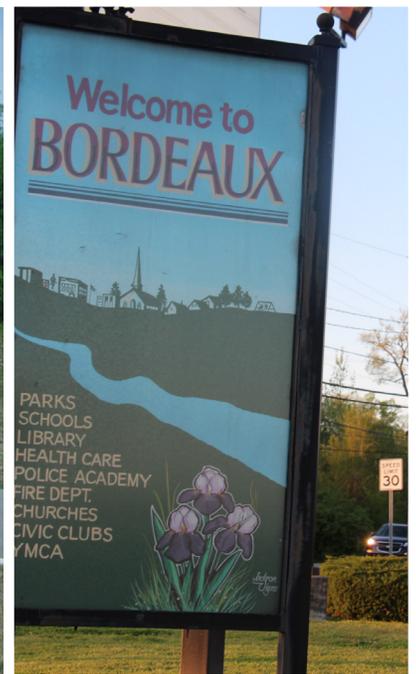
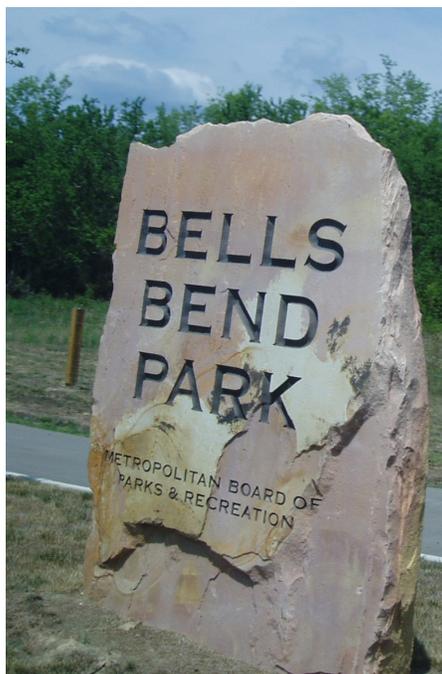


A General Plan for Nashville & Davidson County

Adopted June 22, 2015

Volume III: Community Plans



 Certified per TCA 13-4-202 as a part of the Nashville-Davidson County General Plan adopted by the Metropolitan Nashville-Davidson County Planning Commission and including all amendments to this part as of June 22, 2015.

 **Rich Beuchlt**
Executive Secretary

**METROPOLITAN PLANNING COMMISSION
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE**

Resolution No. RS2015-256

"BE IT RESOLVED by The Metropolitan Planning Commission that NashvilleNext is approved in accordance with the staff report and recommendations in the staff report with the following amendments: 2; 3; 4; 5; 14; 15; 16; 18; 20; 22a; 22c; 23; 24; 25; 31; 32; and the deferral of 11 areas identified in the Whites Creek area until the August 13, 2015 Planning Commission meeting with the Public Hearing closed. (9-0)"

Resolution No. RS2015-256

WHEREAS, Section 13-4-203 of the Tennessee Code, Annotated, authorizes a General Plan "with the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the municipality which will, in accordance with existing and future needs, best promote public health, safety, morals, order, convenience, prosperity and the general welfare, as well as efficiency and economy in the process of development, and identify areas where there are inadequate or nonexistent publicly or privately owned and maintained services and facilities when the planning commission has determined the services are necessary in order for development to occur;" and

WHEREAS, Chapter 5, section 11.504 (c) of the Metro Nashville Charter gives the Metro Planning Commission the power to "Make, amend and add to the master or general plan for the physical development of the entire metropolitan government area;" and

WHEREAS, Section 18.02 of the Charter of the Metropolitan Government of Nashville and Davidson County requires that zoning regulations be enacted by the Council "only on the basis of a comprehensive plan prepared by the Metropolitan Planning Commission;" and

WHEREAS, the last General Plan, *Concept 2010, A General Plan for Nashville/Davidson County* was adopted in 1992; and

WHEREAS, Mayor Karl Dean, seeing fit to update the General Plan, announced on May 22, 2012 that the General Plan would be updated, assigning the task to the Metro Planning Department; and

WHEREAS, under the leadership of the *NashvilleNext* Steering Committee and the Community Engagement Committee, the staff of the Metropolitan Planning Commission worked with stakeholders in Nashville/Davidson County, holding over 420 public meetings and events and soliciting input through online forums, engaging over 18,500 participants in providing public input to update the General Plan;

WHEREAS, the Metropolitan Planning Commission, empowered under state statute and the Charter of the Metropolitan Government of Nashville and Davidson County to adopt master or general plans for smaller areas of the county, finds that the process followed to develop the *NashvilleNext* General Plan included diverse, widespread, and meaningful community participation and substantial research and analysis and therefore finds that replacing the *Concept 2010* General Plan with the *NashvilleNext* General Plan is warranted; and

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby ADOPTS *NashvilleNext, A General Plan for Nashville/Davidson County* in accordance with sections 11.504 (e), (j), and 18.02 of the charter of the Metropolitan Government of Nashville, and Davidson County as the basis for the Commission's development decisions in the county.


James McLean, Chairman

Adoption Date: June 22, 2015

Attest:


J. Douglas Sloan, III, Secretary and Executive Director

THE NASHVILLENEXT PLAN

Each part of the plan has a role to play. Some parts are broad and visionary, while others are specific and detailed. This section helps users of the plan understand how the parts fit together and support one another. No part of the plan is intended to stand alone; each can only be understood as working together with the rest of the plan.

I Vision, Trends, & Strategy

Volume I presents the role and powers of the plan, key trends and issues that the plan addresses, a summary of the plan's strategy and approach to the future, and implementation goals and policies.

II Elements

- » Land Use, Transportation & Infrastructure
- » Arts, Culture & Creativity
- » Economic & Workforce Development
- » Education & Youth
- » Health, Livability & the Built Environment
- » Housing
- » Natural Resources & Hazard Adaptation

III Communities

Nashville's Community Plans provide history and context for Nashville's 14 Community Planning Areas, along with community-specific issues, strategies, and sketches of how different places in the community could change over time. Detailed Community Character Maps link the broad, county-wide Growth Concept Map to character policies that guide zoning and development decisions.

Community Character Manual

The Community Character Manual provides detailed explanations of the character policies used in the Community Character Maps.

Community Plan Areas:

Antioch-Priest Lake	Joelton
Bellevue	Madison
Bordeaux-Whites Creek	North Nashville
Donelson-Hermitage-Old	Parkwood-Union Hill
Hickory	South Nashville
Downtown	Southeast
East Nashville	West Nashville
Green Hills-Midtown	

IV Actions

Specific tasks for Metro departments and partners to undertake, within a recommended timeframe.

V Access Nashville 2040

Volume V is the overarching vision of how transportation works under NashvilleNext.

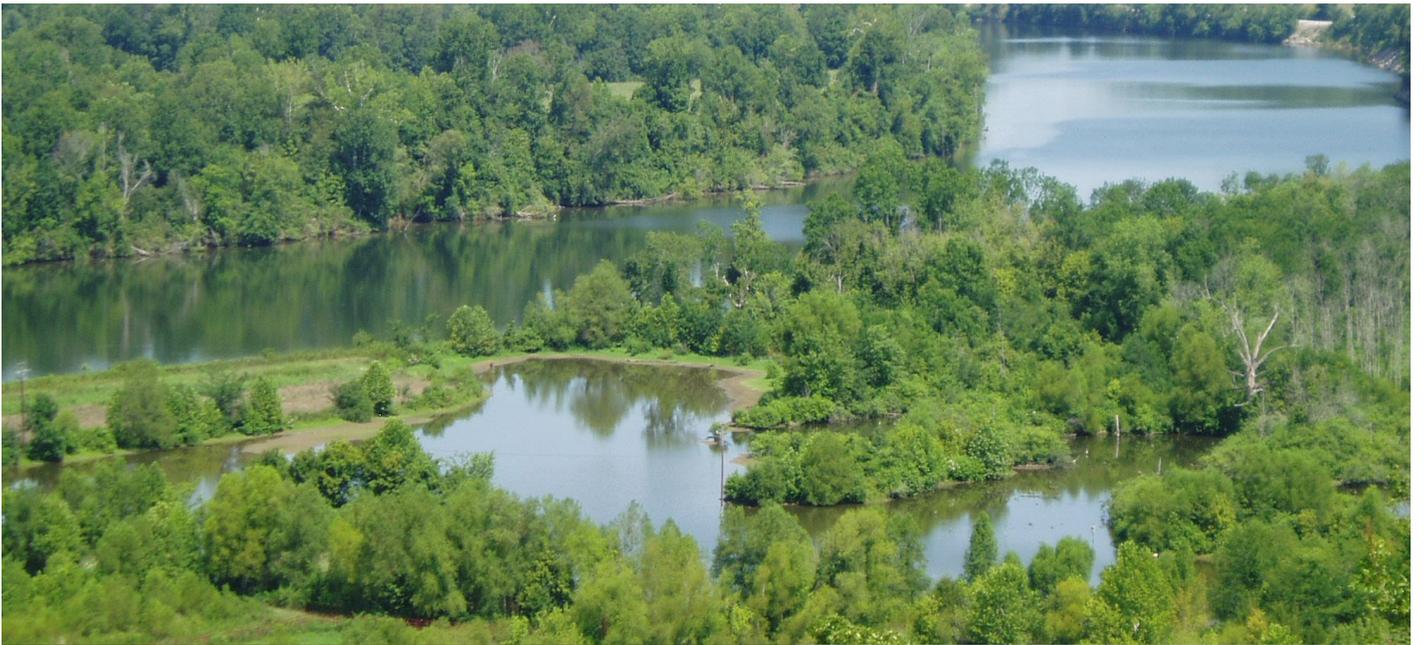
BORDEAUX–WHITES CREEK

Contents

Description of the Community	7
The Transect	8
History of the Bordeaux–Whites Creek Planning Process	20
Bordeaux – Whites Creek Community Demographic Information	22
Role in the County and Region	25
Growth & Preservation Concept Map and the Community’s Role	35
Community Character Policy Plan	40
How to use the Community Character Policies	45
Community Character Policies	46
Development Scenarios	54
Enhancements to the Open Space Network	59
Enhancements to the Transportation Network	62

In addition to Metro Government, Planning Department, and Parks Department photos, photos from area community groups and residents were also used. Many thanks to:

- » Beaman Park to Bells Bend Conservation Corridor
- » Katie Hill
- » Historic Talbot’s Corner
- » Scottsboro Community Club
- » Tennessee Music Blog by Candace Corrigan
- » Whites Creek Community Club
- » Whites Creek Historic District



BORDEAUX–WHITES CREEK

Description of the Community

The Bordeaux–Whites Creek Community is located in northwestern Davidson County, stretching from the Cumberland River in the south to Little Marrowbone Road/Old Hickory Boulevard in the north, I-24 in the east, and west to the Cheatham County line. The community contains about 70 square miles, or about 13 percent of the land area in Nashville/Davidson County.

The community is characterized by older and newer suburban development in Bordeaux and rural land in Whites Creek. The community is important in the early history of Davidson County as well as in the history of Nashville’s African American community. In Bordeaux–Whites Creek today, there is a mix of rural and suburban uses and institutions, from Historic Talbot’s Corner to the mixture of uses along Clarksville Pike, to the rural Bells Bend and the steep hills of Beaman Park. While most of Bordeaux–Whites Creek is residential in character, industrial uses are found in parts of the community near Briley Parkway and along the southern portions of I-24 and adjacent to the Cumberland River. Commercial uses are found along Clarksville Pike, Trinity Lane and Brick Church Pike. With an abundance of natural resources and proximity to downtown, Bordeaux–Whites Creek offers many residential options ranging from urban to suburban to rural.

Major Neighborhoods/Communities

The Bordeaux–Whites Creek Community Plan area covers a large geographic area and is comprised of a collection of unique communities. It includes the suburban Bordeaux area and its many neighborhoods, including Aldrich Heights, Bordeaux Hills, Brookview, Creekside Trails, Gold Key, Golden Valley, Haynes Heights, Haynes Manor, Historic Talbot’s Corner, Jordan Ridge, Katie Hill, Nocturne Forest, and Trinity Hills. For convenience, the suburban area is referred to as “Bordeaux.” The community also includes the rural Whites Creek area, including the communities of Bells Bend, Marrowbone, Scottsboro, and Whites Creek. For convenience, the rural area is referred to as “Whites Creek.” Significant differences in rural and suburban character exist across these various communities. These differences are one of the strengths of the Bordeaux–Whites Creek Community, and community members are clearly committed to preserving this diversity.



Whites Creek



Bordeaux



Scottsboro

The Transect

Planning in Nashville has, for many years, used the “Transect,” which is a system for categorizing, understanding and guiding the various development patterns of a region, from the most rural to the most urban. The Transect calls for all elements of the natural and built environment to be consistent with the character of the Transect category within which they are located.

The Nashville/Davidson County Transect consists of seven categories of natural and built environments:

- » **T1 Natural**—This Transect Category includes Beaman Park and Bells Bend Park.
- » **T2 Rural**—This Transect Category includes the Whites Creek, Scottsboro, and Bells Bend areas where steep topography and rural character exist.
- » **T3 Suburban**—This Transect Category includes the Bordeaux area and its numerous neighborhoods.
- » **T4 Urban**—This Transect Category includes an area around Fern Avenue and Baptist World Center Drive, south of Trinity Lane.
- » **T5 Centers**—This Transect Category is not present in Bordeaux–Whites Creek.
- » **T6 Downtown**—This Transect Category is not present in Bordeaux–Whites Creek.
- » **D District**—This Transect Category includes areas with special uses, such as industrial areas and utilities.

The Transect system is used to ensure diversity of development in Nashville/Davidson County. It recognizes that portions of the Bordeaux–Whites Creek Community are classically suburban neighborhoods and should be encouraged to remain that way, while rural areas should also be preserved. Both development patterns are viable and desirable, but thoughtful consideration must be given to development proposals to ensure that these different forms of development are maintained.

The Growth & Preservation Concept Map for the Bordeaux–Whites Creek Community represents the vision for the community. The starting point for the Concept Map was the most recent Bordeaux–Whites Creek Community Plan (2003), subsequent small areas plans, and consideration of the growth that had occurred in the intervening years, i.e., understanding the trends in growth and preservation that the community has faced. The Concept Map also reflects the input received during NashvilleNext including input on how Bordeaux–Whites Creek should grow and also input on what the vision for Nashville is in the future and deliberation on what role Bordeaux–Whites Creek should play in the future. This is discussed in greater detail in the following pages.



T1 Natural—Beaman Park

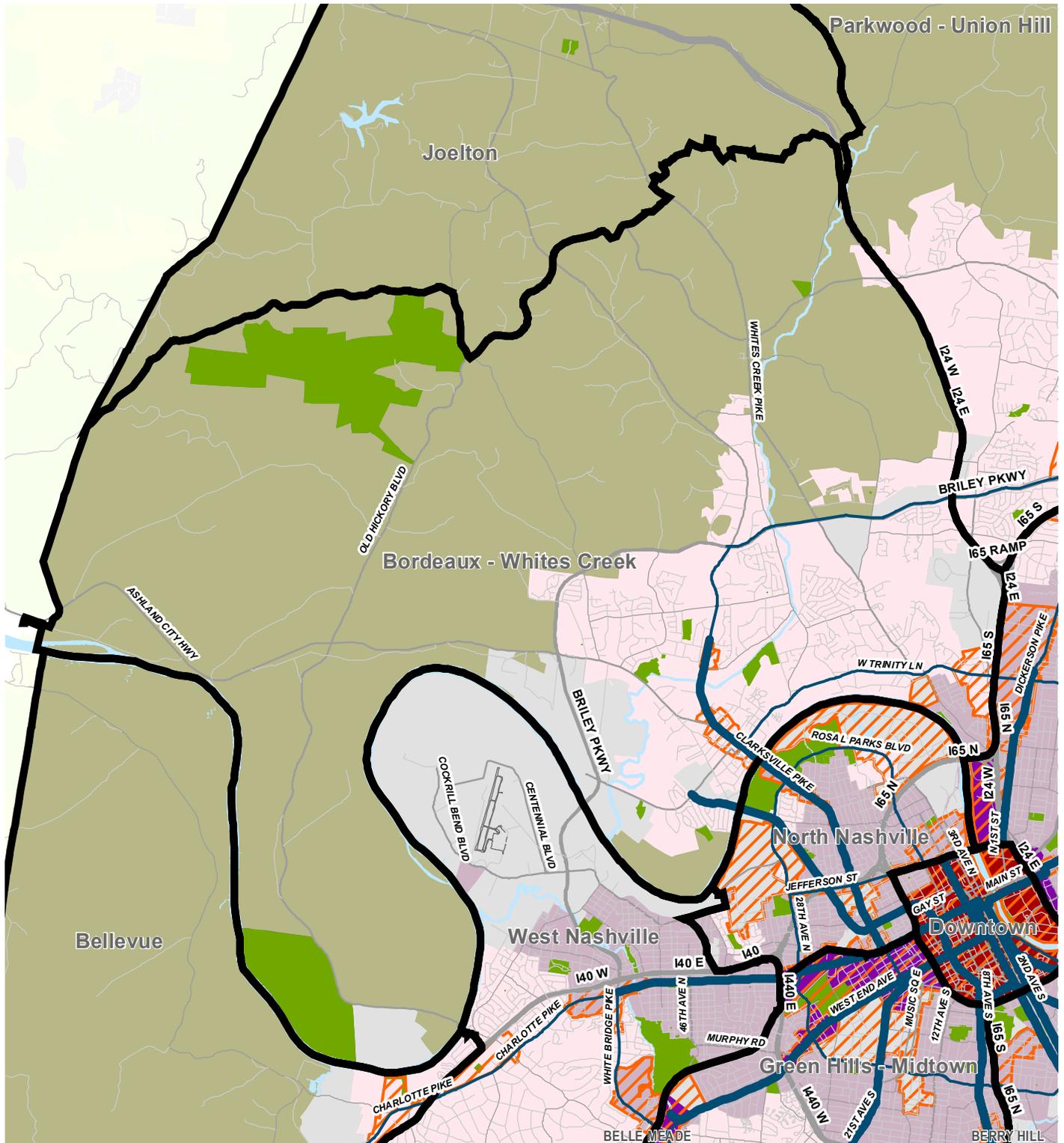


T2 Rural—Scottsboro



T3 Suburban—Bordeaux

Figure BWC-1: Transect
 Bordeaux–Whites Creek detail



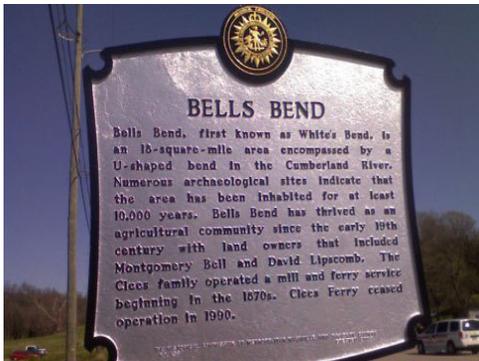
Transects Legend

- | | | | |
|--|---|---|--|
|  Centers |  Priority Corridors |  T1 Natural |  T5 Center |
|  Subarea Boundaries |  Long-term need |  T2 Rural |  T6 Core |
|  Anchor Parks | |  T3 Suburban |  D District |
| | |  T4 Urban |  W Water |



For the most current information on Nashville's historic properties and resources, contact the Metro Historical Commission:

<http://www.nashville.gov/Historical-Commission.aspx>



Bells Bend Historic Marker



Buchanan House in Bells Bend

Bordeaux–Whites Creek Community History

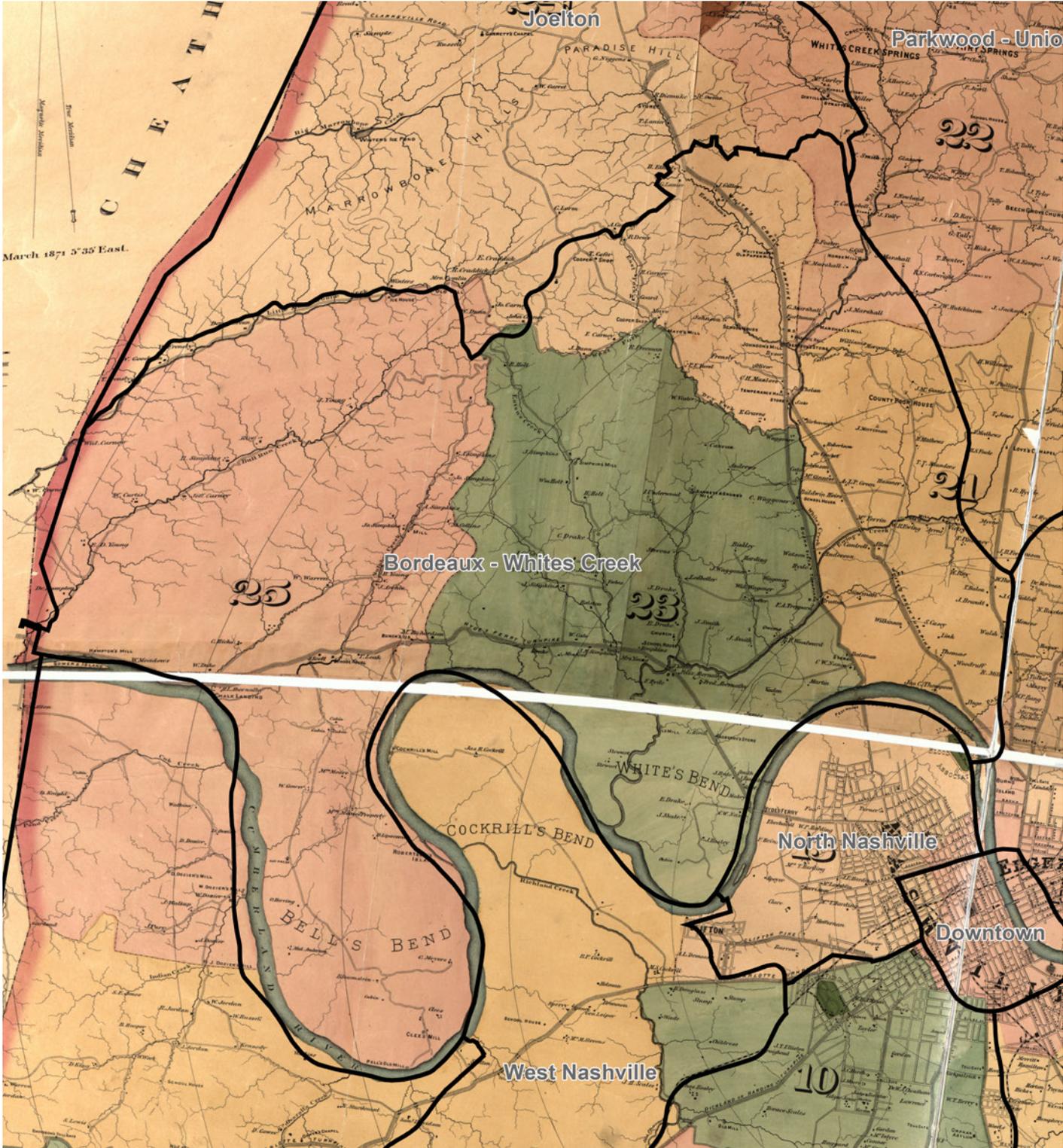
Archeological evidence suggests that the Bordeaux–Whites Creek area has been inhabited for over 10,000 years. These archeological sites show Native American residents spanning several periods, from Paleo-Indian and Archaic to Woodland and Mississippian cultures. Today, some of this rich archeological history may be seen at the Bells Bend Outdoor Center.

The fertile farmlands along the Cumberland River drew Europeans and American settlers to this area early in Nashville's history. One of the first settlers was James White who in 1789 obtained the 3,840-acre land grant that had been issued to his father by North Carolina for service in the Revolutionary War.

Historic houses, farms and fields, old roads and archeological sites join the written record in helping us understand the past. This large section of northern Davidson County contains a range of unique historic properties. Among them are the Whites Creek Historic District, Nashville's only National Register-listed rural historic district, and Bells Bend, which is probably the best preserved historic agricultural landscape remaining in the county. In addition to a number of buildings dating to the early settlement of the area, Whites Creek and Scottsboro are rich in historic farms. These farms and farmsteads line the historic pikes and are found along Eatons Creek Road, Whites Creek Pike, and Old Hickory Boulevard. Dating from the early-nineteenth through the twentieth centuries, these historic farms reveal how evolving agriculture supported the economy of Davidson County well into the last century. The Buchanan House and farm, which are now owned by Metro Government as part of the Bells Bend Park property, are an excellent example of this agricultural history. There, a mid-nineteenth century house forms the center of a complex of outbuildings that show how progressive agricultural reform of the early twentieth century influenced everything from the construction of outbuildings for new, more specific uses to the renovation of older farm dwellings. Bungalow farm houses in the area demonstrate the popularity of this affordable and flexible early twentieth century house type in rural settings.

By the 1800s, farming was prevalent in Bells Bend, and northern Scottsboro saw smaller-scale farming and timber operations. The 1900s brought challenges and changes with the Cumberland River flooding during the winter of 1926-27, two World Wars, and new farming technologies. By the late 1960s and early 1970s, some farms were sold to

Figure BWC-2: Bordeaux-Whites Creek in 1871





Bells Bend in the news



Farming in Scottsboro



Bordeaux Hills Flood Marker

individuals who then built houses as the economic viability of agriculture declined. In the late 1980s, development pressure came in the form of a landfill proposal. The landfill proposal was eventually defeated and an 808-acre portion of that property later became Bells Bend Park. In 2005, developers proposed a large residential subdivision in the lower Bend. The subdivision proposal was disapproved by the Metro Planning Commission based on the potential negative impacts to the rural landscape. Again in 2008, another development was proposed for this property—the “May Town Center” proposal, a high density mixed use development. Even with the inclusion of a large amount of conservation land, the development proposal was disapproved by the Metro Planning Commission based on its potential negative impacts to the rural landscape and the natural features and wildlife habitat in the area. The communities of Whites Creek, Scottsboro, and Bells Bend continue to work diligently to preserve their rural character.

Figure BWC-2 illustrates the characteristics and major property owners in the area in 1871.

Cleeses Ferry began operation in the 1880s, crossing the Cumberland River to connect Bells Bend with Cockrill Bend near Charlotte Pike. The ferry was originally pulled by hand along a cable. This was later replaced by a steam ferry. The ferry served Bells Bend for 100 years, transporting people, automobiles, produce and livestock to and from Nashville. The eight-car ferry remained in operation until 1990.

Heaton’s Station was built on a bluff of the Cumberland River in 1780 by pioneers who arrived with James Robertson. Today, the site is part of Lock 1 Park along Baptist World Center Drive in the Katie Hill Neighborhood.

The Bordeaux area was first settled in the early 1800s by Scots-Irish, German, and Italian families—attracted by the rich soil—who were later joined by freed African-Americans. Bordeaux was given its name in 1849 by a local doctor when the community applied for a post office. Until the 1920s, the area was almost entirely agricultural with prosperous family farms in the lowlands, subsistence farming in the hilliest areas, and notorious moonshine stills during Prohibition. It was heavily affected by flooding, most notably in 1926, until the 1940s when Percy Priest Dam was built and the new Clarksville highway was built above flood stage. However, portions of the community were hard hit by the May 2010 flood, especially along West Hamilton Road.

In addition to rural resources, Bordeaux includes properties that reflect a more modern, urban history, including concrete highway bridges along Clarksville Pike indicative of the movement to improve regional roads in the 1920s and 1930s as automobiles proliferated. The American Baptist College complex and Riverside Hospital are other examples of how Nashville’s urban development and importance as a regional center influenced the history of this area.

Bordeaux has experienced suburban development since the 1960s. Starting in the 1960s, new developments were built and soon filled with the growing African-American middle class. Bordeaux boasts some of Nashville’s earliest subdivisions built for African-Americans, including Haynes Heights. In the 1960s and 1970s, as the interstate was constructed through North Nashville, some residents moved to Bordeaux and Whites Creek.

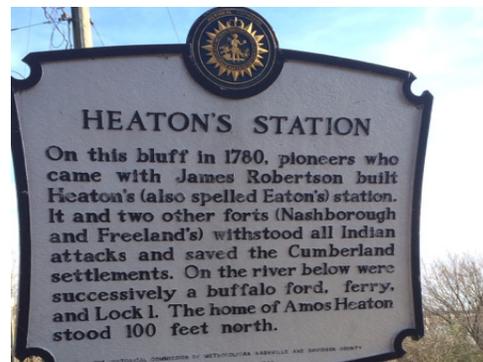
The current bridge across the Cumberland River was completed in 1981. Briley Parkway, which helps define the boundary between Bordeaux and Whites Creek, was constructed in the 1990s.

The Bordeaux community has also experienced pressure to accommodate special uses and heavy industrial uses. Bordeaux housed the state hospital for people with tuberculosis. It was later converted to the Metro Police Training Academy. Bordeaux also housed the city’s landfill that opened in 1973. After a lengthy dispute over its continuing operation, the Bordeaux landfill closed in 1996. Today, the former landfill has been restored to a natural habitat with native plants, grasses and wildlife on the 300-acre property.

The Metro Historical Commission’s list of historically significant features identifies historically significant sites, buildings and features within the Bordeaux–Whites Creek Community. As of December 2014, there are a total of 275 historic features in the Bordeaux–Whites Creek Community:

- » One National Register Historic District
- » Three features listed on the National Register of Historic Places
- » 17 features designated as National Register Eligible
- » 254 features designated Worthy of Conservation

These do not include known archeological sites, which are not mapped to protect them for unauthorized diggings.



Heaton's Station historic marker

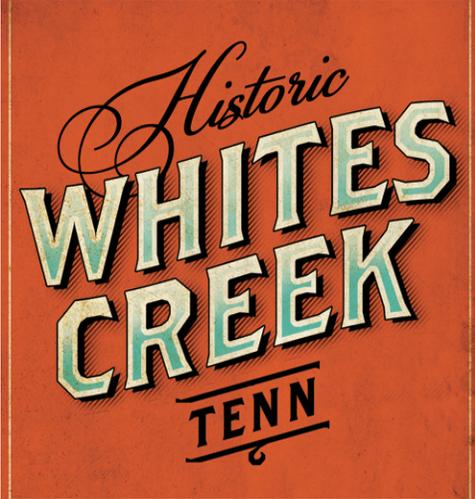


Historic Talbot's Corner historic marker



Bordeaux Hospital site

Whites Creek Rural National Register Historic District



The Whites Creek National Register Historic District, established in September 1984, is located in a valley along Whites Creek. The scenic landscape, woodlands, rolling hills, and creeks are due to the area's geography - the meeting of the Central Basin with the Highland Rim and the merging of tributaries of Whites Creek. Its rural location is only five miles from Downtown Nashville.

The part of Whites Creek's rural character remains intact, while other parts of Davidson County have lost or are losing their rural character. The Whites Creek Historic District represents one of the first settled areas in Davidson County and has continually been used for agricultural purposes since its settlement in late 1779.

The Whites Creek Historic District contains approximately 20 buildings, rural in character, dating from the 1800s to the 1950s. Buildings include large farmhouses, outbuildings, barns, churches, stores, a bank, a garage, workers' cottages, and early twentieth century bungalows. Many of these buildings are still occupied and used today. The Historic District also includes open space around and between the buildings in order to convey and preserve the rural character of the district.

The heart of the Historic District is at the intersection of Whites Creek Pike and Old Hickory Boulevard where the stores, bank, garage, and two workers' cottages are located. The Stump Tavern was built in 1797 and some of the other houses were built in the early 1800s.

In the spring of 1779, James Robertson led an exploration party of nine to Middle Tennessee and what later would become the city of Nashville. Among these men was Zachariah White, believed to have been part of the group left by Robertson at French Lick to plant corn in anticipation of future settlers. White was killed April 2, 1781 in a battle with Native Americans at the French Lick Station where he was serving as school teacher. It is believed that Whites Creek was named for him. White was the husband of Lucinda "Granny" White (Granny White Pike) who moved from North Carolina to Nashville after the death of her husband.



Country Maid Dairy House & Farm (circa early 1800s), 4300 Whites Creek Pike, operated from 1930 to 1960. The house has evidence of a possible earlier log structure underneath.



Thompson House (circa early 1800s), 3832 Dry Fork Road, is a two-story colonial-style house.

Frederick Stump, a member of the original party of eastern settlers to come to Middle Tennessee, is the earliest known settler on Whites Creek, arriving with his family on Christmas Eve in 1779. By 1785, Stump had acquired a land grant of 640 acres along Whites Creek. He also co-signed a note for the establishment of a ferry, the second one across the Cumberland River, which connected Nashville to a road leading through his land to Clarksville, opening the way for additional settlement of the area. Stump had numerous roles as businessman, farmer, miller, distiller, and tavern keeper.

Another early settler was Captain Alexander Ewing. He served in the Revolutionary War and received a land grant. He built and owned the area's first brick plantation style house.

In 1827, a young James Yarbrough and his wife, Margaret, paid \$120 for seven acres in Whites Creek from Catherine Stump, the widow of Frederick Stump. Yarbrough rented a tract of nearby farmland to earn money. With the arrival of steamboats to the Cumberland River in the 1820s, Yarbrough prospered and added land and a new home to his holdings. At one point, the Yarbrough house, in the spirit of Frederick Stump, served as a tavern and inn to accommodate additional travelers through the area.

Other settlers arrived and the area developed into one of Nashville's earliest communities. Early community organizations were Hoopers Methodist Church (established between 1788-1790) and Whites Creek Baptist Church (begun in 1797). The Whites Creek Turnpike Company began construction of a turnpike in 1830 and completed the road in 1845 when it replaced the old road to Clarksville. In 1849, the Buena Vista Turnpike Company began construction of that turnpike, which was completed around 1857.

In 1872, the Alex Green Methodist Church was formed from the merging of two churches in the area. It was named for Alex Green, a prominent Methodist leader from Whites Creek. Today, a school and road also bear his name. The Methodist church merged with another church in 1965 and built a new facility.



Stump Tavern (built in 1797), 4949 Buena Vista Pike. Stump's log house also remains but cannot be seen from the road.



Current Masonic Lodge (built in 1936), 4010 Whites Creek Pike, was the original Alex Green Methodist Church.



Former Centre Star Lodge (built in 1926), 4420 Whites Creek Pike, was once used as a general store.



Earthman Grocery & Saloon (circa 1860), 4401 Whites Creek Pike, is now a boutique.



Earthman House (built in 1882), 4407 Whites Creek Pike



Whites Creek Bank & Trust (built in 1911), 4416 Whites Creek Pike, later served as the Whites Creek Post Office.

In 1870, area Masons formed the Centre Star Lodge. In 1926, they built the General Store and held meetings upstairs until 1965, when they purchased the Alex Green Church building and remodeled it for their purposes.

The Whites Creek Post Office was established in 1877. In 1880, the community opened a school, which was bought by the county in 1887 and named for Alex Green.

Captain John Earthman, from a prominent pioneer family in Whites Creek, led the Whites Creek Volunteers to battle in the Civil War. After the war, W.W. Earthman arrested Bill Ryan, a member of the James Gang, in the Earthman Saloon in 1881 and used the reward money to build his house next door in 1882. Both buildings are located on Whites Creek Pike, south of Old Hickory Boulevard.

James B. White, proprietor of the General Store, formed the Whites Creek Bank and Trust Company with five other men in 1911. The bank survived the depression and began to prosper with the area dairy farms and the industrialization of the county. In 1948, the bank had holdings of over one million dollars and built a new building, turning the old building over to the Post Office, which was located there until the 1960s.



Williams Farm and Century Barn, 7203 West Old Hickory Boulevard), is a 170-acre farm that has been in the same family for more than 230 years.

While Whites Creek has lost some of its historic buildings, those that remain reflect the character of a rural community that continues to evolve without losing its unique rural character.

Whites Creek has thrived as an agricultural community since its settlement over two centuries ago. In the 1800s, the district consisted of several plantations. Corn, grains, and vegetables were the main crops until the 1920s. Around that time, dairy farming became the predominant agricultural activity. Thompson's Country Maid Dairy was the most well known and operated into the 1950s. Since then, area farmers have concentrated on other crops. Crops grown today range from heirloom vegetables to organic produce to flowers.

An understanding of the history of the Whites Creek area explains the call to preserve the area's rural heritage. The Whites Creek area supported the crossroads communities such as the area at the intersection of Whites Creek Pike and Old Hickory Boulevard, which is now the Whites Creek Historic District, as well as the Scottsboro settlement along the railroad in the western section of the area. Farmstead complexes of houses and outbuildings are a rapidly vanishing resource in Davidson County, but farms that continue to include historic acreage and field patterns especially deserve preservation-minded planning policies. One particular family farm in the area has been farming the same land for over 200 years. The communities of Whites Creek, Scottsboro, and Bells Bend continue to work diligently to preserve their rural character.



Whites Creek Church (built in 1934), 4022 Whites Creek Pike



The historic stone house (built in 1921), 4125 Whites Creek Pike, is within the grounds of Fontanel.



Blue Hills House (circa mid-1800s), 4700 Whites Creek Pike, was built and once owned by W.S. Whiteman.



Brick Barn, 4700 Whites Creek Pike, was built by W.S. Whiteman in 1849 and used as a paper mill until 1862.



Alexander Ewing House (built in 1822), 5101 Buena Vista Pike, is also known as Woodlon.



Cedarwood (built in 1835), 3831 Whites Creek Pike, is also called the Yarbrough House and was once used as an inn and now is a picturesque 50-acre historic wedding venue.



Pasture and agricultural landscape



Birds-eye view of Whites Creek

History of the Bordeaux–Whites Creek Planning Process



NashvilleNext Meeting for Bordeaux-Whites Creek



Meeting for the Whites Creek Study Area



NashvilleNext Meeting for Bordeaux-Whites Creek

In 1988, the Metro Planning Department began creating “community plans” as a means of fine tuning the countywide general plan. These community plans examined specific issues and needs, projected growth, development and preservation in fourteen communities. The Bordeaux–Whites Creek Community Plan was first adopted by the Planning Commission in August 1992, after working with a Citizens’ Advisory Committee. The Bordeaux-Whites Community Plan was the eighth of the fourteen plans to be created.

The first update to the Bordeaux–Whites Creek Plan was adopted in 1998 after several community workshops. The community’s second plan update was adopted in 2003 after community participation in workshops. In 2004, a detailed design plan was completed for the lower section of Clarksville Pike to guide development and redevelopment to create walkable, mixed use communities in a more compact pattern. A detailed rural design plan was completed for Scottsboro-Bells Bend in 2008 to guide preservation and limited rural development in this unique area. The detailed plans for Clarksville Pike and Scottsboro-Bells Bend have been incorporated into the Community Character Manual and this update of the Bordeaux–Whites Creek Community Plan. As part of the NashvilleNext plan, a rural study was conducted for Whites Creek that led to additional details, classifications and applications for Conservation and Rural policies as part of the Community Character Manual.

People in both Bordeaux and Whites Creek have deeply-rooted attachments to the unique characteristics of these communities. Residents of the rural Whites Creek area (northern and western portions of the plan area) enjoy the quiet and rural lifestyle as well as a strong sense of community. They want to ensure that future development is of good quality, is limited to appropriate areas, and is rural in character. Bordeaux (southeastern portion) offers a different type of lifestyle, but has an equally strong sense of community. Unlike the rural areas of Whites Creek, residents in the Bordeaux area are hoping for more variety of land uses and for a higher quality of residential, entertainment, employment and shopping opportunities.

This update of the Bordeaux–Whites Creek Community Plan reflects the values and vision of the numerous participants in the 2003 update planning process and subsequent small areas plans, as well as participation in the NashvilleNext planning process, balanced with sound planning principles to achieve a realistic, long-term plan for sustainable growth, development and preservation. In order to enhance the area, a coordinated and persistent effort is required by residents, property owners, business owners, and public/private agencies, developers and investors. Beyond the role of Metro departments and governmental agencies, organized groups of citizens, such as neighborhood and business associations, must display patient and persistent determination in following the adopted plan—that neighbors insist upon it and that developers’ proposals follow it.

The Community Plan also seeks to protect the natural features of the community by applying Conservation policy to floodplain and floodway areas, as well as to areas with steep slopes and unstable soils. In the Whites Creek, Scottsboro, and Bells Bend areas, Conservation policy applies to much of the area due to the prevalence of natural features.



Rural house along Old Hickory Boulevard



Suburban house along Kings Lane



Whites Creek Flower Farm



Suburban house in Bordeaux

Bordeaux – Whites Creek Community Demographic Information

Bordeaux–Whites Creek experienced growth between 1970 and 1990. According to the 1990 U.S. Census, the population grew from 19,250 in 1970 to 23,828 in 1990, or a 23 percent increase. Since 1990, population increases have been more modest. Bordeaux–Whites Creek’s population increased slightly between 1990 and 2000. In 2000, the U.S. Census reported a population of 25,779. By 2010, the population had again increased slightly to 26,169 people, an increase of slightly over 1 percent in the ten-year period from 2000 to 2010. The Bordeaux–Whites Creek Community today contains approximately 4 percent of Davidson County’s population.

The Bordeaux–Whites Creek community contains a large African-American population. According to the American Community Survey (2008-2012), 76 percent of the community is African-American and 21 percent is White. Of residents, 2 percent classify themselves as Hispanic.

According to the American Community Survey (2008-2012), the Bordeaux–Whites Creek Community area contains 10,491 housing units (3.7 percent of Davidson County’s total housing units).

According to the American Community Survey (2008-2012), the average per capita income for the Bordeaux–Whites Creek Community area is \$19,923, which is 69.9 percent of Davidson County’s average of \$28,513.

		Davidson County		Bordeaux–Whites Creek	
		#	%	#	%
Population	Total, 2010	626,681		26,169	4.2%
	Population, 1990	510,784		25,438	5.0%
	Population, 2000	569,891		25,779	4.5%
	Population Change, 1990- 2000	59,107	11.6%	341	1.3%
	Population Change, 2000- 2010	56,790	10.0%	390	1.5%
	Population Density (persons/acre)	1.69	n/a	0.97	n/a
	Average Household Size	2.37	n/a	2.53	n/a
Race	White	385,039	61.4%	5,471	20.9%
	Black or African American	173,730	27.7%	19,761	75.5%
	American Indian/ Alaska Native	2,091	0.3%	64	0.2%
	Asian	19,027	3.0%	145	0.6%
	Native Hawaiian or Pacific Islander	394	0.1%	5	0.0%
	Other Race	30,757	4.9%	299	1.1%
	Two or More Races	15,643	2.5%	424	1.6%
Ethnicity	Hispanic or Latino	359,883	57.4%	514	2.0%
Age	Less than 18	136,391	21.8%	6,347	24.3%
	18-64	424,887	67.8%	15,883	60.7%
	Greater than 64	65,403	10.4%	3,939	15.1%
	Greater than 64	65,403	10.4%	3,939	15.1%

Source: U.S. Census (1990, 2000, 2010)

		Davidson County		Bordeaux–Whites Creek	
		#	%	#	%
Population	Total, 2008 - 2012	629,113		25,060	4.0%
	Household Population	605,463	96.2%	23,433	93.5%
	Group Quarters Population	23,650	3.8%	1,627	6.5%
	Male	304,566	48.4%	11,240	44.9%
	Female	324,547	51.6%	13,820	55.1%
Families	Total	142,821		6,500	n/a
	Married Couple Families with Children	37,098	26.0%	869	13.4%
	Single Parent Families with Children	26,291	18.4%	1,559	24.0%
	Female Householder with Children	21,528	15.1%	1,340	20.6%
Housing Units	Total	284,328		10,491	3.7%
	Owner Occupied	141,805	49.9%	6,521	62.2%
	Renter Occupied	114,082	40.1%	2,756	26.3%
	Occupied	255,887	90.0%	9,277	88.4%
	Vacant	28,441	10.0%	1,214	11.6%
	Long-term vacant (over 1 year)	3,730	1.2%	332	3.1%
Cost Burden	Residents with moderate cost burden	48,983	19.1%	1,862	20.1%
	Residents with severe cost burden	42,520	16.6%	1,769	19.1%
Travel	Mean Travel Time to Work (min)	23.1		22.4	
	Workers	309,633		9,414	3.0%
	Drove Alone	246,391	79.6%	7,964	84.6%
	Carpooled	32,633	10.5%	885	9.4%
	Public Transportation	6,588	2.1%	282	3.0%
	Walked or Biked	6,806	2.2%	0	0.0%
	Other	3,232	1.0%	108	1.1%
	Worked from home	13,983	4.5%	175	1.9%
Income	Per Capita Income	\$28,513		\$19,923	69.9%
Education	Population 25 years and over	419,807		17,099	4.1%
	Less than 9th grade	20,687	4.9%	815	4.8%
	9th to 12th grade, No Diploma	38,664	9.2%	2,088	12.2%
	High School Graduate (includes equivalency)	103,024	24.5%	5,023	29.4%
	Some College, No Degree	86,498	20.6%	4,235	24.8%
	Associate Degree	23,963	5.7%	1,194	7.0%
	Bachelor's Degree	92,765	22.1%	2,073	12.1%
	Graduate or Professional Degree	54,206	12.9%	1,671	9.8%
Employment	Population 16 Years and Over	505,034	80.6%	20,141	77.0%
	In Labor Force	348,250	69.0%	11,521	57.2%
	Civilian Labor Force	347,862	99.9%	11,521	100.0%
	Employed	317,719	91.2%	9,756	84.7%
	Unemployed (actively seeking employment)	30,143	8.7%	1,765	15.3%
	Armed Forces	388	0.1%	0	0.0%
	Not in Labor Force	156,784	31.0%	8,620	42.8%

Source: American Community Survey, 5-year estimate, 2008-2012. * USPS Vacancy data, 2013.



Bells Bend and the Cumberland River

Role in the County and Region

The Middle Tennessee region is increasingly interconnected and the Bordeaux–Whites Creek community plays an important role in Davidson County and the region, especially with regard to the network of natural features and undeveloped land that stretches from Williamson County to the south, through Bellevue, westward to Cheatham County and north to Bordeaux–Whites Creek.

The Bordeaux–Whites Creek Community has many unique resources whose growth, development or preservation can impact surrounding communities within Nashville and Davidson County as well as the bordering Cheatham County. The Bordeaux–Whites Creek Community also benefits from the utilization of its resources by adjacent communities and the larger region. The Bordeaux–Whites Creek Community's greatest strength, in the regional setting, is its abundant natural features. Other community strengths are providing recreational options, housing options, and farming opportunities. This section considers the Bordeaux–Whites Creek Community in the context of the region.

Natural Features

The Bordeaux–Whites Creek Community has a large amount of environmentally sensitive features that add tremendously to the character of Davidson County and the Middle Tennessee region and should be preserved. Natural features in the community include numerous waterways, steep slopes, ridgetops, forests, and segments of the Cumberland and its tributaries. The area provides a wealth of possibilities for recreation, relaxation and exploration of the natural world. These environmentally sensitive features are part of a larger, regional open space network including parks and environmentally sensitive features that provide abundant plant and wildlife habitat.

The primary environmentally sensitive features in the Bordeaux–Whites Creek Community are its steep slopes, including areas of unstable soils, and the floodway and floodplain areas that surround its waterways. The community contains 28,727 acres (out of 44,978 acres), or 64 percent, of land containing sensitive environmental features (in 2014).

The main drainage system in Bordeaux–Whites Creek is the Whites Creek Watershed, which also contains Ewing Creek and Eatons Creek. Two additional, but less significant, drainage systems are Little Marrowbone



Farm in Scottsboro



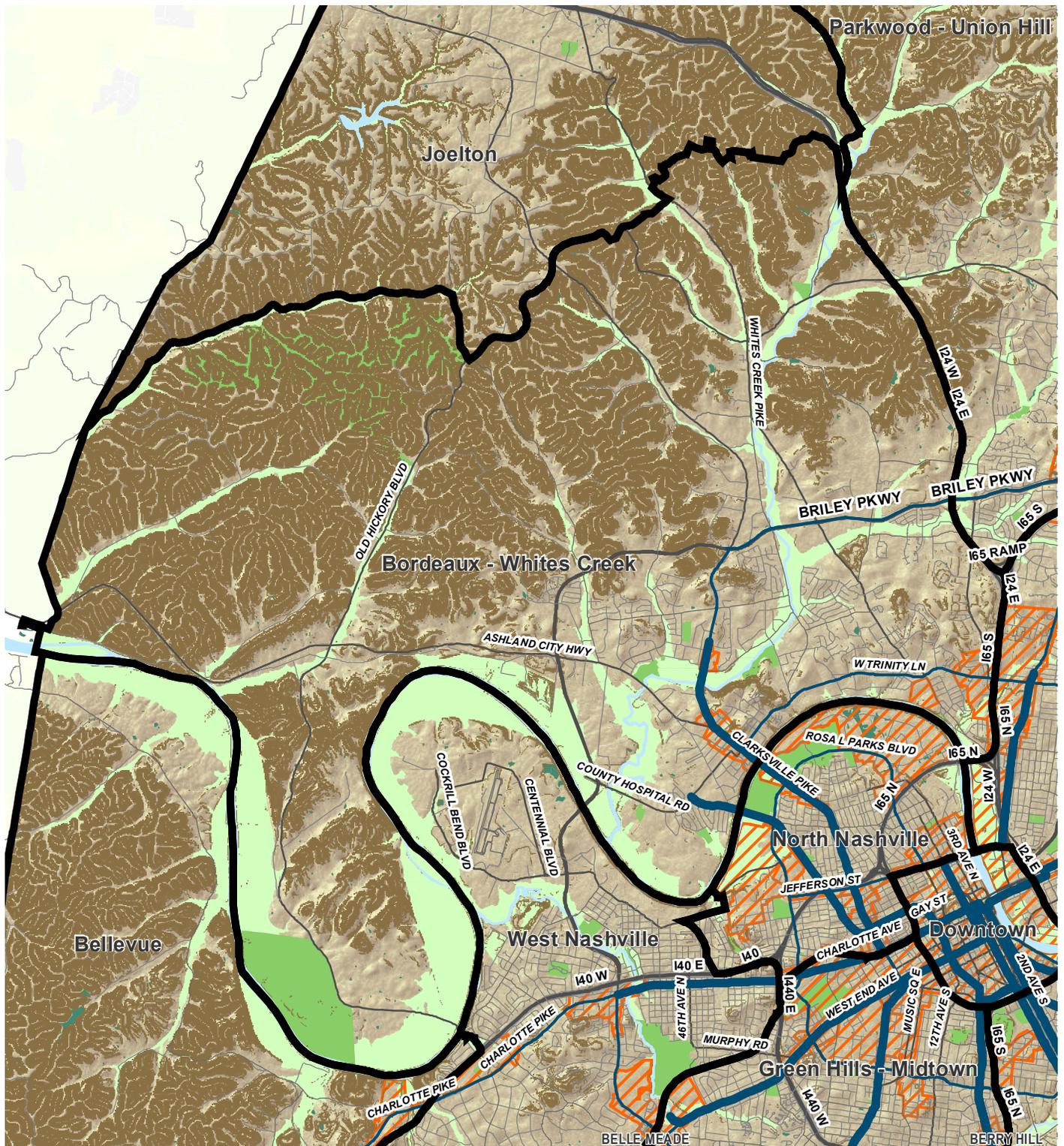
Lock 1 Park in Katie Hill



Woodlands in Whites Creek

Figure BWC-3: Slope and Terrain Map

Bordeaux-Whites Creek detail



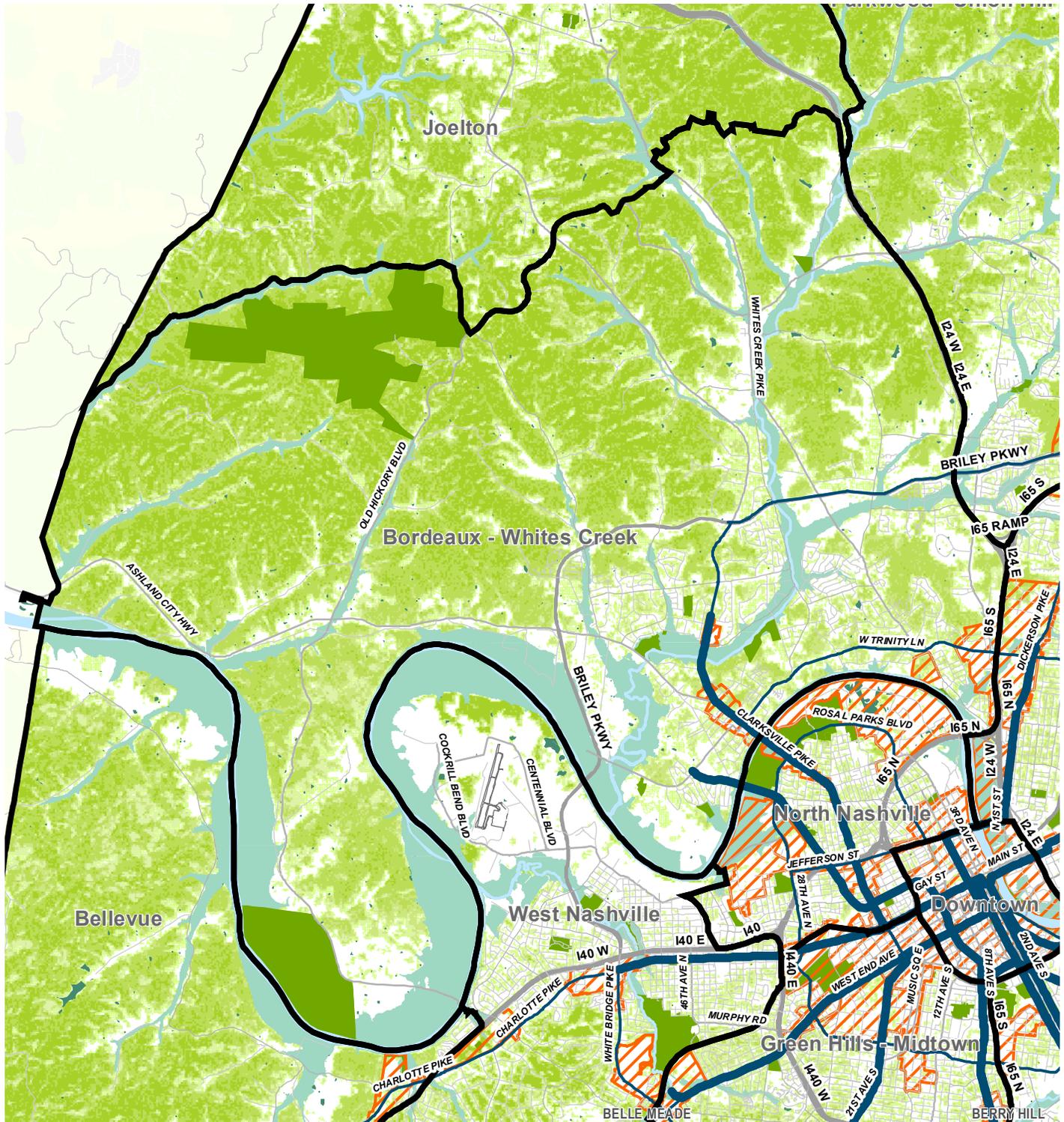
Slopes & Terrain Legend

 Water Bodies	 Subarea Boundaries	Priority Corridors	Slope	Terrain
 Anchor Parks	 Centers	 Immediate need	 Over 20%	 High
 Floodplain Areas		 Long-term need		 Low
 Wetlands				

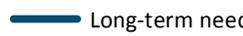


Figure BWC-4: Tree Canopy Map

Bordeaux–Whites Creek detail



Tree Canopy Legend

- | | | | |
|--|---|--|--|
|  Water Bodies |  Priority Corridors |  Centers |  Tree Canopy |
|  Anchor Parks |  Immediate need |  Subarea Boundaries |  1 - 20% |
|  Floodplain Areas |  Long-term need | |  21 - 40% |
|  Wetlands | | |  41 - 60% |
| | | |  61 - 80% |
| | | |  81 - 100% |





Bells Bend Park in spring



Area horseback riding



Local owl

Creek and Bull Run Creek. Several smaller tributaries drain into these watercourses and the Cumberland River. These are Trantham Creek, Earthman Fork, Dry Fork, Carney Creek, Little Creek, Drakes Branch, Ewing Creek, Claylick Creek, Back Creek, Island Branch, Long Branch, Sulphur Creek and Pages Branch. Significant floodplains are found along Whites Creek, Ewing Creek, Little Marrowbone Creek, Bull Run Creek, Sulphur Creek, Eatons Creek and Pages Branch. Preserving floodway, floodplain and natural wetland areas is vital as they absorb excess water, provide valuable habitat for wildlife, improve water quality, provide recreational opportunities and are attractive natural areas. With restrictions for building in the floodway and floodplain, the most ideal use of land adjacent to the community's waterways is for park land, including greenways. When limited development does occur in the floodplain, negative impacts should be minimized and appropriate low impact development techniques used.

The northern and western portions of the community are generally steeply sloped (slopes of 20 percent and greater). Many of the areas with steep slopes are also comprised of unstable soils that are stabilized by tree cover. In addition to stabilizing steep slopes and reducing landslides, forest cover also aids in protecting headwater quality, absorbing and slowing water runoff, and providing wildlife habitat. Approximately 50 percent of the Bordeaux-Whites Creek Community has steeply sloping terrain (20 percent slopes or greater). Steep slopes that have been disturbed are more prone to landslides as evidenced by the numerous landslides that occurred in Davidson County as effects of the 2010 flood. In contrast, the Bordeaux area, in the southeast portion of the community, is mainly gently rolling or relatively level and contains the land that is more suitable for development.

The Bordeaux-Whites Creek Community has numerous properties that have been identified by the State of Tennessee as containing archeological treasures. Many of these properties are located along the community's waterways and thus, may be protected along with floodplain areas. The Bordeaux-Whites Creek Community also contains several areas of endangered and rare flowering plants, including Prairie Parsley, Willow Aster, Canada Lily, Short's Bladderpod, Water Stitchwort, Eggert's Sunflower, Price's Potato-Bean, Yellow Honeysuckle and Grape Honeysuckle. Due to their sensitive nature, the locations of these areas are confidential. The community also provides large sections of forest habitats, connected through corridors, which provides quality areas for wildlife habitat. In addition to deer, foxes, raccoons, frogs, turtles, and numerous

bird types, bald eagles nest in the area, and a pair of rare whooping cranes has overwintered along the Cumberland River. The Beaman Park to Bells Bend Conservation Corridor group has worked diligently in the Scottsboro/Bells Bend area to preserve and enhance its history, natural features, wildlife, recreational uses, and rural character.

The Bordeaux–Whites Creek Community Plan uses Conservation Community Character Policy to preserve environmentally sensitive features. Where natural features have been damaged, the Conservation policy provides guidance on how to remediate this damage.

Recreation—Parks and Community Services

Building on the community’s numerous natural resources, another of the Bordeaux–Whites Creek Community’s primary contributions to the Middle Tennessee region is in providing recreation, parks, and green space. The community hosts the Whites Creek Greenway system, the large regional parks of Beaman and Bells Bend, several smaller parks, community farms, and community-built trails. In addition, open space is provided via Metro school sites as well as the library and other civic sites. The Bordeaux–Whites Creek Community contributes approximately 4,516 acres of park land, community facilities, institutions, recreational areas, and common open space areas to Davidson County (in 2015).

While Bordeaux–Whites Creek residents have long enjoyed the natural wonders in their own backyards, all of Nashville has access to Bells Bend and Beaman Parks. Bells Bend Park is an 808-acre pastoral tract located on the southwest side of Bells Bend in the gently rolling bottom land of the Cumberland River. The park was formerly part of the Buchanan Farm established in 1899. Fields, farm ponds, fence lines, and several farm buildings remain on the property. Following the defeat of a proposed county landfill on the site, the city purchased the land and designated the property as a park in 2001. Visitors can access several trails that follow old farm roads throughout the property and that run along the banks of the Cumberland, enjoying a rural landscape with rolling hills, expansive views, and prime bird-watching. Beaman Park is a rugged 1,500 acre tract located along the Western Highland Rim. The park has jagged, irregular boundaries that follow topographical features and encompasses a large area of steep forested ridges and hollows with hiking trails. In July 2015, an additional 568 acres was added to Beaman Park. Both parks have nature centers providing information and services to visitors.



Beaman Park Nature Center



Bells Bend Park sign



Canoeing in Scottsboro-Bells Bend

Diversity of Housing Types

NashvilleNext calls for the addition of more, and more diverse, housing types ranging from detached accessory dwelling units (sometimes called “granny flats”) to cottage developments to townhouses, manor houses and low-rise stacked flats.

Housing diversity allows for “aging in place”—the idea that there is housing in a neighborhood or community for people at each point in their life, whether they are just starting out, buying their first home, needing a larger home for a family, downsizing to a smaller home for retirement, or needing assisted living. Aging in place means that a person can live in their favorite neighborhood or community over their entire life.

Housing diversity also addresses the overall affordability of housing by adding to the supply of housing that is financially attainable for all members of the community.

Finally, housing diversity responds to demographic changes that are driving changes in housing preferences. By 2040, seniors will make up one-quarter of the Nashville/Davidson County population as Baby Boomers age. Meanwhile, during the next 25 years, Millennials (the generation born after 1984) will be exiting school, entering the workforce, and forming families. Initial indicators suggest that Millennials are waiting longer to form families and have children. With Baby Boomers having no more children and Millennials waiting longer to have children, it is projected that by 2040, fewer than one in five households will have children. The fastest growing type of household will be the single-person household.

These demographic changes are leading to changes in the types of housing that people are looking for. More individuals and families want to be in neighborhoods with services and amenities—restaurants and retail—that are within walking distance and/or are served by transit. They are looking for homes with less maintenance, which may mean foregoing a yard for a townhouse or a unit in a stacked flat development.

These demographic changes are driving the development of stacked flats or mixed use developments with commercial on the first floor and residential above. The demolition of homes in neighborhoods—replaced by a duplex or two separate units or cottages—is also an indicator of these demographic changes and changing market preferences.

NashvilleNext calls for housing diversity that is tailored to the context (rural, suburban or urban) and character of the area. For example, the addition of low-rise stacked flats along a prominent corridor in an urban setting may be appropriate. Meanwhile, a single-family home could have a smaller detached accessory dwelling located in the backyard. NashvilleNext also calls for diversity of housing in the “Transition and Infill” areas that flank High Capacity Transit Corridors. Again, the type of housing and the design of the site are unique to the setting.

Community members value existing parks and desire the dedication of additional parks, greenway connections, and enhanced community facilities in the future.

Community members recognize the value of natural areas throughout the community as well as the benefits to the surrounding neighborhoods from parks and open spaces related to civic uses. While the current parks and open spaces in Whites Creek and Bordeaux are beloved by the community, they are also important components of a plan for open space preservation on a countywide and regional scale. In addition to public lands, several individual property owners in the area have placed conservation easements on their properties to further protect the community’s rural, natural setting for decades to come. In Bordeaux, as development and redevelopment occur in the future, especially along corridors and in centers where much of the growth will occur, it is important that open space be a component to ensure additional green spaces and recreational areas.

Housing—Residential Development

The Bordeaux–Whites Creek Community has neighborhoods that offer affordable housing, ranging from rural homes to large-lot suburban homes to smaller-lot suburban homes. The community’s attractive residential location is evidenced by 50 percent (21,557 acres) of the total land acreage in the Bordeaux–Whites Creek Community being used for residences in both rural and suburban settings (in 2015). Within those residential land uses, there is a large portion of rural single-family housing on large lots in the Whites Creek area, and suburban housing on both large and small lots in the Bordeaux area. Another 30 percent (12,617 acres) of the total land acreage in the Bordeaux–Whites Creek Community is classified as “vacant residential” (in 2015). Some of this vacant residential is likely to remain vacant due to large-lot rural residential patterns and the significant amount of land area in the community that has sensitive environmental features and is difficult to develop. Some of the vacant residential, however,

may include residential developments that have been approved, but have not yet begun construction.

Together, occupied and vacant residential land uses total 80 percent of the Bordeaux–Whites Creek Community’s total land uses (in 2015). The predominance of residential land uses in the community points to one of the community’s roles in Davidson County—providing housing opportunities. While other communities in Davidson County host major employment centers (such as Downtown, Midtown, the Airport Area, or Metro Center), Bordeaux–Whites Creek provides housing in a diversity of settings, not too far from the employment centers.

The community currently has a limited range of housing options. Bordeaux has room for growth, and additional housing choice can be provided by offering more housing types in strategic locations, such as in commercial centers, especially in Bordeaux along Clarksville Pike’s centers, and along corridors such as West Trinity Lane. There is also much potential for additional growth in the Talbot’s Corner/Fern Avenue/Katie Hill area where development is urban in character with close proximity to downtown and stakeholders committed to revitalization. Bordeaux is economically diverse, and there is an expressed interest by community leaders in retaining the area’s economic diversity. For all residential developments, the Community Plan and the Community Character Manual provide guidance on building and site design to reflect the rural, suburban, or urban setting in which the residential development is located.

Providing additional housing options in strategic locations, such as within centers or on prominent corridors, addresses several goals. Housing choices can allow Bordeaux–Whites Creek residents to “age in place” by providing a variety of housing types to meet each stage of a person’s life from starter homes to retirement communities. Creating housing choices at strategic locations creates housing that is attainable for

Figure BWC-5: Commuting patterns of residents and employees in Bordeaux–Whites Creek

Bordeaux–Whites Creek residents who work in these areas		10,407
Bordeaux–Whites Creek		974
Downtown		1,620
North Nashville		1,339
Green Hills Midtown		1,326
South Nashville		947
Donelson Hermitage Old Hickory		699
East Nashville		593
West Nashville		529
Madison		518
Antioch Priest Lake		425
Southeast		254
Parkwood Union Hill		169
Bellevue		150
Joelton		34
Beyond Davidson County		830
Employees who work in Bordeaux–Whites Creek come from these areas		11,886
Bordeaux–Whites Creek		974
Antioch Priest Lake		994
Southeast		814
East Nashville		794
Donelson Hermitage Old Hickory		691
West Nashville		535
Madison		522
Parkwood Union Hill		489
South Nashville		394
North Nashville		325
Green Hills Midtown		289
Bellevue		253
Joelton		150
Downtown		44
Beyond Davidson County		4,618

Source: Census Transportation Planning Products, using the American Community Survey (2006-2010 five-year estimates)



House along Kings Lane



House along Brick Church Pike



House along Fern Avenue

residents with varying incomes. This ensures that Bordeaux–Whites Creek has housing for the diversity of workers needed in the community and Davidson County—from service workers to teachers and police officers and nurses to executives. Providing housing that is attainable for residents of all incomes keeps the community and its economy resilient. Finally, creating housing choices keeps the Bordeaux–Whites Creek Community competitive in the region in the face of changing demographics and market preferences.

Farming and Agriculture

Another role the Whites Creek Community plays in Davidson County and the region is providing farming opportunities.

During the 1800s, Davidson County’s prosperity was bolstered due to the rich fertile soil and farmers not relying on a single cash crop. The area grew a diversity of cash crops and staple items that supported the local economy and population. Primary crops included cotton, tobacco, corn, oats, hay, wheat, rye, barley, peas and beans. Farmers also produced and processed other household items such as sugar, flaxseed, molasses, buckwheat, honey, and beeswax. In addition, farmers had livestock, including beef and dairy cattle, hogs and sheep. Products were sold downtown at the courthouse square or shipped down the Cumberland River.

Similar farming activities took place in Whites Creek, Scottsboro and Bells Bend. In northern Scottsboro with its steep terrain, residents practiced smaller-scale agriculture, including producing sorghum, and relied more on timber production. While in the farmland of Bells Bend, a range of crops as well as cattle and poultry were produced.

A variety of factors in the country during the second half of the twentieth century—including federal policies, the emergence of new technologies, escalating operation costs, narrow profit margins, farm production methods and suburbanization—changed how farming was conducted in recent decades and led to the loss of large family farms, a situation not unique to Nashville. While the large-scale commercial agricultural options of the past are no longer there, Whites Creek, Scottsboro and Bells Bend continue to preserve their rural landscape and agricultural

heritage. Residents continue to operate smaller farms that provide food and other products for the community and Davidson County. In addition, numerous residents have large vegetable gardens. The area continues to retain farmland, pasture-land, and open natural areas. Farming today includes hay production, large-scale cattle operations, two large sod farms, Community Supported Agriculture farms selling produce at farmers' markets, hobby farms, and a partnership with a popular local brewer for growing hops and producing beer that showcases the community.



One of several farms in Bells Bend



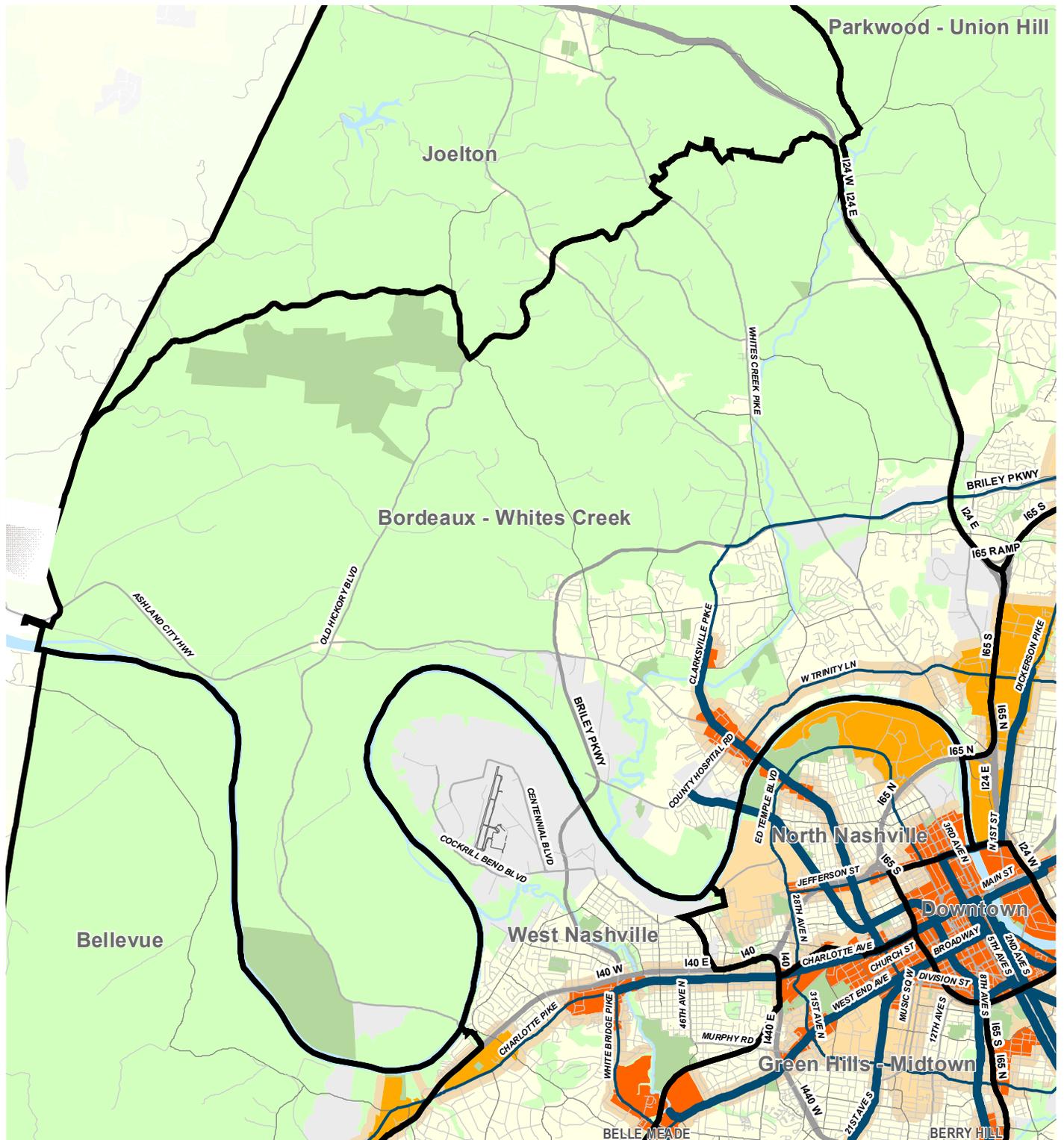
Cattle in Scottsboro



West House in Bells Bend

Figure BWC-6: Growth & Preservation Concept Map

Bordeaux–Whites Creek detail



- | | | | |
|----------------|----------------------|-----------------------|--|
| Centers | Green network | Neighborhood | High capacity transit corridors |
| ● Tier One | ○ Green network | ○ Neighborhood | — Immediate need |
| ● Tier Two | ● Open space anchor | — Transition | — Long-term need |
| ● Tier Three | ● Missing an anchor | ○ Special impact area | ← Regional connection |

Growth & Preservation Concept Map and the Community's Role

The Growth & Preservation Concept Map (Concept Map) is a county-wide vision and tool for aligning spending, regulations, and Metro programs to shape improvements in quality of life so that new development and redevelopment align with community values. The Concept Map provides guidance for the entire county. Six key factors reflecting Nashville/ Davidson County community members' priorities guided the design of the Concept Map:

- » Protect sensitive environmental features.
- » Build a complete transit network.
- » Maintain household affordability across income levels.
- » Create "activity centers" – areas of employment, residences, services, civic uses, retail and restaurants – throughout most parts of Davidson County.
- » Protect and enhance the character of different parts of Davidson County.
- » Allow for strategic infill that supports transit lines and activity centers.

The Concept Map for Bordeaux–Whites Creek, shown in Figure BWC-6, illustrates these key concepts: preserving environmentally sensitive features and open space; preserving established residential areas and rural and suburban character; strategically locating new residential development; enhancing commercial centers and corridors to provide more services and options, especially along the southern portion of Clarksville Pike; and adding more connectivity through bikeways, greenways and multi-use paths.

Green Network

The green network on the Concept Map reflects natural and rural areas that provide natural resources (such as water, woodlands and land for farming), ecological services (such as cleaning air and slowing water runoff), wildlife habitat, and recreation opportunities. The network also includes sensitive natural features that can be disturbed or destroyed by development or that pose a health or safety risk when they are developed (such as steep slopes and floodplains).

In the Concept Map, a large part of the Bordeaux–Whites Creek Community, especially in Whites Creek, Scottsboro, and Bells Bend, is in the Green Network. Much of this area is contiguous steep slopes, woodlands, floodways and floodplains, and farmland.

To see the entire Growth and Preservation Concept Map, please refer to NashvilleNext Volume I: Vision, Trends & Strategy online: www.nashvillenext.net



House in Bordeaux



Houses along Dove Place



House with a view in Katie Hill

Neighborhoods

Neighborhood areas on the Concept Map are primarily residential areas offering a mix of housing types and character, with smaller civic and employment areas and small neighborhood centers. Neighborhoods have different context—rural, suburban, urban, or downtown—depending on their location.

In the Bordeaux–Whites Creek Community, neighborhoods are predominantly suburban in character in Bordeaux and rural in character in Whites Creek. South of Trinity Lane, in the Katie Hill/Fern Avenue/Baptist World Center Drive area is an urban neighborhood with growth potential in residential and mixed use.

Transitions and Infill

Transition and infill areas may have moderately dense residential and occasionally small-scale offices that are appropriate along and around prominent corridors and centers to provide a harmonious connection to surrounding neighborhoods. These areas provide transitions—in building types as well as scale and form—between higher intensity uses or major thoroughfares and lower density residential neighborhoods. These areas provide housing in proximity to transit and commercial services, increasing the likelihood that residents can walk or bike to meet some of their daily needs. These areas also provide a diversity of housing types that are attractive to Nashvillians.

On the Concept Map, the Transition and Infill areas are generalized. These transition and infill areas—and the housing choice and transition they are trying to achieve—are explained in greater detail through Community Character Policies. The residential and mixed use Community Character Policies contain guidance on how to design transitions and infill development. The Community Character Manual also includes a policy category called District Transition that can be applied in transition and infill locations where small-scale offices or multifamily housing would be appropriate. In the Bordeaux Community, transition and infill areas include areas around existing centers and along corridors, such as along Clarksville Pike and Trinity Lane.

Because they are generalized on the Concept Map, the development of transition areas must be considered on a case by case basis, lookign at factors including, but not limited to:

- **Depth of properties in and abutting the corridor or center,**
- **Existing features that can create a transition, such as alleys,**
- **Overall infrastructure network**
- **Presence fo historic zoning or other zoning tools to preserve character**
- **And other tools**

Centers

The centers included on the Concept Map build on existing commercial center areas, encouraging them to evolve into active, mixed-use places serving as a neighborhood or community gathering place. Centers are anticipated to become pedestrian-friendly areas with frequent transit service that contain a dense mix of homes, shops, jobs and parks, as well as services, schools and cultural amenities. The Concept Map places center areas in three tiers:

- » **Tier One:** These centers are the focus of coordinated investments to shape growth and support transit service in the next ten years.
- » **Tier Two:** These centers receive some investments to manage growth, though less than Tier One centers.
- » **Tier Three:** These areas are not identified to receive coordinated investments to shape demand. Rather, investments may be made to support their current functions and Metro will work with the private sector to ensure new development and redevelopment supports Nashvillians' vision for centers.

In the Bordeaux–Whites Creek Community, two Tier One centers are located along the southern portion of Clarksville Pike, where most of the community's growth is anticipated. A Tier Two center is located at Trinity Lane/I-65 that is part of a larger center shared with the East Nashville Community. A Tier Three center/corridor area is along West Trinity Lane.

The designation of an area as a Tier One, Two or Three Center indicates Metro's intent to coordinate investments and regulations to support development and redevelopment as discussed above. The Centers must be considered in conjunction with the Community Character Policies, which provide detailed guidance for future land use, character, and development intensity. The designation of a Tier Center does not indicate endorsement of all zone changes in the Center area. Rather, the zone change proposal must be considered in light of the Community Character Policy, any special policies, and the context of the area.

While the Centers represent areas of greater growth and greater investment, Metro government will still provide investments for safety, maintenance and to improve quality of life across the county.



Lewis Country Store in Scottsboro



Office building in Bordeaux



Restaurant in Historic Talbot's Corner

High Capacity Transit Corridors

The High Capacity Transit Corridors shown on the Concept Map are envisioned to support high capacity transit—from Bus Rapid Transit Lite (BRT Lite) service to transit running in its own lanes or right-of-way, such as Bus Rapid Transit or light rail. “Immediate need” corridors should have service improvements within the next ten years. For example, an immediate need corridor that currently has BRT Lite service could move to BRT in dedicated lanes. An immediate need corridor that currently has local bus service could move to BRT Lite. Routes marked “long-term need” would see enhancements in service over a longer timeframe—more than ten years—because these corridors do not have the density of jobs or residents along the route to support significant transit improvements in the next ten years. Long-term need corridors may need to implement local service first before progressing to BRT Lite or another form of high capacity transit.

The High Capacity Transit Corridors were determined by reviewing adopted Community Plans, assessing existing bus route ridership, and through coordination with the Nashville Metropolitan Transit Authority (MTA) and the Metropolitan Planning Organization (MPO—the regional transportation planning body). The Concept Map also identifies regional transit connections to Clarksville, Gallatin, Lebanon, Murfreesboro, and Franklin.

NashvilleNext identified the High Capacity Transit Corridors and discussed how transit can support the community’s growth, development, and preservation vision. For example, the Concept Plan shows little transit provided to the northwest because that area is intended to remain rural and sparsely developed. Meanwhile, to increase residences and jobs accessible by transit, each High Capacity Transit Corridor includes Tiered Centers as well as Transition and Infill areas. The Centers and High Capacity Transit Corridors are also envisioned to grow more walkable and bikeable over time to connect pedestrians and cyclists to transit more seamlessly.

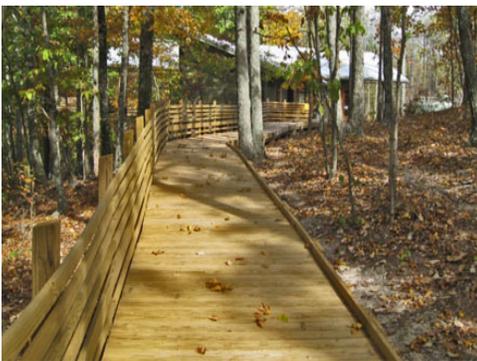
MTA will refine the vision outlined in NashvilleNext with the update of the MTA strategic plan, a process called nMotion, which began in 2015.



Conservation Easements preserve rural character and land in Scottsboro-Bells Bend

The Community Character Policies are the standard by which development and investment decisions are reviewed and future zone change requests are measured.

For the most up to date Community Character Policy Maps, visit our website: <http://www.nashville.gov/Planning-Department/Community-Planning-Design/Our-Communities.aspx>



Boardwalk in Beaman Park

Community Character Policy Plan

The Bordeaux–Whites Creek Community Character Policy Plan builds upon the Concept Map. The Community Character Policies take the Concept Map to the next level of detail by addressing the form and character of each area in the Bordeaux–Whites Creek Community. See Figure BWC-7 for a map of the Community Character Policies in the Bordeaux–Whites Creek Community.

The Bordeaux–Whites Creek Community Plan applies Community Character Policies to every property in Bordeaux–Whites Creek. The policies are defined in the Community Character Manual. Those policies are intended to ensure that the elements of development are coordinated to ensure the intended character of an area is achieved. The Community Character Policies are the standard by which development and investment decisions are reviewed and future zone change requests are measured.

The Bordeaux–Whites Creek Community Plan uses Community Character Policies that are tailored to rural and suburban character and honor the diversity of character from the rural neighborhoods of Whites Creek, Scottsboro, and Bells Bend, to the suburban neighborhoods of Bordeaux, to the urban neighborhood of the Katie Hill/Fern Avenue area. The Community Character Policies avoid one-size-fits-all development and reinforce and enhance the development pattern of existing neighborhoods. The policies thoughtfully encourage additional housing options in strategic locations, enhance the character of mixed use centers, and preserve green spaces and environmentally sensitive features.

Bordeaux–Whites Creek’s natural and park areas include environmentally sensitive features, such as floodplains, steep slopes and unstable soils, as well as public parks and open space. As a result of the May 2010 flooding, the plan encourages the preservation of all environmentally sensitive features through the use of Conservation policy. The policy encourages the preservation and/or reclamation of these features. Conservation policy also includes steep slopes. Research has shown that the headwaters of many streams and tributaries to the Cumberland River and its tributaries lie in these steep slopes. Preservation of these areas can reduce the impact of flooding in the future by slowing down and absorbing stormwater runoff during rain events. To preserve natural features and rural character, Conservation and Rural policies are applied to Whites Creek.

Two new policies have been developed for the Whites Creek area as part of a small area rural planning effort during NashvilleNext. Currently (June 2015), these policies have only been applied within the Whites Creek study area. It is anticipated, however, that as community plan updates occur in the future, these policies will be applied in additional rural areas across Davidson County.

The first new policy category is Rural Agriculture which is intended to preserve appropriate land for active agricultural activities, recognizing its value as contributing to the history of the community, contributing to a diversified economic base, providing produce and other food products for increased food security, providing an economically viable use for some environmentally constrained land, contributing to open space, and providing character to the rural landscape. Rural Agriculture policy has been applied to areas along Simpkins Road, Old Hickory Boulevard (east of Whites Creek Pike), and Lickton Pike.

The second new policy category is Rural Countryside, which is intended to maintain rural landscapes of areas with an established development pattern consisting of very low density residential development, secondary agricultural uses, and civic and public benefit uses. The primary purpose is to maintain the area’s rural landscape. Rural Countryside areas are intended to preserve rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. Rural Countryside policy has been applied to the majority of the study area that is outside of Conservation policy.

The Bordeaux–Whites Creek Community’s desire to maintain and enhance its rural and suburban residential neighborhoods is shown by the placement of Neighborhood Maintenance policy to several neighborhoods and areas in the community. However, to maintain long-term sustainability of the community and to provide housing for residents at every point in their lives, an appropriate mixture of housing types must still be provided in the area. Due to the natural and rural character of Whites Creek, the community anticipates modest growth, which should, be rural in character. In Whites Creek, Rural Neighborhood Evolving policy has been applied to areas in the southern portion along Whites Creek Pike, Clarksville Pike, Green Lane, Knight Road and Brick Church Lane. Rural Neighborhood Evolving policy not only allows for additional housing but also allows flexibility in site design that assists in



Farm in Scottsboro



House on John Mallette Drive



House in Bordeaux



View of Downtown from Katie Hill



Spring along Pecan Valley Road



American Baptist College Campus

preserving environmentally sensitive features. In Bordeaux, appropriate locations for additional suburban residential development are indicated by applying Neighborhood Evolving as well as Center and Corridor policy areas. Generally, Briley Parkway marks the transition between Rural and Suburban policies. However, due to past zoning and development decisions, a few areas of Suburban policy are located in the southern portion of Whites Creek. These areas should remain mindful of their larger surrounding rural context as development occurs and create transitions through building and site design as needed to complement the adjacent rural area.

Another area of emphasis in the Concept Map is enhancing centers and corridors. The Bordeaux Community has the prominent corridors of Clarksville Pike and West Trinity Lane. Bordeaux also has several commercial centers that serve the community. They range from small-scale neighborhood centers such as the small center at West Trinity Lane and Old Buena Vista, to larger community centers such as the shopping centers on Clarksville Pike and at West Trinity Lane and Brick Church Pike (Historic Talbot's Corner). These areas should be enhanced by adding a mixture of uses, additional housing options, additional transportation options for pedestrians, cyclists, and via transit. The transition between these higher-intensity areas and the surrounding neighborhoods must also be addressed through well-designed land use transitions to adjacent residential areas. Since the Whites Creek Community is rural, it has limited small-scale neighborhood centers with a mix of uses that retain the rural character of the area. These areas are very different in character from the suburban centers and corridors in Bordeaux and the urban neighborhood in the Fern Avenue/Baptist World Center Drive area.

Existing industrial policy areas remain in District policies with the exception of the area around Baptist World Center Drive, which has been changed to Urban Mixed Use Neighborhood to reflect the area's evolution towards a mix of uses, and a property along Ashland City Highway which has been included in the adjacent Rural residential area.

The Bordeaux–Whites Creek Community has significant assets to provide to the Middle Tennessee region in terms of housing, enjoyable recreational offerings and environmental treasures such as forests, streams and rivers, rolling hills, farmland and wildlife habitat, that define the character of Middle Tennessee and provide ecological benefits to the County and region. The Bordeaux–Whites Creek Community’s future vitality depends, however, on how it capitalizes on these assets to continue being a desirable residential and recreational area and how it preserves and enhances its neighborhoods, open spaces and environmentally sensitive features. For the Whites Creek area, the challenge is how to balance preserving the area’s rural character and significant natural features while accommodating a limited amount of growth. For the Bordeaux area, the challenge is how to balance preserving the suburban character of established neighborhoods and floodway/floodplain areas while accommodating more intense growth, including services, shops, offices and residential uses, along the southern portion of the Clarksville Pike Corridor and more intense residential uses along Trinity Lane.



Bordeaux Library



Community music and dancing in Scottsboro



Whites Creek Community Garden

Figure BWC-7: Community Character Policy Map

Community Character Policies

Special Policy Areas

- Water
- TR Transition
- CO Conservation
- CI Civic
- OS Open Space

T1 Natural

- T1 OS Natural Open Space

T2 Rural

- T2 RA Rural Agriculture
- T2 RCS Rural Countryside
- T2 NM Rural Neighborhood Maintenance
- T2 RM Rural Maintenance
- T2 NC Rural Neighborhood Center

T3 Suburban

- T3 RC Suburban Residential Corridor
- T3 CC Suburban Community Center
- T3 NM Suburban Neighborhood Maintenance
- T3 CM Suburban Mixed Use Corridor
- T3 NE Suburban Neighborhood Evolving
- T3 NC Suburban Neighborhood Center

T4 Urban

- T4 RC Urban Residential Corridor
- T4 CC Urban Community Center
- T4 NM Urban Neighborhood Maintenance
- T4 CM Urban Mixed Use Corridor
- T4 NE Urban Neighborhood Evolving
- T4 MU Urban Mixed Use Neighborhood
- T4 NC Urban Neighborhood Center

T5 Center

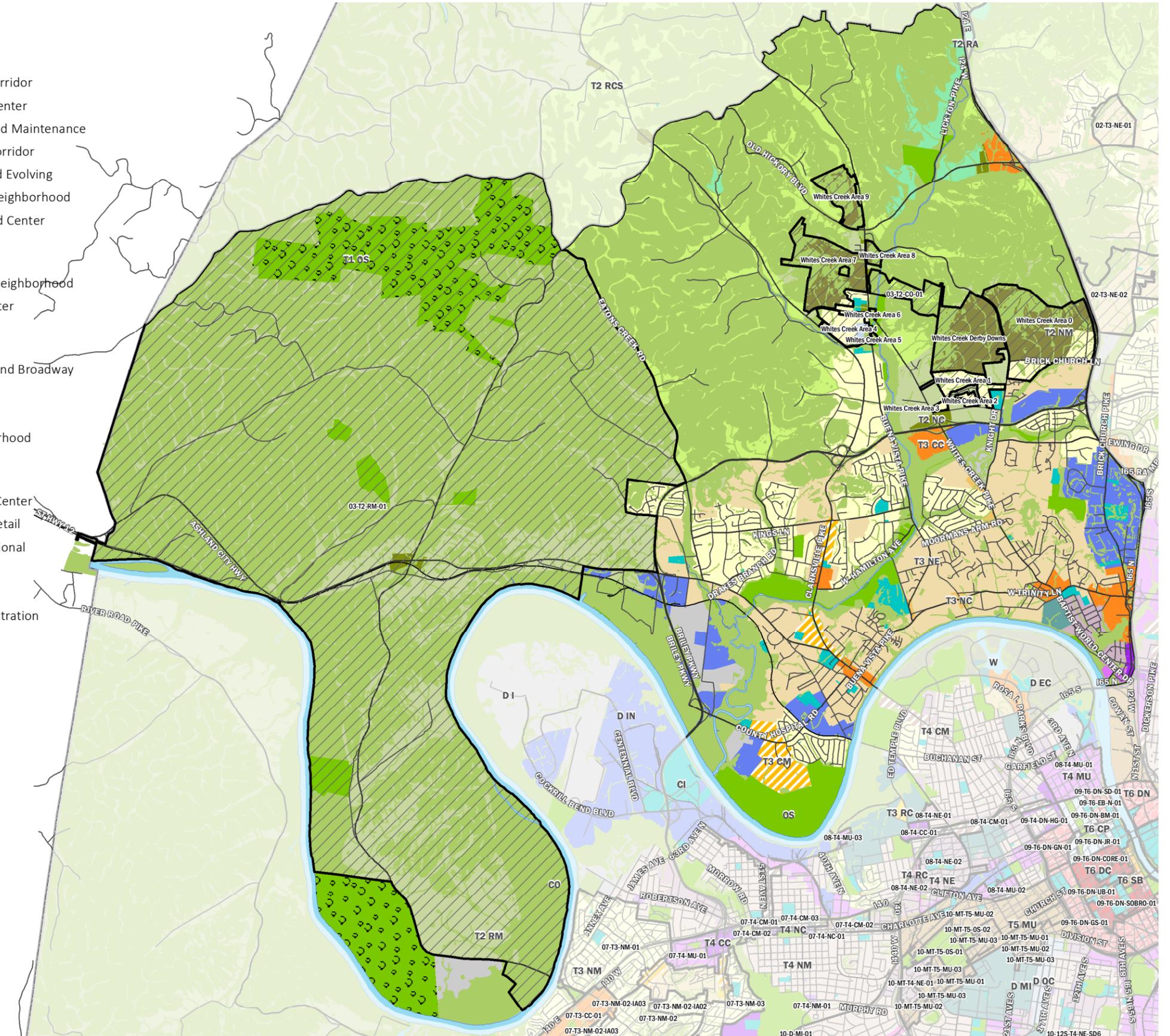
- T5 MU Center Mixed Use Neighborhood
- T5 RG Center Regional Center

T6 Downtown

- T6 SB Downtown Second and Broadway
- T6 DC Downtown Core
- T6 CP Downtown Capitol
- T6 DN Downtown Neighborhood

D District

- D EC District Employment Center
- D DR District Destination Retail
- D MI District Major Institutional
- D I District Impact
- D IN District Industrial
- D OC District Office Concentration



How to use the Community Character Policies

The Community Character Manual (CCM) is the dictionary of Community Character Policies that are applied to every property in each community. The CCM has three main functions: to explain and institute the Community Character Policies; to provide direction for the creation of implementation tools such as zoning; and to shape the form and character of open space, neighborhoods, centers, corridors and districts within communities.

The following is the step-by-step process of how to read and understand which Community Character Policies apply to any given property.

First, look at the Community Character Policy Map to determine what the policy is for the property.

Note that while each Community Plan includes a Community Character Policy Map (Policy Map), it is a static map of policies as there were when the Community Plan was adopted; it will not include any amendments made to the Community Character Policies after the initial adoption. For the most up-to-date Community Character Policy Map, use the online maps at <http://maps.nashville.gov/propertykiva/site/main.htm>

When using the Policy Map to determine the guidance for a particular property, there are several items on the map to be aware of: the Community Character Policies, Special Policies, and Infill Areas.

Second, read the Community Character Policy in the CCM.

After looking at the Policy Map and determining which Community Character Policy is applied to the property, turn to the Community Character Manual to read that policy. The CCM will provide guidance, per Community Character Policy, on a variety of design principles, appropriate zoning districts, and building types. A brief description of the Community Character Policies is found on the following pages, but the reader is urged to review the entire policy within the CCM. The CCM is found in Volume III of NashvilleNext.

Third, read the Community Plan to determine if there are any Special Policies or Infill policies for the area.

Within some Community Character Policy Areas there are unique features that were identified during the planning process where additional guidance is needed beyond what is provided in the CCM. This additional guidance is referred to as a Special Policy and is included in each Community

Plan. The Special Policies may provide additional specificity or they may describe conditions that deviate slightly from the CCM policy. In all cases, users should first refer to the CCM document to understand the policy's general intent, application, characteristics, and design principles. Then look at the Community Plan for any Special Policies that discuss unique conditions that may exist. When a Special Policy is applied to an area, then the guidance of the Special Policy supersedes the guidance given in the Community Character Policy.

The Special Policies are shown on the Policy Map in the Community Character Plan with an outline and hatching. A description of each Special Policy is included in the Community Plan. The special policies can also be found on the online maps, by going to the area in question, and turning on "Special Policy Areas" under "Plans and Policies."

Some Neighborhood Maintenance Community Character Policy areas also have Infill Areas. Infill Areas include under-developed properties in mostly developed areas that may redevelop over the next seven to ten years and would be an appropriate location for more intense infill development. The infill areas are highlighted so that the Community Plan can provide guidance on how the properties should develop. Infill Areas are denoted on the Policy Map as Special Policy areas, with a dark boundary and hatched lines. A description of each Infill Area is included in the Community Plan. The Infill Areas can also be found on the online maps, by going to the area in question, and turning on "Special Policy Areas" under "Plans and Policies."

Finally, read the "General Principles" in the CCM for additional guidance on specific development and preservation topics.

In addition to the Community Character Policy and Special Policies or Infill guidance unique to the area, users are encouraged to review the "General Principles" at the beginning of the CCM, where topics such as creating sustainable communities, healthy and complete communities, and distinctive character are addressed.

Community Character Policies

For a full definition of each Policy, see the Community Character Manual.

Policies that apply in multiple Transects



Civic (CI) – Intended to serve two purposes. The primary intent of CI is to preserve and enhance publicly owned civic properties so that they can continue to serve public purposes over time, even if the specific purpose changes. This recognizes that locating sites for new public facilities will become more difficult as available sites become scarcer and more costly. The secondary intent of CI is to guide rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.



Transition (TR) – Intended to preserve, enhance, and create areas that can serve as transitions between higher intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for “missing middle” housing types with small to medium-sized footprints.



Conservation (CO) – Intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.



Open Space (OS) – Applies to existing open space and major public civic uses in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. The OS Policy is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. OS policy includes public parks and may also include private land held in conservation easements by land trusts and private groups or individuals.

T1 Natural Transect



T1 Natural Open Space (T1 OS) – Intended to preserve existing undisturbed open space in undeveloped natural areas. T1 OS policy includes public parks and preserves and may also include private land held in conservation easements by land trusts and private groups or individuals.

T2 Rural Transect



T2 Rural Agriculture (T2 RA) – Intended to preserve appropriate land for active agricultural activities, recognizing its value as contributing to the history of the community and to a diversified economic base, providing produce and other food products for increased food security, providing an economically viable use for some environmentally constrained land, contributing to open space, and providing character to the rural landscape. Subdivisions that require new roads or the extension of sewers are inappropriate in T2 RA areas. Instead, new development in T2 RA areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/5 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.



T2 Rural Countryside (T2 RCS) – Intended to preserve rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RCS areas have an established development pattern of very low density residential development, secondary agricultural uses, and institutional land uses. The primary purpose is to maintain the area’s rural landscape. New development in T2 RCS areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/5 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.



T2 Rural Maintenance (T2 RM) – Intended to preserve rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/2 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.



T2 Rural Neighborhood Center (T2 NC) – Intended preserve, enhance, and create rural neighborhood centers that fit in with rural character and provide consumer goods and services for surrounding rural communities. T2 NC areas are small-scale pedestrian friendly areas generally located at intersections. They contain commercial, mixed use, residential, and institutional uses.

T3 Suburban Transect

T3 Suburban Neighborhood Maintenance (T3 NM) – Intended to preserve the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low to moderate density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

T3 Suburban Neighborhood Evolving (T3 NE) – Intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

T3 Suburban Neighborhood Center (T3 NC) – Intended to enhance and create suburban neighborhood centers that serve suburban neighborhoods generally within a 5 minute drive. They are pedestrian friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, residential, and institutional land uses. T3 NC areas are served with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

T3 Suburban Community Center (T3 CC) – Intended to enhance and create suburban community centers that serve suburban communities generally within a 10 to 20 minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to

adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

T3 Suburban Residential Corridor (T3 RC) – Intended to preserve, enhance and create suburban residential corridors. T3 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.

T3 Suburban Mixed Use Corridor (T3 CM) – Intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. T3 CM areas are located along pedestrian friendly, prominent arterial-boulevard and collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 CM areas provide high access management and are served by highly connected street networks, sidewalks, and existing or planned mass transit.

T4 Urban Transect

T4 Urban Neighborhood Maintenance (T4 NM) – Intended to preserve the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

T4 Urban Neighborhood Evolving (T4 NE) – Intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or substan-

tially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.



T4 Urban Mixed Use Neighborhood (T4 MU) – Intended to preserve, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed, use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit.



T4 Urban Neighborhood Center (T4 NC) – Intended to preserve, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5 minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.



T4 Urban Community Center (T4 CC) – Intended to preserve, enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities generally within a 5 minute drive or a 5 to 10 minute walk. T4 CC areas are pedestrian friendly areas, generally located at intersections of prominent urban streets. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.



T4 Urban Residential Corridor (T4 RC) – Intended to preserve, enhance and create urban residential corridors. T4 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T4 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.



T4 Urban Mixed Use Corridor (T4 CM) – Intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections

with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

T5 Center Transect



T5 Center Mixed Use Neighborhood (T5 MU) – Intended to preserve, enhance, and create high-intensity urban mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include some of Nashville’s major employment centers such as Midtown that represent several sectors of the economy including health care, finance, retail, the music industry, and lodging. T5 MU areas also include locations that are planned to evolve to a similar form and function.



T5 Regional Center (T5 RG) – Intended to enhance and create regional centers, encouraging their redevelopment as intense mixed use areas that serve multiple communities as well as the County and the surrounding region with supporting land uses that create opportunities to live, work, and play. T5 RG areas are pedestrian friendly areas, generally located at the intersection of two arterial streets, and contain commercial, mixed use, residential, institutional land uses.

T6 Downtown Transect



T6 Downtown Capitol (T6 CP) – Intended to preserve and enhance the existing city, regional, and state civic buildings and the overall T6 CP area and create a vibrant mixture of supporting uses. The T6 CP area contains numerous civic facilities from the State Capitol and Metro City Hall to courts, museums, and theatres as well as various government offices in buildings ranging from historic buildings to modern skyscrapers. Amidst civic and government buildings are mixed use and residential buildings.



T6 Downtown Neighborhood (T6 DN) – Intended to preserve, enhance, and create diverse Downtown neighborhoods that are compatible with the general character of surrounding historic developments and the envisioned character of new Downtown development, while fostering appropriate transitions from less intense areas of Downtown neighborhoods to the more intense Downtown Core policy area. T6 DN areas contain high density residential and mixed use development.



T6 Downtown Core (T6 DC) – Intended to preserve and enhance the “core” of Downtown such that it will remain the commercial, civic and entertainment center of Nashville and Middle Tennessee. T6 DC is intended to have the highest intensity of development in the County. Offices are the predominant type of development, although the T6 DC contains a diverse array of land uses including retail, entertainment, institutional uses, government services, and higher density residential. The highest intensity development is in the central portion of the Core (north of Broadway), with less intensive uses locating in the surrounding “frame” area of T6 DC, in the SoBro neighborhood.



T6 Second and Broadway (T6 SB) – Intended to preserve the historic and cultural prominence of the Second Avenue and Broadway corridors by encouraging the adaptive reuse of historic buildings, creating development that is compatible with the general character of existing buildings on the Second and Broadway corridors, and by maintaining the corridors’ ability to move vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

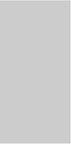
D District Transect



D Destination Retail (D DR) – Intended to enhance and create Districts where large footprint, auto-centric retail and complementary uses that may draw from regional or multi-state trade areas are predominant. D DR areas have one or more large footprint retail uses that are typically surrounded by large surface parking lots. Primary supportive land uses include retail, restaurant, hotel, and entertainment. Such supportive uses may be integrated or separate from the large footprint establishment. The large footprint uses provide major positive economic impacts by drawing from very large trade areas that often extend into other states and draw customers who may stay in the Nashville area for extended periods of time. Office and high density residential are complementary supportive uses that can help to provide transitions in scale and intensity to surrounding Community Character Policy areas.



D Employment Center (D EC) – Intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are present, but are not necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design and operational performance standards to ensure compatibility with other uses in and adjacent to the D EC area. Secondary and supportive uses such as convenience retail, restaurants, and services for the employees and medium to high density residential are also present.



D Impact (D I) – Intended to enhance and create areas that are dominated by one or more activities that have, or can have, a significant, adverse impact on the surrounding area, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Examples of DI areas include hazardous industrial operations, mineral extraction and processing, airports and other major transportation terminals, correctional facilities, major utility installations, and landfills.



D Industrial (D IN) – Intended to preserve, enhance, and create Industrial Districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN are also found.



D Major Institutional (D MI) – Intended to preserve, enhance, and create Districts where major institutional uses are predominant and where their development and redevelopment occurs in a manner that complements the character of surrounding communities. Land uses include large institutions such as medical campuses, hospitals, and colleges and universities as well as uses that are ancillary to the principal use.



D Office Concentration (D OC) – Intended to preserve, enhance, and create Districts where office use is predominant and where opportunities for the addition of complementary uses are present. The development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities..



Fontanel entrance

Please see “How to Use the Community Character Policies” section on page 45 for more guidance.

Special Policies

The Bordeaux–Whites Creek Community Plan provides guidance through the policies found in the Community Character Manual (CCM– found at the beginning of NashvilleNext Volume III). The policies are applied to all properties within the Bordeaux–Whites Creek Community. The policies are intended to coordinate the elements of development to ensure that the intended character of an area is achieved. The policies provide guidance on appropriate building types/designs, appropriate location of buildings and parking on property, and other elements, including sidewalks, landscaping, bikeways and street connections. In some cases, additional guidance is needed beyond that which is provided in the CCM. That may be the case if there is a unique feature in the area to be addressed, or if the standard guidance in the CCM needs to be adjusted to address the characteristics of the area. In these cases, there are “special policies” that are applied. The Special Policies for Bordeaux–Whites Creek are described below.

Please see “How to Use the Community Character Policies” section for more guidance.

In the Bordeaux–Whites Creek Community, two special policy areas apply. The special policies are used to add clarity about the type of development intended and/or the level of planning or regulation for new development.

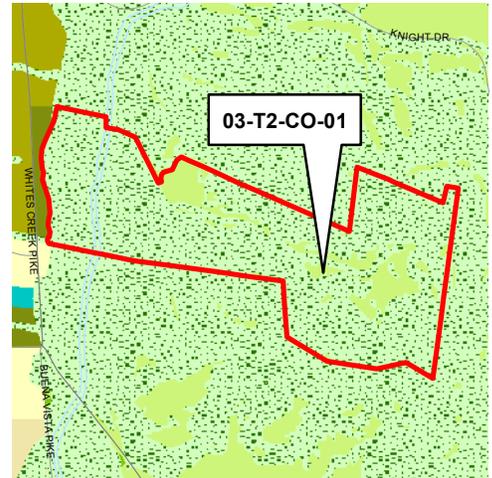
Special Policy Area 03-T2-CO-01—the Fontanel property:

Bordeaux–Whites Creek’s T2 Rural Conservation Area 1 is referenced as 03-T2-CO-01 on the Community Character Policy Map. It applies to the Fontanel property. In this area, the following special policies apply. Where the special policy is silent, the guidance of the Community Character Manual’s Rural Conservation policy applies. Please refer to the accompanying map.

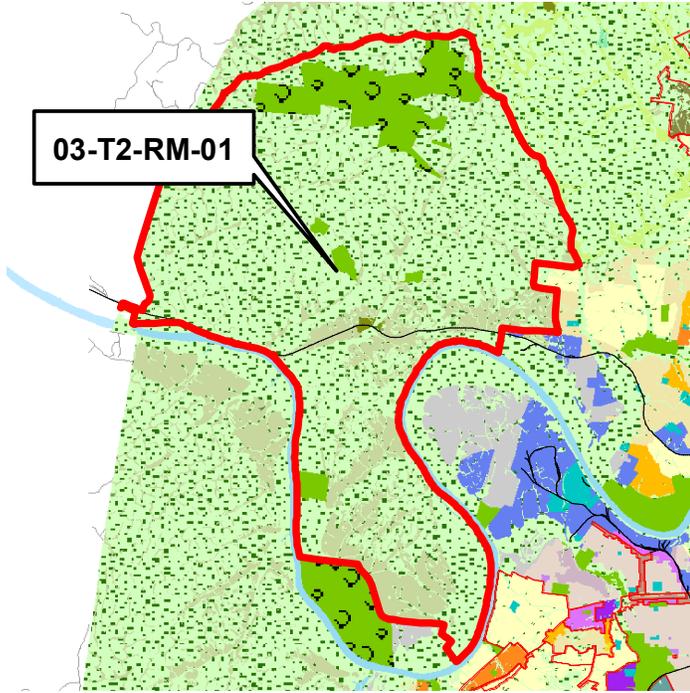
Building Form and Site Design / Appropriate Land Uses

Commercial activities are not normally supported by Conservation policy. However, the character and development pattern of the business that exists on the site provides a better opportunity for site preservation than the suburban residential zoning that is found in this portion of the surrounding Whites Creek Community. Commercial development that results in minimal disturbance of the natural environment, significant open space preservation, and limited off-site impacts on the surrounding rural community may be considered on its merits provided that:

- » At least 75 percent of the site is permanently preserved as undisturbed open space;
- » Development techniques are used that cause minimal disturbance to sensitive environmental features such as steep slopes, forested areas, floodplains, and water bodies;
- » A development pattern is established that is appropriate to a rural environment in its appearance and operations, including setbacks, parking, building types, landscaping, lighting, road and driveway design, traffic, and noise management; and,
- » Low impact development techniques are used for stormwater management.



Special Policy Area 03-T2-RM-01—Scottsboro-Bells Bend Area:



Bordeaux–Whites Creek’s T2 Rural Maintenance Area 1 is referenced as 03-T2-RM-01 on the Community Character Policy Map. It applies to the Scottsboro-Bells Bend area that is outside the Whites Creek Study Area. In this area, the following special policies apply. Where the special policy is silent, the guidance of the Community Character Manual’s applicable policy applies. Please refer to the accompanying map.

Building Form and Site Design / Appropriate Land Uses

The use of Conservation Subdivisions as a tool is not allowed in the Scottsboro-Bells Bend area.



Development Scenarios

Development scenarios illustrate both an example of how a particular site *could* redevelop, but also fundamental concepts that may be applied throughout the community. When development and redevelopment occurs in Bordeaux–Whites Creek, stakeholders will begin to see the principles featured in the development scenario realized in actual development. Until then, development scenarios can provide a glimpse into the future and an example of what type of development *could* occur under the guidance of the Community Character Policies and special policies.

Development scenarios may highlight ways to conserve environmental features, create active streets through building design, building type mix and arrangement, offer various types of open space, streetscape improvements, and civic building placement. *Plan views*, or a “bird’s eye view,” emphasize the location of buildings on property, building entrances, and the location of streets and parking. Development scenarios can also be shown as a perspective or a “street view.” The perspective typically shows how the building interacts with the street and what a person would see while walking down a street or through an actual development. The perspective emphasizes the building heights, setbacks, and other streetscape elements such as landscaping, lighting and sidewalks. In a perspective view, the street or roadway may also be emphasized by showing the number of travel lanes, bike lanes and on-street parking.

In the Bordeaux–Whites Creek Community Plan, a development scenario is included for the Clarksville Pike Corridor.

It is important to note, however, that development scenarios are only examples and illustrations of what the Community Character policy would support in the specific area. There are other ideas and examples beyond what is illustrated in these scenarios that would also meet the intent of the Community Character policies. The development scenarios are not actual or required development plans, but can be used to help inspire new development in the Bordeaux–Whites Creek Community and in other areas of the county with similar characteristics and Community Character policies.

Development Scenario—Walkable Centers and Corridor Development along Clarksville Pike

Clarksville Pike begins at the intersection of Clay Street and Dr. D.B. Todd Jr. Boulevard in North Nashville. It stretches through suburban and commercial development from the Cumberland River up to Briley Parkway and continues its route through the rural areas of Whites Creek and Joelton. Near I-24 it turns into U.S. Highway 41, eventually ending in Clarksville, Tennessee.

This rural highway traditionally ran through agricultural areas, linking Clarksville to Nashville. Within Davidson County though, much of the land that Clarksville Pike passes through has been rezoned in recent decades from agricultural to residential. Agricultural and residential uses have given way to auto-oriented commercial areas to the south of King’s Lane since suburban development began spreading in the 1960s.

Unfortunately, commercial development has occurred haphazardly along Clarksville Pike from the Cumberland River to King’s Lane, creating a disorganized character through this portion of the corridor. Building types from every era containing auto-oriented retail uses are sprinkled along the corridor, and there is no cohesive pattern of development that truly reflects the image of the community. This pattern of development is common along corridors leading from urban to suburban areas, and these corridors typically project a poor image that discourages quality new investment catering to the needs of the surrounding neighborhoods.

The Clarksville Pike corridor has tremendous potential to attract new investment. This area is attractive based on its proximity to downtown Nashville and other employment centers, access to interstates, proximity to parks

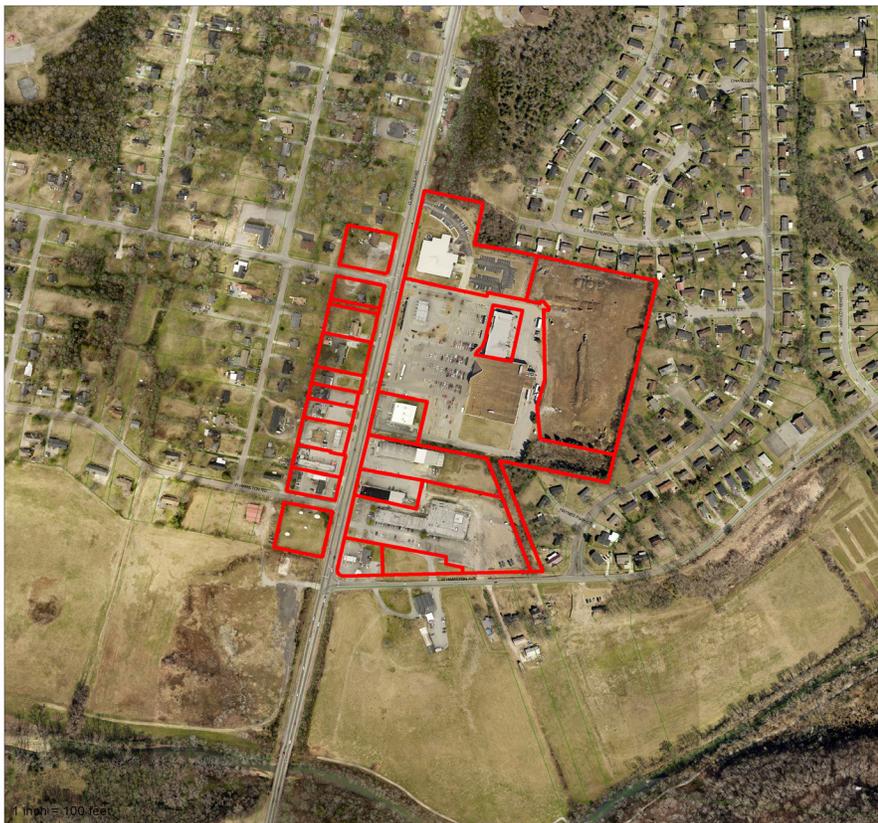


Figure BWC-8: Aerial of Study Area along Clarksville Pike

and natural areas, as well as the fact that much of the corridor is undeveloped, unlike many of the other major thoroughfares into downtown.

There are challenges, however, to creating an appropriate land use pattern that caters to the needs of surrounding neighborhoods along a partially-developed highway corridor. One of the major challenges in this case is the amount, type, and proximity of commercial and residential zoning. A majority of the surrounding residential property is zoned for detached single family houses. On the other hand, a majority of the commercial property along the corridor is zoned for commercial uses that serve a relatively wide market area. Without significant residential density to provide nearby, walk-up customers, the businesses are very reliant on easy automobile access.

One way to protect existing established residential areas from intense non-residential uses is to provide a transition in land uses between the commercial on the corridor and single-family residences behind the corridor. A transition in housing types can accomplish this. Providing higher density housing with a variety of housing choices as a transition also creates more opportunities for uses within the mixed use center that serve the needs of surrounding neighborhoods, such as restaurants, coffee shops, services, and shops. Currently, some of these uses are not viable because there are not enough people living in the area to support them. The most intense residential uses should occur within mixed use buildings at the core of the center area. Residential uses should become less intense as they move away from the core of walkable centers and create an appropriate transition to the surrounding single-family housing.

The predominate commercial zoning along Clarksville Pike is intended for uses that serve people who are passing through the area rather than people who actually live in the area. The result has been the development of fast food restaurants, gas stations, and commercial strip centers rather than uses that reflect the wishes of the community. Residential growth in this area will

provide the primary market potential for additional commercial services. Providing opportunities for more diverse housing in the area will make it more feasible for commercial uses that fulfill the needs of the community to locate along Clarksville Pike. In addition, providing more housing opportunities will help achieve the community's desire to enhance the pedestrian environment and increase transit and bicycle usage. Creating walkable mixed use centers along Clarksville Pike should make transit a viable alternative to the automobile, offer new housing options, strengthen existing neighborhoods, provide additional employment, and create quality retail areas.

In the study area along Clarksville Pike, the area has experienced a decline in retail options. A Kroger operates on the east side of Clarksville Pike, but features underutilized parking lots. In addition, the site lacks a sense of place for the community. The location offers the opportunity for a neighborhood center, housing types such as attached townhomes, and bolstered retail opportunities for area residents.

The illustrative plan (Figure BWC-10) shows a parallel street adjacent to Clarksville Pike. Residential uses are shown in blue. Mixed use areas are shown in red. Retail/service areas are shown in pale yellow, and civic uses are shown in green.

Smaller blocks allow more intense development with a mix of uses. A community garden is the focal point of a new neighborhood center that features civic uses, open spaces, and services for nearby residences. Connectivity and walkability are improved, while vehicular congestion is reduced through the creation of a boulevard with a median on Clarksville Pike. General parking spaces are then offset to the parallel street.

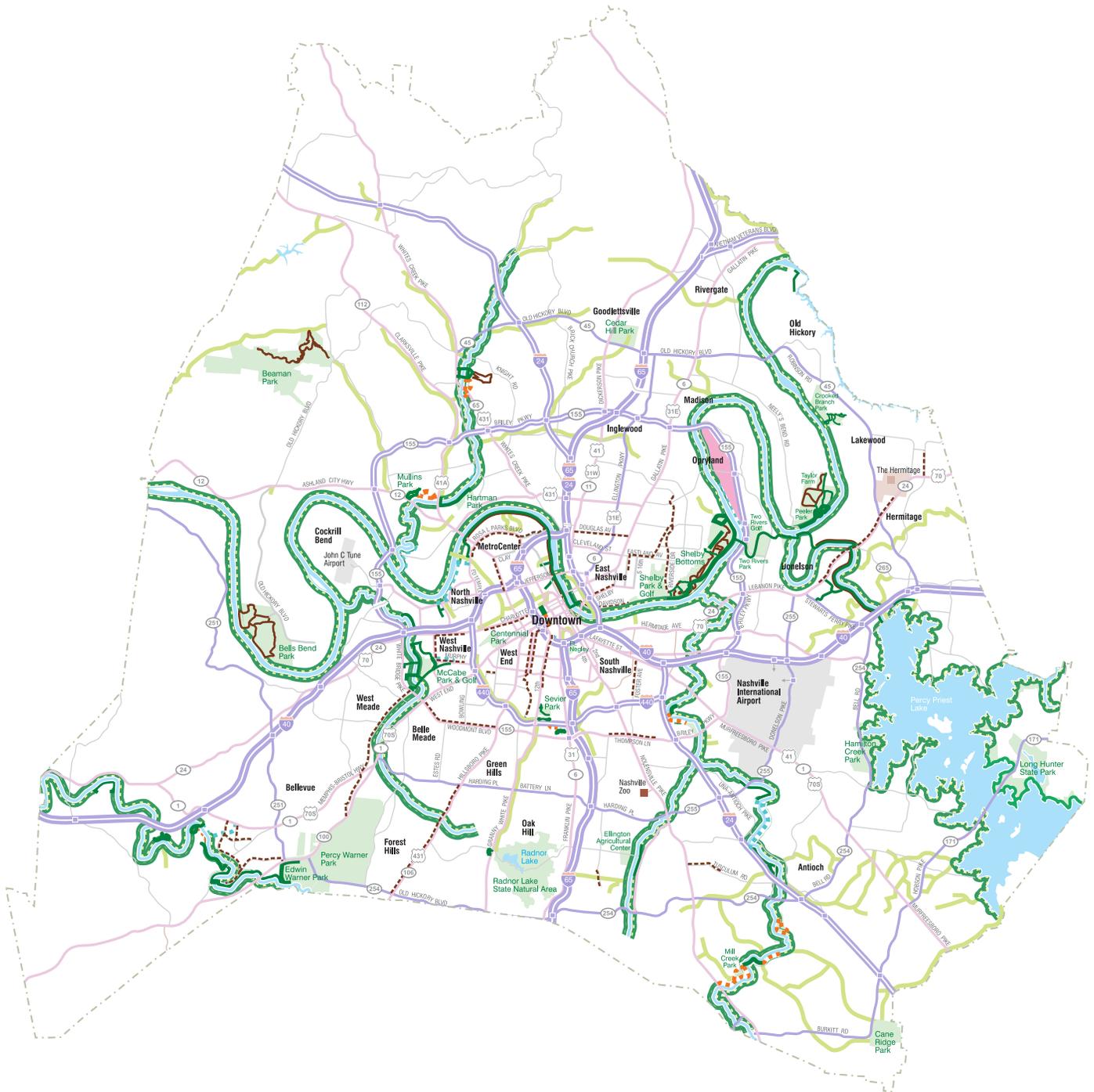


Figure BWC-9: Community garden to anchor the neighborhood



Figure BWC-10: Illustrative Plan and Proposed Land Uses

Figure BWC-11: Greenways Map



Map Legend

- Greenways Master Plan
- Trails Completed
- Unpaved Trails
- Trails Coming Soon
- Future Trail Development
- Community Planned Greenways
- Bike Lanes

Enhancements to the Open Space Network

Each Community Plan complements and draws from the *Nashville Open Space Plan* and the *Metropolitan Park and Greenways Master Plan* (“Parks Master Plan”) for projects and enhancements. The Parks Master Plan describes existing parks and greenways and establishes the goals, objectives, policies and plans for parks and greenways throughout Davidson County. The Parks Master Plan should be consulted for more detailed information about existing parks, parkland needs, and the vision for parks and greenways.

The Parks Master Plan is to be updated during a process beginning in 2015. The updated Parks Master Plan will discuss what parks needs are present in each Community. Information from NashvilleNext and the Community Plans will be used for the Parks Master Plan update process. When the Parks Master Plan is completed, the Community Plans may need to be amended to align with the Parks Master Plan.

The Parks Master Plan will include recommendations regarding some specific facility types and geographic distribution (e.g., one dog park per XX,XXX residents, or tennis courts within X miles of every resident). Such recommendations will also be tied to surrounding development density (e.g., a mini park may have high value in SoBro and low value in Union Hill.) The updated Parks Master Plan will also identify park acreage and type needs per capita as well as development funding recommendations. Detailed planning for specific parks would be conducted at the level of an individual park master plan.

The current Parks Master Plan also discusses greenways. Since greenways serve an open space/recreational function *and* a transportation function, greenway recommendations are discussed in the section below (Recommended Greenway System Connections and Multi-Use Paths) and also in Enhancements to the Transportation Network. Adding greenways or other trails can improve the area’s quality of life as development brings more residents, workers and visitors to the area. Additional greenways and improved roadway crossings increase connectivity among residential, schools, and mixed use centers, adding value to a neighborhood by providing residents and workers with alternative transportation options such as walking and cycling. In this way, greenways encourage more active and healthier lifestyles.

Both the Open Space Plan and the Parks Master Plan along with current project information may be found online:

<http://www.nashville.gov/Parks-and-Recreation/Planning-and-Development.aspx>



Beaman Park sign



Community event in Beaman Park



Plein air painting in Bells Bend

In some areas, a multi-use path may be a more appropriate solution than a sidewalk, bikeway or greenway. A multi-use path is a greenway, but instead of following a river or creek as a greenway does, a multi-use path follows a street. A multi-use path can be beneficial by being a more efficient provision of infrastructure (if it is built on one side of the corridor, unlike sidewalks and bikeways on both sides of a street) and the greenway-like design can be more in keeping with a rural or suburban setting.

Recommended Greenway System Connections and Multi-Use Paths

The following greenway segments, ridge trails, and multi-use paths are recommended to complement the existing greenway system:

- » Bells Bend Greenway Bridge – Connect people walking and biking with a bridge over the Cumberland River from West Nashville to Bells Bend. Refer to Figure Figure BWC-12.



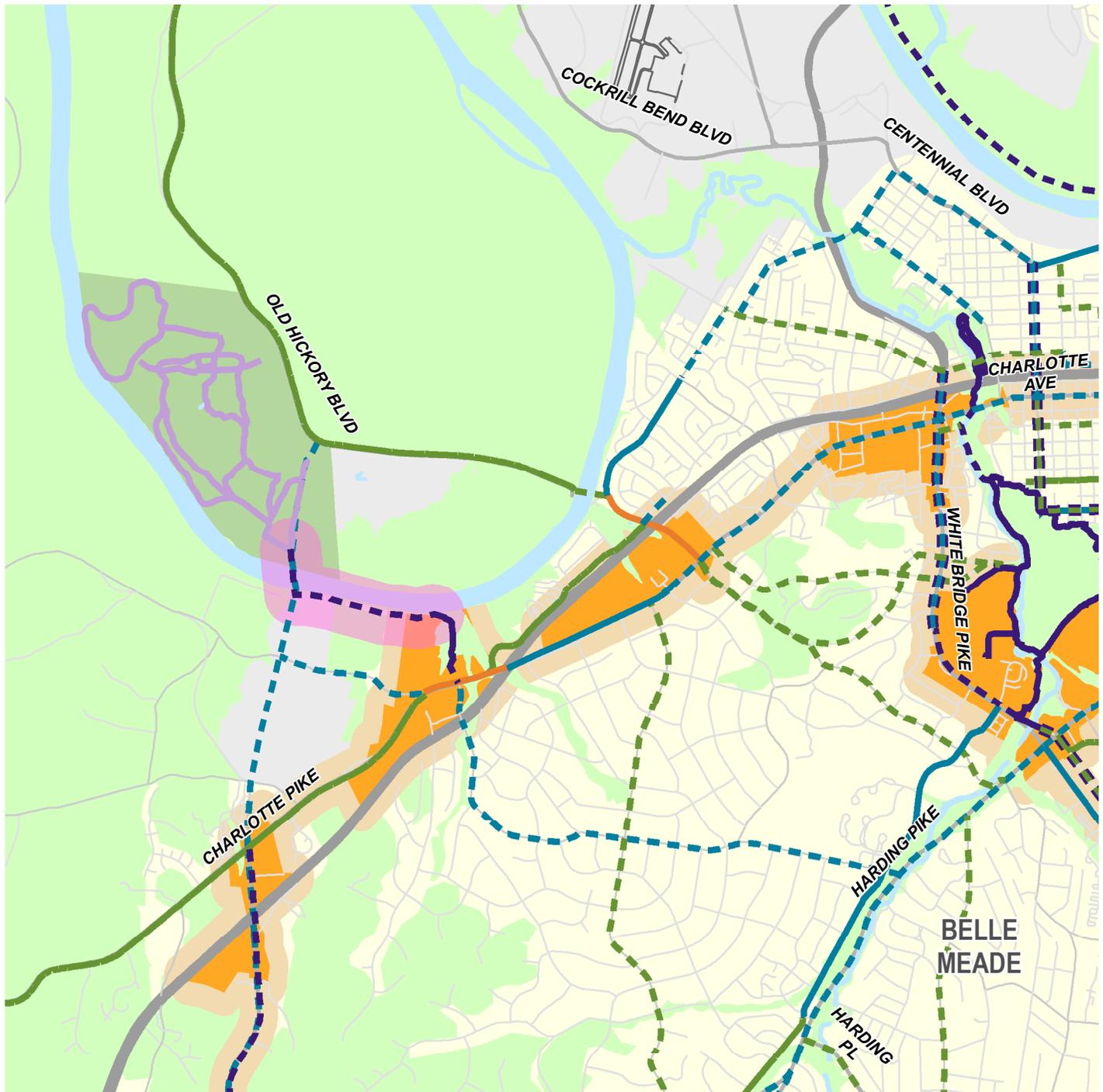
Whites Creek Greenway



Mountain bike riding in Bells Bend Park

Figure BWC-12: Bells Bend Greenway Bridge

Connect people walking and biking with a bridge over the Cumberland River from West Nashville to Bells Bend



Planned Facilities

- Protected Bikeway
- Bike Lane
- Signed Shared Route
- Bike Boulevard
- Greenway or Multi-Use Path

Existing Facilities

- Buffered Bike Lane
- Bike Lane
- Signed Shared Route
- Wide Outside Lane
- Greenway, Paved
- Greenway, Unpaved

Centers

- Centers
- Transitions
- Anchor Park
- Green network

■ Bells Bend Greenway Bridge

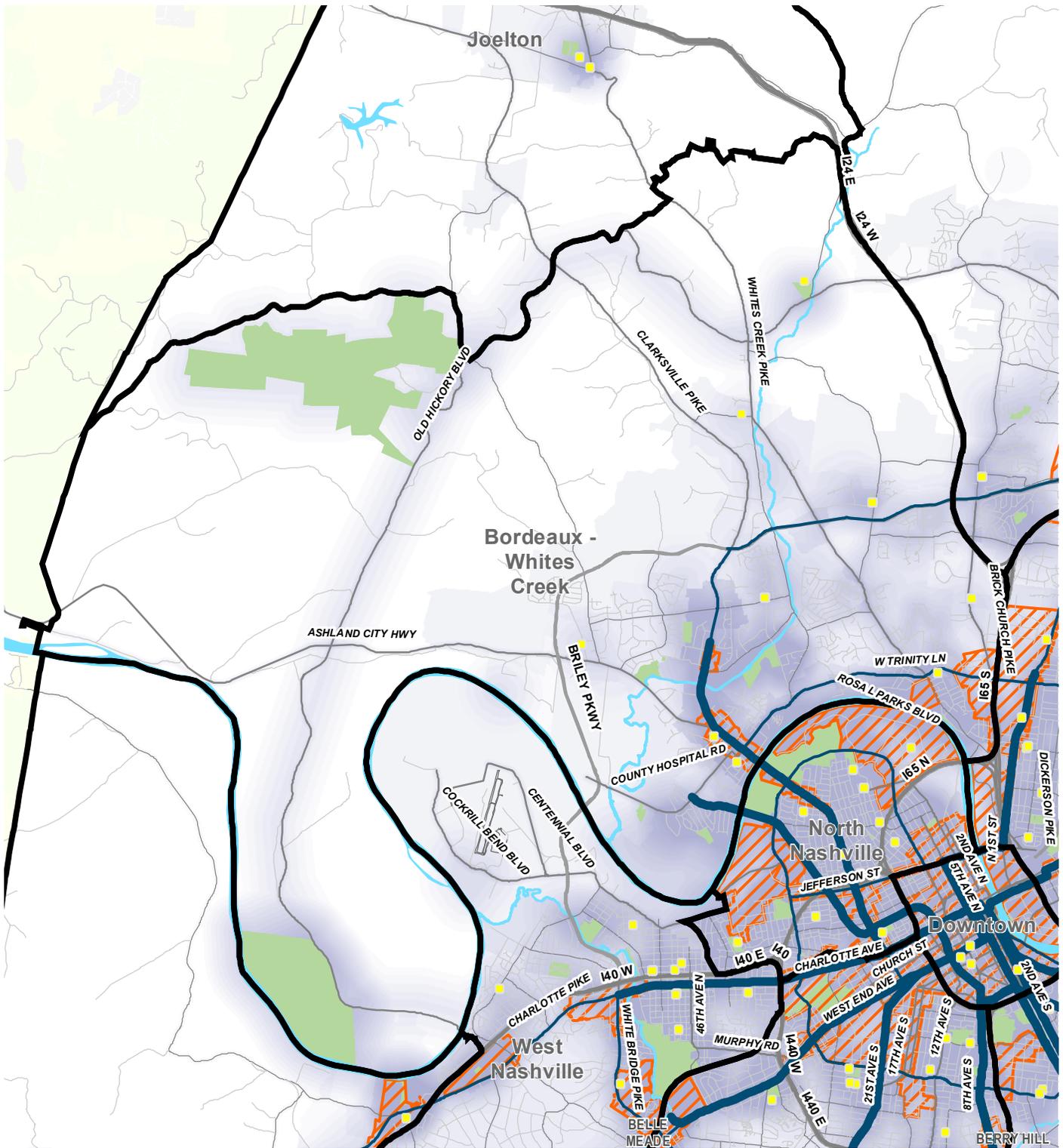
Enhancements to the Transportation Network

In addition to community character, each of the Community Plans considers the needs of vehicular users, bicyclists, pedestrians, and transit users in its guidance and recommendations. They do so by using Access Nashville 2040 and the Major and Collector Street Plan (MCSP), which implements Access Nashville 2040. The MCSP maps the vision for Nashville’s major and collector streets and ensures that this vision is fully integrated with the city’s land use, mass transit, bicycle and pedestrian planning efforts. Other plans under Access Nashville 2040 include the *Strategic Plan for Sidewalks and Bikeways*, which establishes high-priority sidewalk areas and outlines future sidewalk and bikeway projects for the city; the *Parks and Greenways Master Plan*, described above; and the Metropolitan Transit Authority’s *Strategic Transit Master Plan*, discussed below. There are additional plans that outline committed funding and project priorities, including the city’s Capital Improvements and Budget Program. For information on the transportation network, please refer to Access Nashville 2040 in Volume V of NashvilleNext.

Nashville/Davidson County’s transportation network has evolved over the last decade to include choices in transportation that are context sensitive (meaning that the street is designed in a way to complement the character of the area, whether it is rural, suburban or urban) and serve a wider range of users, including pedestrians, bicyclists and transit users, what is referred to as a “multimodal” network. Funding is limited and the need to improve the multimodal network far outweighs existing resources. Sidewalk, bikeways and greenways projects in Bordeaux–Whites Creek compete against street projects, the urgent need to maintain existing infrastructure investments across the county, and projects that are regionally significant. The following priority projects reflect a balance between community concerns, development pressure and project feasibility.

Access Nashville 2040 outlines two types of transportation projects—those that represent a “Community Priority” and those that meet a “Countywide Critical Need.” All of Bordeaux–Whites Creek’s transportation projects are below and are noted whether they are a Community Priority or a Countywide Critical Need. For more information on the distinction, please refer to Access Nashville 2040.

Figure BWC-13: Sidewalks
Bordeaux–Whites Creek detail



Pedestrian Generator Index Legend

- | | | | |
|--|--|--|---|
|  Centers |  Subarea Boundaries |  Immediate need | Pedestrian Generator Index
High : 64.8381
Low : -2 |
|  Water Bodies |  Long-term need |  Schools | |
|  Anchor Parks | | | |



Walking Priorities

The following are walking priorities for the Bordeaux–Whites Creek Community. See project maps below.

Access Nashville Walking Project #6

Bordeaux Area Sidewalks–Construct sidewalks along Clarksville Pike between Ashland City Highway and Briley Parkway. (see related Street Project #4: Clarksville Pike Widening)

Sidewalks along Clarksville Pike are identified as a Countywide Critical Need because Clarksville Pike is an arterial-boulevard and an Immediate Need High Capacity Transit Corridor linking to the Tier One Center in Bordeaux. TDOT continues to move forward with design and right-of-way acquisition for the widening of Clarksville Pike to Briley Parkway. As part of that project, sidewalks should be constructed and connected to the Whites Creek Greenway.

Access Nashville Walking Project #7

Bordeaux Area Civic Sidewalks–Construct sidewalks and improve street crossings near the Northwest YMCA to nearby senior center on John Mallette Drive.

This is a Community Priority along John Mallette Drive, which is a local street with existing bus service. There is currently a gap in the sidewalk network along John Mallette Drive between the Northwest YMCA and the senior center. Crosswalks are needed to assist those crossing the street.

Access Nashville Walking Project #8

Baptist World Center Drive Sidewalks–Complete the sidewalk network along Baptist World Center Drive from Vashti Street to Trinity Lane.

Sidewalks along Baptist World Center Drive are a Community Priority. This project would fill in gaps to the sidewalk network in this area on both sides of this arterial-boulevard within a Tier Two Center.

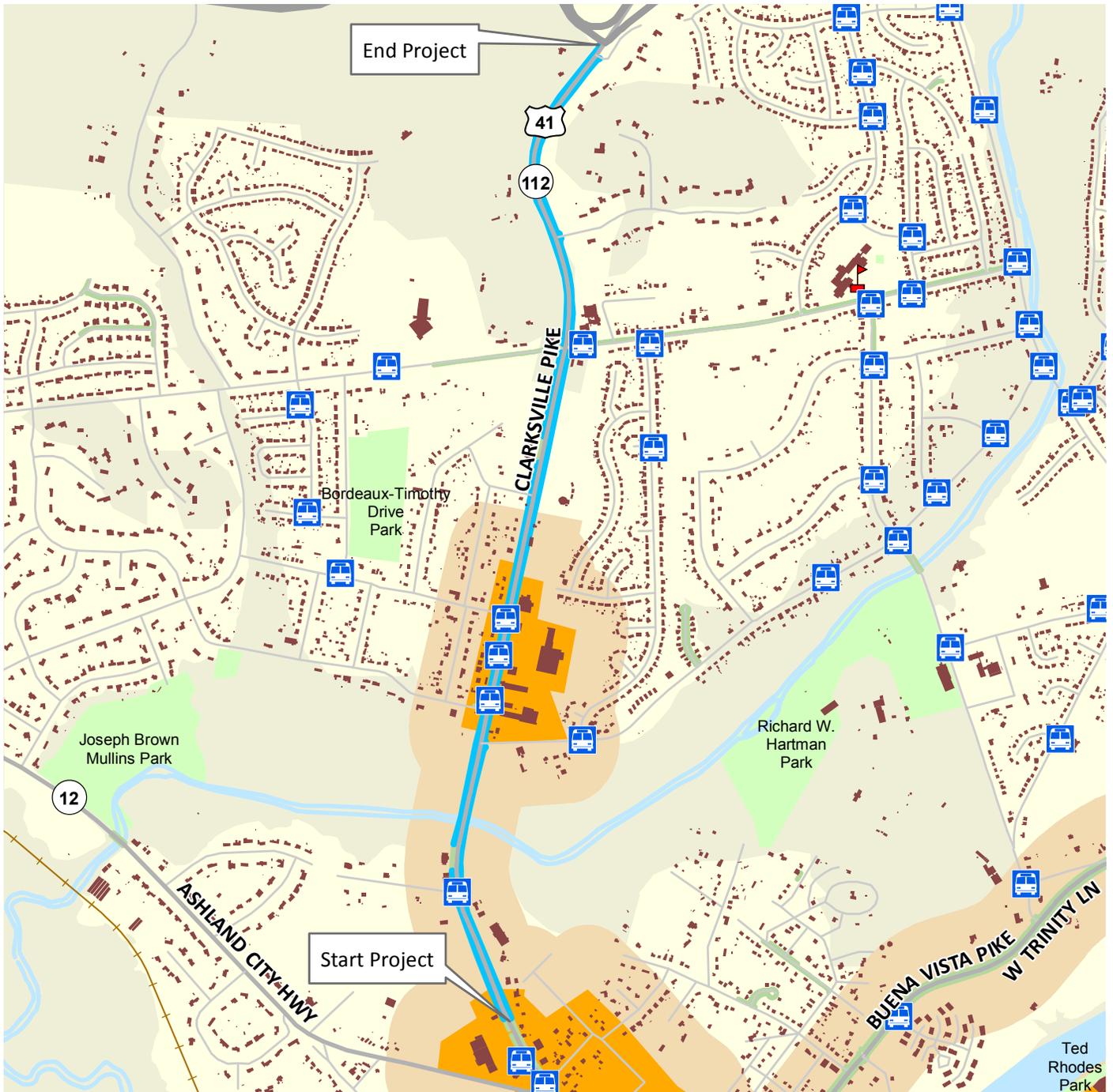
Access Nashville Walking Project #9

West Trinity Lane Walking Improvements–Improve street crossings on West Trinity Lane from Clarksville Pike to Brick Church Pike as redevelopment occurs.

The area around West Trinity Lane is identified as a Long Term Need High Capacity Transit Corridor and links Tier Two Centers. Currently, Trinity Lane is an arterial-boulevard with 15,000 to 17,000 vehicles per day. This project is a Community Priority because as the area redevelops and intensifies with more services and residences, transit service should be established. As new developments are proposed, Metro should establish and increase transit service along Trinity Lane and analyze the corridor for a road reconfiguration that might include dedicated transit lanes or protected bike lanes. Additional pedestrian elements are needed such as a street tree buffer and wide sidewalks, enhanced street crossings with crosswalks, signal improvements, medians, curb extensions, and other elements. These improvements may need to be provided by the private sector as redevelopment occurs along the corridor.

Figure BWC-14: Access Nashville Walking Project #6: Bordeaux Area Sidewalks

Construct sidewalks along Clarksville Pike between Ashland City Highway and Briley Parkway. (see related Street Project #4: Clarksville Pike Widening)

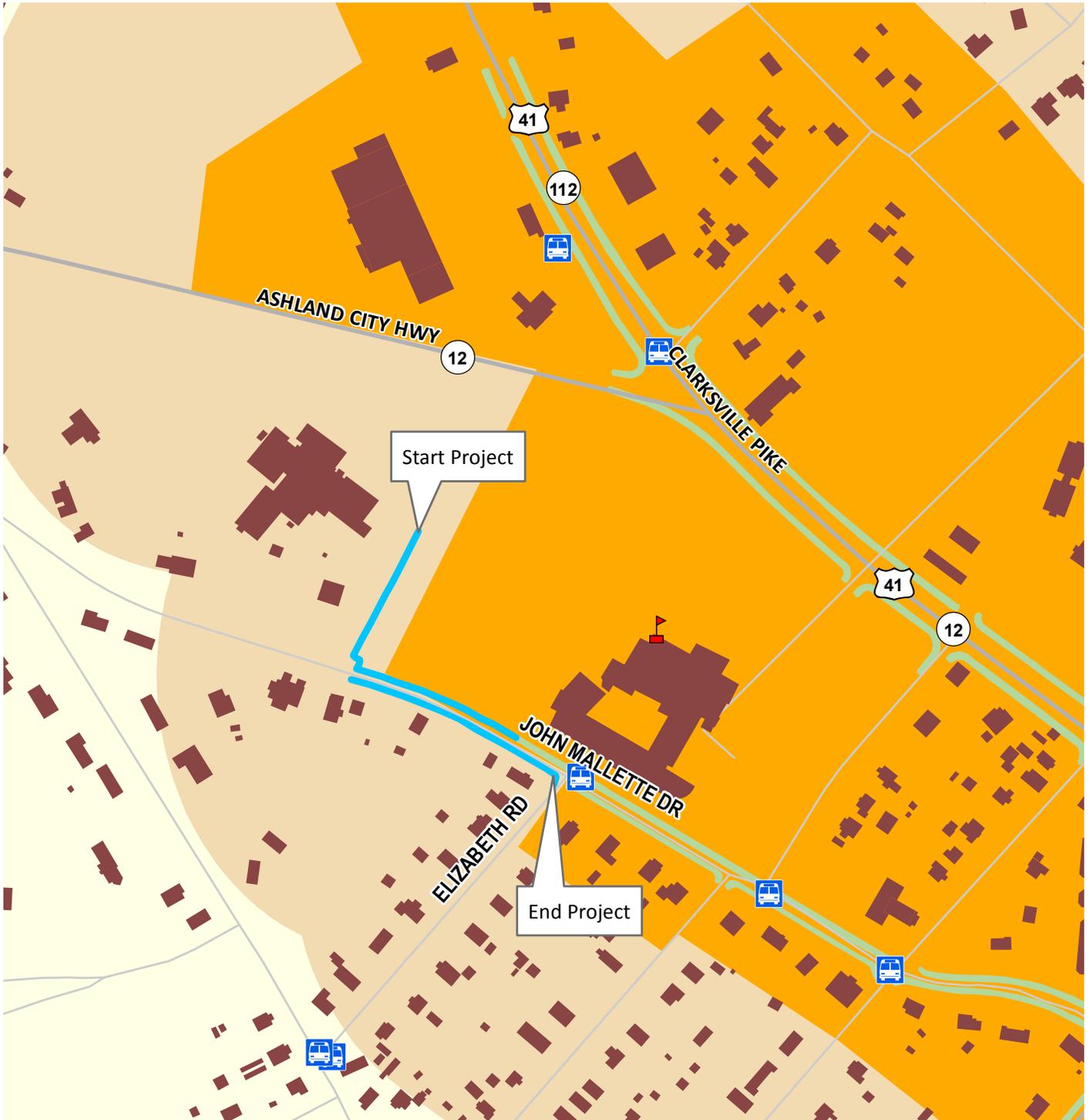


- Proposed Sidewalks
- Existing Sidewalks
- MTA Stop
- School
- Building Footprints
- Centers
- Transitions



Figure BWC-15: Access Nashville Walking Project #7: Bordeaux Area Civic Sidewalks

Construct sidewalks and improve street crossings near the Northwest YMCA to nearby senior center on John Mallette Drive.



- Proposed Sidewalks
- Existing Sidewalks
- MTA Stop
- School
- Building Footprints
- Centers
- Transitions



Figure BWC-16: Access Nashville Walking Project #8: Baptist World Center Drive Sidewalks

Complete the sidewalk network along Baptist World Center Drive from Vashti Street to Trinity Lane.



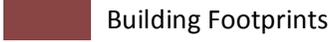
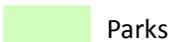
- | | | |
|--|---|--|
|  Proposed Sidewalks |  School |  Centers |
|  Existing Sidewalks |  Building Footprints |  Transitions |
|  MTA Stop |  Parks | |



Figure BWC-17: Access Nashville Walking Project #9: West Trinity Lane Walking Improvements

Improve street crossings on West Trinity Lane from Clarksville Pike to Brick Church Pike as redevelopment occurs.

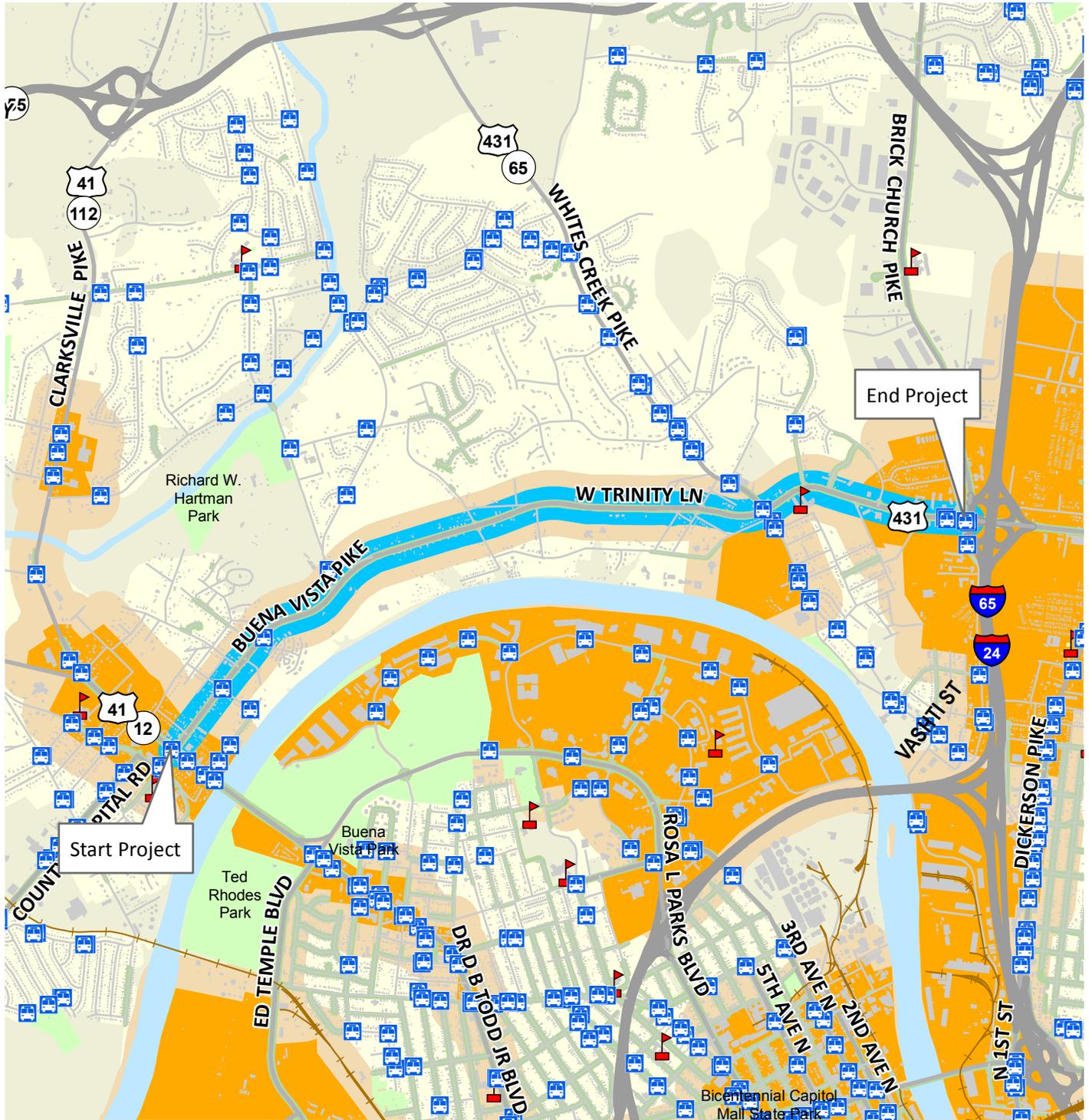
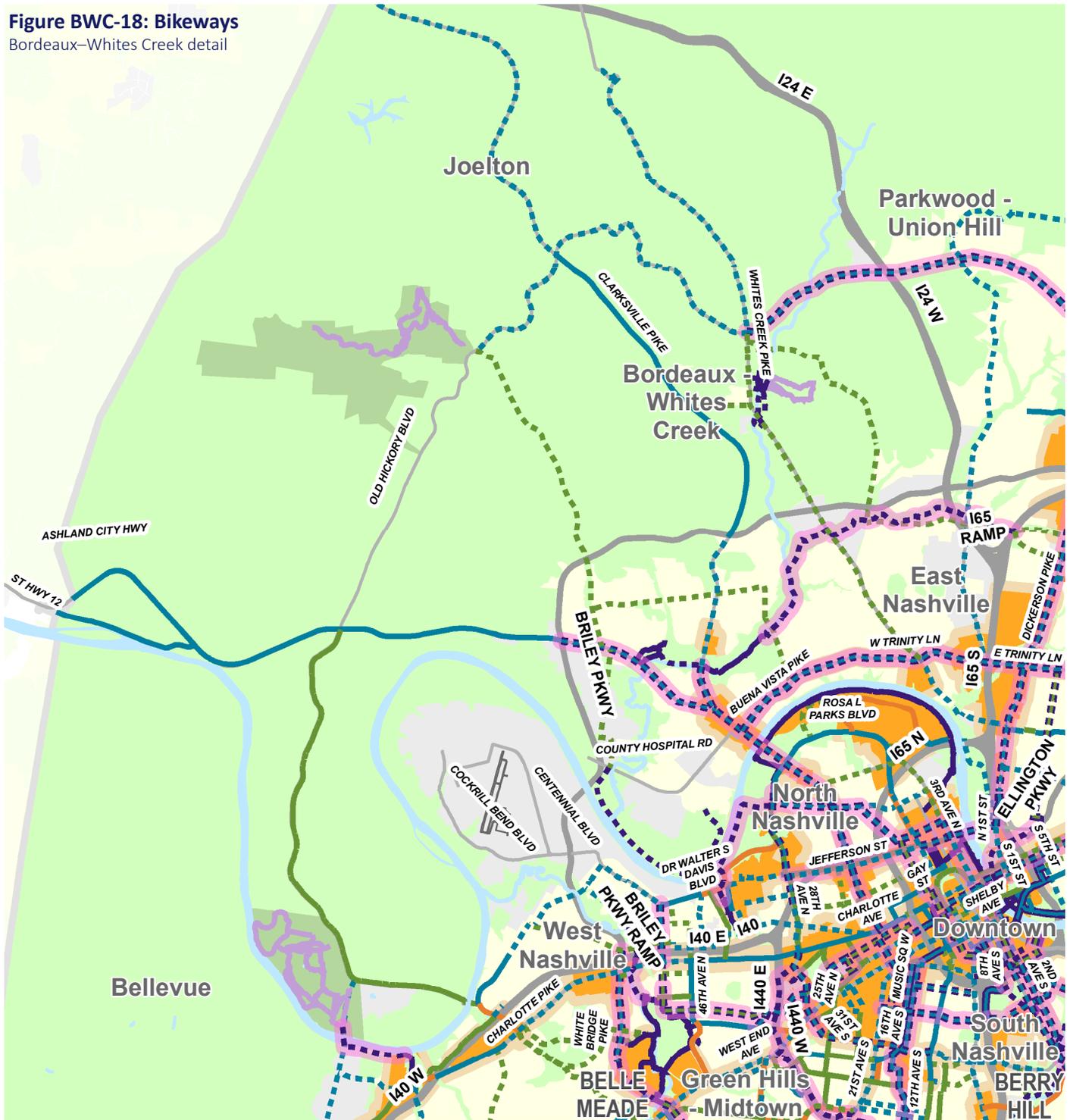


Figure BWC-18: Bikeways
Bordeaux-Whites Creek detail



Planned Facilities

- ■ ■ ■ Protected Bikeway
- ■ ■ ■ Bike Lane
- ■ ■ ■ Signed Shared Route
- ■ ■ ■ Bike Boulevard
- ■ ■ ■ Greenway or Multi-Use Path

Existing Facilities

- Buffered Bike Lane
- Bike Lane
- Signed Shared Route
- Wide Outside Lane
- Greenway, Paved

■ Greenway, Unpaved

■ Priority Bikeway Projects

■ Anchor Park

■ Green network

■ Centers



Bicycling Priorities

The following are bicycling priorities for the Bordeaux–Whites Creek Community. See project maps on the following pages.

Access Nashville Bicycling Project #6

North Nashville Protected Bikeway–Implement a protected bikeway along Clarksville Pike from the Whites Creek Greenway, across the MLK Bridge, along DB Todd Boulevard, over Jubilee Bridge to Jo Johnston Avenue. (see related Street Project #4: Clarksville Pike Widening)

The North Nashville Protected Bikeway is a Countywide Critical Need and provides essential connectivity for cyclists traveling between several NashvilleNext centers, expanding meaningful access to jobs, housing, shopping, cultural and educational opportunities, and transit. The protected facility begins in Bordeaux at Fairview Drive near the Bordeaux Library and nearby grocery store. The facility continues along Clarksville Pike, providing access to the Whites Creek Greenway, the Northwest YMCA, and shopping, transit, and employment opportunities in the center around the intersection of West Trinity Lane and Clarksville Pike. The protected route continues over the MLK bridge into North Nashville. Because Nashville has a limited number of Cumberland River crossings, it is essential that our bridges provide safety and comfort for users of all modes, particularly people who walk and bike. As the North Nashville Protected Bikeway continues, it provides connections to east-west routes including the existing Cumberland River Greenway, existing bike lanes on Rosa L Parks Boulevard, a planned protected bikeway along Buchanan Street, planned bike lanes on Jefferson Street, existing bike lanes on Charlotte Pike, and the planned Richland Park to Downtown Bike Boulevard. This facility is a crucial link between Northwest Nashville, North Nashville, and Midtown. It allows for comfortable bicycle travel to educational and employment opportunities at institutions like Fisk University, Meharry Medical College, and several hospitals located near Charlotte Pike.

Access Nashville Bicycling Project #7

Trinity Lane Protected Bikeway–Implement a protected bikeway along Trinity Lane from Clarksville Pike to Gallatin Pike.

Trinity Lane provides excellent connectivity for cyclists traveling between Bordeaux and East Nashville. A roadway reconfiguration should be implemented on Trinity Lane to improve the safety and comfort of cyclists by installing a protected bikeway from the planned North Nashville Protected Bikeway at Clarksville Pike to the planned complete streets at Dickerson Pike and Gallatin Pike. The Trinity Lane Protected Bikeway is a Community Priority.

Access Nashville Bicycling Project #8

Ashland City Highway Bike Lanes–Connect the existing bike lanes north of Briley Parkway to Clarksville Pike.

Existing bike lanes along the Ashland City Highway provide access to Bells Bend and Beaman Parks, as well as regional connectivity to Ashland City, the Bicentennial Trail, and Clarksville. The remaining bikeway gap on Ashland City Highway between Briley Parkway and Clarksville Pike should be completed with a protected bikeway. This project is identified as a Community Priority.

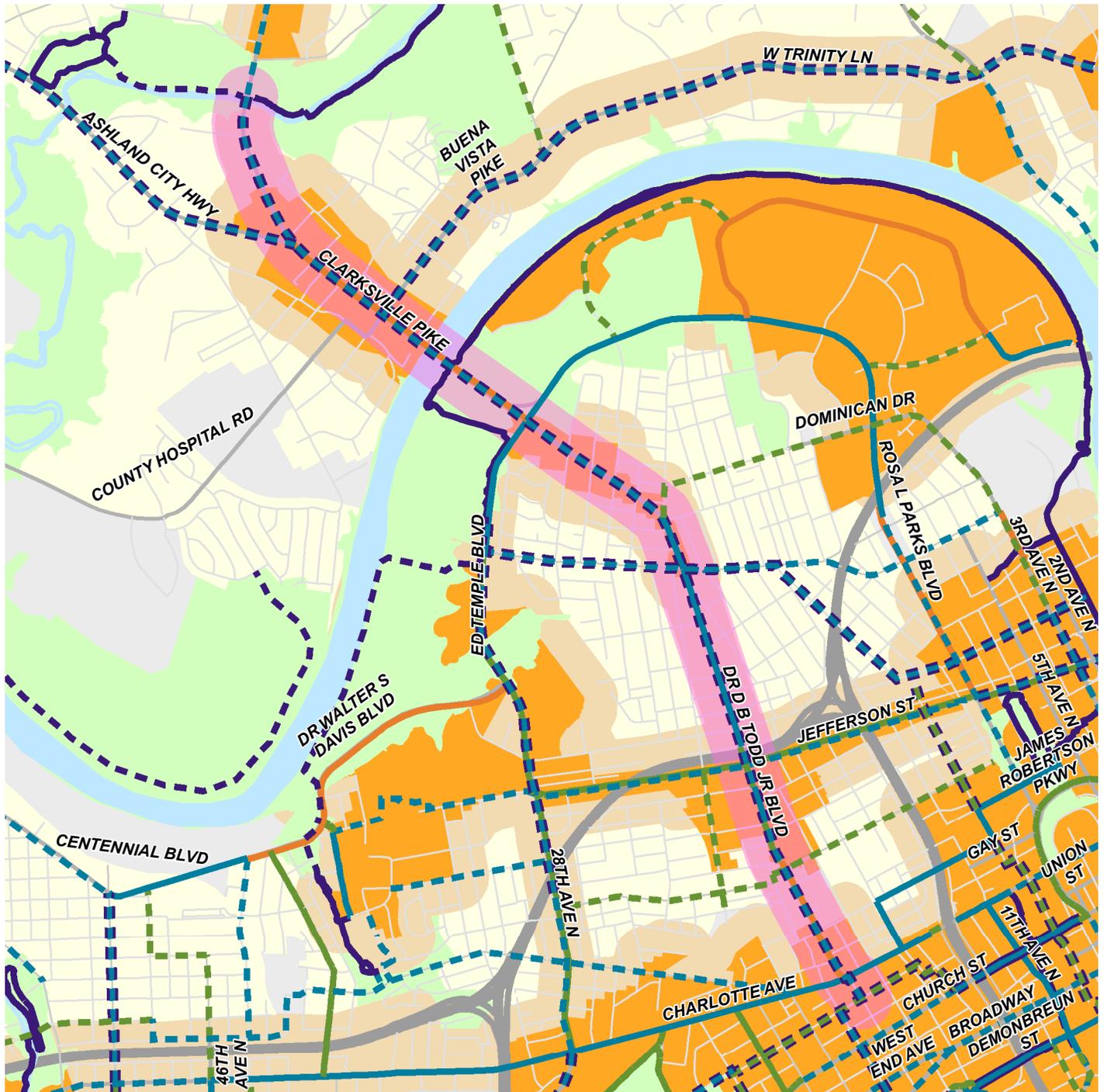
Access Nashville Bicycling Project #9

Bells Bend Greenway Bridge–Connect people walking and biking with a bridge over the Cumberland River from West Nashville to Bells Bend.

Bells Bend anchors a crucial ecological corridor in Nashville/Davidson County. A bicycle and pedestrian bridge across the Cumberland River is a Community Priority and creates the opportunity for future unobstructed bicycle access from Beaman Park to Radnor Lake along existing and planned bikeways and greenways. Expansion of parks and greenways in this area will allow for the permanent protection of sensitive environmental features.

Figure BWC-19: Access Nashville Bicycling Project #6: North Nashville Protected Bikeway

Implement a protected bikeway along Clarksville Pike from the Whites Creek Greenway, across the MLK Bridge, along DB Todd Boulevard, over Jubilee Bridge to Jo Johnston Avenue. (see related Street Project #4: Clarksville Pike Widening)



Planned Facilities

- Protected Bikeway
- Bike Lane
- Signed Shared Route
- Bike Boulevard
- Greenway or Multi-Use Path

Existing Facilities

- Buffered Bike Lane
- Bike Lane
- Signed Shared Route
- Wide Outside Lane
- Greenway, Paved
- Greenway, Unpaved

- Centers
- Transitions
- Anchor Park
- Green network
- North Nashville Pr. Bikeway

Figure BWC-20: Access Nashville Bicycling Project #7: Trinity Lane Protected Bikeway

Implement a protected bikeway along Trinity Lane from Clarksville Pike to Gallatin Pike.



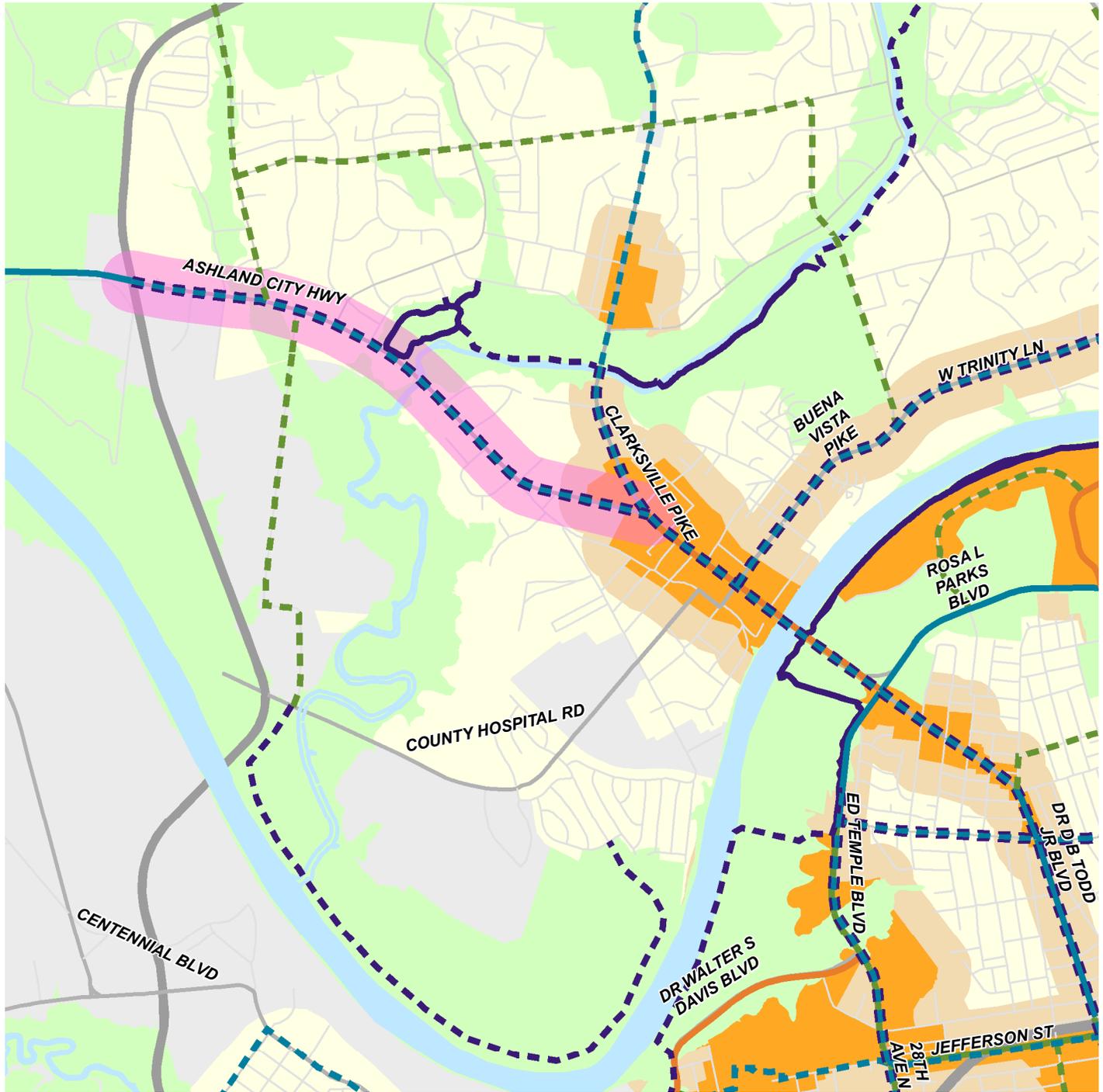
- Planned Facilities**
- Protected Bikeway
 - Bike Lane
 - Signed Shared Route
 - Bike Boulevard
 - Greenway or Multi-Use Path

- Existing Facilities**
- Buffered Bike Lane
 - Bike Lane
 - Signed Shared Route
 - Wide Outside Lane
 - Greenway, Paved
 - Greenway, Unpaved

- Centers
- Transitions
- Anchor Park
- Green network
- Trinity Ln Protected Bikeway

Figure BWC-21: Access Nashville Bicycling Project #8: Ashland City Highway Bike Lanes

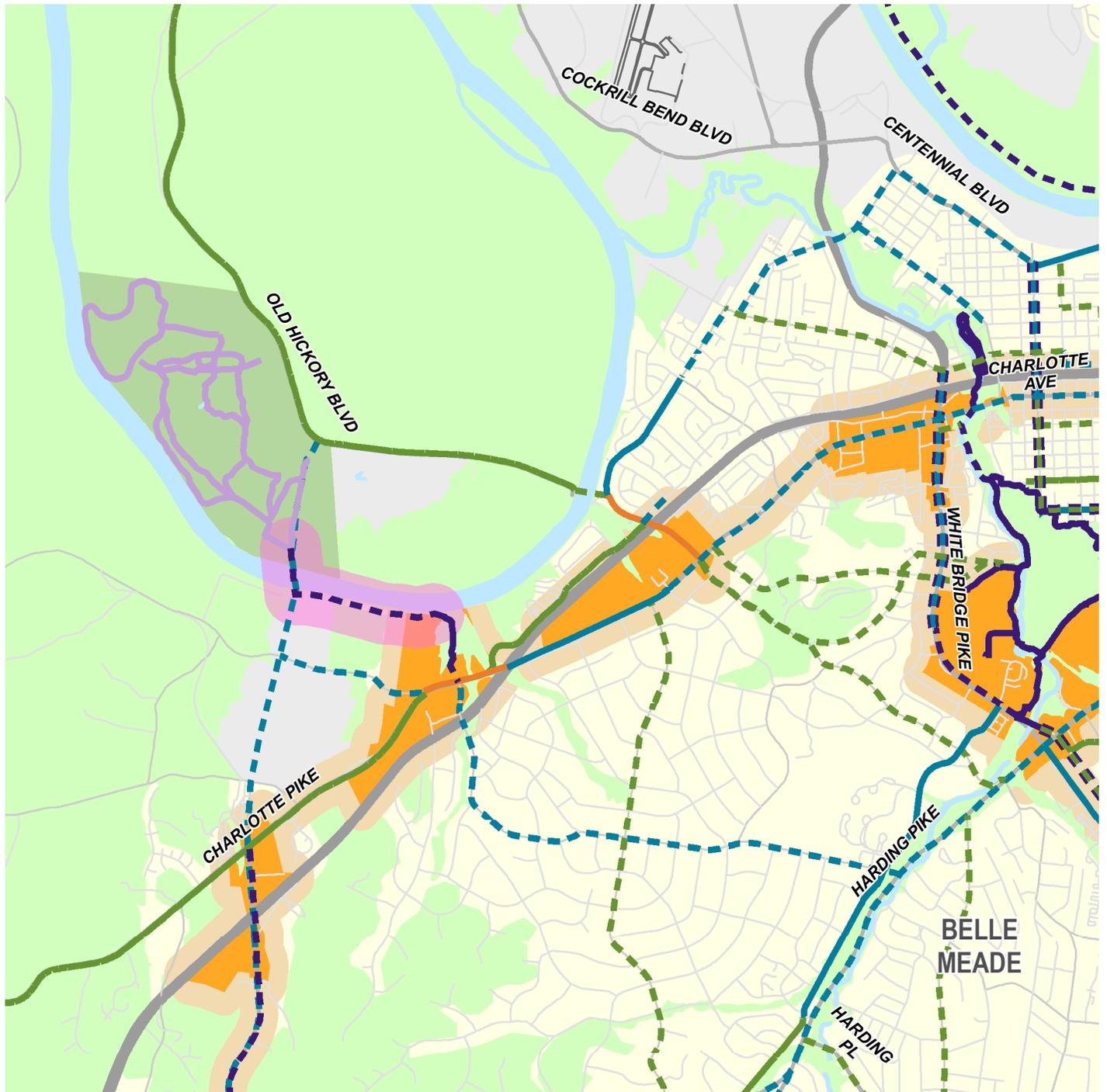
Connect the existing bike lanes north of Briley Parkway to Clarksville Pike.



- | | | |
|------------------------------|----------------------------|----------------------------|
| Planned Facilities | Existing Facilities | Centers |
| ■ Protected Bikeway | ■ Buffered Bike Lane | ■ Transitions |
| ■ Bike Lane | ■ Bike Lane | ■ Anchor Park |
| ■ Signed Shared Route | ■ Signed Shared Route | ■ Green network |
| ■ Bike Boulevard | ■ Wide Outside Lane | ■ Ashland City Hwy Bikeway |
| ■ Greenway or Multi-Use Path | ■ Greenway, Paved | |
| | ■ Greenway, Unpaved | |

Figure BWC-22: Access Nashville Bicycling Project #9: Bells Bend Greenway Bridge

Connect people walking and biking with a bridge over the Cumberland River from West Nashville to Bells Bend.



Planned Facilities

- Protected Bikeway
- Bike Lane
- Signed Shared Route
- Bike Boulevard
- Greenway or Multi-Use Path

Existing Facilities

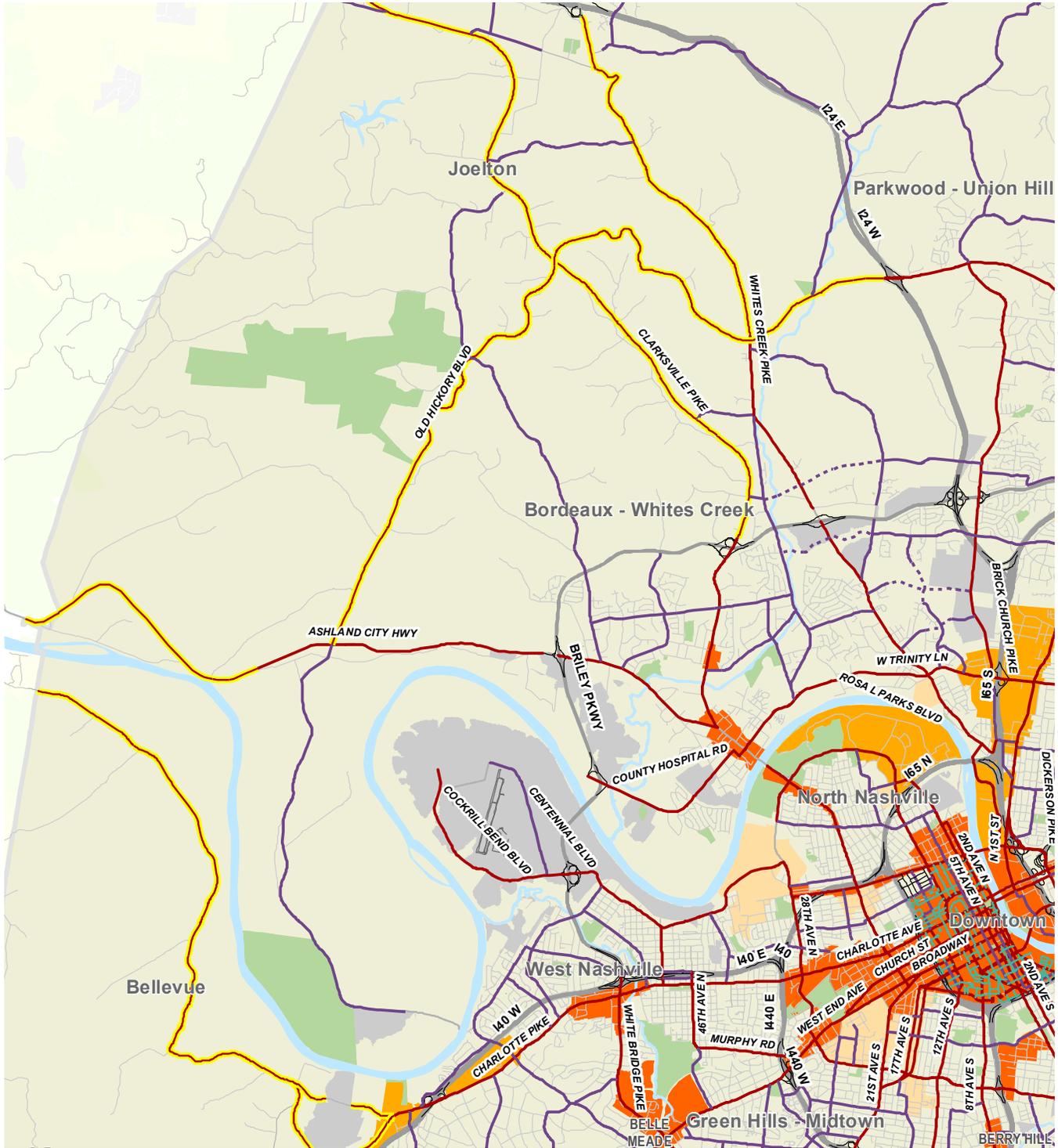
- Buffered Bike Lane
- Bike Lane
- Signed Shared Route
- Wide Outside Lane
- Greenway, Paved
- Greenway, Unpaved

Centers

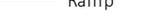
- Centers
- Transitions
- Anchor Park
- Green network
- Bells Bend Greenway Bridge

Figure BWC-23: Major and collector streets

Bordeaux–Whites Creek detail



Major and Collector Street Legend

- | | | |
|---|---|--|
|  Potential Multimodal Freeway Corridor |  Planned Arterial-Boulevard |  Local Street |
|  Planned Multimodal Freeway Corridor |  Collector-Avenue |  Planned Local Alley |
|  Arterial-Parkway Scenic |  Planned Collector-Avenue |  Ramp |
|  Arterial-Boulevard Scenic |  Downtown Local Street |  Planned Ramp |
|  Planned Arterial-Boulevard Scenic |  Planned Downtown Local Street | |
|  Arterial-Boulevard |  Planned Downtown Alley | |

Centers

-  Tier 1
-  Tier 2
-  Tier 3



Transit

Transit service consisting of buses and other enhanced mass transit options provided by the Metropolitan Transportation Authority (MTA) create vital transportation links to the Bordeaux Community. MTA currently operates bus lines running in a “pulse network,” meaning lines generally run in and out of downtown Nashville along the radial pikes.

During NashvilleNext, the community established a vision for High Capacity Transit Corridors in Nashville/Davidson County, many of which are the pikes that currently have bus service, but adding cross-town connectors to the long-term vision. This vision will be refined through the update of the MTA Strategic Transit Master Plan, a process beginning in 2015. The updated Transit Master Plan will discuss what mode of transit is appropriate for each corridor and what order the transit improvements should be undertaken. Information from NashvilleNext and the Community Plans will be used for the Transit Master Plan update process. When the Transit Master Plan is completed, the Community Plans may need to be amended to align with the Transit Master Plan.

Street Priorities

The Bordeaux–Whites Creek Community’s overall transportation system is largely established in terms of surface streets, highways and rail lines. The street network is denser with streets and alternate routes (a more “connected” street pattern) in the Bordeaux portion of the community (within Briley Parkway) and a much sparser network exists in the Whites Creek portion of the community. Connectivity can assist in making make daily navigation to work, school, the library or the grocery easier. An interconnected street network provides more options and alternatives as opposed to forcing all travel onto a few arterial streets. The benefits behind street connectivity include: more efficient service delivery, increased route options, decreased vehicle miles traveled, improved access for emergency, and efficient subdivision of land.

Given the connectivity that exists in Bordeaux, and because the Whites Creek portion of the community is intended to be much less densely developed, there is only one priority street project listed. See project map below.

Access Nashville Street Project #4

Clarksville Pike Widening–Widen Clarksville Pike from 2/3 lanes to 5 lanes from Ashland City Highway to Briley Parkway and include a multi-use path connecting to the Whites Creek Greenway, protected bike lanes, sidewalks, and streetscaping. *(see related Walking Project #6: Bordeaux Area Sidewalks and Bicycling Project #6: North Nashville Protected Bikeway)*

The widening of Clarksville Pike is a Countywide Critical Need because TDOT continues to move forward with the design and right-of-way acquisition in the area to improve traffic flow and accessibility to Bordeaux. Clarksville Pike is an arterial-boulevard and an Immediate Need High Capacity Transit Corridor linking to the Tier One Center. Biking and walking infrastructure should be provided as part of the widening project. A connection to the Whites Creek Greenway should also be established.

Figure BWC-24: Access Nashville Street Project #4: Clarksville Pike Widening

Widen Clarksville Pike from 2/3 lanes to 5 lanes from Ashland City Highway to Briley Parkway and include a multi-use path connecting to the Whites Creek Greenway, protected bike lanes, sidewalks, and streetscaping. (see related Walking Project #6: Bordeaux Area Sidewalks and Bicycling Project #6: North Nashville Protected Bikeway)

