with what we're starting to think about on the site and learn more from you, but happy to take any questions about the site and its physical context or the planning process.
- Judy: I'm very interested in the exact location, because that's going to be one of first questions we going to get. Rumors are already flying. **If we can walk away with a few talking points: where people can be engaged, the exact site, the timeline**—these are going to be the questions we're going to get immediately.
- Gina: this is a little site map that shows the park in context, so you see just south of downtown on the river. Hermitage is the western boundary. You see just south of it is Napier Sudekum. As we described, it's a 25 acre plus or minus property that also includes an access easement right of way under the existing highway overpass, which as we have seen in the past is where there are a lot of folks living today. It comes all the way up to Hermitage which has got about 80 feet of grade change, so today you might not even fully perceive the site, it's low down to the river in the flood plain.
- Judy: Can you go back and point out where Anthes Drive is? (team points it out) The site includes the entire properly under the bridge as well, right?
- Tim: It does, but we don't own that property under the bridge. That's TDOT Right of Way. So they have given us permission to include that area within the master-plan boundaries, but we don't know what they are or are not going to allow us to do on their land. The rest of it we own.
- Judy: that helps. And we can open up for your questions for us, what we know so far.
- Tim: You said there have been rumors flying, and we've had some other consultant teams down there on the sites, so that doesn't surprise me. What are the rumors that you're hearing?
- Judy: Well, it was connected to the Jefferson Street Bridge timing, that encampment there. It was that June 1st everybody would have to leave. Everybody would be evicted from round there. I think it was also, you know where that property was where the carriages were stored. So I think there was some purchasing of that property and I think through that the rumor was there

- was some people, as I understood, who had with permission for those carriages and they probably had to move out.
13. Tim: That's an interesting one. I'm going to follow up with our staff on that. Years ago we had given permission to... Some of the people that operate horse-drawn carriages downtown to store some stuff there, and I had seen what looked like something that somebody was living in. This was a couple of years ago, out there. And I need to follow up with our folks on the status of that agreement with the carriage folks.
14. Judy: I don't know the details but that's how the rumors started first. That June 1st deadline, and I told everybody no that's not true and we're going to get some more information with talking points. This encampment has a long history and then was, in 2010, completely flooded out, so for a time there weren't many people staying there. And then popped back up, and right now it's the largest encampment in town.
15. Tim: You know how many people live there?
16. Judy: I hope Sergeant Kenny will be on there because he's down there regularly and he would know, but it could be fluctuating to **just under 100**. It's up and down. This encampment is very much fluid, where people come in and out, so it's really hard to nail down on any given time. The latest I had heard, a few weeks ago, was around 90. That may have already changed, so it's something to keep an eye on. **Through COVID we have gotten more dollars into the community to address homelessness than we've ever seen.**
- Our goal was to house 400 people, mostly from outdoors, by the end of 2021. As of now, we have about 355 people. When I say we, it's really community effort. It's non-profits doing the work. Non-profits getting the dollars.
 - We're doing planning coordination with them on how it's done and advising and landlord engagement, things like that. 355 people have obtained housing, but the pace has slowed down somewhat. But the good news is, through the American Rescue Plan there are more dollars coming in. We know that we are going to have about 500 housing vouchers. There is going to be another real effort to house, and that's above what we regularly do. So this is actually good time for us with a timeline of one to two years to really be very open with everybody on what's happening.
 - We need to start a coordination and have a plan around how this site is handled. Need to have this conversation--here's the timeline, here's the exact location--let's sit down and we can then really handle how we coordinate with the people who live there, and how we also include them in their goals for the next one to two years, and really set goals with them, and how we work with the non-profits towards that. That's the only way that we need to work towards putting numbers, lowering the numbers of people who are living there, to just focus on housing opportunities and work towards that.
 - We can easily go back and by early next week have a better estimate of numbers of people living there.
17. Abigail: We've also received an increase of funding for our outreach.
18. Tim: We're happy to continue to work with you and keep open lines of communication . But my part is just the master planning part of it. Jackie, do

- you have other thoughts about ongoing communication or coordination with HID on this, beyond the master plan?
19. Jackie: Judy and I pretty much stay in contact in regards to what it is and we could do at any given time, so I'll make that the priority. We always stay in touch and we will keep in touch on an ongoing basis to monitor what it is that we need to do in regards to communications at any given point in time.
20. Sergeant Kenny: This is Sergeant Brett Kenny, Metro Police Department.
21. Judy: Jackie, I will reach out to you early next week, to confirm some talking points. **We want to make sure that the parks department knows exactly what we at HID will communicate to the people there, so that we're consistent and correct.** Sergeant Kenny, how many people do you know? With Troy not being around I really don't have the latest on the number of people at Old Tent city.
22. Sergeant Kenny: At least 60 now. **Probably 65 to 70 might be more of an accurate number.** Some of it fluctuates depending upon people moving from there as a permanent location, but probably at least 60 people that I would say reside there.
23. Tim: Have you guys had any **discussion or coordination with TDOT?**
24. Judy: We have a really good contact at TDOT. Mike, who lets us know and always reaches out to us when they have any issues, but this is not big on their radar. They're very aware of it but they're not focusing this encampment at this point.
25. Sergeant Kenny: TDOT, when I've had conversations with them, they've participated in three cleanups probably in the last six or eight months, and every time that I've reached out to them they've been real helpful and cooperative. Working alongside with us.
26. Judy: We have already a lot going on with outreach coordination—how we work with non-profits or how we work with other, it's really good right now, to have these conversations and these meetings.
27. Tim: Re: the public meetings in July... Most members of the general public are not familiar with this site. But nearby residents are going to be among the groups that we promote these meetings and target for participation and I think it's probably inevitable, or at least we want to get prepared to respond appropriately to questions that come up about the encampment. And obviously if there aren't answers, there aren't answers. We don't know what kind of **questions are going to come up in the public meetings about the encampment and we want to be able to respond appropriately or refer folks** to the appropriate people. Can you guys help us formulate a response or be prepared with strategy on how to answer those questions?
28. Judy: That's why I'm pushing to get with Jackie next week. Once we talk to the non-profits we will get a good feel for some of the feedback and some of the pushback that you will get. It also depends when you have your first public hearing. The closure of another encampment right now is not going to help if you have it very soon. Because some people are upset, and the other thing is we have the business on site: Pyle Concrete--it's a very nice guy but he's very upset about the encampment. I anticipate you will get some people who are upset about the encampment and something needs to be done sooner. We just need you have the right message about what's going on, how we actually trying to get people into housing and resolve homelessness in that area.

29. Tim: We will own the Pyles property. We don't own it yet but we have rights to it and all of the terms that we are going to own it, and we heard earlier this week from Metro Public Property that the current timeline for that business to move out of that property and for us to close on it is August. Sometime in August, this year. So they're going away.
30. Judy: That's going to be another time when we can expect a lot of miscommunication—every time there's some movement. So we need to communicate consistently—across a dozen non-profits that have 40 plus outreach workers all across Davidson County. If you're actually focusing on one geographic area, it will attract people to move there. When there is a focus in one area for housing then people going to move there. A majority of people want to actually get out of homelessness. People do not want to live where they live outdoors without a safe place.
31. Sergeant Kenny: Is there a way that I can receive maybe either some type of plan or some type of information on how the park and/or Greenway is going to look? Since our team is down there every day we have pretty good relationships with them. **I think coming from us it would be good to explain what Metro is doing**, the purpose and how it will look like, because some rumors and misinformation might go out and it will turn into, "Well, Metro's going to come down here and bulldoze the whole thing and going to destroy all our camps," and it will blossom into that. I think that would be a good thing for us to get ahead of it—Help the population there and calm some anxiety.
32. Tim: Should we run through the deck quickly? It hasn't been master planned yet so we don't have answers to a lot of those questions yet, but if you would like for us to we can do a speed read of the slide deck, maybe, and that'll give you a quick overview of what we know at this time.
33. Susannah: We don't have a plan yet, we're really just analyzing this site but, I don't know Tim if the schedule part of it would be helpful for you to review?
34. Tim: Yeah, **let's send these guys the full slide deck**. At this point, the team has just done a lot of data collection and site assessments, and that will inform future planning, but we don't have a plan yet. That's what we're at the beginning phases of. The master plan itself is going to take about a year to complete, but then after that, if we're lucky, we'll get some money to undertake a design of a phase one and that design process will take about a year. And then, if we're lucky, we'll get an allocation of money to start building something. But we can send you the current slide deck which is not unlike what we're going to present to the public in July, because this first round we're telling them, **"This is what we know about the site, these are some of the opportunities and constraints, these are some of the Parks Department's goals. What do you want to see on the site?"**
35. Judy: I think the main point right now is the timeline and the location...and the timeline is about one to two years. But what I told non-profits when the rumors started about two weeks ago is to hold on, I'm going to have this meeting on June 4th, I'm going to get more information and then I'll reach out with the information that I have and let them know what's going on and what the process is. I just also want to get this out. I need to think a little bit through how we best approach it. We do have regular outreach meetings with outreach groups.

36. Judy: The other question I have, I will need to keep the Mayor's office closely informed. Because if there's going to be panic, if there are people starting to call them... But I'm not sure **how much communication and how regularly do you have it with the Mayor's office about this location?** I will need to keep them informed because it's one of the largest encampments and I regularly inform them anyway. I just want to be sure that you're included or however that communication needs to flow.
37. Jackie: We've been having ongoing communications with the Mayor's Office through Monique. I know, Judy, you missed the Public Information Officer's meeting that we had last Wednesday. **They put some protocols in place about issue orientated types of events that they need to be notified of** and I will fill you in on that when we talk after this Zoom meeting, but the short answer to your question is yes, we are in continuous communications with, not just the Mayor but the Mayor's PR staff as well.
38. Tim: It sounds like the **Parks planning team will get some talking points from the conversation that you, Judy and Jackie, are going to have that we can use for our public engagement**. Kelly Brockman is on our consulting team. Would it be worthwhile for her to participate in that meeting with you two?
39. Jackie: I would like to give her the option of being in the meeting with us, but any way she wants to handle it at this particular point she is certainly welcome to join us.
40. Jackie: I will let her know that it's in the works, so when we finalize a date then we'll get that to Kelly, and you as well just so you know what's going on.
41. Tim: Are there any other issues or questions we should cover while we have this auspicious group?
42. Gina: Since we're doing public engagement it **would be nice for the design team to have a two or three sentence response when folks ask us about what the process of addressing the issues are**. So, we can work with Kelly on that and run it by all of you. Just we'll have a lot of different folks engaging with the public and just want to make sure they're all aligned.
43. Jackie: We can work with you on that as well Gina.
44. Susannah: Is it worth getting into ideas about the future of this place that relate to how Nashville relates to people experienced homelessness? I think we're talking a lot about who's there now and what's happening now? But is there information, Gina, that we want for moving forward? I don't know.
45. Gina: Yeah their **best practices, best experiences in other city parks**. Metro parks that are worth us hearing about or successful models of partnerships or anything that you think might be inspiring.
46. Sergeant Kenny: We've had **tremendous success working with the Salvation Army**. Spending quite a bit of our time and resources down under the Jefferson Street bridge. It went from, a population of about 130 down to about 5 as of today. With the closure there, I believe that we're able to probably concentrate and devote more focus on transitioning people to housing in that area, and so maybe Old Tent City can become the next success story of this being the goal of maybe having, hey in two years how about we have that place empty? Not because people have left but people have found homes.
47. Judy: That's exactly the goal with the outreach collaboration, coordination that we're engaging. I agree with you. I just want to make sure that we really are fitting that in with the entire outreach coordination plan that is for entire

Davidson County. So we're avoiding that people are moving there for housing. That's some of the things that we're also looking at. Talking about what we need. All our success is really dependent on how much housing is available and how accessible the housing is for the people that we're trying to serve. Bottom line, even when we have housing vouchers, that is not housing. That is just a voucher for person. **It's really dependent on having landlords on board. Doing landlord engagement.** How many housing opportunities we have for people. That's the struggle across the nation. The timeline makes me very optimistic that we can come up with a plan together with the non-profits. Together with Metro partners, and just really create something that we haven't seen here in Nashville, potentially.

- 48. Tim: one of the things that's challenging from the Parks Department perspective is that **the site is so overgrown with bush honeysuckle and other invasive exotics** that it is really completely unmanageable at this time and we're going to have to figure out a way to get that landscape into a manageable condition. It's a challenging site from a maintenance perspective currently, but as people transition off of the site, there may be an opportunity for landscape—to **remove the understory bush some zones that would also make it easier to secure and patrol**, maybe that can provide some long-term predictability about what's happening there on the site.
- 49. Gina: **Even just if the Greenway trail were in an early phase that just brought more people through the site**, and just gave an access to the site that today you don't have. Unless you walk along the rail lines, as we've done. That could be a really good thing for a lot of reasons.

Meeting Notes

Project Name	Wharf Park Master Plan
Project Number	AG1838
Meeting Date	June 9, 2021
Meeting Time	2:00pm EST
Location	Conference Call
Recorded By	Susannah Ross
Purpose	Wharf Park Master Plan Outreach with Metro Water

Attendance

Metro Parks	Tim Netsch, Amrita Chatterjee
Agency	Gina Ford, Susannah Ross, Matthew Macchietto
Barge Cauthen	Barry Quinn
Metro Water	Michael Hunt, Tom Palko, Steve Mishu
HDLA	Robert Waits

Notes

1. [Design team shared analysis slides.]
2. Gina: Maybe we just start by asking if there was anything we covered that felt unclear or anything missing or any questions you have before we dig into some questions for you all
3. Michael: No.
4. Gina: So maybe we start just with a little round robin and hearing from each of you just **concerns, what things do you see on this site or adjacent that are assets related to your work that we need to be considering?** If there's general things happening nearby that we need to be aware of, happy to be sponges and learn from your work.
5. Tim: Can you guys tell us about the status? We have **an exhibit that Hawkins prepared in October, 2014, related to that trunk sewer and a pumping station that would be part of a flood wall project. Is that project still alive?** Do we still need to reserve space for this future pumping station?
 - Tom: The pumping station as part of the flood protection system is actually at River Front park. It was not on this property at all. It was between the bridges, on River Front where the main outfall is. And that project currently is not funded.
 - Tim: I'll send you guys this exhibit and maybe you can help us understand then what it is. It's DFPS upstream control structure. My recollection was that it was associated with the flood wall project. A pumping station that would be mostly below grade but would need to be fenced.
 - Tom: It was not here, not on this property. That facility was proposed to have been between the bridges. It's where the big sewer discharges into the river. So it doesn't touch this property at all.

	<div> <ul style="list-style-type: none"> • Tom: I don't know what this is. But we can talk. Mike and I can run this by our water and sewer folks to see if they've got anything here. But again, it's nothing associated with that unfunded project. • Steve: PJ handles all our pump stations. So he would he'd probably know best. • Michael: He said he wasn't aware of a pump station here. But we can certainly get him and his group's responsible for all the pump station maintenance. • Tom: Well, we're talking about two different pump stations, the pump station for the flood protection system was a storm water pump station that if you close the main tunnel going to the river. So that was a storm water pump station. What we're talking about here is associated with the Driftwood facility, which is on the other side of the interstate, and that is the sanitary sewer pump station. • Tim: Please let us know if we need to accommodate this in some way. <p>6. Gina: Is there any other planned or essential infrastructure? Anything that you think about when you look at the site and think about it becoming a park space, it's a red flag or a concern.</p> <p>7. Steve: I do see some pretty large sewer pipes that could be of significance. So what happens in around sewers, even though this one's around 50 feet deep, that's the only other thing I could see as well. Mostly from a loading perspective.</p> <ul style="list-style-type: none"> • Susannah: Would it make sense Barry to pull up the diagram you sent? • Barry: It's about 30 feet of cover, but then there's other sewers as well. So we know where they are. We've looked at all of those. • Gina: Can you give us a “sewer easement for dummies” What are the constraints that are associated with it or concerns that it would raise for folks. Access and loading and big structures and driving piles? • Tom: All the above. Obviously, they're not going to want you to either cut or fill significantly over them and not do anything that prevents them to have access that they have now to the manholes. We have sewer lines through parks all over the place. So it's just a matter of making sure that there's nothing done here that's going to make maintenance of that line and operation of that line any more difficult than it is today. • Michael: When the plan starts to be formulated, I'm sure Christian would give you feedback on what could or couldn't be done around those lines. Obviously, the deeper they are, I guess, if we ever had to get in there and work on them, the farther back you'd have to lay to get to the pipe. • Steve: That's exactly right. It's just making sure that what's going on top. I'm looking at the actual microfilm from 61 and I got almost like 40 feet deep. So there's easements and there's easement encroachments required. We've worked that out. If there's going to be any kind of structures, we could probably look at that. It's all part of the process that we do on any project, whether it's a park or anything else. I just want to note it because it's just not often we have a 66 inch sanitary pipe just roaming around somewhere. </div> <div> <ul style="list-style-type: none"> • Michael: There could be some other issues too. I don't know if there are events anywhere around, but I suppose there could be odors. <p>8. Michael: I'm the water quality guy, so I guess I will flip things a little bit. My group does deal with grading permit oversight. So I know something about this other, but I would just say generally speaking that from a water quality perspective, virtually nothing [in Nashville currently] presents the public education benefit of getting people near and in our rivers and streams. So from that perspective, I would see this as a big positive. It creates an appreciation of people, of our water resources, and from that perspective, I think it's very good. That said, I would offer some precaution, which is obviously being a river that size during flood conditions, it's apt to be communicating huge logs and other materials that make it unsafe to be in the water during certain high flow times.</p> <ul style="list-style-type: none"> • Michael: I was looking at the GIS map from a flood way perspective, which is where you can expect flood waters to have high velocities. So that is good. You'd want to keep out of those areas for sure, as far as putting anything that might be subject to get washed away. I love the LID aspects in trying to mimic wetlands and incorporating some of those practices--you'd have to look at the right type of plants to put in those areas that could deal with flood waters. This is a regulated stream. So during extreme rain events, they may keep this river elevated for several days. I know back last February, I think it was in the mid 30s for what Tom? Three weeks, something like that. So you do have to be prepared to get long periods of inundation and you wouldn't want plants that would succumb to that. But I think overall, when you can get close to a stream and have people watch it, it's a very positive thing. • Gina: That was interesting, you took us from worry about sanitary odors to building stewardship through nature engagement. • Michael: A little glimpse into the life of Michael Hunt. It just goes from one side to the other. • Gina: Our flood way isn't as deep as our flood dynamic is here, which is nice. It means that you have a front edge, that's going to have a lot of scour and a lot of debris and all that. • Michael: We've worked with parks in the past on a lot of projects in putting signage up and public education activities to get our message across. So hopefully we could be involved, whatever small part we could in that ram to have a great message out there. • Tim: We'd be receptive to that. And years ago, I think when we acquired the first track of this. I think it was at this site, but at some point, Sonya and I had a conversation about interest in doing some significant interpretive educational, signage and components, somewhere on the river downtown. • Barry: Since all of our site is going to be in the flood plain, is that going require a stormwater variant now to put LID in the flood plain? • Steve: No. There's not really a restriction on actually putting LID in the floodplain. There are some things that you may not want to put in there only because if you put permeable pavers in there and then you </div>
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	<div><p>get the 100 year event, it gets pretty silty. You're going to have a lot of maintenance issues.</p><ul style="list-style-type: none">• Barry: I thought that it was in the manual revision• Steve: I may have to double check on that. I wouldn't assume that you'd have to get a variance to put LID in a floodplain. But I'll double-check unless Michael knows any different.• Michael: What he may be thinking about is the buffer, because you would come back 75 feet from the flood way.• Barry: The last time I put stormwater retention on in a floodplain, we were allowed to do it because we didn't have any other choice. But I thought that draft manual revision changed that requirement.• Michael: You may be right. Our general observations over time is that there is a very, very low success rate when those are put in the flood plain, for the reasons Steve just articulated. That silt just creates myriad problems. So I'd have to go back and look for sure but.• Barry: We can look at some data and see what would be an elevation where it's only been inundated maybe five times in the last 25 years or something.<p>9. Tim: There's a lot we don't know about what will be incorporated into the master plan. But one of the prescribed parts is a boathouse and rowing center. We've been working with Nashville Rowing Club and others. They have been working with the USACE to evaluate this site for those purposes. So obviously, the relationship between a boathouse and the river is going to be important. And they had Hastings develop some very beautiful pictures of the potential boathouse, but not much assessment of the site and where it could go. I think overall their approaches that any habitable spaces would be on an upper level. And the lower levels would be used for, I'll use the word, porous boat storage sheds.</p><ul style="list-style-type: none">• Barry: So that falls under a definition of function dependent use. Tom, is that requiring a variance now for a functionally dependent?• Tom: What Metro council did after 2010 was that they made it clear that we were not to be allowing any new structures in the flood way or in that flood way buffer. So there wasn't a prohibition in the rigs before May, 2010, but there certainly is now, and that's codified through the Metro council. So basically it says, "No new structures in the flood way." So if you're going to be locating this on the banks in the flood way, I don't know if you can get a variance for that. Because it's codified in the code of laws, not in our stormwater regs. So that's something that you may want to talk about early on with Metro legal staff, just to see if any of those definitions of water dependent structure or whatever.• Barry: Is that for the flood way and the flood plain buffer?• Steve: You're not supposed to put a structure in the flood way and then a residential structure in the Cumberland River can't be put in the zone one. I think that's what you'll find in the ordinance. I'm looking at this one over here, this other ordinance, but it does say water related features such as bridges, wharfs, [inaudible 00:20:42] and boat ramps. So I think at the end of the day, I think you could do a wharf in the flood way. But now, I think the answer to the question, to legal is, "Does this say I can do it meaning I can do it and that's it, or does that mean I can do it, but only if I get an approved variance?"<ul style="list-style-type: none">• Tom: And then again, what are we building? We're building a boat house, which is a finished condition space. So that may not be the same as a wharf or a boat ramp. So that's why I think it's just critical that you figured out what you want and where you want it and where you need it. And then have that conversation early on with Metro legal and there may need to be some council actions or something that would... I mean, I'm from Oak Ridge and there's a great rowing center in Oak Ridge on the river. My son rowed when he was a student at UT Chattanooga down in Chattanooga. So I think it's an awesome thing and it needs to be there. But you've got these hand cuffs that are rigged to put on you right now. So I think you just figure what you want, where you want it. We can give legal to see what it is and how the code will be applied.• Steve: And maybe you don't call it boat house anymore. Maybe you call it a boat wharf.• Gina: There's a big difference between the access facilities and storage condition space as you're saying. It's a good point.• Michael: Barry and Steve will have pre project meetings. So that would probably be where you'd get a lot of these specific questions addressed and looked at.• Steve: Eli was on our little committee and he says, I don't know if it's a variance. I think it's just strongly worded that you don't do it. But I don't have the verbiage in front of me. I'd like to really, really double check it, to see if it says it's prohibited, it's recommended against, or it requires a variant. I think even the word recommended is a big word, but it doesn't mean it's prohibited. So I guess the devil's in the detail. Let's see how it's written. So I think with this meeting, I think you're doing a 10,000 foot view and I think we're getting a little bit too much into the detailed now without I actually having something in front of us. But maybe best to put whatever question you have in writing. So that way we could spend a little bit more time and research it and come back off with a little bit more exact answers.• Gina: And I just wanted to reinforce, we're at the early phase of just analysis. And so even just red flags being raised and letting us know that it could be a trip hazard down the road, as we start to shift from analysis into ideas is super useful to us. But absolutely we can put specific questions in writing. And I think as we explore options and we have questions, which we will, is this permissible? Is this going to be a challenge? Is there a constraint here? I think we can reach back out. Yeah. We wanted to set the table just for what's happening and share with you what we've learned about the site so far. And yeah, really some of those red flags, so we don't fall right face first into any holes that could be avoided.• Michael: On a positive side, I will say, it's a lot better than a lot of sites we've seen. Anytime you're in the flood plain, there just are, pardon the pun, a boatload of questions that happen.• Gina: Yeah. They're not easy, but they're fun and magic.</div>
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- Michael: If the site was easily developed, it probably already would have been developed.
10. Tim: One more specific question I have: existing on the site **is an old detention area in the floodplain, this triangular space**. And so it's got a rip rap berm around it and like a filter fabric. And I have always assumed assume that it was associated somehow with this old tank farm. Is that of particular interest? Is that on your list of detention facilities that needs to be protected in some way?
- Tom: I don't believe this is a detention pond that we are monitoring for the sake of remaining in place.
 - Michael: I do not see it on our GIS layer of regulated stormwater control measures, but I will offer a caveat. Sometimes the old ones that go back several years aren't on our list and we pick them off over time. But I'll send something to our person over that group and we'll look into it and make sure. But as it stands right now, I don't see that it is.
 - Steve: I will bet that that area was a compensatory cut area. Probably for the development to the right or something to that nature. It looks like a pond. When you have to cut and fill balance, they may have filled the property where the pavement is and got it out of the flood plain and they may have cut out in that area.
 - Gina: We'll come back someday and confirm or deny that maybe, that theory.
11. Tim: Thanks to all of you for Metro Water. We'll be continuing the conversation next time we're around and we have more to share.
12. Tom: Like I said, we're excited about this transition from something other than what it is.

Meeting Notes

Project Name	Wharf Park Master Plan
Project Number	AG1838
Meeting Date	June 14, 2021
Meeting Time	11:00am EST
Location	Conference Call
Recorded By	Susannah Ross
Purpose	East Bank with Metro Planning

Attendance

Metro Parks	Tim Netsch, Amrita Chatterjee, Jackie Jones
Agency	Gina Ford, Susannah Ross, Brie Hensold, Matthew Macchietto
HDLA	Robert Waits, Richie Jones, Luis Venegas
Metro Planning	Joni Williams, Bob Leeman, Anna Grider

Notes

1. Richie: I can give a quick perspective from our end, since we're on both teams. Number one, I think it's in some ways fortunate that the Wharf Park planning was delayed because of COVID because now **these two projects can go through their process at a similar time. And I think that will yield even better results for both projects**, because there are some symbiotic relationships, I think, that are really emerging. Both projects are very early on. There's really not been a lot of pen to paper from a design ideation standpoint, but there are a lot of ideas that are emerging as far as how what the important relationships are. And really, I think **the river is what links these two projects**. And so that really needs to be the starting point.
- And a lot of our discussion on East Bank has centered around the river and the river's edge and similar with Wharf Park.
 - With Wharf we're really still heavily in analysis. And we're still in listening mode presenting to different stakeholders.
 - We're at a similar point in time with East Bank. There are some ideas beginning to emerge with East Bank, as far as how we begin to divide up this very large site, looking at this from the standpoint of it being three separate districts. So South of Shelby, Central Waterfront and North of Main, and all of those districts will play a part in how Wharf Park develops and Wharf Park will play a part in how those districts develop. Really the most close connection point is that South of Shelby area right across from our site, the Wharf Park site. Specifically, there's a large warehouse.
 - There's **lots of opportunity along both sides of the river to get people down to the river's edge**, whether that be with rowing or even dock for recreational boats, all of those things are being discussed at the East Bank. Specifically with Wharf Park, we know that rowing and the row house and the boat house is going to be a very important programmatic element of this park. However, it takes its form and shape. We know

- that **rowing is going to be an important element**. So I think how both sides of the river talk to each other and connect whether that's a physical connection with a bridge or just something along the water is really important. And I think **both projects need to be speaking to each other**. In that regard. I mentioned this to the Agency team very briefly, but Anna and Joni, I thought we had a really wonderful boaters meeting for East Bank last week.
- That's a very enthused stakeholder group. They're very anxious and excited to get back on the water in this stretch of Cumberland and right now there's really nowhere for them to dock. And so something we're talking about with the East Bank is how do we get recreational boaters back onto the Cumberland in this area and how do we provide docking, refueling, things like that. So that will of course have an impact on Wharf Park because we're going to have non-motorized boaters as a very important part of that park in the rowers. And so we need to be having some really important conversations as we develop both plans. Really something with East bank that's emerged as critically important is mobility and access both from the east side neighborhoods, north Nashville, as well as to the west, not just downtown, but Rolling Mill Hill, Sudekum Napier, the entire greenway connection and how those pedestrians and cyclists and all the non-motorized mobility really begins to connect and form a loop that connects both sides of the river.
 - **Equally as important, and maybe even more challenging is the vehicular connections.** And how do we begin to develop a coherent and successful transportation plan that links all of these different districts and really from a Wharf Park standpoint, I think what's interesting and worth exploration is how does Wharf Park fit into that overall nature? Obviously, we have a rail connection with the Music City Star. We're right on the water. We're going to have a greenway connection. And so how does that all fit into this greater network and fabric is really important, I think, for both projects.
 - We've got **a chance to link some neighborhoods that have never been linked before and Wharf Park really sits right in the middle of that.** And so we don't have any answers yet, but we're asking a lot of really important questions on both projects. So I think this is hopefully the first of many dialogues we can have as these begin to progress these plans so that... Wharf Park is a separate project from East Bank. It's a different program, it's a different exercise completely, but hopefully at the end of all this, I think it will be all of our goal, one of our goals is to feel like maybe this was developed in tandem and they really do connect in some real and successful way. So I think it all starts with transportation and the river itself, because that's what connects both projects.
2. Joni: That's terrific. Thank you, Richie. I'll add in that I've looked at this area around Wharf Park, the Metro properties there and Rolling Mill Hill because my team, another team aside from Anna's project, it oversees the downtown code and the zoning on the West Bank. And so I think there are some interesting opportunities there that have started to emerge even with the East Bank team about the high/low condition that you guys have with Rolling Mill Hill. And I

think that is **an important portion of this as the East Bank thinks about its ability to engage with the West Bank. Is that a high condition or a low condition? Is that floodplain to floodplain or is it floodplain to something higher?** I don't know what that means, but I think that's an important component that the East Bank could be considering one over the other or both that could be on y'all's radar too.

3. Joni: I should mention that the **River North area is just outside of our study area**. So while we are very aware of everything that's going on with phase one at River North, and also working with Oracle on their plans up there, it is technically not part of the study area for East Bank. It is certainly informing and being integrated into work being done on East Bank but I would just put that on your radar too. I know there's some clear opportunities between Wharf Park and River North, as well as the whole of East Bank. So, Anna, is there anything that you would want to flag for these folks in terms of conversations that have come out of the boaters meeting or any of the stakeholder technical meetings we've had lately?
4. Anna: I think Richie did a great job of the overview of where these can connect. As he mentioned, we had the **boaters meeting** last week.
- I think there was around 50 folks in attendance, and we **sent out a survey following that and have received over 350 responses**. The survey was mainly asking about currently, what boat do you have? Where do you dock? Where do you come from if you come downtown? What's missing downtown? What would get you to be downtown more? So I haven't had a chance to sift through that data. It's a lot of responses so far, but there could be some useful information that we can share with you if you haven't already done a similar survey.
 - Richie's more engaged on the **concepts that are emerging from the East Bank and where the most likelihood of being able to put the docks and other water facilities is going to be--some of those are going to be very close across the river from Wharf Park**. So I'm happy for us to continue to talk and share when there's a little more concepts available for discussion, we are working closely with the Army Corps and the Coast Guard and have a good relationship with both of those agencies for the amount of commercial barge traffic that is in the navigable channel. So if that's not already on your radar, then establishing those relationships is important too.
 - Tim: Anna, can share with us the input that you guys got from that boaters meeting and was that strictly motorized? Was it motorized and non-motorized and what was the split or what has been the split so far in terms of participation from those different groups?
 - Anna: For the most part, it was folks with motorized boats, but we did have a kayaking outfitter there. And one of the barge companies was in attendance as well. So for the most part, it was folks that have boats at Old Hickory Lake, motorized boats.
 - Tim: Our intent is to prescribe before we get into the public engagement phase that **water access at Wharf is going to be non-motorized**. And obviously we will have to have some capacity for either motorized support watercraft or emergency watercraft, but for the time being, we're not anticipating public water access for motorized at

	<p>Wharf Park. And in terms of saying, we've been working with the Nashville Rowing Club for many years, trying to identify an appropriate site downtown for a boathouse and Wharf Park is uniquely suited to that. And so it would be useful for rowers to have a conversation with you guys about compatibility of surrounding water access and motorized, non-motorized. And we need to understand that too and the implications at Wharf, but you talked to those guys at the rowing club and can we send you their contact info?</p> <ul style="list-style-type: none">• Anna: Absolutely. No, I've I haven't personally spoken to them, so yeah, that'd be great. <p>5. Tim: We've got a slideshow that I think if we ended up having enough time before this is great conversation that we dove right into, but I think one other thing that from a park development perspective that we'll be interested in is the programmatic menu, I would say at Wharf Park and all along the East Bank waterfront. A lot of these are going to be in the same service radius for park users. And so I think it would be useful for us to, to the degree possible in master plans, look at a menu of amenities and where the optimal locations are for those in this larger area. And on the East Bank study, are you guys drilling into that level of detail or are you mostly identifying where park, greenways, open space will be and leaving it at that?</p> <ul style="list-style-type: none">• Anna: Our first step is establishing the correct land use policy and the mobility framework. So it's very much high level at this point. Would still need to go before the planning commission and have adjustments to the majoring collector street plan and high-level policy concept. So yes, we're probably not at a similar stage once you get past your vision and you're probably closer to implementing something than the East Bank might be on that level.• Tim: Okay. So the scope of your current master plan won't get into that level of fine grain, is that correct?• Anna: That's correct. I think we'll have some great concepts and ideas that we'll have recommendations for moving forward, but it won't be detailed like this greenway will have X, Y, and Z happening on it. <p>6. Tim: Okay. Susannah, do you want to go through your slide deck?</p> <p>7. Brie: One thing we've talked a lot about with Wharf Park is this idea that it's really about serving local neighborhood needs too, as well as being a really exciting new park on the waterfront close to downtown that it has, it always keeps the nearby neighborhoods in mind. And so you'll see that show up, but I think that could be an interesting thing to get your thoughts on in terms of any potential East Bank open spaces. If some of those are conceived to be more a destination or if they're neighborhood because that could help us think about balanced amenities too.</p> <ul style="list-style-type: none">• Anna: The Titans stadium is such a prominent part of the East Bank and a draw, a number of times a year, that's going to play into what happens around the Titans stadium in terms of public space as well.• Richie: East Bank is 338 acres, so it's actually larger than the downtown area plus a little bit. So, I mean, I think it's safe to say that the East Bank as a whole is going to have what you would find in any other large central city area, it's going to have neighborhood parks, it's going to have destination parks. It's going to have the full range	<p>of amenities just due to its size. And some of that will be developed privately. And some of that will be eventually developed at a Metro level. And while we're not digging really deep into the program of those spaces, I do think we'll get to the point, Tim, where we can identify that this is more of a cultural landscape, this is more of a destination landscape for visitors. This is more of a neighborhood park that would have those types of amenities. And I think that we need to overlay that onto the plan for play and your overall strategic master plan from a park standpoint to make sure that we're getting that mix correct within the larger system.</p> <p>8. [Agency presents analysis deck]</p> <p>9. Susannah: We are now looking to come back early August and continue presenting what we've just shown to you in potentially a number of different formats, probably slides in some cases like this, maybe an open house in other cases to get people thinking about the site and start to solicit feedback and ideas. And as mentioned, I think the whole point of this discussion is to stay coordinated with other efforts that planning has going on including East Bank. So it sounded to me like there was some outreach happening July 12th for you guys, is that right? Yeah.</p> <p>10. Anna: The week of July 12th will be our next larger public meeting time.</p> <p>11. Susannah: That's great. It sounds like maybe our first trip to do public engagement won't maybe overlap with an East Bank thing, but if that ever comes up in the future that we might want to coordinate, we could certainly consider that. What's the schedule for you all for the East Bank process?</p> <ul style="list-style-type: none">• Anna: it's multiple processes, but this first phase of establishing the vision is hope to go to planning commission in October. And that would be updating the land use policy and establishing a mobility framework. Following that would be a look at whether it's an urban design overlay or what type of zoning tool to actually implement in the vision and which property owners are interested in that along with a whole host of infrastructure, detailed utilities and infrastructure analysis, an economic study, and so multiple phases over, it's a 50 year vision plan. But this first phase is hoped to be at the commission in October. <p>12. Brie: On the summer engagement and even some of the work you all have started and we've started with focus groups, if there's ever information sharing that we could do, I'm thinking that some of the, like the survey you mentioned to the boaters could be relevant, of course, different potential uses, but maybe there's some things you learn there that would apply to us too. And then was thinking as we head into planning for our August meetings as we ask questions if there's ever alignment that we would want to get on specific questions that we asked, so we can compare, or just being a nerdy planner like, should we be asking the same demographic questions or are you guys asking those? And then we can compare apples to oranges about who we're hearing from. So if you want us to reflect any of your decision making or to brainstorm around that together, we could do that. So we're synced up.</p> <p>13. Anna: Excellent. Yeah. And so from your final product in mid to late March, what will the master plan entail?</p>
	Agency Landscape + Planning 4	Agency Landscape + Planning 5

<p>14. Susannah: as Tim's fond of saying it's not construction documents, it's not something that's ready to be built, but it is a vision for the future of the site with ideas about phasing and costs at a master plan level. So, it's at least probably a year or more beyond that, as Tim also says, there's no funding yet. So it's going to be a matter of producing something that funding can be developed around an idea and a vision. And from that point, we would actually like embark on the parks would embark on more detailed design that might bring it to fruition. Anything you want to add there, Tim?</p> <p>15. Tim: I thought that was a good summary. Anna, in discussions with previous mayoral administrations, the Nashville Rowing Club had a funding partnership commitment and the plan had been and is until we're told otherwise that a first phase of development will include the rowing center. So all of the, whether that changes or not is something that we will hopefully be able to ascertain before our master plan project is completed, but that is the guidance that we've had up to this point. So that doesn't necessarily tell us when funding will become available for a phase one design. But we're thinking the rowing club is first or early on. Rowing center, I should say.</p> <p>16. Joni: If you need any feedback that isn't related to the East Bank, we are happy to give you any content about the zoning or about policy on that side of the river. The projects that we know that are emerging up on Rutledge Hill, I think your demographic information was fascinating. And I think it's about to spin out of control. That that whole hill is just emerging as a residential neighborhood in a way it probably hasn't been in 150 years and at a density, unlike what Nashville has right now or what this area has right now. So I'd be happy to talk with you, maybe just in another session like this, about what we know that's coming up on Rutledge Hill and then similarly projects we've seen introduced in the industrial areas, which Nashville has a really interesting conundrum right now about people wanting to rezone away from industrial. And there are some assets, some benefits and some liabilities to doing that.</p> <p>17. Joni: that's not necessarily East Bank related, but I'd be happy to chat with you guys if that's good information for you to have as you're thinking about Wharf Park. I do have one question that came up for us with the downtown partnership, and that is related to just the river's variable water level. I think you guys in this location are just more prone or that maybe have a greater effect on Wharf Park than it would on East Bank necessarily. But I just love to hear your thoughts about how you're considering that. From what I understand that it can vary like 20 feet and that that's not unusual. So I'd love to hear what you guys are thinking about that.</p> <ul style="list-style-type: none">• Susannah: Part of why we were attracted to this project and why Tim and team were attracted to us is that we've done a lot of work in floodplains elsewhere. And so, there are ways of deciding so that what floods can flood and then can be cleaned up pretty easily, but it does make things like the rowing club and all of that a little bit more complicated. So it's not unusual for some of our projects to be underwater. Let's put it that way, but it does mean really careful design and planning in terms of from a detailed levels, so it's from the high level about what goes where to the detail level about where junction boxes are and light poles and things like that. But I don't know, Matthew and Brie, do you want to add anything to that?	<ul style="list-style-type: none">• Brie: Soon, as we get into design ideas, we'll have something to share with you. Along those lines too, I was thinking it might be worth just noting that Susannah and Gina, who's not on the call, and I will be at ASLA in Nashville in November. It sounds like that will be after your first phase of that October interim deadline with East Bank. So it could be a nice chance for a work session too. And I think we'll have some ideas to share then too.• Tim Netsch: And we had a meeting with water services last week to talk about their concerns from a regulatory perspective. We had early conversations with the core on this property and we haven't restarted those conversations yet. And Joni, I appreciate your offer on broader planning issues. Susannah, do you know offhand who from planning ended up with the invitation for a separate meeting on that? <p>18. Susannah: It looks like pretty much the same group. Bob Lehman is a question mark. Cindy Harrison's a question mark. So we can go ahead with that.</p> <p>19. Joni: Tim, I wonder if it would be beneficial to your crew to steer that. I think we've covered or we've gotten our footing on East Bank and Wharf Park's relationship. If we could just use that time, I'd let Anna drop off and I'd pull in a couple of folks who work on the downtown stuff and we can talk about just West Bank. Would that be a good use of time since... Okay, great. I'm getting lots of nods.</p> <ul style="list-style-type: none">• Brie: That'd be great.• Susannah: I'll change the name of that to West bank and planning issues.• Joni: Terrific.
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Meeting Notes

Project Name Wharf Park Master Plan
Project Number AG1838
Meeting Date August 3, 2021
Meeting Time 3:00pm EST
Location 35 Peabody St, Nashville, TN 37210, USA
Recorded By Laura Brusson
Purpose Wharf Park with MDHA

Attendance

Metro Parks Tim Netsch
Agency Susannah Ross, Kymberly Ware
MDHA J Cain

Notes

1. New Executive Director next month
2. Two towers across from Peabody coming up starting beginning of the year with retail that will front the Greenway
3. Four stories below grade for parking
4. Hold corner lot for staging until construction is done but take that lot out for development
5. Site near school - makes sense to put it all together, mid to high rise with views
6. When designing the greenway, came up top with idea of putting something low...parallel trail that would bring you up and then down here.
7. The only active line for new music star
8. New outflows for RMH
9. Switchback was expensive and difficult, built off site and brought in. we have more space but they were trying to keep it compact
10. Pedestrian bridge is not ADA compliant. TDOT maintains it. More work required to make it accessible
11. Napier elementary down Cannon, when it hits Davis could create a direct line to the pedestrian bridge. Focus on enhancing that connection.
12. New community center is something that would bring MDHA and Parks together
13. Envision Napier is not on the immediate horizon with efforts now focused on Caycee
14. Greenways would prefer a connection from the west at the lower level
15. Concerns from adjacent properties about losing connection to the waterfront
16. Engaging the residents of RMH is needed. Much of the property is rental.
17. MDHA can help with outreach.
18. This site was not addressed directly by the previous riverfront master plan

Meeting Notes

Project Name Wharf Park Master Plan
Project Number AG1838
Meeting Date September 10, 2021
Meeting Time 1:00pm CT
Location WebEx
Recorded By Laura Brusson
Purpose East and West Riverbank Coordination

Attendance

Metro Parks Tim Netsch, Cindy Harrison
Agency Susannah Ross, Eamonn Hutton, Kymberly Ware
Metro Planning Kelly Adams, Lucy Kempf, Anna Grider
Kimley-Horn Emmy Montanye, Kevin Tilbury, Zachary Dufour, Ray Strychalski
Mayor's Office Faye DiMassimo
NDOT Benjamin York,
GHP Michelle Scopel

Notes

1. A lot of projects along the waterfront
2. Questions from Mayor related to NDOT scope of work. Review map and projects and discussion of project updates/scope
3. Wharf Park – Metro Parks (Tim Netsch) is Project Manager
4. TDOT plans to replace Sillimonn Evans Bridge. Incorporating transit on bridge, double decker, bike ped. Could this be a book end to Oracle Bridge on the other side of downtown?
5. Loop in WeGo once there are some Wharf Park concepts.
6. Loop in Marty Sewell with NDOT.
7. 88 Hermitage – Affordable Housing Development Concept, not developed by Metro Parks
8. Have a discussion with NDOT and Parks/Agency to discuss Middleton, Hermitage, and identify the best access into the 88 Hermitage site.
9. Consider Infrastructure to connect people to places (Equity by Design Tool). Connect to job, education, health care, food opportunities. Connection by mode: walk, bike, transit. Could be a great pilot for NDOT
10. Fairfield to Nester connector link
11. A modal study exists for Napier/Sudekum and includes bike, pedestrian, etc. It was rezoned in SP, Traffic Study, Infrastructure, etc.
12. Loop in Courtney Pogue. If people who live here can't make relatively direct mobility connections to the jobs, that will make their lives harder than needed.
13. Discussion of East Bank and West Bank concepts. It will be key to collaborate.
14. Water Taxi Idea – Look at peer cities with water taxi systems and gather info.

Meeting Notes

Project Name	Wharf Park Master Plan
Project Number	AG1838
Meeting Date	November 18, 2021
Meeting Time	1:00pm CT
Location	HDLA / Zoom
Recorded By	Kymberly Ware
Purpose	TDOT/NDOT Coordination

Attendance

Metro Parks	Tim Netsch, Cindy Harrison
Agency	Gina Ford, Kymberly Ware
HDLA	Robert Waits
NDOT	Benjamin York, Jon Boghozian
TDOT	Steve Allen, Ted Kniazewycz
Metro Finance	Trael Webb
Mayor’s Office	Fabian Bedne
Moffatt & Nichol	Mark Pirello

Notes

1. Gina: We are at the middle point of our master planning process where we're just starting to think about options for the site which we'll show you. So we want to get all of your good feedback before we start talking about change to the site, so...
2. Fabian: I work for the mayor's office on issues that have to do with the built environment, and I was involved in this particular project. I also work on the capital spending plan, and historic preservation. So I'm very curious to see what we talk about today. Thank you for inviting me.
3. Steve: I'm the Director of Transportation and Investment Divisions over at TDOT
4. Tim: We are really grateful to all of you guys for taking the time to meet here. As Gina said, we're kind of at a midpoint in this process. I know that a couple of years ago before Agency and HDLA were on board, we put together a due diligence document. And at that time, that included some coordination with TDOT, and what was public works at the time. But that was a long time ago. We understand that more recently Fabian has had some coordination with TDOT, particularly as it relates to, as I understand it, replacement plans for the Silliman Evans Bridge. And then meanwhile, of course, we’ve been doing a master plan concept development, and we felt that now was an important moment to share with you where we are and begin **to get a better understanding of what the constraints and requirements will be regarding what happens underneath the bridge and within your right of way.**
5. Gina: So we'll show a few slides. We're not going to give you a huge deep dive. We've done an analysis. We've done the beginnings of community engagement. We have program needs for a future park on the site. And we're just at the point of starting to draw design options that we hope to go to the public with in

January of next year. And so we're here now meeting with you folks. We're also meeting with the rowers. There's a couple of facilities that'll be on the site, you'll hear about in a second. And **we just want to make sure that anything we go to the public with in January is feasible**, is not crossing any lines, or any barriers that may come up later. And also, that everyone can start getting excited about the potential of the site.

6. Gina: As Tim mentioned in the due diligence report that the design team was given that summarized some of the technical constraints of the site. And there was a couple of pages of documentation about the plan and what we understood to be some of the agreed upon conditions for it. So this is just a **summary of us understanding review and approval process, agreements about what can and cannot happen under the bridge.** I think one of the things we've heard loud and clear in the writing of this document was the need for equipment to be able to move, to keep that open access under the bridge. And then there are a few billboards, one significant billboard on our site. That's also part of that landscape right of way.
7. Gina: All three schemes that we're looking at basically show a similar program. But what we're teasing out is what those experiences feel like, what is the landscape character. And you'll see in some schemes, placing program under the bridge, which might be a non-starter. There is also a green way passage along the river and under the bridge, and then some limited amount of parking
8. Steve: I have a question on the boathouse storage. Is that actually physical boats?
9. Gina: The rowing center has two components: a fixed boathouse rowing center that has administrative offices, gathering spaces and some training facilities and storage. And then these four structures are almost more, the storage facilities are almost more, they're like sheds that holds the rowing sculls. And what we understand is the rowing club program, they would like to do something that can be expandable. They might just do one in the short term, and then grow to have four, depending on what their ultimate boat count is. But those are likely a flood-friendly program. They're really simple, simple structures with no mechanical equipment, or limited mechanical equipment. Whereas, the boathouse, the rowing center is more of a fully developed building with mechanical-
10. Steve: So no gasoline?
11. Gina: No, it's all human-powered craft.
12. Kym: [shares three schemes]
 - Scheme One - this one is just having boathouse storage, the green way connection and parking underneath, and a vehicular road. And adjacent to the bridge, a small maintenance shed for the maintenance staff on site.
 - Scheme Two – we’re expanding a little bit more of the parking. The green way again comes through. Here, we’re placing the boathouse a bit closer to the bridge, and that would be within that right of way space. So it’d be great to get your thoughts on that, with permanent structure allowances, and boathouse storage again, directly underneath the bridge. And we were thinking that there could be a potential to do more seasonal boathouse storage. Like, maybe it’s not a fixed building. Maybe it’s something that only is out for storage during the summer

months, or during the non-flood seasons. And so that’s something that we’re thinking about. So pretty low impact there. And yes, very similar to the previous scheme with all the elements that we have going underneath the bridge.

- Scheme Three - Parking again, green way again, also having the boathouse adjacent to the bridge. And in this one, we were thinking of having a skate park element underneath the bridge. So that would be active programming, maybe some hardscape, and maybe some spaces that can absorb the water, since it is closer to the floodplain. But there will be some sort of higher touch than the other two schemes, since there would be programming that people would access. Some planting, and then just again, the parking and the boathouse. And I think here, the storage facility lies just outside of that right of way area.
 - Another question again, is about the manipulation of the shoreline here. So this scheme has the most amount of shoreline manipulation, sort of creating this lagoon and wetland space for boaters to easily launch from, and can wade into the water from this primary access launch here. And so to do that, that would require a lot of manipulation along the shoreline. And it would be relatively minimal within the right of way, but I guess it's a question of **how much of that shoreline manipulation can happen near the bridge**, and what that offset should be. I think that's the gist.

13. Gina: One of the last things to say is really related to the water sheet activation, and the rowing facility. And there's a relationship, Mark, I don't know if you mind saying why we keep showing the boathouse close to the bridge on that eastern side of the site? It's really about protecting the river and the rower...
14. Mark: We're always working within the floodplain, and **trying to look at the optimal elevation for storage versus what we need for first floor**, when it comes to schemas and optimal space. And also, then making that transition down to the water under operating conditions so that they can actually carry the scull down. So we work to having a minimum distance and a certain elevation that we want to start off with, and then work back from there. In some situations we have separate buildings, and then we have opportunities to combine a storage level. We're looking through that and playing with that in discussion with the row club as we mentioned. In these schemes we show the separation in the storage and facility. But again, trying to make that relationship work. So that's how we have evolved the concepts today, and how we're positioning the building north.
15. Gina: We have a list of four questions for you. But before we jump into that, just to ask if there **are things that are jumping off the page** that you already, that you want to get off your chest
- Ted: Maybe one is, **we generally do not like to put the structures under our bridges because of the potential for fire, at any cost**. The damage it can do to the structure... And I know there's probably a pretty great distance between the ground and the structure. And depending what that is, there's a little bit of flexibility. Generally, **our rule is that we'd have to be able to get firefighting equipment to the path of fire from the top**—get the ladder truck up high shooting down.

So that's a clearance that we have to have... if we even entertain having a structure under the bridge.

- Ted: So like this **one that shows the structure outside of the bridge would be more favorable**, than one where they're parked right under the bridge. And obviously it would be difficult to access if there was a fire incident.
 - Gina: Does that extend to non-habitable structures?
 - Ted: Anything that can burn, potentially. Granted, the building could be made out of steel, but it's what's inside that can burn too. It's all something we consider. **Parking is generally not an issue**. The access that we need... Usually on this portion of the bridge, where the parking is, we would have **easy access to do inspections, which are done every two years, or more frequent**. So the high part of the bridge is generally inspected from the roadway itself. We have to be able to swing equipment down and underneath to get a look.
 - Gina: Any other things that would trigger you onto the no side? Like lighting or anything... Any other kind of structures, vertical constructions and...
 - Ted: **Lighting is okay--if it's attached to our structure, there's a process for that to be accomplished**. Freestanding poles, that's not so much of an issue. The main thing is that we can maintain some kind of access. Another thing around parking, **we might ask for some kind of protection around the piers to keep cars from backing into them**.
 - Ted: That's generally the forced limitations. The **paths underneath are not an issue. Changes to the bank are not be really an issue to us, as long as it doesn't promote scour**. However, the Coast Guard may have more interest than we do in that regard. And we are looking to paint these bridges.
16. Gina: Pickle ball. Yeah, lots of pickle ball. Pickle ball and dog parks.
17. Speaker X: That's right. So **fencing? Well, that question really pertains to access**. So a fence around a tennis court, for example, not a big deal...We would have to see the specifics.
18. Gina: Questions:
- Question One - The one thing that we're not showing on any of these concepts. What **we'd like to happen is the cooperation from the Driftwood property to the east. We would love to be able to access the parking lot off the east side**. And that site is going to get redeveloped, whether it's a public right of way or just a park entrance road, love to be able to access through there. So you need to stay on Lucy's radar with that. Okay. Because that project is actively moving. Okay. Stay under Lucy's radar
 - Ted: Well, we generally do not like to go through private access to get to our public assets. There are instances where that happens, but there's an access agreement... All that stuff gets worked out. So it really just depends on some of the specifics but that's really going to the access land side of things first, and then they reach out to us to get our approval.
 - Question Two – What is the **process for getting approvals**--what level of drawings, or what is the most ideal process?

- Ted: Dave, do you want to answer that about excess lands process?
- Dave: Yes. The procedure is to submit a plan to the regional office. The region will work with you and make sure that you've got all the details there. Once you've satisfied the region, and the region makes a recommendation, it goes before a committee. That group will actually evaluate what the proposal is, if we need to ask Ted anything, or any other divisions any specifics, we can add them to the committee. Once it goes through the committee, if it's recommended, we send it to the Commissioner for his consideration. **Then the Commissioner ultimately has the final decision to approve or not approve.**
- Matt, do some of our highways have a sign-off on this, or is it purely TDOT?
- Dave: It's unusual for FSWA to have to sign off on it. **Because it is the interstate, and built with federal funds, that may be something that has to be addressed.** They're going to have that interest, just like you do, Ted, about following our guidelines. We will have to follow our guidelines, like we were talking about the structures. We typically don't have any structures under one of our structures.
- Gina Ford: at what point in the process is it most ideal to see those drawings? Is it only when you're heading into the project that's going to impact the land? Or is it good at the master planning level?
- Ted: The agreement would be with Metro. If it's public works, I don't know if we ever have any with parks or not.
- A plan has to be submitted, subject to change. But **if that change is really outside of the footprint of the bridge, it probably doesn't really matter.** But it needs to be pretty well developed where everything can be considered, because then if you want to change it after the fact, it gets to be complicated. But the green way path is pretty simple.
- Dave: Yeah. It doesn't have to be exact. I mean, if you want to move a green way over a little bit, adjust it some. But the overall concept couldn't change. The footprint can't change.
- Question Three: Is there a certain distance from the bridge that it has to be in your right of way, but not under the bridge?
 - Ted: We would have some dimension off the side of the bridge from the top that would drop straight down, so we could swing our equipment from the top to access the bridge.
 - The influence of a fire on the structure, the height makes a big difference.
 - Is the access land process and the process, are those separate things?
 - Ted: The land use is part of the access land review. There's not a separate group that's going to look at this layout and go, "Yeah, that's good," and go start the process. It's all one process. So we're really not reviewing your design. We're

- reviewing the impact of your design. So it's not like you have to get our approval for what you want to do, other than where it sits under the bridge. We'd just give you guardrails, but not necessarily direct you at all in setting the parameters.
- Ted: You say it's a minimum six-month process, Steve, maybe up to nine months?
 - Steve: It can be. Now, of course, it being one of our partners, and we can try to expedite some things. But again, you don't want to submit something, then come back and have a change. But **once you get to your point, to where you feel comfortable that there's not going to be any significant changes, I'd recommend to get started.**
 - Speaker X: that makes me think that we could be at the conclusion of the master plan. It would probably depend, particularly if the rowing center is a phased project which will at least be here, or could incorporate some circulation and parking
 - Fabian: the question I have for TDOT, this area here, can we coordinate with TDOT on the landscaping of this area so it works well with this area? And does TDOT have a fund to do something like that?
 - Gina: Steve, do you have an opinion about the space between the roadway, between the highway, and whether that can be landscaped to be improved, beautified, consistent with the park?
 - Steve: The landscaping, to me, wouldn't be an issue. It's underneath. There's not any of our other facilities underneath, so I wouldn't think the landscaping will be a problem. There may be some grants that you could apply for through the beautification office. I'm not real familiar with that. That's something we could follow back up with. Somebody just shoot me an email, I would be happy to get with the right folks, and see what we could do.
 - Ted: Yeah, so we have the same access concerns for all these flyover ramps as we do for the big structure... Being able to look at them when we need to, and there needs to be some repairs done that we can access them to do those repairs well.
 - Fabian: This would be a time for our team to look into some kind of a design that can be submitted to you all for some coordination or... So it looks consistent. Then to the team, I wanted to talk to you later about this area here, and also if there is any consideration in the future about potentially having a stop for the train. The only question I have for TDOT is this one. Thank you.
 - Speaker 16: To piggyback on that question, **what about Trees?**
 - Again, we have to be able to provide access from the top. So a couple of thing. Trees don't ... good specimen trees typically don't do well under structures that are shielded from getting rain and light. So scrub trees that'll grow up all the time are really more of a nuisance than they are anything else. It'd be

the same thing. We deal with having to keep trees cut back all the time, because just like a root will tear up your house, it'll damage a bridge if it's next to the substructure. So we try not to do that. But I guess this is the area that's visible from Hermitage Avenue looking down towards where this park area will be. And like it is now, it's a dirt patch, because I'm not sure anything would really grow there without a whole lot of help.

- Tim: Fabian, we have a meeting with the railroad line, JJ Corman, next week. We would happily invite you to that meeting. Do you want to participate?
- Fabian: Please do. Thank you so much. And thank you, TDOT, for addressing my question.

19. Gina: There's a **pretty significant wetland on the site**. Like in this area, generally-- there's grading that's been done, some construction, and that's left a patch of low-lying area there, and with the drainage coming down from initial surveys by our team. Do you have information about that?
- Ted: It's in our way, is what I would say. For replacement on this bridge it causes us a problem ... not an opportunity for us. It's a problem, because we have to mitigate for it. We couldn't span over it, it's too big of an area.
 - Gina: Yeah, so what would you do?
 - Ted: Ideal situation would be that you all would regrade the site so it would drain. Well, we park the cars and stuff ... We prefer not to get variances, but it's in an inconvenient location.
 - I would challenge our environmental people to sample the soil to see that it is truly a wetland.
 - Gina: Yeah, and our environmental consultant didn't do a full flagging.
 - Yeah, but ... so this is not a good thing for you
 - Ted: We just have to mitigate it. There's no way we can really do anything to that bridge, that big an area... The clearance is very low, so we can't get use really deep
 - Gina: If the master plan wanted to do something with that, they could convert it to parking, or something. A court of some kind. Would that be a recommendation you would make to you all and then you go through the process of mitigating? How does that work with a wetland on your property? So you all would give it the okay for that?
 - Ted: Yeah, because I mean, no matter what you do under here, you'll be doing some kind of grading work. Whether it's parking, making a trail, whatever it is, you'll be doing grading work that you all would have to go through the process of getting it permitted or whatever it takes. You wouldn't be involved in the construction. Whatever you need to do the pressure would be on... Now, I will say this. If there is an opportunity to enhance the wetlands, we would be interested in that.
 - Tim: Gina, from our perspective, you just want to be able to overall add benefit for the wetlands.
 - Gina: Right, right. And in the schemes where we have successful wetland creation, there's certainly a lot you can do. And if it's something you all are open to

20. Tim: I don't want to jump ahead on your questions, Gina... Again, I have **questions about the replacement bridge**.
- Ted: So, I can't tell you much about a timeline, I really don't have much about a concept other than we would probably look at the space between both bridges. There's a lot of stuff going on with regards to the loop downtown and that's just once component of it. So, I mean we're looking all the way around, so how that's going to turn out I don't know. **But I'm sure whatever structure we put in to replace Silliman Evans. For us it's a critical bridge, which is why we're interested in replacing it. We'll work with a new concept.** Chances are it will remain two separate structures, like it is now. That separation could be a whole lot less. One example would be that, three lanes in the middle, between the two bridges, and then we'd move the traffic onto that, and tear one down and rebuild in there, put traffic back and then tear down the other one and get that space open. That's one way we would do it. To say which bridge we would abandon, it's too early. That's a very complicated interchange with Hermitage Avenue road right there, and then all these directional ramps acting on top of each other, with substandard clearance, except at Fourth Avenue. There's a whole lot going on. Yeah.
 - Tim Netsch: So what happens... Let's say we build park improvements underneath it? And then you guys move forward on your project, and here's another structural element shift... So, how does that...
 - Ted: We're working a similar project on Broadway, we're they've got ideas of a park on Metro property, on the east end of the bridge, and my answer to them was, "I would put in asphalt and not concrete".
 - It's our property and our use is unlimited, whatever. But knowing that it's going to be replaced, I wouldn't cast a bunch of concrete, knowing that it's probably going to get damaged. Even if you don't drop a pier in there, you got all kinds of equipment running through there and doing demo in there where you're likely to drop a structure down...
21. Ted: what's your timeline?
22. Tim: Well, it's entirely dependent on funding. We know that whatever ends up in the master plan, will be implemented in phases.
23. Ted: I would not have your only access come under the bridge to the east, or it will be constrained at certain times.
24. Tim: Another question about the replacement bridge--**the idea of a double decker bridge, with transit, and I guess BikePed on one level and cars on the other**. Is that a possibility?
- That's not currently in our East Bank plan.
 - Steve: It's not in our plans. You know, Ted referenced earlier a plan that's got multiple studies underway and we don't know what's going to come out of that study but some of the ideas, it's no secret, somebody talked about a stack all the way around the interloop, but we don't have a gazillion dollars, so I'm not sure that is going to happen any time soon. But we don't know exactly what is going to come out of the studies.
25. Gina: Steve, I have one more question which is, in your future plans will there be consideration or do you consider improvements to pedestrian connected

activity through the wetland landscape. You know, that this is going to be a really important park for the neighborhood that is just south of the site. And walkability is a little challenged today, as you can imagine. Is that something you all look at in your alternative [inaudible 00:49:33]?

- Steve Allen: We have a pedestrian bridge that crosses right there at 2nd Avenue. The walkability from either... Well, that would be your access across to get into this area.
- Steve Allen: So a bridge like Fairfield is scheduled to be replaced. If a difficult section of that road needs to be widened...Fairfield, or Fairfax, whatever it is, that's the Metro road. So the Metro is going to have a path through there.
- Steve: Easiest thing we can do is cut the slope out and have a wall and then we can have a walkway through the part of the bridge that's sloping right now.The ramp for clearance elevation is going to change. We've got that noise wall that was put in and there's a trail behind that somehow linked around and got to Fairfield...

26. Gina: Is that dirt road by the billboard there...
27. Ted: I would say based on the fence that is controlled access fencing. I'd say that dirt path is TDOT, right the way back to that fence line.
28. Steve: I will go back to your question. When we have any bridge placement project, we typically are doing the report and coordinate with this division and we always look at any of the local officials, wherever they are and ask what are their plans. So if you've got a local road that we're not responsible for that you are going to be widening and putting in some kind of path, making it wider, we will come accommodate our structure for that. We are not responsible for your roadway improvements, we can accommodate the structure to actually make it work with you.
29. Gina: Great, thank you. That's really helpful.
30. Steve: Thank you for the invitation and sorry I couldn't be there in person, but we are excited for you also and we'd be happy to work with you but **we do have our guidelines and regulations we have to follow and the sooner you get to work with region 3 ROW office the sooner it goes to the committee process and again that can be time consuming. Shoot me or Ted an email and ask questions along the way and we'll get you the right answers.**

Meeting Notes

Project Name	Wharf Park Master Plan
Project Number	AG1838
Meeting Date	January 7, 2022
Meeting Time	10:00am CT
Location	Webex
Recorded By	Laura Brusson
Purpose	Proposed Metro Nashville Wharf Park with USACE

Attendance

Metro Parks	Tim Netsch, Cindy Harrison, Jackie Jones
Agency	Gina Ford, Susannah Ross, Brie Hensold, Kymberly Ware
USACE	Samantha Iskrzycki, Steven Acuff, Timothy Wilder
BDY	Chris Fleming
TN?	Lee Barber, Scott Hall
Barge Cauthen	B Quinn
Moffatt & Nichol	Mark Pirrello, Mike Herrman
HDLA	R Jones, R Waits

Notes

1. Existing conditions: No sanitary outfall on site
2. Wetland Braid: may be a constant maintenance to keep bank dredged
3. Title 36 jurisdiction of water, something like this will increase area of responsibility.
4. Design team will consider depth and flow if this is the option we move forward with
5. The design team will explore armoring or protecting banks. For all three options, the team will explore a more green approach to shoreline stabilization to get to more structured systems
6. (No direct comments on 2. Bridge/Bowl, and 3. River Forest)
7. General red flags: Curious about potentially protected fish and mussels species
8. Will need to do a Fish and wildlife survey eventually
9. Oracle campus down the bank did identify some protected species in the area which will require additional requirements as part of permitting process (about timing, and relocation)
10. Navigation issues will need to be followed up on
11. Permit number: The USACE Regulatory Division file number for this site / proposal is LRN-2018-00406
12. Recreational boats mixing with commercial traffic is a concern
13. Each of the schemes will require additional permitting from the USACE
14. Potential for unknown historic elements on the site, USACE will ask for phase 1 survey

15. Flowage easement on downstream end and immediately under the bridge, but not in middle of site, may have a real estate function where USACE has flowage easements
16. USACE will reach out to real estate and navigation contacts to address concerns
17. Wetland Braid will require standard permit, the other two schemes would require letter
18. Independent project so will require its own permitting process
19. Permitting may take 3-6 months possibly longer
20. Within 3-4 weeks of submitting application USACE should be able to supply information on what is needed to start permitting process
21. Include justifications on “why”, who is benefitting, etc, especially on Wetland braid which has high modifications. Will help permitting process.
22. Project is most environmentally mindful
23. The comments we received today by the two agencies are in line with other projects along the Cumberland.
24. Navigation – The key issue has been mixing of recreational and commercial. Its been an issue for the past 20 years on the river. USACE to confirm, but believed it was involved in past discussions and was the branch indicated a preference for a linear floating dock on the upstream or downstream side of property, well outside the barge traffic line. The key issue – adding in row facility activity to the river vs keeping it on Percy Priest Lake. There is probably enough political wind to keep some type of access on the river for this facility.
25. Real Estate – Two items here. The floating dock and/or fixed pier lies within the flowage easement. Typically a consent of use has to be requested here. The City (and private commercial) have been issued these in the past. There is some negotiations that will be required that may affect the size of the structures in the end.
26. Permitting – The project will likely end up with a standard Individual permit – not only for in-water impacts but wetland considerations. Ideally, would be great to receive a letter of permission but the level of disturbance is fairly minor overall so the individual permit should not be a challenged process.
27. Wetland Braid Concept – A few considerations. The USACE has jurisdiction over uses in the waters that are part of a civil works project. The reservoirs and Cumberland river sections are under a shoreline management plan. If the shoreline is excavated, the USACE ends up with more water area and shoreline which they are now responsible for. USACE does not likely prefer that route but would not stop that from moving forward.
28. Sediment/dredging is a consideration on a purely riverine situation. The hydraulic analysis that would be completed would work to minimize those issues but it does mean this concept will have more maintenance by the City.

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Meeting Notes

Project Name	Wharf Park Master Plan
Project Number	AG1838
Meeting Date	April 13, 2022
Meeting Time	1:00pm EST
Location	Conference Call
Recorded By	Laura Brusson
Purpose	Wharf Park Master Plan Check-In with USACE

Attendance

Metro Parks	Tim Netsch
Agency	Gina Ford, Susannah Ross, Kymberly Ware, Laura Brusson
Barge Cauthen	Barry Quinn
BDY	Chris Fleming
Hastings	Laura Hollier
Moffatt & Nichol	Mark Pirrello
HDLA	Robert Waits, Richie Jones
USACE	Sammy Izkrzychi (permitting), Tadd Potter, Valerie McCormack, Catherine, Clay Swatzell (real estate), Daniel Clark, Geoffery Fanning
Rowing Club	Lizbeth Theiss

Notes

1. Susannah: **Army Corps team**, can you go around and introduce yourself and remind us which sort of departments you represent?
- Tadd Potter: I am the Resource Manager here at Cheatham Lake.

Valerie McCormack: I'm the Environmental Section Chief, so we'll be reviewing for NEPA, ESA, Clean Water Act and National Historic Preservation Act issues as we review for our actions.

Daniel Clark: I work in the National District operations section. Part of my duties would include reviewing this request as they come from the project, and coordinating them with other applicable review elements.

Scott Fanning: I'm a biologist in the operations sections. I work alongside Daniel and we act as a liaison between the various district offices in the project, and as well as the consultant and the applicant on these types of actions.

Clayton Swatzell: I am in Real Estate Nashville.

Katherine Wall: I'm the Management and Disposal Team Lead in the real estate division. I will be kind of overseeing Clay as he looks at the different types of potential out grants, or conflicts with current out grants in these areas, so that we can get you the out grant that you need.

Samantha Iskryzcki: I'm in regulatory and I work on the permitting and determining jurisdictional waters.

2. Susannah: We will go ahead and share our screen and sort of walk you through where we stand with the design.

3. [Agency shares and emails the 20 slide deck]

4. Gina: For the future, is there a platform that's better that you all can get into?

5. Catherine: We can typically meet over Teams, even if we have to join over the browser. And we can also join and meet through WebEx.

6. Gina: **Meeting with you all now is really just to raise any red flags that we can address before this goes public.** And we have some time now, we have a good at least four to six weeks until we're back with the community. So that's where we sit within this broader schedule process.

7. Gina: We could answer some questions if there's any questions about the basic plan first and then maybe any concerns or thoughts to share?
 - Lizabeth Theiss: Y'all have done a great job. For me what really between the last one and this one has helped, was **knowing all the easements you were having to deal with.** So I think it's good for everybody to get a sense of that, that makes it hard to position things when you're looking at almost a spider web kind of jigsaw puzzle just with the site.

8. Susannah: Folks **at real estate and navigation, any sort of red flags you're seeing?**
 - Clay: It looks like we're definitely going to need to **check the deed for any limitations** that may be stated. There may be a gap in the rights that we've acquired in the past according to a map that I'm looking at here. But if it is possible, it's most likely going to end up as a consent to easement.
 - Tim: Clay, does that mean that parks would provide or make available that consent? Are you getting an easement from us or are we getting an easement from you?
 - Catherine: I think we're just going to have to research it on our end a little bit. Like Clay said, it appears on one of our maps, there was a gap in our acquisition of rights there. And on one side of the projected area of development, there is on both sides of the development, there are flowage easement deeds that exists there, but in the middle of that section is a gap. And so depending on what those deeds say, so when we do what we call consent to easement, we purchased the rights are flood up to a certain point on a normal basis. However, it does sometimes vary from deed to deed what kind of rights we did acquire there. So for instance, I saw a deed the other day that said we have the right to cut trees on a property, so that's not a normal thing. And so every deed is a little bit different. You would be acquiring a what we call Consent to Easement. So we don't own the property in fee, we just own the right to flood the property. So **you would be getting a consent from us stating that whatever that development is on that property, it does not interfere with our rights that we purchased there.** Does that help explain it a little bit?

9. Tim: Related to that maybe, there is **one parcel that we don't own yet and our public property folks are working on it.** But it might be interesting or useful for us to understand what encumbrances you may already have on **the parcel--the tiny little triangle** that's right on the launch.

- Catherine: I don't think that we own any rights to that. In the very middle of the projected development, it doesn't appear like we purchased anything from the map that I'm looking at. But I have sent a message to my supervisor. She was involved not in the acquisition, but she's been very involved in that branch for a while, so she may have some additional information that I'm just not seeing here. But I would say all the way to the smaller part of the triangle development area. We do have one section I believe that would be within the development that does fall within a section of flowage rights that we purchased. And then abutting right up to the bridge right there where the projected launch might go, **we also have a small area of flowage rights that we procured there.** So I think we're still going to be **dealing with a consent to easement on a very small portion of the projected development here.** I was able to get a copy of the PowerPoint that you're presenting, so I think that that'll help us when **we look up the deeds to see what rights we have there, and then we can email y'all and let you know what the appropriate instrument is for permissions.**

10. Kym: The last meeting that we had in January, there was some **concern about people using the waterfront for recreation purposes.** I think that was why we wanted to schedule the meeting with the navigation people on the call, if there's any concerns still about people launching into water and there being interference with the barge traffic
 - Catherine: I don't know if anybody from navigation ended up on the call today. Tadd, do you know if Owen called on?
 - Tadd: Owen was going to jump in and I sent him an email during the presentation. And he said his apologies, he was on another call today, but for me to get with him tomorrow to discuss this. But he had full intentions of jumping on today, but wasn't able to.
 - Tim: you guys could let us know if there are concerns that we need to be responsive to?

11. Tadd: Sure. And I had trouble following the slides here. I was following the PowerPoint. And I know the last meeting that we had, we had three different options—is it correct that based on public comment and workshops, that the draft final shown here is preferred?

12. Kymberly Ware:

13. Sammy: if I could get on our regulatory little soapbox for a second. It kind of goes with what he was just saying. When we're looking to permit something, we got to identify the project purpose, which you guys got down pretty well. And then based on the amount of impacts, **we have to determine is this the only site that this can be done? What other sites did you look at? Where else could this be done possibly with less or more impacts?** And when we get down to the alternative analysis, when you have any other kind of alternative that will fulfill your project purpose but causes less impact, you've got to have a really good reason why you are going to be impacting more versus less. And I'm **not sure what that goes with the dredging or what's happening with that wetland.** That was another question I was going to ask. Because if we don't have any more information on that wetland, that might be something that we have to avoid and minimize around. I don't know if you guys have been out
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<p>there or determined if that's something that was created incidental to the road, or if that was something that was natural there that they built over. I'm not sure. But that might change design wise.</p> <ul style="list-style-type: none"> • Susannah: I was just going to ask Chris if he could speak to that. He did the regulatory constraints analysis for us. • Chris: Yeah, that well end under the interstate. I think it is largely there because of interstate construction and maintenance. But that's an approximated boundary, Sammy, because there was a large homeless encampment there and didn't get to fully investigate the boundaries. We would of course delineate that prior to any permit submittal. But that was the only wetland resource on that entire tract right there. • Sammy: Do we have any kind of historical data that would kind of show that it wasn't there before? I don't know if we've got any aerials or anything, that shows you getting more and more wet there after anything was built up? • Chris Fleming: the biggest problem would be, it's right underneath the shadow of the Interstate. I can go back and look at some historic aerials, but I think it would be masked by the Interstate in most cases. • Susannah: In terms of alternatives, Lizabeth, I wonder if you can speak a little bit to the work and study that's been done to figure out where rowing should go within downtown. Is that this is sort of the spot that was landed on from that point of view, right? • Lizabeth: Yes. We did evaluate other sites partially through the help of Metro Parks and with the Nashville Civic Design Center. One of them being in Shelby Park near the old, what's that? The Naval building? We had a geo-technical engineer go out and the access from that site is just so steep, that that was really hard. And it's right across from where some of the barge work and launching is. The other site that we did consider was much more near what's considered Oracle now in the river north. And that site had a lot of issues with water overflow, Metro water, and it was private property and just trying to access that because it had already been acquired by Don Allen and that whole group. I think we had pretty much briefly just the Cumberland Park was evaluated, but it did turn into Cumberland like a regular park. But that again was another very steep embankment where when Tim brought this site, it's much more with the gradual embankment and when you're trying to carry the boat. So we didn't put together a detailed study. As we looked at each site we were looking can we actually carry a boat to the water safely with the kits, and the cost of trying to get a dock on the water. So this has a little bit of an easier mooring ability than trying to stick into my understanding on the opposite bank, was it more boulders that could dislodge. • Tim: I feel like we've got a pretty good defense for this site, for the rowing facility. <p>14. Tim: I wonder, Sammy, you mentioned the wetlands specifically. I think we're aware of the specific concern about trees as it's associated with a certain endangered bat habitat. I'm trying to get a handle on the sort of classes or types of environmental considerations that you guys are going to be most concerned with?</p>	<ul style="list-style-type: none"> • Sammy: Valerie mentioned they're going to be stirring up ESA and 106, so she might be able to speak to that a little bit better. When I'm looking at just permitting when I'm writing it up, I have to justify all the impacts that you are going to be proposing. So we basically have to see how you got from 0 to 100, what was the planning process, how did you get to this site? How did you get to this much impact? And it is it the least damaging alternative environmentally? So if we have that acre of wetland in the middle of the site, that might change your design a little bit. We want to see that you're designing around it if it turns out be a jurisdictional. If it doesn't and it's incidental, that might be a different path we go down. It might not matter as much. But just since it's kind of there as a preliminary, I wanted to point it out. <p>15. Susannah: Can I just ask? In terms of the selection of this site, is the whole sort of process that Lizabeth talked through about getting access to the water easily, is that something that will sort of help our case, we really did look around to do different locations?</p> <p>16. Sammy: Yeah, for sure. as long as it has to deal with your project purpose you're trying to fulfill and you can tie it back, basically so we can see that this site was the one that you had to choose at the end.</p> <p>17. Gina: What I'm hearing pretty directly is it's also all of the decisions within the site of why we shape or decide to do things as we have done. Not just site selection, but actually how do we decide how much impact we've made?</p> <ul style="list-style-type: none"> • Sammy: Correct. We've got to do offsite first and then we get onto onsite, so there's kind of two sides to alternative. And how that is usually has to do with the type of permit we're issuing. So it could be an individual or less, it depends on the amount of impact that you're going to be requesting in the end. <p>18. Valerie: I just wanted to give a little clarification on how we work internally in the Corps. So when we have both a real estate action and a regulatory action, we look at those in terms of what's the greater need for analyses and then appoint a lead at either being planning or regulatory. So we're going to have to have an internal conversation on that to see which of us is going to be involved more. Given that we have easement here, we don't have fee title property, my initial inclination is that regulatory is really going to be the lead for our involvement for the not just Clean Water Act, but NEPA, ESA, and NHPA. But we'll have to make that determination and we can start having those conversations and keep you in the loop as we make our decisions.</p> <ul style="list-style-type: none"> • Tim: That's helpful. Part of what I'm trying to wrap my head around is that typically with a park master plan, although it's very conceptual and things may shift and move and change as we get into design and implementation phases. Ideally we can present an overall master plan that conceptually is permittable, and from all regulatory perspectives from the Corps to the Metro ADA office. And so I guess this is a question for Agency as much as it is for the Corps folks. Between now and when we wrap this thing up in June, how far do you think we can get on reasonable assurances that whatever ultimately ends up in the master plan in concept can pass regulatory muster? • Valerie: that's for us or for the Corp? • Tim: Well, for both, I guess, whoever has an answer.
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- Gina: Part of it is sort of what's your expectation of a master plan, what is I think the Corps willing to tell us at this level of drawing? And I think these conversations are really helpful, the things that are being flagged. Although we won't know until we're in more detail. And then I think identifying what things are the bigger hurdles, what are the things that feel like the identification of the wetland is a really good one? We don't even yet have that boundary surveyed or know how much we are planning to impact that. But I think, as part of the master plan, we could have some sort of best and worst case scenarios, Tim, or try to represent something that's on the more conservative end as part of the master plan, so we only have sort of positive movement later. Suz, what would you add to that?
 - Susannah: I don't know. I'm sorry. I'm trying to figure out how we answer it, because it's all going to depend on what the Corps tells us are deal breakers, and we can respond as we hear.
 - Tim: What I'm getting at is **trying to make sure to the extent that we can, that the master plan is implementable**. And so maybe Valerie, as you all continue to have internal discussions about this, I don't know if there are some components of the project that at face value are not permitable and which look fine and which in concept with certain conditions, could look like there might be a path forward on it.
 - Susannah: Yeah. That sort of analysis could be so helpful.
 - Valerie: the three main concerns, and they're always somewhat the three main concerns, navigation aside is **the wetlands in this case, trees and bat habitat or any other ESA. And then archeological** because there is quite a bit of excavation here, what the results of those are. None of those are necessarily insurmountable obstacles, but the ability to work through those issues quickly, should there be a resource that we need to work with that may just be something that we need to navigate around.
19. Tadd: One thing I want to bring up is the fact that the wetland braid here, the design, it does create additional water area, even though we don't have fee simple title property there that we purchased, **we still have title 36 jurisdiction**. So that increases our area of authority for exercise and title 36 within that particular design. So we'll have to have discussions internally about that.
20. Gina: Maybe this was stated already and maybe you all worked it out already. Sorry if I wasn't totally following, but is there anything else the Corps can typically do as part of a master planning process like this that could... I guess we talked about this already and talked about your review of the materials we sent along, but **some form of a narrative or outlining those concerns**. Because I think that is something, Tim, that we could capture within the master plan document and potentially even think about, like I was saying, kind of scenarios rather than fixed outcomes for the master plan. So it gives us flexibility in the future based on those concerns. So I don't know if there's what you all might typically do as part of this phase of a design process to give guidance or instruction to the master planning team.
21. Susannah: Yeah. Is it possible we could get a memo or something that highlights what comes of the initial internal review that you all are able to do?

- Tadd, I don't know, are you the point person for this project? Am I understanding that correctly?
22. Catherine: I think the reason we're all hesitating is because we don't really know who is going to be the lead on this right now. And so I think that, that would probably be up to whichever office is going to take the lead on coordinating all of the offices within the Corps.
23. Susannah: Thank you. That's helpful. And do you feel like if you all have this set of drawings that we've looked at today, **is that enough to make the decision about who's going to lead the effort?** Or do you need more from us?
24. Catherine: I think we might just have to reach out after we look at the plans that were provided today. I know specifically from the real estate standpoint, we might have to after looking at the deeds anyways. So I think from the real estate standpoint, I think we're just going to at this point have to say we'll probably **have to get back with you after looking**, because there may be additional information that we need.
25. Susannah: And it sounds like Tadd, you'll get into navigation tomorrow with Owen and let us know what else might be needed from that perspective. And so yeah, we just want to be as responsive and helpful as we can in helping to move the process forward.
26. Tadd: I'll be happy to share the presentation with him and talk to him about it.
27. Tim: And we certainly don't want to put any of you Corps folks on the spot. We're entirely dependent on you for our ability to do anything on the site. So we're grateful for your time today and we stand ready to provide any additional information that you may need after you guys get together. Should we check in with you guys in a, I don't know, a couple of weeks or don't call us, we'll call you?
28. Catherine: I think for real estate, it won't take us too long to look at the deeds themselves, so I think we'll be in touch pretty quickly. But again, it may take regulatory and planning a little bit longer, so we would probably want to develop a consolidated response. So I think I'm going to fall back on whoever ends up taking the lead there as well, as to when we'll be in touch. Does anybody else from the Corps have an issue with that?
29. Valerie: I agree. I think **we'll try to get a coordinated response and some direction together**, to provide you, but always feel free to reach back to us if you're in need of something and you feel that it's taking us a bit. And I do want to say that some of ours silence is partially because we don't want to mislead or provide you with some expectations until we have our talks internally. So I appreciate your patience.
30. Gina: Yeah, we just appreciate the conversation and anything we can do to be in service of the things that'll come up later.

Meeting Notes

Project Name	Wharf Park Master Plan
Project Number	AG1838
Meeting Date	May 4, 2022
Meeting Time	10:00am EST
Location	Conference Call
Recorded By	Laura Brusson
Purpose	Wharf Park Master Plan Check-In with Metro Arts

Attendance

Metro Parks	Tim Netsch
Agency	Gina Ford, Susannah Ross, Kymberly Ware, Laura Brusson
Metro Arts	Van Maravalli

Notes

1. Sport and skate park are fun opportunity for artist to do something integrated or more sculptural.
2. Artist could be used in underbridge. Could be colorful.
3. Optional bridges: vertical presence could lure you to make trek back up. It can also see it as a larger scale version of what is at Mill bridge - a fun creative interactive connection. Engages adults and kids. Makes it a destination.
4. Alert Metro Arts when the project is ready to mobilize, and it will go before the committee
5. 6 month process.
6. Metro Arts has funds for both planning and art. Budget may be in \$500k range. The budget is experiencing issues because of inflation. Budgets are very rough estimates until we get artist for projects.
7. How do we integrate all this into masterplan? The bridges, underbridge space, smaller scale nature artful space.
8. Design team can make a diagram about opportunities for art within master plan
9. Anything that requires over \$1 million might be challenging.

Meeting Notes

Project Name	Wharf Park Master Plan
Project Number	AG1838
Meeting Date	May 4, 2022
Meeting Time	11:00am EST
Location	Conference Call
Recorded By	Laura Brusson
Purpose	Wharf Park Master Plan Check-In with Metro Planning

Attendance

Metro Parks	Tim Netsch, Amrita Chatterjee, Cindy Harrison
Agency	Gina Ford, Susannah Ross, Brie Hensold Kymberly Ware, Laura Brusson
Metro Planning	Joni Williams, Nora Yoo
HDLA	Richie Jones, Robert Waits

Notes

1. East/Driftwood Property: we would like to make vehicular connection from east to Wharf...
 - Joni will follow with update about property.... The greenway connection and a vehicular connection are major opportunities and at least one will be advocated for (with possibility for more)
 - Bridge to east bank opens up brown creek connection to fair grounds, bridge opens up connection between fair ground and east bank
2. Design Updates
 - Metro likes the different pieces of programming, agree there needs to be a strong connection to site
 - Programming is so diverse that it will be welcoming addition to downtown, introduces programming that currently does not exist in other downtown parks
3. Bridge
 - compelling , lovely that it is embedded in tree canopy
4. Overall:
 - Measuring the nature of all of this is compelling in contrast with rigidity gridded downtown. Riverfront tends to be more formal even when recreational. It is exciting to see a more organic palette
 - Footprint of historic building may have addition off backside
5. There are monthly check-ins with planning commissioner, may be worth have us share updates with them.... Joni to send when next meeting is



Meeting Notes

Project Name	Wharf Park Master Plan
Project Number	AG1838
Meeting Date	August 10, 2022
Meeting Time	11:00am EST
Location	Conference Call
Recorded By	Laura Brusson
Purpose	Wharf Park Master Plan Check-In with RJ Corman

Attendance

Metro Parks	Tim Netsch, Cindy Harrison
Agency	Gina Ford, Susannah Ross, Kymberly Ware, Laura Brusson, Jeb Polstein
HDLA	Richie Jones
RJ Corman	Ed Quillian – VP of Engineering Grant Chaney – Director of Commercial Development Katie Byrd – Property Services Specialist

Notes

1. Introductions
2. Agency presents updated master plan design and proposed railroad crossings
 - RJ Corman finds no real concern with railroad crossing, but the proposed separation between the road and greenway may be an issue.
 - Separation of road and greenway makes protecting crossing more complicated
 - Protection measures could include introducing curb and gutter. Additionally, space between path and roadway can have delineators. Typically, pedestrian paths have a system of bollards near crossings to alert pedestrians.
 - Gates and flashers at crossing are also typical.
3. Discussion: Who will be responsible for building and maintaining railroad crossing?
 - Once design concept is agreed upon, RJ Corman will offer cost assessment for what needs to happen at railroad tracks for removal and retrofit
 - Metro will be responsible for coordinating a construction agreement with RJ Corman (also will likely need to coordinate with NDOT).
 - Costs associated with easement acquisition for wider crossing are to be determined
 - During construction, Metro will provide funding and crossing surface design, RJ will do final design on track structure itself. Actual construction will either be with RJ Corman or affiliated contractors.
 - Typical construction process: road surface is constructed at existing railroad initially, then the new track is built, former railroad is demolished last.

4. Discussion: Bridge connection from neighborhood over bluff
 - Standard for overpass: elevated curved mesh type structure underneath bridge. There are perimeters of railroad setback on where this needs to happen, and a typical industry standard.
 - Right of Way (ROW) perimeters need to be studied, to minimize any potential unnecessary coverage
 - A simple chain link fence is good for maintaining visibility while still providing an effective barrier. Height needs to be studied but doesn't need to be much more than 4'
 - Make sure there is minimum opportunity to cross outside of delineated crossings
 - Existing greenway has a small wall and steep drop with stone to railroad track (no fence)
 - Fence should ideally be on edge of ROW, current plan design encroaches on parcel line
 - Teams need to coordinate ASAP about making park improvements within boundary of ROW to keep forested buffer and fence
5. Design Team Action Items
 - Update design so greenway and road are closer together for public meetings
 - Incorporate safe crossings and clearly identify easement requests into early phasing of Master Plan

Meeting Notes

Project Name	Wharf Park Master Plan
Project Number	AG1838
Meeting Date	August 19, 2022
Meeting Time	10:00am EST
Location	Conference Call
Recorded By	Laura Brusson
Purpose	Wharf Park Master Plan Check-In with NDOT and TDOT

Attendance

Metro Parks	Tim Netsch, Cindy Harrison
Agency	Gina Ford, Susannah Ross, Kymberly Ware, Laura Brusson
NDOT	Ben York
TDOT	Ted Kniazewycz, Konner Spradlin, Paul Degge, Will Reid

Notes

1. Introductions
2. Agency presents updated master plan design
 - Paul Degges says that because there will be a new bridge built, the courts will need to be built at a later phase
 - TDOT will issue a license agreement for the easement ROW of the bridge
 - TDOT is a bit concerned about parking under bridge - in general TDOT tries to avoid but the bridge may be high enough. The concern is about box trucks being able to park under bridges (homeland security concern).
 - TDOT needs enough clearance for fire equipment, may need to work with team later in process to figure out limitations of vehicular access under bridge
 - Paul Degges likes under bridge courts, enhancing active use under the bridge will mitigate concerns about encampments
3. Discussion: How will bridge construction impact design and construction process?
 - The construction of new bridge will require a 50 ft buffer zone from edge of bridge for crane and other equipment.
 - Timeline of bridge construction: 10-15 years.
 - New bridge could have a separated multi-modal structure, but because this is an interstate bridge the tie to an existing network is costly.
 - TDOT suggests design team avoids spending money to improve existing bridge piers (e.g. with paint or art). TDOT can include aesthetic costs into their own bridge construction process.
4. Discussion: Will universities base their row teams in park?
 - Agency has been talking to the rowing club who has partnerships with university.
5. Discussion: Who owns Overton Oxmoor Tract and is billboard on that parcel or Curry property?

- TDOT will look into it.
6. Design Team Action Items
- NDOT and design team need to discuss driveway on Hermitage

Meeting Notes

Project Name	Wharf Park Master Plan
Project Number	AG1838
Meeting Date	September 8, 2022
Meeting Time	2:00pm EDT
Location	Conference Call
Recorded By	Laura Brusson
Purpose	Wharf Park Master Plan Check-In with Metro Arts

Attendance

Metro Parks	Tim Netsch
Agency	Susannah Ross, Kymberly Ware, Laura Brusson
Metro Arts	Atilio, Daniel Singh
HDLA	C Mantle

Notes

1. Art and lighting: lighting itself is art, lighting informs art.
2. Art and Performance: Having a performance component within space.
3. Art and Environment: address climate change

4. Projections: harder with fiber cables - logistics
5. Where are pop-up events happening?
 - Lawn and boathouse plaza....
6. Sloping areas as sculpture areas (private sponsors?)
7. Public art project: two to three year process from the time its approved to completion

8. Precedent: <https://www.carrieres-lumieres.com/en>
 - Projections of local tennessee artist

9. MetroArts can help build grassroots effort for funding



Wharf Park Master Plan
Prepared for Metro Parks Nashville
Nashville, Tennessee
February 2023
Prepared by: Agency Landscape + Planning