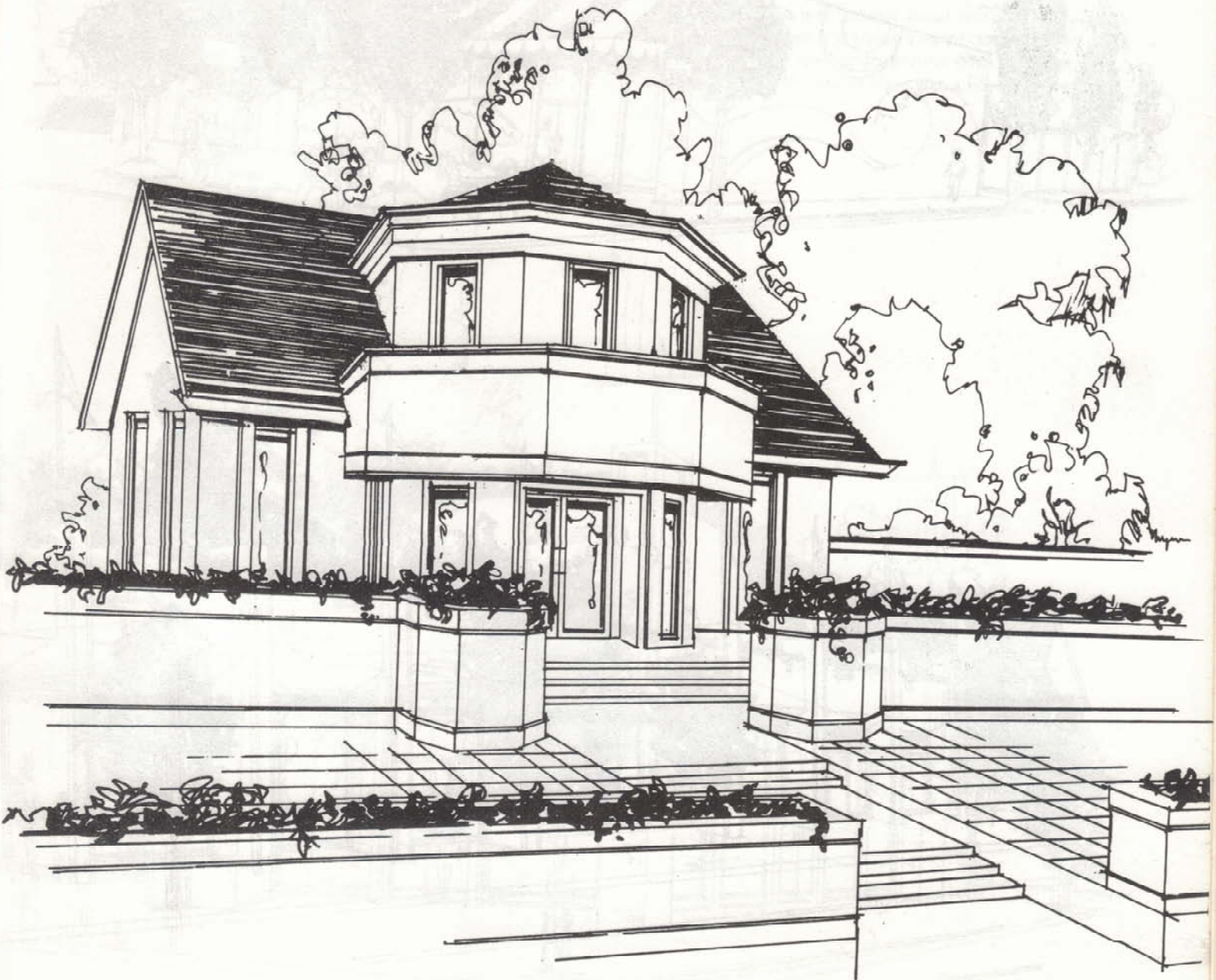


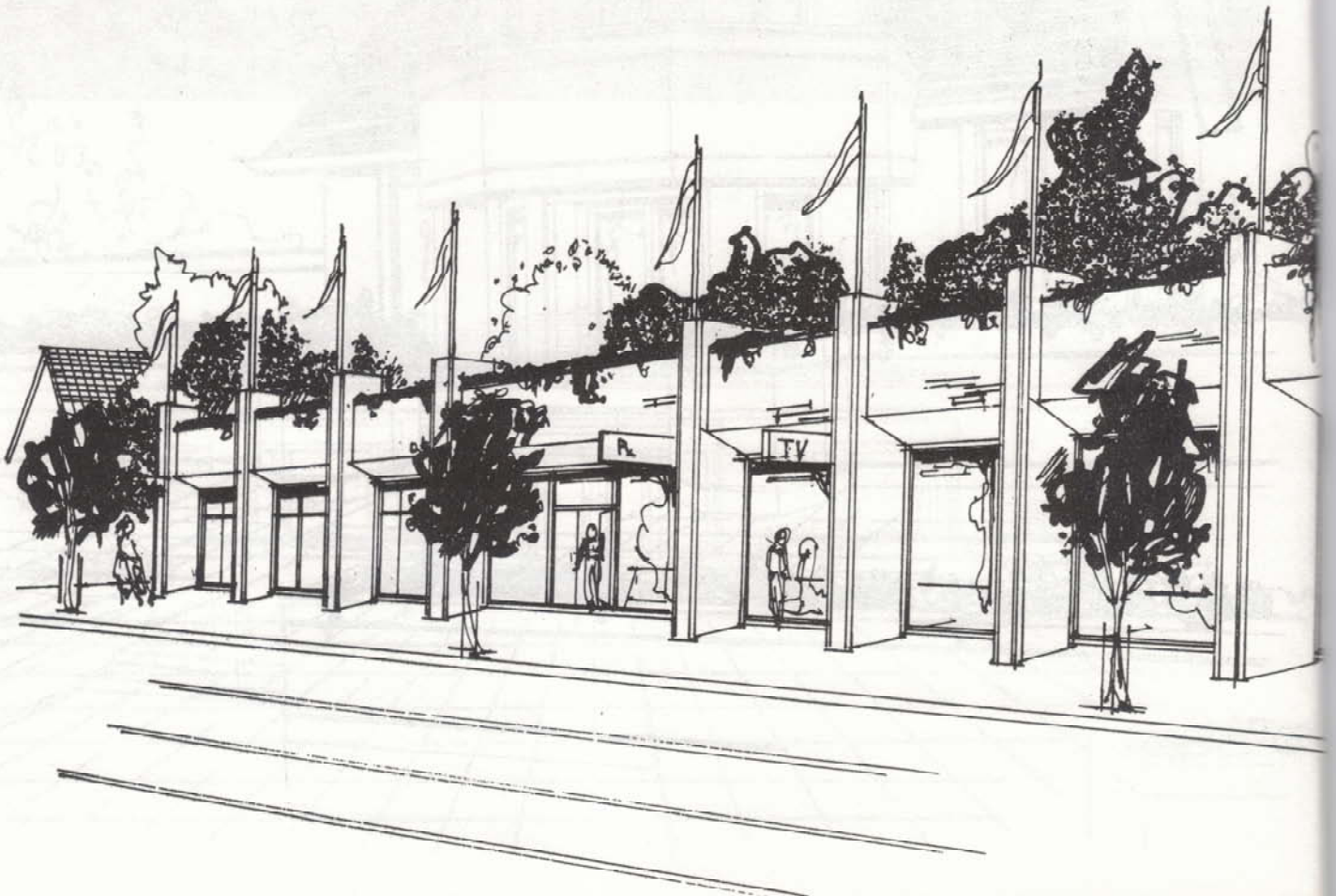
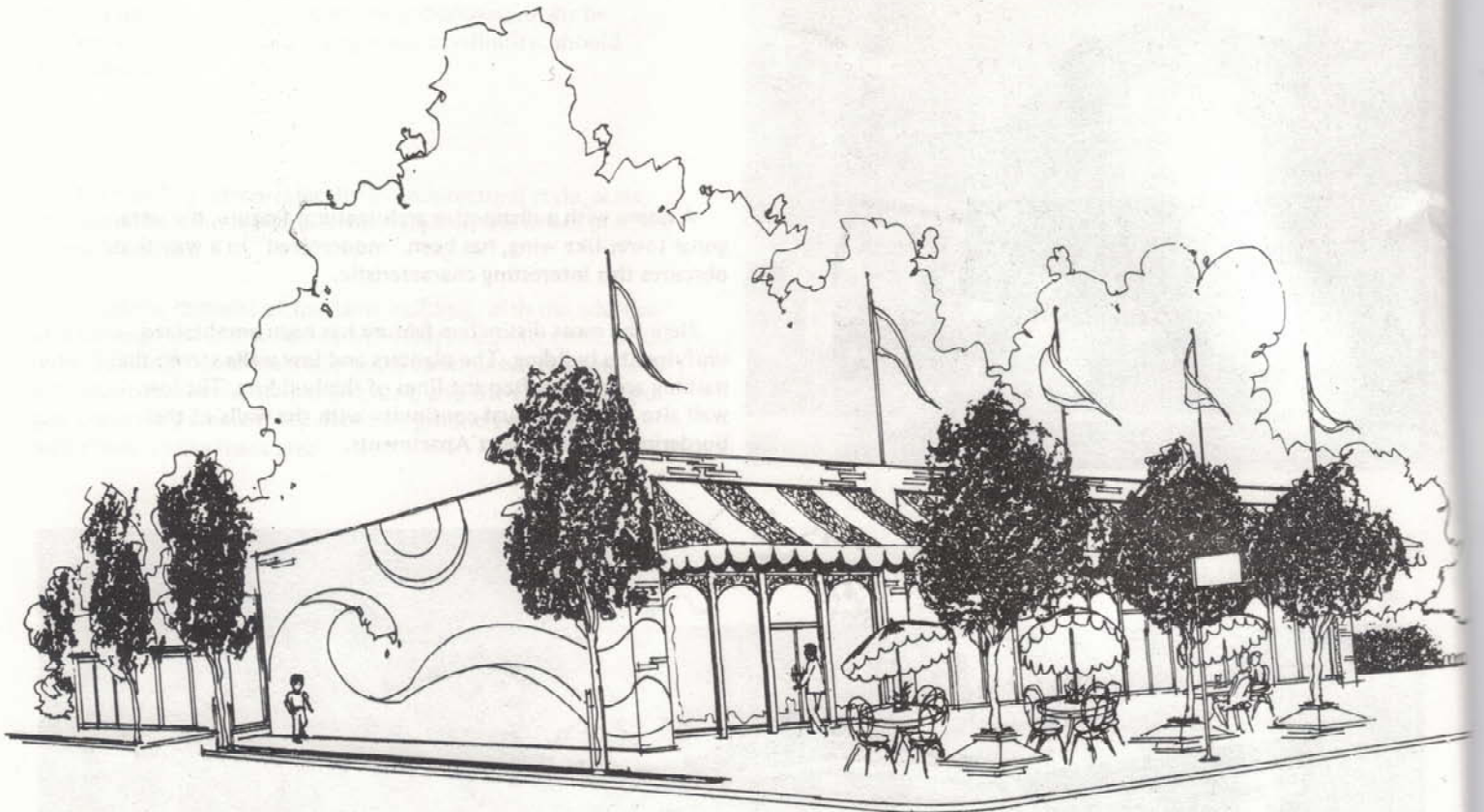


A home with a distinctive architectural feature, the octagonal tower-like wing, has been "modernized" in a way that obscures this interesting characteristic.

Here the most distinctive feature has been emphasized, unifying the building. The planters and low walls screen the parking area and soften the lines of the building. The low wall also provides visual continuity with the walls of the bordering Sterling Court Apartments.











The visual overload of signs at this shopping area was often commented on.

Sign removal exposes the clean-lined brick structure. The awnings, flags, and planters give a festive, open and inviting look. The sidewalk can be widened to accommodate an outdoor cafe.

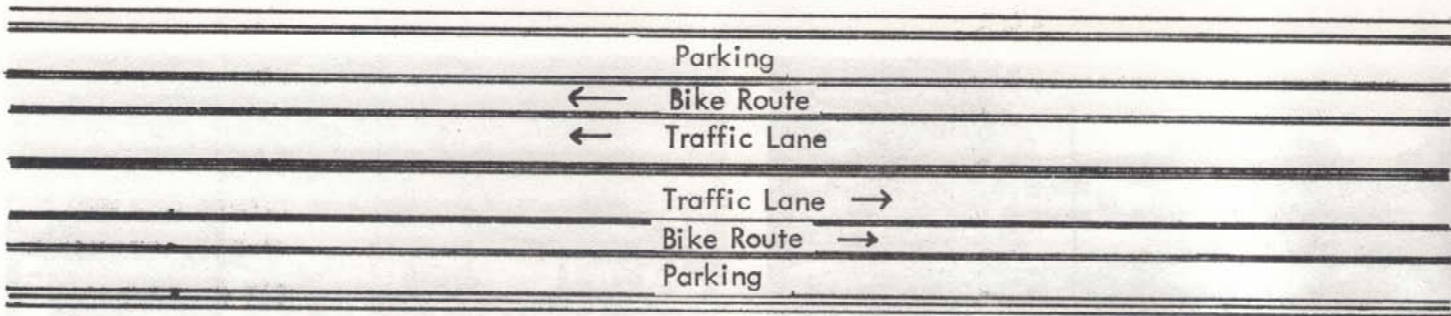


Period piece or dated look? Opinions may differ.

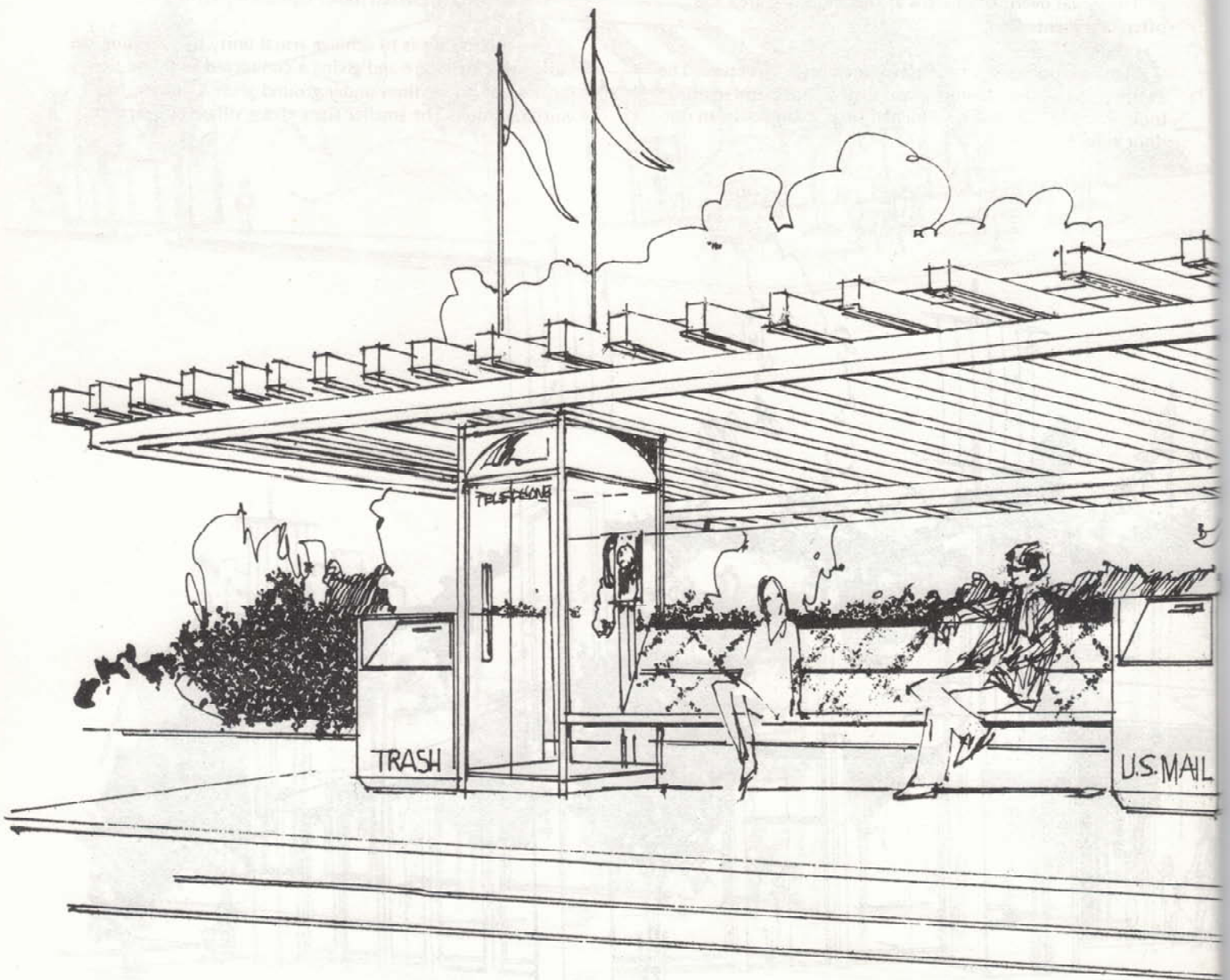
One alternative is to achieve visual unity by exposing the basic brick structure and giving a connected roof line. Relocation of power lines underground gives a cleaner, less cluttered look. The smaller signs give a village appearance.



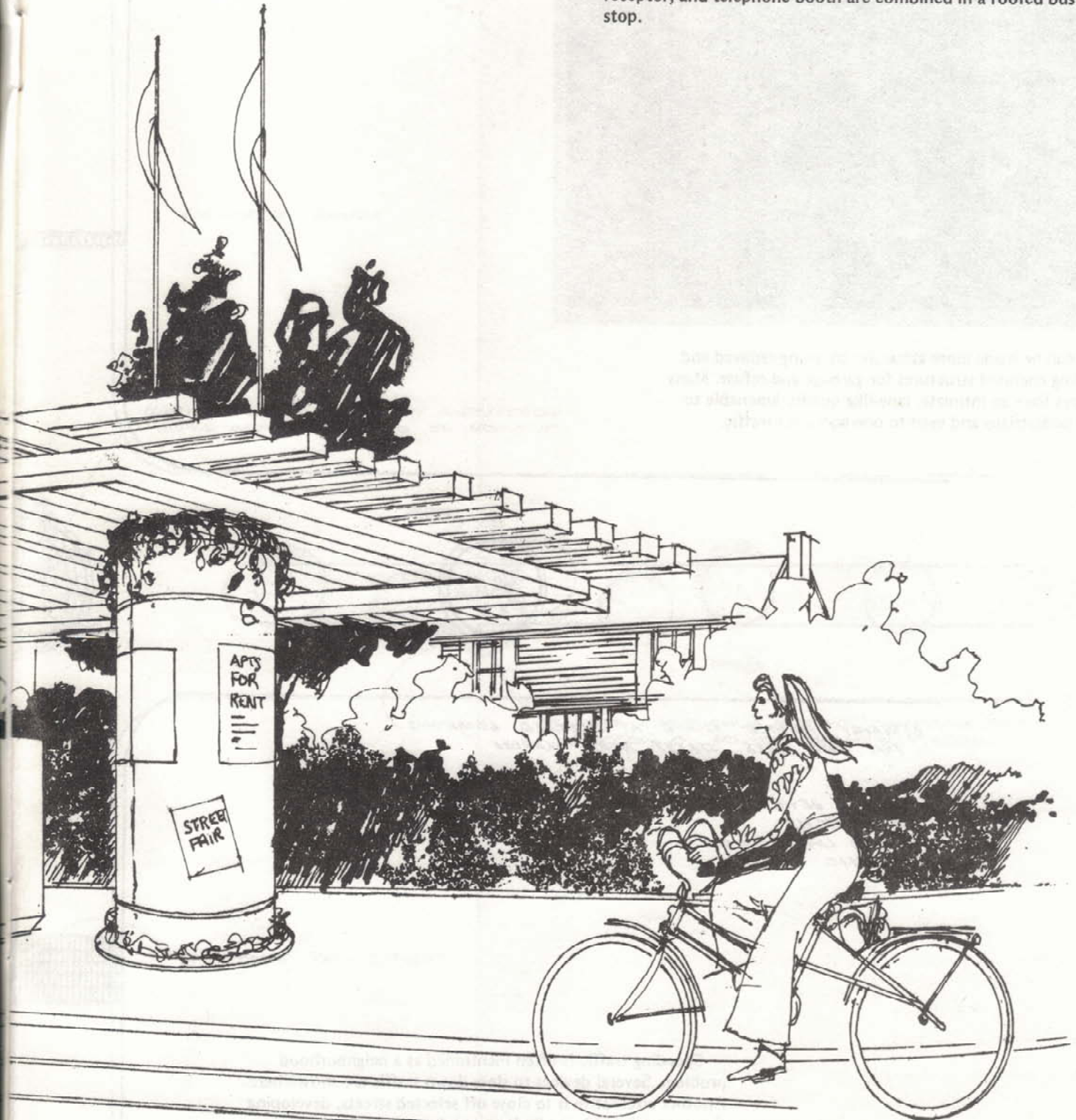




Bike path along Belmont Boulevard.



One of the characteristics of a vital neighborhood is its street life. People have a chance to meet each other and interact in new ways, and there is an increase in safety and security because more people are on the street and paying attention to what goes on. Streets can become more attractive through the construction of planting boxes, street furniture, shelters from the sun or rain, kiosks for public announcements, and other conveniences. Here a bench, mailbox, kiosk, trash receptor, and telephone booth are combined in a roofed bus stop.







Alleys can be made more attractive by being repaved and by providing enclosed structures for garbage and refuse. Many of the alleys have an intimate, lane-like quality amenable to bikes and pedestrians and even to one-way auto traffic.

5) HEAVILY PLANTED ISLAND AT SELECTED LOCATIONS  
THAT WILL MAKE STREET MORE NARROW

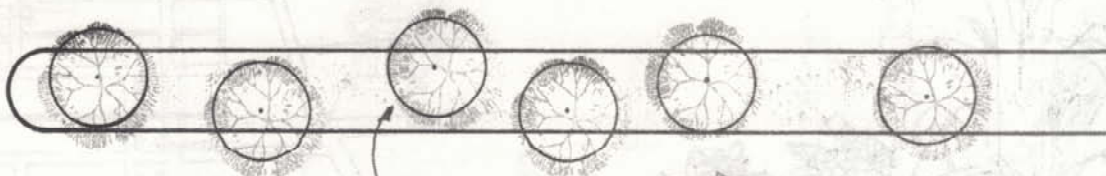
OTHER DEVICES TO CONTROL TRAFFIC:  
STOP SIGNS  
SPEED LIMIT SIGNS  
TRAFFIC LIGHTS

Speeding traffic is often mentioned as a neighborhood problem. Several devices to slow down traffic are shown here. Another alternative is to close off selected streets, developing them as parks with small playgrounds, and give vehicular access from the rear, through the alleys.



4) CONCRETE "BUMPER"

1) HEAVILY PLANTED ISLAND AT INTERSECTION -  
TRAFFIC MUST SLOW DOWN TO GO AROUND IT



2) WIDER STREETS CAN BE MADE INTO SINGLE-LANE (EACH  
DIRECTION) BY PROVIDING LANDSCAPED MEDIAN

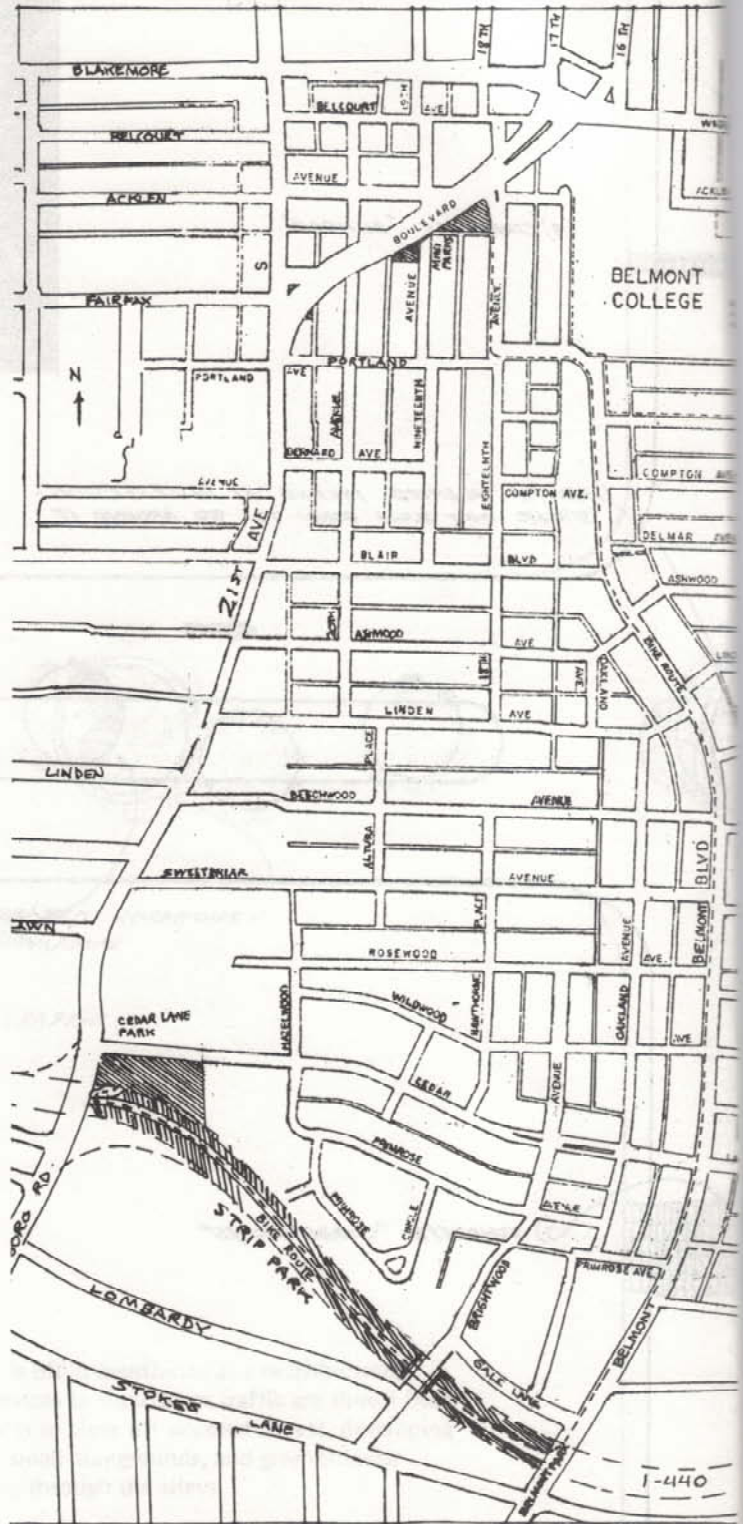
3) CONCRETE "COBBLESTONES"



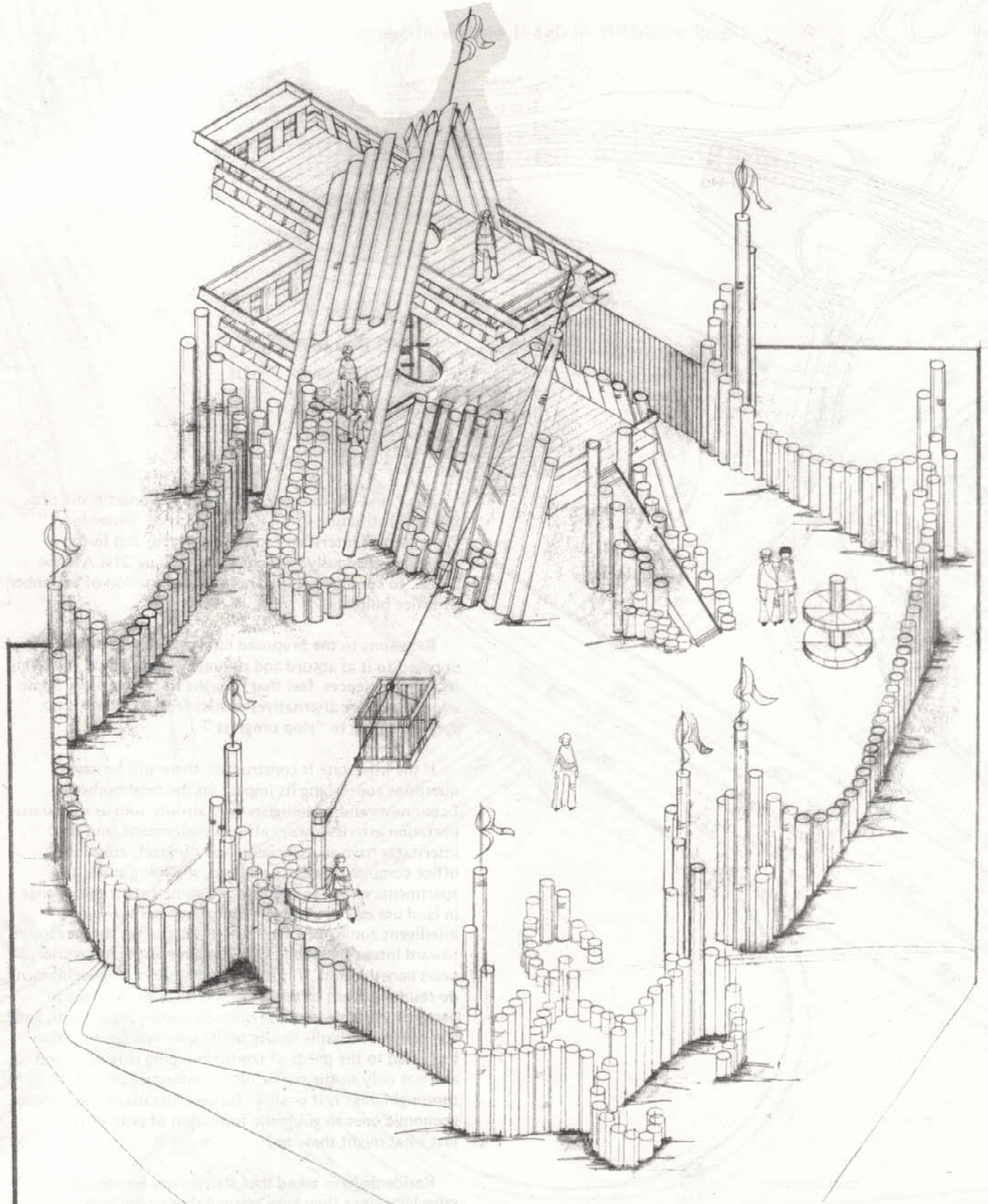


When the Music City Boulevard connector was built a few years ago, making a wide corridor from northeast to southwest, several triangular parcels of land were left over and now remain the property of the Metropolitan Government. These areas could be developed into small parks, screened from the streets if it is desired. Each section could be equipped to attract certain age groups.

Proposed system of bike paths and mini-parks.

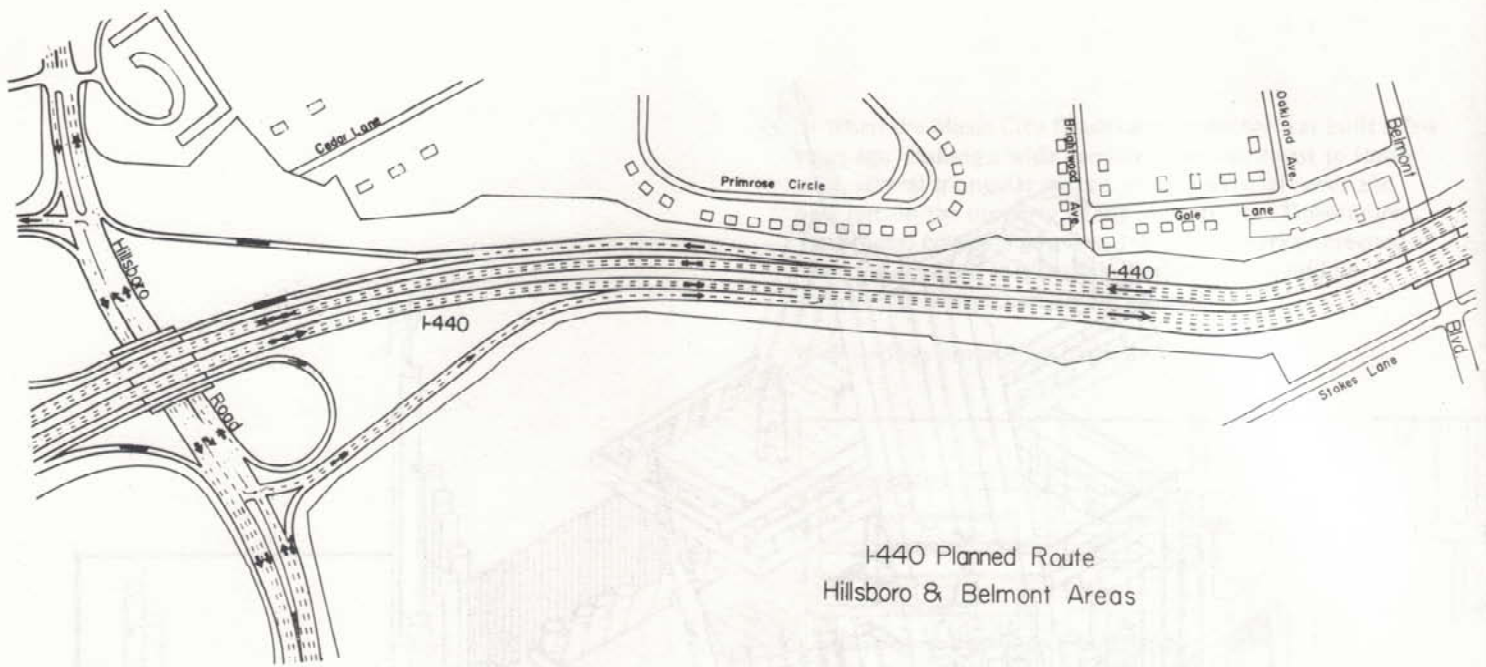






PLAYGROUND





I-440 Planned Route  
Hillsboro & Belmont Areas

The "land use change" with greatest impact is the proposed construction of I-440, the so-called "outer loop." Plans for this interstate route have already led to the rezoning of previously residential areas along 21st Avenue South to commercial use and the construction of a number of office buildings.

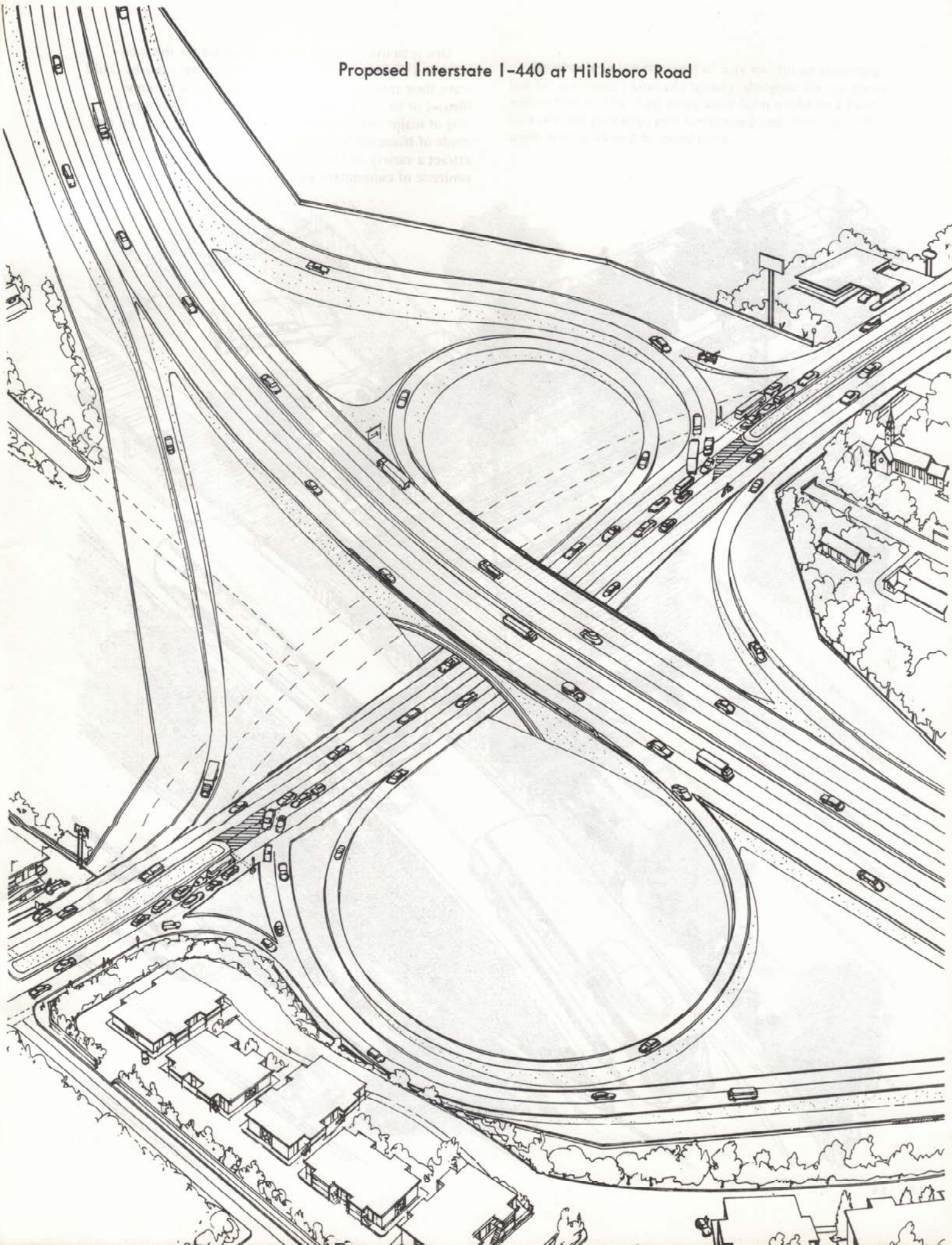
Reactions to the proposed interstate vary. Some are opposed to it as absurd and ruinous; others, while admitting its inconveniences, feel that it ought to be accepted. Some want to explore alternatives; others feel that there is no point in trying to "stop progress."

If the interstate is constructed, there will be many questions concerning its impact on the neighborhood. Economists and sociologists have already told us that transportation arteries always affect development, and that interstates have an especially heavy impact, attracting office complexes, service stations, shopping areas, and apartments or condominiums. To some extent this change in land use can be controlled or channeled through intelligent zoning practices; what is certain is that pressures toward intensified land use will mount as the interstate nears construction. If it is built, what kinds of development do residents want to see? How will they gain a voice in determining basic land use policies, zoning regulations, and the design of what is finally built? Can new construction be geared to the needs of the surrounding neighborhood and not only to the traffic on the interstate and on major thoroughfares? Is it possible for considerations other than economic ones to guide the formation of policy? If so, just what might these be?

Residents have asked that alternatives be considered, especially since they have learned that under federal law it is possible for the construction funds to be diverted to other forms of transportation (mass transit, street improvements, etc.) if a comprehensive plan is formulated and if the Mayor and the Governor agree upon the change. Given this possibility, what alternatives might be feasible?

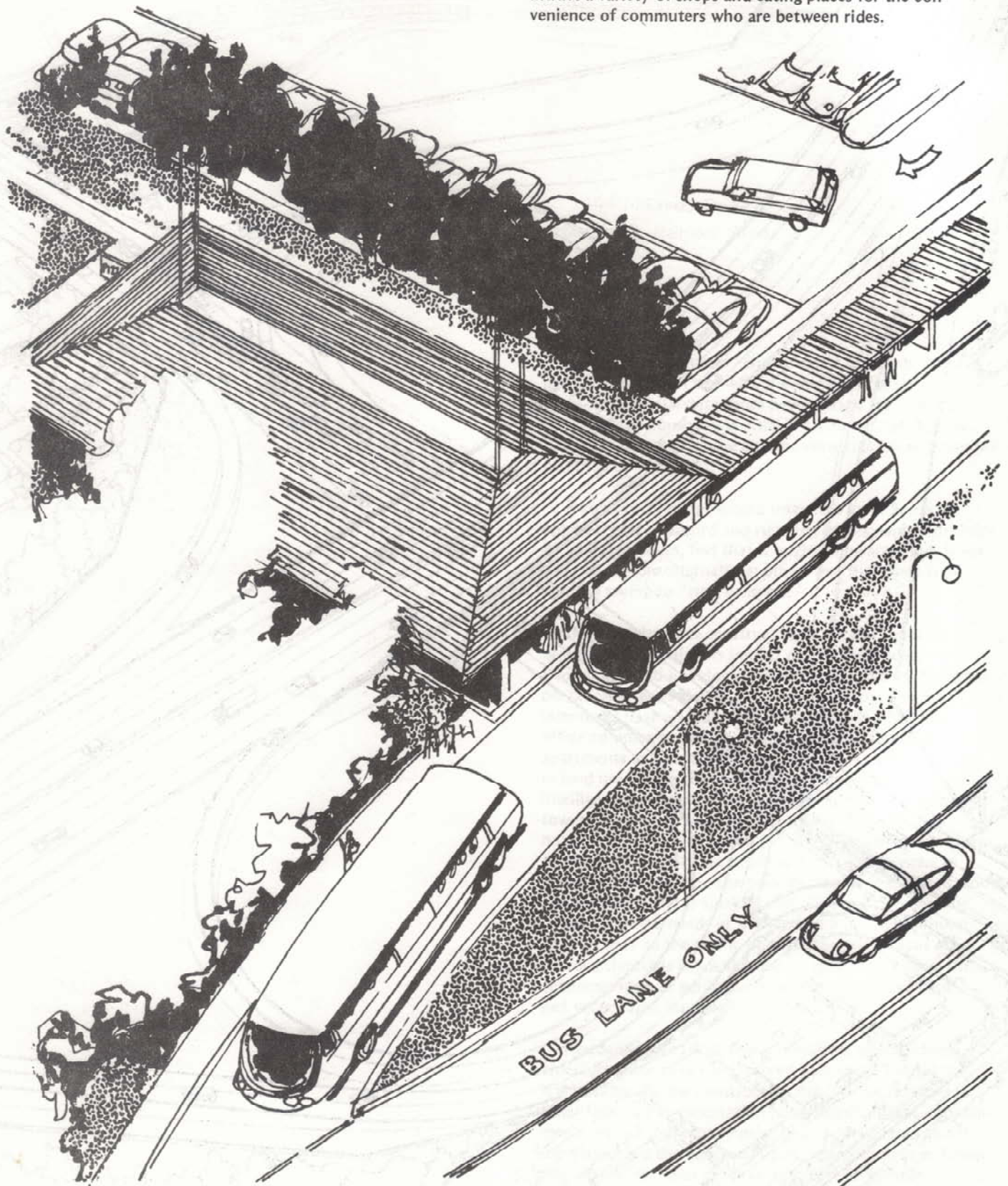


Proposed Interstate I-440 at Hillsboro Road



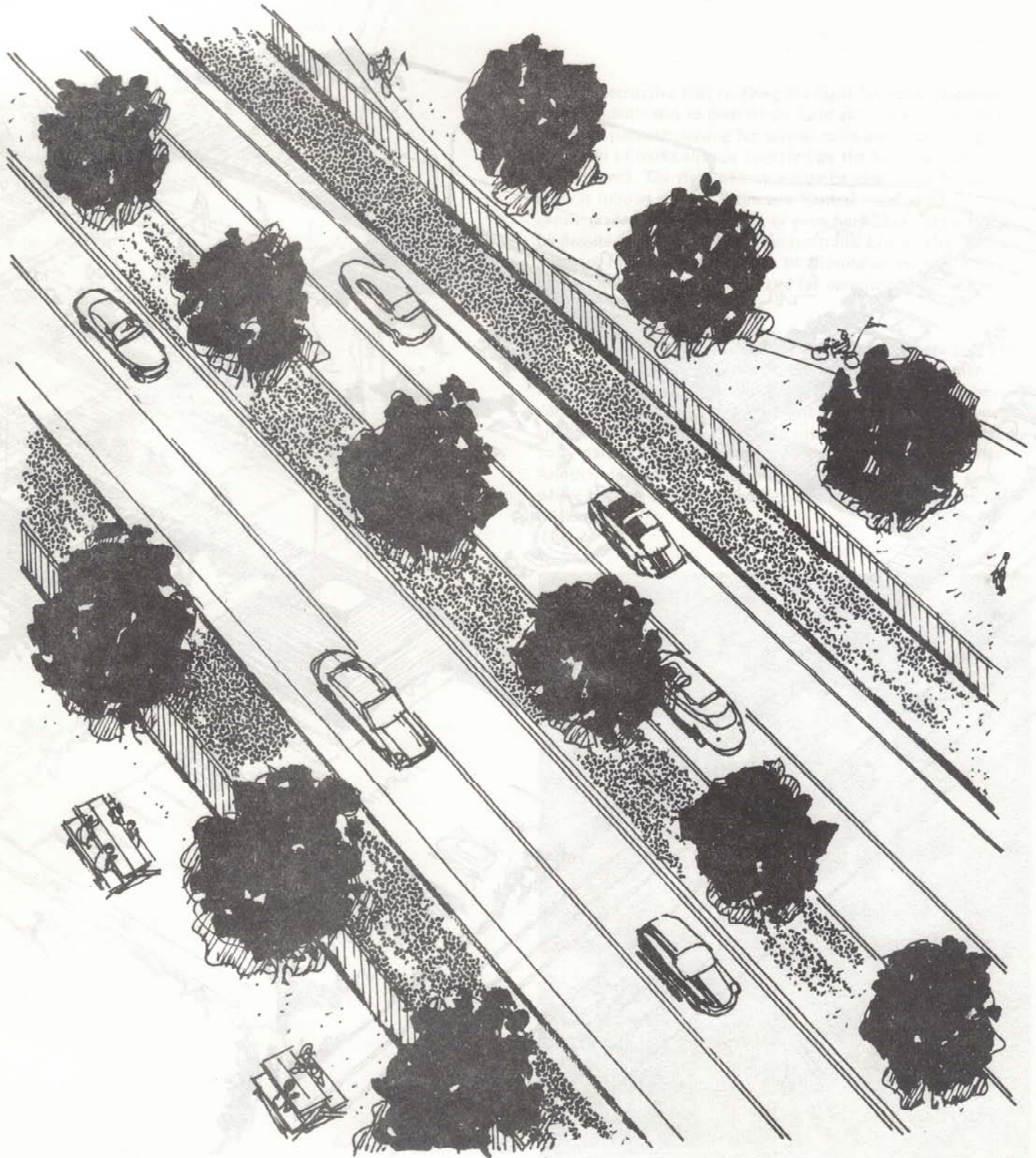


One is to use the land already acquired for the interstate as a parking area where drivers from the suburbs could leave their cars and catch buses to the central business district or to other parts of Nashville. There would be a ring of major centers where people would change from one mode of transportation to another. These would probably attract a variety of shops and eating places for the convenience of commuters who are between rides.



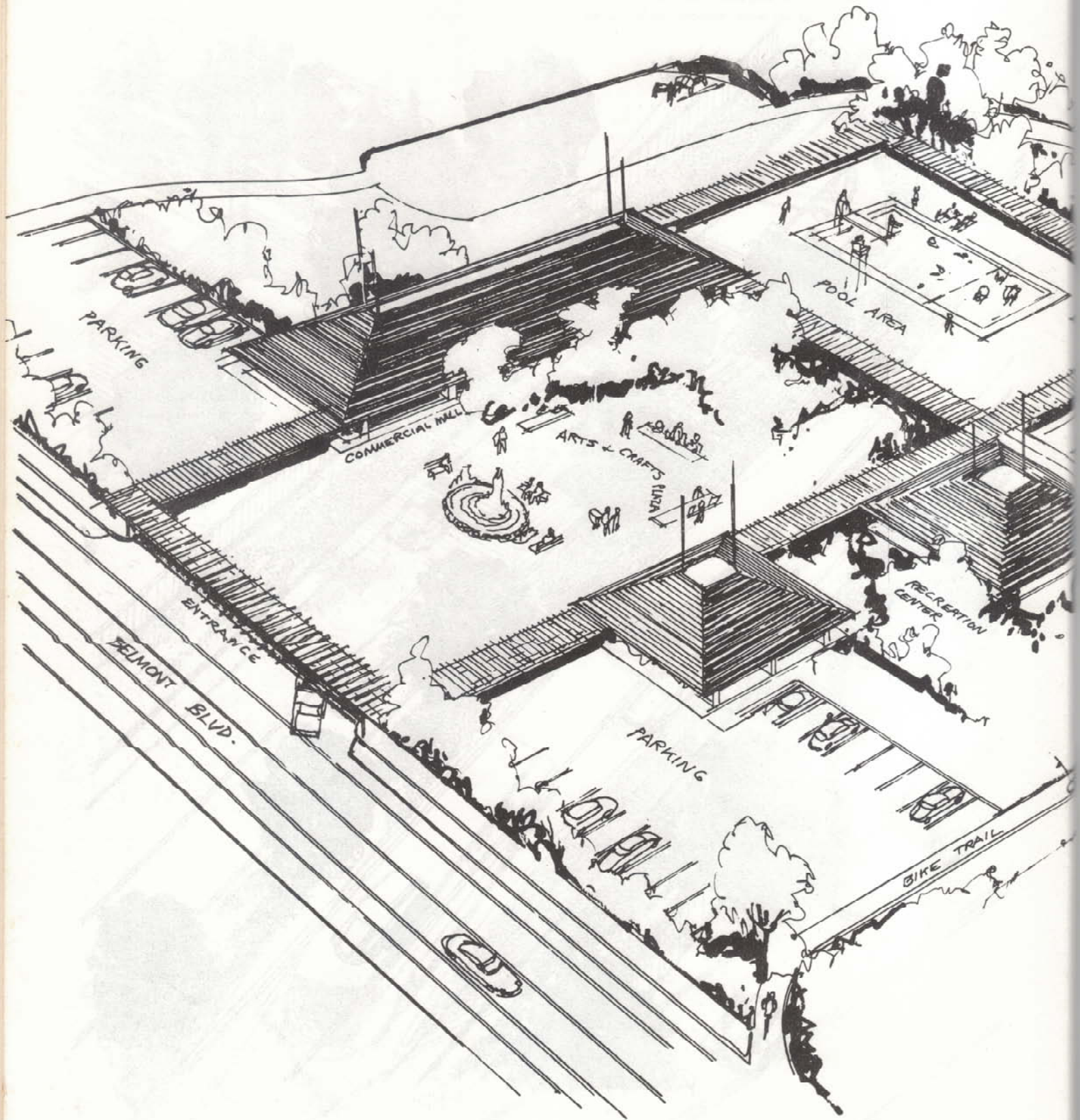


Another is to use the right of way not for an interstate but for a different kind of highway, designed for car travel within Metro. The most acceptable form might be a four-lane divided parkway, well landscaped and shielded with trees, with a 35 m.p.h. speed limit.

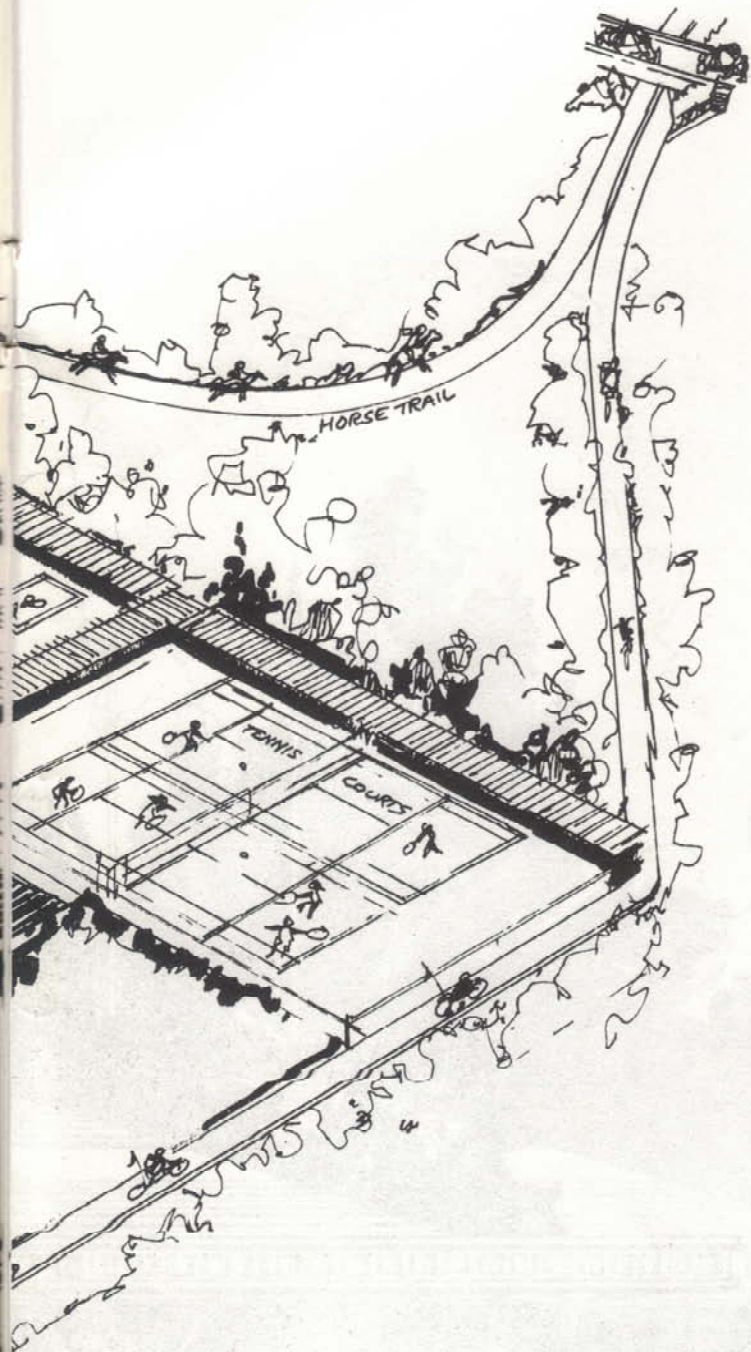




Proposed Belmont Community Center with shops, courts, and swimming pool.







The alternative that received the most favorable response from residents was to convert the land already acquired into an urban park, stretching for several miles and connecting a number of parks already operated by the Metropolitan Government. The right-of-way would be ideal as a bikeway, since it follows the old Tennessee Central route and has gentle grades. Hiking, jogging, or even horseback riding would be possible on the same or different trails. Electrically powered mini-buses might even be allowed access to the bike path, both for entertainment and for commuting between different spots along the way.

In the wider areas acquired for interchanges, there could be playgrounds, softball diamonds, tennis courts, and similar facilities. And near the major thoroughfares there could be controlled commercial development (perhaps publicly owned and leased to franchisers). These enterprises could be oriented to a "park trade"—eating places, bicycle rentals, and the like. Another possibility is a public marketplace or "carters' court" where farmers could sell produce or craftsmen their work on weekends.

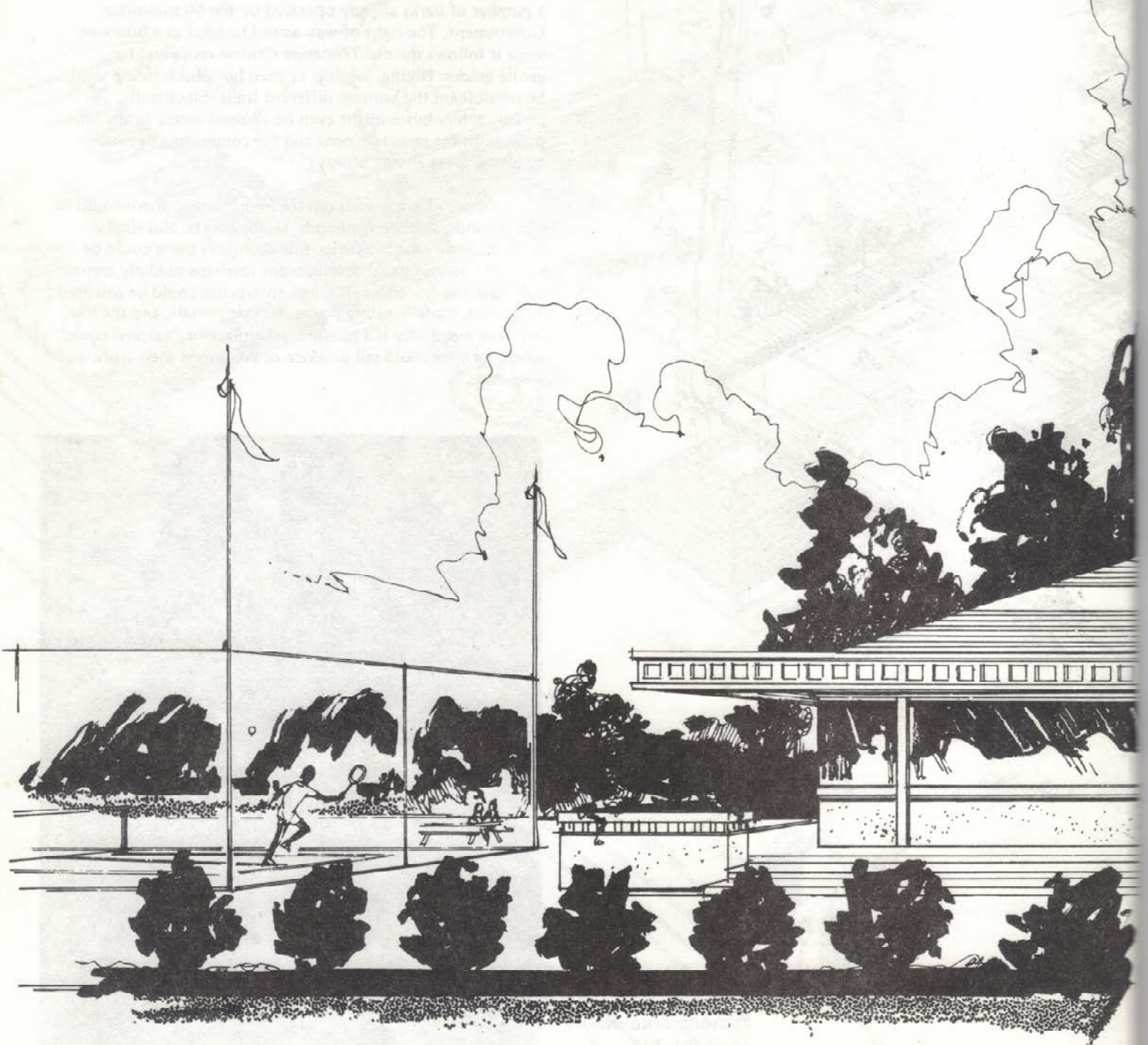


Present Bike-Route near Brightwood



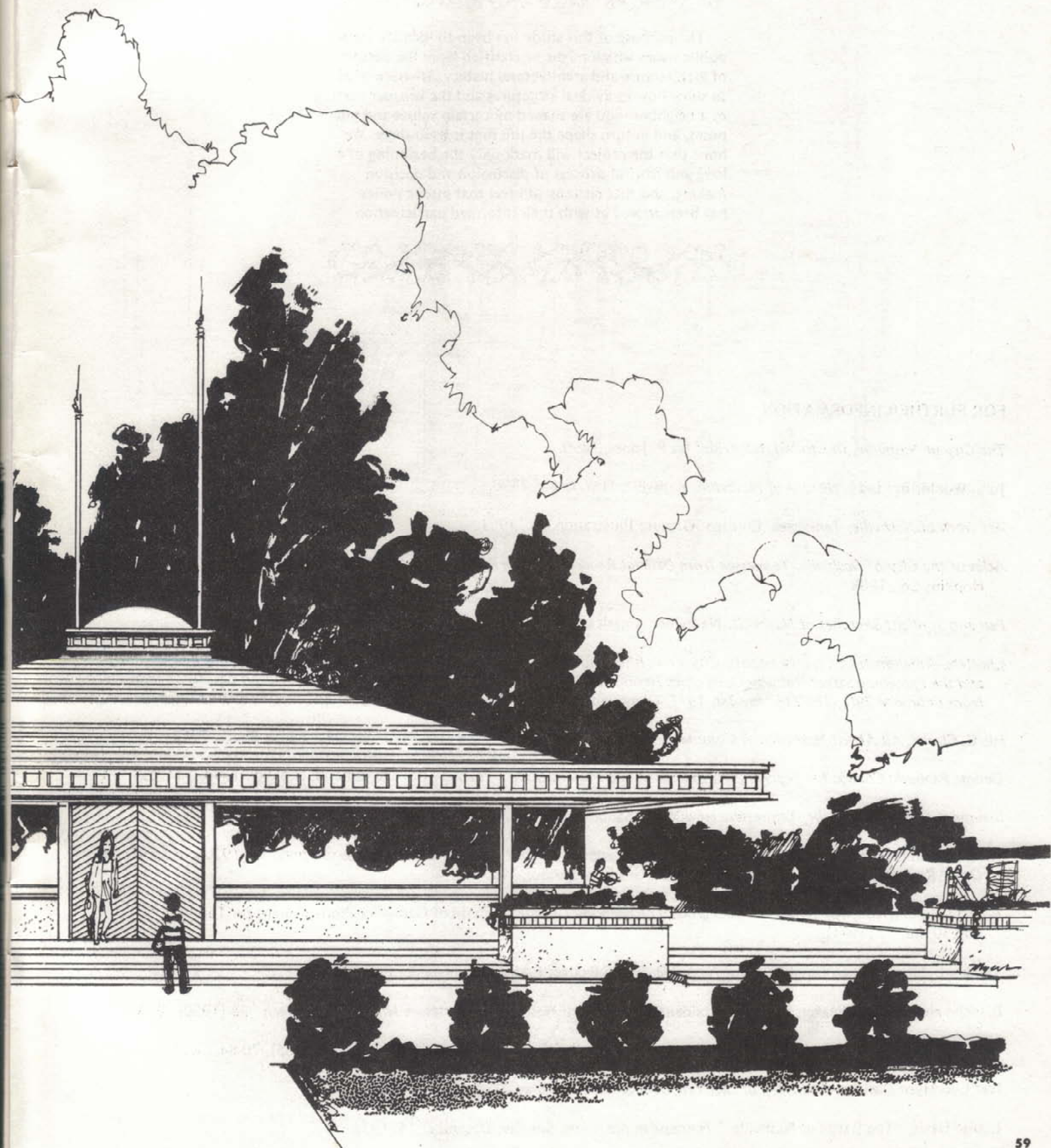
One comment in favor of this alternative was that the interstate would probably be a "Chinese wall," creating a physical and psychological barrier dividing city and suburbs, marking off the neighborhood as part of the central city and suggesting that it is ripe for redevelopment with commercial and apartment buildings—while a park is a unifying influence, symbolically joining city and suburban areas, and also tying together many different neighborhoods in a ring around the city.

Which alternatives do you favor? Which do you think are feasible? What is the goal being sought by each alternative, and what needs are being met? What is regarded as being most "valuable" in each alternative? How can all of these considerations be brought out more clearly in the planning process?





Cedar Lane Park and proposed Community Center





The purpose of this study has been to identify some public issues which might be clarified from the perspective of architecture and architectural history. We have tried to show how individual structures and the broader texture of a neighborhood are shaped by certain values and purposes, and in turn shape the life that is lived there. We hope that the project will mark only the beginning of a long and fruitful process of discussion and decision making, and that citizens will feel that public policy has been arrived at with their informed participation.



#### FOR FURTHER INFORMATION

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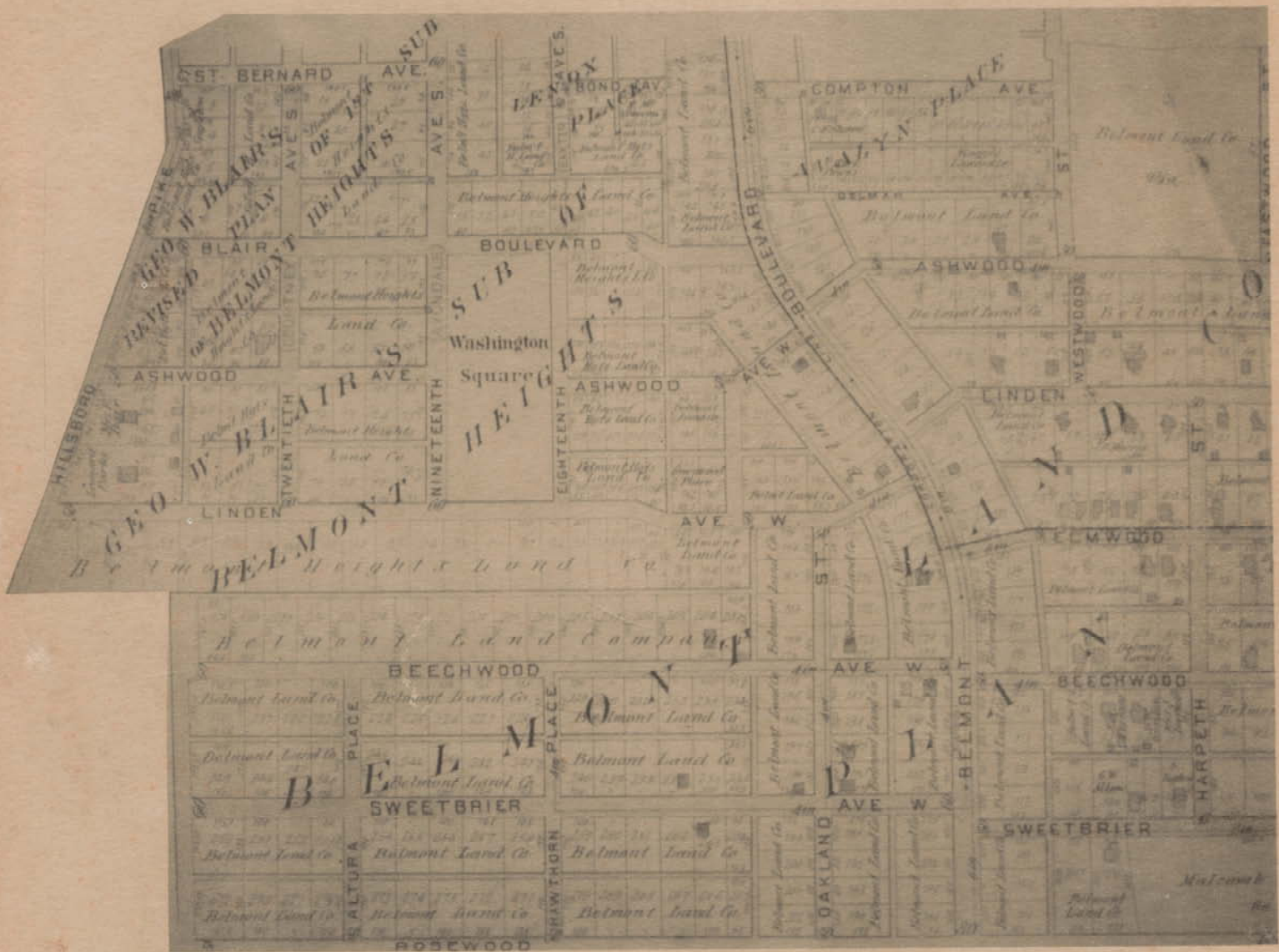
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Atlas of the City of Nashville (1908)



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